

# Developing a Framework for Incorporating Community Benefits Agreements (CBAS) into Brownfield Redevelopment Projects in Chelsea, MA



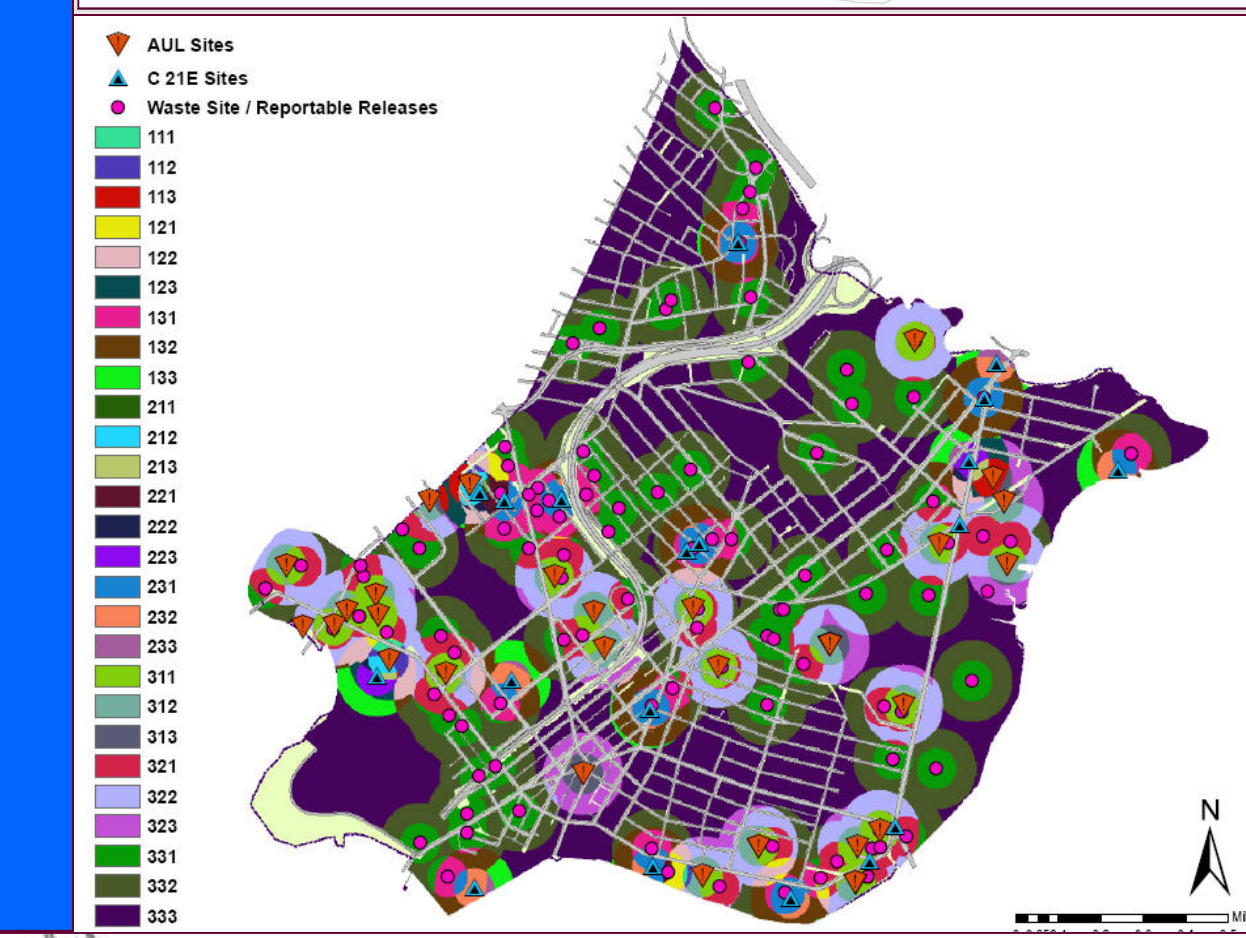
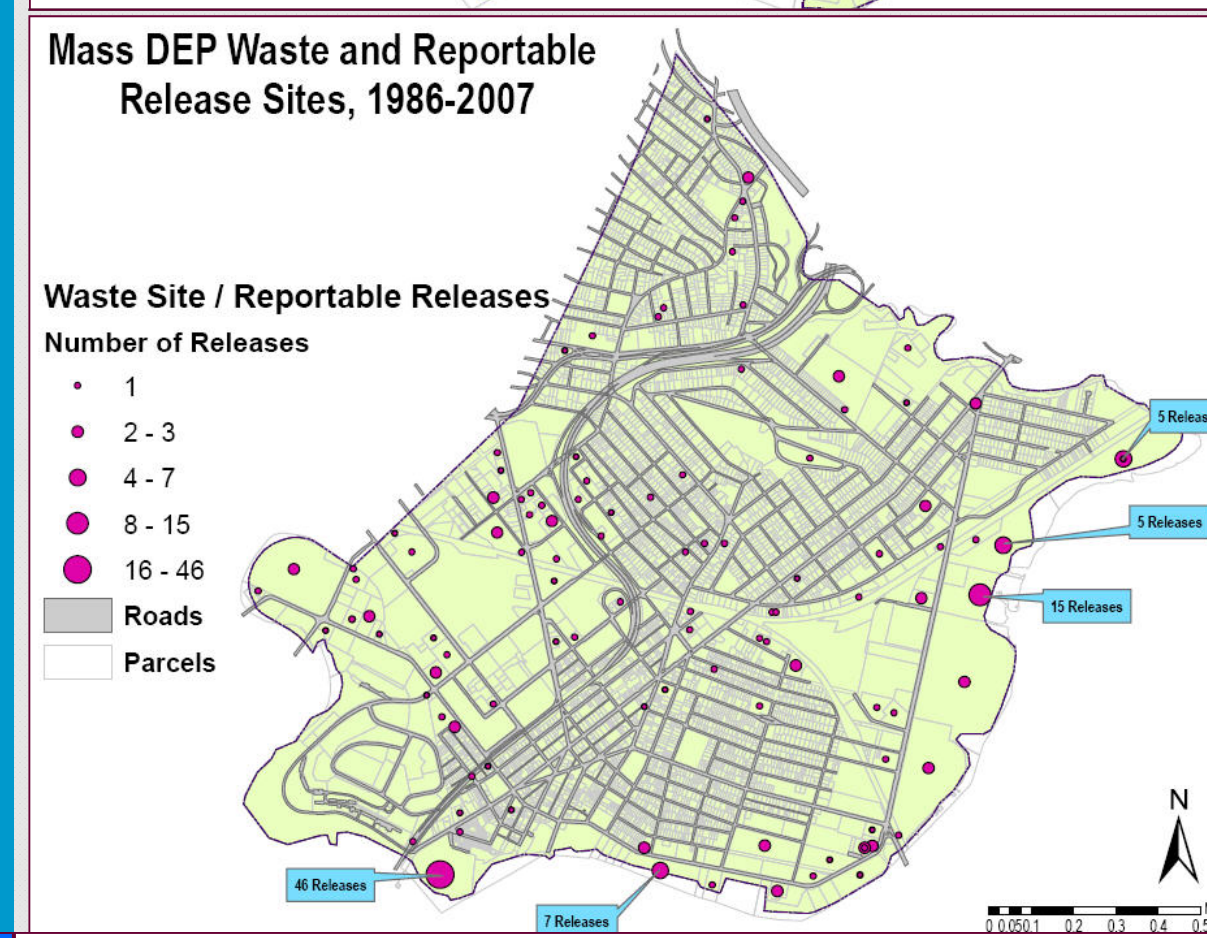
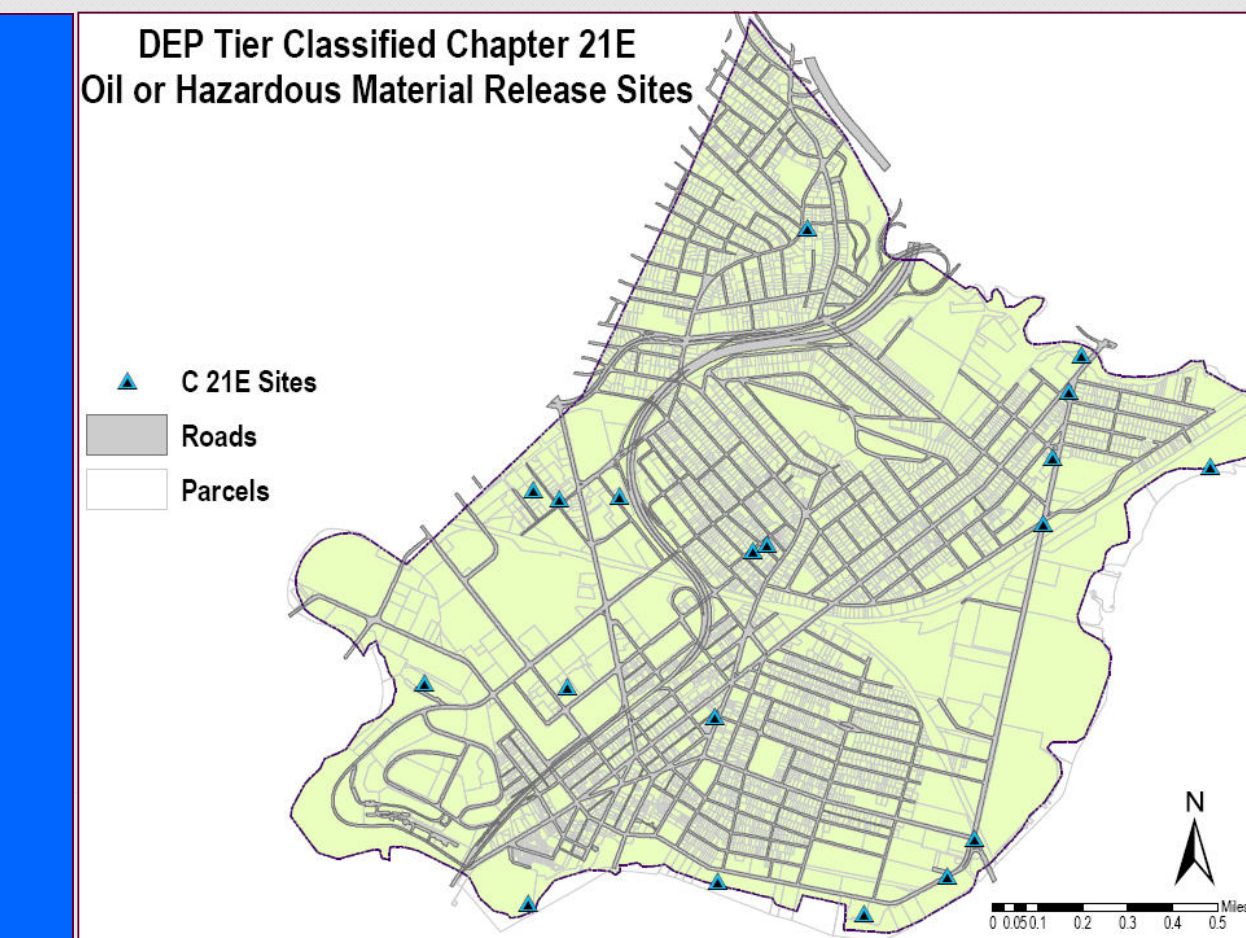
