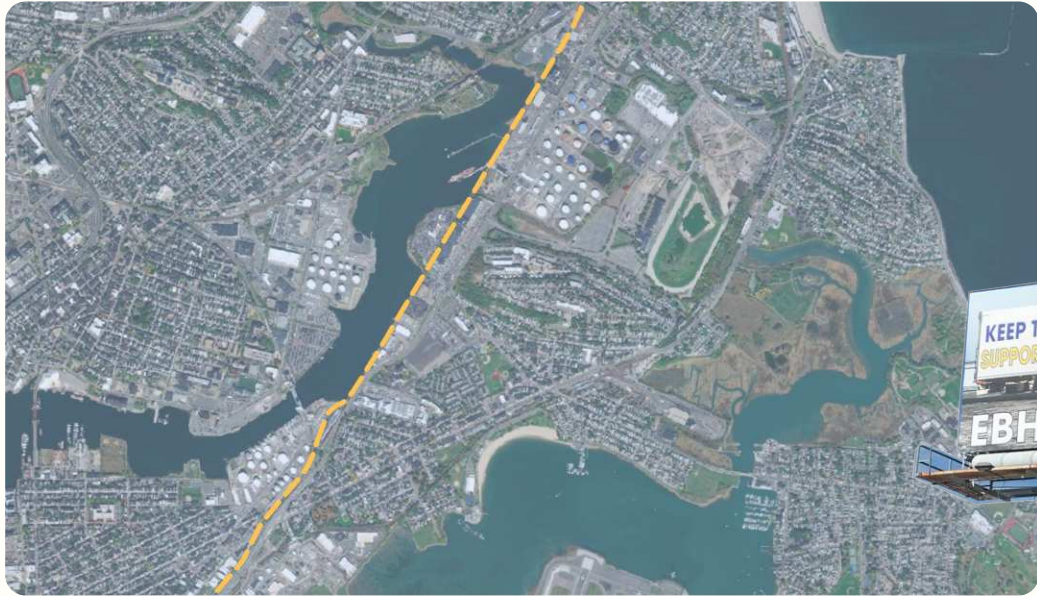


# Chelsea Creek Byway

envisioning transit-oriented development in East Boston



# What is a “Haul Road”?



a decommissioned railroad  
& a state-owned right-of-way  
& a public resource  
& a vestige of the sacrificial land uses forced on East Boston  
& a contested urban space

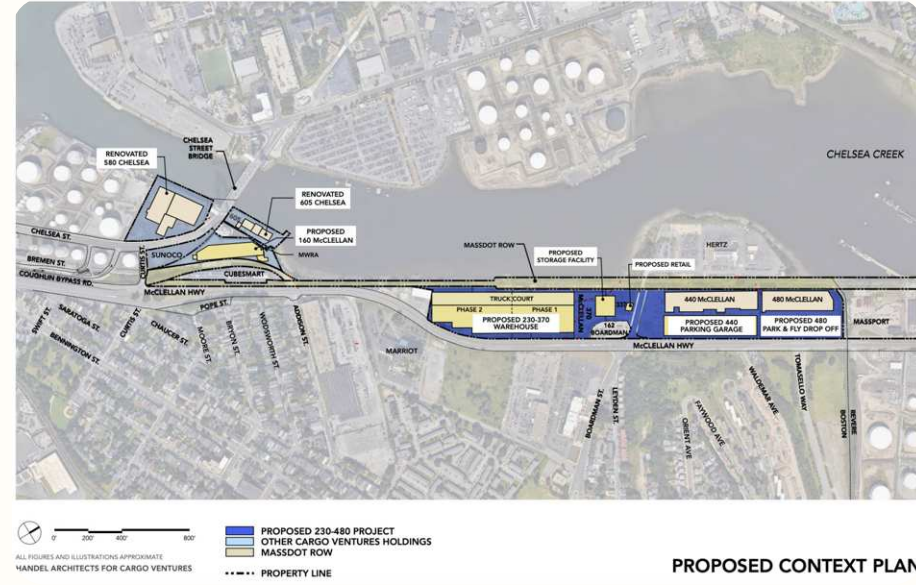
# Starting with two opposing visions

## *SCAPE Studio / Harborkeepers*



Converts right-of-way into urban boulevard & waterfront park

## *Handel Architects / Cargo Ventures*



Converts right-of-way into truck corridor to support increase in light manufacturing & airport activities

# Thought processes we're bringing to this project

	Land use	Legal	Environment	Transportation
Current	"Sacrificed" land with history of industrial & polluting businesses serving airport	Existing businesses not in accordance with DPA land designation	Flood risk unevenly spread along Haul Rd w/majority of area covered by impervious surfaces	Car-heavy area with poor walkability and access to public transit
Future	Housing pressure in East Boston, growing residential and commercial development, shift from heavy to light industrial uses	Interest to leverage public ownership of right-of-way & concentrated private surrounding land ownership	Climate Ready East Boston plans to create berm along right-of-way	Potential site redevelopments prioritize transport for pedestrians/cyclists or trucks



# Consideration #1: Land Use

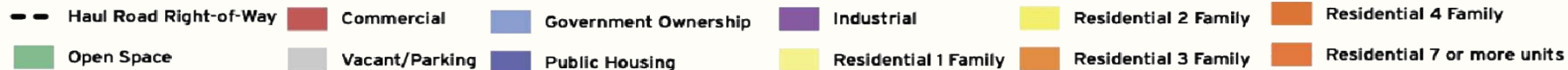
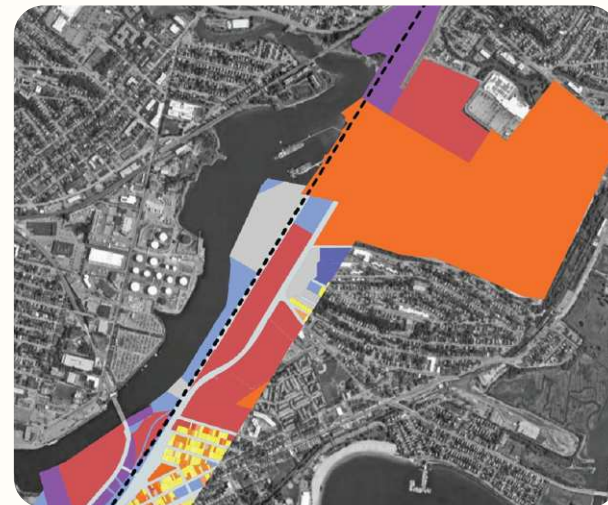
Current land use



