

The Lower Mystic River Corridor Strategy: Working Together to Achieve the Full Potential of the Lower Mystic



**Boston Redevelopment
Authority
City of Chelsea
City of Everett
City of Malden
City of Medford
City of Somerville
Metropolitan Area
Planning Council**



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TABLE OF CONTENTS

	Page
I. Magic of the Mystic: A Vision for the Lower Mystic Valley	1
II. Executive Summary	3
III. Project Overview	5
IV. The Six Mystic River Corridor Strategies	19
1. Acquire, Protect, Enhance and Link Regionally Significant Open Space Parcels	19
2. Enhance and Encourage Sustainable Development and Redevelopment within the Corridor	33
3. Improve Access to and along the River through the Development of Water Transportation, Public Transit, Roadway Improvements and Bicycle and Pedestrian Accommodations	41
4. Work with Regional Partners to Influence Policy and Ensure that Agencies and Organizations have Sufficient Resources to Effect Change on the Mystic River	57
5. Develop and Advocate for a Strong Legislative Response to Mystic River Needs	59
6. Develop and Maintain an Information Clearinghouse	61
V. References	63
VI. Appendices	65
A. Summary of Strategies and Future Actions	
B. Steering Committee Meetings	
C. Public Forum	
D. Case Statement: Mystic Valley Active and Safe Transportation Network	

LIST OF TABLES

Table 1: 1999 Land Use – Acres and Percentages	11
Table 2: Distribution of Open Space in the Study Area	19
Table 3: Priority Open Space Initiatives	20
Table 4: Open Space Plan Status	30
Table 5: Proposed Lower Mystic River Corridor Development Principles	34
Table 6: Priority Transportation Projects	42

LIST OF FIGURES AND MAPS

Figure 1: Rowing on the Mystic River	1
Figure 2: The Tufts Boathouse	1
Figure 3: Mary O’Malley Park in Chelsea	1
Figure 4: Riverbend Park in Medford	19
Figure 5: Gateway Center Park in Everett	19
Map 1: Base Map	7
Map 2: Environmental Justice Populations	17
Map 3: Priority Open Space Initiatives	31
Map 4: Priority Transportation Projects	53
Map 5: Gaps in the Pathway System	55

I. THE MAGIC OF THE MYSTIC: A VISION FOR THE LOWER MYSTIC VALLEY

The Lower Mystic Valley communities envision a waterfront that once again serves as a vibrant area where residents live, work and play. To achieve this vision the communities have joined together to plan and undertake actions which improve the quality of life along the river and enhance the river environment.

This vision will be achieved by improving existing open space along the river, developing new open space and connecting those spaces via an active trail network. Strong public and private partnerships will ensure that these facilities are safe and well maintained.



Figure 1: Rowing on the Mystic River



Figure 2: The Tufts Boathouse

Economically vital maritime industrial uses will co-exist with residential, commercial and recreational uses through the creation of safe and compatible access to and along the river.

Development along the river will adhere to principles of sustainability and low impact development to ensure that water quality is maintained and ultimately improved. The health of the river will be a major contributor to the economic vitality and quality of life for the cities through which it passes, and this health will be sustained by cooperative collaboration among the six cities and numerous regional partners.



Figure 3: Mary O'Malley Park in Chelsea

II. EXECUTIVE SUMMARY

The Mystic River Corridor Strategy project is a collaborative effort among MAPC, the City of Boston acting through the Boston Redevelopment Authority and the Cities of Chelsea, Everett, Malden, Medford and Somerville. The project has created a collective vision for the river corridor and a strategy to achieve that vision. Working with the BRA, the cities and a wide array of stakeholder organizations, MAPC has developed a targeted strategy that will advance the goal of realizing the full potential of the Lower Mystic River.

The project was initiated by the City of Somerville. Mayor Joseph Curtatone secured partial funding with a contribution from the Massachusetts Water Resources Authority. MAPC supplemented the MWRA's contribution with funding it received under the District Local Technical Assistance Program operated by the Department of Housing and Community Development. A steering committee was formed made up of representatives appointed by the six mayors. More information about the project can be found at: www.mapc.org/mystic/. This document further details the following six strategies:

Strategy #1: Acquire, Protect, Enhance and Link Regionally Significant Open Space Parcels

- A. MAPC and the six cities will work cooperatively to advocate for the completion of the open space system with a focus on the eleven high priority open space initiatives listed in Table 3.
- B. MAPC will work with the six cities to ensure that city open space plans fully address Mystic River issues as identified in this strategy.

Strategy #2: Enhance and Encourage Sustainable Development and Redevelopment within the Corridor

- A. Guide development to follow a unified set of principles
- B. Advance sustainable development projects within the corridor
- C. Explore development and open space opportunities in Designated Port Areas

Strategy #3: Improve Access to and along the River through the Development of Water Transportation, Public Transit, Roadway Improvements, and Bicycle and Pedestrian Accommodations.

- A. MAPC and the six cities will work cooperatively to advocate for the completion of sixteen high priority transportation projects.
- B. MAPC and the six cities will work to support regional water transportation initiatives.

- C. MAPC will work with the cities and neighborhood groups to improve transit and pedestrian access to the Mystic River.
- D. MAPC and the six cities will continue to work with the Mystic Valley Active and Safe Transportation Network (Mystic VAST-NET) on action items that are complementary to the Corridor Strategy.
- E. MAPC and the six cities will work to complete the gaps in the multi-use path system along the Mystic River.

Strategy #4: Work With Regional Partners to Influence Policy and Ensure that Agencies and Organizations Have Sufficient Resources to Effect Change on the Mystic River

- A. MAPC will participate in the Steering Committee of the Environmental Protection Agency (EPA) Mystic River Initiative.
- B. MAPC will serve as a liaison between the EPA Mystic River Initiative and city officials through the MAPC subregions.
- C. MAPC and the six cities will work to improve coordination between the Department of Conservation and Recreation (DCR) and the lower Mystic cities.
- D. MAPC and the six cities will work in partnership with the Massachusetts Water Resources Authority (MWRA) to ensure the completion of the program to eliminate combined sewer overflows.

Strategy #5: Develop and Advocate for a Strong Legislative Response to Mystic River Needs

- A. MAPC and the six cities will advocate for the creation of a Mystic River Water Quality Commission that includes full city representation.
- B. MAPC and the six cities will monitor other legislation related to the Mystic River.
- C. MAPC will work with the six cities to develop new legislation to protect and enhance the Mystic River.
- D. MAPC and the six cities will advocate for Mystic River issues to be addressed in the state budget and environmental bond bills.

Strategy #6: Develop and Maintain an Information Clearinghouse

- A. MAPC and the six cities will develop a monitoring and notification system for alerting Lower Mystic stakeholders about critical issues and opportunities for involvement.
- B. MAPC will maintain an MAPC Lower Mystic River web page.
- C. MAPC will develop and maintain a web-based “dynamic” map of the Lower Mystic.

III. PROJECT OVERVIEW

HISTORY AND BACKGROUND OF THE PROJECT

Somerville Mayor Joseph Curtatone initiated the project in 2006. Mayor Curtatone approached MAPC with the idea to bring the cities together to work on Mystic River issues. As the Mayor noted, “It’s been a forgotten waterfront, but that’s changing fast and we have a real opportunity here to guide that change in a responsible and positive direction.”

Mayor Curtatone secured partial funding with a contribution from the Massachusetts Water Resources Authority. MAPC supplemented the MWRA’s contribution with funding it received under the District Local Technical Assistance Program operated by the Department of Housing and Community Development. A steering committee was formed made up of representatives appointed by the six mayors.

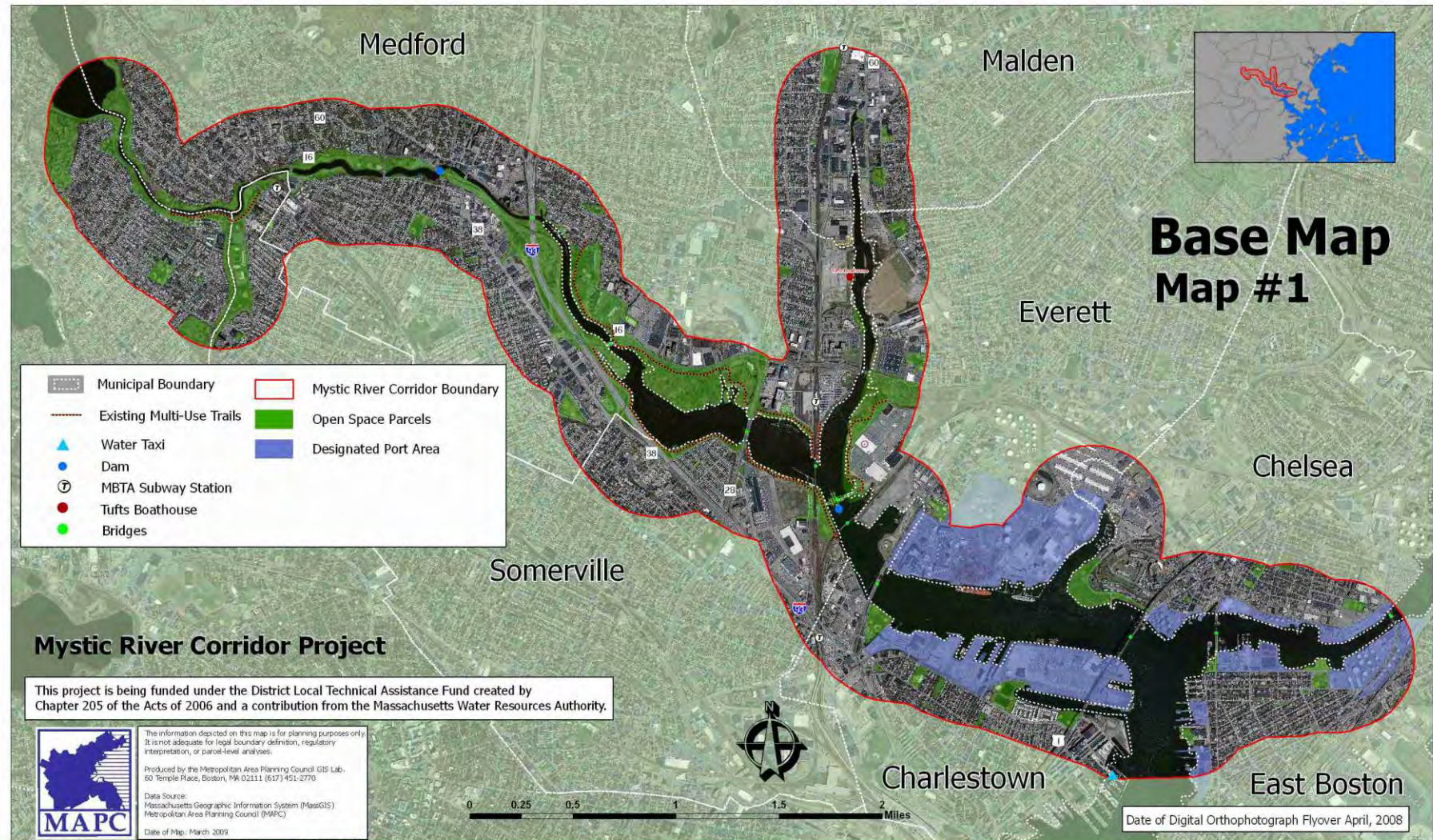
The purpose of the project, as outlined in the scope of work, is:

- To create a collective vision for the river corridor and a strategy to achieve that vision through a collaborative effort.
- To achieve the full potential of the Mystic River.
- To identify key opportunities for conservation and development.
- To provide an opportunity for the communities to learn about and discuss projects that are planned or underway in their neighboring communities.
- To develop a strategy for the communities of the Mystic River study area to work together to mutually support each other’s efforts.

OVERVIEW OF THE STUDY AREA

The entire Mystic River Watershed is 76 square miles and includes 21 communities north and west of Boston. The corridor project study area includes six communities (Boston, Chelsea, Everett, Malden, Medford and Somerville) and 6.14 square miles. The study area is defined as 1/4 mile wide corridor on either side of the river from the southern terminus of the Mystic Lakes to the Chelsea Street Bridge, including the day-lighted portion of the Malden River, the portion of the Island End River in Everett and Chelsea, as well as the lower reaches of Chelsea Creek.

In order to become more familiar with the study area, MAPC conducted fieldwork, prepared a series of maps and undertook an extensive review of previous plans, studies and reports. A list of these plans, studies and reports is included in the appendices.



Land Uses

An analysis of the most recent available land use statistics (the 1999 MacConnell land use data) shows that the predominant land uses in the study area are multi-family residential, industrial and transportation-related uses. Everett and Malden have the highest percentages of industrial land. Land use statistics are shown in the Table on Page 7.

Table 1: 1999 Land Use – Acres and Percentages

Land Use Category	Study Area		Boston		Chelsea		Everett		Malden		Medford		Somerville	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Forest	11.35	0.29	0.00	0.00	0.00	0.00	3.71	0.74	0.00	0.00	7.64	0.48	0.00	0.00
Wetlands	21.22	0.54	0.00	0.00	0.00	0.00	13.32	2.66	0.00	0.00	7.90	0.50	0.00	0.00
Open land	112.38	2.84	9.85	1.36	0.00	0.00	11.68	2.33	0.00	0.00	78.69	4.97	12.16	2.59
Participation recreation	194.37	4.91	37.13	5.13	20.43	5.65	4.49	0.90	9.71	3.05	98.43	6.22	24.18	5.15
Spectator recreation	29.47	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.46	1.10	12.01	2.56
Water recreation	10.03	0.25	0.00	0.00	6.16	1.70	0.00	0.00	0.00	0.00	3.24	0.20	0.63	0.13
Multi-family residential	767.12	19.39	216.93	29.95	60.31	16.68	19.73	3.94	7.88	2.48	273.60	17.28	188.67	40.22
Residential - lots less than 1/4 acre	526.48	13.30	0.00	0.00	0.00	0.00	0.00	0.00	117.73	36.99	408.75	25.81	0.00	0.00
Salt wetlands	1.48	0.04	1.48	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Commercial	361.58	9.14	45.50	6.28	57.31	15.85	10.39	2.08	11.90	3.74	223.43	14.11	13.05	2.78
Industrial	731.08	18.48	81.52	11.26	84.36	23.33	198.15	39.60	148.93	46.79	109.18	6.89	108.94	23.22
Urban open	316.31	7.99	96.44	13.32	73.12	20.22	55.22	11.03	4.87	1.53	47.73	3.01	38.93	8.30
Transportation	791.88	20.01	235.35	32.50	59.87	16.56	180.36	36.04	17.26	5.42	241.27	15.24	57.77	12.31
Water	82.33	2.08	0.00	0.00	0.00	0.00	3.38	0.68	0.00	0.00	66.16	4.18	12.79	2.73
<i>Total</i>	<i>3957.08</i>	<i>100.00</i>	<i>724.20</i>	<i>100.00</i>	<i>361.56</i>	<i>100.00</i>	<i>500.43</i>	<i>100.00</i>	<i>318.28</i>	<i>100.00</i>	<i>1,583.48</i>	<i>100.00</i>	<i>469.13</i>	<i>100.00</i>

DEMOGRAPHICS AND ENVIRONMENTAL JUSTICE

Overview of Demographics

An analysis of the demographics of the study area was done by selecting those Census block groups (60) whose center point was within the study area. As of the 2000 Census, the population of the study area was approximately 68,602 people. Twenty-two percent of the population were under the age of 18; 63% of the population fell within the 18-64 year old category and the remaining 15% were over the age of 65. The population was 65% white; 7.4% black; 20.6% Hispanic; 6% Asian and 1% other. A large majority of the population were renters. Of the 28,040 occupied housing units, 63% were renter-occupied and 37% were owner-occupied.

There was a wide range of income levels within the study area population. Of the 28,136 households, the Census classified 33.5% as low income, 45.2% as medium income and 21.3% as high income. 21.3% of the population was identified as non-citizen.

Of the 28,136 households in the study area, 64.3% lived in English-speaking households while 35.7% were in non-English speaking households. Of the non-English speaking households, 40% spoke Spanish, 45.8% spoke other Indo-European languages, 10.7% were Asian-speaking and 3.5% spoke other languages.

Environmental Justice

Since 2002, the Executive Office of Energy and Environmental Affairs (EOEEA) and other state agencies have been implementing an Environmental Justice Policy to help ensure that all Massachusetts residents experience equal protection and meaningful involvement with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies and the equitable distribution of environmental benefits. This policy was instituted recognizing that communities across the Commonwealth, particularly those densely populated urban neighborhoods in and around the state's older industrial areas, are facing many environmental challenges associated with Massachusetts' industrial legacy. Residents in these predominantly low-income and minority communities – nearly 29% of the state population – lack open space and recreational resources and often live side-by-side numerous existing large and small sources of pollution and old abandoned, contaminated sites, which can pose risks to public health and the environment.

Critical to advancing environmental justice (EJ) in the Commonwealth is the equitable distribution of environmental assets such as parks, open space, and recreation. Toward this end, and where applicable, cities shall identify and prioritize open space sites in their Open Space and Recreation Plans that are socially, recreationally, and ecologically important to EJ populations within the community.

At the beginning of the Mystic River Corridor Strategy project, MAPC prepared a map of environmental justice showing which census block groups meet the environmental justice criteria.

The Role of Environmental Justice in the Mystic River Corridor Strategy

The initial draft strategy included separate items related to environmental justice. At the March 11, 2008 meeting, the Steering Committee decided that environmental justice issues should be integrated into all of the strategy elements rather than being a separate item. As implementation goes forward, MAPC and the six cities will seek to work in partnership with established local organizations to gain a better understanding of the concerns and needs of residents regarding public health/environmental concerns, open space, recreation, and land use.

IDENTIFICATION OF KEY ISSUES

Over the course of four meetings, the Steering Committee identified six top goals for the Mystic River corridor:

- Integrate concerns about impacts on the Mystic River in the review of development, redevelopment and major regional projects.
- Develop a regional strategy for open space land protection and acquisition to ensure access, connectivity and an equitable distribution of open space.
- Seek innovative approaches to improving public access that respect the critical role that the Designated Port Areas play in the regional economy.
- Ensure that development takes into account the potential for water transportation.
- Improve environmental quality along the Mystic River.
- Ensure that the Mystic River Corridor Strategy addresses implementation issues.

A copy of the issues paper developed by the Steering Committee can be found in the appendices. This issues paper led to the development of the six strategies that are described on the pages that follow.

JANUARY 31, 2008 PUBLIC FORUM

On January 31, 2008, MAPC held a public forum aimed at residents, property owners and organizations in Boston, Chelsea, Everett, Malden, Medford, and Somerville who were interested in identifying key opportunities for conservation and development along the Mystic River. Approximately 70 people attended the forum including elected officials and residents from the six cities in the study, as well as regional, federal and state agency representatives and members of non-profit environmental and neighborhood organizations. After a brief presentation on the project and issues identified by the Steering Committee, stakeholders provided input regarding:

- Uses they would like/not like to see on and near the river.
- The key opportunities and challenges for the river.
- Strategies they would like to see in order to implement a shared vision.

Information from the public forum was incorporated into this strategy document.

