

DRAFT 2
September 2012



UNION SQUARE

REVITALIZATION PLAN



UNION SQUARE

REVITALIZATION PLAN

Submitted to:
The Commonwealth of Massachusetts
Department of Housing and Community Development
under
M.G.L. Chapter 121B
as an “Urban Renewal Plan”

“1920’s in Union Square”
Cover photo courtesy of Historic New England



The City of Somerville, MA
Mayor’s Office of Strategic Planning and Community Development
Joseph A. Curtatone, Mayor

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EXECUTIVE SUMMARY

The 2012 Union Square Revitalization Plan is a 20-year plan commencing on the date of approval by the Somerville Board of Aldermen, subject only to the further review and approval of the Commonwealth of Massachusetts Department of Housing and Community Development (DHCD). The authorizing statute for the Revitalization Plan is Massachusetts General Laws Chapter 121B, which empowers the Somerville Redevelopment Authority to characterize the Revitalization Area as a “Decadent Area” and prepare an “Urban Renewal Plan” for its rehabilitation. A revitalization plan under Chapter 121B provides certain benefits to local communities, including the ability to acquire and dispose of designated property. This planning tool, which has been successful in spurring the transformation of Assembly Square, is a necessary first step to providing both the transit and the transit-oriented development (TOD) that will revitalize the Union Square neighborhood. It also serves as an action plan for implementing specific planning goals, thereby encouraging the investment of state and federal funds towards reaching those goals. The chapters in this Plan are organized to follow the sections in the Housing and Urban Renewal regulations set forth in 760 CMR 12.02(1) through 12.02(11). The 2012 Union Square Revitalization Plan conforms to and promotes all ten of the Commonwealth’s Sustainable Development principles by promoting pedestrian-oriented, multi-modal, mixed use development in line with the SomerVision Comprehensive Plan.

The actions proposed in the Union Square Revitalization Plan have been informed by a shared consensus to bring rail transit to Union Square and two significant community processes undertaken in recent years. The first, in 2009, involved intensive community planning sessions with City staff and Somerville residents and resulted in the adoption of a comprehensive rezoning of Union Square. A second, from 2009-2012, involved a diverse group of Somerville stakeholders led by a 60 member steering committee who met on over 50 occasions to develop and codify a vision as well as goals, policies, and actions for Somerville’s first comprehensive plan, known as the “SomerVision Comprehensive Plan”. Like the Revitalization Plan,

SomerVision is a 20-year plan, and the two are intended to run concurrently. Union Square has also been the subject of countless studies over a period of many years, and the actions proposed in this Revitalization Plan have their foundation in a consistent set of recommendations provided by a series of qualified professionals in the fields of planning, community, and economic development.

SomerVision outlines steps for an economic renaissance in the Union Square Area and identifies the reintroduction of light-rail transit as the single most important contributing factor to Union Square's revival as Somerville's "downtown". On July 26, 2012, the Massachusetts Bay Transportation Authority (MBTA), Massachusetts Department of Transportation (MassDOT), and the City of Somerville executed a Memorandum of Agreement in which the City promised to acquire parcels in Union Square needed by the MBTA for the transit station and, in return, the Commonwealth made a firm commitment to fund and build Phases 1, 2 and 2A of the Green Line Extension, with the goal of having an operational station in Union Square by the end of 2016/ beginning of 2017.

Union Square has, at its core, an edgy and interesting retail presence, but the Square and surrounding areas are missing the jobs and the larger commercial base that can only be developed with new transit and TOD. The development of both transit and TOD will not only provide economic benefits to the residents of Somerville but will also provide new commercial growth opportunities that will benefit the Commonwealth.

Somerville is confident that the Union Square Revitalization Area will follow in the successful footsteps of the Assembly Square Revitalization Area, where there is now an Orange Line Station under construction, four development blocks coming out of the ground, brand new public infrastructure, and additional redevelopment in the pipeline. The first phase of the 2012 Union Square Revitalization Plan will produce new Green Line transit stations at Union Square and at Washington Street by McGrath Highway -- an enormous inducement for private sector investment. As subsequent phases of this "action plan" move forward, its benefits will further enhance and transform this beloved and historic square.

INTRODUCTION

HISTORY OF UNION SQUARE

Union Square is Somerville’s oldest commercial district. Originally a small rest stop situated on marshland, it exploded with growth when the marsh was filled and quick routes to Boston became possible. New development included a two-story wooden engine house erected in 1838 at the corner of Washington and Prospect Streets. In 1853, when firefighters erected a flagpole across the street from the engine house, the Square became known as “Liberty Pole Square”, but the name was soon changed to “Union Square” when it became a recruiting center for Union soldiers during the Civil War.

The first horse-drawn streetcar system in the Boston area was established in 1852 between Union Square and Harvard Square. The development of row houses and apartment hotels along the streetcar line made Union Square an attractive area for Boston commuters to live. In the early 1900’s, electric streetcars made 88 stops a day in Union Square to bring Somerville commuters to their jobs in Boston, and to bring Boston and Cambridge commuters to the burgeoning industries in Union Square, including grist mills, and ink, glass, and copper tubing factories.

The mid-20th century brought with it changes in transportation modes. In particular, the widespread use of the automobile gave consumers greater mobility. As was true for many historic commercial areas throughout the country, Union Square began to experience the negative effects of a new preference for living and shopping in the suburbs. At the same time, the Northeast began to lose ground as the country’s manufacturing center. To exacerbate matters in Union Square, the Commonwealth adopted a new transportation model, replacing streetcars with highways to serve communities north of the Charles River. Union Square was first by-passed by McGrath Highway and subsequently Interstate I-93. Although rail service does traverse

Somerville (the Lowell and Fitchburg Commuter Rail Lines), it too was intended to serve suburbs beyond the City, as the routes were designed without stops in Somerville.

After the light rail system servicing Union Square was removed, the local economy collapsed. Union Square lost density and urban character as property owners with vacant commercial spaces removed the top stories of their buildings to lower their commercial property tax. When the Ford Motor Assembly Plant in Assembly Square closed in 1958, portions of its workforce turned to nearby Union Square to open automotive niche businesses, including salvage and auto repair and resale. Disconnected from Boston and Cambridge, Union Square was left to degrade throughout the remainder of the century.

UNION SQUARE TODAY

Union Square has failed to re-establish a commercial identity in the regional marketplace despite its highly desirable location just two miles from downtown Boston's financial district, one mile from Kendall Square, and in close proximity to major universities. Previous City-led efforts, including designation as a federal Neighborhood Revitalization Strategy Area (NRSA) and a major rezoning have failed to spur private enterprise at a scale sufficient to transform obsolete and decadent land uses in Union Square and the surrounding industrial districts known as Boynton Yards and the McGrath / Medford corridor. Figure 1-1 illustrates the boundaries of the project area relative to these other geographic areas.

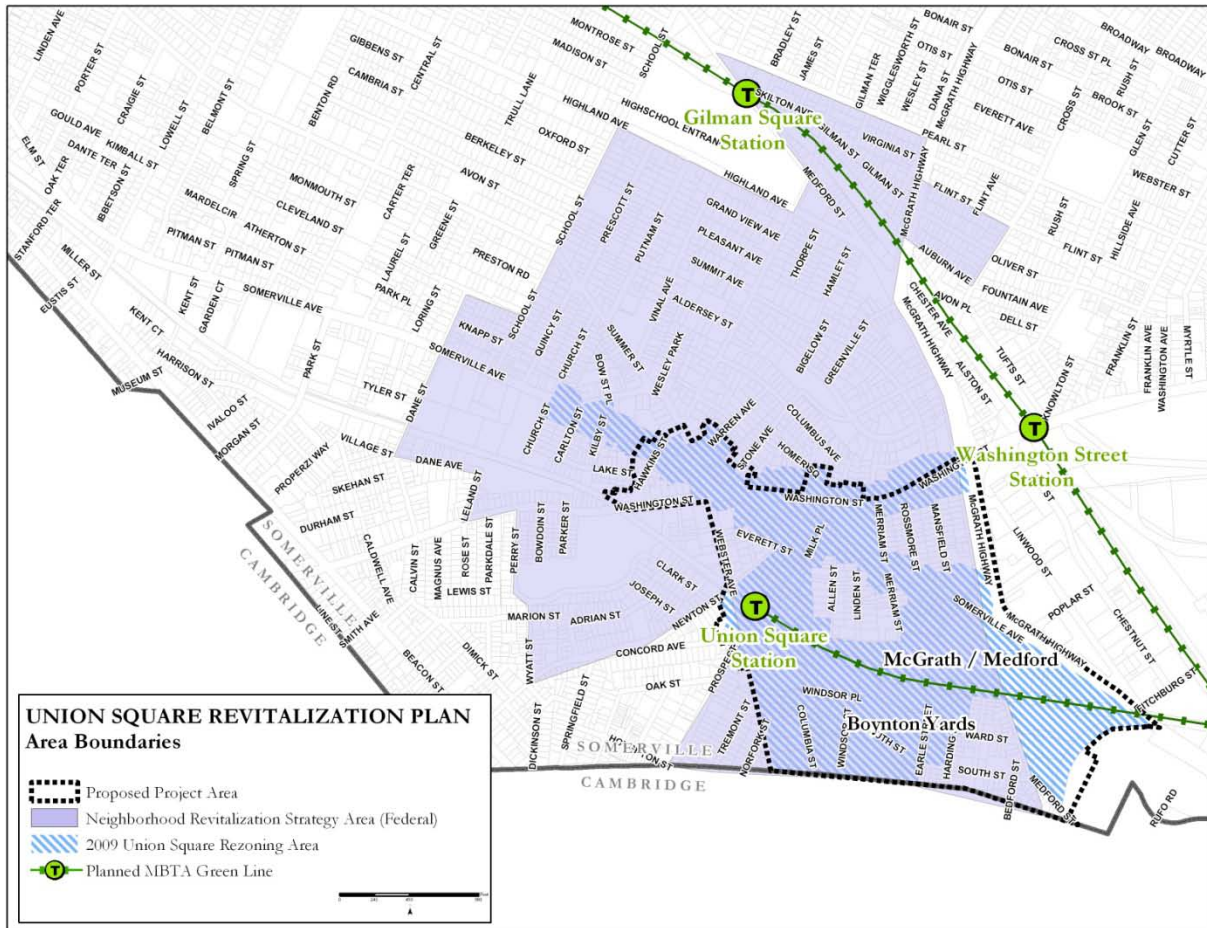


Figure 1-1: Area Boundaries

Nevertheless, despite the absence of office and other commercial development in Union Square, a lively local arts, food, and nightlife cluster has sprung up, which is actively nurtured by the Somerville Arts Council and Union Square Main Streets. Between them, these two entities are responsible for the artist-designed street furniture and banners in the Square and popular events like the “Fluff Festival”, “Swirl and Slice” and the Farmer’s Market. In the past few years, incubator spaces for small businesses that are part of the creative economy have opened, including the Design Annex, Fringe, and the nearby Artisan’s Asylum.

The majority of businesses currently located in Union Square are service-oriented. Given its history, it is not surprising that a larger than average number of automotive and industrial uses are haphazardly scattered throughout the area. The commercial center is surrounded by neighborhoods of single and multi-family residences housing young professionals, families, and retirees, with a high concentration of artists and a diverse immigrant population. The housing stock ranges from Prospect Hill’s ornate Victorians with their breathtaking views of Boston’s skyline to quaint historic workmen’s cottages at the foot of the Hill and south of the Square. In addition to the noteworthy housing stock, architecturally significant buildings at the core of the

Square include a Post Office on the National Register of Historic Places, the old engine house reconstructed in 1856 as a brick fire station and now used by the local cable access television station, and several other prominent structures. Somerville's Public Safety Building and local district Fire Station are located in the eastern portion of Union Square, and its City Hall, Central Library, and High School are a ten minute walk up Prospect Hill.

Union Square is currently served by several arterial roads - including Somerville Avenue, Prospect Street, Webster Avenue and Washington Street - and five bus routes. By the end of 2016/beginning of 2017, it will also be served by a new MBTA Green Line transit station located next to the Prospect Street Bridge. This station will connect Union Square to Lechmere Station and downtown Boston and will reopen the doors to economic opportunity. The importance of the Union Square MBTA Station cannot be overstated. Davis Square, where Somerville's one and only transit station is located, has experienced substantial economic growth since the station was built and is now a destination venue for residents and tourists in the greater Boston Metropolitan Area, and Union Square has the benefit of a location closer to the economic engine of Kendall Square than Davis Square.

THREE DECADES OF STUDY

Union Square has been the subject of decades of plans and studies, including two earlier Urban Renewal Plans, one for the heart of Union Square and a second for Boynton Yards. These plans involved extensive public participation and many of them envisioned transportation, infrastructure, development and urban design goals that provided an expectation of future development in the Square, but without the transit investment, these goals were never realized.

In 2009, the Board of Aldermen approved new zoning for much of Union Square. This new zoning was developed in anticipation of the coming MBTA station and was the product of more than 20 meetings in which the community established expectations for design of new development in and around the Square. The development standards and design guidelines of two new types of zoning districts - the Corridor Commercial Districts (CCD) and the Transit-Oriented Development (TOD) Districts - reflect the community consensus for new multi-story mixed use commercial and residential development in portions of Union Square.

Most recently, and most importantly, in April 2012, after an extensive three-year public process, the Somerville Board of Aldermen endorsed the City's first comprehensive plan, known as the SomerVision Comprehensive Plan. The SomerVision planning process began in 2008 with preparation by City staff of a data driven series of "Trends Reports" followed by a six-month series of public meetings at which staff discussed the results of these Trends Reports with the community. A 60-member steering committee was then formed, and the committee held 26 meetings to develop the plan, with City staff coordinating an additional 9 community workshops and 15 presentations to community groups to discuss and finalize the Plan.

Among the goals, policies, and actions of the SomerVision Comprehensive Plan, at least 79 speak to the need for improvement in Union Square, including:

- To make Somerville a regional employment center with a mix of diverse and high-quality jobs;
- To transform key opportunity areas into dynamic, mixed-use and transit-oriented districts that serve as economic engines to complement the neighborhoods of Somerville;
- To facilitate thoughtfully-designed, pedestrian-oriented, mixed-use development and re-use opportunities in commercial corridors, squares and around transit stations that are sensitive to neighborhood context, and serve existing and future residents and businesses; and
- To link Somerville’s corridors, squares and growth districts to support future development and economic activity;
- To support a business-friendly environment to attract and retain a diverse mix of businesses that can start here, grow here and stay here;
- To invest in the talents, skills and education of people to support growth and provide opportunities to residents of all social and economic levels;
- To promote municipal financial self-determination and reduce fiscal dependence on state aid and residential taxes and fees.

SomerVision identifies the historic core of Union Square as an “Area to Enhance”, with selective new development and revitalization. The southern sections of the Square, including the Prospect/Webster Corridor and Boynton Yards, are identified in SomerVision as “Areas to Transform”, anticipating an entirely new development pattern.

As the SomerVision plan anticipates the creation of 30,000 new jobs and 6,000 new housing units by 2030 in the City overall (with 85% of growth in transformational areas), the Union Square and Boynton Yards areas alone should generate over 4,300 net new jobs and over 850 net new housing units over the 20-year life of the 2012 Revitalization Plan. SomerVision also anticipates that fewer than 50% of new daily trips to and from Somerville should be by automobile, a goal that is clearly dependent upon the coming Green Line and other strategies for encouraging walking, biking and transit trips to, from, and through the neighborhood.

IMPLEMENTING THE UNION SQUARE OF TOMORROW

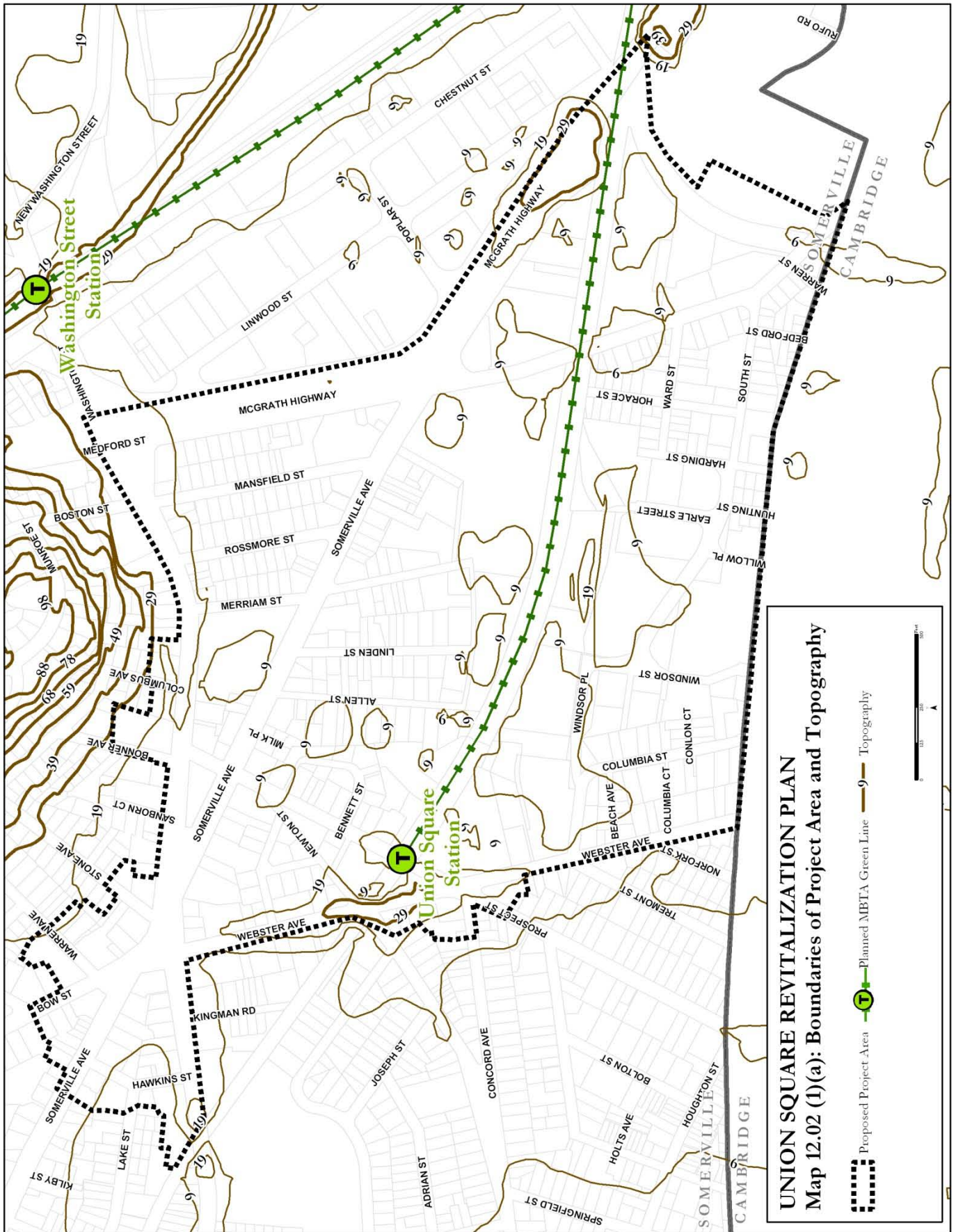
In furtherance of the SomerVision Comprehensive Plan and the 2009 Rezoning of Union Square, the stakeholders in the community are unified behind the vision of a mixed-use, transit-centered future in Union Square but without local action, the vision cannot be realized. In the short and medium term, that vision is centered on the actions described below.

1. On July 26, 2012 the City of Somerville entered into a Memorandum of Agreement (MOA) with the MBTA and MassDOT. Under the MOA, the City will acquire the parcels and deliver to the MBTA permanent and temporary easements needed for construction of the Union Square Station in exchange for an MBTA/MassDOT commitment to open Union Square Station by the end of 2016/beginning of 2017.
2. The “North Prospect Block”, identified in this Revitalization Plan, abuts the new station and will benefit from development as a gateway to Union Square, thereby linking the MBTA station and the Square, and providing new jobs and fiscal benefits.
3. The community vision for a civic core in the Square, anchored ideally by a new central library (which is currently in a queue for an \$18 million Massachusetts Board of Library Trustees funding grant) and possibly a new City Hall, depends upon redevelopment of parcels in the block of properties where the City’s Public Safety Building is currently located, referred to herein as the “Civic Center Block”.
4. Five other key sites that surround the core of the station area and Square have significant potential for job creation and suffer from obsolete uses, poor site conditions, inefficient parcelization, and/or minimal investment over many years.
5. Significant infrastructure investment is required in the near term (drainage upgrades, improved public open space, and street network improvements) necessitating a new development tax base to help fund those improvements. In the longer term, the Boynton Yards area south of the Square can also be developed with more intense uses if street network and utility improvements are provided.

The Union Square Revitalization Plan will allow the City to convey parcels to the MBTA in an expeditious manner, thereby ensuring that there will be light rail service operational by the winter of 2016/2017. At the same time, the Plan seeks to accelerate other actions that are necessary to address planning challenges for Union Square, beginning with the assemblage of other properties on the east side of Prospect Street into a single development parcel.

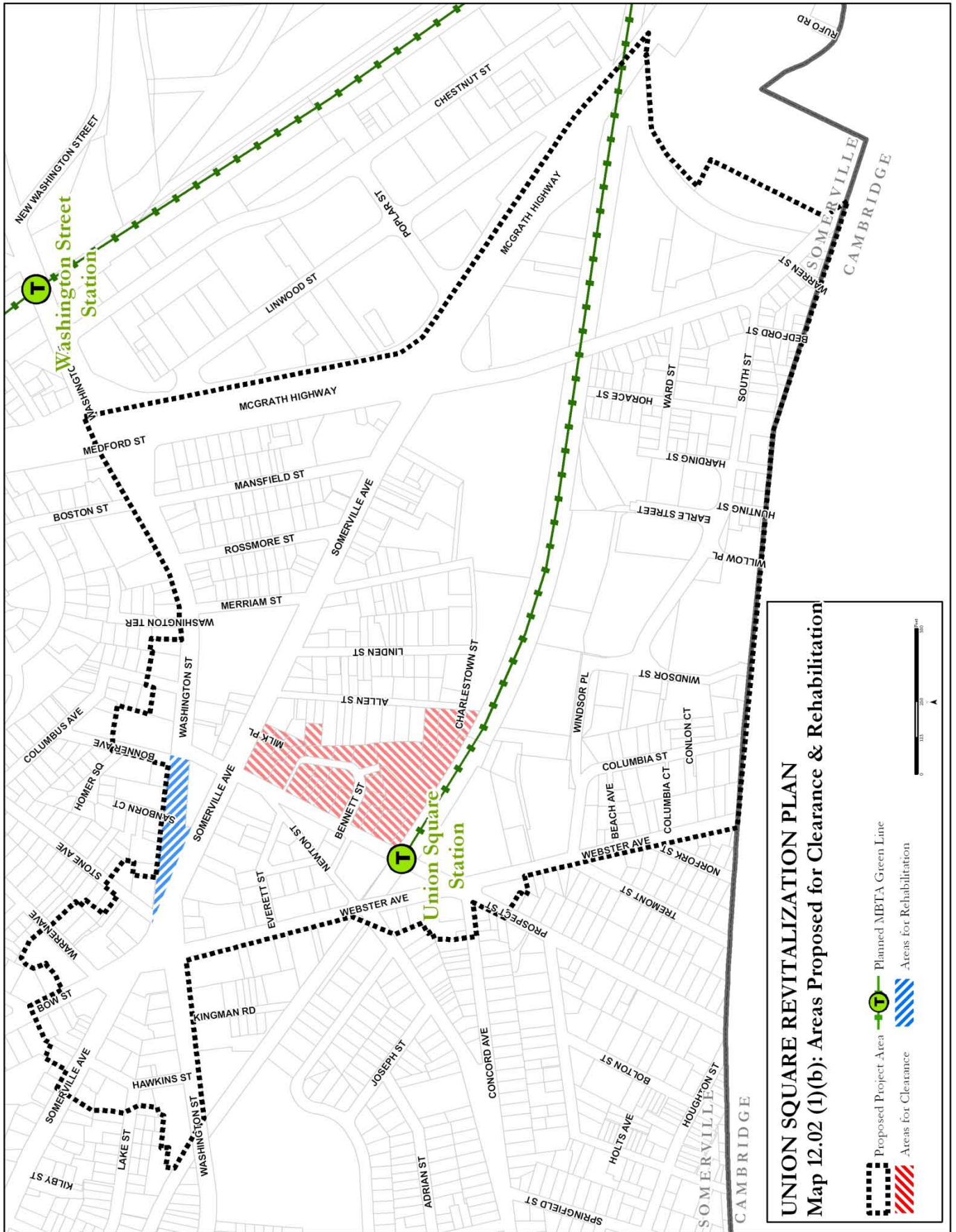
With the implementation of the Revitalization Plan, Union Square will have new transit service, new job opportunities, upgraded infrastructure, new buildings, additional public open space, improved traffic circulation, and a cleaner environment. Somerville will once again be well on its way to achieving a competitive downtown that serves its workers and residents well and contributes to the local and regional economy.