Developing land use



Speculative land use



# Consideration #2: Legal

DPA boundaries



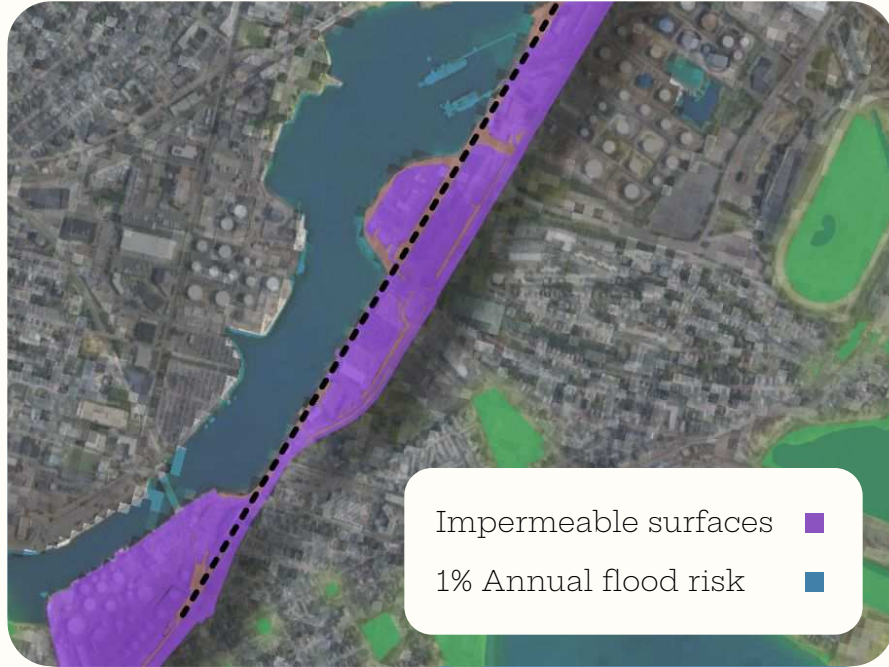
Building types & ownership





# Consideration #3: Environmental

Flood risk along byway




Climate Ready Boston proposal




# Consideration #4: Transportation

## Current debates over transportation values



Office of Transportation Planning

### ROUTE IA CORRIDOR STUDY



Working Group #5  
December 15, 2022  
East Boston – Revere

July 15, 2019

Dear Secretary Pollock, Chairman Aiello and General Manager Pollock:

We write to express our opposition to the proposal by MassDOT and the MBTA to sell easement rights in a strategic rail right-of-way in East Boston. Specifically, we oppose the Invitation to Bid (ITB) dated June 21, 2019 for the option to purchase easements on the rail right-of-way adjacent to the Chelsea Creek next to Route 1A. We request that this ITB be promptly rescinded because it is both **inappropriate and improper**, and we further request that an objective and transparent process be undertaken to assess the potential for putting this portion of the state-owned rail right-of-way into use to promote sustainable mobility.

This ITB is apparently designed for the sole benefit of an abutter, who has the only likely commercial interest in bidding, and who has previously sought (unsuccessfully) to generally limit construction activities to support his proposal to build eight new parking facilities on his property along Route 1A, and his plan to build a private roadway for his business use on a portion of the rail right-of-way. Such uses if permitted would increase traffic on Route 1A, increase pollution, and exacerbate a growing issue of traffic congestion and congestion-related costs, with the unmet development of the nearby Suffolk Downs also, the need for MassDOT and the MBTA to develop and implement strategies for sustainable mobility in this area has never been more urgent. The salient message of the Governor's report on the Future of Transportation – to move more people and not more cars – is going unheeded by both agencies as they seek to sell off scarce urban rail rights for trivial gain, and at the high chance of abandoning an opportunity to do something important for sustainable mobility in this area.

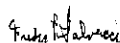
If the prospective buyer can build a roadway on this site, perhaps so, can MassDOT and the MBTA. We would not have today's Silver Line 3 services without creative thinking about the use of underutilized rail rights-of-way. None to the point this ITB lingers so long on the 2019 State Fall Plan which stated that "it helps to maintain the State's high quality of life and embrace the state's environmental sustainability and resiliency." We could not agree more. This ITB fails to support either environmental sustainability or resiliency.

An former Transportation Secretary who actively sought to purchase rail rights-of-way, was puzzled by the desire to sell off any easements without a compelling public interest reason to do so. Here, the public interest is unambiguously in favor of retaining all of the state's rights in this property and putting it to use for the public in the public interest. That means assessing the possibility of its use as an HOV connection between Revere Beach Parkway and the Blue Line and the Silver Line. For example, it may be worth exploring whether buses from Chelsea (especially during the North Washington Street project) could run on Revere Beach Parkway and onto a dedicated bus lane bypassing Route 1A. There may be several other possibilities – but they need to be studied and evaluated.