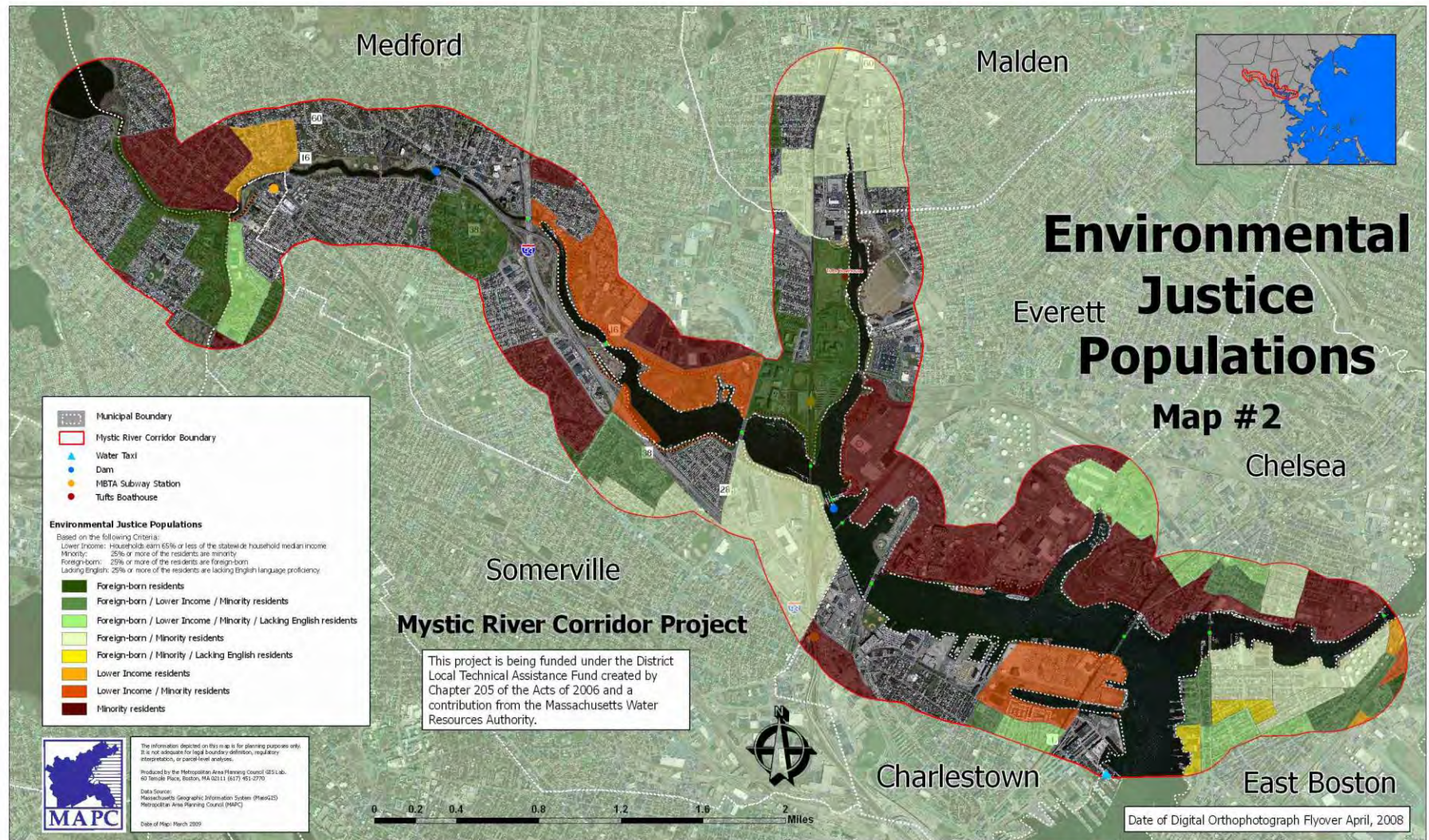
THE MYSTIC RIVER CORRIDOR STRATEGY AND METROFUTURE

MetroFuture is an initiative of the Metropolitan Area Planning Council, which on May 28, 2008 adopted the MetroFuture scenario and goals as the official regional plan for Metro Boston. MetroFuture is a bold and achievable plan to make a Greater Boston Region – to better the lives of the people who live and work in Metropolitan Boston between now and 2030. It capitalizes on the region’s most important assets: its diverse people and landscape, a history of innovation, and a commitment to education and civic engagement. It is a plan that will help the region to overcome its challenges and to embrace its’ future.

On December 2, 2008, the Council adopted thirteen implementation strategies for accomplishing these goals. They include planning, policy, and spending changes at all levels of government, and changes in practice in the private sector and in individual households. The seven implementation strategies that are most relevant to the Mystic River Corridor Strategy are:

- Implement Coordinated Plans
- Democratize Information
- Build Regional Collaboration
- Improve City Life and School Quality
- Protect Natural Landscapes
- Coordinate Transportation Alternatives
- Conserve Natural Resources

Since the adoption of the implementation strategies MAPC will be focusing on integrating these strategies into all projects, plans, studies and initiatives that the Council is engaged in.



IV. THE SIX MYSTIC RIVER CORRIDOR STRATEGIES

Strategy #1: Acquire, Protect, Enhance and Link Regionally Significant Open Space Parcels



Figure 4: Riverbend Park in Medford



Figure 5: Gateway Center Park in Everett

ISSUE OVERVIEW

While the Mystic River Reservation is fairly complete in Medford, there is much less open space in the lower reaches of the river. We must all act to protect parcels that represent critical links in the overall system and to ensure that each community has sufficient open space. This strategy identifies key open space initiatives and the next steps necessary to advance those projects. Improvements to access and connectivity should emphasize public transportation connections as well as the principles of the “active transportation” movement. Active transportation is any means of transportation that is human-powered. The Rails to Trails Conservancy is forming a coalition to press for significant funding for active transportation in the reauthorization of the federal transportation funding bill which will occur over the next few years.

Table 2: Distribution of Open Space in the Study Area

Community	Total Acreage in the Study Area	Acres of Open Space	% of Open Space within the Study Area
Boston	711	42	5.9
Chelsea	358	28	7.8
Everett	511	58	11.3
Malden	317	17	5.3
Medford *	1,562	313	20.0
Somerville	469	65	13.8

* Medford has significantly higher open space acreage due to the acreage owned by the Department of Conservation and Recreation within the Mystic River Reservation.

ELEMENTS OF THE STRATEGY

A. MAPC and the six cities will work cooperatively to advocate for the completion of the open space system, with a focus on the eleven high priority open space initiatives listed in Table 3.

One of the key tasks of the Steering Committee was to identify at least 10 key parcels/areas that are critical to realizing the vision for the corridor. An additional project was added following a meeting with Somerville. Each is explained in more detail in the pages that follow and is shown on the map on Page 23. This list was developed by the Steering Committee and represents a short list of high priority projects. The list includes projects that are critical to completing an open space and trails network as well as new land acquisitions. There are numerous other projects which, although not included on this list, are also important to the open space network. One of the projects that did not make the list is the potential Amelia Earhart Dam crossing. Preliminary studies have indicated a high price tag for this project due to safety concerns and the fact that the locks on the dam are open frequently. The cities agreed that having a river crossing at this location would be desirable but that it was more important to work collaboratively at this point to advance other projects.

To the extent possible, future actions to achieve the full potential of each parcel have also been identified. Due to the complicated nature of many of these projects it is difficult to identify all of the future actions that will be necessary to advance each project. The focus here is on actions that can be taken by the six cities as a group, not each action necessary for the project proponents.

Strategy # 6 is to develop and maintain an information clearinghouse. MAPC, in cooperation with the six cities, would monitor on-going projects and provide information to the six cities on new projects that may affect the Mystic River. Information would be disseminated through an e-mail alert system. One function of this system will be used to notify the six cities when there is an opportunity to intervene on behalf of one of these open space projects.

Table 3: Priority Open Space Initiatives			
Map #	Parcel/Project Name	City	Future Actions
1.	Assembly Square Land Swap	Somerville	<p>MAPC and the six cities should monitor the progress of the appraisal process.</p> <p>MAPC and the six cities should monitor the transfer process through DCAM to ensure that the project does not become delayed.</p>

Table 3: Priority Open Space Initiatives			
Map #	Parcel/Project Name	City	Future Actions
2.	Draw 7 – Sullivan Square Connector trail	Somerville	<p>DCR should complete the design of the trail.</p> <p>DCR should negotiate an easement with the MBTA.</p> <p>MAPC and the six cities should send letters to the MBTA and EPA expressing their support for the project and urging all parties to proceed as quickly as possible.</p> <p>MAPC and the six cities should support all attempts by DCR to obtain funding for the construction of this project.</p>
3.	Rivers Edge Trail System in Everett	Everett	<p>Everett will negotiate a development agreement with the developers of the three key parcels.</p> <p>Everett will secure funding for trail development from the developer and from the state, if necessary.</p> <p>MAPC and the five cities will support Everett's efforts to complete the trail system.</p>
4.	Wellington Greenway	Medford	MAPC and the six cities will work with DCR and the MBTA to design and construct the final segment of this project.
5.	Northern Strand Trail/Saugus Branch	Everett and Malden	The six cities should submit a letter signed by all six municipal Chief Executive Officers to the MPO for the Transportation Enhancements application,

Table 3: Priority Open Space Initiatives			
Map #	Parcel/Project Name	City	Future Actions
			<p>requesting that the project be added to the Regional Transportation Plan, and for the eventual inclusion of the project in the Transportation Improvement Program (TIP).</p> <p>The six cities should seek the endorsement of the Inner Core Committee on the above actions.</p> <p>With these endorsements, MAPC as an MPO member will support including these projects in the Plan and the TIP when they are ready.</p>
6.	Develop Public boat Access at Gateway Park	Everett	<p>Work with Everett, the owners of the Gateway Center and DCR to determine the best location for recreational boat access.</p> <p>Determine how to fund the construction of recreational boat access.</p>
7.	Malden River Waterfront Trail	Malden	<p>Malden should review the Everett development agreements and plans for the Medford trail to develop specifications for the trail along the Malden River.</p> <p>MAPC will assist Malden to ensure that the development agreements are in accordance with the development principles in Strategy 2.</p>
8.	CSX Right-of-Way	Chelsea	Ensure consideration of the path during discussions of the Urban Ring project.

Table 3: Priority Open Space Initiatives			
Map #	Parcel/Project Name	City	Future Actions
			<p>Advocate for funding for acquisition and path development.</p> <p>Chelsea will assess the open space and multi-use path potential of this property during the Open Space and Recreation Plan update.</p>
9.	Condon Shell Improvements	Medford	<p>Medford and MAPC will alert the six cities when there are future public meetings on this project.</p> <p>MAPC and the six cities will work to ensure that there is adequate funding for the project and that it is integrated into DCR's Mystic River Master Plan.</p> <p>Medford will work with DCR to ensure that future improvements to the Mystic River Reservation support the goals of linking the Condon Shell to Medford Square.</p>
10.	Clippership Park	Medford	<p>MAPC and the six cities will use the periodic review of the TIP to ensure that the project remains on the TIP and is fully funded.</p> <p>MAPC and the six cities will seek funding for park development and maintenance to ensure that the park is developed as planned after the roadway re-alignment phase is completed.</p>

Table 3: Priority Open Space Initiatives			
Map #	Parcel/Project Name	City	Future Actions
11.	Blessing of the Bay Boathouse	Somerville	<p>MAPC and the five cities will support the City of Somerville's efforts to obtain funding to fully implement the project.</p> <p>MAPC and the six cities will assist with the outreach and education program to ensure that it is viewed as a regional resource.</p>

The Boston Redevelopment Authority did not identify any parcels that warranted inclusion on this list at this point in time due in part to the difficulties of implementing open space projects within the Designated Port Areas. Open space projects may be identified in the future as further work is done on the DPA.

(1) Assembly Square Land Swap

In order to assemble the land needed for the Assembly Square project, the developer needs to obtain an interest in four land areas. Three of the parcels require only an easement. The fourth requires fee title. This parcel is 1.5 acres of DCR-owned upland currently used only seasonally for boat storage under an annual lease agreement to the Winter Hill Yacht Club. The proponent, supported by Somerville, proposes to acquire this parcel in exchange for a 1.8 acre parcel of riverfront land to be conveyed in fee to DCR. This land swap is governed by Article 97 of the Massachusetts Constitution. The necessary legislation has been passed. The next step is for the project proponent to submit appraisals to determine if the land gained exceeds the value of the land swapped. If this is the case then the project proponent will be required to make a cash contribution to DCR. Following approval of the appraisals, the Department of Capital Asset Management (DCAM) will oversee the execution of the transfer documents.

The 1.8 acres to be conveyed to DCR abuts the Mystic River Reservation, creating an opportunity to expand and enhance a riverfront park. The proponent will participate in programming, planning and constructing the expanded park as per the agreements contained in the Secretary's MEPA Certificate and special permits granted by Somerville.

Future Actions:

- 1) MAPC and the six cities will monitor the progress of the appraisal process.**

- 2) MAPC and the six cities should monitor the transfer process through DCAM and take all necessary steps to ensure that the transfer is completed by**

(2) Draw 7 – Sullivan Square Connector Trail

The Department of Conservation and Recreation (DCR), in partnership with EPA and the MBTA, is seeking to design and to develop a new pedestrian link between Draw 7 Park and the Route 99 Bridge. The path would require an easement from the MBTA to locate the path at the edge of its bus/rail facility in Somerville. EPA's involvement is because the project is being funded through a consent decree between the US EPA and Exelon Mystic LLC for Clean Air Act violations at the Mystic Station Power Plant in Everett.

DCR is moving forward with the design and estimates that construction would cost approximately \$800,000. DCR has contracted with the consulting firm of VHB to design the project. DCR expects to begin permitting the project in the winter of 2009. The challenge will be to develop a path that is safe and overcomes some of the aesthetic challenges of the environment. One issue that has been of concern is the structural integrity of the wall along the river adjacent to the path. Another issue is the need for the MBTA to remove stored munitions from the site. The MBTA has not yet granted an easement and EPA has been granting them extensions under the enforcement action.

Future Actions:

- 1) DCR should complete the design of the trail.**
- 2) DCR should negotiate an easement with the MBTA.**
- 3) MAPC and the six cities should send letters to the MBTA and EPA expressing their support for the project and urging all parties to proceed as quickly as possible.**
- 4) MAPC and the six cities should support all attempts by DCR to obtain funding for the construction of this project.**

(3) Rivers Edge Waterfront Parcels in Everett

Everett is currently negotiating a development agreement with three property owners to ensure the creation of a riverfront trail along these properties. The development agreements should include provisions to fund trail construction, supplemented if necessary with funding from the state.

Future actions:

- 1) Everett will negotiate a development agreement with the developers of the three key parcels.**
- 2) Everett will secure funding for trail development from the developer and from the state, if necessary. MAPC and the six cities will support Everett's efforts.**

(4) Wellington Greenway

Wellington Greenway is a 1.5 mile long bicycle and jogging path located along the Malden and Mystic Rivers. This waterfront trail has been decades in the making and will become a bicycling hub, connecting several of Medford's neighborhoods with the 80-acre Mystic Reservation, a major commuter rail line at the Wellington T Station, and several large office and mixed use developments. This project entails the creation of the final one-half mile multi-use path on the Medford waterfront that will connect the Malden River Park to the Mystic River Reservation.

Future actions:

- 1) MAPC and the six cities will work with DCR and the MBTA to fund, design, and construct the final segment of this project.**

(5) Northern Strand Trail/Saugus Branch Railroad

The Northern Strand Trail is a project of the Bike to the Sea Committee. The plan calls for the development of a bicycle and pedestrian trail from Malden to the beaches of Lynn and Revere. The trail will begin along the Malden River in Everett near the Rivers Edge development where it will connect to trails heading to Boston and Medford. Heading north to Malden, then east, the trail travels past the locations of the old Maplewood and Linden rail stations to the spectacular vistas of Rumney Marsh in North Revere. The project entails leasing an abandoned right-of-way owned by the MBTA. On May 1, 2008 the MBTA Board of Directors voted to approve the lease with Everett and Malden.

Following that approval, Everett and Malden jointly submitted a Transportation Enhancement Grant pre-application for the design and partial construction of the first 1.5 miles of the trail. The application was submitted in September 2008 and was approved by the state. A letter from the Executive Office of Transportation dated October 22, 2008 outlined several issues that needed to be resolved prior to the final submission. The project also has to be included in the Regional Transportation Plan and ultimately, in the Transportation Improvement Program (TIP). Due to the nature of the transportation planning process, this will require a number of different letters at different times in the process.

Future actions:

- 1) The six cities should submit a letter signed by all six municipal Chief Executive Officers to the MPO for the Transportation Enhancements application, requesting that the project be added to the Regional Transportation Plan, and for the eventual inclusion of the project in the TIP.**
- 2) The six cities should seek the endorsement of the Inner Core Committee on the above actions.**
- 3) With these endorsements, MAPC as an MPO member will support including these projects in the Plan and the TIP when they are ready.**

(6) Develop Public Boat Access at Gateway Park in Everett

This public park is owned by DCR and was created on a former brownfield site (the Monsanto property). This park provides great walking trails but there are no opportunities for boat access. Everett would like to see a dock or boat launch developed that would provide access for local residents to the Malden and Mystic Rivers. There have been no discussions yet concerning the type of boats that might be accommodated. The current thinking is that this would be a location for recreational boat access. There is the possibility that this location could be part of a larger water transportation system.

Future Actions:

- 1) Work with Everett, the owners of the Gateway Center and DCR to determine the best location for recreational boat access.**
- 2) Determine how to fund the construction of recreational boat access.**

(7) Malden River Waterfront Parcels

Malden would like to work with property owners along the Malden River waterfront to establish a path system similar to the path on the Medford portion of the river.

Future Actions:

- 1) Malden should review the Everett development agreements and plans for the Medford trail to develop specifications for the trail along the Malden River.**
- 2) MAPC will assist Malden to ensure that the development agreements are in accordance with the development principles in Strategy 2.**

(8) CSX Right-of-Way

This project involves the development of a multi-use path along all or a portion of the unused right-of-way in Chelsea from Eastern Avenue to Sixth Street, which is now owned by CSX. Although most of this project would be outside of the study area, it would serve as a critical link among public transportation, the neighborhoods and the river. The project is further described on Page 27 of the “Chelsea Open Space Plan Update 2003”:

—This project involves the development of a multi-use path along all or a portion of the unused right-of-way between Eastern Avenue and Sixth Street. This former rail corridor has been identified by the City and The Massachusetts Bay Transportation Authority (MBTA) as a potential right-of-way for the Urban Ring project, a proposal to develop a circumferential transit ring through Boston’s inner suburbs. While the City’s priority for the right-of-way would be development of the Urban Ring, there is a potential for the development of all or a portion of the

right-of-way for a multi-use path. The Draft Environmental Impact Statement (DEIS) for the Urban Ring project currently focuses on use of the right-of-way between Bellingham Street and Sixth Street for the transit project, leaving that portion between Eastern Avenue and Bellingham Street available for recreation use. In addition, it may be possible to develop a walking path adjacent to the Urban Ring roadway in the Bellingham Street-Sixth Street portion of the corridor to provide a through pedestrian connection.”

Future Actions:

- 1) Ensure consideration of the path during discussions of the Urban Ring project.**
- 2) Advocate for funding for acquisition and path development.**
- 3) Chelsea will assess the open space and multi-use path potential of this property during the Open Space and Recreation Plan update now underway.**

(9) Condon Shell

The Condon Shell is an outdoor concert venue located on land that is owned by DCR. Medford leases the property and has the responsibility to maintain the land and the shell. Medford has obtained two grants totaling \$693,000 to rehabilitate the facility. The City has hired the consulting firm Crosby, Schlessinger, Smallridge (CSS) to develop a plan for the facility. Two public meetings have been held so far. The Medford Square Revitalization Committee has developed three priorities for the facility:

- To create a performance site for music, theater and dance that will draw people not only from Medford but also from the surrounding cities and towns;
- To preserve the river’s edge by cleaning up the brush, planting new shade trees and providing access to canoes, kayaks and small motor boats; and
- To provide a link to Medford Square so people can walk to and from the Condon Shell and potentially increase activity for local businesses.

Future actions:

- 1) Medford and MAPC will alert the six cities when there are future public meetings on this project.**
- 2) MAPC and the six cities will work to ensure that there is adequate funding for the project and that it is integrated into the Mystic River Master Plan.**
- 3) Medford will work with DCR to ensure that future improvements to the Mystic River Reservation support the goals of linking the Condon Shell to Medford Square.**

(10) Clippership Park

Medford has a project in the Transportation Improvement Program (TIP) to realign Clippership Drive away from the river, thereby creating a small riverfront park. The project number is #605122. This park could potentially be the location for a water transportation dock. The consulting firm of Howard Stein Hudson is working on the project.