12.02(1) MAPS



UNION SQUARE REVITALIZATION PLAN
Map 12.02 (1)(a): Boundaries of Project Area and Topography

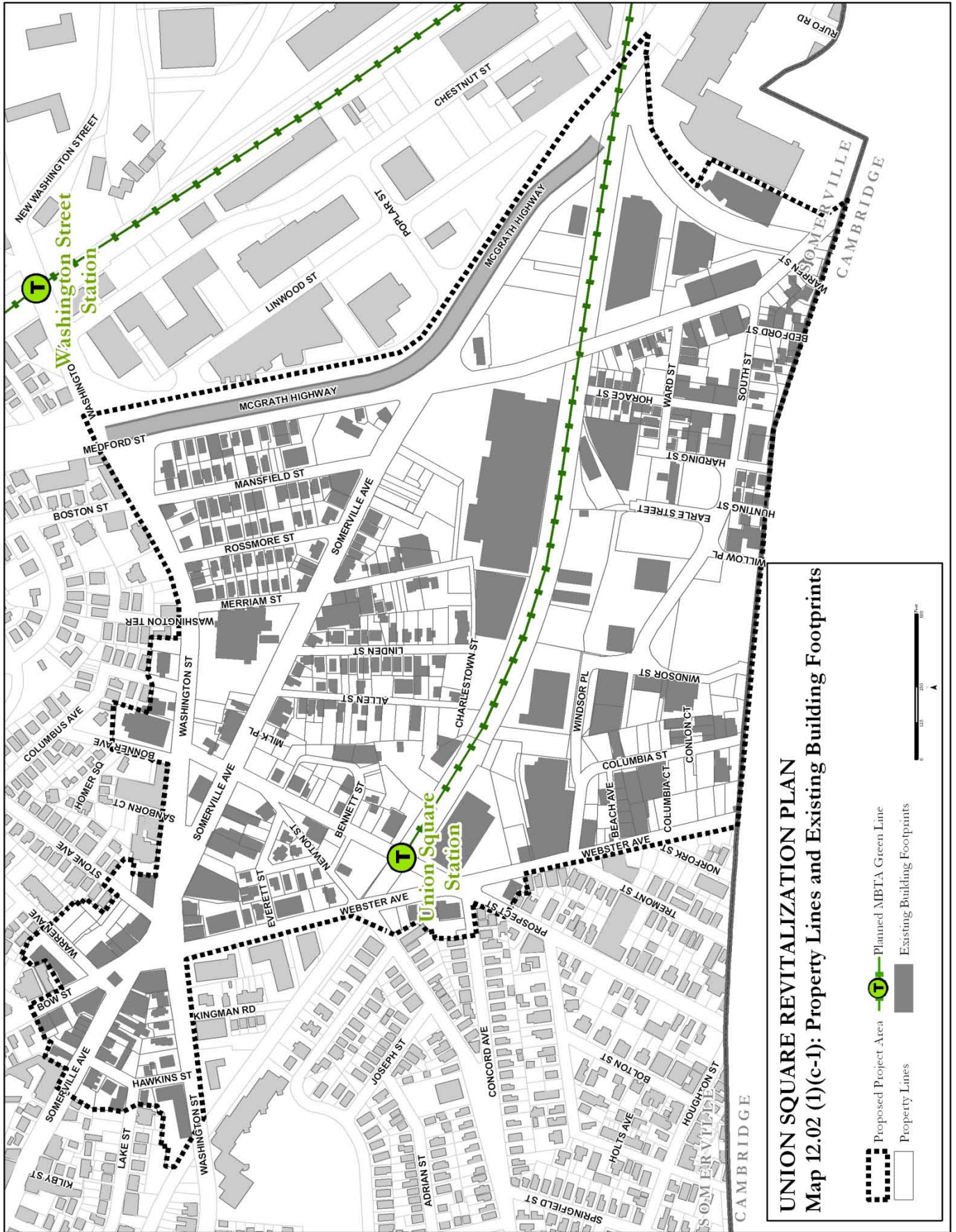
Proposed Project Area
 Planned MBTA Green Line
 Station
 Topography

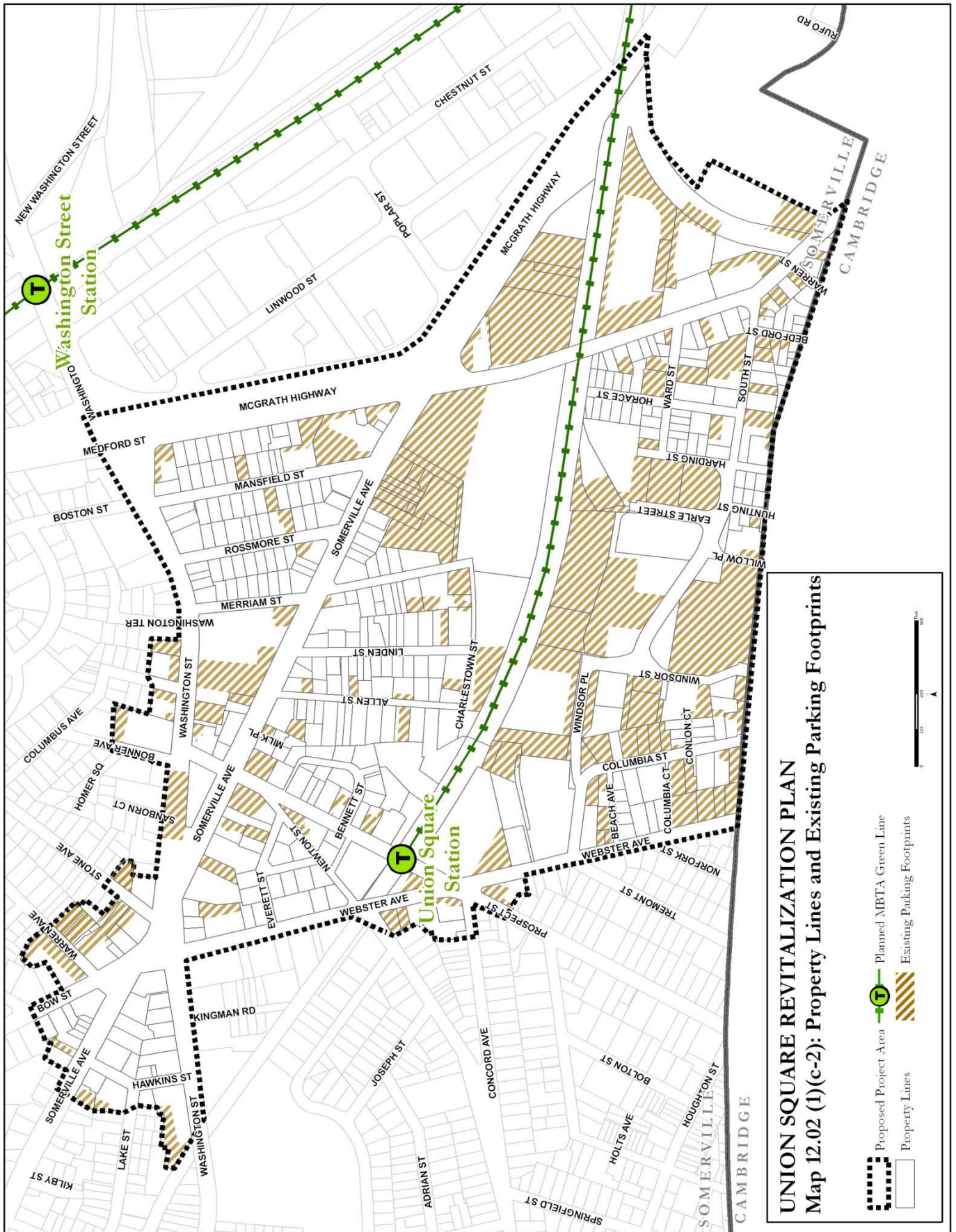


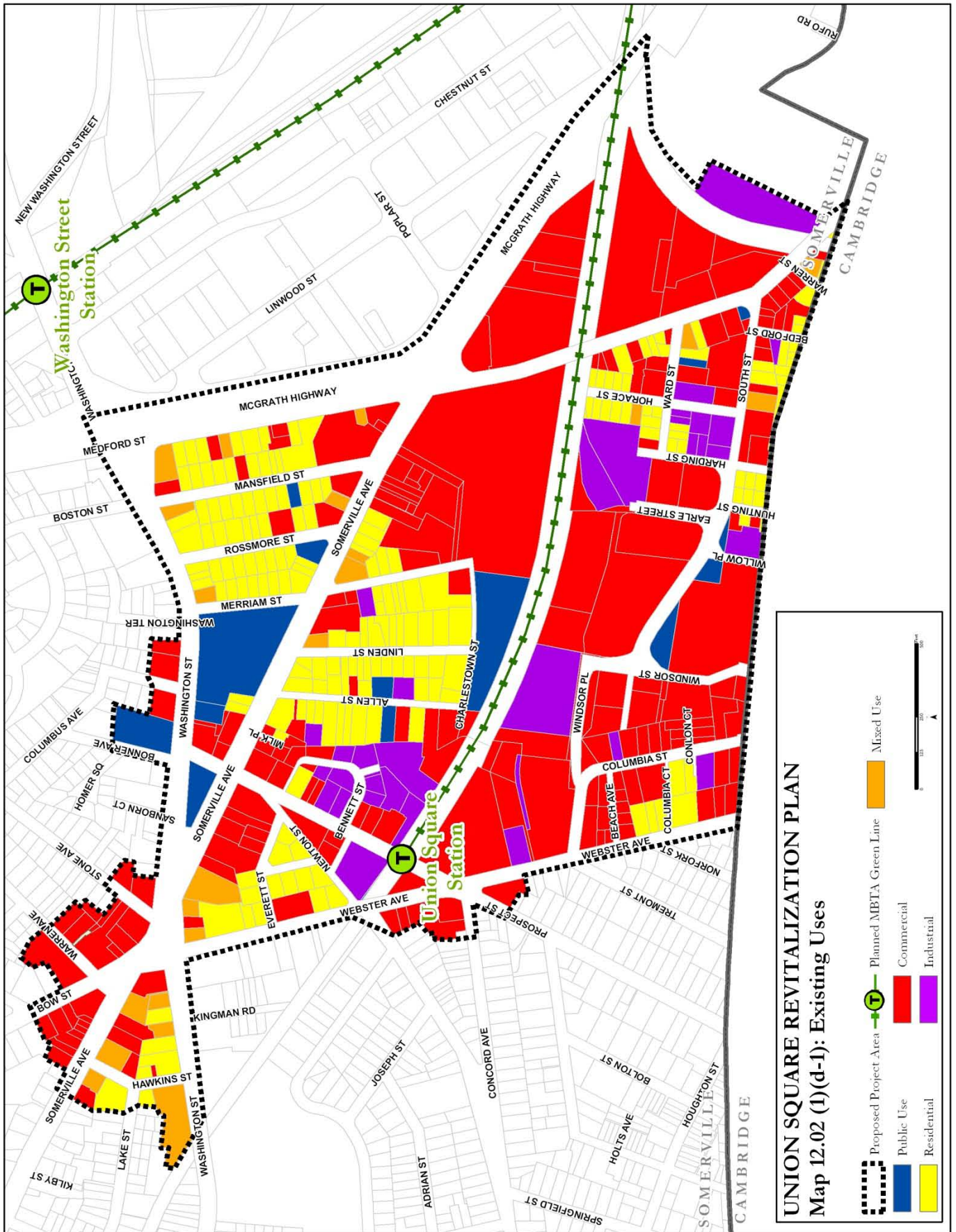
UNION SQUARE REVITALIZATION PLAN
Map 12.02 (1)(b): Areas Proposed for Clearance & Rehabilitation

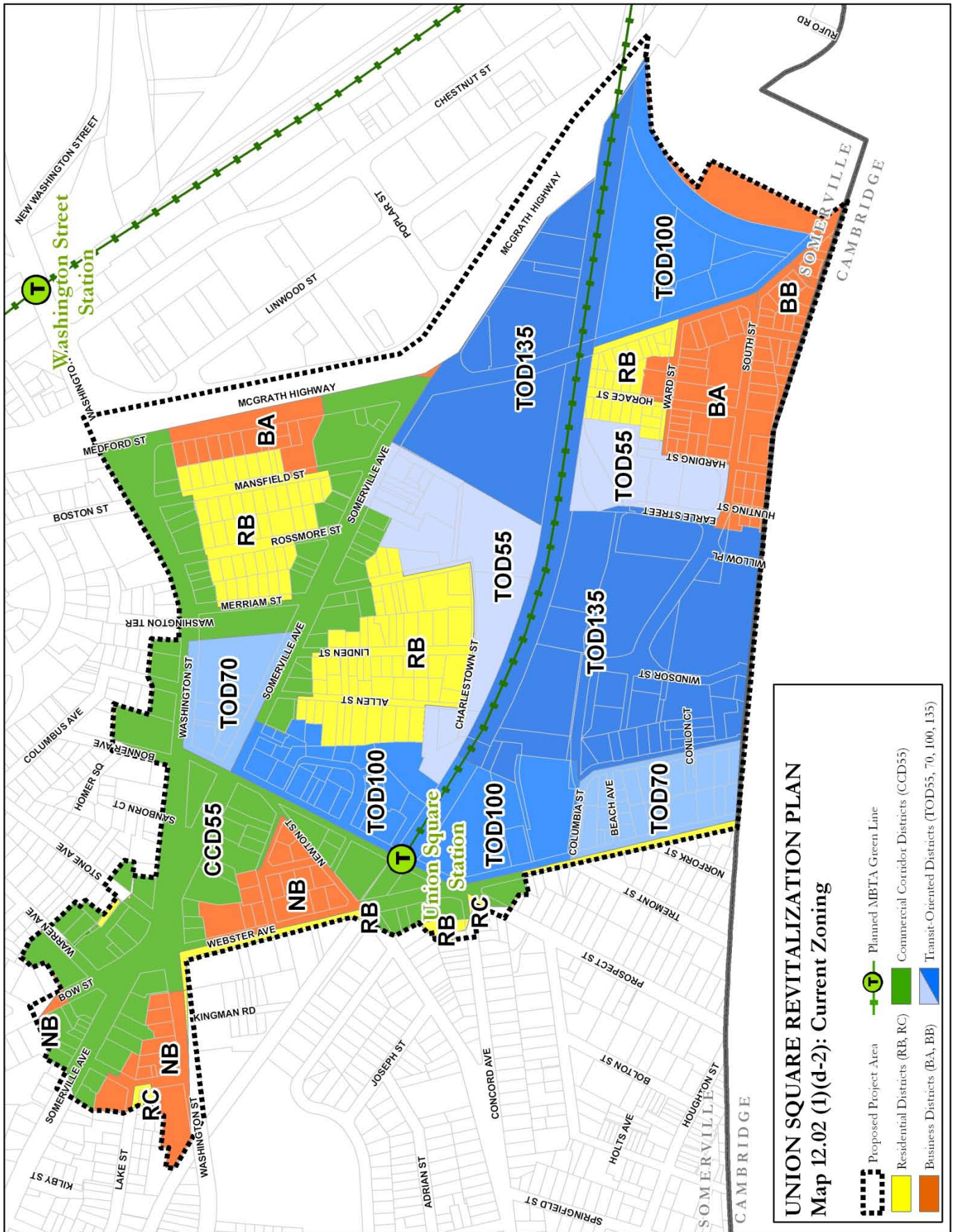
-  Proposed Project Area
-  Planned MBTA Green Line
-  Areas for Clearance
-  Areas for Rehabilitation

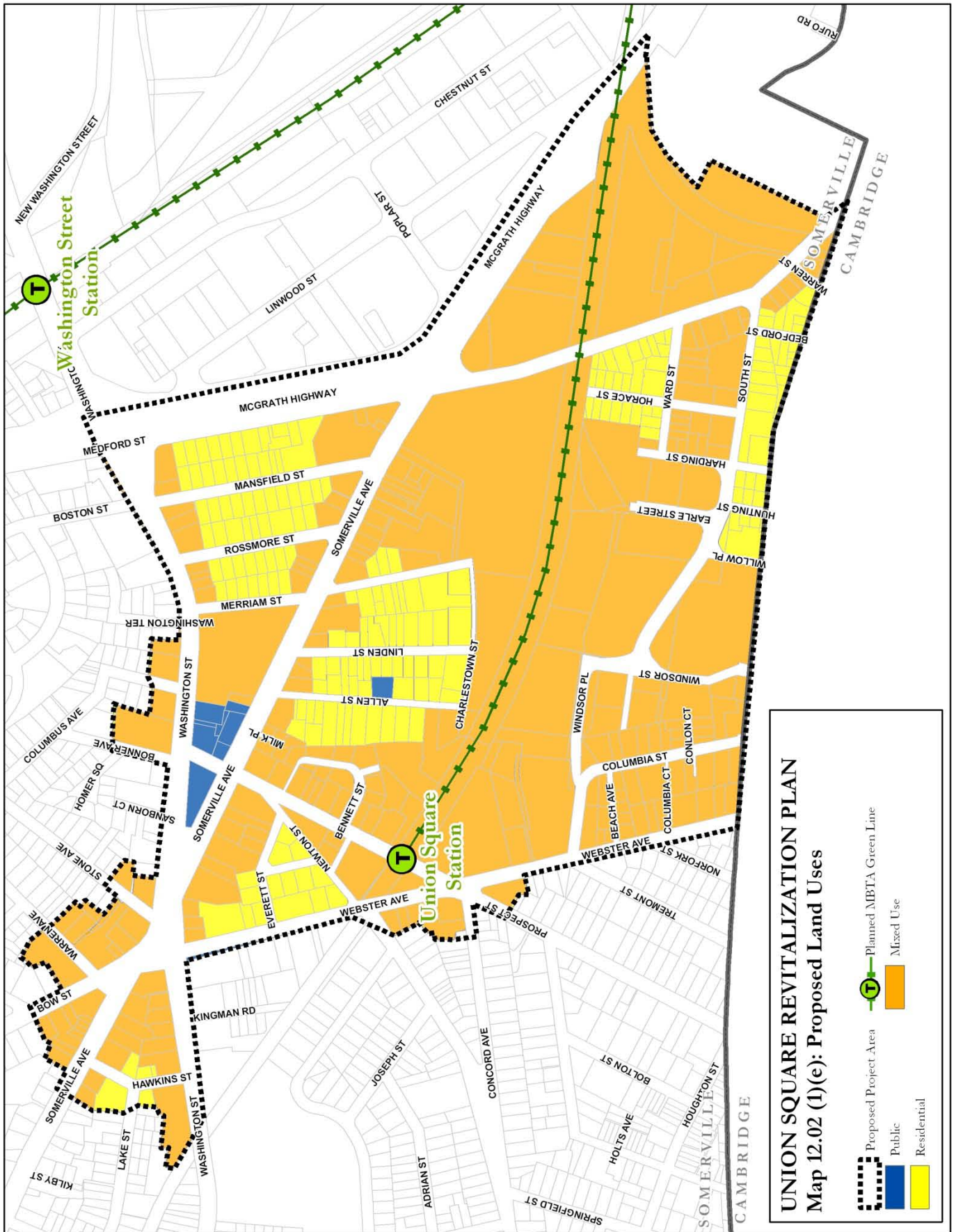






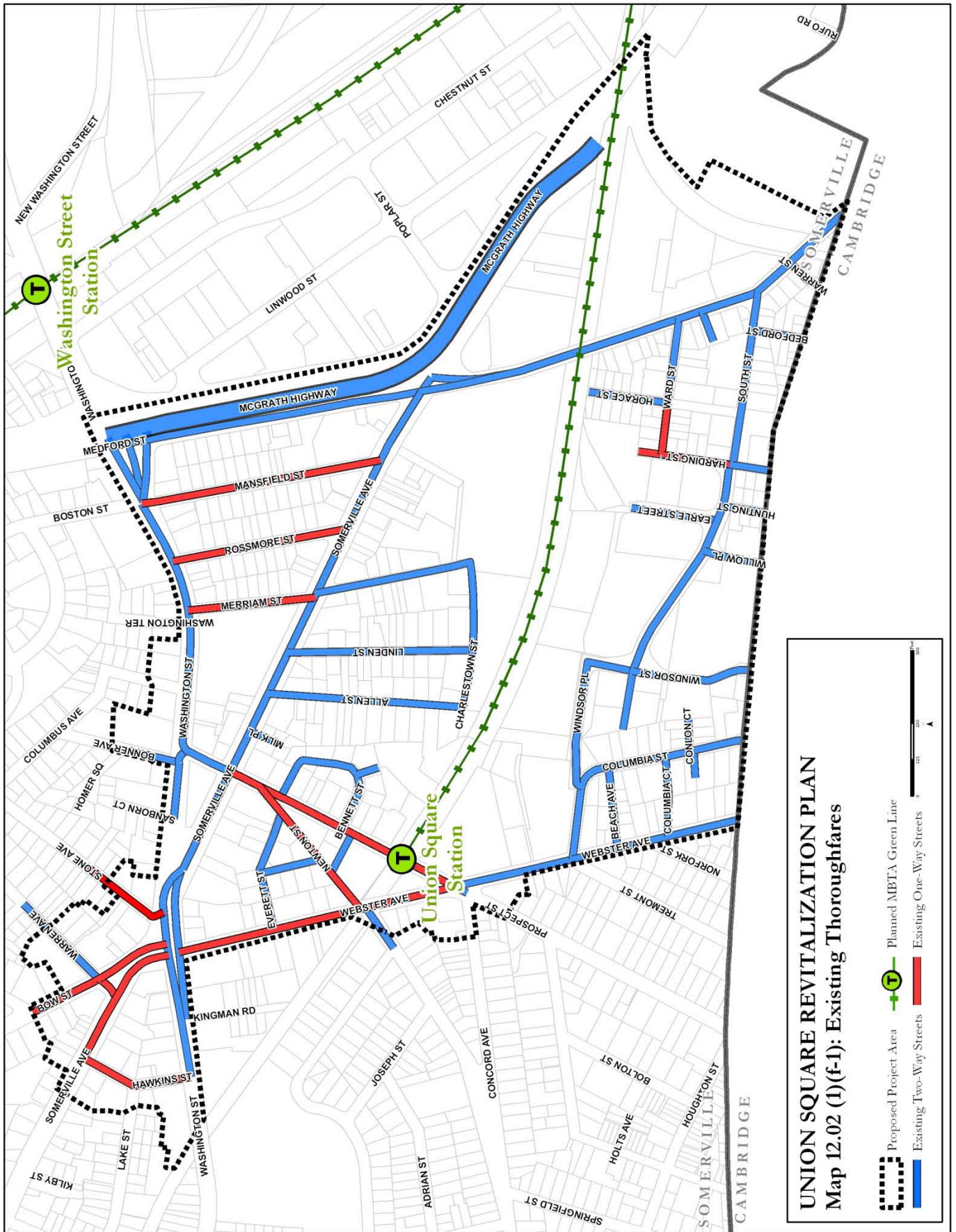


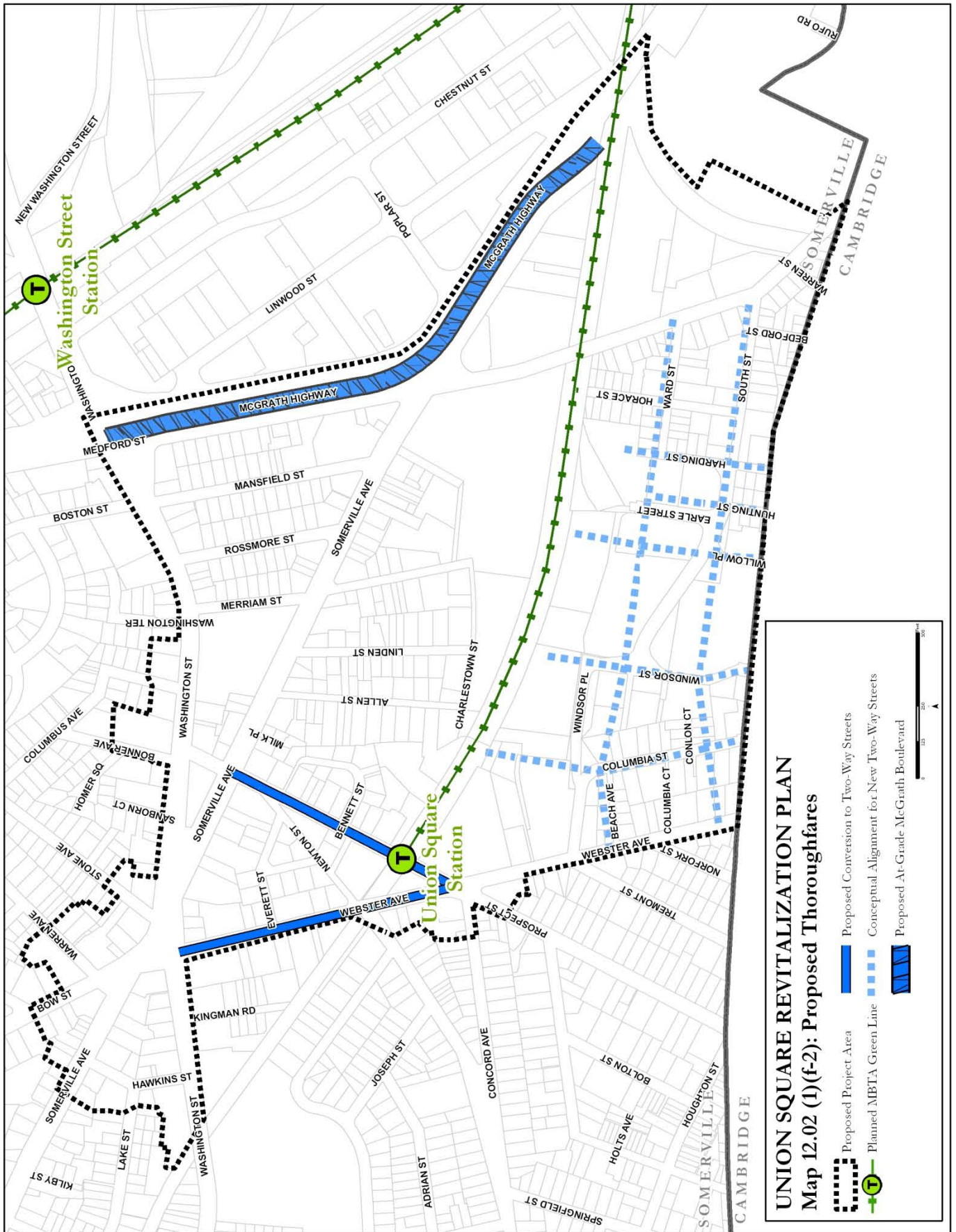




UNION SQUARE REVITALIZATION PLAN
Map 12.02 (1)(c): Proposed Land Uses

- Proposed Project Area
- Public
- Residential
- Planned MBTA Green Line
- Mixed Use