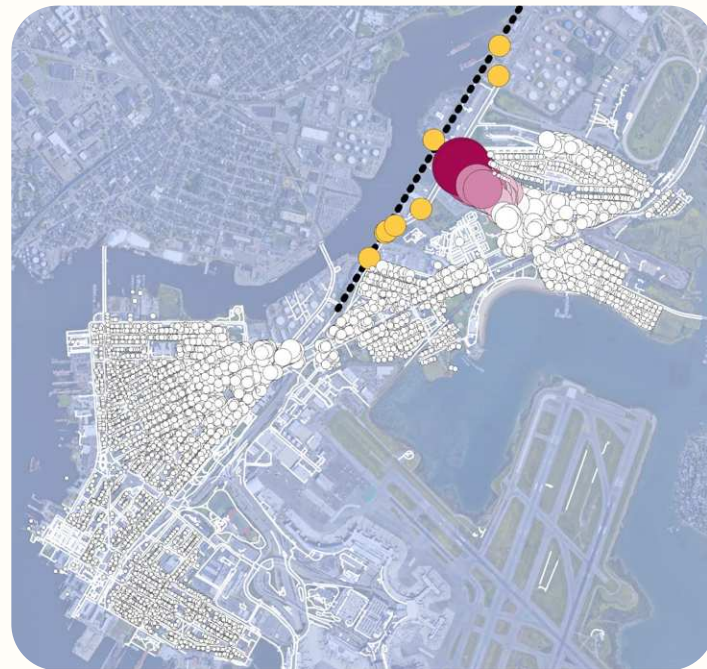
We ask that you take prompt action to rescind this ill-advised ITB and advance a comprehensive assessment of this right-of-way that looks at all feasible sustainable mobility options.

Frederick P. Salvozzi

JAMES A. ABSI II

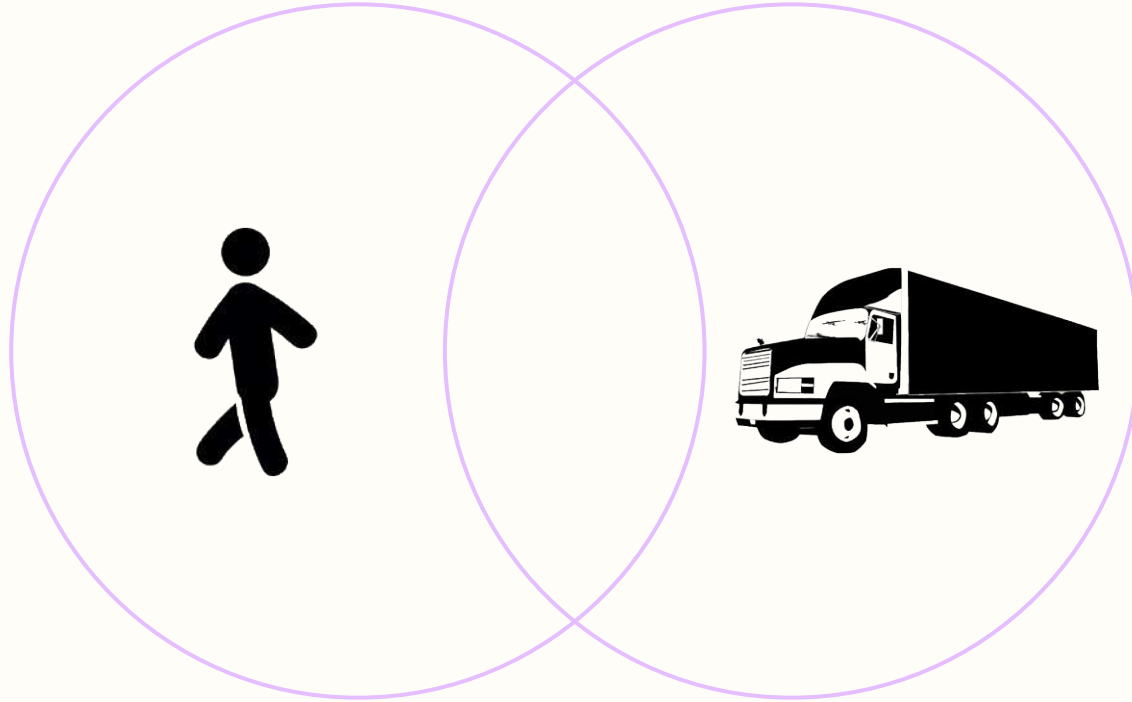


## Walkability analysis





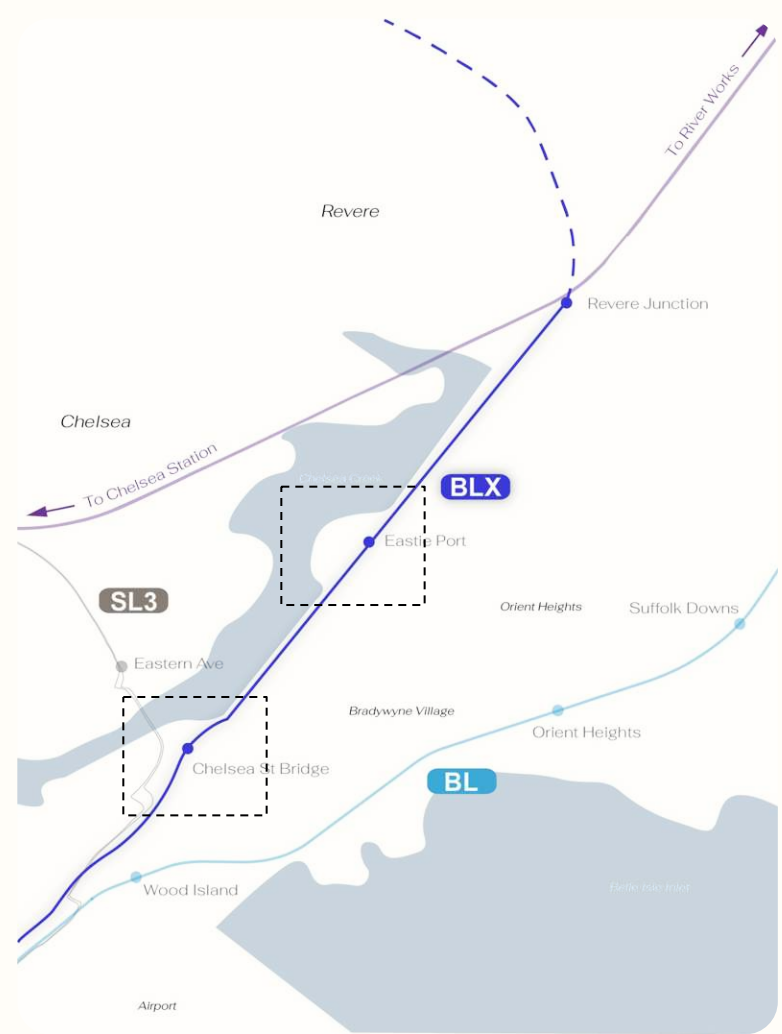
How do we propose an alternative between two extremes?