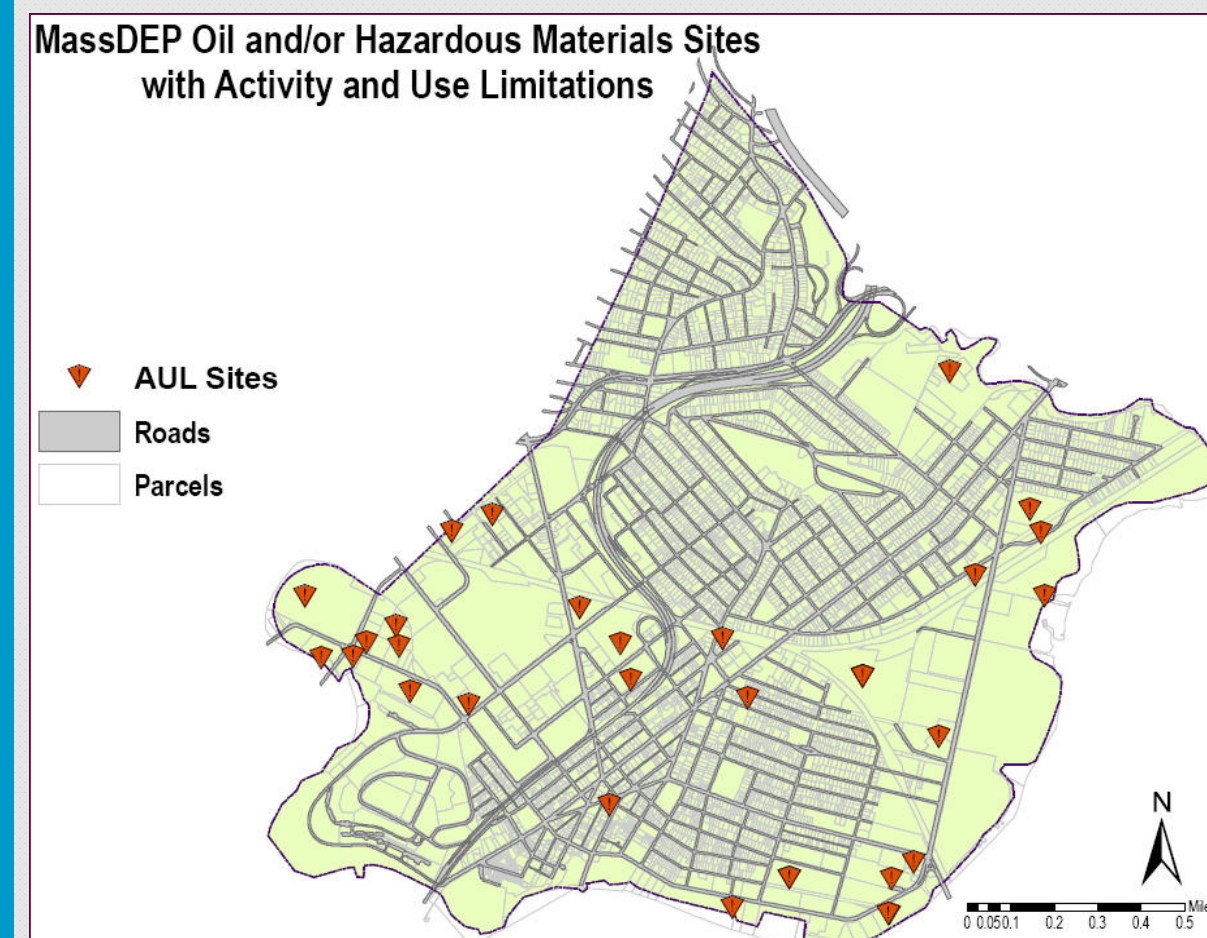
The manufacturing and industrial history of Chelsea, MA, is nearly as old as the city itself. For over two hundred years, residents have endured disproportionate environmental degradation that has resulted from this legacy. In 2005, Environmental Sociologists Daniel Faber and Eric Krieg published a report stating that Chelsea was the third most environmentally burdened community in the Commonwealth according to the density of its hazardous waste sites (approximately 177 per square mile).