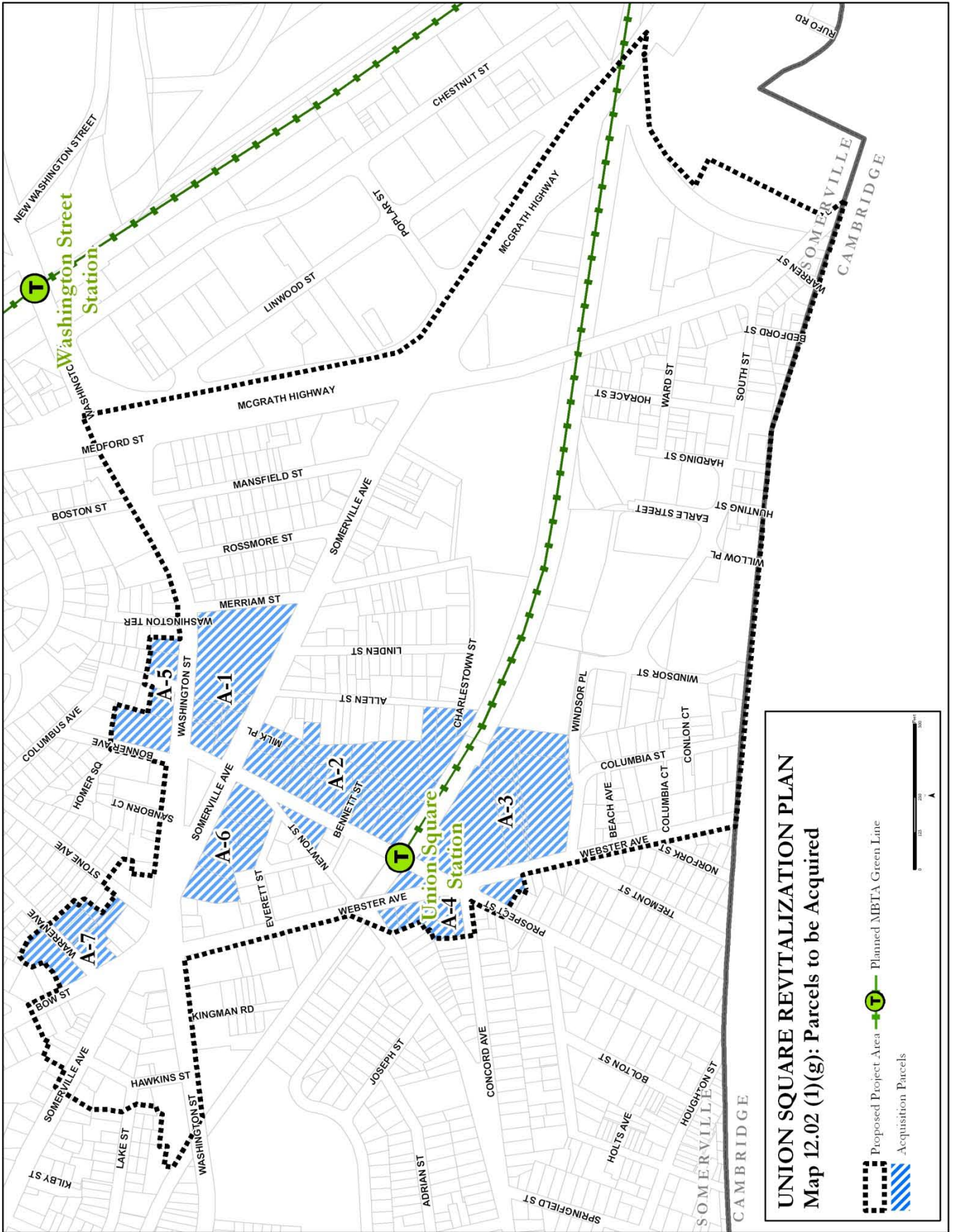


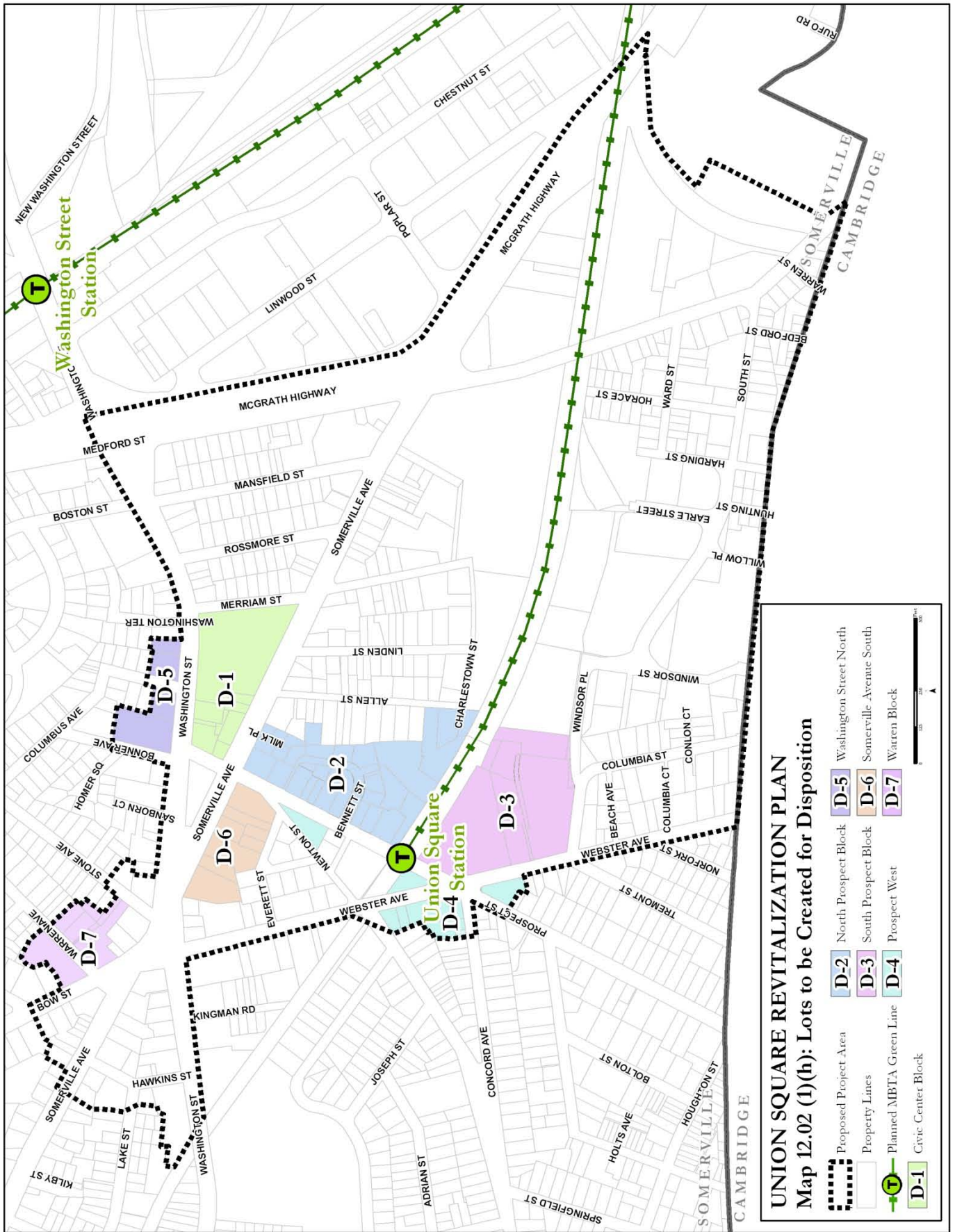


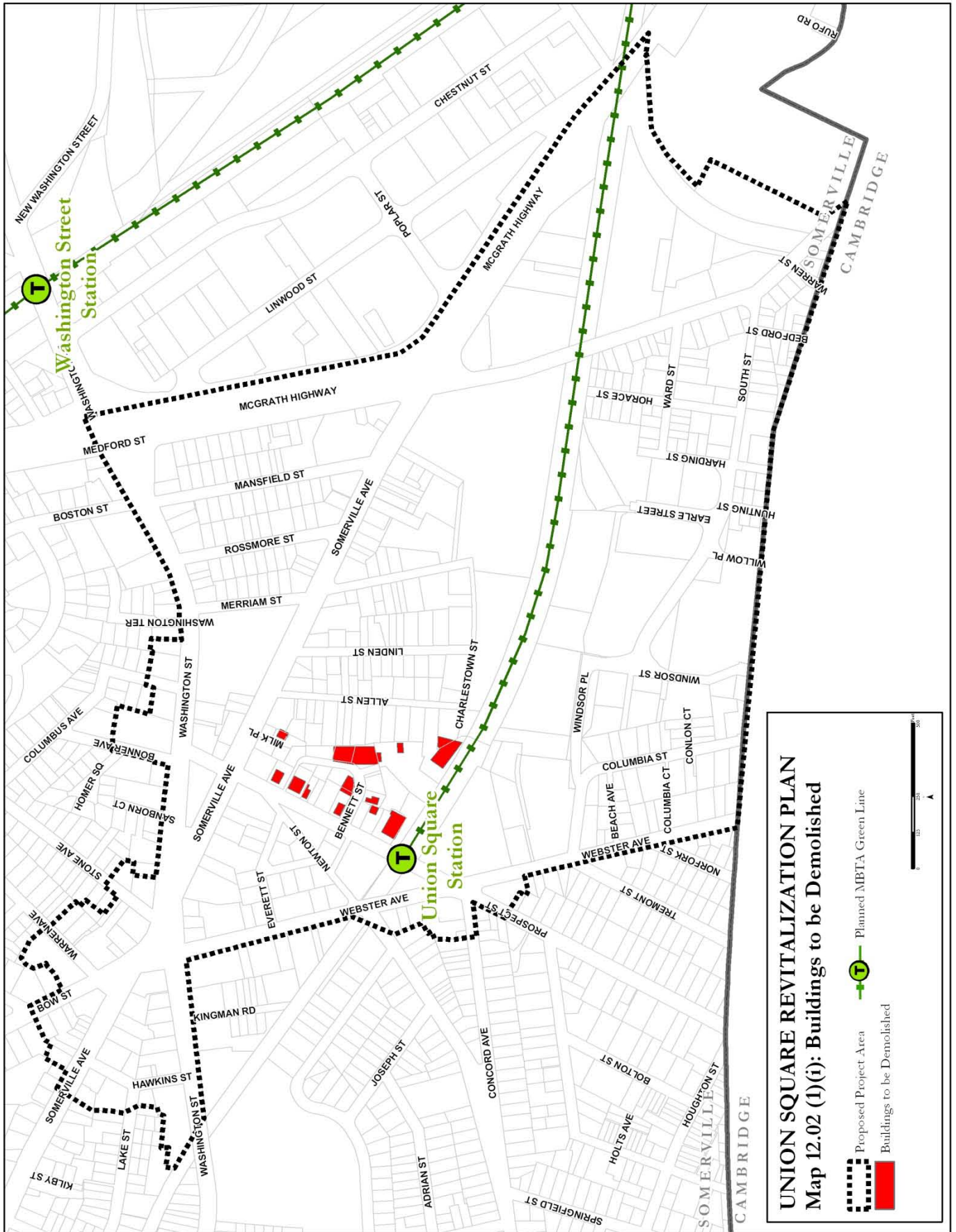
UNION SQUARE REVITALIZATION PLAN
Map 12.02 (1)(f-2): Proposed Thoroughfares

- Proposed Project Area
- Planned MBTA Green Line
- Proposed Conversion to Two-Way Streets
- Conceptual Alignment for New Two-Way Streets
- Proposed At-Grade McGrath Boulevard




Scale: 0, 100, 200, 300 feet. North arrow pointing up.



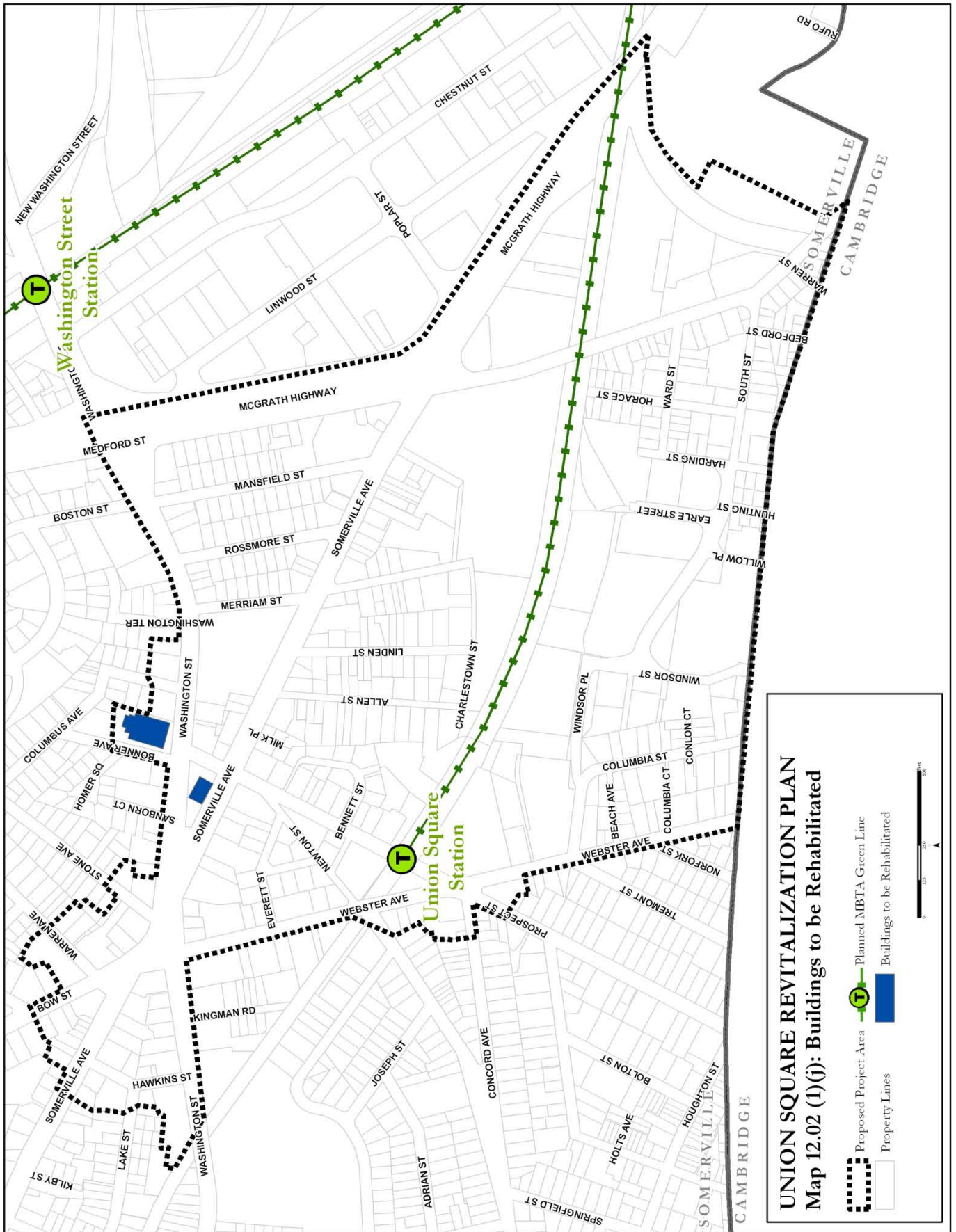




UNION SQUARE REVITALIZATION PLAN
Map 12.02 (1)(i): Buildings to be Demolished

-  Proposed Project Area
-  Planned MBTA Green Line
-  Buildings to be Demolished

Scale: 0 100 200 Feet





12.02(2) ELIGIBILITY

This section contains data and other descriptive material which demonstrates that the Revitalization Area is a “decadent area” as defined in M.G.L. c.121B, § 1. As such, it is eligible to be approved by the Commonwealth of Massachusetts Department of Housing and Community Development (DHCD) as an urban renewal area. The map below shows the regional context for Somerville, including Interstate Highway I-93, the existing MBTA Red and Orange Lines (the Assembly Square Station is currently under construction) and the proposed Green Line Extension, including the spur track to Union Square.

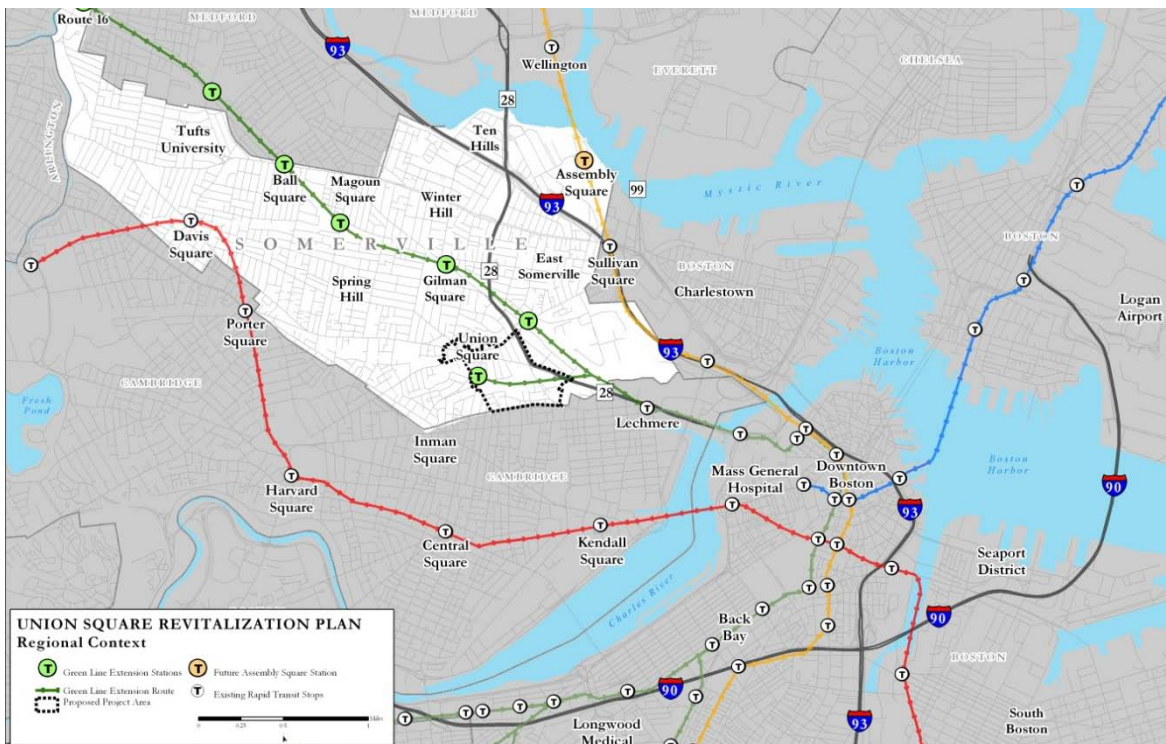


Figure 2-1: Regional Context

OVERVIEW

Somerville is a small city with a land area of 4.1 square miles. It is located in the Boston metropolitan core and shares boundaries with Boston, Cambridge, Arlington, and Medford. Somerville has approximately 76,000 residents and 2,100 businesses. It is a city with many “squares”, the oldest and most historic of which is Union Square. It is also a city where industrial pockets and automotive uses are scattered in the midst of residential and retail districts, as is the case in the Union Square area. The Union Square Revitalization Area boundary and use mix within it are shown on the map below.

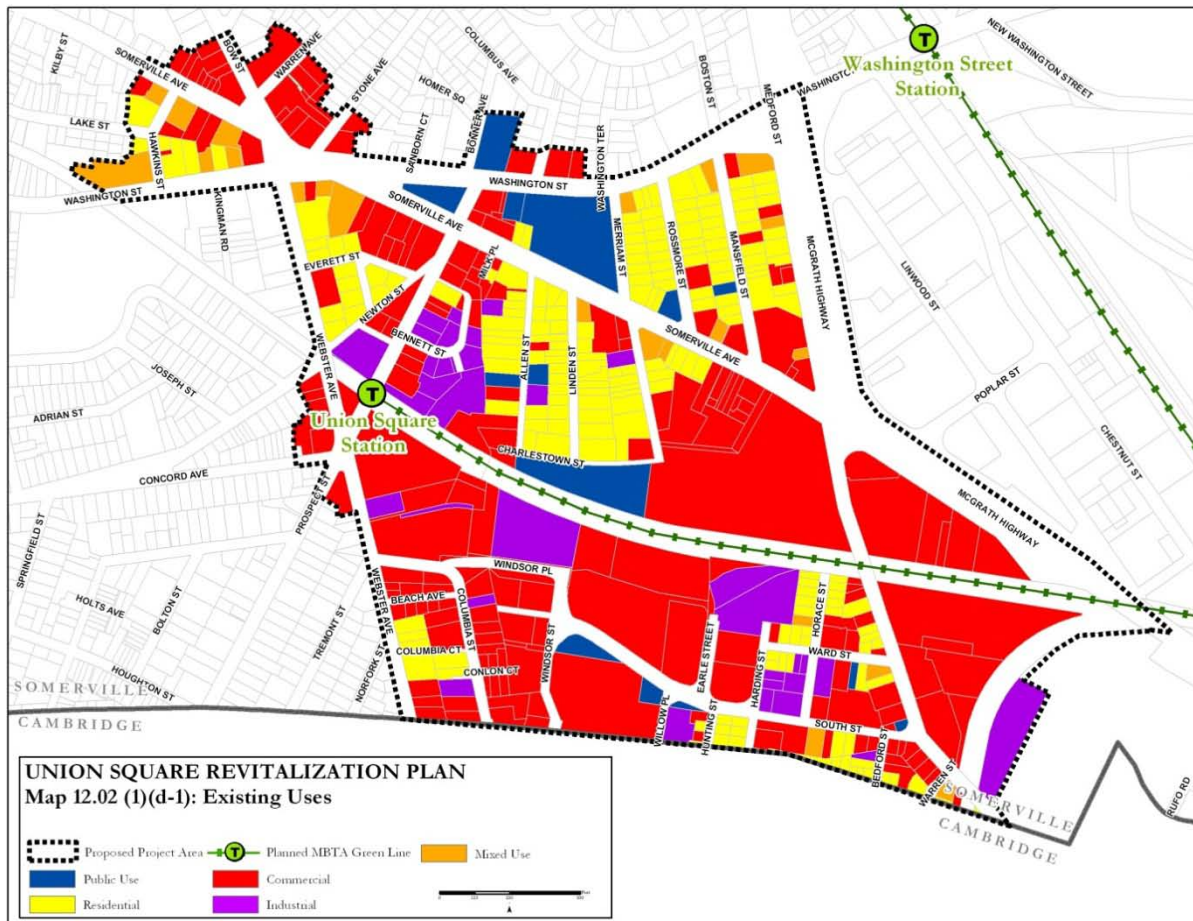


Figure 2-2: Boundary and Existing Uses

Although this graphic shows existing uses, it includes for orientation purposes the proposed Union Square Station, as well as the proposed Washington Street Station. Both stations are expected to be fully constructed and operational by the end of 2016/beginning of 2017. The map on the next page (Figure 2-3 Transformation Areas) illustrates the three distinct geographic areas within the boundary of the Revitalization District that are targeted in this Plan for transformational redevelopment: namely, (1) the Prospect/Webster Corridor; (2) Boynton

Yards; and (3) the McGrath/Medford Corridor. These areas have a long history of industrial, automotive, and commercial uses that were once thriving but now contribute to decadence and blight.

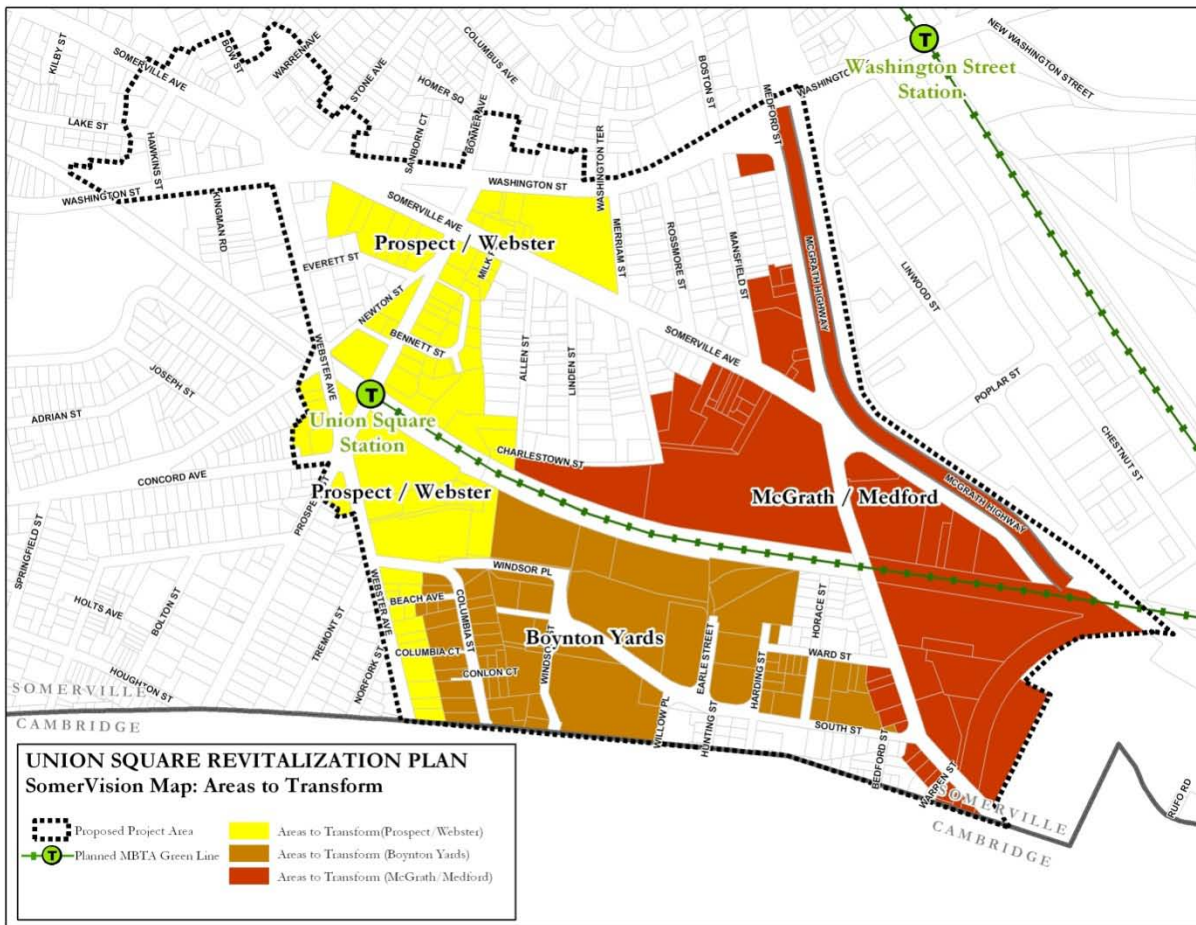


Figure 2-3: Transformation Areas

The City of Somerville has entered into a Memorandum of Agreement with the MBTA and MassDOT committing the Somerville Redevelopment Authority (SRA) to acquire the parcels needed by the MBTA for Union Square Station and its adjacent drop-off/pickup area. The SRA will convey to the MBTA a permanent volumetric easement for the station structure and a temporary easement for the drop-off/pickup area, reserving development air rights over the easement areas. The City of Somerville and the MBTA have also agreed to negotiate a future air rights agreement over the Fitchburg Commuter Rail right-of-way at such time as the SRA has a developer with a feasible air rights development proposal. See Figure 2-4.