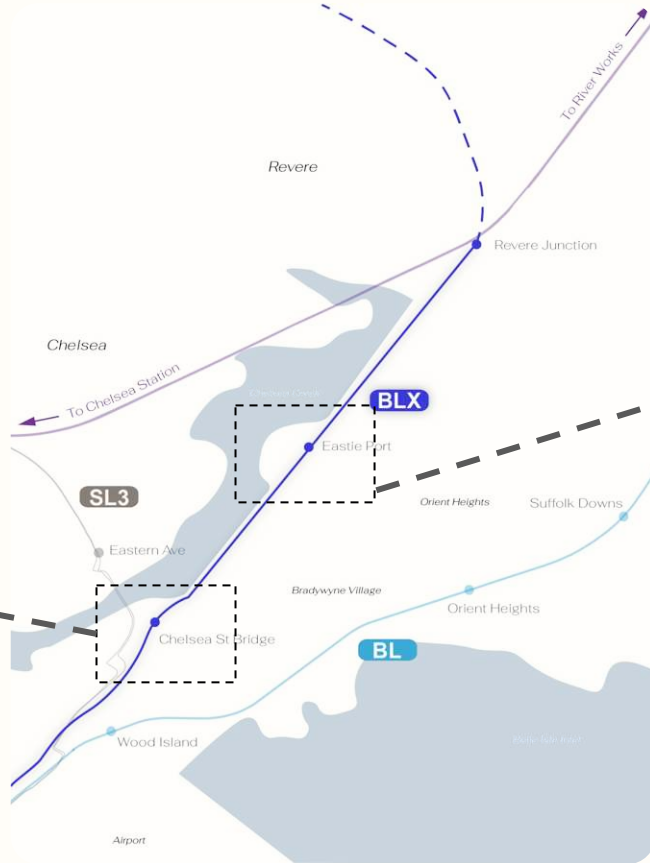
# Our vision

## Reactivate the rail corridor for passenger rail

- Connections to the Commuter Rail and Silver Line
- Replace Route 1A transportation corridor with a sustainable alternative
- North Shore regional connectivity
- Flood-resilient connection to Revere/Lynn
- Supporting new commercial & residential land use



# Exploring land use connections





# Design principles



## MOBILITY

Promote alternatives to car/truck transit through train introduction as well as improvements to pedestrian network & waterfront access

.....



## NATURE-BASED FLOOD RESILIENCY

Reduce impervious surfaces, design for floodable greens paces, & make regional transit flood-proof

.....



## FORWARD-LOOKING

Consider known & expected developments – including local & regional development patterns & land use changes

.....



## LAND RESTORATION & ACTIVATION

Diversify existing land uses, promote DPA-industries, create housing, & open space