Over the past decade, residents have begun organizing against the environmental injustices that plague their community. This growing movement demands that redevelopment projects respect current and future generations of residents by improving the environmental, economic, and social quality of the community.

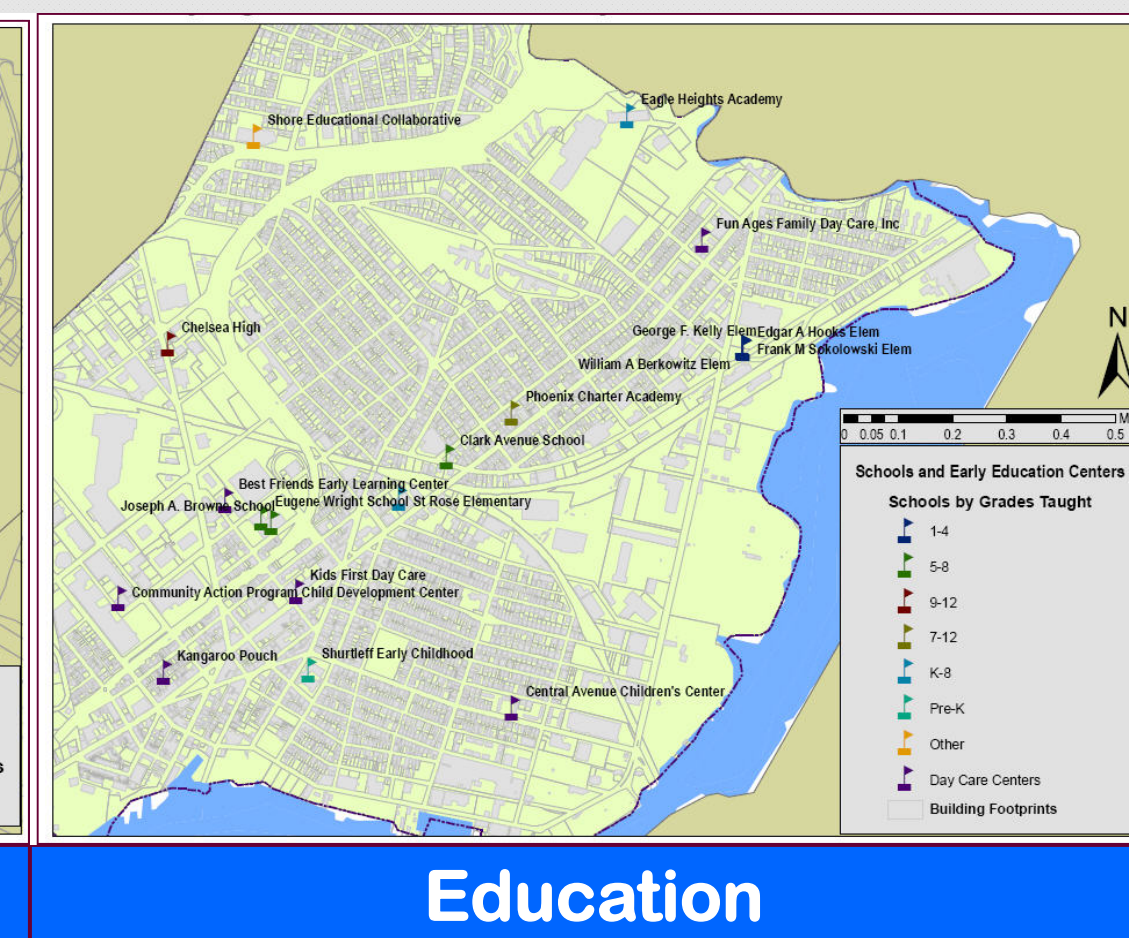