Figure 2-4: MBTA MOA Map

The potential economic upside of these new transit stations cannot be overstated. In years past, Somerville thrived when it enjoyed convenient rail service, but its population and prosperity decreased dramatically when rail service was discontinued. In 1984, a new Red Line Station revitalized Davis Square and there is strong consensus in Somerville today that the proposed Green Line Extension is crucial to the City’s future.

The City of Somerville, through the Mayor’s Office of Strategic Planning and Community Development (OSPCD), has put into place some key tools to incentivize development in the Union Square Revitalization Area, including adoption of a major rezoning in 2009 and Somerville’s first comprehensive plan in 2012. The new zoning changes permit greater density than what was entitled under previous zoning and introduces Commercial Corridor District (CCD) and Transit Oriented District (TOD) districts to achieve such density in the Revitalization Area. The comprehensive plan, known as “SomerVision”, embodies the community’s expectation for change in various parts of the City by identifying certain areas of the city as ripe for transformation, while deeming others more appropriate for enhancement or conservation. The Union Square Revitalization Plan is consistent with the SomerVision Comprehensive Plan. It includes residential neighborhoods where conservation is the goal and little to no substantive physical change is anticipated. It also includes areas to be enhanced through infill redevelopment and public realm and transportation improvements. Most

importantly, it includes the three areas in Figure 2-3 -- the Prospect/Webster Corridor, the McGrath/Medford Corridor, and Boynton Yards -- that are expected to be redeveloped to the point of complete transformation in use and scale. The next map illustrates the areas within the Revitalization Area that will be transformed, enhanced, or conserved.

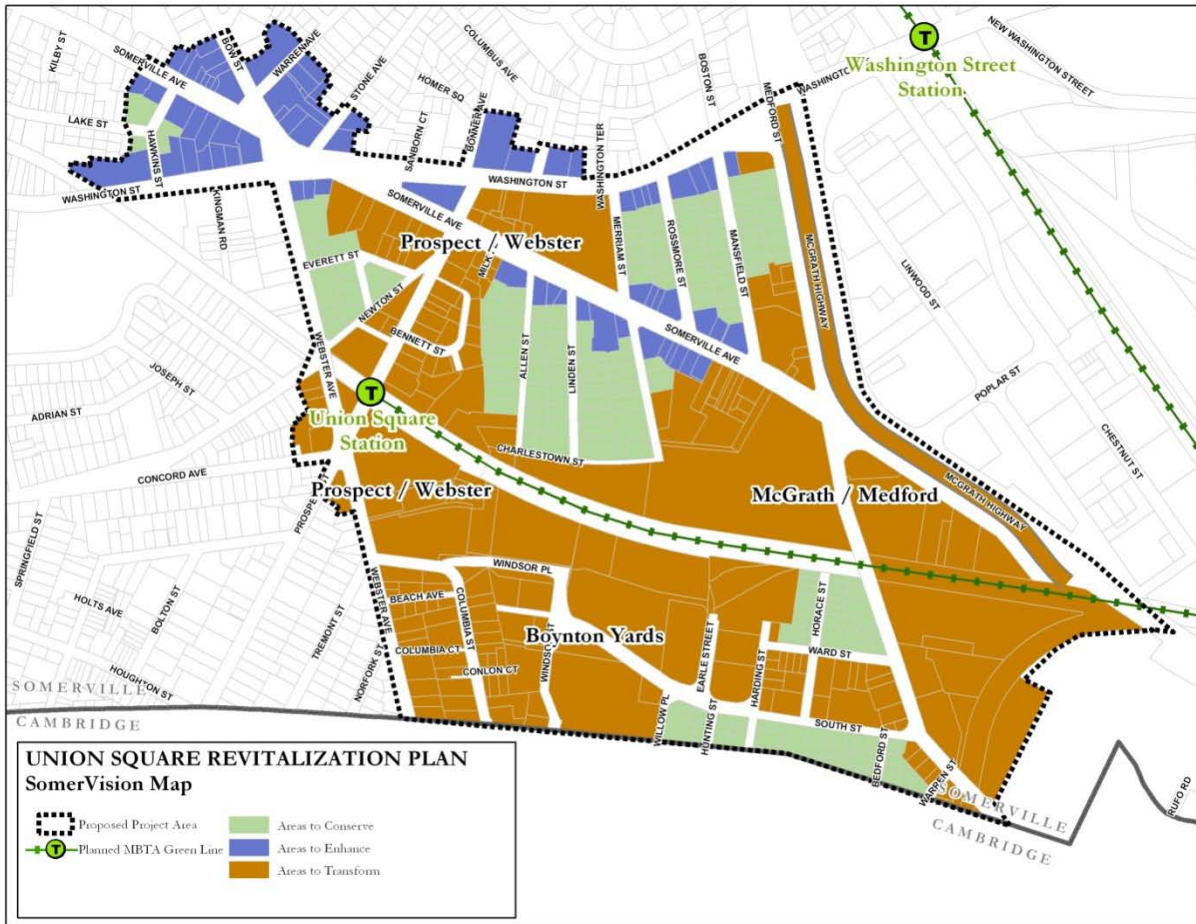


Figure 2-5: SomerVision Areas

SomerVision identifies three types of areas: Areas to Conserve; Areas to Enhance; and Areas to Transform. Areas for conservation (shown in green) are primarily residential pockets where little or no change in land use or structures is expected. These areas are included within the district boundary to allow them to benefit from nearby public infrastructure improvements and to make the boundary cohesive. Areas for enhancement (shown in blue) include key parcels fronting Somerville Avenue and Washington Street in the historic core of Union Square. Although areas for enhancement include a few strategic sites that are appropriate for redevelopment, it is not intended that these areas undergo significant physical change. Areas for enhancement will also benefit from public realm, transportation, and other public infrastructure improvements. Finally, areas for transformation (shown in orange) are areas where large scale

redevelopment is expected to occur in phases over time. These areas present the most significant challenges with respect to public infrastructure improvements, which are also expected to occur in phases.

Existing businesses operating in the areas for transformation are heavily weighted toward automotive and industrial uses. While industrial uses were once a good fit for this area of Somerville because of its proximity to Boston and Cambridge, today the industry mix reflects an outmoded economy that has stood still while the urban core has developed around it.

This 2012 Revitalization Plan envisions the Union Square Revitalization Area as a new downtown for Somerville -- bustling with activity, with large numbers of residents and workers commuting on foot or by public transit or bicycle and enjoying aesthetically pleasing plazas, parks, and other publically accessible open spaces. It projects a mix of business types including office and research & development, with retail shops, service establishments, and restaurants anchoring the street at pedestrian level; and it calls for additional housing, including artists' live/work space and affordable units.

PRIOR URBAN RENEWAL PLANS

In the early 1980's, the City approved an urban revitalization plan for Union Square and a separate urban revitalization plan for Boynton Yards. The principal accomplishments of the Union Square plan were the creation of the Union Square Plaza as a pedestrian-oriented commercial center and the removal of existing fire and police facilities from the center of the Square to what was formerly an MBTA bus garage and is now known as the Public Safety Building. The principal accomplishments of the Boynton Yards plan were the demolition of decadent buildings; remediation of industrial wastes; construction of three "light industry" buildings; and construction of South Street to support truck traffic. The Boynton Yards Plan was terminated by the SRA prior to its expiration date because it was felt that the goals of the plan had, to the extent possible, been achieved. While it achieved some environmental benefits that will be helpful to the 2012 Revitalization Plan, the earlier Boynton Yards Plan left the final uses and street network in an inadequate state for current needs. There is currently no interest in continuing to develop Boynton Yards as a light industrial district, given the high tech development pressure extending into the area from Kendall Square, the impending Union Square Station, and the potential for air rights development over the Fitchburg right-of-way. Therefore, a new vision for Boynton Yards as a transit oriented mixed-use district has replaced the old vision, and a new plan is necessary to advance that vision.

DECADENT AREA¹

Certain conditions in the Revitalization Area have existed for decades. No significant private investment has occurred in most of the properties for over fifty years; the overwhelming majority of parcels lack the minimum lot size required to meet current zoning; and the ordinary operations of private enterprise, acting alone, are unlikely to reverse these conditions. Obstacles that prevent private redevelopment from achieving the goals of the community include:

- faulty parcelization²;
- obsolete street patterns;
- flooding and unsuitable and/or contaminated soil;
- incompatible land uses; and
- deteriorated buildings and facilities.

FAULTY PARCELIZATION

Parcel sizes within the Union Square Revitalization Area range from 70 s.f. slivers of land to 7+ acre sites. Most of the residential properties in the area are situated on parcels of land averaging 3,000 square feet, which is typical and adequate for residential lots in Somerville. However, many of the commercial lots are similarly sized and are therefore too small for most commercial uses. Boynton Yards includes a mix of small, irregularly shaped parcels interspersed among large parcels. Of the 487 parcels in the project area, only 14 are larger than one acre. Figure 2-6 shows that over 40% of the parcels are under 15,000 s.f. in size. In the 2009 rezoning, minimum lot sizes for the various zones mapped over key “transformation areas” were deliberately set at 15,000 s.f., 25,000 s.f., and 50,000 s.f. to require parcel assemblage for larger scale development.

¹ The term “decadent area” area under G.L. c. 121 B is defined at the end of this section.

² “Faulty parcelization” is a term employed in the definition of “decadent area” in G.L. c. 121B, §. 1.

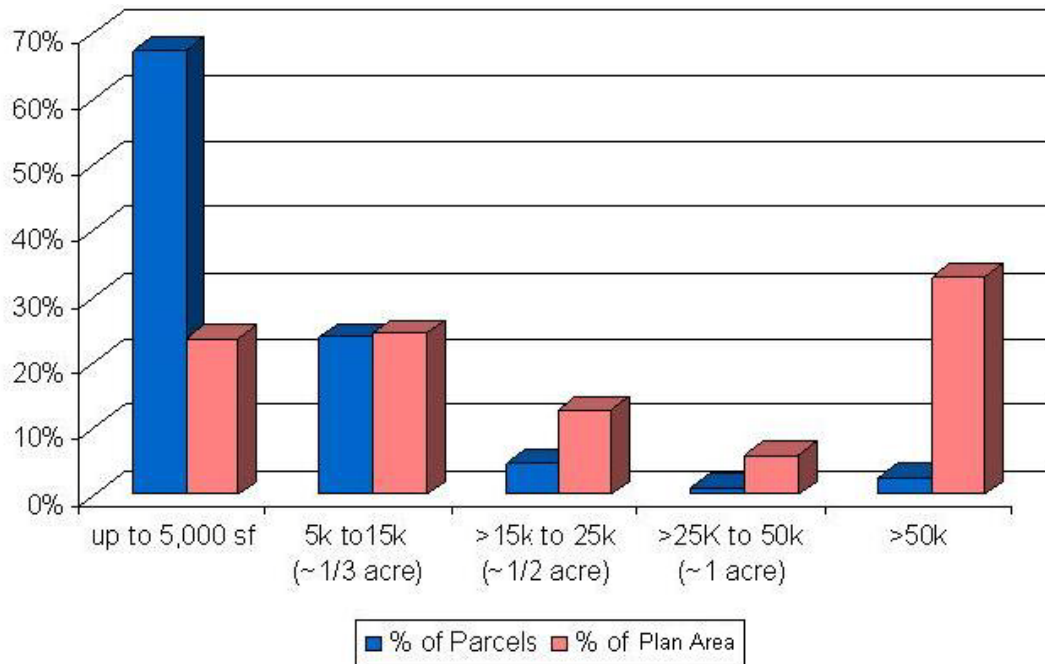


Figure 2-6: Parcel Sizes in the Plan area.

In addition to the problem of parcel size, a number of property owners have arranged by lease or other agreement to use one another’s properties in ways that may make sense for their businesses today but limit options for development. This peculiar arrangement is exacerbated by parcels that are oddly shaped and/or lack any relationship to the roadway network. Examples of these types of parcels can be found along the southeastern side of Prospect Street and throughout Boynton Yards, with particularly inaccessible and strangely shaped parcels to the north and south of the Fitchburg right-of-way.

OBSOLETE STREET PATTERNS

Another barrier to redevelopment is the street network in the Revitalization Area. Webster Avenue, Prospect Street, Somerville Avenue, and Washington Street need reconfiguration and upgrading to allow for better vehicular traffic flow and interface with pedestrian, bus, and bicycle modes. The elevated portion of McGrath Highway acts as a barrier between Union Square and Somerville’s Inner Belt/Brickbottom district and should be restored to a street level boulevard. In Boynton Yards, an urban street grid would allow for much higher density build out under the TOD zoning in effect for that area, as well as providing appropriate street frontage for ground floor restaurant, retail, and other business services.

FLOODING AND UNSUITABLE AND/OR CONTAMINATED SOILS

The Miller's River, which formerly ran through the project area and was filled in many years ago, has left a legacy of flooding that is exacerbated by the aged storm water/sewer system in this area of Somerville. On July 10, 2010, municipal vehicles parked at the Public Safety Building in Union Square were damaged beyond repair during a flash rainstorm that flooded the area in a matter of minutes, at a cost to the City of over \$1 million. Although as part of the recent MassDOT reconstruction of Somerville Avenue between Porter Square and Union Square, the storm water and sewer systems in this area were separated, the limits of this MassDOT work stopped just short of Union Square, with the result that the separated systems continue to flow into the combined system at the Square, causing flooding at Somerville Avenue and Medford Street during peak storms.



Figure 2-7: Union Square Flooding on July 10, 2010.

The filling in of the Miller's River is at least partially responsible for the prevalence of soils composed of coal ash and other debris materials unsuitable to support even mid-rise construction. Past and present industrial uses in the project area, including but by no means limited to such activities as sandblasting of lead coated products and cleaning of barrels containing industrial waste, are responsible for the prevalence of contaminated soils in the area.

While the former Boynton Yards Plan remediated much of the soil contamination in that area, and the City is actively involved in cleaning a brownfield site at Prospect Street and Somerville Avenue, extensive environmental contamination remains.

INCOMPATIBLE LAND USES

The Revitalization Area contains many one-story industrial buildings, warehouses and surface parking areas. Many of the businesses and land use types that exist in the Area today are a legacy of the industrial uses abutting the Fitchburg Rail Line and auto-related uses that developed following the closing of the Ford Assembly plant. These uses are a disincentive for private investment and redevelopment.

A significant portion of the land area in the Revitalization Area consists of surface parking lots. Some of these are accessory parking for retail uses. Some reflect outdated zoning requirements that mandated higher parking ratios than those currently in effect. Others are contaminated sites that were capped with asphalt and never redeveloped. Two of the largest lots contain an auto salvage business and a towing business. The proliferation of surface lots negatively impacts adjacent sites and over-serves the parking demand.

DETERIORATED BUILDINGS AND FACILITIES

In February and March of 2012, trained City staff conducted a local survey of the external physical condition of all properties and structures within the Revitalization Plan boundary. The survey had five sections: (1) Roof, Exterior Finish, (2) Entrance, Doors, Porches, (3) Gutters, Downspout, (4) Parking, Yard, Fences, (5) Soffits and Eaves. The surveyors rated each property for all sections and then determined an overall evaluation of the property. The condition of each property was ranked along a spectrum of good>satisfactory>moderate disrepair>severe disrepair, defined as follows:

- **GOOD** – The buildings in this category appeared to be in a structurally stable condition. In some cases, there were clear signs of building maintenance or recent rehabilitation such as new paint, new doors and windows.
- **SATISFACTORY** – Buildings in this category exhibited stable conditions and required minor rehabilitation such as new paint and window replacements. In some cases, exterior features (such as the entranceways) required improvements to make them code compliant.
- **MODERATE DISREPAIR** – This category included buildings in need of minor structural repairs, porch or roof replacements or siding replacement. Certain building components appeared to be reaching the end of their useful lives. Some of the buildings required considerable maintenance on the overall structure.

- **SEVERE DISREPAIR** – This category included buildings that were visually dilapidated and needed extensive repairs. Most of these buildings required major investment in façade improvements, storefronts, walls and/or other architectural features.

There are 487 parcels within the Revitalization Area. Five of these parcels are part of the railroad infrastructure and were not surveyed. Out of 482 parcels surveyed, 164 parcels received a general survey evaluation of either “moderate disrepair” or “severe disrepair”. This constitutes over 34% of the properties within the Revitalization District boundary. In addition, another 170 properties received a “satisfactory” evaluation, meaning that these properties had received a rating of “moderate disrepair” or “severe disrepair” on one of the survey sub-components. The inclusion of these parcels brings the ratio of properties with some evidence of disrepair to nearly 70%.

In addition to decadent buildings, the project area also contains much open space that can be characterized as decadent. Many of the instances of such open space occur on the largest parcels. When added to the properties in a state of moderate or severe disrepair this raises the percentage of decadence to 44% of properties in the Revitalization Area. Recent property data reflects a weakness in the market for any type of commercial use. The average value for land in the project area with a commercial use (this does not include building value) is \$86/sf as compared with \$152/sf for residential land in the project area. The value of commercial land within the project area also compares unfavorably when measured against the value of \$99/sf for commercial land elsewhere in the City.

PRIVATE ENTERPRISE NOT SUFFICIENT

As the table below indicates, a large majority (85%) of the structures in the Revitalization Area were built prior to 1940 and there has been little development in the area during the last 30 years. The average renovation year for properties in the project area is 1977, and only ten new structures have been built since 1981, meaning that most of the buildings in the project area would not be compliant with today’s building codes.

Table 2-1: Age of Structures

Approximate Year Built	Number of Structures	% of Total
Pre-1900	40	15%
1901-1940	192	70%
1941-1980	31	11%
1981-present	10	4%

The 2012 survey results were compared with previous surveys of property conditions in the Revitalization Area over the past twenty years or more. Many of the most egregious cases of

decadence existed in similar condition two decades ago. This means that during various changes in ownership and a number of real estate cycles – including a boom market – there has been little private capital investment. The reasons for this are the lack of convenient transit; a plethora of small and oddly-shaped parcels that makes land assemblage unusually challenging and expensive; construction premiums for foundation work; soil and groundwater contamination; the risk that surrounding properties will remain decadent, and infrastructure upgrades of such a magnitude that public funding is required. This Revitalization Plan is a crucial tool needed for the land assemblage, utility upgrades, roadway reconfiguration and other improvements necessary to attract private investment.

FINDING OF DECADENCE

G.L. c. 121B § 1 defines a “Decadent Area” as follows:

“Decadent Area”, an area which is detrimental to safety, health, morals, welfare or sound growth of a community because of the existence of buildings which are out of repair, physically deteriorated, unfit for human habitation, or obsolete, or in need of major maintenance or repair, or because much of the real estate in recent years has been sold or taken for nonpayment of taxes or upon foreclosure of mortgages, or because buildings have been torn down and not replaced and under existing conditions it is improbable that the buildings will be replaced, or because of a substantial change in business or economic conditions, or because of inadequate light, air, or open space or because of excessive land coverage or because diversity of ownership, irregular lot sizes or obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise, or by reason of any combination of the foregoing conditions

In accordance with G.L. c. 121B, §46, the Somerville Redevelopment Authority has determined that the Union Square Revitalization Area as described in this Revitalization Plan for urban renewal is a “Decadent Area” as defined in G.L. c. 121B, §1. See Appendix I for a copy of the decadence resolution passed by the Somerville Redevelopment Authority.

12.02(3) OBJECTIVES

THE VISION

The Union Square Revitalization Plan envisions a 117-acre district, urban in character, with high-quality, multi-story office, research & development, and residential with retail, restaurant, and service establishments at street level, existing side-by-side with the historic commercial core and low-rise surrounding core neighborhoods of 1-3 family homes. The Revitalization Area will be graced with public open space in the form of parks and public plazas and there will also be additional publicly accessible open space on private land. To the extent possible, parking will be centralized, structured, and shared. New development will be designed to encourage walking, biking, car-sharing, and public transportation with the goal of reducing driving trips and parking demand.

The Revitalization Plan is an action plan to achieve the community vision developed for Union Square during the 2009 Union Square rezoning and the extensive public outreach process that guided the development of the SomerVision Comprehensive Plan. The actions in the Revitalization Plan are also supported by years of professional and technical studies. The near term vision consists of the Union Square Green Line Station and the redevelopment of properties adjacent, referred to as the “North Prospect Block” in this Revitalization Plan. In the mid-term, the build-out of the North Prospect Block is expected to be followed by redevelopment of other properties identified in this Plan as Disposition Blocks and public realm, roadway, and utility improvements in the heart of Union Square. Longer term, the Plan envisions significant public and private investment in infrastructure allowing for transformational change in Boynton Yards and the McGrath/Medford Corridor.

THE GOALS

The Union Square Revitalization Plan has eight goals:

1. To bring light rail transit to Union Square, through a new Green Line station at the Prospect Street Bridge;
2. To generate at least 4,300 new jobs and 850 new housing units in the Union Square Revitalization Area in order to provide employment and housing opportunities for Somerville residents of all socio-economic levels;
3. To create high quality open space that is inviting to users of Union Square and allows residents, workers and visitors to enjoy the parks, plazas, cafes, and community events created under this Revitalization Plan;
4. To design and build infrastructure that encourages pedestrians, bicyclists, and users of public transit;
5. To improve traffic circulation, manage the extensive flow of through traffic, reduce automobile congestion for destination trips to the Square, and provide centralized parking, all designed to spur economic activity;
6. To link the Medford/McGrath Corridor and Boynton Yards to the Webster/Prospect Corridor and the heart of Union Square in order give the Revitalization Area a cohesive identity and make it a regional destination;
7. To alleviate the problems of flooding, environmental contamination, and industrial blight in the Revitalization Area; and,
8. To increase the commercial tax base in the Revitalization Area to finance public improvements in the short term and secure fiscal self-sufficiency for the City in the long term.

THE STRATEGIES

To implement the plan, the following strategies are proposed:

1. Acquire key parcels needed for Union Square Station and convey easements to the MBTA by Spring of 2013 so the MBTA can commence construction by Spring 2014 and have an operational Union Square Station by the end of 2016/beginning of 2017;
2. Continue to work with the MBTA to realize a station design that maximizes ease of use for those making connections via bicycle or on foot;
3. Work with the MBTA to bring better bus access to Union Square Station and improve the interface between vehicles and other transit modes in the Revitalization Area;
4. Acquire remaining parcels in the North Prospect Block to facilitate the first new transit-oriented development adjacent to the Union Square Station;
5. Convert Prospect Street and Webster Avenue from one-way to two-way traffic;

6. Reconstruct roadways with wider sidewalks and bike lanes and install pedestrian friendly signalization;
7. Leverage funding to construct a new civic core in the heart of Union Square with a new central library and possibly a new City Hall.
8. Separate the storm water and sewer conduits under Somerville Avenue and provide increased capacity to accommodate desired levels of future growth;
9. Acquire additional parcels identified in the Revitalization Plan and assemble them for disposition primarily as mixed-use development with retail, restaurant, and service establishments at ground level; and,
10. Work with land owners to create a roadway network in Boynton Yards that will improve traffic circulation and create viable development blocks and redevelopment opportunities.