# The process

Land Use

Sightlines

Open Spaces

Circulation

Wind Mitigation

Flooding





# Chelsea St. current conditions



Chelsea Creek

Cheverus School

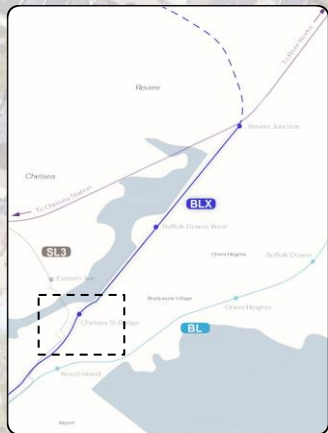




# Photos from the site



# Chelsea St. Bridge station site plan





# Chelsea St. Bridge station

Social resilience center

1

2

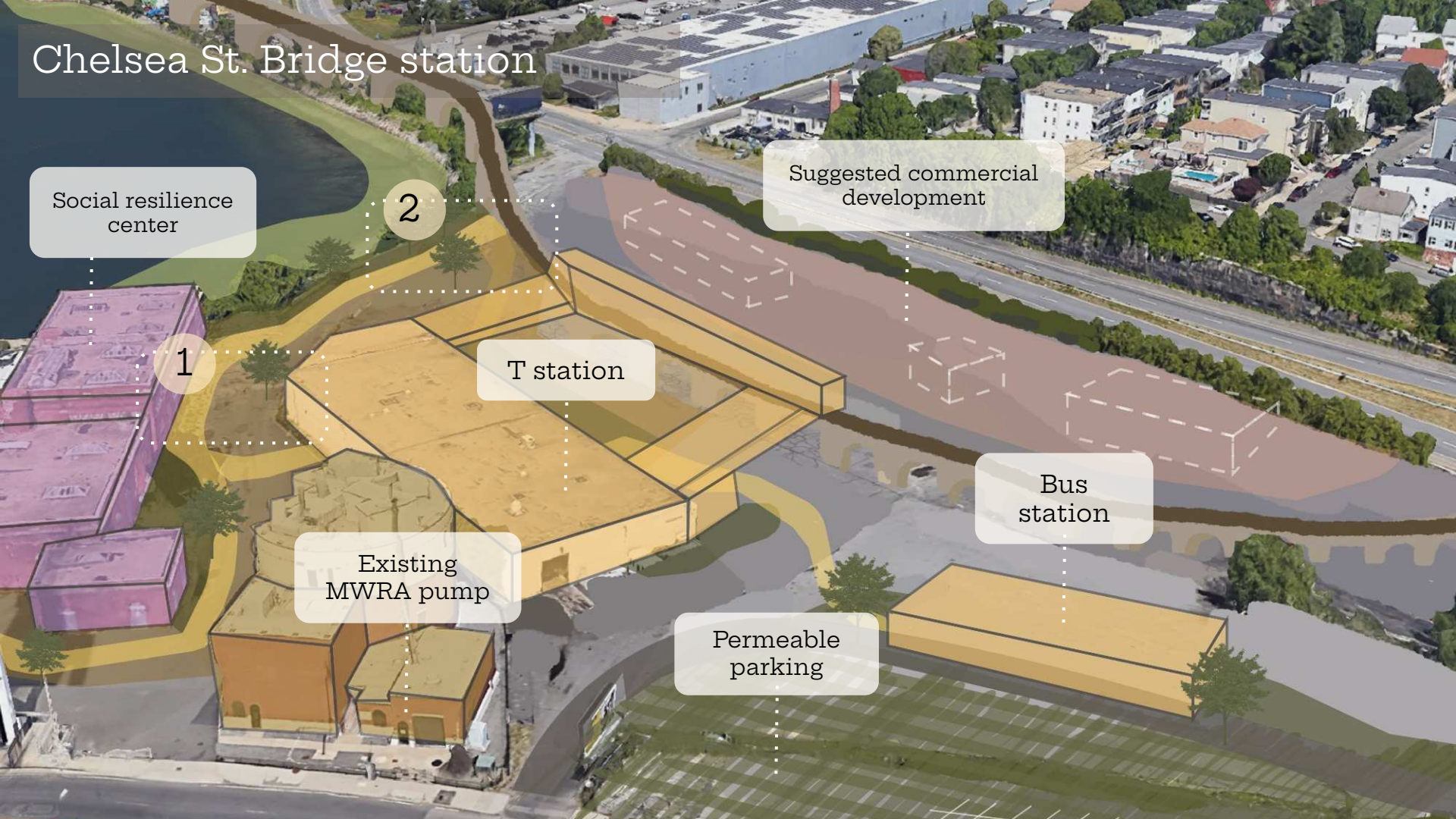
Suggested commercial development

T station

Bus station

Existing MWRA pump

Permeable parking





# Chelsea St. Bridge station & social resilience center

1



# Chelsea St. Bridge station plaza

2

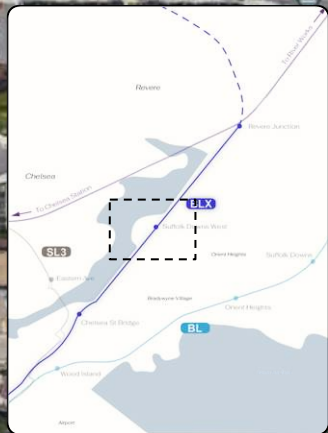
A photograph of the Chelsea St. Bridge station plaza. In the foreground, a sign on a post reads "ST BRIDGE" in large blue letters and "to Revere Junction" in smaller white letters on a blue background. To the right, a woman in a white sleeveless top and blue jeans sits on a wooden picnic table. In the center, a food cart with a green umbrella is being attended to by two men. The background features the two white towers of the Chelsea St. Bridge, power lines, and a body of water with buildings in the distance under a clear blue sky.

ST BRIDGE  
to Revere Junction



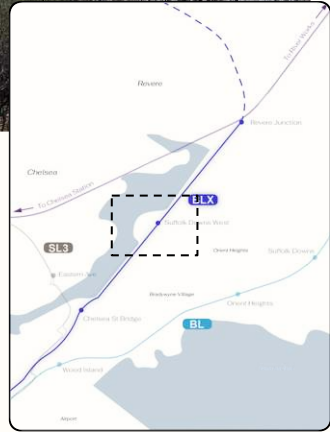
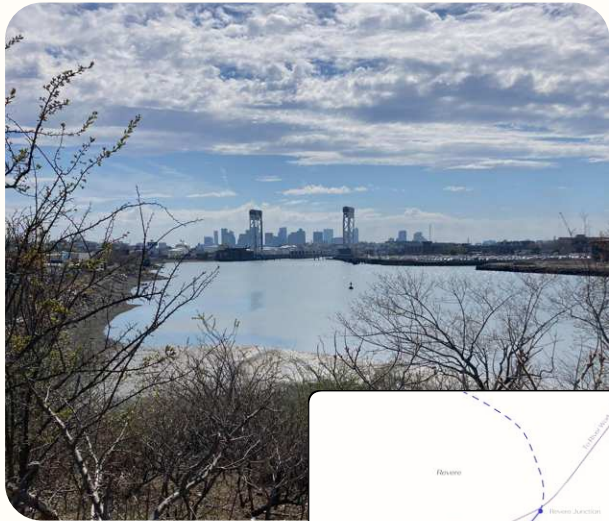
# Eastie Port current conditions