Future actions:

- 1) MAPC and the six cities will use the periodic review of the TIP to ensure that the project remains on the TIP and is fully funded. This project is currently listed in the TIP to begin construction in 2009.**
- 2) MAPC and the six cities will seek funding for park development and maintenance to ensure that the park is developed as planned after the roadway alignment phase is completed.**

(11) Blessing of the Bay Boathouse in Somerville

The City of Somerville has plans to significantly improve the Blessing of the Bay Boathouse. The project, as described in a recent grant application, is as follows:

—The City of Somerville seeks to connect more of its residents and the public at large with the recreational and educational opportunities to be found on the Mystic River through the renovation and enhancement of the Blessing of the Bay Boathouse, located on the Mystic River in Somerville's Ten Hills Neighborhood. This effort will make the boathouse more welcoming, easier to access and safer to use for people of all abilities. Project components will include improved signage, lighting, and fencing; installation of ADA compliant parking, ramps, restrooms, and a water-level floating dock that provides easy access to paddle craft for people of all abilities; and an area-wide community outreach component. The city projects an increase in usage of 300% within 5 years, and anticipates significant additional increases in usage within ten to twenty years following urban renewal of nearby Assembly Square.”

The boathouse is owned by the Division of Conservation and Recreation (DCR) but the City is finalizing a long-term management and operations agreement under which DCR will complete basic renovations and the City will operate, manage, maintain and improve the facility.

This project is also closely linked to the Draw 7 – Sullivan Square Connector Trail and the planned development of the Route 28 underpass.

Future Actions:

- 1) MAPC and the five cities will support the City of Somerville's efforts to obtain funding to fully implement the project.**
- 2) MAPC and the six cities will assist with the outreach and education program to ensure that it is viewed as a regional resource.**

B. MAPC will work with the six cities to ensure that city open space plans fully address Mystic River issues as identified in this strategy.

In order to remain eligible for open space and recreation grants from the state, each community must have an open space and recreation plan prepared under the [requirements](#) of the Division of Conservation Services. Approved plans are valid for five years and then must be updated. The guidelines have recently been revised to require consideration of environmental justice issues. As the regional planning agency, MAPC has the responsibility to review all open space plans submitted to the Division of Conservation Services within the MAPC region.

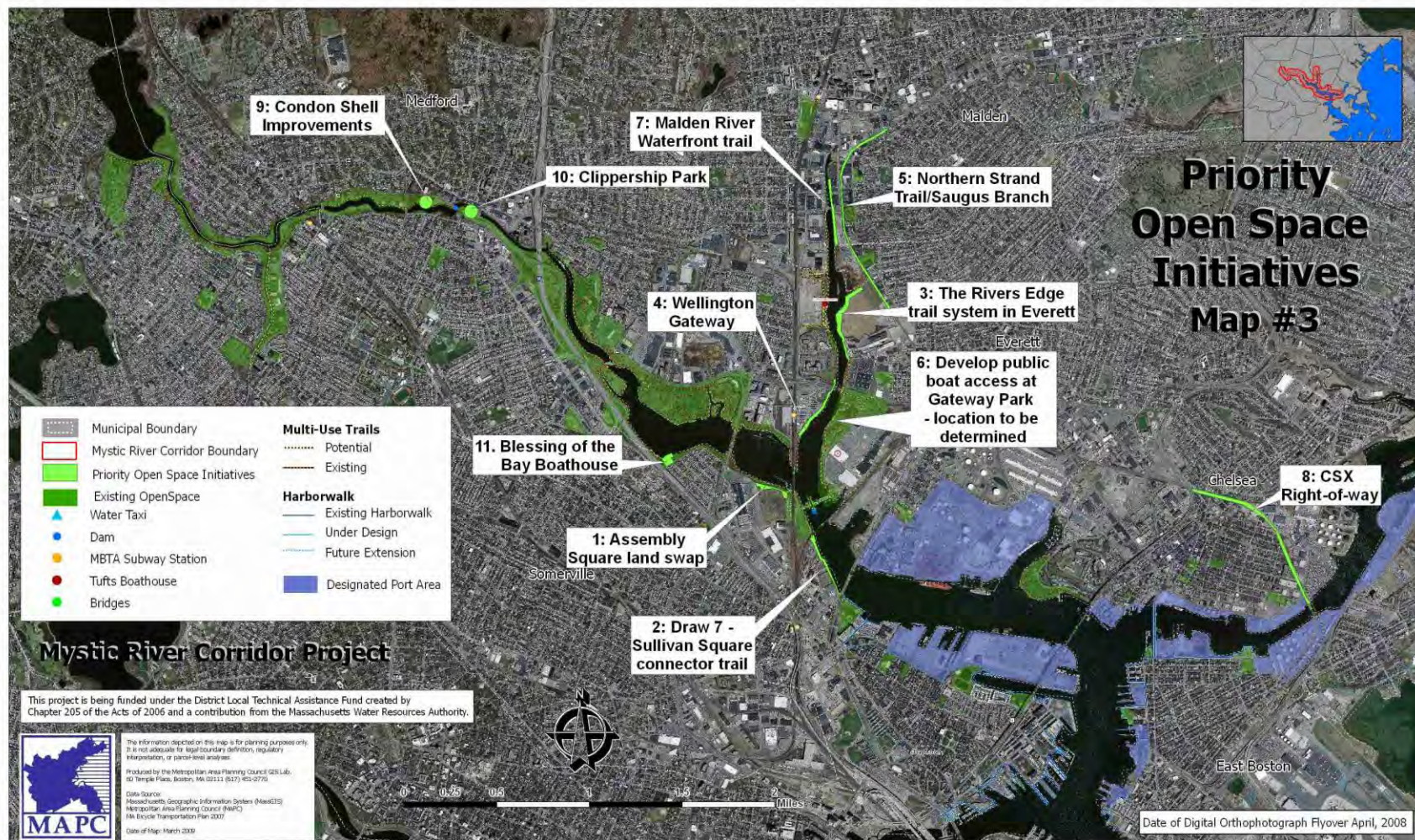
According to the website of the Division of Conservation Services, the status of each city's plan is shown below.

Table 4: Open Space Plan Status

City	Status
Boston	Plan expires December 2012
Chelsea	Expired November 2008. Update process is underway.
Everett	Expires April 2009
Malden	Plan has expired. Malden's new plan will be completed in December 2008.
Medford	Plan has expired.
Somerville	Plan expired September 2008

Future Actions:

- 1) MAPC will work with the cities to ensure that all open space plans reflect a common vision for the Mystic River and include action items that advance this common vision. This will include an analysis of how residents from each city can access the regional open space network via trails and transit.
- 2) MAPC will prepare a section on the Mystic River vision that can be incorporated into all open space plans as they are revised and updated. This section will be shared with all cities as they begin their plan update process.



The Boston Redevelopment Authority did not identify any parcels that warranted inclusion on this list at this point in time due in part to the difficulties of implementing open space projects within the Designated Port Areas. Open space projects may be identified in the future as further work is done on the DPA.

Strategy #2: Enhance and Encourage Sustainable Development and Redevelopment within the Corridor

ISSUE OVERVIEW

Development along the lower Mystic River has historically been of an industrial nature. As shown in Table 1 on page 7, almost half of the land use within the study area consists of commercial (9%), industrial (19%), or transportation (20%). However, Mystic's shores also extend into dense residential neighborhoods and hidden parklands. Land use in the lower Mystic is in transition, especially as old uses are retiring and new developments are looking for new opportunities.

We envision development along the river adhering to principles of sustainability and low impact development to ensure that water quality is maintained. We also envision economically vital maritime industrial uses that co-exist with residential and commercial uses and the parks. Most of all we want a unifying development vision, one shared across municipal boundaries. Once we have solidified that vision, we then need to put our words into actions by encouraging sustainable development within the corridor.

The following sub-strategies and future actions describe how we can guide development to follow a unified set of principles agreed upon by the six cities, how we may bring the principles to fruition with actual projects, and how we may overcome perceived development constraints in industrialized working port areas. The goal is to not only follow sustainable development, but also aim for development beyond the minimum requirements for stormwater management, green building techniques, and energy conservation. The lower Mystic River corridor should be a marketable commodity that attracts responsible development, and is a region where the public wants to live, work, and recreate.

The term “development” in this section refers not only to new development within the corridor, but since so much of the corridor has already been disturbed, it also refers to redevelopment. In cases of areas such as contaminated Brownfield sites, redevelopment may also mean that a more sensitive and prescribed form of design standards must be followed.

ELEMENTS OF THE STRATEGY

A. Guide development to follow a unified set of principles

The purpose of these development principles is to create guidelines that communities can use while reviewing projects proposed within the Mystic River corridor. By agreeing upon a unified set of seven criteria for development along the river, the communities will help to plan and guide development in a regional manner. The first step is for each city to endorse these principles with a signed commitment.

In addition to the seven principles developed with an emphasis on the needs within the Mystic River corridor, all development should also take into account overarching sustainability

principles such as: incorporating mixed uses and compact development, increasing jobs and business opportunities, and expanding housing opportunities. Although the principles were created for this project based upon key issues identified with the steering committee, the creation of jobs and equitable housing in the Mystic River Corridor is also of equal importance. With jobs and housing come economic development and a sense of stewardship of the river. This strategy does not attempt to cover all aspects of development including critical infrastructure needs such as the repair and rehabilitation of sea walls and other structures directly on the water.

The proposed seven principles are listed in Table 5 and further described in detail below.

Table 5: Proposed Lower Mystic River Corridor Development Principles

- | |
|---|
| <ol style="list-style-type: none"> 1. Preserve and create open space and public access with an emphasis on continuous public access along the river where appropriate or as a means of access to the river. 2. Mitigate impacts of development in the corridor by employing stormwater management, green building, and other Low-Impact Development (LID) techniques. 3. For redevelopment of already disturbed sites, improve water quality of the river by implementing restoration practices such as reducing impervious cover over existing conditions, vegetated buffers, pollutant treatment, and/or pollutant source reduction. 4. Utilize pre-developed sites with an emphasis on Brownfield sites. 5. Provide transportation alternatives including pedestrian, bicycle, transit, water, and intermodal options. 6. Promote regional equity and reduce local and regional disparities. 7. Involve stakeholders in the planning process, including citizens, community groups, non-profit organizations, private industry, universities, local governments, and regional and state entities. |
|---|

1. *Preserve and create open space and public access with an emphasis on continuous public access along the river where appropriate the river or as a means of access to the river.*

Open space enhances the quality of life by providing community space, recreation opportunities, and critical habitat for plants and wildlife. Open space also preserves the quality of critical environmental resources such as wetlands. Development within the Mystic River Corridor should provide dedicated open space areas, and where feasible, public open space along or connecting to the river. Designated Port Areas should include public access or accommodations, with public open space as a goal. (Further discussion of Designated Port Areas follows under Substrategy C later in this section)

2. *Mitigate the impacts of development in the corridor by employing stormwater management, green building, and other Low-Impact Development (LID) techniques.*

Developments, buildings, and infrastructure should be constructed to reduce waste and pollution as much as possible through efficient use of land, energy, water, and materials. Developments should employ state-of-the art Stormwater Management, Green Building, and other Low-Impact Development (LID) techniques to conserve and protect natural resources.

Development in the corridor should follow detailed sustainable design standards prepared for the Mystic Corridor.

3. *For redevelopment of already disturbed sites, improve water quality of the river by implementing restoration practices such as reducing impervious cover over existing conditions, vegetated buffers, pollutant treatment, and/or pollutant source reduction.*

Improving the water quality of the Mystic River is one of the key elements in realizing the full potential of the river. This is of significant importance since the Environmental Protection Agency (EPA) gave the Mystic River water quality a poor “D” grade in its 2008 report card. All developments should improve water quality over existing conditions whether it be through natural means such as increasing vegetative surfaces and reducing impervious areas, through engineered systems, or by simply reducing pollutant generation.

Redevelopment in the corridor should be encouraged or required to follow detailed sustainable design standards prepared for the Mystic Corridor.

4. *Utilize pre-developed sites with an emphasis on Brownfield sites.*

Development should be encouraged in areas where public investments have already been made in infrastructure and other facilities, seeking to utilize these resources and to conserve open spaces and natural resources in undeveloped areas. This can mean focusing development on infill sites and abandoned Brownfield, with an emphasis on priority development sites identified by the communities.

5. *Provide transportation alternatives including pedestrian, bicycle, transit, water, and intermodal options.*

Better connections along the corridor, to the river and to major centers of commerce can support alternatives to auto use and serve as a guide for effective transportation investments. Developments in the corridor should include provisions for transit and active transportation such as walking, bicycling and water transportation.

6. *Promote regional equity and reduce local and regional disparities.*

Everyone wants to live in a community where the quality of life is high. If we cooperate across communities and plan carefully for the future, we can achieve a situation where neighborhoods share fairly in the benefits of development and none bears an unfair burden of the social costs associated with planning decisions. Every development in the Mystic River corridor should incorporate measures to enhance Environmental Justice in the communities.

7. *Involve stakeholders in the planning process, including citizens, community groups, non-profit organizations, private industry, universities, local governments, and regional and state entities.*

The needs of every community and the programs to address them are best defined by the people who live and work there. An open public process that facilitates the participation of community residents and organizations provides community members with a direct stake in ensuring the success of revitalization efforts, and can lead to creative resolution of development issues. In addition, most community assets and problems do not recognize municipal boundaries. Regional cooperation is needed to address common concerns, such as traffic, and to protect common resources, such as watersheds. Regional solutions can also encourage the efficient use of funds.

Future Actions:

- 1) The Mayors and City Councils should endorse the development principles in each city for development projects within the corridor.**

Each city may differ in how they want to officially endorse the development principles, but at a minimum each city should provide a signed commitment. The commitment may come as a signed endorsement from the executive branch, a signed endorsement by a City Council, or even as voted-upon endorsement or adoption by a City Council.

- 2) MAPC and the cities should create detailed sustainable design standards for new and redevelopment projects in the Mystic River Corridor.**

In addition to the overarching seven development principles, more detailed design standards should be created for development within the corridor. These standards would provide design criteria and technical guidance for stormwater management, green building, and other low-impact development techniques above and beyond the minimum standards required by state and federal regulations. The Mystic River Corridor should be marketed as a “green” region to draw residents, attractive jobs, and responsible development.

MAPC should work with the cities and other partners in the region with the technical expertise to develop these design standards specific to the needs and sensitive areas of the lower Mystic River. These design standards could eventually be incorporated into local codes, such as stormwater ordinances.

- 3) MAPC will assess zoning ordinances, subdivision regulations, and any other relevant codes in each city to ensure consistency with the development principles for projects within the corridor.**

Not only should projects be designed sustainably from the perspective of the developer, but communities should also have codes that encourage, not impede, sustainable development. MAPC can assist the cities in a review of their existing ordinances and regulations to evaluate the sustainable provisions already in place and to provide recommendations as to how their codes may become more suited for low-impact and green development.

- 4) MAPC, consulting with the cities, should review all projects within the corridor at the regional level through the MEPA process with respect to the development principles.**

In addition to project reviews at the local level, the development principles should also guide the reviews of regional and state agencies. For example, projects undergoing the MEPA process within the corridor should be reviewed with respect to these same development principles. Once endorsed by the communities, agencies such as MAPC should review projects through the MEPA process with respect to the principles.

- 5) The cities should consider these development principles as part of any master planning and harbor planning for the Lower Mystic River Corridor.**

B. Advance sustainable development projects within the corridor

Once the development principles have been endorsed, the cities should find ways to encourage investment in and revitalization of the waterfront infrastructure and businesses contributing to the vitality of the Lower Mystic communities. The Mystic River Corridor should be marketed as a “green” region to draw residents, attractive jobs, and responsible development. In addition, the cities should also find ways to encourage the use of sustainable principles for projects currently underway. Not only should the development principles apply to private development, but public projects at the city, state, or federal level should also strive to meet these principles.

Future Actions:**1) MAPC and the cities should coordinate with developers to ensure implementation of the development principles and to showcase successful pilot projects.**

The cities have identified key developments currently underway, such as the Assembly Square mixed-use development in Somerville and the Rivers Edge project in Everett, Medford and Malden. In order to set an example for future projects in the corridor, MAPC and the six cities should coordinate with the developers to encourage implementation of the sustainable development practices. Examples may include low-impact development stormwater practices, green building techniques, native landscaping, or trail construction. By implementing elements of the design principles, these projects would serve as pilots to showcase in venues such as developer training seminars, a Mystic River Best Practices manual with detailed design criteria, or as a marketing tool for future development along the river.

2) MAPC, working with the cities, should provide an analysis at the parcel level of priority Brownfield and under-utilized sites within the corridor that are prime candidates for development.

In order to fully evaluate the potential for development in the lower Mystic River corridor, a detailed, parcel-level analysis should be performed region-wide to determine the status and potential of each and every site. Several existing studies, such as the Everett Waterfront Assessment and the Chelsea Creek Waterfront Plan Study, have some level of a parcel analysis, but no comprehensive study has been performed to date.

MAPC, working with the cities, could provide information on every parcel such as ownership, zoning, and status of any developments, Brownfield status, permitting constraints, and environmental constraints. With all of this information, MAPC and the cities could make informed decisions on priority development parcels and recommendations for feasible future development.

3) MAPC should host a Developers’ Summit to facilitate communication and garner input on development needs and opportunities within the corridor.

Holding a summit, or a series of summits, with landowners, the cities, potential developers, residents and MAPC open the lines of communication with the stakeholders on the development needs and opportunities along the river. This summit would bring

awareness to the public and the development community about the potential of the Mystic River and could kickoff the beginning of a Mystic River marketing campaign. This summit could also lead to a longer term Mystic River development coalition.

C. Explore development and open space opportunities in Designated Port Areas

Large portions of the Mystic River waterfront in Boston, Chelsea and Everett are designated by the Massachusetts Office of Coastal Zone Management (CZM) as Designated Port Areas (DPAs). The “Mystic River” DPA is located in Everett and Charlestown, and the “Chelsea Creek” DPA is located in Chelsea and East Boston.

DPAs are working industrial port areas with water-dependent industrial uses that have protected status for the purpose of promoting and protecting marine industrial activities and supporting uses. DPAs were established on the fundamental premise that it makes both good environmental and good economic sense to encourage maritime business development within harbor areas that have already been altered extensively – at great public expense – to meet the special operational and physical requirements of port-related commerce. M.G.L. Chapter 91 and the 310 CMR 9.00 Waterways Regulations, administered by the Department of Environmental Protection (DEP), govern waterways (including flowed tidelands and submerged lands below the high water mark) and filled tidelands in the Commonwealth. These Waterways regulations have some provisions that prevent development with an exclusionary effect upon water-dependent industry in DPA within Ch. 91 jurisdiction. Other relevant regulations include 301 CMR 23.00 Review and Approval of Municipal Harbor Plans, and 301 CMR 25.00 Designation of Port Areas, both administered by the Massachusetts Office of Coastal Zone Management (CZM).

Designation of DPAs can render development of non-water dependent uses difficult. This is to protect both the unique and necessary marine activities at the ports, and to protect the public from harm caused by activities in the ports. As a result, these areas are not integrated with many tracts of open space, commercial developments or residential areas. The communities realize the importance of water-dependent uses on the region’s economy, but would like to explore potential opportunities for future development sites or access to the river through point access or a pocket park, or other public accommodations.