SPECIFIC PROPOSED REDEVELOPMENT

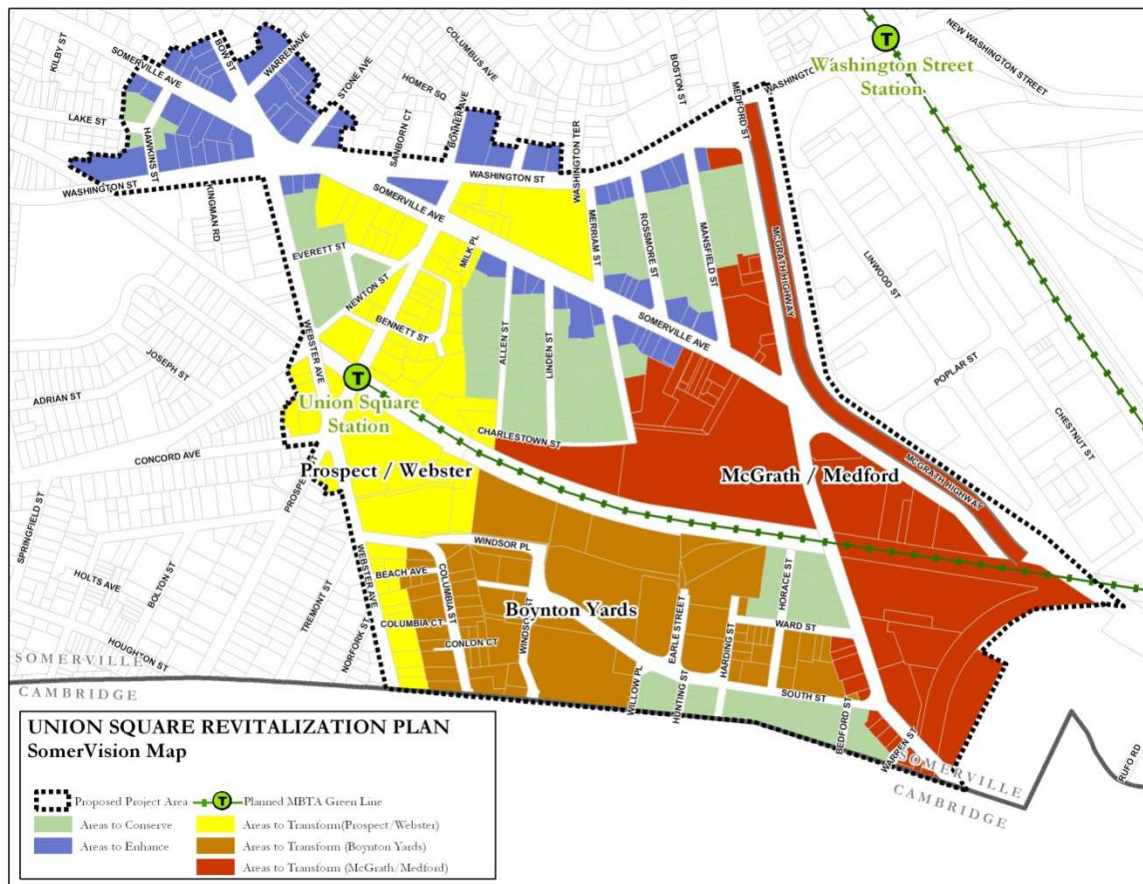


Figure 3-1: SomerVision Conservation, Enhancement, and Transformation Areas

The SomerVision Comprehensive Plan identifies areas to be conserved, areas to be enhanced, and areas to be transformed. All three areas exist within the Union Square Revitalization Area, as shown on Figure 3-1.

Conservation is the goal for the residential neighborhoods and little or no physical change is anticipated for these areas. Only three residences will be acquired and demolished, one of which is located in the center of the Square and the other two located on the North Prospect Block. Other areas, including the historic core of Union Square, will be enhanced with select infill development and will benefit from public realm and related transportation improvements, but they will essentially remain much as they are now. This leaves three substantial areas for transformation: the Prospect/Webster Corridor, the McGrath/Medford Corridor, and Boynton Yards, identified by name and shown in yellow, red, and brown respectively in Figure 3-1.

On the following pages each of the three Transformation Areas are introduced and the accompanying reference maps illustrate the disposition parcels (Figure 3-2). For a more detailed series of disposition maps, refer to section 12.02(4) Financial Plan.

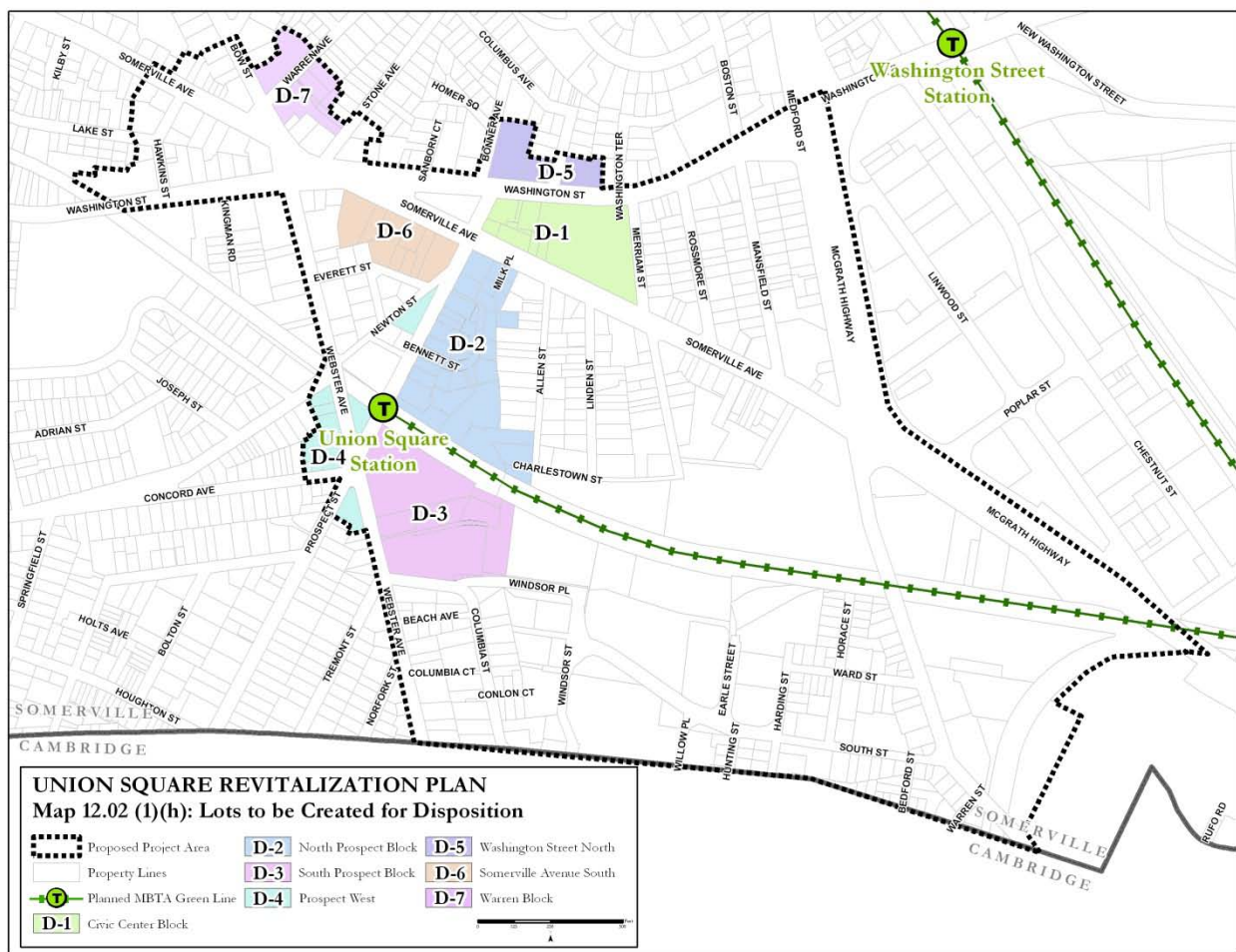


Figure 3-2: Disposition Parcels

TRANSFORMATION AREA #1: PROSPECT/WEBSTER CORRIDOR

The first redevelopment action proposed in this 2012 Revitalization Plan will be the disposition, for full build out under the new TOD-100 zoning, of the North Prospect Block shown as D-2 in Figure 3-2. The City intends to expedite the construction of the Union Square Green Line Station by acquiring parcels adjacent to the Fitchburg Commuter Rail right-of-way and conveying easements to the MBTA over the portions needed for the station and its drop-off/pickup area. The North Prospect Block including air rights over the MBTA easement areas is a catalyst block because of its proximity to the station. This block has frontage on both Somerville Avenue and Prospect Street and, literally as well as figuratively, becomes a bridge to Boynton Yards at its southern end. The SRA and the City of Somerville already own 10 parcels on the North Prospect Block. The remaining parcels have decadent structures and/or decadent open space and are an impediment to the safe and active use of the transit station. The SRA will seek a single redeveloper for the entire North Prospect Block to incentivize a cohesive project.

In addition to the North Prospect Block, the SRA will subsequently assemble and dispose of parcels in disposition areas D-1, D-3, D-4, D-5, D-6, and D-7 for redevelopment.

TRANSFORMATION AREA #2: BOYNTON YARDS

This plan calls for a series of later-term actions in Boynton Yards, a 35-acre industrial area located south of the Fitchburg Commuter Rail right-of-way between Webster Avenue and Medford Street. Despite Boynton Yards' advantages including direct proximity to Kendall Square and updated zoning regulations, private enterprise alone has not been sufficient to achieve redevelopment of this area. Boynton Yards is challenged by large amounts of open space that can be characterized as decadent. By including Boynton Yards in the Revitalization Plan, the SRA and the City of Somerville can play an active role in creating public/private partnerships with owners and developers to ensure that maximum funding resources are brought to the development table. While no Acquisition Parcels have been designated in Boynton Yards at this time, this plan contemplates significant investment in public utility and public roadway infrastructure that would require parcel assemblage. As appropriate, this Plan may be amended in the future including the addition of a budget for Transformation Area #2 when additional acquisition and/or disposition properties have been identified. The City and the SRA will continue to work with stakeholders to accomplish these goals over the course of the next several years.

Obsolete street patterns are a major impediment to private redevelopment in Boynton Yards. The City of Somerville has engaged a consultant team to evaluate alternative designs for a new internal network of streets that will make Boynton Yards a more coherent and developable district. Figure 3-3 shows one conceptual design for that street network. Another potential

roadway concept for Boynton Yards is shown in Section 12.02(7) “Public Improvements” and in Figure 7-1.



Figure 3-3: Boynton Yards Preliminary Concept Plan

Boynton Yards could also benefit from more transit infrastructure. Although there is no commitment at this time from the MBTA for an additional Green Line Station for Boynton Yards, this option was mentioned in public outreach meetings as recently as mid-2011. A Boynton Yards station along the Green Line between Lechmere and Union Square is a goal identified in the SomerVision Comprehensive Plan and, as such, it becomes a long range goal of this Revitalization Plan. In a shorter timeframe, a transportation management agency (TMA) will be planned to provide shuttle service between Kendall Station, Boynton Yards, and the Union Square Green Line Station, thereby providing Red Line and Green Line connections to development in the Boynton Yards area.

TRANSFORMATION AREA #3: McGRATH/MEDFORD CORRIDOR

This plan calls for a series of later-term actions in the McGrath/Medford Corridor, a 32-acre industrial and strip commercial area located along the McGrath Highway and Medford

Street. Despite the corridor area's advantages including highway access to downtown Boston and updated zoning regulations, private enterprise alone has not been sufficient to achieve redevelopment of this area. While no Acquisition Parcels have been designated in the McGrath/Medford Corridor at this time, many of the infrastructure investments included in the 2012 Union Square Revitalization Plan will occur in this area. By including the McGrath/Medford Corridor in the Revitalization Plan, the SRA and the City of Somerville can utilize a more comprehensive approach to redevelopment and infrastructure planning in this portion of the project area.

Obsolete street patterns are a major impediment to private redevelopment in the McGrath/Medford Corridor, but they also have profound implications for traffic flow and the pedestrian environment in Union Square. The Massachusetts Department of Transportation has engaged a consultant team to evaluate alternative designs that return the elevated McGrath Highway viaduct to grade and improve key intersections at Washington Street, Medford Street and Somerville Avenue. Preliminary findings from this study suggest that traffic engineering solutions for the McGrath/Medford Corridor must be planned in concert with improvements to the intersection of Prospect Street and Somerville Avenue in the heart of Union Square. This study will lead to an environmental analysis for a grounded facility for the corridor that will include a more detailed design and timeline for implementation.

The City of Somerville is in support of an at-grade McGrath highway/de-elevation of the McCarthy overpass. In 2007, Somerville was successful in reducing the amount of funding for the existing structure to the minimum needed to keep the facility safe until an at-grade solution could be designed. Significant community outreach has been done, culminating in a meeting on May 31, 2012. Over 75 people were in attendance and not one community member spoke in favor of keeping the existing structure.

AFFORDABLE HOUSING

All new residential development in the Revitalization Area will be required to comply with the Inclusionary Housing section of the Somerville Zoning Ordinance, which currently mandates that projects with eight or more units provide 12.5%, 15%, or 18% (depending on the zoning district) of the units as affordable.

ZONING

In 2009 the City of Somerville undertook an extensive public process to rezone Union Square. Although the outcome of the public rezoning process resulted in retaining the standard residential zoning for the few purely residential areas of Union Square, new types of mixed-use zoning districts, the Corridor Commercial District (CCD-55) and four different Transit-

Oriented Districts (TOD-55, TOD-70, TOD-100, and TOD-135), were mapped over parcels identified in this Plan as part of the Revitalization Area.

With these newly applied districts, property owners and developers have access to “Use Clusters”, a regulatory mechanism that provides a greater level of categorical flexibility between uses that have similar impacts. Provided they are under the square footage limit that would require Special Permit for approval, individual uses categorized within the same cluster can come and go by right, while uses not expressly authorized in the clusters are prohibited.

The new zoning applied to Union Square is designed to be responsive to changing market conditions while maintaining high standards for building design and construction, including an emphasis on sustainable development and green building standards. Although the City is currently undertaking an extensive rewrite of the Somerville Zoning Ordinance, the CCD and TOD districts within the Revitalization Area are anticipated to remain essentially the same as they are in the current version of the Zoning Ordinance.

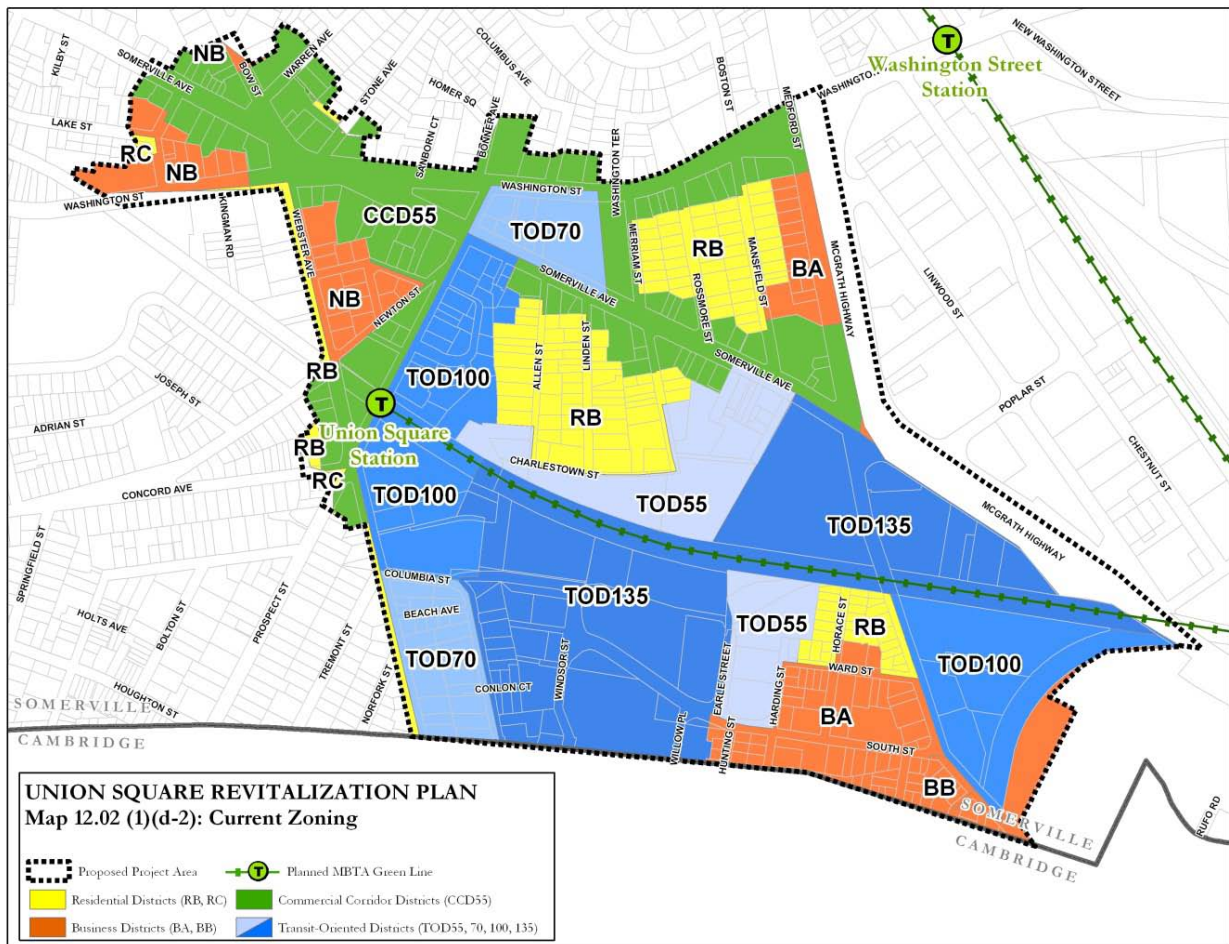


Figure 3-4: Union Square Zoning

In general, to achieve aesthetically, economically, environmentally, and socially beneficial redevelopment, projects in the new mixed-use districts will be required to be moderate to high-density in scale, and to include commercial, residential, and institutional functions on upper floors and pedestrian-oriented retail and business services at street level. The established parking requirements for the area and the prospective design of both public and private parking facilities within the Union Square Revitalization Area will function as an integral part of the district's successful redevelopment. The CCD and TOD zoning districts that cover the majority of the Redevelopment Area's parcels feature some of the lowest requirements for the provision of on-site parking, exemptions for small retail establishments (<1,500 sq. ft.), and waivers to reduce parking minimums by Special Permit when appropriate transportation demand management planning is carried out by developers and business operators. These zoning mechanisms and others that may be introduced as part of the ongoing update to the Somerville Zoning Ordinance will establish a strong link between programs to reduce single occupancy vehicle trips. In addition, requirements that can be placed on redevelopers for the provision of on-site parking and the introduction of programs to encourage changes in travel behavior have the potential to increase the use of various modes of transportation - with a principle focus on the Green Line, but also walking and bicycling.

Summaries of the CCD-55 and TOD Districts are highlighted below, but both types may be explored more fully by consulting the Somerville Zoning Ordinance, available at <http://www.somervillema.gov/departments/ospcd/planning-and-zoning>.

THE CORRIDOR COMMERCIAL DISTRICT

The purpose of a Corridor Commercial District (CCD) is to promote appropriate infill development along heavily traveled transportation corridors, especially where corridors meet at named squares such as Union Square. Specifically, the CCD-55 District³ provides for mixed-use or commercial development at a mid-rise scale.

This district recognizes that commercial corridors present opportunities for an active mix of uses while also addressing development challenges posed by smaller lots, nearby existing residential development, and the need for accessibility to multiple modes of transportation. In Union Square, the CCD-55 District will:

- Encourage active mid-rise commercial and residential uses that contribute to a multi-modal-friendly street;
- Increase commercial investment in high-profile, accessible areas including retail that is largely neighborhood-serving in multi-tenant, mixed use buildings;
- Preserve and complement historic structures;
- Discourage inappropriate auto-oriented, significant trip-generating uses along transit corridors; and
- Promote pedestrian and bicycle activities.

Table 3-1: Use Clusters in the CCD District

A.	Office/R&D/Institutional Uses	F.	Other Accommodations ⁴
B.	Small Retail and Service (less than 1,500 net square feet)	G.	Educational/Recreational Services
C.	Medium Retail and Service (1,500 to 10,000 net square feet)	I.	Other Uses ⁴
D.	Eating and Drinking	J.	Protected Uses ⁴
E.	Residential (except on first floors facing corridor streets unless it already exists)	K.	Large Retail and Service (more than 10,000 net square feet)

TRANSIT ORIENTED DISTRICTS

The purpose of a Transit Oriented District (TOD) is to encourage mixed-use transit-oriented development with well-designed pedestrian access near transit connections and

³ The Zoning Ordinance also includes a CCD-45 District that provides for mixed-use or commercial development at a small to mid-rise scale, but the Revitalization Area does not include any CCD-45 Districts.

⁴ Consult the Somerville Zoning Ordinance for detail on these specific uses.

commercial squares, such as Union Square. In response to different neighborhood contexts, the TOD districts have various heights, densities, and compatible use mixes. In order to be aesthetically, economically, environmentally and socially beneficial, projects in TOD districts are expected to have a mix of uses both within buildings and across the districts. Moderate to high density developments will include commercial, residential, and institutional cores with pedestrian-oriented retail and business services. Parking, where provided, is required to be in structured parking facilities. In anticipation of the fact that in dynamic commercial centers, changes in tenancy and use will occur, the TOD districts are intended to be responsive to changing market conditions while maintaining high standards for building design and construction. As such, development review in these districts is concerned primarily with the appropriateness of building design and broad categories of uses. The major objectives of a TOD district are:

- To facilitate development of a mix of uses that contributes to a vibrant business environment and increases street-level activity;
- To increase real estate investment and strengthen the local tax base through intensive commercial development in the higher density TOD districts;
- To create new jobs at a variety of income and skill levels;
- To redevelop vacant or underutilized land with appropriately dense development;
- To replace incompatible and environmentally unsound uses with compatible mixed-use development;
- To increase the supply of affordable housing units within the City of Somerville; and
- To encourage sustainable development and the use of green building standards.

The Zoning Ordinance divides TODs into the following sub-districts, which are distinguished by their respective height and density regulations. The Revitalization Area contains all four of the sub-districts.

- TOD-55: a lower density sub-district allowing for mixed-use development near existing lower-density residential neighborhoods. In the heart of Union Square, a TOD-55 development is anticipated to be a mix of commercial and residential uses. A TOD-55 development on a residential street is expected to be predominantly residential in nature.
- TOD-70: a moderate density sub-district designed to complement nearby existing developments and to serve as a gateway to higher density districts. Pedestrian-oriented uses along major public streets encourage activity at street level.
- TOD-100: allows a taller, more commercial core, with opportunities for signature building tops as well as street-level facades that relate to nearby mid-rise development. Office, research and development, and life sciences are encouraged in this sub-district in order to bring good quality jobs to the area and to increase the City's commercial tax

base. Residential development may be allowed, provided it is secondary and complementary to the commercial development. Pedestrian-oriented uses along major public streets encourage activity at the street level.

- TOD-135: a higher-density, taller sub-district providing the largest economic development opportunities, while being strategically located to minimize impacts to existing neighborhoods. Office, research and development, and life sciences are encouraged in this sub-district in order to bring good quality jobs to the area and to increase the City’s commercial tax base. Residential development may be allowed, provided that it is secondary and complementary to commercial development. To offset higher density, increased provision of public open space is expected in this sub-district.

Table 3-2: Use Clusters in the TOD Districts

A.	Office/R&D/Institutional Uses	F.	Other Accommodations ⁵
B.	Small Retail and Service (less than 1,500 net square feet)	G.	Educational/Recreational Services
C.	Medium Retail and Service (1,500 to 10,000 net square feet)	H.	Light Industrial
D.	Eating and Drinking	I.	Other Uses ⁵
E.	Residential	J.	Protected Uses ⁵
		K.	Large Retail and Service (more than 10,000 net square feet)

The Somerville Zoning Ordinance serves to inform the future development strategy for the Revitalization Area. In addition to the uses outlined above for the CCD and TOD Districts, the Zoning Ordinance sets out requirements for all of the various zoning districts included in the Revitalization Area including uses, densities, land coverage, setbacks, building height, floor area ratio (FAR), and parking and loading requirements.

LAND DISPOSITION AGREEMENTS

As is required in the Housing and Urban Renewal regulations of 760 CMR 12.05, DHCD will approve a Land Disposition Agreement (LDA) for each Disposition Parcel. Each LDA will include covenants and safeguards to ensure that the particular Disposition Parcel is redeveloped in accordance with the representations of the redeveloper and the expectations of the City of Somerville and the SRA.

⁵ Consult the Somerville Zoning Ordinance for detail on these specific uses.

12.02(4) FINANCIAL PLAN

STATEMENT OF DIRECT/INDIRECT INTEREST

No member of the Somerville Redevelopment Authority (SRA) nor the Somerville Planning Board and no employee or officer of the City of Somerville has, or is believed to have, any direct or indirect interest in any parcel to be acquired under this Union Square Revitalization Plan.

ACQUISITION COSTS

The Revitalization Plan names properties to be acquired (“Acquisition Properties”), some of which are made up of multiple parcels, and all of which are only included in Transformation Area #1. There are no partial acquisitions designated in this Revitalization Plan.⁶ The total acquisition cost for these properties, excluding properties currently owned by the municipality, is estimated at \$26 million based on the FY2012 Assessed Value.

In addition to the acquisition price paid to property owners, acquisition costs will include appraisal, title, preliminary site assessments, and other closing-related expenditures. On behalf of the SRA, the Mayor’s Office of Strategic Planning and Community Development (OSPCD) has procured appraisal services in anticipation of the activities under this Plan. The actual costs for appraisals will vary depending on the type and size of the property being appraised and the method of appraisal.

The budget estimate at the end of Section 12.02(4) focuses on Block D2 of the 2012 Revitalization Plan: namely, redevelopment of the North Prospect Block and engineering design for specific items identified for Union Square’s new and upgraded public infrastructure.

⁶ This would not preclude a plan change in the future, designating a partial acquisition, subject to the approval of the Commonwealth.

RELOCATION COSTS

The federal Uniform Relocation Assistance and Real Property Act, the federal relocation regulations at 49 CFR 24, along with the Massachusetts General Laws Chapter 79A Relocation Assistance and regulations at 760 CMR 27.00 et seq. require that assistance and benefits be provided to residents and businesses who are displaced as a result of a real estate acquisition by a public entity, or a private entity using public funds, regardless of whether the real property is acquired by eminent domain or negotiated sale. Negotiated sales between a private entity and a seller using private money are not subject to relocation assistance and benefits. An experienced relocation consultant has been procured by OSPCD to undertake a relocation plan and provide relocation services in connection with the businesses and residences that will be displaced if acquired under this Revitalization Plan. Relocation Benefits will include payment for actual moving expenses; at least 120 days advance written notice to vacate; and assistance in finding a suitable and/or comparable replacement home or business site. Total costs for relocation are estimated at \$5.3 million.

SITE PREPARATION COSTS

Site preparation costs will include demolition (estimated at \$500,000 for Block D-2 as well as fencing and other measures to safeguard the community. Site preparation costs for other acquisition parcels acquired by the City are expected to be borne by the redeveloper.