Chelsea Creek





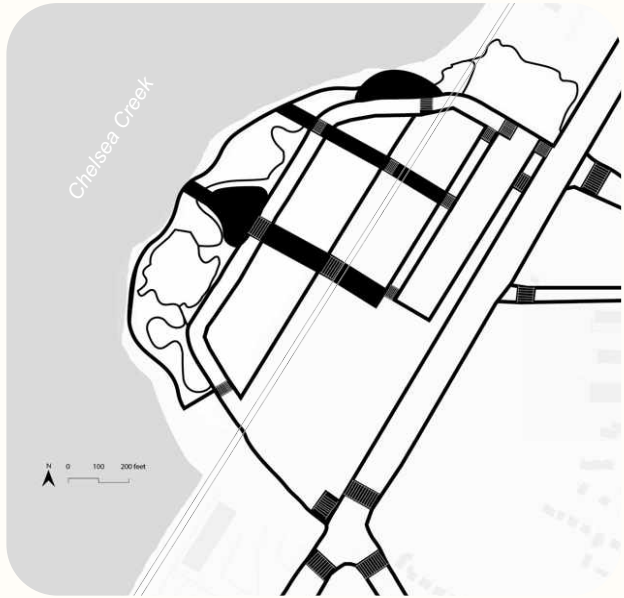
# Photos from the site



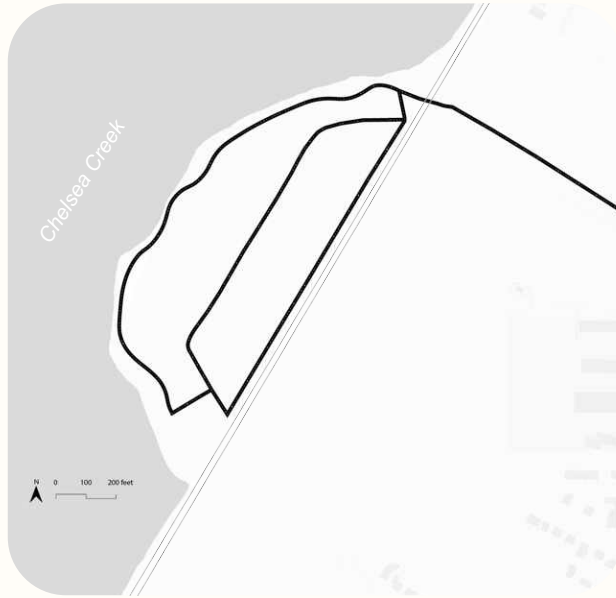
# Eastie Port site plan - 1":200'