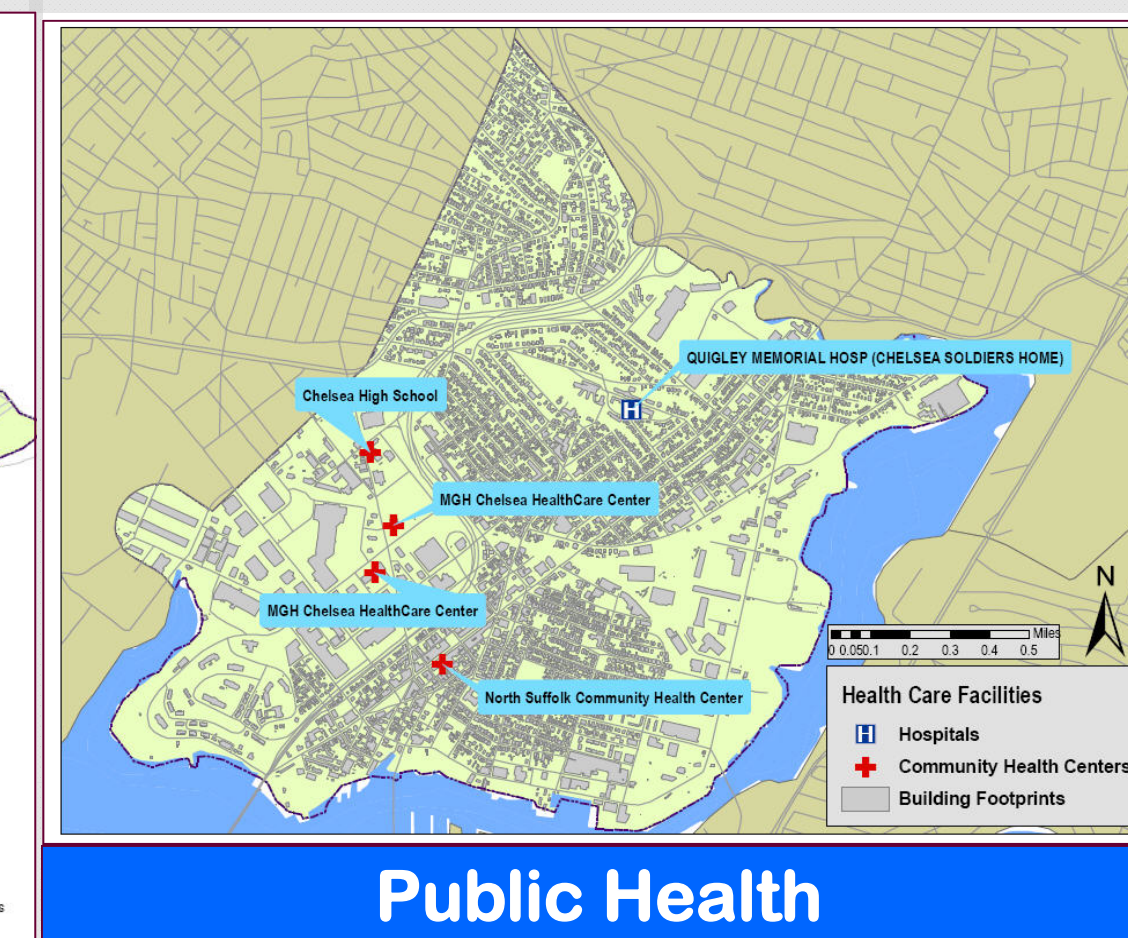
Community Benefits Agreements (CBAS) are a new community development strategy that offer a unique opportunity for advancing equity (in the form of living wage jobs, improved public facilities, and environmental remediation) while engaging and empowering residents within the community planning process.