It is important to note that the Waterways Regulations do provide flexibility through the definition of water-dependent industrial use. Parks and walkways that promote the use and enjoyment of the water are considered water-dependent and could possibly be allowed through a Municipal Harbor Plan (MHP) that includes a DPA Master Plan. A Municipal Harbor Plan informs and guides actions affecting implementation of waterway management programs at the local level. A DPA Master Plan is a component of the MHP that provides a comprehensive plan for both preserving water-dependent marine industrial uses and enhancing the port area through the provision of supporting, temporary and accessory uses. Up to 25% of the total DPA land area may be used for accessory and commercial uses. These types of uses include, for example, storefront retail and service facilities; shops operated by self-employed tradespersons; eating and drinking establishments with limited seating; and office space (310 CMR 9.02). Public access areas associated with these areas could be included in the planning process. Both of these plans allow for variances from the Waterways and DPA regulations and offer an opportunity for communities to include more commercial development and open space access in the DPAs.

Currently the City of Gloucester is updating their Municipal Harbor Plan and has been working with DEP and CZM to determine creative ways to offer more flexibility in the development of their declining port area. The results of this initiative may serve as an example for the lower Mystic River cities.

MAPC has met with representatives from both the Boston Redevelopment Authority (BRA) Waterfront Planning Division and the Massachusetts Office of Coastal Zone Management (CZM) to discuss the experiences with working with DPAs in the past and the future potential of working with DPAs in the lower Mystic River.

Future Actions:

- 1) Convene a DPA Task Force with representation from DEP, CZM, MAPC, and the cities.**

Discussions should begin with the involved stakeholders in order to evaluate the opportunities, constraints, and regulatory requirements for redevelopment and open space in the Designated Port Areas.

- 2) CZM and DEP should revise the DPA and Chapter 91 Waterways Regulations to allow for more flexibility within Designated Port Areas.**

In order to allow for more development flexibility in the DPAs, the relevant regulations should allow for a greater than 25% percentage of supporting uses in DPAs and should expand its types of supporting uses to include recreational boating.

- 3) MAPC and the cities should assess the need to update or create Municipal Harbor Plans and DPA Master Plans to allow greater development flexibility.**

In order to promote economic development and gain public access in Designated Port Areas, the cities and MAPC should provide an assessment to determine the need for developing Municipal Harbor Plans or DPA Master Plans. Developing either of these plans is a costly and lengthy process, but it may provide greater flexibility in the long range for the cities. Currently neither Chelsea nor Everett has a Municipal Harbor Plan, and Boston is in the process of updating its Harbor Plans.

- 4) Boston, Chelsea and Everett will explore the possibility of a coordinated harbor planning process.**

To save on costs and promote uniformity in their waterfront developments, the cities of Boston, Chelsea and Everett should consider a regional harbor plan. According to CZM, no municipalities have submitted regional harbor plans or regional DPA master plans in the past, but it is possible to do so.

Strategy #3: Improve Access to and Along the River through the Development of Water Transportation, Public Transit, Roadway Improvements, and Bicycle and Pedestrian Accommodations

ISSUE OVERVIEW

Transportation facilities have contributed to the problems of the Mystic River but also have the potential to be part of the solution. Transportation facilities such as highways, local roads, subways and commuter rail contribute to urban runoff which in turn degrades the water quality of the Mystic. Some of these facilities also cut off physical and visual access to the river and contribute to noise and air pollution in the vicinity.

However, transportation has the potential to play a major role in efforts to revitalize the Mystic River. Water transportation can stimulate economic development and provide an additional transit option. Improved bicycle and pedestrian access can make the river accessible to more people with much less environmental impact. Investment in new facilities or renovation of existing facilities can significantly improve access to the river by public transportation.

Concurrently with the MAPC Lower Mystic River Corridor Strategy Project, the six cities, along with local advocacy groups and health care providers, have been meeting as the Mystic Valley Active and Safe Transportation Network (Mystic VAST-Net). MAPC attended several of the meetings of this group. VAST-Net has focused on promoting active transportation as a key component of Mystic River redevelopment and the creation of a high quality riverfront area that enhances the quality of life for both new and existing residents of these communities. Mystic VAST-Net has prepared a “Case Statement for Active Transportation for the Mystic River Communities”. This case statement shares many of the goals and objectives of this Lower Mystic River Strategy. This case statement can be found in full in Appendix D.

The list of sixteen high priority transportation projects was taken from projects that are programmed on the Transportation Improvement Program (TIP) or are included in the Regional Transportation Plan (RTP). Because both the TIP and the RTP involve specific state and federally mandated review processes, the action items identified focus primarily on these processes. Although the projects generally are located within one or several of the cities, the recommendation is for all six cities to become involved and take action, when appropriate, to support these projects in recognition of their importance to the regional transportation network.

ELEMENTS OF THE STRATEGY

A. MAPC and the six cities will work cooperatively to advocate for the completion of sixteen high priority transportation projects described below.

Each project is explained in more detail in the pages that follow and is shown on the map on Page 46. This list consists primarily of projects that are included on the Transportation Improvement Program (TIP) as well as longer-range projects taken from the Regional Transportation Plan (RTP). There are numerous other projects which, although not included on

this list, are also important to the transportation system. Additional studies and infrastructure projects may emerge in the future that will also need to be included.

To the extent possible, future actions to achieve the completion of each project have also been identified. Due to the complicated nature of many of these projects it is difficult to identify all of the future actions that will be necessary to advance each project. The focus here is on actions that can be taken by the six cities as a group, not each action necessary for the project proponents.

Table # 6: Priority Transportation Projects			
Map #	Parcel/Project Name	City	Future Actions
1.	Green Line Extension to Route 16	Medford and Somerville	<p>MAPC, Somerville and Medford will review and comment on the draft Environmental Impact Report.</p> <p>MAPC, Somerville and Medford will continue to work together to ensure the project meets regional and local needs.</p> <p>MAPC in its MPO role will need to ensure the current Extension alignment is listed in the revised Regional Transportation Plan and funded in the TIP when appropriate.</p> <p>MAPC will continue to serve on the Green Line Advisory Committee.</p>
2.	Winthrop Street Bridge Replacement	Medford	Medford and MAPC will remain in contact with Mass Highway to ensure that the design and repair remains a priority.
3.	Cradock Bridge	Medford	Medford and MAPC will remain in contact with Mass Highway to ensure that the design and repair remains a priority.
4.	Route 16- Revere Beach Parkway	Everett and Medford	MAPC and the six cities will need to continue to advocate

Table # 6: Priority Transportation Projects

Map #	Parcel/Project Name	City	Future Actions
			for the design of the project and to build community support so that it can be considered in the TIP.
5.	The Urban Ring, Phase 2	Chelsea, Everett, Medford, Somerville	MAPC and the six cities need to work with the Executive Office of Transportation (EOT) to ensure that this project keeps advancing.
6.	I-93/Mystic Avenue Interchange	Somerville	MAPC and the six cities will need to continue to be involved with the design and building community support so that the project can be included in the TIP.
7.	Orange Line Station at Assembly Square	Somerville	<p>Somerville will continue to work with the MBTA to advance the design.</p> <p>MAPC will support TIP programming when the design has reached the appropriate stage.</p>
8.	Rivers Edge Boulevard	Everett and Medford	MAPC and the six cities will need to continue to be involved with the design and building community support before the project can be considered in the TIP.
9.	Woods Memorial Draw Bridge	Everett and Medford	MAPC and Medford will remain in contact with MassHighway to ensure that the design and repair remains a priority.

Table # 6: Priority Transportation Projects

Map #	Parcel/Project Name	City	Future Actions
10.	Reconstruction of Route 99 from Sweetser Circle to Boston line.	Everett	<p>Everett will need to make sure the project remains on schedule for its FY2010 advertising date.</p> <p>MAPC will continue to support its inclusion in the TIP as long as the design remains on schedule.</p>
11.	Route 99/Alford Street Bridge	Boston and Everett	The project is scheduled to begin construction under the FY2009 TIP. No action needed at this point.
12.	Sullivan Square/Rutherford Avenue reconstruction.	Boston	<p>Boston needs to work with Everett and Somerville to ensure that the design goes forward.</p> <p>MAPC will work to include the project in the TIP when the appropriate design is reached.</p>
13.	Replacement of the Chelsea Street Bridge	Boston and Chelsea	This project is already under construction. MAPC will monitor project costs as it programs the bridge's annual funding out to 2012.
14.	East Boston Haul Road/Chelsea Truck Route.	Boston and Chelsea	<p>Boston needs to work with MassHighway and Chelsea to ensure that design work goes forward.</p> <p>MAPC will work to include the project in the TIP when the appropriate design is reached.</p>
15.	Medford Water Ferry Project	Medford	MAPC and the six cities will support efforts by Medford to secure all funding necessary to complete the construction of the ferry dock.

Table # 6: Priority Transportation Projects

Map #	Parcel/Project Name	City	Future Actions
16.	Clippership Drive Realignment	Medford	<p>MAPC and the six cities will use the periodic review of the TIP to ensure that the project remains on the TIP and is fully funded.</p> <p>MAPC and the six cities will seek funding for park development and maintenance to ensure that the park is developed as planned after the roadway alignment phase is completed.</p>

(1) Green Line Extension

As part of the Central Artery project, the Commonwealth has a legal commitment to complete the Green Line Extension by December 31, 2014. As currently planned, the Extension would include a spur to Union Square in Somerville, along with a main line from a relocated Lechmere station following the Lowell commuter rail route to a new terminus at Route 16/Mystic Valley Parkway on the Somerville/Medford border. MAPC serves on the Green Line Advisory Committee. The advisory committee will be disbanded when the MEPA process is complete but this will be determined by the Secretary's decision on whether a final environmental impact report will be required.

Future actions:

- 1) MAPC, Somerville and Medford will review and comment on the draft Environmental Impact Report.**
- 2) MAPC, Somerville, and Medford will continue to work together to ensure the project meets regional and local needs.**
- 3) MAPC in its MPO role will need to ensure the current Extension alignment is listed in the revised Regional Transportation Plan and funded in the TIP when appropriate.**
- 4) MAPC will continue to serve on the Green Line Extension Advisory Committee.**

(2) Winthrop Street Bridge Replacement

Work includes the replacement of the existing bridge carrying Winthrop Street over the Mystic River. The existing bridge constructed in 1926 is 71.8 feet long and 40.3 feet wide curb to curb.

The new structure will be 38 feet wide curb to curb with two 6.5 foot sidewalks. The bridge will need to be constructed in stages due to the high traffic volumes. This project is in the preliminary design stage. MassHighway is responsible for the design. This bridge does not appear on the list of projects scheduled for accelerated repair.

Future actions:

- 1) Medford and MAPC will remain in contact with MassHighway to ensure that the design and repair remains a priority.**

(3) Cradock Bridge (Main Street over the Mystic River)

This DCR project is in the preliminary design stage. This bridge appears on the Accelerated Bridge Program list, with repairs scheduled to begin in summer 2010. This project consists primarily of (1) rehabilitation of the city-owned original stone masonry arch spans; (2) replacement of the Department of Conservation and Recreation (DCR)-owned bridge over the boat canal at the south end with a structural system consisting of butted pre-stressed concrete deck beams with a 5-inch topping slab or a cast-in-place concrete structural slab; (3) demolition of the DCR-owned west side widening superstructure of the bridge supported by a dam structure below (remnants of dam with tide gates that was removed in 1978); (4) replacement of the entire west side widening structure with a concrete arch system that replicates the dimensions of the stone arch structure; (5) rehabilitation of the river and canal walls immediately upstream and downstream from the bridge on the south side; and (6) strengthening or otherwise supporting the cantilevered slab over the power supply/transformer area for the old lock. The proposed bridge typical roadway section (curb to curb width of approximately 50 feet including a 3 foot median and an 8-foot sidewalk on the east side and a 12-foot sidewalk on the west side) shall remain the same as existing. The existing bridge is a 100-foot long structure comprised of a 20-foot reinforced concrete beam structure constructed in 1908 and reconstructed in 1934 and an 80-foot twin stone-arch structure originally constructed in 1637 and reconstructed in 1880. Construction of the bridge will be completed in multiple stages to allow traffic during construction.

Future actions:

- 1) Medford and MAPC will remain in contact with MassHighway to ensure that the design and repair remains a priority.**

(4) Route 16-Revere Beach Parkway

This project will widen Route 16 where necessary to provide a continuous six-lane mainline cross-section between Route 38 in Medford and Sweetser Circle in Everett, except for a four-lane segment in the vicinity of Wellington Circle. Wellington Circle will be replaced with a tight single-point diamond interchange, under which the four-lane section of Route 16 would pass.

At the western limit of the project, the Interstate 93, Route 38, and Route 16 ramps will be realigned and relocated where necessary and additional ramps will be constructed. The connection between I-93 and Route 38 will be realigned and reconstructed by switching the I-93 southbound on-ramp and off-ramp, so that the current on-ramp becomes the off-ramp and vice versa. In addition, the on-ramp and off-ramp from Route 38 to I-93 northbound will be relocated to a new grade-separated interchange and combined with a new connection from Route 16 directly onto I-93.

This project is in the very preliminary design stage. The project is currently listed in the Regional Transportation Plan.

Future actions:

- 1) MAPC and the six cities will need to continue to advocate for the design of the project and to build community support so that it can be considered in the TIP.**

(5) Urban Ring

The Urban Ring is a proposed major new transit system that would run in a roughly circular “ring” through densely developed portions of Boston, Brookline, Cambridge, Chelsea, Everett, Medford and Somerville. The Urban Ring would provide faster and more direct transit service both for the high volume of trips within the “Urban Ring corridor,” as well as better connections between points in the corridor and the MBTA’s existing radial rapid transit and commuter rail systems. The Urban Ring is intended to improve transit access and capacity in the corridor, reduce crowding in the central subway system, and support transit-oriented development and smart growth plans and policies.

Phase 1 of the project consisted of improvements to existing circumferential bus services. Little of Phase 1 has been implemented due to funding constraints. In the proposed Phase 2, currently under environmental review, circumferential bus rapid transit (BRT) would be implemented throughout the corridor, using higher capacity vehicles, separate bus right-of-ways (including a 1.5 mile bus tunnel), substantial and well-spaced stations rather than frequent bus stops, and advanced communications systems. New commuter rail stations and upgrades to existing stations are also part of Phase 2. The project is expected to continue to a Phase 3, where the BRT infrastructure will be expanded to include with rail service for all or some of the corridor.

This project is still undergoing environmental review. Pieces of the project in Boston, Chelsea, Everett, Medford, and Somerville may all be ready to advance to implementation.

Future actions:

- 1) MAPC and the six cities need to work with EOT to ensure this project keeps advancing.**

(6) I-93/Mystic Avenue Interchange

This project would construct a new underpass grade separating Route 28 northbound and convert the existing underpass to the exclusive use of Route 28 southbound. In addition, a new connector road will be constructed between Mystic Avenue and Middlesex Avenue and the Interstate 93 northbound off-ramp will be reconstructed to permit the connector road to have access to the Assembly Square Mall area. The Route 28 surface street system will operate in a one-way rotary-style system controlled by four coordinated traffic signals—one more than currently exists. Three other locations will also be coordinated with the four signals mentioned above: the Route 28/Assembly Square Mall entrance, the Mystic Avenue/Wheatland Street intersection, and the Middlesex Avenue/Assembly Square Connector.

The project is currently listed in the Regional Transportation Plan. Funding for design is included in the TIP. This project is in the very preliminary design stage.

Future actions:

- 1) MAPC and the six cities will need to continue to be involved with the design and building community support so that the project can be included in the TIP.**

(7) Orange Line Station at Assembly Square

As part of the redevelopment of the Assembly Square area in Somerville into a high-density, mixed use environment a new Orange Line station has been proposed to serve the site. Good connections to Draw 7 Park will make this park more of a regional destination. The station, between Sullivan and Wellington, would require signal equipment, covered platforms at the level of the current tracks, and vertical connections to the existing and planned street level. The site developers have agreed to commit \$15,000,000 towards the station design and construction, and a federal earmark of \$25,000,000 has been secured. This project is listed in the Regional Transportation Plan but not yet programmed in the TIP.

Future actions:

- 1) Somerville will to continue to work with the MBTA to advance the design.**
- 2) MAPC will support TIP programming when design has reached the appropriate stage.**

(8) Rivers Edge Boulevard (formerly Telecom Boulevard)

This is a new two-lane, median-divided roadway between Santilli Highway in Everett and Corporation Way in Medford, with a bridge across the Malden River. This new road will link the entire River's Edge development project, located on both sides of the river, into one unified campus. The new road will accommodate public traffic and will improve access between the three communities. The project is currently listed in the Regional Transportation Plan. This project is in the very preliminary design stage.

Future actions:

- 1) MAPC and the six cities will need to continue to be involved with the design and building community support before it can be considered in the TIP.**

(9) Woods Memorial Draw Bridge (Revere Beach Parkway – Route 16 – over the Malden River between Medford and Everett)

This project would replace the DCR Bridge that carries Route 167 over the Malden River. The bridge is still in the preliminary design stage. This DCR project is in the preliminary design stage. This bridge appears on the Accelerated Bridge Program list, with repairs scheduled to begin in summer 2010.

Future actions:

- 1) **Medford and MAPC will remain in contact with MassHighway to ensure that the design and repair remains a priority.**

(10) Reconstruction of Route 99 from Sweetser Circle to Boston line

This project proposes improvements and traffic signal upgrades at two intersections along Route 99 (Broadway), Beckham Street and Bowdoin Street. Pavement reconstruction will also be performed for the segment of Broadway between Bartlett Street and the Boston city-line. Everett is responsible for the design, which is currently at 25%.

Future actions:

- 1) **Everett will need to make sure the project remains on schedule for its FY2010 advertising date.**
- 2) **MAPC will continue to support its inclusion in the TIP as long as the design remains on schedule.**

(11) Route 99/Alford Street Bridge

The work under this project consists of rehabilitation of the structural, mechanical & electrical systems for the moveable span, replacement of the power and communication cables, new bridge signal equipment, pavement markings and signage, approach span structural repairs, approach roadway reconstruction and all incidental work. The project is scheduled to begin construction under the FY2009 TIP.

(12) Sullivan Square/Rutherford Avenue reconstruction

The Rutherford Avenue Corridor Transportation Study (a cooperative effort between MassHighway and the City of Boston) contains a design to reconstruct Rutherford Avenue consisting of two components:

- A new four-lane bypass road adjacent to the Interstate 93 viaduct for traffic diverted from City Square, with underpasses at the Gilmore Bridge and at Cambridge Street at Sullivan Sq.
- A four-lane roadway for local Charlestown traffic

The project includes a redesigned Sullivan Square to accommodate the bypass road connection to Route 99. This project is already included in the Regional Transportation Plan.

Future actions:

- 1) **Boston needs to work with MassHighway and Everett and Somerville to ensure that design goes forward.**
- 2) **MAPC will work to include the project in the TIP when the appropriate design is reached.**

(13) Replacement of the Chelsea Street Bridge

The planned vertical lift bridge will be a truss type structure that spans 450 feet from bank to bank and will provide 175 feet of vertical clearance in the raised position. The bridge and

approach roadway match the footprint of the existing bridge and will provide for four lanes of traffic (two in each direction) and two pedestrian sidewalks. Approach roadways will be reconstructed as needed to meet the existing local streets. A complete warning signal and gate system will be provided at the approach roadways. The warning gate and bridge traffic signal operations will be interconnected with the Central Avenue/Marginal Street/Eastern Avenue intersection in Chelsea to provide for continuous traffic operations in the intersection during bridge openings. This project is already under construction and is scheduled to be completed in the spring of 2012.

Future actions:

MAPC will monitor project costs as it programs the bridge's annual funding out to 2012.