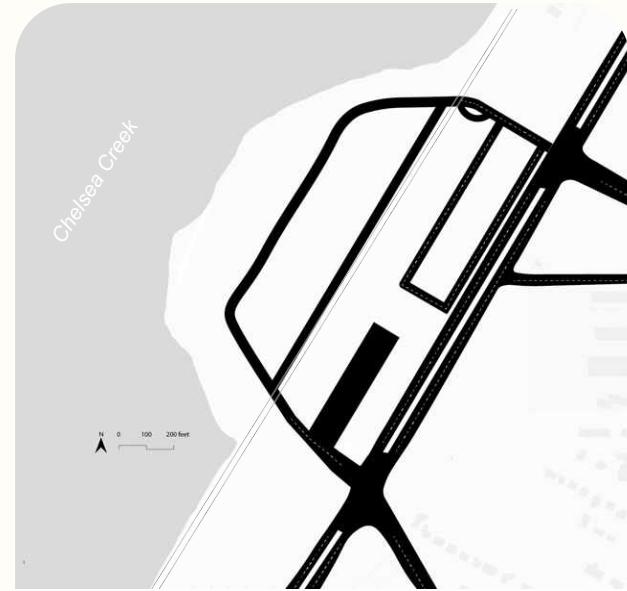
# Eastie Port - circulation



Pedestrian



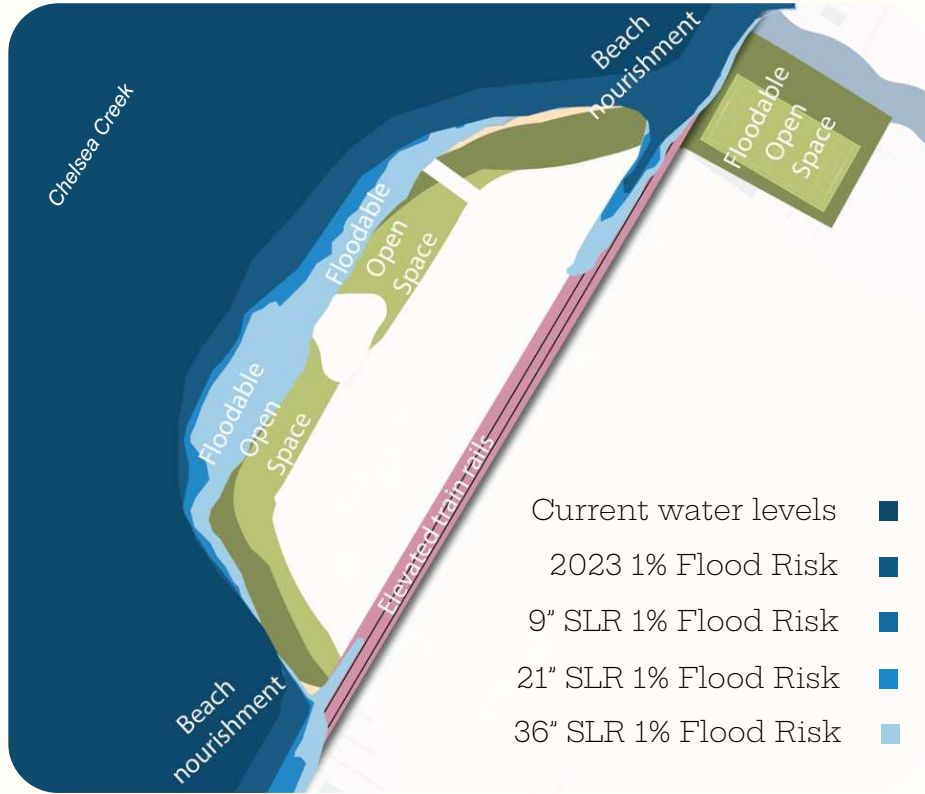
Bike



Car/Truck



# Eastie Port - flood risk mitigation & open space



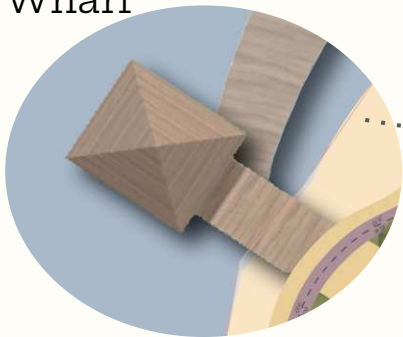
# Eastie Port - land use & activation



Greenhouse



Wharf



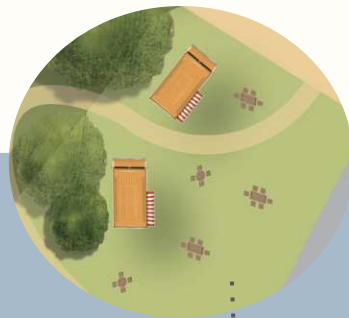
Plaza



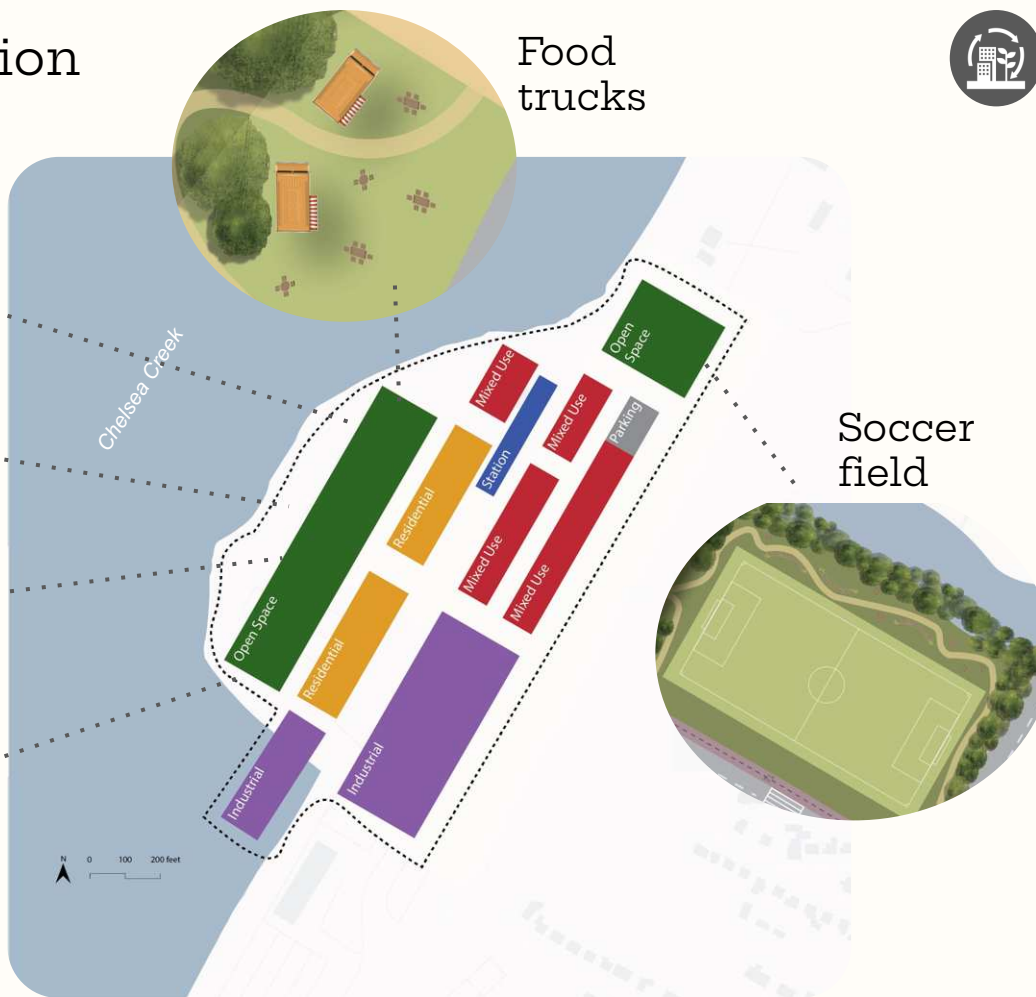
Playground



Food trucks



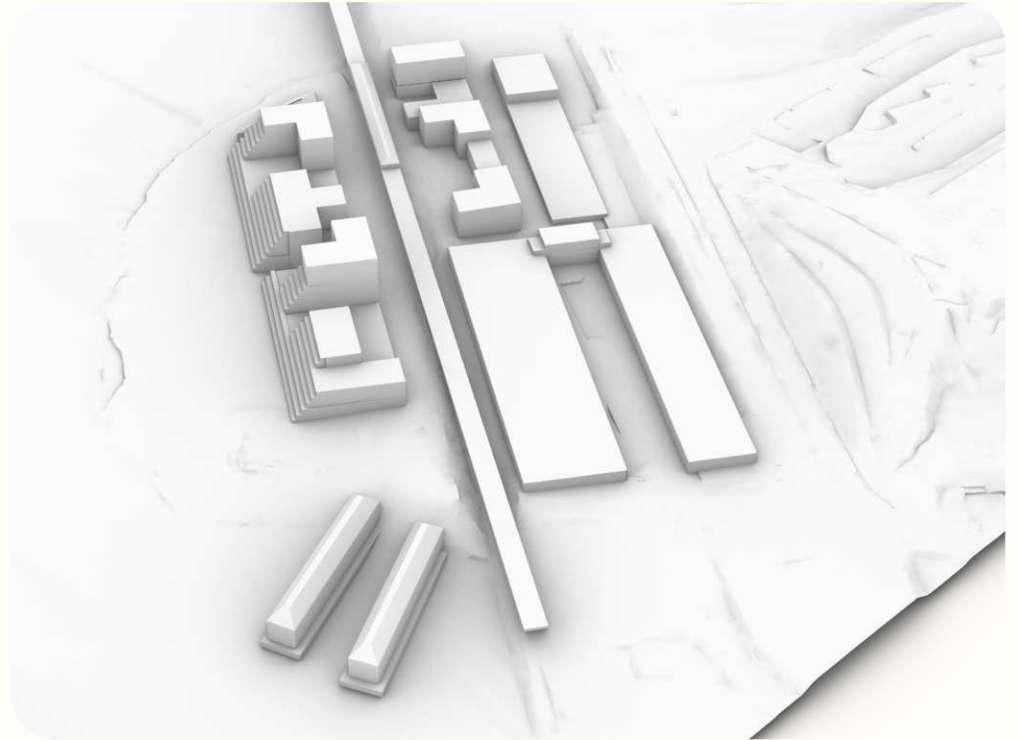
Soccer field



# Eastie Port - building massing

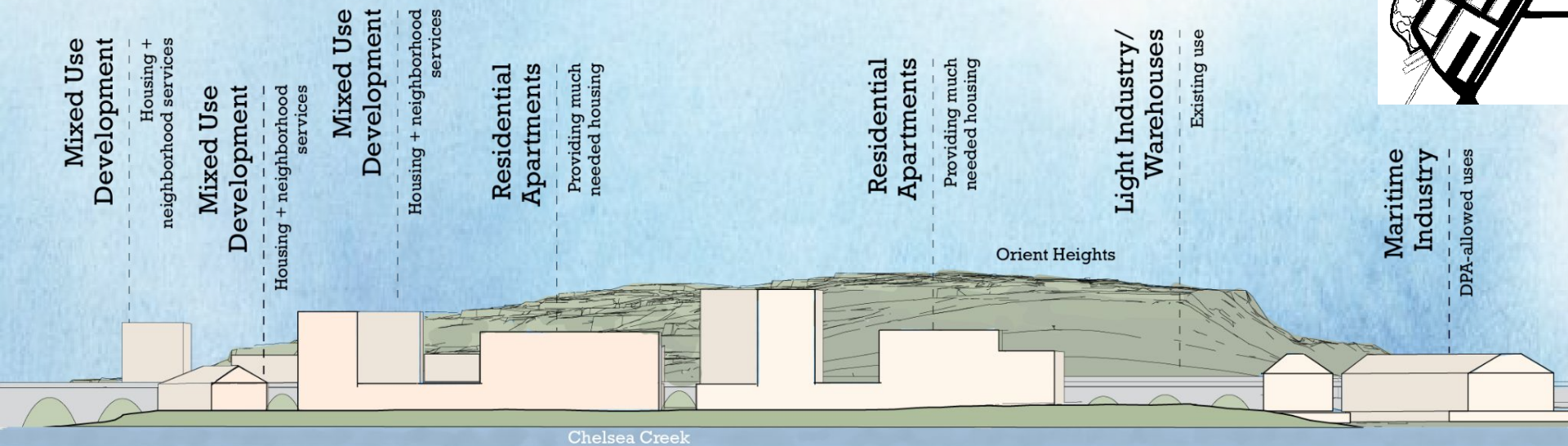
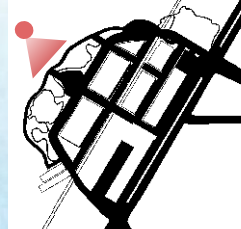


- Estimated total residential units: 694
- Density: 34,000 people/sq mi
- Total Commercial Floor Area: 67,000 sq ft
- Total Industrial Floor Area: 250,000 sq ft

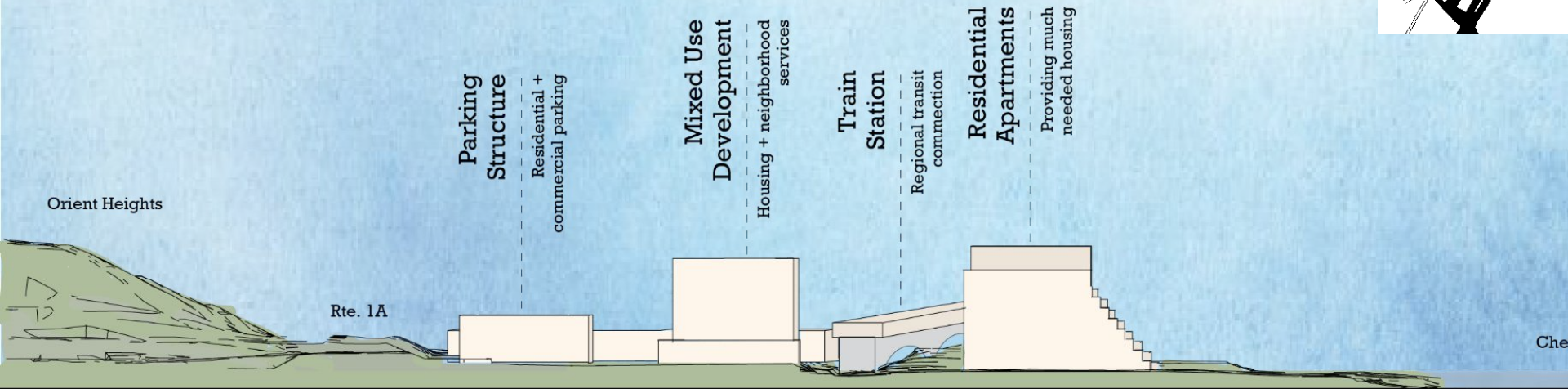