REMEDIATION COSTS

Analysis of existing soil conditions and costs for remediation are available to varying degrees for different properties in the Revitalization Area. For the North Prospect Block, OSPCD has been working closely with the State Department of Environmental Protection (DEP) and the U.S. Environmental Protection Agency (EPA) to determine needed actions. To date, the City has been awarded a total of just over \$3 million for assessment and remediation of the Kiley Barrel Property on the North Prospect Block. The SRA will conduct, to the extent possible, all appropriate inquiry prior to acquiring a parcel and these and any other discovered environmental concerns may impact the acquisition price of a particular parcel. If an imminent hazard is identified during the SRA's ownership of a site, the SRA and the City would be responsible for the immediate response action required under DEP regulations.

Otherwise, it is expected that remediation costs in the Revitalization Area as a whole will be addressed through a combination of resources and approaches, including but not limited to the following: the MBTA will be responsible for assessment and cleanup costs for the Union Square Green Line Station and its drop-off/pickup area; designated redevelopers may undertake

assessment and cleanup using private funding; or assessment and cleanup may be partially funded through a combination of federal and state assistance programs as available and awarded.

COST OF PUBLIC IMPROVEMENTS

In addition to the construction of the Union Square Green Line Station within the Revitalization Area and the Washington Street Station at the edge of the Area - both of which will be funded with state and, potentially, federal funds - this Revitalization Plan proposes additional roadway, water and sewer, and multi-modal transportation improvements. The project area will be enhanced with widened sidewalks and plazas, curb extensions, and raised crosswalks. In addition, bicycle lanes, bike corrals and other bicycle-related improvements will be installed at appropriate locations. Subject to final transportation planning analysis, traffic on Webster and Prospect will be converted from one-way to two-way. Buses will be rerouted appropriately in conjunction with the new Union Square Station design and the City's plan for public improvements, and new and/or upgraded signalization and way-finding elements will be installed. Substantial roadway surface improvements and subsurface water and sewer upgrades will be made to help address the longstanding flooding problem at Somerville Avenue. These public improvements are discussed in greater detail at Section 12.02(7).

The total cost of public improvements for Transformation Area #1 is estimated at \$60 million, including \$40 million for roadway and utilities in the Square and easterly along Somerville Avenue; \$15 million for open space; and \$5 million for engineering services. Implementation of these public improvements as identified in **Table 4-8**, is subject to amendment based on further studies and evaluations to be conducted in support of this Revitalization Plan.

The total costs of Public Improvements relating to Transformation Areas #2 and #3 have not been estimated at this time. In Transformation #2, the scale of improvements is subject to and depends upon owner participation in an overall new street network plan in Boynton Yards. In Transformation Area #3, state involvement in certain improvements including the proposed de-elevation of McGrath Highway at Washington Street is at a preliminary stage and limits the ability of the City to estimate the cost of these improvements at this time.

FINANCING MECHANISMS

Multiple state and federal programs are available for urban infrastructure, transit-oriented development, and economic development, and OSPCD has an outstanding record of attracting and leveraging a variety of federal and state funding sources, including the following:

- \$50 million (now increased to \$58 million) from the Commonwealth under the Infrastructure/Investment Incentive ("I-Cubed") Act for public infrastructure in Assembly Square -- the first award of its kind made in the Commonwealth;

- Over \$29 million in American Recovery and Reinvestment Act “ARRA” grant funding (also known as federal “stimulus” funds) for an arterial roadway in Assembly Square, and funding improvements at Washington Street, Magoun Square, and the Minuteman Connector, as well as various other infrastructure projects;
- \$23 million in federal and state funding for roadway reconstruction and utility improvements on Somerville Avenue;
- \$18 million approved by the Massachusetts Board of Library Commissioners (MBLC) to be placed on a waiting list for a construction grant to partially fund a new public library in the historic core of Union Square, with Somerville receiving the highest grant award in the Commonwealth and placing first in the second round of review;
- \$7 million in federal and state funds for the East Broadway Streetscape project;
- Over \$4.5 million in EPA funding, \$50,000 in MassDEP funding, and over \$1.3 million in MassDevelopment funding for environmental assessment and cleanup costs in Union Square and other areas of the City;
- Over \$4 million received from multiple state and federal sources, since 2004 including Urban Park Recreation Recovery Programming (UPRRP) from the National Park Service, Urban Self Help Program, Tree Challenge Grants and Parkland Acquisitions and Renovations for Communities Program (PARC) from the Commonwealth’s Department of Conservation Services, to expand and/or improve parks and open space;
- \$4.1 million in federal and state funds for the reconstruction of Beacon Street;
- \$2.1 million in federal and state funds for the extension of the Community Path from Cedar St. to Lowell St.;
- \$2 million in Growth District Initiative funding for Assembly Square Drive;
- \$490,000 in MassDOT Transportation Oriented Development (TOD) funding for public access improvements in connection with the Maxwell Green project; and
- \$390,000 in Federal Transit Administration Section 5309 funding for the Hubway Bikeshare program.

In addition to public funding from federal and state sources, the City has the proven expertise and capacity to assemble public/private partnership approaches to funding infrastructure. In May of 2011, the Massachusetts Office of Business Development approved the City’s District Improvement Financing (DIF) proposal for the Assembly Row project in Assembly Square, allowing the Somerville Board of Aldermen to authorize \$25.75 million in general obligation bonds to reimburse the developer for public infrastructure costs. Somerville’s Assembly Row DIF is considered to be the most successful application of this financial approach within the Commonwealth to date.

The DIF contribution from the City leveraged a simultaneous \$38 million contribution from the Commonwealth toward a new Orange Line Station in Assembly Square that commenced construction in the Spring of 2012. With the T-Station a reality as a result of the

actions by the City and the Commonwealth, the developer of the Assembly Row project then followed through on a promised \$15 million contribution to the Orange Line Station.

The City has in the past and will continue in the future to aggressively seek out all future potential public and private funding options for infrastructure and redevelopment activities in the Union Square Revitalization District, including not only Union Square, but also Boynton Yards and the McGrath/Medford Corridor, which will follow Union Square in the later part of this 20 year plan. These options include but are not limited to municipal bonds, District Improvement Financing (DIF), the state's Infrastructure Investment Incentive (I-Cubed) program, and the Massachusetts Water Resources Authority among others, as well as federal assistance programs through agencies such as the Federal Highway Administration (FHWA) and Environmental Protection Agency (EPA).

FUNDING FOR TRANSFORMATION AREA #1: PROSPECT/WEBSTER CORRIDOR

The City of Somerville intends to authorize \$8 million in general obligation bonds to commence Block D2 of the Union Square Revitalization Plan. These bonds will fund all expenses related to the acquisition, relocation, and site preparation of seven properties on the North Prospect Block (approximately \$6 million), as well as pay for engineering and other related consultant services to achieve 25% design on the aforementioned public infrastructure (approximately \$2 million). Subsequent acquisition, relocation, site preparation, and infrastructure costs may be funded through City bonding or other funding sources, including potential funding from private redevelopers.

The 2012 Union Square Revitalization Plan seeks to promote and incentivize private sector interest in accordance with the goals of the SomerVision Comprehensive Plan and the recently adopted new zoning for Union Square. While the City seeks to initiate redevelopment of Block D2 in order to ensure the operation of the Green Line station by winter 2016 / 2017 as set forth in the MOA, it is possible that the private sector will proactively undertake redevelopment of Blocks D1, D3-D7. Sequencing of these Blocks is contingent upon available funding sources and market conditions. If subsequent acquisition, relocation, and site preparation costs are required by the City, funding shall be sought from a variety of city, state, and / or federal funding sources. A proposed Budget for Transformation Area #1 is included as **Table 4-8**.

FUNDING FOR TRANSFORMATION AREA #2: BOYNTON YARDS

A budget is not included for the Boynton Yards Transformation Area because there are no acquisition parcels being designated at this time. While the City is actively engaged in conversations with various stakeholders interested in the future of Boynton Yards, the

development of this Area is contingent upon Union Square’s success and the realization of the MBTA’s Green Line Station within Block D2.

FUNDING FOR TRANSFORMATION AREA #3: McGRATH/MEDFORD CORRIDOR

A budget is not included for the McGrath/Medford Corridor Transformation Area because there are no acquisition parcels being designated at this time. While the City is actively engaged in conversations with various stakeholders interested in the corridor, the area’s future is dependent upon the de-elevation of the McGrath overpass at Washington Street. The City is working closely with MassDOT to advance the de-elevation as soon as possible, and has included the McGrath corridor as a plan component to help incentivize appropriate growth relative to the significant infrastructure improvements expected.

DESIGNATION OF ACQUISITION PROPERTIES

For discussion purposes Figure 4-1 and Figure 4-2 groups properties into the following seven categories:

- | | |
|-------------------------|----------------------------------|
| 1. Civic Center Block | 5. Washington Street North Block |
| 2. North Prospect Block | 6. Somerville Avenue South Block |
| 3. South Prospect Block | 7. Warren Avenue Block |
| 4. West Prospect Block | |

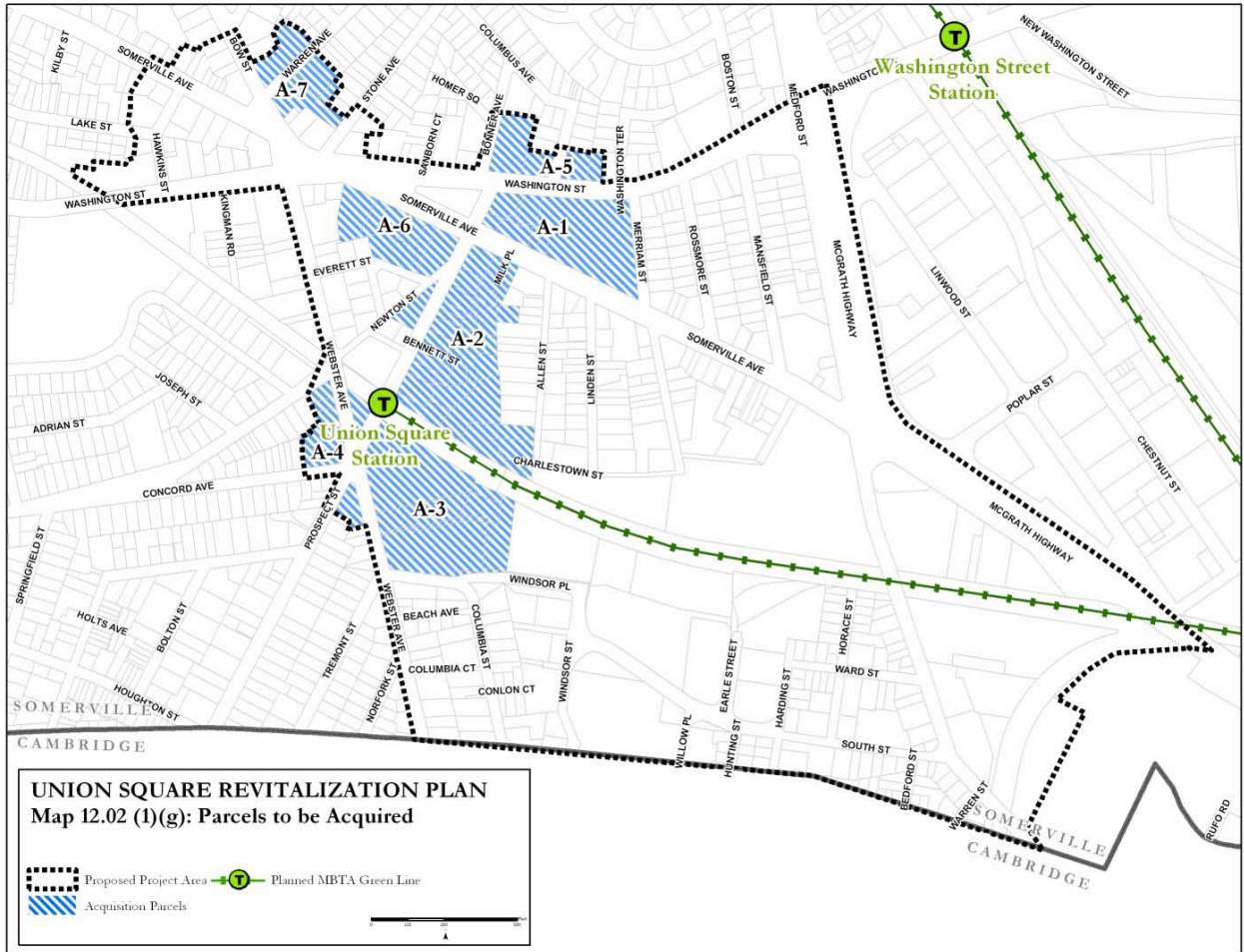


Figure 4-1: Parcels groups for Acquisition

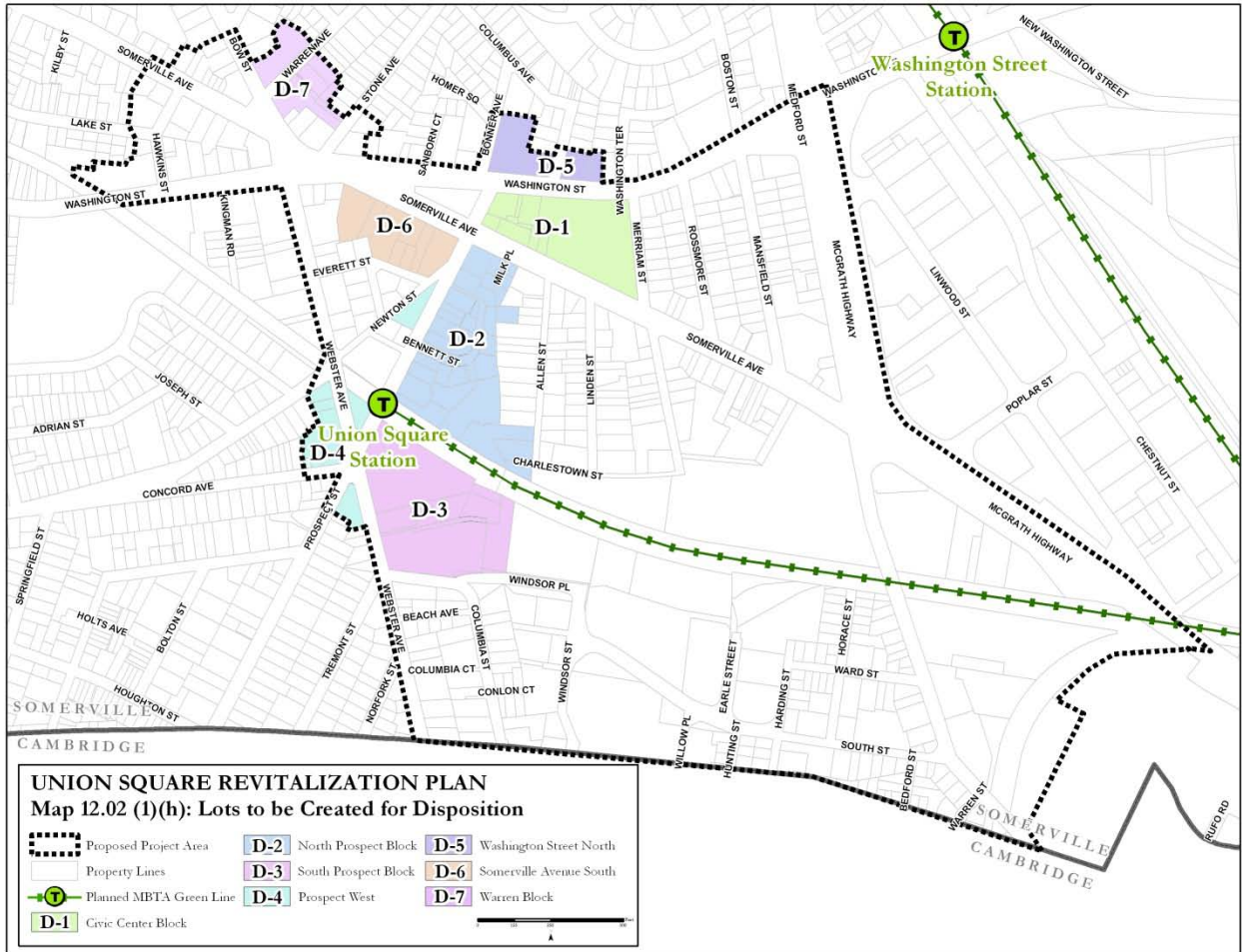


Figure 4-2: Parcel groups for Disposition

In Table 4-1 through 4-7, parcels within Acquisition Blocks and Disposition Blocks are assigned numbers. The same parcel could be designated as an Acquisition Parcel (“A”), a Disposition Parcel (“D”), or both.

ACQUISITION PARCELS AND DISPOSITION PARCELS

TABLE 4-1: CIVIC CENTER BLOCK (Comprising Blocks A-1 and/or D-1)

Group and Parcel #	Address	Owner	Land SF	Use	M/B/L	FY12 Assessed Value (AV)
A-1-1-1 D-1-1-1	238 Washington St.	Richard A. DiGiovanni	7,863	Store/Shop	81-D-1	\$407,000
A-1-1-2 D-1-1-2	238 Washington St.	Richard A. DiGiovanni	MBL 81- D-2 (merged with 81-D-1)			
A-1-1-4 D-1-1-4	273 Somerville Ave.	Richard A. DiGiovanni	2,056	Store/Shop	81-D-9	\$199,300
A-1-2-1 D-1-2-1	269 Somerville Ave.	William A. Panzino, Jr., Trustee	6,001	Auto Repair	81-D-7	\$637,400
A-1-2-2 D-1-2-2	269 Rear Somerville Ave.	William A. Panzino, Jr., Trustee	1,500	Parking Lot	81-D-8	\$90,200
A-1-3-1 D-1-3-1	261 Somerville Ave.	George and Evangelia Manjoros	2,500	2-Family	81-D-6	\$400,900
A-1-3-2 D-1-3-2	259 Somerville Ave.	George and Evangelia Manjoros	2,665	Vacant Land	81-D-5	\$32,100
Privately-owned Sub total			22,585			\$1,766,900
A-1-4-1 D-1-4-1	228 Washington St.	City of Somerville	88,112	Municipal Facility	81-D-4	\$11,950,200
A-1-4-2 D-1-4-2	234 Washington St.	City of Somerville	MBL 81- D-3 (merged with 81-D-4)			
Publicly-owned Sub total			88,112			\$11,950,200
TOTAL			110,697			\$13,717,100

TABLE 4-2: NORTH PROSPECT BLOCK (Comprising Blocks A-2 and/or D-2)

Group and Parcel #	Address	Owner	Land SF	Use	M/B/L	FY12 Assessed Value (AV)
A-2-1 D-2-1	26 Prospect St.	Francis Fahey	5,680	Comm Wrhse	82-I-1	\$333,300
A-2-2 D-2-2	30 Prospect St.	Francis Fahey	2,340	Mixed Use	82-I-2	\$325,600
A-2-3-1 D-2-3-1	27 Bennett St.	Pink MN, Inc.	30,472	Indus Office	82-I-6	\$836,000
A-2-3-2 D-2-3-2	27 Bennett St.	Yellow L, Inc.	MBL 82-I-3 (merged with 82-I-6)			
A-2-3-3 D-2-3-3	27 Bennett St.	Blue P, Inc.	MBL 82-I-4 (merged with 82-I-6)			
A-2-3-4 D-2-3-4	27 Bennett St.	M&S Bennett Services	MBL 82-I-5 (merged with 82-I-6)			
A-2-3-5 D-2-3-5	27 Bennett St.	M&S Bennett Services	MBL 82-I-7 (merged with 82-I-6)			
A-2-3-6 D-2-3-6	27 Bennett St.	M&S Bennett Services	MBL 82-D-31 (merged with 82-I-6)			
A-2-3-7 D-2-3-7	27 Bennett St.	M&S Bennett Services	MBL 82-D-32 (merged with 82-I-6)			
A-2-3-8 D-2-3-8	27 Bennett St.	M&S Bennett Services	MBL 82-D-33 (merged with 82-I-6)			
A-2-4-1 D-2-4-1	50 Prospect St.	Green BCD, Inc.	12,585	Indus Office	82-D-26	\$649,600
A-2-4-2 D-2-4-2	50 Prospect St.	Green BCD, Inc.	MBL 82-D-27 (merged with 82-D-26)			
A-2-5-1 D-2-5-1	40 Bennett St.	Prospect Iron & Steel	47,604	Ind Wrhse	82-D-23	\$618,200
A-2-5-2 D-2-5-2	41 Bennett St.	Green BCD, Inc.	MBL 82-D-24 (merged with 82-D-23)			

A-2-5-3 D-2-5-3	42 Bennett St.	Prospect Iron & Steel	MBL 82-D-25 (merged with 82-D-23)			
A-2-5-4 D-2-5-4	43 Bennett St.	Prospect Iron & Steel	MBL 82-D-29 (merged with 82-D-23)			
A-2-5-5 D-2-5-5	44 Bennett St.	Prospect Iron & Steel	MBL 82-D-30 (merged with 82-D-23)			
A-2-6-1 D-2-6-1	49-51 Allen St.	49-51 Allen Street Realty Trust	31,761	Auto Repair	82-D-20	\$196,900
A-2-6-2 D-2-6-2	49-51 Allen St.	49-51 Allen Street Realty Trust	MBL 82-D-21 (merged with 82-D-20)			
A-2-6-3 D-2-6-3	49-51 Allen St.	49-51 Allen Street Realty Trust	MBL 82-D-38 (merged with 82-D-20)			
A-2-7 D-2-7	4 Milk Place	Antonia Shelzi	1,520	1-Family	82-D-5	\$251,100
Privately-owned Sub total			131,962			\$3,210,700
D-2-8	258 Somerville Ave.	Somerville Redevelopment Authority	1,449	Vacant Land	82-D-6	\$25,800
D-2-9-1	20-22 Prospect St.	Somerville Redevelopment Authority	25,391	Vacant Land	82-D-37	\$977,800
D-2-9-2	20-22 Prospect St.	Somerville Redevelopment Authority	MBL 82-D-2 (merged with 82-D-37)			
D-2-9-3	20-22 Prospect St.	Somerville Redevelopment Authority	MBL 82-D-3 (merged with 82-D-37)			
D-2-9-4	20-22 Prospect St.	Somerville Redevelopment Authority	MBL 82-D-4 (merged with 82-D-37)			
D-2-9-5	20-22 Prospect St.	Somerville Redevelopment Authority	MBL 82-D-34 (merged with 82-D-37)			

D-2-9-6	20-22 Prospect St.	Somerville Redevelopment Authority	MBL 82-D-34A (merged with 82-D-37)			
D-2-9-7	20-22 Prospect St.	Somerville Redevelopment Authority	MBL 82-D-36 (merged with 82-D-37)			
D-2-9-8	20-22 Prospect St.	Somerville Redevelopment Authority	MBL 82-I-1A (merged with 82-D-37)			
A-2-10 D-2-10	Prospect St.	City of Somerville	7,475	Vacant Land	82-D-1	\$250,600
A-2-11 D-2-11	42 Prospect St.	City of Somerville	3,150	Vacant Land	82-D-28	\$153,600
Publicly-owned Sub total			37,465			\$1,407,800
TOTAL			169,427			\$4,618,500

TABLE 4-3: SOUTH PROSPECT BLOCK (Comprising Blocks A-3 and/or D-3)

Group and Parcel #	Address	Owner	Land SF	Use	M/B/L	FY12 Assessed Value (AV)
A-3-1 D-3-1	50 Webster Ave.	Webster Avenue Realty Trust	67,042	Ind Wrhse	96-A-1	\$1,892,400
A-3-2 D-3-2	520 Columbia	ZPF, LLC	52,581	Ind Wrhse	96-A-31	\$2,831,800
A-3-3-1 D-3-3-1	56 Webster Ave.	Columbia Street Realty, LLC	60,002	Ind Wrhse	96-A-32	\$1,735,300
A-3-3-2 D-3-3-2	56 Webster Ave.	Columbia Street Realty, LLC	MBL 96-A-33 (merged with 96-A-32)			
A-3-3-3 D-3-3-3	56 Webster Ave.	Columbia Street Realty, LLC	MBL 96-A-34 (merged with 96-A-32)			
A-3-3-4 D-3-3-4	56 Webster Ave.	Columbia Street Realty, LLC	MBL 96-A-35 (merged with 96-A-32)			
A-3-3-5 D-3-3-5	56 Webster Ave.	Columbia Street Realty, LLC	MBL 96-A-2 (merged with 96-A-32)			
A-3-3-6 D-3-3-6	56 Webster Ave.	Columbia Street Realty, LLC	MBL 96-A-38 (merged with 96-A-32)			
A-3-3-7 D-3-3-7	56 Webster Ave.	Columbia Street Realty, LLC	MBL 96-A-41 (merged with 96-A-32)			
A-3-3-8 D-3-3-8	56 Webster Ave.	Columbia Street Realty, LLC	MBL 96-A-42 (merged with 96-A-32)			
TOTAL			179,625			\$6,459,500

TABLE 4-4: WEST PROSPECT BLOCK (Comprising Blocks A-4 and/or D-4)

Group and Parcel #	Address	Owner	Land SF	Use	M/B/L	FY12 Assessed Value (AV)
A-4-1-1 D-4-1-1	41 Webster Ave.	Stephen R. Wyner et al., Trustees	6,578	Auto Repair	82-E-15	\$179,600
A-4-1-2 D-4-1-2	41 Webster Ave.	Stephen R. Wyner et al., Trustees	MBL 82-E-16 (merged with 82-E-15)			
A-4-1-3 D-4-1-3	45 Webster Ave.	Stephen R. Wyner et al., Trustees	15,667	Auto Repair	82-E-17	\$717,000
A-4-1-4 D-4-1-4	45 Webster Ave.	Stephen R. Wyner et al., Trustees	MBL 82-E-19 (merged with 82-E-17)			
A-4-2 D-4-2	47 Webster Ave.	Branko Pishev, Trustee	7,264	Auto Repair	82-E-18	\$537,100
A-4-3 D-4-3	48 Webster Ave.	Michael Raposa	5,976	Auto S&S	82-F-3	\$181,400
A-4-4 D-4-4	35 Prospect St.	J.T. Scott	8,350	Gymnasium	82-J-1	\$512,800
A-4-5 D-4-5	70 Prospect St.	Laurel Shuman et al., Trustees	8,501	Auto S&S	83-B-1	\$345,800
TOTAL			52,336			\$2,473,700