This project uses environmental, land, and community data to establish a framework for incorporating CBAS into redevelopment projects in Chelsea. Given the environmental condition of the city and the push by municipal officials to attract development to the city's underutilized and vacant land, residents in Chelsea will increasingly need tools to ensure a meaningful voice in the re-envisioning and redevelopment of their neighborhoods. In so far that they depend on community coalitions to negotiate with developers to produce concrete public benefits, CBAS seem to be a particularly effective and promising tool. Although ultimately the benefits negotiated would be determined by the residents themselves, this project shows how GIS mapping might be used by community planners to begin targeting sites and identifying coalition members for future CBA negotiations.

## I. Prioritizing Vacant Land For Redevelopment

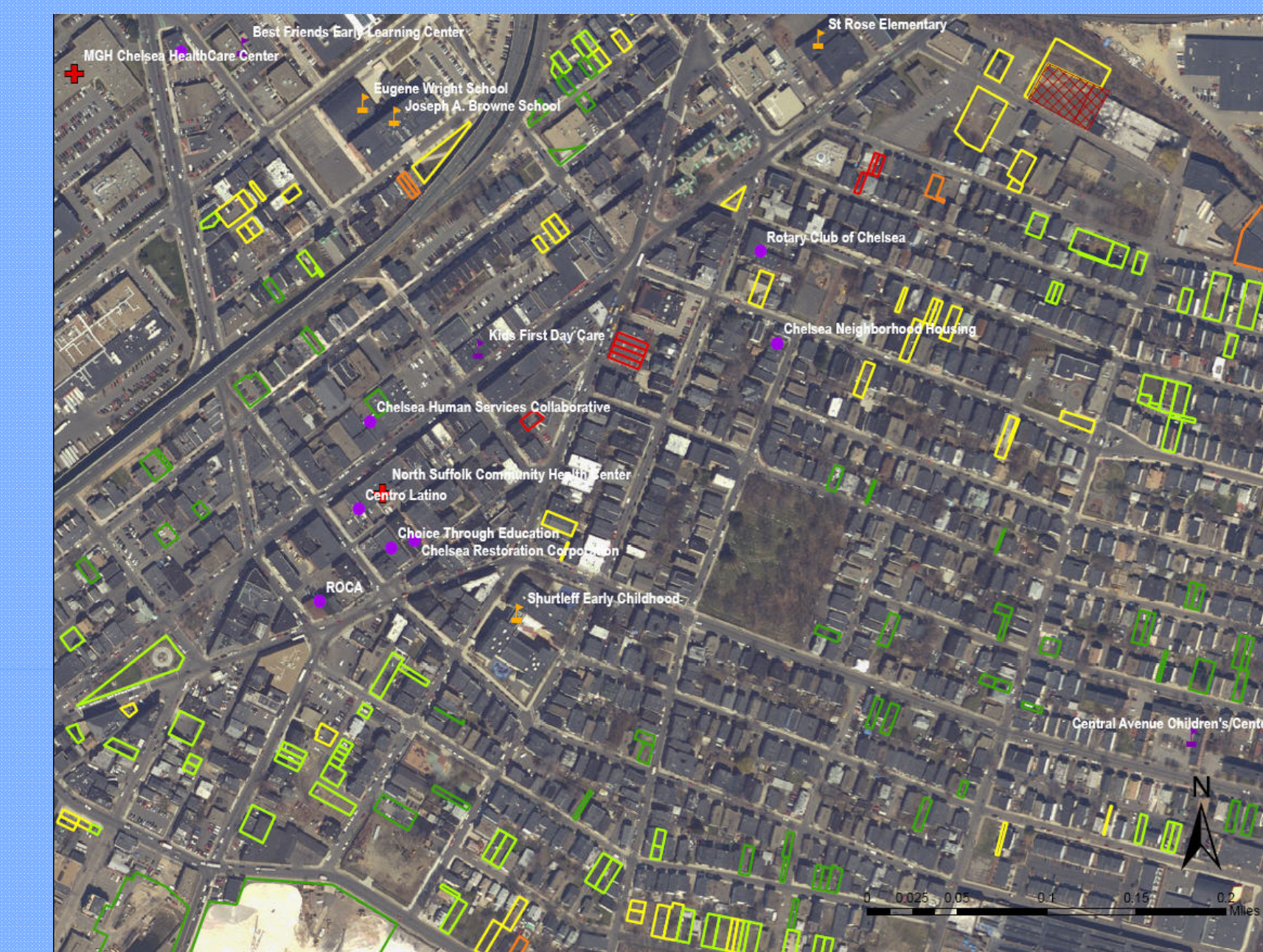
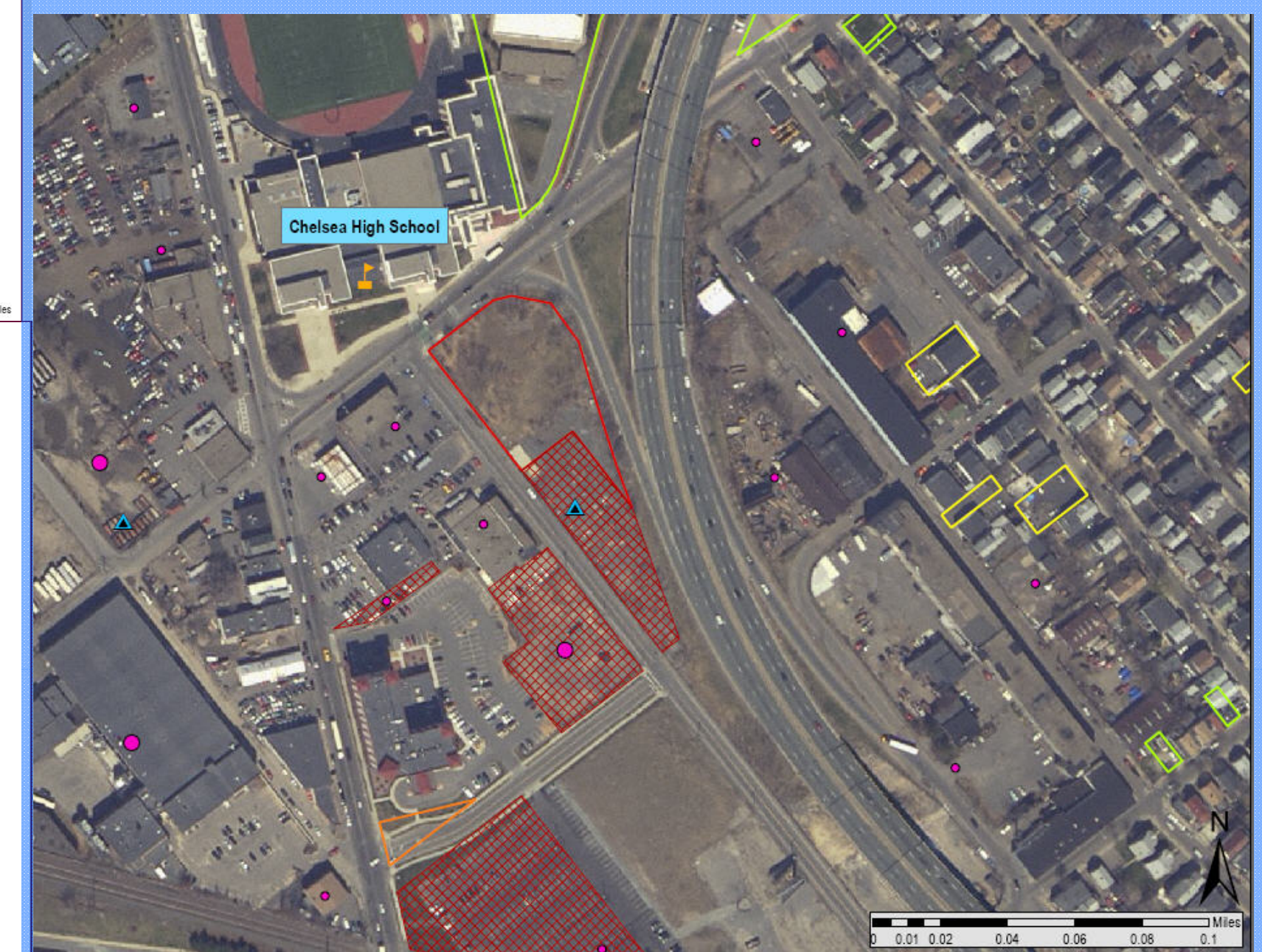