(14) East Boston Haul Road/Chelsea Truck Route

This project creates a new grade-separated roadway connecting the City of Chelsea and the harbor tunnels and Logan Airport using an abandoned below-grade railroad right-of-way. It would provide a roadway passing beneath Neptune Road, Bennington Street, and Saratoga Street, and would connect to Chelsea Street south of the Chelsea Street Bridge. The roadway has been proposed as an exclusive facility for trucks, buses, passenger shuttles, and other airport-related traffic

Future actions:

- 1) Boston needs to work with MassHighway and Chelsea to ensure that design work goes forward.**
- 2) MAPC will work to include the project in the TIP when the appropriate design is reached.**

(15) Medford Water Transportation Project

Increasing water transportation opportunities can play an important role in the revitalization of the Mystic River. One such water transportation is underway in Medford. Mayor Michael McGlynn has secured approximately \$808,500 from the Ferry Boat Discretionary Program, for the construction of a water ferry terminal and planning for water taxi services. A potential location for this terminal would be in Clippership Park which will be created when Medford relocates Clippership Drive away from the river.

Future Actions:

- 1) MAPC and the six cities will support efforts by Medford to secure all funding necessary to complete the construction of the ferry dock.**

(16) Clippership Drive Realignment

Clippership Drive is currently two lanes with a sweeping alignment that encourages excessive speeds near an elderly housing complex. The master plan for Medford Square proposes to reduce the roadway width on Clippership Drive by eliminating one lane and providing a parking lane. Sidewalks will be provided on both sides of Clippership Drive with granite curbing. The current project would also realign Clippership Drive away from the Mystic River to create more park

space, while providing traffic calming near the elderly housing complex by removing the sweeping curve and introducing a stop condition on Clippership Drive. This alignment would also define development parcels along Clippership Drive. This park could potentially be the location for a water transportation dock. The consulting firm of Howard Stein Hudson is working on the project.

This project, #605122, is currently listed in the TIP for construction beginning in FY2009.

Future actions:

- 1) MAPC and the six cities will use the periodic review of the TIP to ensure that the project remains on the TIP and is fully funded.**
- 2) MAPC and the six cities will seek funding for park development and maintenance to ensure that the park is developed as planned after the roadway alignment phase is completed.**

B. MAPC and the six cities will work to support regional water transportation initiatives.

The Medford Water Transportation Project has been identified as one of the high priority transportation projects. Other water transportation efforts will also be supported but at this point, the only active project is the Medford initiative.

- 1) MAPC and the six cities will seek funding for a water transportation study for the entire lower portion of the river.**

C. MAPC will work with the cities and neighborhood groups to improve transit and pedestrian access to the Mystic River.

MAPC is currently in the process of developing a program to fund pedestrian improvements in communities in order to implement the Regional Pedestrian Plan. This program would be similar to the ongoing bicycle rack program. This program is designed to provide funds for communities to purchase bicycle racks for public locations in order to promote the increased use of bicycles for transportation. Some of the improvements identified through this process could potentially be funded through this program.

Future Actions:

- 1) MAPC will develop a pedestrian improvements program to fund low-cost projects such as improved crosswalk markings, signs to help pedestrians find their way to points of interest and the installation of traffic calming devices.**
- 2) MAPC will work with the cities to develop projects that can be funded through the pedestrian improvements program that will lead to improved access to the Mystic River.**
- 3) The six cities and MAPC will monitor all transit projects to ensure that they enhance, not detract from, access to and enjoyment of the Mystic River.**

D. MAPC and the six cities will continue to work with the Mystic Valley Active and Safe Transportation Network (Mystic VAST-NET) on action items that are complementary to the Corridor Strategy.

Concurrently with the MAPC Lower Mystic River Corridor Strategy Project, the six cities, along with local advocacy groups and health care providers, have been meeting as the Mystic Valley Active and Safe Transportation Network (Mystic VAST-Net). MAPC attended several of the meetings of this group. VAST-Net has focused on promoting active transportation as a key component of Mystic River redevelopment and the creation of a high quality riverfront area that enhances the quality of life for both new and existing residents of these communities. Mystic VAST-Net has prepared a “Case Statement for Active Transportation for the Mystic River Communities”. This case statement can be found in full in Appendix D.

Future Actions:

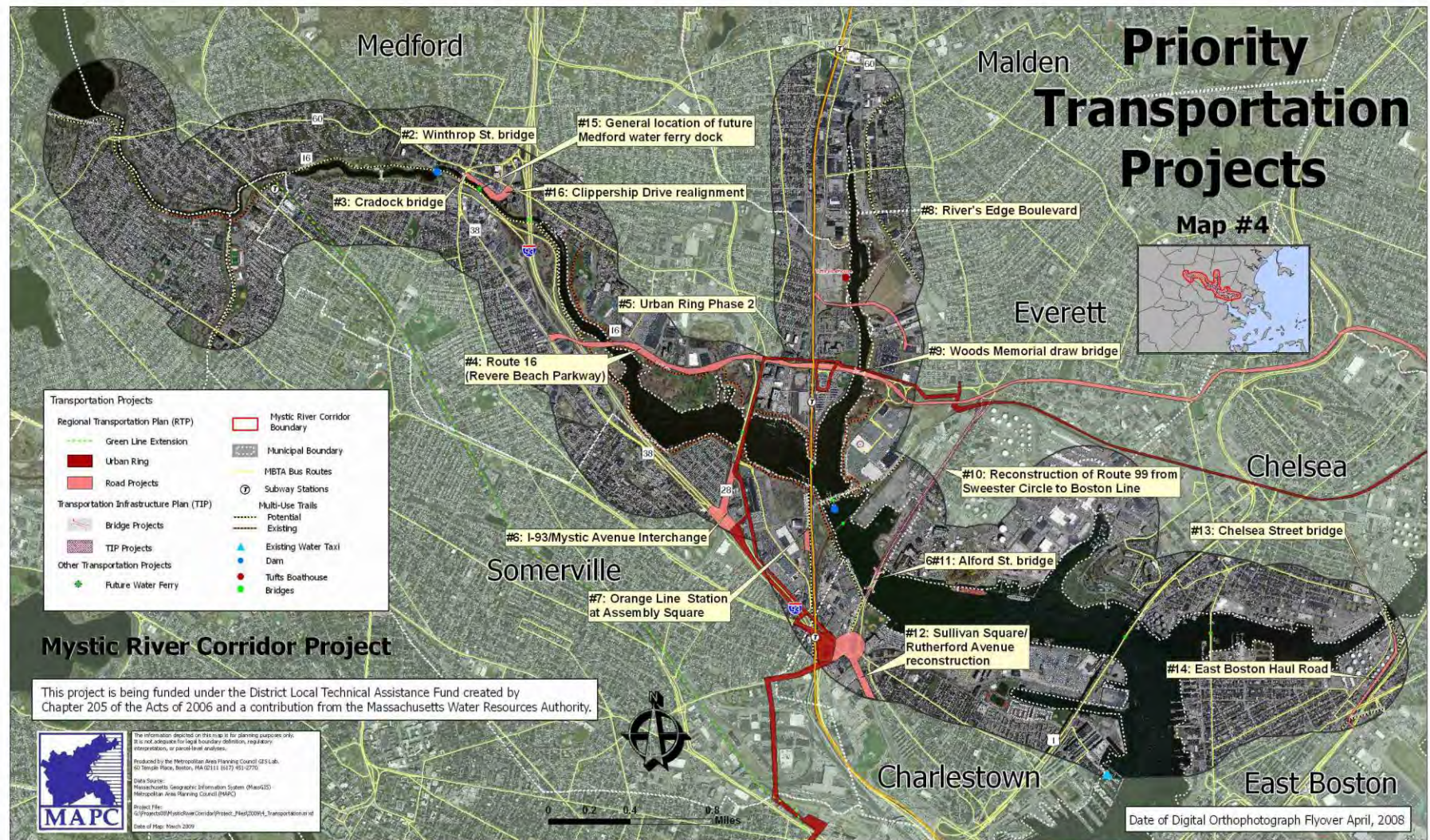
- 1) MAPC will facilitate a discussion of the Case Statement with the six Mayors.

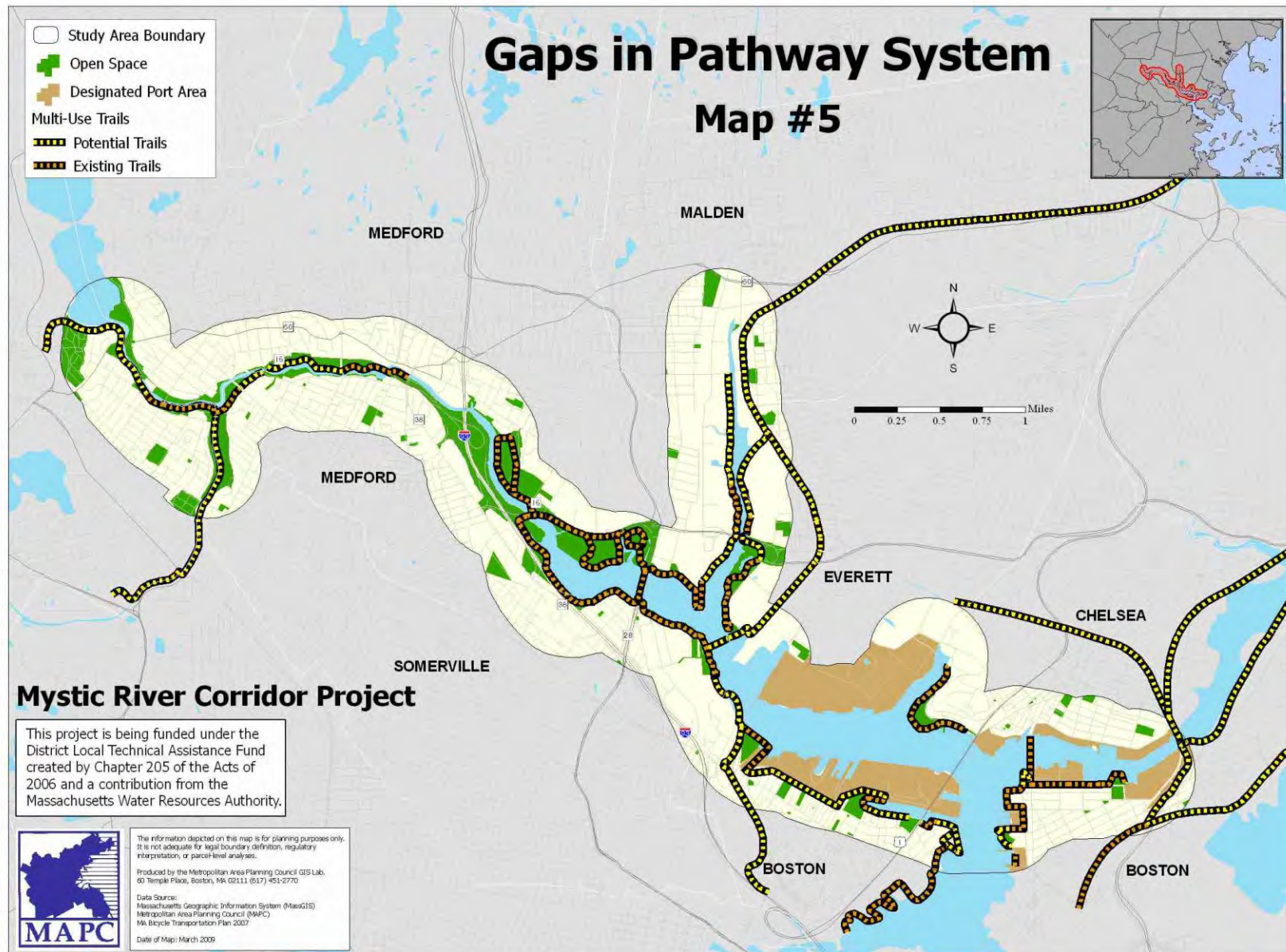
E. MAPC and the six cities will work to complete the gaps in the multi-use path system along the Mystic River.

There are existing multi-use paths along many sections of the river, but many key connections are missing. The pathway system is shown on Map 5. The areas shown in the dashed black and orange line are existing multi-use paths that total approximately 8.2 miles and the areas shown in the black and yellow dashed line represent gaps in the pathway system totaling 10.34 miles. Additional pathways have been constructed and are planned for the Malden portion of the Rivers Edge property. Eliminating these gaps and increasing access to open space in the lower Mystic are two major goals of the Mystic River Corridor project.

Future Actions:

- 1) MAPC and the six cities will work to further multi-use path projects already identified in Strategy #1 such as the Northern Strand Trail/Saugus Branch project.
- 2) MAPC and the six cities will work with DCR to ensure that the Mystic River Reservation Master Plan and subsequent capital improvements will ensure a complete path system throughout the reservation.
- 3) MAPC and the six cities will identify additional projects for funding through the Transportation Enhancements Program, economic stimulus funding or other sources to complete gaps in the system.





Strategy #4: Work with Regional Partners to Influence Policy and Ensure that Agencies and Organizations Have Sufficient Resources to Effect Change on the Mystic River

ISSUE OVERVIEW

Although the Mystic River has, until recently, lacked a coordinated effort to improve water quality, there has been no shortage of individual efforts to improve water quality and to expand open space and recreational opportunities. At the start of the planning process, MAPC reviewed a very large number of plans, studies and reports focused on aspects of the lower Mystic. The EPA Mystic River Watershed Summit also brought together many organizations, agencies and other interested parties. A common theme during the summit and at the Mystic River Public Forum held for this process was the need to coordinate efforts, eliminate overlaps and to procure sufficient resources for all organizations to do what they do best. While the list of partners working on the Mystic River is too long to address in this strategy, the elements of this strategy discussed below are focused on a few key partners that have a broad view and mission on the Mystic River.

ELEMENTS OF THE STRATEGY

A. MAPC will participate in the Steering Committee of the Environmental Protection Agency (EPA) Mystic River Initiative.

The EPA recently began a new [Mystic River Initiative](#). The kick-off event for this initiative was the Mystic River Watershed Summit, held on April 10, 2008. MAPC participated in planning and facilitating a session entitled “Changing Land Use and its Impact to the River, Plan for Reconnecting People to the River, Fish Advisories and Getting the Word Out”. The EPA Mystic River Initiative covers the entire watershed.

Following the summit, EPA convened a series of meetings to review the results of the summit and to begin to craft a committee structure to guide the initiative. MAPC has participated in these meetings. The meetings have been open to anyone but have been heavily dominated by federal and state agencies and non-profits. The Town of Winchester and the City of Chelsea have also been participating. EPA has expressed a desire to increase participation by municipal officials. This is a role that MAPC and the Mystic River committee is uniquely positioned to fill. In October 2008 MAPC notified EPA that it would like to participate in the steering committee.

Future Actions:

- 1) MAPC will continue to participate on the Mystic River Initiative Steering Committee.**

B. MAPC will serve as a liaison between the EPA Mystic River Initiative and city officials through the MAPC subregions.

The EPA Mystic River Initiative involves the entire watershed beyond the six cities. MAPC is uniquely positioned to function as a liaison between the EPA Mystic River Initiative and local

officials and planners through the Inner Core Committee and the North Suburban Planning Council. Activities will include briefing the subregions on the initiative and encouraging greater participation of local officials. In addition, EPA welcomes participation from the cities.

Future Actions:

- 1) MAPC will make a presentation about the EPA Mystic River Initiative to the Inner Core Committee and the North Suburban Planning Council.**
- 2) The six cities should meet with EPA representatives to discuss their potential membership on the steering committee or other committees.**
- 3) From time to time, MAPC will advise municipal partners of activities taking place in the Initiative and keep them informed of actions they may need to take.**

C. MAPC and the six cities will work to improve coordination between the Department of Conservation and Recreation (DCR) and the lower Mystic cities.

DCR owns and operates the [Mystic River Reservation](#) and is in the process of completing a master plan for the Mystic River Reservation. Therefore, DCR plays a major role in the Lower Mystic. The MAPC Council structure provides for a representative from DCR to serve on the MAPC. Currently, this position is vacant. MAPC will work to obtain an appointment from DCR to the Council and will work with that individual to improve access and coordination.

Future Actions:

- 1) MAPC will work to obtain an appointment from DCR to the MAPC Board.**
- 2) MAPC and the six cities will work with DCR to expand its master plan to all land owned by DCR along the Mystic and its tributaries and to ensure that there is sufficient funding for capital improvements and maintenance activities.**

D. MAPC and the six cities will work in partnership with the Massachusetts Water Resources Authority (MWRA) to ensure the completion of the program to eliminate combined sewer overflows.

The MWRA contributed funding for this corridor study and has a major role in water quality through its program to eliminate combined sewer overflows ([CSOs](#)). Combined sewer overflows occur in older cities that do not have separated sewage and stormwater collection systems. During heavy rainstorms, a sewage treatment plant may reach its capacity and the excess flow is released from the pipe network, typically as a direct discharge to a surface water body. Raw sewage discharged into the Mystic River has undesirable aesthetic impacts. It also results in high bacteria and virus levels which makes the river unsuitable for human contact and for consumption of fish. High nutrient levels cause blooms of algae and other invasive plant species, which affects both recreation and wildlife habitat.

Future Actions:

- 1) MAPC will work to ensure that there is adequate funding for the MWRA to complete its work on eliminating combined sewer overflows.**

Strategy #5: Develop and Advocate for a Strong Legislative Response to Mystic River Needs

ISSUE OVERVIEW

The state Legislature is a critical partner in the revitalization of the Lower Mystic River. Their role in the budget process is crucial to ensure that programs that benefit the Mystic, directly and indirectly, are fully funded. The Legislature can also pass new legislation that may benefit the river. A major focus of this strategy is to create a strong Lower Mystic River identity among the six cities and to join their efforts to the larger network of advocacy for the river that is composed of numerous stakeholder groups. We will also seek to educate legislators about the challenges facing the river, and ways to address those challenges.

ELEMENTS OF THE STRATEGY

A. MAPC and the six cities will advocate for the creation of a Mystic River Water Quality Commission that includes full city representation.

A group of legislators started the process of forming a Mystic River Water Quality Commission when they filed House Bill 841 in the 2007-2008 Legislative Session. This bill has been re-filed as House Docket 3957 for the 2009-2010 Legislative Session and is currently pending a final bill number. The purpose of the bill is to create a Mystic River Water Quality Commission that will investigate ways to improve water quality to allow fishing, boating, swimming, and more opportunities for recreation in the Mystic River Watershed. The bill was originally sponsored by the following legislators:

- Senator Patricia D. Jehlen
- Former Senator Robert A. Havern
- Representative Denise Provost
- Representative Carl M. Sciortino, Jr.
- Representative Paul C. Casey
- Representative William N. Brownsberger
- Representative Timothy J. Toomey, Jr.
- Representative Eugene L. O’Flaherty

The full text of this bill can be found in the appendices and [on-line](#). MAPC project staff brought this bill to the attention of the MAPC Legislative Committee at its March 12, 2008 meeting. The Legislative Committee voted to support the bill with the following conditions:

- MAPC should have a seat on the commission.
- The MMA municipal representative on the commission should come from a city bordering the Mystic.
- A new subsection should be added to the bill, giving the Commission the authority to make public policy recommendations to improve the quality of the Mystic, if they should see fit.

The MAPC Executive Committee subsequently voted to accept the Legislative Committee's support of the bill, with the conditions attached by the Legislative Committee. Upon further discussion several of the cities expressed concern that there were inadequate provisions in the legislation for municipal representation.

Future Actions:

- 1) MAPC and the six cities will actively pursue passage of HD 3957 and will raise the issue of municipal representation to ensure that the cities concerns about representation are addressed.**
- 2) MAPC will provide information and updates to the cities through the MAPC Inner Core Committee, the Metro Mayors Coalition, and directly to members of the corridor project Steering Committee.**

B. MAPC and the six cities will monitor other legislation related to the Mystic River.

The MAPC legislative staff will identify and monitor other legislation that may impact the Mystic River.

C. MAPC will work with the six cities to develop new legislation to protect and enhance the Mystic River.

As the regional momentum for cleaning up the Mystic River grows, MAPC and other stakeholder organizations and agencies may identify additional legislation that is needed. Once an idea for new legislation has been identified, MAPC will work with its Legislative Committee to advance new legislation.