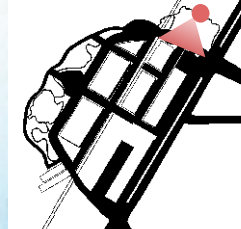




# The view from Chelsea Creek



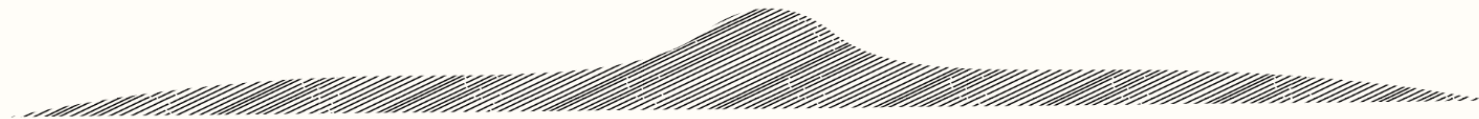
# The view from Revere



Land Use



Proximity to Station

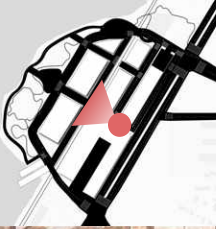


1% Flood Risk (2070)



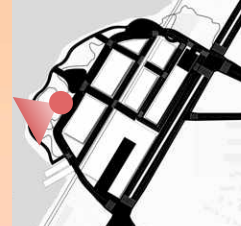


# Winter in Eastie Port





# Sunset at Eastie Port



# Connecting design to policy

## Land use

Using undervalued land as a test case for non-capitalist forms of ownership & development

Affordable housing funding

## Legal

Advocate for conversion of oil tanks to non-polluting land uses

DPA enforcement

## Environment

Prioritizing non-flooding areas for residential uses

Air pollution control & regulation

## Transportation

Traffic calming on Route 1A

Transit expansion

Thank you!