## II. Identifying Community Stakeholders



Public Health      Education      Community-Based Organizations

## III. Considering Future Development Projects



**Redevelopment Scenario #1:**  
High-Risk Sites Abutting Chelsea High School  
Possible redevelopment projects could include:  
 • Environmental Education Center  
 • Community Center  
 • Youth Development or Job Training Center  
 • Mixed Use Development with First-Source Hiring Contract

**Redevelopment Scenario #2:**  
Lower Risk Sites in Residential and Commercial Districts  
Possible Redevelopment Projects could include:  
 • Affordable Housing  
 • Community Gardens  
 • Playgrounds/ Recreational Facilities

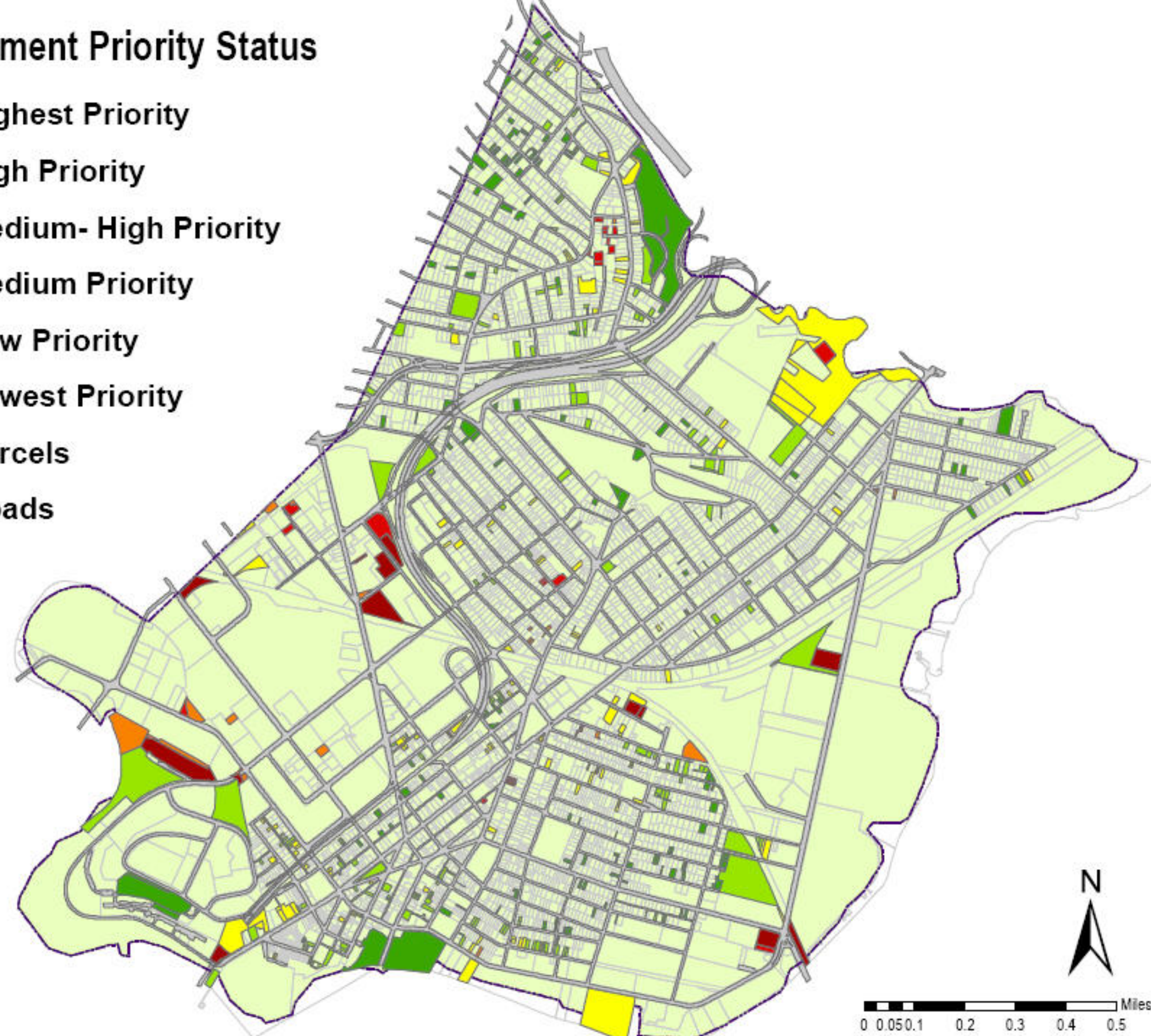
### Characterizing Risk to Determine Priority Status

In order to establish a priority scheme for redeveloping parcels according to their contamination status, vacant parcels were analyzed according to their distance from documented chemical releases, AUL sites, and Tier Classified 21-E sites. Each parcel was assessed according to a six-level priority scale based on the following criteria:

Priority Level	Criteria
Highest Priority	Vacant parcel has a documented contamination history (AUL, C21E, or DEP Release)
High Priority	Parcel is located within 250' of at least two points OR 250 Feet of one point and 500' of at least two others
Medium-High Priority	Parcel is located within 250' of one point and 500' of another OR Within 500' of all three
Medium Priority	Located Within 250' of one OR 500' of two others
Low Priority	Parcel is located within 500' of one type of documented release
Lowest Priority	Parcel is not within 500' of any points

### Redevelopment Priority Status

- Highest Priority
- High Priority
- Medium-High Priority
- Medium Priority
- Low Priority
- Lowest Priority
- Parcels
- Roads



Cartographer: Courtney Knapp, Tufts University Department of Urban and Environmental Policy and Planning  
 Data Sources: City of Chelsea Assessors Department, Massachusetts Department of Environmental Protection, Massachusetts Department of Education, Massachusetts Department of Public Health, City of Chelsea Department of Planning and Development