TABLE 4-5: WASHINGTON STREET NORTH BLOCK (Comprising Blocks A-5 and/or D-5)

Group and Parcel #	Address	Owner	Land SF	Use	M/B/L	FY12 Assessed Value (AV)
A-5-1-1 D-5-1-1	223 Washington	Brazos Automotive Property, LP	13,484	Auto Repair	81-A-31	\$664,700
A-5-1-2 D-5-1-2	223 Washington	Brazos Automotive Property, LP	MBL 81-A-30 (merged with 81-A-21)			
A-5-2 D-5-2	231 Washington	Davidian Washington Street LLC	8,209	Auto Repair	81-E-7	\$493,000
Privately-owned Sub total			21,693			\$1,157,700
A-5-3 D-5-3	237 Washington	US Govt	24,150	Post Office	81-E-8	\$2,779,600
Publicly-owned Sub total			24,150			\$2,779,600
TOTAL			45,843			\$3,937,300

TABLE 4-6: SOMERVILLE AVENUE SOUTH BLOCK (Comprising Blocks A-6 and/or D-6)

Group and Parcel #	Address	Owner	Land SF	Use	M/B/L	FY12 Assessed Value (AV)
A-6-3-1 D-6-3-1	9 Union Square	Ellen S. DiFonzo	21,467	Rest/Club	82-C-4	\$1,125,600
A-6-3-2 D-6-3-2	9 Union Square	Ellen S. DiFonzo	MBL 82-C-5 (merged with 82-C-4)			
A-6-4 D-6-4	2 Union Square	Carlo Maugini- Hansen	15,599	Store/Shop	82-C-6	\$894,800
A-6-5-1 D-6-5-1	298 Somerville Av	Union Square LLC	12,749	Auto Repair	82-C-7	\$774,700
A-6-5-2 D-6-5-2	298 Somerville Av	Union Square LLC	MBL 82-C-11 (merged with 82-C-7)			
A-6-5-3 D-6-5-3	298 Somerville Av	Union Square LLC	MBL 82-C-12 (merged with 82-C-7)			
A-6-6 D-6-6	290 Somerville Av	Fabrizio Realty Corp.	5,270	Rest/Club	82-C-8	\$533,800
A-6-7 D-6-7	286 Somerville Av	D' Alelio Family LLC	12,836	Rest/Club	82-C-10	\$842,300
TOTAL			67,921			\$4,171,200

TABLE 4-7: WARREN AVENUE BLOCK (Comprising Blocks A-7 and/or D-7)

Group and Parcel #	Address	Owner	Land SF	Use	M/B/L	FY12 Assessed Value (AV)
A-7-1-1 D-7-1-1	41 Union Square	CRE JV Five Branch Holdings LLC	32,019	Bank	73-D-19	\$1,391,000
A-7-1-2 D-7-1-2	41 Union Square	CRE JV Five Branch Holdings	MBL 73-D-16 (merged with 73-D-19)			
A-7-1-3 D-7-1-3	41 Union Square	CRE JV Five Branch Holdings LLC	MBL 73-D-17 (merged with 73-D-19)			
A-7-1-4 D-7-1-4	41 Union Square	CRE JV Five Branch Holdings LLC	MBL 73-D-20 (merged with 73-D-19)			
A-7-1-5 D-7-1-5	41 Union Square	CRE JV Five Branch Holdings LLC	MBL 73-D-21 (merged with 73-D-19)			
A-7-1-6 D-7-1-6	41 Union Square	CRE JV Five Branch Holdings LLC	MBL 73-D-22 (merged with 73-D-19)			
A-7-1-7 D-7-1-7	41 Union Square	CRE JV Five Branch Holdings LLC	MBL 73-D-23 (merged with 73-D-19)			
A-7-4 D-7-4	1 Bow Street	Angelina M. Ianelli	19,056	Auto S&S	73-C-10	\$905,800
TOTAL			51,075			\$2,296,800

TABLE 4-8: ANTICIPATED BUDGET FOR TRANSFORMATION AREA #1

Item	Uses	Block D2		Blocks D1, D3-D7		Blocks D1-D7
		Sources	Proposed Expenses	Sources	Projected Expenses	Projected Expenses
<i>Pre-Acquisition</i>						
1	Windshield Appraisals	City Appropriation	\$ 27,000	N/A	\$ 0	\$ 27,000
2	Full Narrative Appraisals	City Appropriation	\$ 33,000	TBD	\$ 66,000	\$ 99,000
3	Relocation Consultant	City Appropriation	\$ 65,000	TBD	\$ 130,000	\$ 195,000
4	Legal Services	City Appropriation	\$ 30,000	TBD	\$ 60,000	\$ 90,000
5	Administrative Expenses	City Appropriation	\$ 5,000	TBD	\$ 10,000	\$ 15,000
			<i>Sub-total</i>		\$ 266,000	\$ 426,000
<i>Acquisition</i>						
6	Land Assembly	General Obligation Bond	\$ 3,700,000	TBD	\$ 26,066,000	\$ 29,766,000
7	Relocation Expenses	General Obligation Bond	\$ 800,000	TBD	\$ 4,500,000	\$ 5,300,000
8	Environmental Assessment	EPA Grant Award	\$ 127,000	TBD	\$ 254,000	\$ 381,000
			<i>Sub-total</i>		\$ 30,820,000	\$ 35,447,000
<i>Post-Acquisition</i>						
10	Site Preparation	General Obligation Bond	\$ 500,000	TBD	\$ 0	\$ 500,000
			<i>Sub-total</i>		\$ 0	\$ 500,000
<i>Public Infrastructure</i>						
11	Engineering (25%)	General Obligation Bond	\$ 2,000,000	N/A	\$ 0	\$ 2,000,000
12	Engineering (100%)	TBD	\$ 3,000,000	TBD	\$ 0	\$ 3,000,000
13	Construction - Infrastructure		\$ 10,000,000	TBD	\$ 30,000,000	\$ 40,000,000
14	Construction - Open Space	TBD	\$ 0	TBD	\$ 15,000,000	\$ 15,000,000
			<i>Sub-total</i>		\$ 45,000,000	\$ 60,000,000
<i>Other</i>						
15	Reserve	General Obligation Bond	\$ 1,000,000	TBD	\$ 6,000,000	\$ 7,000,000
			<i>Sub total</i>		\$ 6,000,000	\$ 7,000,000
			TOTAL:		\$ 82,086,000	\$ 103,373,000
16	Less Potential Land Sale Revenue		\$ 4,005,000		\$ 14,215,000	\$ 18,220,000
			TOTAL NET BUDGET:		\$ 67,871,000	\$ 85,153,000

Notes:

- Table 4-8 excludes private sector investment figures.
- Items 1, 2, 3 - Services have been retained.
- Item 6 - These figures include a 15% adjustment from the FY12 assessed value. Without such markup, the total for all blocks would be ~\$26M.
- Item 6 - Environmental remediation costs have not been deducted from these figures.
- Item 6 - These figures include the value of existing structures that may be demolished in accordance with this Plan.
- Item 16 - These figures represent the FY12 assessed value for land (no improvements are included).
- Items 13 & 14 - While certain public infrastructure improvements are required for Block D2, costs may be spread out over the development of all of the blocks.
- Items 6, 7, 10, 11, & 15 - These figures comprise the proposed \$8 million General Obligation Bond.

12.02(5) LOCAL APPROVALS

The SRA determined that the Revitalization Area is a “Decadent Area” within the meaning of G.L. c. 121B, §. 1 at a meeting held on August 15, 2012.

A public hearing on the Union Square Revitalization Plan was held on September 19, 2012 at Somerville City Hall. Notice of the public hearing was provided as required by law. Notice of the public hearing and a map indicating the area to be renewed was sent to the Massachusetts Historical Commission.

The Somerville Planning Board met on August 23, 2012 and made a determination that the Union Square Revitalization Plan is based on a local survey and conforms to the comprehensive plan for the community (SomerVision).

The Union Square Revitalization Plan was submitted to the Somerville Board of Aldermen on August 16, 2012. The Board of Aldermen voted ___ in favor, ___ opposed, to approve the Union Square Revitalization Plan on _____, 2012, and the Plan was approved by the Mayor on _____, 2012.

12.02(6) SITE PREPARATION

The City or the SRA will be responsible for demolition of existing structures on those parcels intended for the MBTA's Union Square Green Line Station and drop-off pick up area, as defined in Appendix 5 of the Memorandum of Agreement between the MBTA/MassDOT and the City and for the remainder of parcel D-2. It is anticipated that the redeveloper will be responsible for demolition and other site preparation costs for all other parcels. Site preparation challenges in the Revitalization Area include unsuitable soils and contaminated soils.

Of the 490 Brownfield sites in Somerville, approximately 25% are located within the boundary of the Revitalization Plan, an area which represents just 4% of the land in the City. Because the eastern portion of Somerville was, and still is, home to many industrial businesses, there is a strong likelihood that the redevelopment area will necessitate environmental remediation measures. The Mayor's Office of Strategic Planning and Community Development has an excellent track record of obtaining funding for site assessment and site cleanup costs from the United States Environmental Protection Agency, the Massachusetts Department of Environmental Protection, and MassDevelopment. The City of Somerville will be engaging the services of a Licensed Site Professional (LSP) to assist with all appropriate inquiries prior to site acquisition.

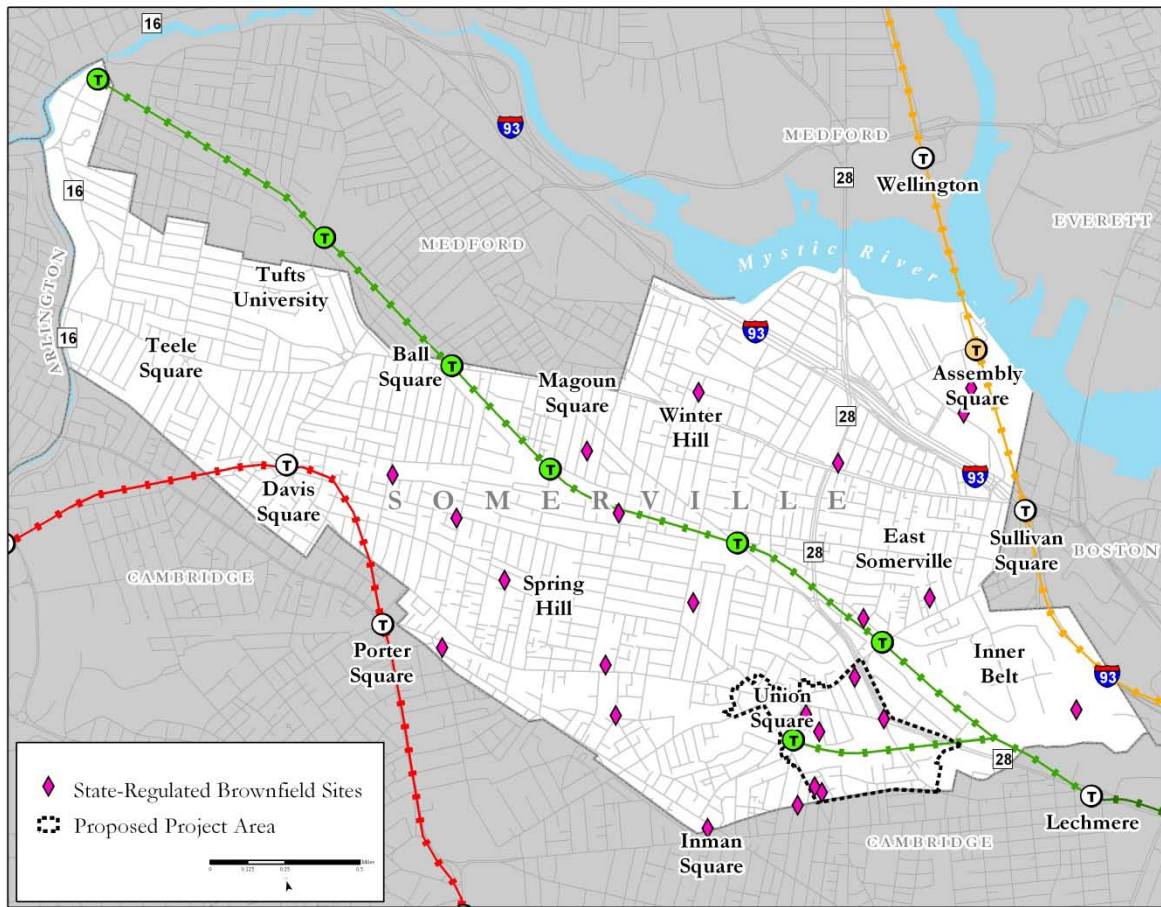


Figure 6-1: Brownfield Sites

12.02(7) PUBLIC IMPROVEMENTS

This Revitalization Plan proposes public realm, transportation, and utility improvements for the Revitalization Area.

BACKGROUND

In 1980, the City of Somerville adopted an earlier Union Square Revitalization Plan (the “1980 Plan”). At that time, the City’s consultant, Vanasse/Hangen/Brustlin (VHB) recommended making Prospect Street one-way northbound and Webster Avenue one-way southbound. Although the 1980 Plan was successful in realizing other goals, it was shortsighted in its traffic flow recommendations. The underlying premise was that having more traffic circulate through Union Square would allow more people to stop and shop in the Square, especially if there were more parking. It is now clear that this assumption was incorrect and resulted in greater congestion. The vision for Union Square as a strong commercially viable “downtown district” has not significantly changed over time – only the ideas as to how to achieve the vision. Examples are as follows:

UNION SQUARE TRAFFIC ANALYSIS BY BRUCE CAMPBELL AND ASSOCIATES, INC. (1995)

- Make Prospect Street south of Somerville Avenue two-way;
- Make Webster Avenue south of Somerville Avenue two-way;
- Enact a Union Square truck exclusion; and
- Upgrade signalization to include exclusive pedestrian crossing.

UNION SQUARE TRANSPORTATION PLAN BY EDWARDS KELCEY (2002)

- Implement Webster/ Prospect as two-way streets;

- Implement pedestrian/bicycle safety enhancements;
- Improve access and circulation;
- Implement new Union Square Plaza design;
- Implement additional landscape design along Somerville Avenue, Washington Street, and Webster Street;
- Acquire Right-of-Way along Prospect Street expediting access improvements to future multi-modal site on Prospect Street;
- Design and build multi-modal station along Prospect Street to facilitate public transportation;
- Extend the Green Line to Union Square.

PUBLIC REALM

The Union Square zoning already in place strongly encourages active uses at street level, creating multiple opportunities to enhance the space in the public realm. It is a priority of the urban renewal plan to expand sidewalks to the maximum extent possible to include areas for outdoor cafes, markets, public seating, and street trees and other landscaped open areas.

Throughout the Revitalization Area, the public realm should include:

- Active uses that integrate the public realm outdoors and the private development indoors, so that shops and restaurants spill out onto the sidewalk in good weather, and people on the sidewalk have a sense of activity and items of interest behind the windows of the building facades;
- Articulated gateways or thresholds letting people know when they arrive or leave;
- Well-lit night spaces affording openness and visibility and a sense of safety and security;
- Softer environments with areas of rain-, wind-, and sun-protection in coordination with street tree and other plantings;
- Color, texture, and articulation in paving materials and street furnishings; and
- Culturally expressive public art, wayfinding signage, and street furniture and furnishings.

TRANSPORTATION

Union Square Station may be the most anticipated of the pending public transportation improvements but, in keeping with the SomerVision Comprehensive Plan, the project area will also be enhanced with other, multi-modal transportation improvements designed to maintain an adequate traffic capacity for new development while creating comfortable and safe connections for pedestrians and bicyclists. Sidewalk widths will be maximized based on available space and, where possible, curb extensions will shorten crossing distances. Thoroughfares in the project area will have bicycle lanes, and bike corrals/boxes will be installed in appropriate locations. The new transportation network will be further enhanced through the establishment of a Transportation

Demand Management (TDM) program to encourage employers to provide alternatives to single occupant vehicles for daily commuting to jobs in the Plan area.



Figure 7-1: Union Square T-Station Renderings

ROADWAYS AND TRAFFIC CIRCULATION

Traffic flow is paramount in Union Square, but it must be balanced with the larger context of quality of life, future development, urban design goals, public open space opportunities, and transit access.

The following specific roadway changes are proposed as part of this Revitalization Plan:

- **Webster Avenue and Prospect Street**

Both Webster Avenue and Prospect Street are to be made two-way between the Webster Avenue/Prospect Street intersection and Somerville Avenue. Bicycle lanes will be provided along both roadways in both directions. Traffic will be slowed by eliminating the multi-lane, one-way existing condition which will slightly reduce the quantity of traffic that passes through the center of the Square under the existing configuration.

- **Bow Street at Summer Street and at Somerville Avenue**

A new bicycle lane will be introduced along Bow Street, and the Bow Street/Summer Street/Wesley Park intersection will be adjusted to improve the alignment of the intersection and slow down turning movements. The Somerville Avenue/Bow Street/Carlton Street intersection will also be realigned.

- **Washington Street/Union Square Core**

The City has engaged consultants to redesign the core roadway network in Union Square. There is a strong community consensus for a new plaza and event space with and for a reorganized traffic flow. The most recent planning efforts created a design that addresses many of these issues, but needs further coordination with the community and integration with the potential de-elevation of McGrath Highway into a multi-lane, multi-use urban boulevard. OSPCD staff will seek to complete planning and design for this portion of the road network with further public participation and input.

- **Somerville Avenue between Webster and Prospect**

Acquisition Parcels on the south side of Somerville Avenue, between Webster and Prospect Streets, will be redeveloped and the current choppy driveway access to and from Somerville Avenue eliminated to improve traffic circulation and the potential for on-street parking.

- **Bus Re-routing**

Buses will to be re-routed and stops relocated in connection with the construction of the new Union Square and Washington Street Green Line stations.

- **Boynton Yards**

A new roadway configuration will be developed for the Boynton Yards area carving the area into developable blocks with appropriate street frontage for ground floor retail, restaurant, and services uses. One way to address this issue is shown in the conceptual vision of Figure 7-2. Another roadway concept for Boynton Yards (Figure 3-4) can be found in Section 12.02(3) “Objectives” of this Plan.

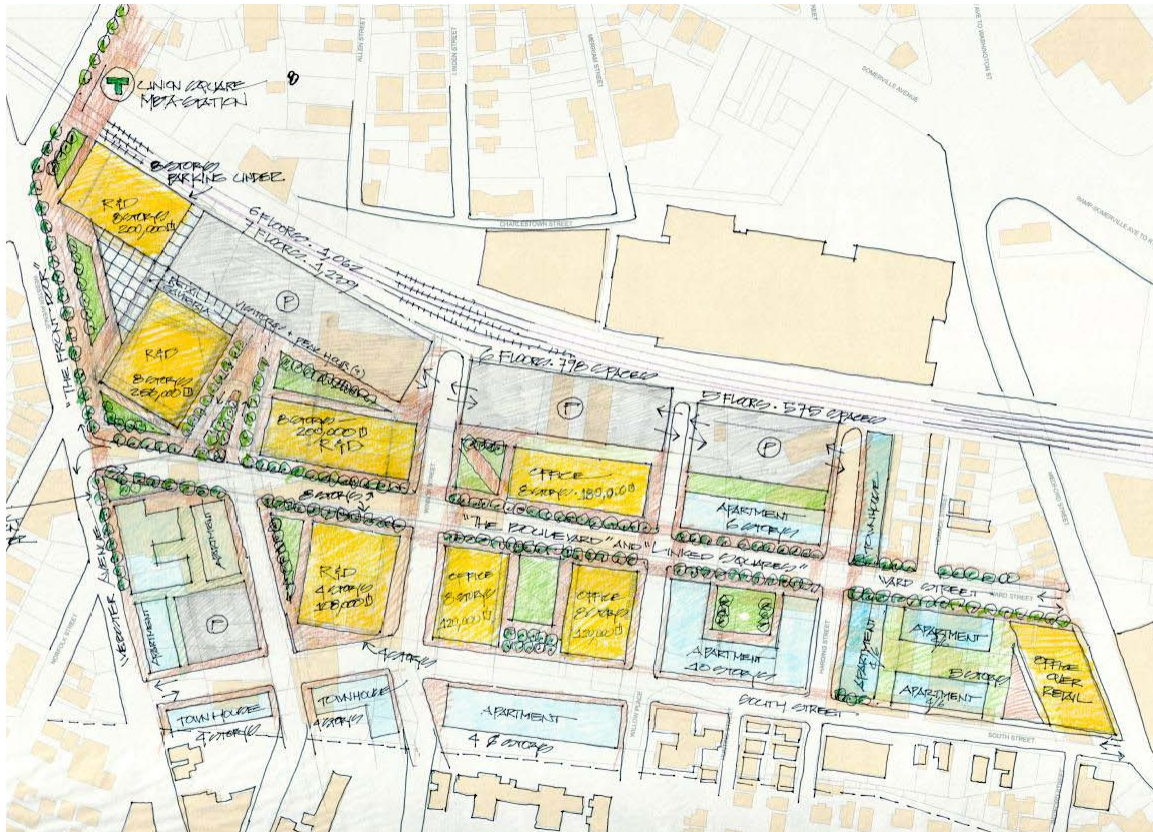


Figure 7-2: Boynton Yards Preliminary Concept Plan

- **McGrath Highway De-Elevation**

MassDOT continues to investigate and hold public meetings on the replacement of the currently elevated McGrath overpass with a multi-lane, multi-use urban boulevard at street level. This de-elevation will promote further redevelopment opportunities for properties currently trapped against the elevated highway.

PEDESTRIAN AND BICYCLE ACCOMMODATIONS

Pedestrians will benefit from wider and more traversable sidewalks, new public seating areas and shade trees, as well as safer crosswalks with curb extensions and signalization improvements at key intersections. Bicyclists will benefit from roadways with 5' bike lanes and the provision of bike corrals/boxes installed at convenient locations.

TRAFFIC CONTROLS

New and/or upgraded traffic signals will be installed at the following locations:

- Washington Street/Somerville Avenue/Webster Avenue;
- Somerville Avenue/Prospect Street;
- Washington Street/Prospect Street/Bonner Avenue;
- Webster Avenue/Prospect Street; and
- Somerville Avenue/Warren Avenue.

PARKING

Many parking lots will be redeveloped to a greater density with mixed use, including retail, restaurant, and services at street level. New development will meet parking needs in public and private shared parking structures.

WAYFINDING

Art pieces, interpretive signs, and wayfinding elements reflecting Somerville's rich history, geography, and culture will be incorporated into the public realm.

UTILITIES

Much of the infrastructure in the Revitalization Area dates back to the 19th and 20th centuries. In a recent MassDOT reconstruction of Somerville Avenue from Porter Square to Union Square, the sewer and storm water systems were separated. These separate systems terminate at an existing brick vault on the western edge of Union Square and then merge into a 36" combined sewer/storm water pipe which overflows and causes flooding during peak rainstorms. As an example, in 2010, a strong storm lasting only a few minutes flooded the parking lot at the Public Safety Building and damaged over \$1 million in municipal vehicles beyond repair.

Under this Revitalization Plan, it is proposed to design and construct an extension of the separated storm water pipe under Somerville Avenue into and beyond Union Square. The extended system will carry the flow in a proposed 96" diameter Reinforced Concrete Pipe (RCP)

down to a confluence with a separate 72" RCP proposed for the Beacon Street/Washington Street flow. All of these flows will then be conveyed into a newly proposed 108" pipe down Somerville Avenue to Prospect Street where the pipe will again increase to 120" diameter. In order to accommodate the installation of the new main storm drain pipes and maintain flow in the existing combined sewer, certain sections of existing sewer and combined sewer systems will be abandoned and replaced with the new pipe and structures, or rehabilitated with lining.

12.02(8) RELOCATION

Massachusetts General Laws Chapter 79A and Regulations at 760 CMR 27.00 et seq. require that assistance and benefits be provided to residents and businesses that are displaced as a result of a real estate acquisition by a public entity or a private entity using public funds, regardless of whether the real property is acquired by eminent domain or negotiated sale. This Plan shall also conform to the federal Uniform Relocation Assistance and Real Property Act and regulations promulgated thereunder at 49 CFR 24 as applicable. An experienced relocation consultant has been procured by the Mayor's Office of Strategic Planning and Community Development to undertake a relocation plan and provide relocation services to businesses and residents who will be displaced if acquired under this Revitalization Plan. Relocation benefits will include payment for actual moving expenses; 120 days advance written notice to vacate; and assistance in finding a suitable and/or comparable replacement home or business site. The relocation plan will be subject to the review and approval of the Commonwealth's Department of Housing and Community Development.

12.02(9) REDEVELOPER OBLIGATIONS

There will be a Land Disposition Agreement (LDA) for each Disposition Parcel or Disposition Block, the parties to which will be the designated redeveloper and the Somerville Redevelopment Authority. The LDA will describe the development to be constructed in detail and will contain safeguards, such as rights of reverter, ensuring that the SRA's and the City of Somerville's expectations as to any proposed project are fully met and that the project is constructed substantially as proposed. The LDAs will be subject to the approval of the Commonwealth's Department of Housing and Community Development.

12.02(10) PROPERTY DISPOSITION

Properties acquired by the Somerville Redevelopment Authority (SRA) for purposes of the Union Square Revitalization Plan will be assembled for development, and disposition will proceed in accordance with 760 CMR 12.05: Urban Renewal Regulations. The Revitalization Plan creates an initial seven Disposition Blocks. Disposition strategies for these blocks are based upon the overarching vision for the Union Square Revitalization Area: namely, capitalizing on the Union Square Station by creating mixed-use transit oriented development.

The Disposition Blocks have been selected in an effort to achieve that goal by facilitating redevelopment of key sites. The City anticipates proceeding with the redevelopment of Block D-2 first, with additional redevelopment on the remaining blocks expected to follow within the next ten years. Subsequent to the opening of the Union Square Station and the launch of Phase One on Block D-2, the SRA will periodically review the property disposition plan to identify other strategic opportunities to encourage and support redevelopment within the Revitalization Plan consistent with the City's goals for the Revitalization Area.