D. MAPC and the six cities will advocate for Mystic River issues to be addressed in the state budget and environmental bond bills.

There are many line items in both the state budget and environmental bond bills that may affect the Mystic River. These include, but are not limited to levels of staffing, operational budgets, capital improvement programs and grant programs.

Future Actions:

- 1) MAPC will identify items in the budget and the bond bills that affect the Mystic River and will consult with the six cities on a coordinated approach to address them.**

Strategy #6: Develop and Maintain an Information Clearinghouse

ISSUE OVERVIEW

In this day and age of the information economy, it can still be difficult for important information to reach all interested parties. Another problem is information overload. While many of the agencies and organizations involved in Mystic River issues maintain their own websites, websites can be a static way of accessing information in a timely manner. This strategy builds on the collaborative efforts of the six Lower Mystic cities and the outreach efforts already undertaken to develop a multi-faceted information clearinghouse to supplement on-going efforts by other organizations.

ELEMENTS OF THE STRATEGY

A. MAPC and the six cities will develop a monitoring and notification system for alerting Lower Mystic stakeholders about critical issues and opportunities for involvement.

MAPC, in cooperation with the six cities, will monitor on-going projects and provide information to the six cities on new projects that may affect the Mystic River. Information will be disseminated through an e-mail alert system. Working with the six cities and using a variety of other sources, MAPC will send alerts when there are relevant public meetings, comment deadlines, MEPA filings or conferences of interest.

MAPC has already compiled a list of 150 e-mail addresses which will form the basis of this notification system. Signing-up for the e-mail alert system will also be an option on the MAPC and Metro Future web pages.

Future Actions:

- 1) MAPC will monitor MEPA filings, public meetings and project milestones and send alerts on an as-needed basis.**
- 2) The six cities will notify MAPC when there is a milestone that they would like to publicize.**
- 3) MAPC will proactively expand this alert list and will add new addresses when a request is received.**

B. MAPC will maintain an MAPC Lower [Mystic River Web Page](#)

MAPC or relevant partnering organization would expand and maintain a web page for easy access to information on the Lower Mystic River strategy. This page will include an opportunity to sign up for e-mail alerts. The maintenance of the web page could present an opportunity to

work with a university partner whereby students could become involved in Mystic River issues and maintain the web page.

Future Actions:

- 1) **MAPC will update the web page on an as-needed basis and will identify partners to assist in this effort.**

C. MAPC will develop and maintain a Web-Based “dynamic” map of the Lower Mystic

This strategy would involve developing a web-based map that would visually pull together important information on the Lower Mystic River and tie locations to information, including documents, web sites and photos. The map could be used by planners, local elected officials and community groups to provide a comprehensive look at the river and easy access to information.

A demonstration version of this map has been prepared and is available for viewing at <http://www.mapc.org/mystic/>.

Future Actions:

- 1) **Enhance the dynamic map with additional images and links. The first phase will involve ensuring that all eleven priority open space projects are represented.**
- 2) **The second phase will focus on creating dynamic map layers for transportation, development and other critical data sets.**
- 3) **Provide training in the use of the dynamic map to ensure that it is widely used as a tool for planning, public education and advocacy on the Lower Mystic.**

V. REFERENCES

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Chelsea Open Space Plan, August 2003

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Malden Square Zoning and Design Plan, March 1998

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Medford Square Master Plan, June 2005

Medford Square and the Mystic River: Reconnection, Revitalization, Redevelopment, fall 2006

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Somerville Community Development Plan, June 2004

Somerville Open Space and Recreation Plan 2002-2007, September 2003

APPENDIX A: SUMMARY OF STRATEGIES AND FUTURE ACTIONS

Strategy	Sub-Strategy	Future Actions
Strategy #1: Acquire, Protect, Enhance and Link Regionally Significant Open Space Parcels	A. MAPC and the six cities will work cooperatively to advocate for the completion of the open space system with a focus on the eleven high priority open space initiatives described below:	
	1. Assembly Square Land Swap (Somerville)	1) MAPC and the six cities should monitor the progress of the appraisal process.
		2) MAPC and the six cities should monitor the transfer process through DCAM to ensure that the project does not become delayed.
	2. Draw 7 – Sullivan Square Connector Trail (Somerville)	1) DCR should complete the design of the trail.
		2) DCR should negotiate an easement with the MBTA.
		3) MAPC and the six cities should send letters to the MBTA and EPA expressing their support for the project and urging all parties to proceed as quickly as possible.
		4) MAPC and the six cities should support all attempts by DCR to obtain funding for the construction of this project.
	3. Rivers Edge Trail System in Everett	1) Everett will negotiate a development agreement with the developers of the three key parcels.
		2) Everett will secure funding for trail development from the developer and from the state, if necessary.
		3) MAPC and the five cities will support Everett’s efforts to complete the trail system.
	4. Wellington Greenway (Medford)	1) MAPC and the six cities will work with DCR and the MBTA to design and construct the final segment of this project.
	5. Northern Strand Trail/Saugus Branch Railroad (Everett, Malden)	1) The six cities should submit a letter signed by all six municipal Chief Executive Officers to the MPO for the Transportation Enhancements application, requesting that the project be added to the Regional Transportation Plan, and for the eventual inclusion of the project in the Transportation Improvement Program (TIP).
		2) The six cities should seek the endorsement of the Inner Core Committee on the above actions.
		3) With these endorsements, MAPC as an MPO member will support including these projects in the Plan and the TIP when ready.
	6. Develop Public Boat Access At Gateway Park (Everett)	1) Work with Everett, the owners of the Gateway Center and DCR to determine the best location for recreational boat access.
		2) Determine how to fund the construction of recreational boat access.
	7. Malden River Waterfront Trail (Malden)	1) Malden should review the Everett development agreements and plans for the Medford trail to develop specifications for the trail along the Malden River.

Strategy	Sub-Strategy	Future Actions
		2) MAPC will assist Malden to ensure that the development agreements are in accordance with the development principles in Strategy 2.
	8. CSX Right-of-Way (Chelsea)	1) Ensure consideration of the path during discussions of the Urban Ring project.
		2) Advocate for funding for acquisition and path development.
		3) Chelsea will assess the open space and multi-use path potential of this property during the Open Space and Recreation Plan update.
	9. Condon Shell Improvements (Medford)	1) Medford and MAPC will alert the six cities when there are future public meetings on this project.
		2) MAPC and the six cities will work to ensure that there is adequate funding for the project and that it is integrated into DCR's Mystic River Master Plan.
		3) Medford will work with DCR to ensure that future improvements to the Mystic River Reservation support the goals of linking the Condon Shell to Medford Square.
	10. Clippership Park (Medford)	1) MAPC and the six cities will use the periodic review of the TIP to ensure that the project remains on the TIP and is fully funded.
		2) MAPC and the six cities will seek funding for park development and maintenance to ensure that the park is developed as planned after the roadway re-alignment phase is completed.
	11. Blessing of the Bay Boathouse (Somerville)	1) MAPC and the five cities will support the City of Somerville's efforts to obtain funding to fully implement the project.
		2) MAPC and the six cities will assist with the outreach and education program to ensure that it is viewed as a regional resource.
	B. MAPC will work with the six cities to ensure that city open space plans fully address Mystic River issues as identified in this strategy	1) MAPC will work with the cities to ensure that all open space plans reflect a common vision for the Mystic River and include action items that advance this common vision. This will include an analysis of how residents from each city can access the regional open space network via trails and transit.
		2) MAPC will prepare a section on the Mystic River vision that can be incorporated into all open space plans as they are revised and updated. This section will be shared with all cities as they begin their plan update process.
Strategy #2: Enhance and Encourage Sustainable Development and Redevelopment	A. Guide development to follow a unified set of principles: 1. Preserve and create open space and public access with an emphasis on continuous public access along the river as appropriate or as a means of access to the river. 2. Mitigate the impacts of development in the corridor by employing stormwater management, green building, and other Low-Impact Development (LID) techniques.	1) The Mayors and City Councils should endorse the development principles in each city for development projects within the corridor.
		2) MAPC and the cities should create detailed sustainable design standards for new and redevelopment projects in the Mystic River Corridor.
		3) MAPC will assess zoning ordinances, subdivision regulations, and any other relevant codes in each city to ensure consistency with the development principles for projects within the corridor.

APPENDIX A: SUMMARY OF STRATEGIES AND FUTURE ACTIONS

Strategy	Sub-Strategy	Future Actions
within the Corridor	<div><div>3.</div><div>For redevelopment of already disturbed sites, improve water quality of the river by implementing restoration practices such as reducing impervious cover over existing conditions, vegetated buffers, pollutant treatment, and/or pollutant source reduction.</div></div> <div><div>4.</div><div>Utilize pre-developed sites with an emphasis on Brownfield sites.</div></div> <div><div>5.</div><div>Provide transportation alternatives including pedestrian, bicycle, transit, water, and intermodal options.</div></div> <div><div>6.</div><div>Promote regional equity and reduce local and regional disparities.</div></div> <div><div>7.</div><div>Involve stakeholders in the planning process, including citizens, community groups, non-profit organizations, private industry, universities, local governments, and regional and state entities.</div></div>	<div><div>4)</div><div>MAPC, consulting with the cities, should review all projects within the corridor at the regional level through the MEPA process with respect to the development principles.</div></div>
		<div><div>5)</div><div>The cities should consider these development principles as part of any master planning and harbor planning for the Lower Mystic River Corridor.</div></div>
	B. Advance sustainable development projects within the corridor	<div><div>1)</div><div>MAPC and the cities should coordinate with developers to ensure implementation of the development principles and to showcase successful pilot projects.</div></div>
		<div><div>2)</div><div>MAPC, working with the cities, should provide an analysis at the parcel level of priority Brownfields and under-utilized sites within the corridor that are prime candidates for redevelopment.</div></div>
		<div><div>3)</div><div>MAPC should host a Developers’ Summit to facilitate communication and garner input on development needs and opportunities within the corridor.</div></div>
	C. Explore development and open space opportunities in Designated Port Areas	<div><div>1)</div><div>Convene a DPA Task Force with representation from DEP, CZM, MAPC, and the cities.</div></div>
		<div><div>2)</div><div>CZM and DEP should revise the DPA and Chapter 91 Regulations to allow for more flexibility within Designated Port Areas.</div></div>
		<div><div>3)</div><div>MAPC and the cities should assess the need to update or create Municipal Harbor Plans and DPA Master Plans to allow greater development flexibility.</div></div>
		<div><div>4)</div><div>Boston, Chelsea, and Everett will explore the possibility of a coordinated harbor planning process.</div></div>
Strategy #3: Improve Access to and Along the River through the Development of Water Transportation, Public Transit, Roadway Improvements, and Bicycle and Pedestrian Accommodations	A. MAPC and the six cities will work cooperatively to advocate for the completion of sixteen high priority transportation projects described below.	
	<div><div>1.</div><div>Green Line Extension to Route 16 (Medford, Somerville)</div></div>	<div><div>1)</div><div>MAPC, Somerville and Medford will review and comment on the draft Environmental Impact Report.</div></div>
		<div><div>2)</div><div>MAPC, Somerville and Medford will continue to work together to ensure the project meets regional and local needs.</div></div>
		<div><div>3)</div><div>MAPC in its MPO role will need to ensure the current Extension alignment is listed in the revised Regional Transportation Plan and funded in the TIP when appropriate.</div></div>
		<div><div>4)</div><div>MAPC will continue to serve on the Green Line Advisory Committee.</div></div>
	<div><div>2.</div><div>Winthrop Street Bridge Replacement</div></div>	<div><div>1)</div><div>Medford and MAPC will remain in contact with MassHighway to ensure that the design and repair remains a priority.</div></div>

Strategy	Sub-Strategy	Future Actions
	3. Cradock Bridge (Medford)	1) Medford and MAPC will remain in contact with MassHighway to ensure that the design and repair remains a priority.
	4. Route 16-Revere Beach Parkway (Everett and Medford)	1) MAPC and the six cities will need to continue to advocate for the design of the project and to build community support so that it can be considered in the TIP.
	5. The Urban Ring, Phase 2 (Chelsea, Everett, Medford, Somerville)	1) MAPC and the six cities need to work with the Executive Office of Transportation (EOT) to ensure that this project keeps advancing.
	6. I-93/Mystic Avenue Interchange (Somerville)	1) MAPC and the six cities will need to continue to be involved with the design and building community support so that the project can be included in the TIP.
	7. Orange Line Station at Assembly Square (Somerville)	1) Somerville will continue to work with the MBTA to advance the design.
		2) MAPC will support the TIP programming when the design has reached the appropriate stage.
	8. Rivers Edge Boulevard (Everett and Medford)	1) MAPC and the six cities will need to continue to be involved with the design and building community support before the project can be considered in the TIP.
	9. Woods Memorial Draw Bridge (Everett and Medford)	1) MAPC and Medford will remain in contact with Mass Highway to ensure that the design and repair remains a priority.
	10. Reconstruction of Route 99 from Sweetser Circle to Boston line (Everett)	1) Everett will need to make sure the project remains on schedule for its FY 2010 advertising date.
		2) MAPC will continue to support its inclusion in the TIP as long as the design remains on schedule.
	11. Route 99/Alford Street Bridge (Boston and Everett)	1) The project is scheduled to begin construction under the FY 2009 TIP. No action needed at this time.
	12. Sullivan Square/Rutherford Avenue reconstruction (Boston)	1) Boston needs to work with Everett and Somerville to ensure that the design goes forward.
		2) MAPC will work to include the project in the TIP when the appropriate design is reached.
	13. Replacement of the Chelsea Street Bridge (Boston and Chelsea)	1) This project is already under construction. MAPC will monitor the project costs as the MPO programs the bridge's annual funding out to 2012.
	14. East Boston Haul Road/Chelsea Truck Route (Boston and Chelsea)	1) Boston needs to work with Mass Highway and Chelsea to ensure that design work goes forward.
		2) MAPC will work to include the project in the TIP when the appropriate design is reached.

APPENDIX A: SUMMARY OF STRATEGIES AND FUTURE ACTIONS

Strategy	Sub-Strategy	Future Actions
	15. Medford Water Ferry Project (Medford)	1) MAPC and the six cities will support efforts by Medford to secure all funding necessary to complete the construction of the ferry dock.
	16. Clippership Drive Realignment (Medford)	1) MAPC and the six cities will use the periodic review of the TIP to ensure that the project remains on the TIP and is fully funded.
		2) MAPC and the six cities will seek funding for park development and maintenance to ensure that the park is developed as planned after the roadway alignment phase is completed.
Strategy #4: Work with Regional Partners to Influence Policy and Ensure that Agencies and Organizations Have Sufficient Resources to Effect Change on the Mystic River	A. MAPC will participate in the Steering Committee of The Environmental Protection Agency (EPA) Mystic River Initiative	1) MAPC will continue to participate on the Mystic River Initiative Steering Committee.
	B. MAPC will serve as a liaison between the EPA Mystic River Initiative and city officials through the MAPC subregions	1) MAPC will make a presentation about the EPA Mystic River Initiative to the Inner Core Committee and the North Suburban Planning Council.
		2) The six cities should meet with EPA representatives to discuss their potential membership on the steering committee or other committees.
		3) From time to time, MAPC will advise municipal partners of activities taking place in the Initiative and keep them informed of actions they may need to take.
	C. MAPC and the six cities will work to improve coordination between the Department of Conservation and Recreation (DCR) and the lower Mystic cities	1) MAPC will work to obtain an appointment from DCR to the MAPC Board.
		2) MAPC and the six cities will work with DCR to expand its master plan to all land owned by DCR along the Mystic and its tributaries and to ensure that there is sufficient funding for capital improvements and maintenance activities.
	D. MAPC and the six cities will work in partnership with the Massachusetts Water Resources Authority (MWRA) to ensure the completion of the program to eliminate combined sewer overflows	1) MAPC will work to ensure that there is adequate funding for the MWRA to complete their work on eliminating combined sewer overflows
Strategy #5: Develop and Advocate for a Strong Legislative Response to Mystic River Needs	A. MAPC and the six cities will advocate for the creation of a Mystic River Water Quality Commission that includes full city representation	1) MAPC and the six cities will actively pursue passage of HD 3957 and will raise the issue of municipal representation to ensure that the cities concerns about representation are addressed.
		2) MAPC will provide information and updates to the cities through the MAPC Inner Core Committee, the Metro Mayors Coalition, and directly to members of the corridor project Steering Committee.
	B. MAPC and the six cities will monitor other legislation related to the Mystic River	1) MAPC and the six cities will monitor other legislation related to the Mystic River.
	C. MAPC will work with the six cities to develop new legislation to protect and enhance the Mystic River	1) MAPC will work with the six cities to develop new legislation to protect and enhance the Mystic River.

Strategy	Sub-Strategy	Future Actions
	D. MAPC and the six cities will advocate for Mystic River issues to be addressed in the state budget and environmental bond bills	1) MAPC will identify items in the budget and the bond bills that affect the Mystic River and will consult with the six cities on a coordinated approach to address them.
Strategy #6: Develop and Maintain an Information Clearinghouse	A. MAPC and the six cities will develop a monitoring and notification system for alerting Lower Mystic stakeholders about critical issues and opportunities for involvement	1) MAPC will monitor MEPA filings, public meetings and project milestones and send alerts on an as-needed basis
		2) The six cities will notify MAPC when there is a milestone that they would like to publicize.
		3) MAPC will proactively expand this alert list and will add new addresses when a request is received.
	B. MAPC will maintain an MAPC Lower Mystic River web page	1) MAPC will update the web page on an as-needed basis and will identify partners to assist in this effort.
	C. MAPC will develop and maintain a Web-Based “dynamic” map of the Lower Mystic	1) Enhance the dynamic map with additional images and links. The first phase would involve ensuring that all eleven priority open space projects are represented.
		2) The second phase would focus on creating dynamic map layers for transportation, development and other critical data sets.
		3) Provide training in the use of the dynamic map to ensure that it is widely used as a tool for planning, public education and advocacy on the Lower Mystic.

APPENDIX B: STEERING COMMITTEE MEETINGS

The Mystic River Corridor Strategy

Meeting #1

Thursday, September 20, 2007

9:30 – 11:30 AM

Metropolitan Area Planning Council

60 Temple Place, Boston MA 02111

5th Floor Conference Room

9:30 – 9:40	Welcome and project team introductions
9:40 – 9:50	Brief history of project
9:50 – 10:00	Scope of work/timeline and roles and responsibilities of the team members
10:00 – 10:20	Overview of the study area and map
10:20 – 10:35	Summary of existing studies and plans- MAPC will briefly summarize the key points of existing studies and plans for the corridor. Project team members will be asked to identify any other studies or plans that should be consulted.
10:35 – 11:10	Discussion of challenges and opportunities – The purpose of this section is to develop a list of challenges and opportunities and to select the top ten in each category.
11:10 – 11:25	Discussion of the first public meeting – The project scope calls for a meeting with participation from a wide range of river corridor stakeholders. The team will be asked to identify organizations and individuals to invite to that meeting and to discuss the format and content of that meeting.
11:25 – 11:30	Next steps and wrap-up

APPENDIX B: STEERING COMMITTEE MEETINGS

The Mystic River Corridor Strategy

Meeting #2

November 20, 2007

9:30 – 11:30 AM

Metropolitan Area Planning Council

60 Temple Place, Boston MA 02111

5th Floor Conference Room

- 9:30 – 9:45 AM Update on MAPC activities since the September 20 meeting**
- Mapping
 - Review of additional plans
 - Meeting with Dan Driscoll, DCR on the Mystic River Reservation Plan.
 - Update on Assembly Square – Lisa Lepore, Somerville.
- 9:45 -10:15 AM Review of key issues memorandum–** Please see the attached memo. We will be discussing the list of issues with the goal of coming to agreement on a list of issues that will guide this project.
- 10:15 – 11:15 AM Review the short list of recommendations**
- MAPC will distribute a list of recommendations from the various plans grouped by issue and sorted to show those that meet the criteria for inclusion in a regional strategy. We will discuss this list and begin the process of selecting those strategies that will be further developed during the course of this project.
- 11:15 – 11:30 AM Planning for the January stakeholders meeting**
- Review a draft agenda for the meeting.
 - Choose a date.
 - Discuss location.
 - Discuss the stakeholders to invite.
 - Discuss role of the committee in publicity and outreach.

APPENDIX B: STEERING COMMITTEE MEETINGS

The Mystic River Corridor Strategy

Meeting #3

January 15, 2008

9:30 – 11:30 AM

Metropolitan Area Planning Council

60 Temple Place, Boston MA 02111

5th Floor Conference Room

- | | |
|-------------------------|---|
| 9:30 – 9:45 AM | Update on MAPC activities since the November 20 meeting <ul style="list-style-type: none">• Project web site• MAPC publicity and outreach efforts• Massachusetts Environmental Trust meeting |
| 9:45 -10:10 AM | Review the Power Point presentation – Joan Blaustein will run through the Power Point presentation that will be given at the January 31 meeting. |
| 10:10 – 10:40 AM | Review the agenda and format for the January 31 public meeting |
| 10:40 – 11:00 AM | Community publicity and outreach –Each community will be asked to provide a brief report on what they expect to do with regards to publicity and outreach for the January 31 public meeting. |
| 11:00 – 11:20 AM | Discussion on preliminary elements to include in the strategy – We will begin to discuss what elements to include as part of the corridor strategy. We will continue to refine the strategy based on input from the January 31 meeting and ongoing discussions at the steering committee meetings. |
| 11:20 – 11:30 AM | Other business |

APPENDIX B: STEERING COMMITTEE MEETINGS

The Mystic River Corridor Strategy

Meeting #4

March 11, 2008

9:30 – 11:30 AM

Metropolitan Area Planning Council

60 Temple Place, Boston MA 02111

5th Floor Conference Room

9:30 – 10:30 AM Review and discuss the draft strategy

- Overview of the draft strategy
- Additional ideas
- Select and prioritize elements of the strategy.

Please review the attached draft strategy. We will need to choose which activities will constitute the Mystic River Corridor Strategy. This may mean that some are not selected or that all are selected but prioritized.

10:30 – 10:45 AM Discussion of a process for review by the Mayors

Prior to the final public forum we will need to have the Mayors' review the strategy. We will discuss how to accomplish this.

10:45 – 11:00 AM Discuss potential funding for the draft strategy

Implementation of the strategy activities depends on finding additional funding to carry the project beyond the end of June. Our discussion will include (but not be limited to):

- Massachusetts Environmental Trust
- MAPC sources
- Contributions from the six cities
- Foundation funding
- Grants

11:00 – 11:30 AM Planning for the final public forum

We will discuss the agenda and select a date. This meeting should take place in early June.

APPENDIX B: STEERING COMMITTEE MEETINGS

The Mystic River Corridor Strategy

Meeting #5

Tuesday

October 14, 2008

9:30 – 11:30 AM

Metropolitan Area Planning Council

60 Temple Place, Boston MA 02111

5th Floor Conference Room

- 9:30 – 9:45 AM** **Discussion of project direction** – Marc Draisen will facilitate a discussion of the direction that the project is taking and how to ensure that we develop a robust set of policy recommendations and action items.
- 9:45 – 10:00 AM** **Project updates – MAPC and the six cities** – Each community and MAPC will give a brief update on any new or on-going projects.
- 10:00 – 10:50 AM** **Identifying regionally significant open space initiatives** – Joan Blaustein will lead the communities through a process to identify the top ten open space initiatives to focus on. The discussion will use a set of criteria (attached) for identifying regionally significant open space initiatives as a starting point.
- 10:50 – 11:15 AM** **Discussion of draft development principles** – Christine Wallace will lead a discussion of the draft development principles.
- 11:15 – 11:30 AM** **Wrap-up and next steps**
Project timetable/schedule of meetings
Set next meeting date
Potential DLT A application for funding

APPENDIX B: STEERING COMMITTEE MEETINGS

The Mystic River Corridor Strategy

Meeting #6

Tuesday

November 17, 2008

9:30 – 11:30 AM

Metropolitan Area Planning Council

60 Temple Place, Boston MA 02111

5th Floor Conference Room

- 9:30 – 10:30 AM** **Review of the draft Mystic River Corridor Strategy** – The draft strategy was sent to the committee on November 10. After we discuss this draft and make any changes, this report will be sent to the six Mayors as our next step.
- 10:30 – 11:10 AM** **Next Steps**
- Meeting with the six mayors
 - Holding a final public forum
 - Initiating a request for District Local Technical Assistance funding to continue the project.
 - MET grant application
- 11:10 – 11:30 AM** **Demonstration of the dynamic map** – We have made enhancements to the dynamic map that is referenced in Strategy #6 on Page 30. The focus of these enhancements has been on the 10 priority open space initiatives.

APPENDIX C: PUBLIC FORUM

Public Forum: Strategies for the Mystic River Corridor*

Thursday January 31, 2008

7:00 – 9:00 PM

Peter J. McCarren Memorial Chambers, Everett City Hall
484 Broadway, Everett



Who should attend?

Residents, property owners and organizations in Boston, Chelsea, Everett, Malden, Medford, and Somerville who are interested in identifying key opportunities for conservation and development for the Mystic River.



What topics will be covered?

This meeting will be an open public forum for comments, questions and concerns around the following questions:

- What uses would you like/not like to see for the river?
- What are some of the key opportunities and challenges for the river?
- What strategies would you like to see in order to implement a shared vision?

Other topics include:

- Maps of the corridor showing infrastructure, environmental features, open space initiatives, current and proposed projects, and key strategy areas.
- Overview of prior planning efforts.
- Discussion of major issues affecting the Mystic River, such as open space and public access, development projects, transportation, Designated Port Areas, and environmental quality.

This meeting is sponsored by a committee of representatives from the cities of Chelsea, Everett, Malden, Medford, Somerville, the Boston Redevelopment Authority, and the Metropolitan Area Planning Council. Further project information is available at

http://www.mapc.org/projects_initiatives/mystic_river.html **If you plan on attending, please RSVP to Christine Wallace at cwallace@mapc.org or (617) 451-2770 x2060.**

* Study area is a quarter-mile wide corridor on either side of the river that runs from the southern terminus of the Mystic Lakes to the Chelsea Street Bridge, including the daylighted portion of the Malden River and the portion of the Island End River in Everett and Chelsea.

This project is funded under the District Local Technical Assistance Fund created by Chapter 205 of the Acts of 2006 and a contribution from the Massachusetts Water Resources Authority

APPENDIX C: PUBLIC FORUM

The Mystic River Corridor Strategy Public Meeting

January 31, 2008
Everett City Hall Council Chambers
7:00 – 9:00 PM

7:00 – 7:10 PM	Welcome and introduction to the project
7:10 – 7:25 PM	Study area overview and existing conditions
7:25 – 7:40 PM	Overview of key issues
7:40 – 8:50 PM	Open Forum on Critical Issues <ol style="list-style-type: none">1. Open space land protection: connectivity and equitable distribution of open space.2. Environmental quality: land and water.3. Regulatory obstacles to public access.4. Water transportation.5. Development and major regional projects.6. Implementation.7. Other issues.
8:50 – 9:00 PM	Next steps and wrap up

APPENDIX C: PUBLIC FORUM

Mystic River Corridor Strategy Public Forum Notes from Public Comment Session January 31, 2008 7:00 PM Everett City Hall

- Malden River Report is available online. MAPC to review if not done so already.
- Does the Charles River community boat house play a role, or could it play a role for the Mystic River? Open space and water quality issues need to be resolved for the Mystic River as a first priority, but recreation issues are also important, but may be slightly longer term. Demand is there in the Mystic for recreation.
- What is the definition of Environmental Justice? Means low income or minority populations situated near more environmentally-challenged sites.
- Parks for dogs – dog owners need a place to legally and safely exercise their dogs. If there is an area where people would like to have others around to feel safer, a dog park would definitely attract users. Dog owners should be considered in the planning of open space along the Mystic.
- A list serve (email distribution list) should be created for people who may want to be notified when new information comes out regarding the Mystic River.
- When analyzing Environmental Justice, percentage and density should be taken into account.
- When analyzing open space opportunities, density should be taken into account.
- With regards to pollution, often overlooked are toxins from airborne pollutants.
- Larger public access may be possible at Assembly Square due to its accessibility to transit. If public access is not available at other locations along the Mystic, people could easily travel to open space areas near Assembly Square.
- Mobile air pollution is possibly one of the largest urban polluters.
- A major source of pollution in the Mystic is from boating activities.
- Outreach needs to happen to the Environmental Justice Communities to make sure they can attend meetings like this. We need to effectively get the word out.
- Rather than just an underlying theme, there should be an actual strategy for Environmental Justice.
- East Boston and Chelsea are Environmental Justice communities, and the Designated Port Areas (DPAs) are a tough issue. These communities are working with the Boston Redevelopment Authority (BRA) to get more public access and with the Massachusetts Water Resources Authority (MWRA). The communities would like to see the eco-industry in these areas – they want to see clean industry coming into the communities, such as green buildings. East Boston and Chelsea would be happy to host the next meeting and help work on a strategy to get all groups involved.

APPENDIX C: PUBLIC FORUM

- In Malden, code and ordinance cooperation will be needed. All of the communities could work together to have a joint effort to attract new industry that benefits the river.
- There needs to be a joint vision to address ordinances, such as a strategy to determine what we want to see with regards to zoning.
- The Mystic River Watershed Association recently completed a Mystic River Watershed Action Plan. MAPC has reviewed the plan as part of this project.
- Critical points of access should be identified along the corridor. A corridor-wide list of access and links tying it all together and even to the Charles would help all the communities and the Environmental Justice communities. MAPC will be looking at the gaps as part of this project.
- Prioritizing the links is important.
- On the maps posted on the wall, there is a purple dot on the Amelia Earhart Dam. The other purple dot should be on the Craddock dam.
- The Hazard Mitigation map should take the hurricane surge flood into account.
- There has been a recent Fish Advisory (P6) that no one should consume any fish from the Mystic and Malden Rivers.
- Sanitary Sewer Overflows (SSOs) are also an issue on the Mystic that should be dealt with in addition to Combined Sewer Overflows (CSOs).
- Hazard mitigation is all tied together for all the towns, even outside of this project's study area. Officials are trying to coordinate with the Amelia Earhart dam to better deal with flooding. Officials also hope to keep the bike path work ongoing. Open space is also an issue.
- Developers need to get involved, such as having a developer's summit to find agreement on basic strategies. For example, water-based transportation – a feasibility study could be a possibility.
- Would like the states Executive Office of Energy and Environmental Affairs (EOEEA) to be more involved with the Mystic River.
- Environmental Justice Communities need relief from the DPAs in certain areas. For example, a site in Chelsea for affordable housing, not necessarily high end condos.
- The shoreline gets upgraded with redevelopment. An inventory of new developments would be helpful.
- MAPC is considering an interactive map as a final product for this project.
- In addition to the Mystic River, the Neponset River has also not received funding like the Charles has.
- City Representatives would be ideal for getting Environmental Justice communities involved. This project's steering committee has a member from each community who are briefing the other government officials.

APPENDIX C: PUBLIC FORUM

- The Assembly Square project in Somerville is getting a lot of attention from Somerville, but smaller projects should also receive that type of attention.
- There are meetings already happening about the Mystic in Environmental Justice communities.
- The project's strategy needs an approach that will benefit owners of the waterfront - some kind of symbiotic approach, so that all parts of machine are working together to have a win-win-win situation all around.
- The Boston Harborwalk may be a good model for other communities.
- Join the MyRWA!
- Must be on top of when parcels are for sale, such as the MBTA parcels and easements that were sold to developers. Ultimately developers have a lot to do with the riverfront.
- The Federal government has oversight of DPAs, which is a challenge.
- Access is important. Historically you could walk from east Somerville to Somerville beach. Access is helpful to bring communities together. The more access they have, the more they want to protect the river. Need to encourage people to use the river, which will bring more interest and involvement.
- After the Amelia Earhart dam was installed, only one major infrastructure investment in 40 years happened along the Mystic.
- Boating all the way up the Mystic is difficult due to invasive species. Needs dredging.
- Recreational boating is part of a maritime description for DPAs. Would like a state-of-the-art boating facility in Chelsea and surrounding communities, but the river needs some work first.
- DCR properties not maintained properly (i.e. trash, etc.)
- Some interest from s property owner in Everett to have a facility there and clean up the area.
- Need to focus on density for these riverfronts, there is an imbalance.
- A key finding in a recent study by Tufts Graduate students is that a major university should be involved when restoring urban rivers and their waterfronts.
- Future Summit ideas: One for developers, one for universities, and one for Environmental Justice communities.
- Sometimes the best way to reach out to some of the Environmental Justice groups is to go to their meetings that are already scheduled.
- For the next MAPC public meeting, make sure to obtain contact lists for all Environmental Justice groups.

APPENDIX C: PUBLIC FORUM

- It is important to have all groups that represent the various stakeholders all together in one meeting, such as this meeting.
- Members from this project's steering committee are also involved in a transportation initiative to secure funding related to transportation near the Mystic.
- Mystic River Corridor Strategy Website: www.mapc.org/mystic

Case Statement for Active Transportation for the Mystic River Communities

Background

The Mystic Valley Active and Safe Transportation Network (Mystic VAST-Net) includes the communities of Somerville, Chelsea, Everett, Malden and Medford and Boston's Charlestown neighborhood. The communities encompass an area of 25 square miles including 3.5 acres within 1/2 mile of the Mystic River and its tributaries. These communities have a population of 850,000 people and a population density of nearly 12,000 people per square mile.

These communities are collaborating on efforts to promote and guide economic and open space development along the Mystic River corridor in order to revitalize an underdeveloped area, to promote active transportation as a key component of that redevelopment and to create a high quality riverfront area that enhances the quality of life for both new and existing residents of these communities. Charlestown, Chelsea, Everett, Somerville are recognized environmental justice communities.

The community development officials working on the Mystic River planning initiative under the leadership of the Metropolitan Area Planning Council have joined with local advocacy groups and health care providers to develop this initiative. The communities have focused on ways the initiative can promote economic development and add to the quality of life. Advocacy groups such as WalkBoston, the Massachusetts Bicycle Coalition and Bike to the Sea, Inc. work to promote walking and bicycling. These groups support improving the existing road and sidewalk network to ensure safer and more convenient travel for pedestrians and bicyclists as well as creating a system of multi-use trails to provide routes that prioritize active transportation. The Somerville Transportation Equity Partnership and Groundwork Somerville support efforts to create an active transportation corridor along the new Greenline Extension and Community Path.

Health organizations such as the Cambridge Alliance (serving Somerville, Everett and Malden) and Health Malden seek to support effort to create community environments that support active lifestyles for people of all ages

The Massachusetts Department of Conservation Recreation serves as the major landowner along the Mystic River and is currently developing a Master Plan for its property including a trails network. DCR owns and maintains the highly successful Charles River Trail system and is looking to replicate the success of that system along the Mystic River.



Figure 1 – Aerial of Mystic Valley Region

Major developers along the Mystic River support active transportation as a means to create high quality, attractive commercial and residential communities. Neighborhood groups such as the Charlestown Waterfront Coalition and East Somerville Neighbors for Change support the effort to create more walkable and bikeable communities to improve neighborhood quality of life and to allow neighbors to better enjoy the Mystic River Waterfront.

“What could the Mystic River communities achieve with a \$50 million federal investment in bicycling & walking?”

1. Create Safe Routes to Transit and “Trails to Transit” Programs

The area has strong and improving transit service via the MBTA Orange Line and bus service. Transit service improvements in planning stages include the extension of the Green Line trolley to Somerville and Medford and the Urban Ring Bus Rapid Transit service through all the communities. Orange Line stations built in the 1970’s have inadequate connections for pedestrians and bicycles. A “Safe Routes to Transit” program will focus on providing better pedestrian and bicycle connections to existing Orange Line Stations and future Green Line and Urban Ring stations. Pedestrian improvements will include improving streetscapes leading to the Bunker Hill station in Charlestown, Sullivan Square Station on the Somerville/Boston Line and Malden Center Orange Line station. Additionally, design and construction of connections to new Green Line stations through Somerville and Medford will be accomplished including the development of the Somerville Community Path extension. The existing Community Path allows 500 pedestrians an hour to access the existing Red Line Station in Somerville. “Safe Routes to Transit” will also include enclosed, secure bicycle parking at the most heavily used stations.

Figure 2



Based on: May 2003 Map by Bryce Nesbitt, bryce2@obviously.com

The Orange and Green Lines and the Urban Ring offer opportunities to create “Trail to Transit” connections. The Mystic River Paths (see below) will connect directly to an newly constructed Orange Line Station at Assembly Square. The Alewife Brook and Mystic River trail system will be improved to allow connections between Medford and the terminus Green Line Station near the Mystic River in Somerville. The Urban Ring will also intersect with the Community Path in East Somerville. The Malden River Trails and the Northern Strand Community Trail in Malden, Everett and Medford will also connect to the Urban Ring. Trail to Transit connections can also be created in Chelsea.

2. Create a Trail Network for Bicycle Commuters along the Lower Mystic River

The communities sit fewer than six miles north of Downtown Boston and Cambridge a distance convenient for bicycle commuting yet bicycle commuting in the communities north of the Mystic River is significantly less than those south of the Mystic River. Table 1 compares the mode shares for walking and bicycling in communities south and north of the Mystic River. The percentages of commuters bicycling in the communities just north of the Mystic River are between 6 and 40 times less than those in Somerville and Cambridge to the south. The percentage of commuters who walk is also less in the communities north of the River.

Table 1 – Mode Share for Journey to Work

	2000	2000	2000	2000	
City	Workers	Bicyclists	%	Walk	%
South of Mystic					
Somerville	44,807	1251	2.8%	4122	9.2%
Boston - only	278,463	2705	1.0%	36,323	13.0%
Cambridge	54,969	2143	3.9%	13,409	24.4%
North of Mystic					
Chelsea	12,574	62	0.5%	824	6.6%
Malden	29,119	89	0.3%	1045	3.6%
Everett	17,818	14	0.1%	839	4.7%
Revere	20,529	50	0.2%	489	2.4%
Lynn	38,360	72	0.2%	1773	4.6%
Saugus	13,217	31	0.2%	173	1.3%

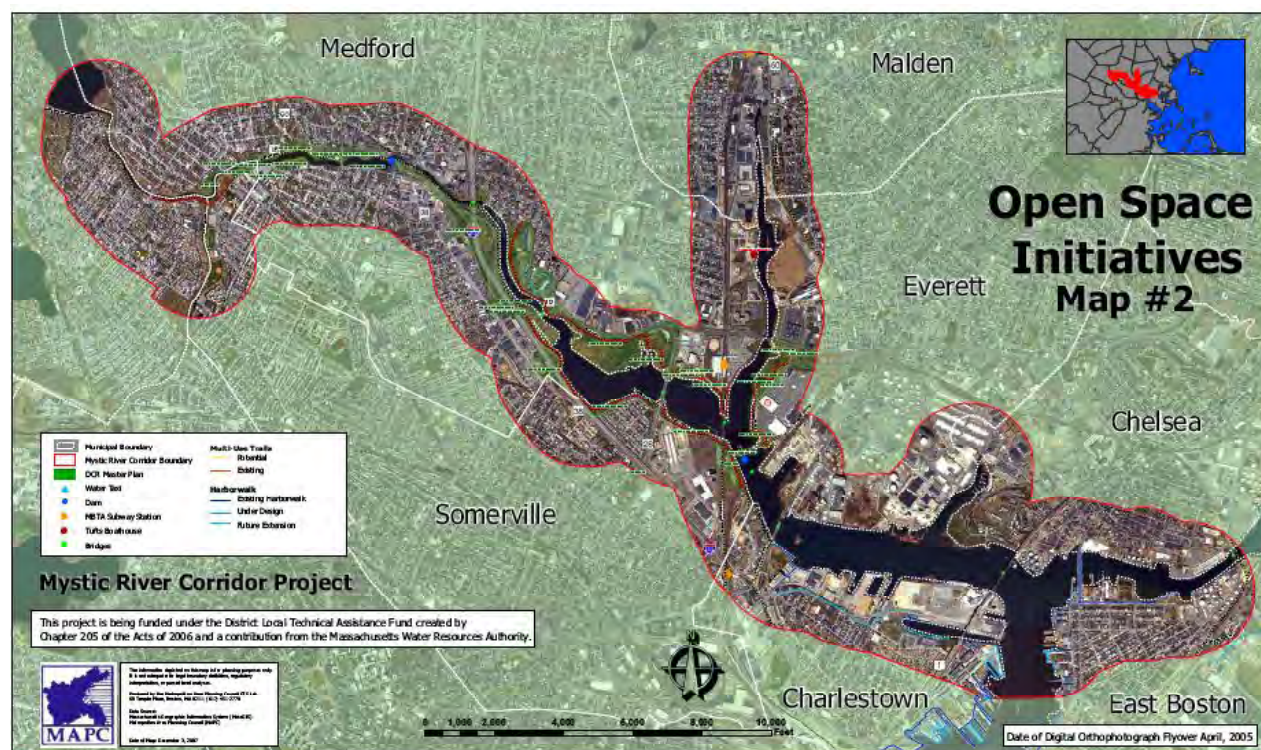
This dramatic difference in mode share indicates that the Mystic River serves as a major barrier to bicycle and pedestrian commuting between the communities north and south of the River. The Mystic River and the regional road system serve as significant barriers for bicycle commuting rates in communities north and east of the Mystic River (Malden, Medford, Everett and Chelsea) where bicycle commuting rates are six times lower than those to the west such as Somerville. The major bridges and tunnels (Tobin, Zakim-Bunker Hill and I-93 Bridges and the Sumner, Callahan and Ted William Tunnels) across the Mystic, Charles River and Boston Harbor exclude bicycles and pedestrians while the minor bridges such the Wellington (Rt 28) and Malden Bridge (Rt 99) carry large volumes of regional truck traffic and local commute traffic to Boston.

In 2006 the Mystic River Watershed Association studied the current condition of the Mystic River watershed; and developed the Mystic River Action Plan for addressing continuing problems in the watershed. One key action was to improve access to the River. Pedestrian and bike access along the waterfront in the Mystic River Watershed and connections with larger regional efforts were identified as

high priorities because connections support coordination across projects that enhance the recreational and transportation value of each individual part of the regional network.

The Mystic River watershed has a number of pedestrian and bike paths, although they are not well connected. The Minuteman Commuter Bikeway is a very popular path that runs from the Alewife T station in Cambridge through Arlington and Lexington to Bedford. There are bike paths on DCR lands along the Mystic River in Medford and Somerville and in the Middlesex Fells. The value of the Mystic River Reservation paths would be greatly enhanced by connecting to the Minuteman via the parkland along Alewife Brook (which is called for in the DCR's Alewife Reservation Master Plan), and to Boston with an extension through Charlestown.

Figure 3 – Mystic River Trail System



There are a variety of plans for paths that would knit together a rich network throughout the region. For example:

- The Mystic Crossing group is advocating for pedestrian and bike access across the Amelia Earhart Dam. This crossing would connect Draw 7 Park and the Assembly Square area of Somerville with the future Bike to the Sea path (see below.) This crossing would also provide greater access to the Gateway Center Park, which is currently underutilized. An EPA enforcement settlement with Exelon has provided \$250,000 to plan this connection.
- The proposed Bike-to-the-Sea path [aka the Northern Strand] would run from the center of Malden through Everett to Revere Beach, with possible connections to the Mystic Reservation bike paths.
- The East Boston Greenway would use an abandoned railroad right-of-way, donated to the Boston Natural Areas Fund in 1996, to connect marshes, beaches, playing fields, Logan Airport, MBTA

stations, and residential areas throughout the East Boston community. In the future, the greenway will be extended to Belle Isle Marsh, on the northern edge of Boston, next to Revere, largely on Department of Conservation and Recreation owned land. The Chelsea Riverway being planned by the Chelsea Creek Restoration Partnership and the National Parks Service runs along an unused rail line along Chelsea Creek and connects to the East Boston Greenway.

- The Somerville Community Path is a proposed linear park that would link to the Minuteman and the Red Line Linear Park, and run to Lechmere in Cambridge.
- Plans for Assembly Square include a connection along the Mystic River under the Wellington Bridge, which would connect to the DCR Mystic Reservation on the Somerville side and to the paths in Draw 7 Park, linking the entire Somerville waterfront.
- A proposed Tri-Community Bikeway through Woburn, Winchester and Stoneham would connect the Mystic River, the Middlesex Fells and the Bike-to-the-Sea path.
- Paths along the Malden River are being planned as part of the former TeleCom City project, now known as Rivers' Edge and
- In Charlestown a path will run through the Flatley Property near Sullivan Square and then along a former railroad easement.

Section 4 of the Mystic River Action Plan identified key actions to improve linkages along and access to the River:

4.5 Continue efforts to complete key links in the pedestrian paths and bikeways throughout the watershed, in concert with regional efforts to enhance the network of paths. High priorities for action include the Bike to the Sea path, the Somerville Community Path, pedestrian and bike access across Amelia Earhart Dam and through the MBTA property near Sullivan Square, the Chelsea Creek Riverway, the East Boston Greenway, the Eastern Ave/B&M Path in Chelsea, links along Malden River (including the former Tele-Com City Paths), extension of the paths along the Mystic River (as addressed by the upcoming DCR Mystic Master Plan), extending the Alewife Brook path (as described in the DCR Master Plan for the Alewife Reservation), the Tri-Community Bikeway linking Stoneham, Winchester and Woburn, the Charles River/Minuteman Connector, River and connecting to the Boston Harbor Walk through Charlestown.

4.6 Enhance Public Participation policies at boat clubs located on DCR lands, with an emphasis of opportunities for the public to use the waterfront.

4.7 Identify locations for improved public canoe and kayak access.

4.8 Publicize the recreational assets of the watershed with a revised Blueways and Greenways map, including the new Village Landing, Gateway Plaza and Schraffts parks.

Implementing the provisions of the action Plan will create an interconnected trail system that can be utilized by bicycle commuters to avoid heavy traffic on Route 28 and Route 99 on their commute to Boston and Cambridge.

3. Improve Waterfront Access in Order to Support Revitalization of Adjoining Neighborhoods and Business Areas

The Mystic River communities were first established to take advantage of the transportation access and connections the River provides and yet most of their neighborhoods and business districts have little connection to the river. The communities realize both individually and collectively that providing better access to the waterfront will allow them to take advantage of the river as a resource once again.

The Mystic River Corridor Strategy project is a collaborative effort between MAPC, the Boston Redevelopment Authority and the Cities of Chelsea, Everett, Malden, Medford and Somerville. The Corridor Strategy is intended to create a collective vision for the river corridor and a strategy to achieve that vision. Working with the BRA, the cities and a wide array of stakeholder organizations, MAPC will help the communities develop a targeted strategy that will advance the goal of realizing the full potential of the Mystic River.

Key Issues Identified by the Project (December 11, 2007) include:

Issue #1: Integrate concerns for impacts on the Mystic River in the review of development, redevelopment and major regional projects.

The Mystic River corridor is the site of many significant development projects as well as transportation projects including, but not limited to, Rivers Edge, the Green Line Extension, Assembly Square and the Mystic River Reservation Master Plan. Smaller scale road and bridge projects also play an important role in access, connectivity and enjoyment of the open space resources....

Issue #2: Develop a regional strategy for open space land protection and acquisition to ensure access, connectivity and an equitable distribution of open space.

.... Active Transportation will be a vital part of the economic and environmental revival of the Mystic and Malden River corridors. A connected trail system will be developed allowing existing and new residential neighborhoods in Medford, Somerville, Charlestown, Chelsea, Everett and Malden to connect to new job and retail centers along the Mystic River including Assembly Square in Somerville, River's Edge in Medford, Everett and Malden, Chelsea, the Schrafft's Center and Charlestown Navy Yard in Charlestown. These efforts will support the Mystic River Master Plan

Medford Mystic River Greenway (2006 Study)

The many waterfront assets found in Medford, a regional greenway system would draw Medford residents and visitors to and along the river, attracted by new connectivity and activities. The Mystic River Greenway will run from the Alewife Brook Greenway to Station Landing/Wellington Station. The proposed path runs through land owned by the City of Medford and the MA Department of Conservation and Recreation (DCR); as such, the City will have to further cultivate a strong working relationship with DCR. The greenway provides an opportunity to improve the ecological health of the river, create opportunities for passive and active recreation along its banks, and to involve residents, businesses and institutions in shaping the greenway.

The Active Transportation Initiative will help all the communities involved in the Mystic River Corridor Initiative realize their individual and collective plans for revitalization of the River such as in:

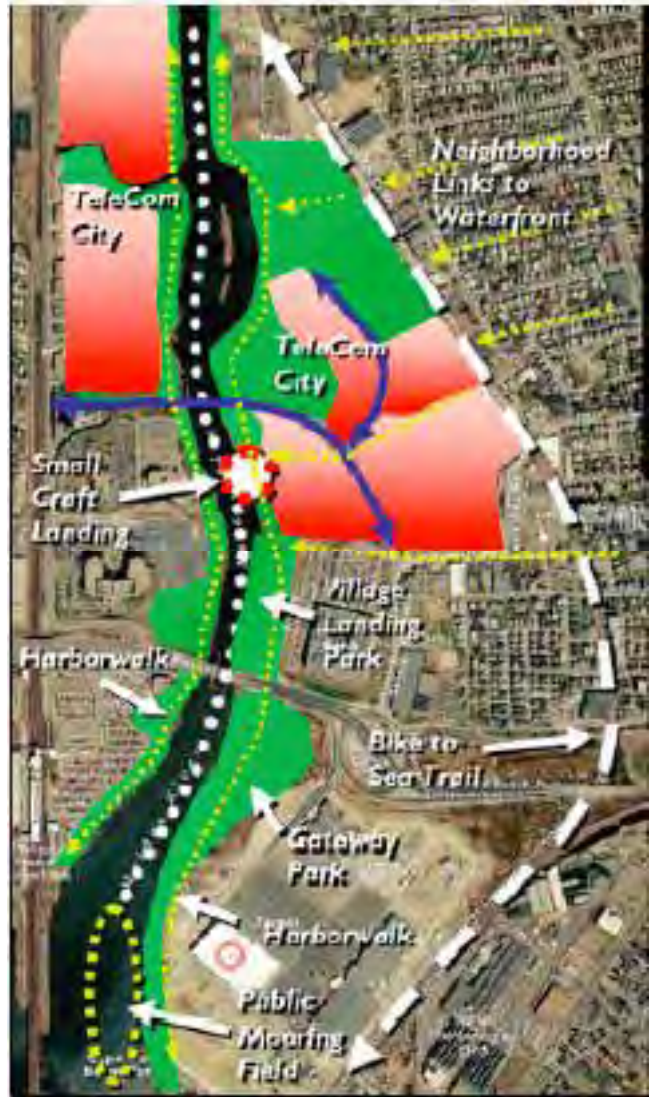
- **Charlestown:** paths along the Mystic River near the Schrafft's Center can be connected to Medford Street and beyond;

- **Somerville:** connections can be made between the new mixed-use district and MBTA station at Assembly Square and Sullivan Square in Charlestown;
- **Medford:** existing trails can be connected into a network that stretches from downtown Medford, past Wellington MBTA station to the River's Edge project and can also connect to proposed water transportation;
- **Malden:** Downtown can be connected to the River's Edge project via the River and the Northern Strand Trail; and
- **Everett:** neighborhoods and new condominiums can be connected to the River's Edge Project, proposed water transportation and Wellington MBTA station.

Everett Waterfront Study (2002):

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

Figure 4 – Neighborhood Connections



4. Establish An Urban River Ring Linking the Charles River, Alewife Brook and the Mystic River

The Department of Conservation and Recreation has in recent years developed Master Plans for the Charles River Basin and the Alewife Brook Reservation and is in the process of developing one for the Lower Mystic Reservation. These plans when viewed as a whole create the potential for an “Urban River Ring” of trails and paths that create a loop that includes the Charles River, Alewife Brook and Mystic River trail systems including Fresh Pond Parkway.

The DCR’s Mystic River Master Plan, with an estimated budget of \$250,000, intends to create increased public access to the waterfront and would include the redevelopment of parks in Somerville, Chelsea and East Boston as well as the boat clubs along the shores of the Mystic.

Figure 5 - Urban River Ring



5. Connect to Statewide and National Trail Systems

The trail systems created by the communities will ensure that state and national trails will connect into the Boston area.

State Level: The MA Central Rail Trail will begin near North Station in Boston, travel up the Community Path extension that parallels the Green Line extension through Somerville and then follow the existing Community Path onto Cambridge, Belmont and to Western Massachusetts.

National Level: The East Coast Greenway will run down the Charles River Basin and connect to the Mystic River Basin near the Charlestown Navy Yard, pass up through Sullivan Square at the Boston, Somerville Line, traveling across a new bridge spanning between Assembly Square to Gateway Center in Everett and connect to the Northern Strand leading from Malden to Lynn. This will provide opportunities for green tourists who are interested in traveling to historic sites in Salem or Lexington and Concord.

Figure 6 - Connection to State and National Trails

6. Realization of Health Benefits of Bicycle and Pedestrian Transportation within the Mystic River Communities

The MAPC Bike Plan: Active Transportation will further the goal and strategies for increasing bicycle transportation set forth in the March 2007 MAPC Bicycle Plan:

1. Encourage more trips by bicycle in each community,
2. Make bicycling and bicycle accommodations a part of “standard operating procedure”,
3. Improve evaluation and prioritization of bicycle project proposals,
4. Assist and encourage local initiatives,
5. Work with state and federal agencies to simplify and coordinate funding programs, and
6. Increase regional knowledge about bicycling.

The Cambridge Health Alliance works in many of the Mystic River communities and has been actively involved in promoting healthier lifestyles. Somerville has been one of 25 communities selected by the Robert Wood Johnson Foundation’s Active Living By Design program. Through this effort Somerville has developed a pedestrian and bicycle safety plan known as Safe-START. The plan proposes measures through-out Somerville to improve conditions for pedestrians and bicyclists, particularly at locations with the highest numbers of pedestrians and bicycle crashes.

The Active Transportation initiative will further goals of the MAPC Bicycle Plan to improve connections to transit by completing the “Wellington Greenway” that will connect Wellington MBTA station to the Mystic Landing and River’s Edge Projects, the Northern Strand Trail to the future Urban Ring Stations in Everett and Chelsea and the Mystic River Reservation to Medford Center and the new MBTA Station in Assembly Square in Somerville.

One challenge for many of the communities is the lack of in-house capacity and expertise to promote, plan and implement bicycle and pedestrian programs and projects. Additionally, municipal staff often lack the time to co-ordinate the planning and management of regional projects. The VAST-Net will develop a team of regional “circuit riders” with expertise to assist the communities’ plan, promote and implement bicycle and pedestrian programs and projects. Experts will assist communities review their local zoning requirements as they relate to walking and bicycling and work with the communities to develop ordinance amendments and policies to support active transportation. Promotional programs will focus on encouraging residents to walk and bicycle as new, safer facilities are implemented and encourage employers to provide programs and facilities that support active transportation such as transit passes, bicycle racks and showers. These experts will also work with local school districts to support programs to improve and/or implement “Safe Routes to School” programs in each community and to support the development of joint wellness education curriculum that offers classroom experience on Active Transportation, programs teaching bicycling, bicycle safety and walkability assessments. The circuit riders will also help coordinate and prepare plans and funding applications for regional active transportation improvements. Professional development programs for planners, engineers and department of public works staff will be developed to build the long-term in-house capacity of the communities to manage and maintain active transportation infrastructure.

Another part of the plan will be to develop strategies to help re-establish bicycle shops in the communities with low bicycle commuting mode share. Malden, Everett, Chelsea, East Somerville and Charlestown lack full service bicycle retailers that can repair bicycles, sell parts and accessories. The strategy will investigate options including “BikeStations” near transit stations, providing business development support for potential bicycle shop owners and establishing non-profit community bicycle shops that provide training to youth and adults on bicycle repair and maintenance.

Goals for Mystic River Active Transportation Initiative

- Increased pedestrian and bicycle activity to transit stations along with decreasing numbers of accidents involving pedestrians and bicyclists;
- Increase the overall mode share of pedestrian and bicycles in the communities;
- Double bicycle mode share in Somerville to at least 6% and increase bicycle mode share to at least 3% in other communities;
- Support the development of at least one “transit-orientated development” project in each community; and
- Re-establish bicycle repair locations in communities that currently lack them.

The Mystic Valley Active and Safe Transportation Network will develop a plan to achieve these goals by:

1. Creating an action plan including priorities for implementation;
2. Implementing selected elements of the plan that best achieve the goals of the initiative;
3. Creating trail network for multiple uses by connecting existing pathways and creating new trails.

The planning stage will identify the key elements of the Mystic Valley Active and Safe Transportation Network, develop the approximate costs of each element, will assess key implementation barriers and strategies to overcome those barriers.

Implementation will focus on the elements of the plan that best achieve the goals of the initiative in an expeditious and cost-effective manner. Key projects will prioritize trail projects that eliminate the most significant barriers to regional active transportation travel.

The VAST-Net team will develop an evaluation program that will allow annual progress reports to be developed that will measure the success in achieving these goals.

Current Mystic River Active Transportation Participants**Municipal Participants**

City of Somerville: Stephen Winslow, Senior Planner / Bicycle & Pedestrian Coordinator

City of Boston: Nicole Freedman, Bicycle & Pedestrian Coordinator

City of Everett: Marzie Galzka, Community Development Director

City of Chelsea: John DePriest, Planning Director

City of Medford: Claudia Stoker-Long, Department of Planning & Community Development

City of Malden: Debbie Burke, Malden Redevelopment Authority

Regional Participants

Metropolitan Area Planning Council: Barbara Lucas, Director of Transportation Planning

Department of Conservation and Recreation: Dan Driscoll, Mystic River Master Plan Project Manager

Non-Profit Contacts

WalkBoston: Wendy Landman, Executive Director

MassBike: David Watson, Executive Director

Charlestown Waterfront Association: Ivey St. John

Cambridge Health Alliance: Lisa Brukilaccio, Renee Cammarata, Bob Marra

Healthy Malden: Kevin Duffy

Mystic River Watershed Association: John Reinhardt

East Coast Greenway Alliance: Eric Weiss

Bike to the Sea, Inc.: Pete Sutton

State Contacts

Massachusetts Bay Transportation Authority: Eric Scheier, Bicycle and Pedestrian Planner

Political Strategy:

Step 1: Have Mystic River Corridor Strategy Mayors and the DCR Commissioner sign letters in support of the initiative

Step 2: Solicit support from local health organizations such as the Cambridge Health Alliance and Healthy Malden and local environmental organizations such as the Mystic River Watershed Alliance, WalkBoston, MassBike, the Chelsea Greenspace Alliance and Bike to the Sea, Inc..

Step 3: Solicit support from major business and property owners along the Mystic River including:

- Flatley Companies and Massport in Charlestown
- Federal Investment Realty Trust in Somerville
- Station Landing and River's Edge Projects in Medford
- GE Site and Brittany Place property owners in Everett
- Malden Chamber of Commerce and Combined Properties
- Chelsea businesses

Step 4: Convene Federal and State legislators to a "summit" to inform them of the importance of the initiative to the region.

Step 5: Gain Support of Federal Legislators for the effort to include Active Transportation in the next Federal Transportation Bill