PARCEL DISPOSITION

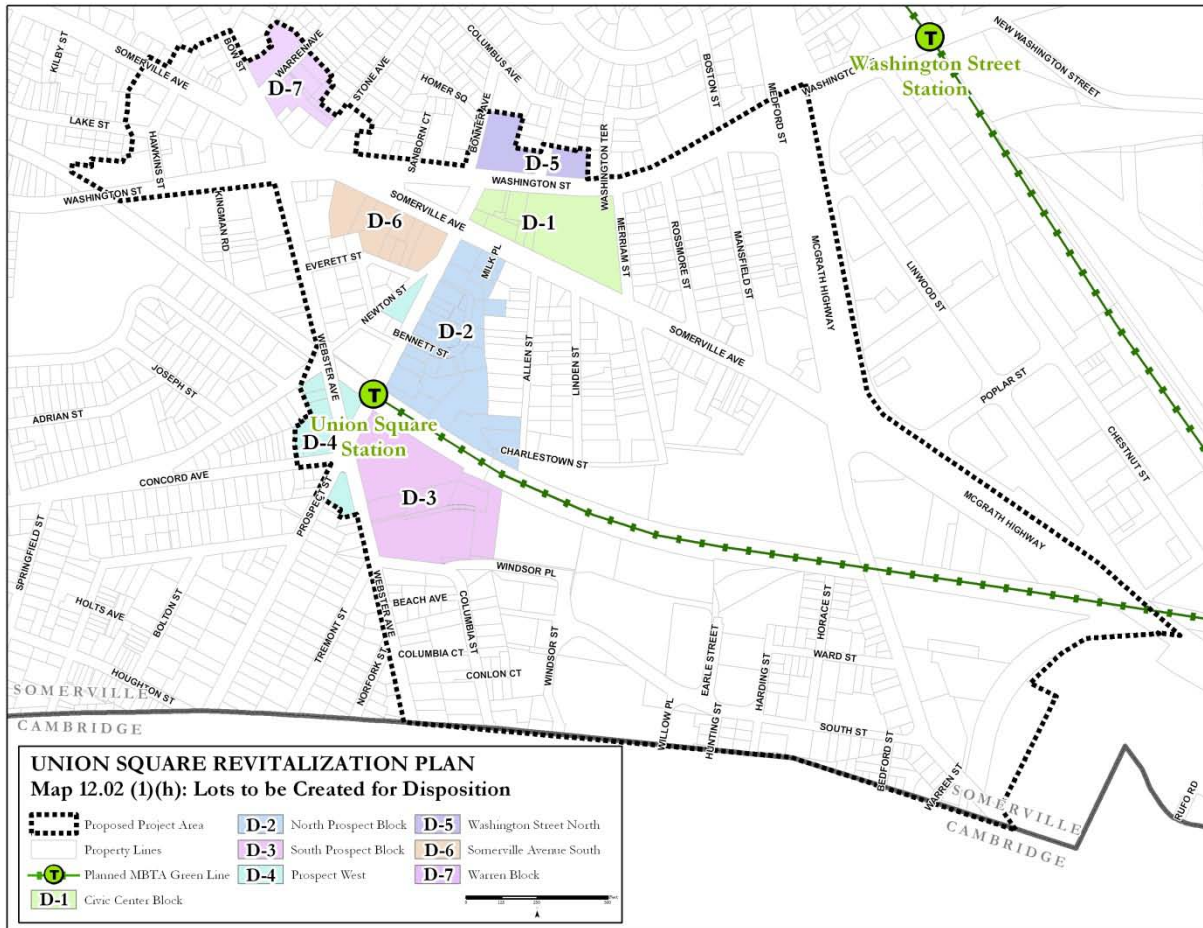


Figure 10-1: Disposition Parcels

D1: CIVIC CENTER BLOCK

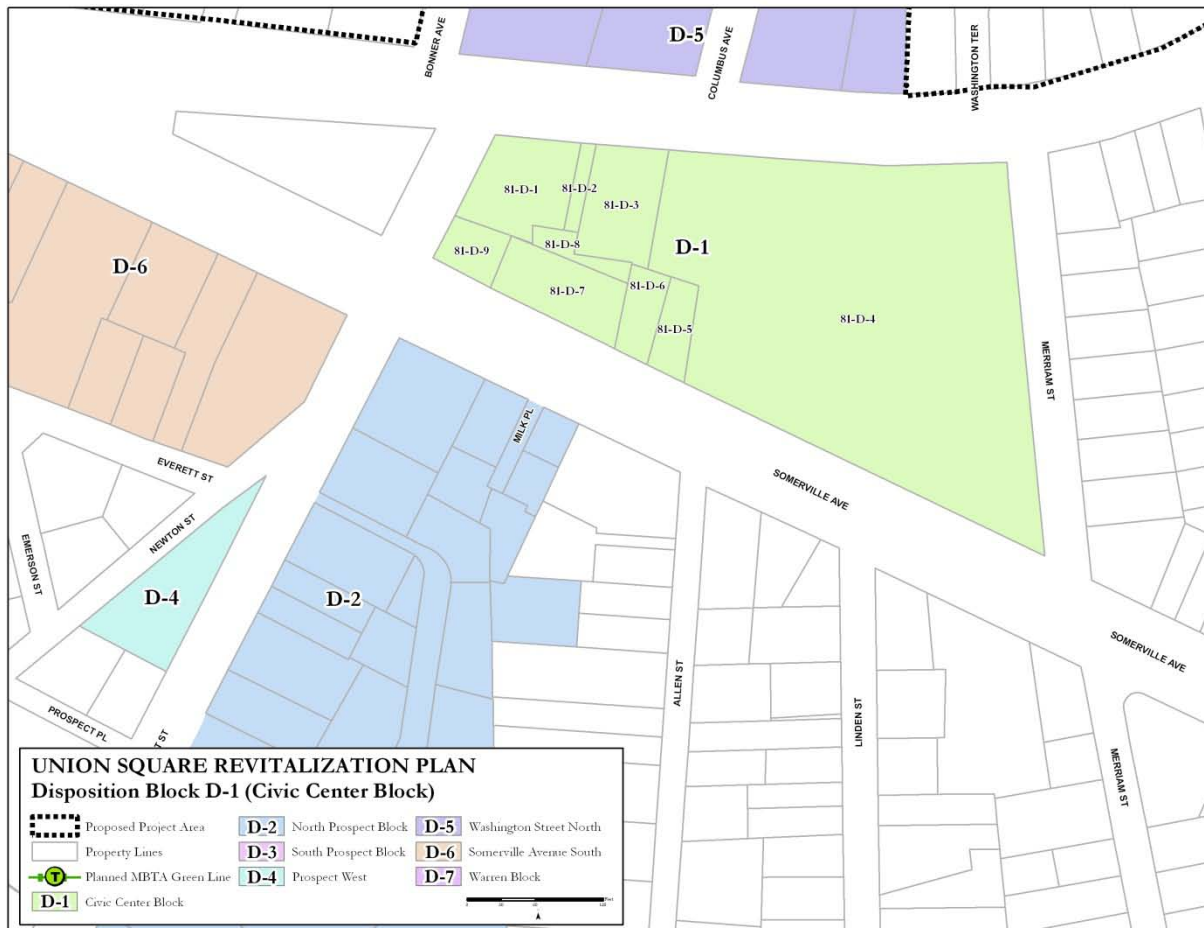


Figure 10-2: Civic Center Block

The Civic Center Block, shown as Block D-1 above, includes the existing Public Safety Building as well as properties east of Prospect Street between Washington Street and Somerville Avenue. This is anticipated to be an area in which a public/private partnership allows for the development of a new civic node in the historic core of the Square. A new central library is anticipated in this area. The preliminary plans for the library facility filed with the Massachusetts Board of Library Commissioners show a free-standing library building using a portion of this block at the corner of Prospect Street, Washington Street and Somerville Avenue, with an entrance on Somerville Avenue. The City is also exploring options to consolidate city offices into a new City Hall on this Block, potentially as a part of a mixed-use project that also includes private commercial development. The City anticipates that there will be structured below-ground parking to serve public and private uses on the Civic Center Block and in the adjacent area.

D2: NORTH PROSPECT BLOCK

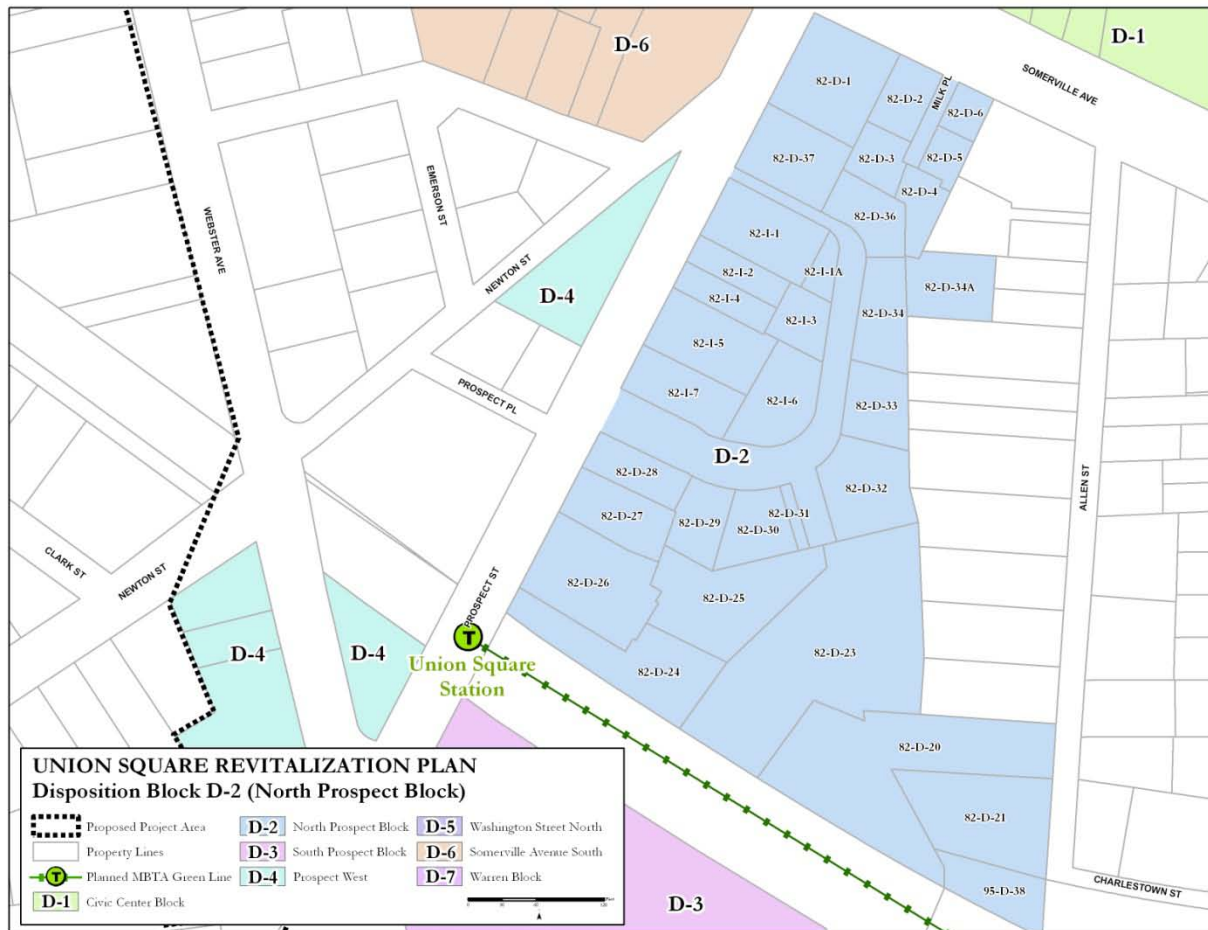


Figure 10-3: North Prospect Block

The North Prospect Block, shown as Block D-2 above, includes the existing properties on the east side of Prospect Street between the Union Square Station and Somerville Avenue, including Bennett Street, but not including the residential properties on Allen Street or the multi-family residential property at the corner of Allen Street and Somerville Avenue. The southern portion of this block will be the site of the new Union Square Green Line Station, to be built on permanent and temporary easements granted by the SRA to the MBTA. The SRA will retain air rights to build over the MBTA’s drop-off/pickup area and station building and will seek a private developer to redevelop the entire North Prospect Block including the air rights area into a mixed-use project including first-floor retail, restaurant, and service establishments, with upper story commercial office, R&D and residential use. A series of structures, or a single structure articulated as though it were a series of structures, is anticipated for the North Prospect Block, with the maximum height and bulk as allowed under the new TOD-100 zoning.

D3: SOUTH PROSPECT BLOCK

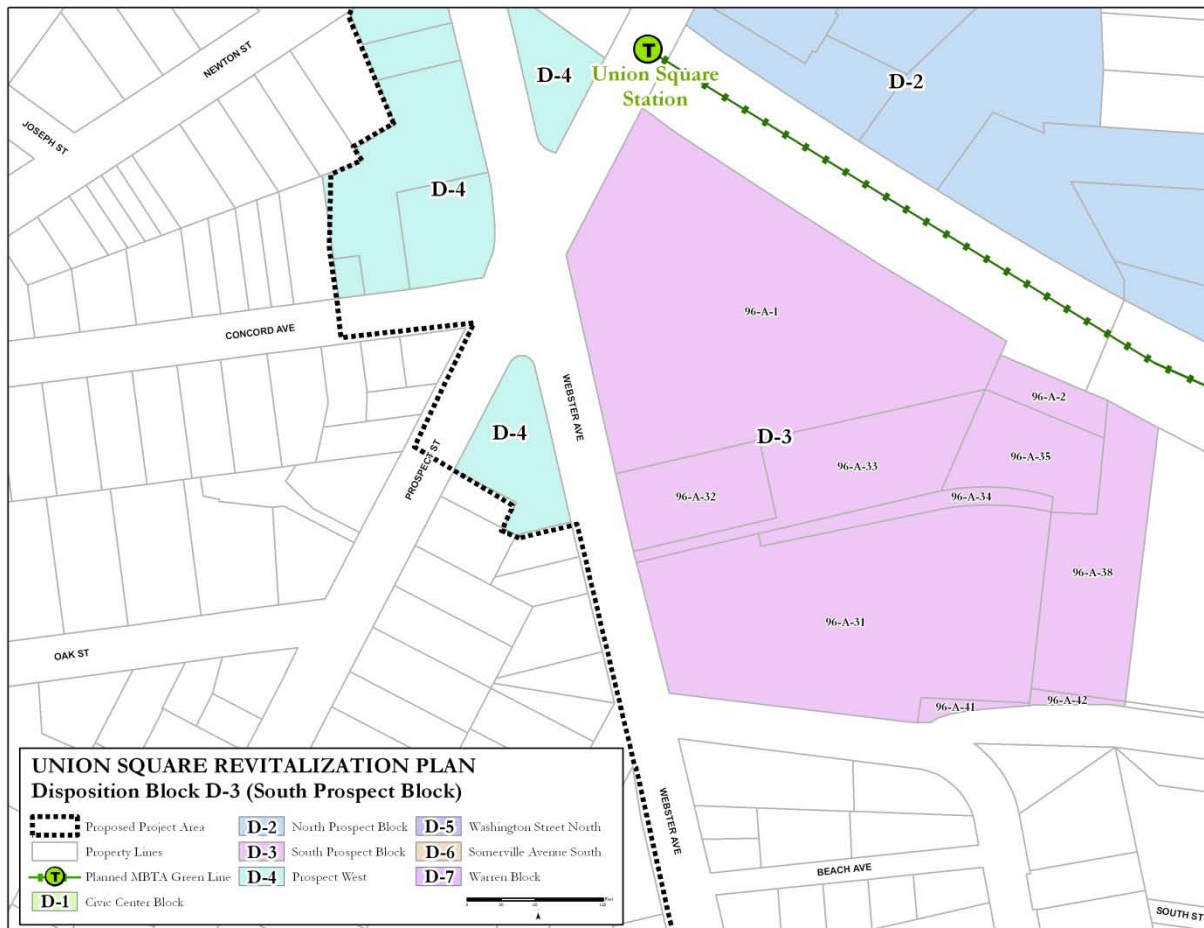


Figure 10-4: South Prospect Block

The South Prospect Block, shown as D-3 above, includes properties bordered by Prospect Street, Webster Avenue, Columbia Street, Windsor Place, and the Fitchburg commuter rail right-of-way. This parcel is the gateway to Boynton Yards, the area referred to as Transformation Area #2 earlier in this Revitalization Plan. Development on the South Prospect Block is anticipated to be mixed-use with first floor retail, restaurant, and service uses, and upper story office, R&D and/or residential uses. The MBTA and MassDOT agreed in the MOA dated July 26, 2012, to finalize the details of a conveyance to the City or the SRA of air rights over the railroad right-of-way that separates the North Prospect and South Prospect Blocks at such time as there is a developer with a feasible air rights development proposal. This would allow these two Disposition Blocks to be connected. The South Prospect Block will ideally be redeveloped to the maximum height and bulk allowed under the new TOD-100 zoning. The size of this Disposition Block and potential density under the TOD-100 district could add substantially to the City’s commercial tax base.

D4: PROSPECT WEST

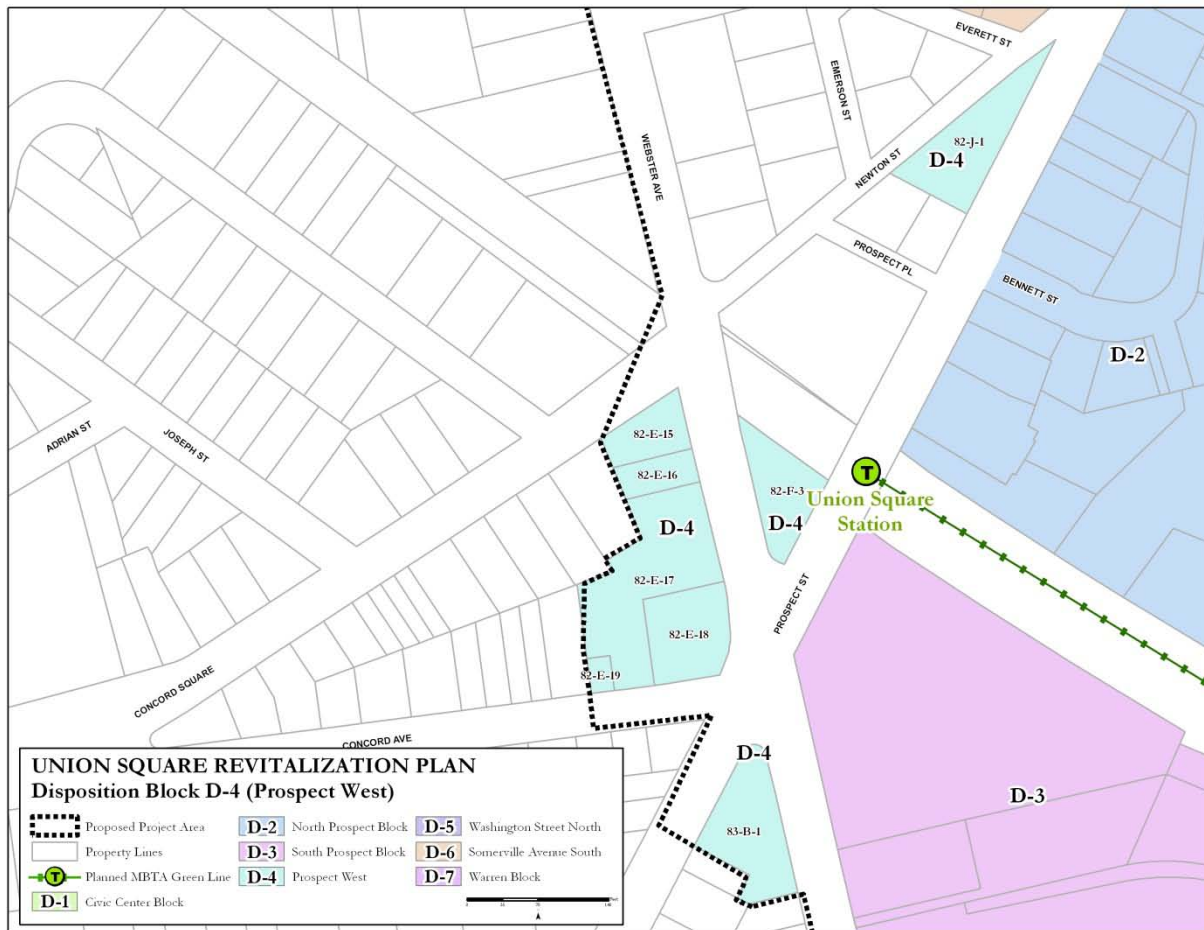


Figure 10-5: Prospect West

The West Prospect Block, shown as D-4 above, consists of a number of small parcels with auto-related uses at the intersection of Prospect and Webster streets. To complete the transit-oriented, mixed-use vision for the Revitalization Area, the 2012 Plan anticipates that these auto-related uses will be replaced with the mixed-use development allowed under the new CCD-55 zoning district. This will be accomplished through disposition of parcels on this Block to one or more redevelopers. Without the plan, these incompatible uses could deter the redevelopment of blocks D2 and D3. Some portions of these parcels may also be absorbed into the roadway realignment and other public infrastructure improvements needed to ensure effective traffic flow on Prospect and Webster Streets in and out of Union Square, and safer and more efficient access to the Union Square Station entrance.

D5: WASHINGTON STREET NORTH

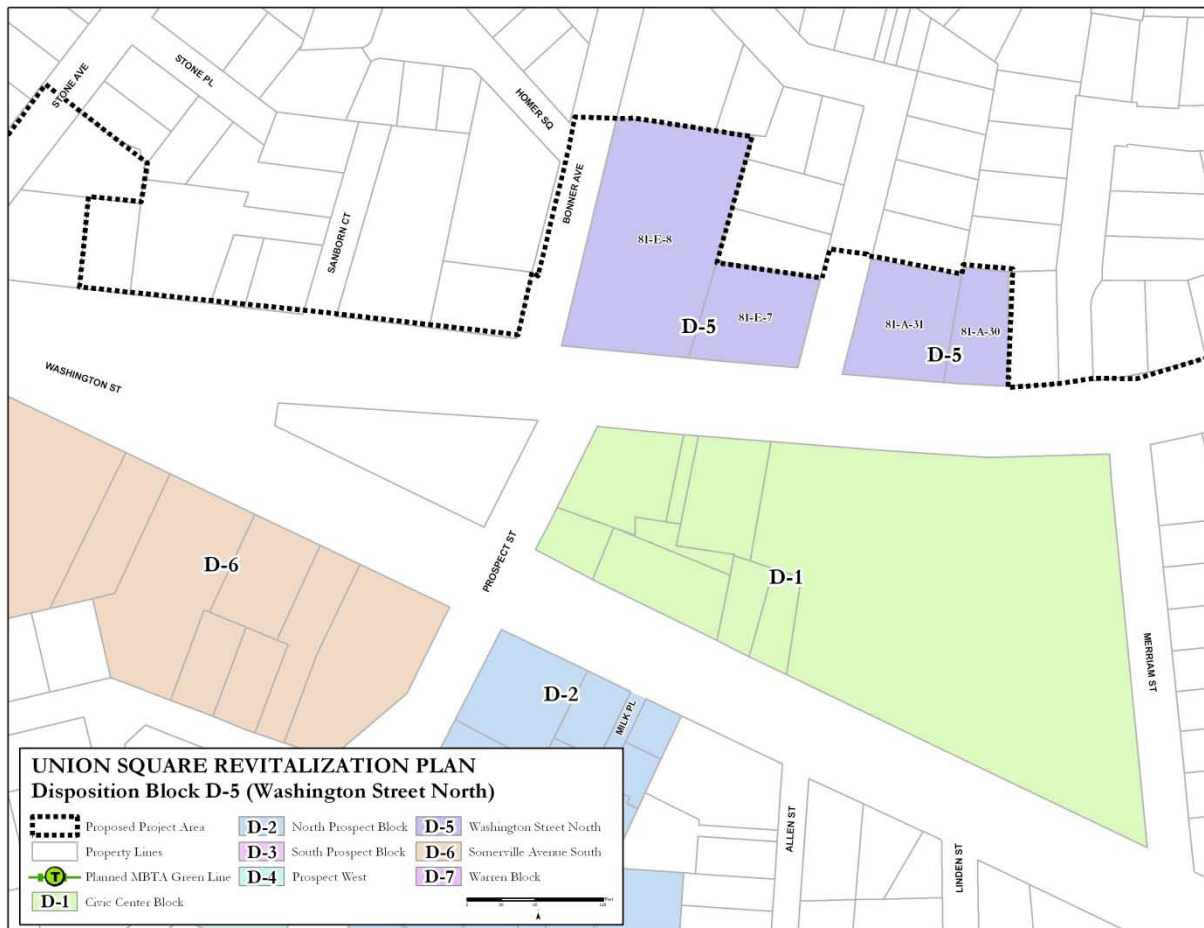


Figure 10-6: Washington Street North

The Washington Street North Block, shown as D5 above, includes the current Union Square Post Office and adjacent lots on the north side of Washington Street. The U.S. Postal Service has decided to sell its Union Square facility and move its sorting operations out of Somerville, although it intends to establish a retail post office elsewhere in Union Square. The Post Office is an historic structure, listed on the National Register of Historic Places. The building includes a lobby mural by Ross Moffett that is part of a New Deal era art collection, and will be protected by an easement held by the Post Office. The City is interested in pursuing opportunities to use the Post Office for arts-related uses including the performing or visual arts. The re-use of the Post Office will benefit from the redevelopment of the adjacent auto-related uses into mixed-use development that can potentially include retail, office, residential and/or commercial with on-site parking. The properties adjacent to the Post Office can be developed according to the CCD-55 zoning district.

D6: SOMERVILLE AVENUE SOUTH

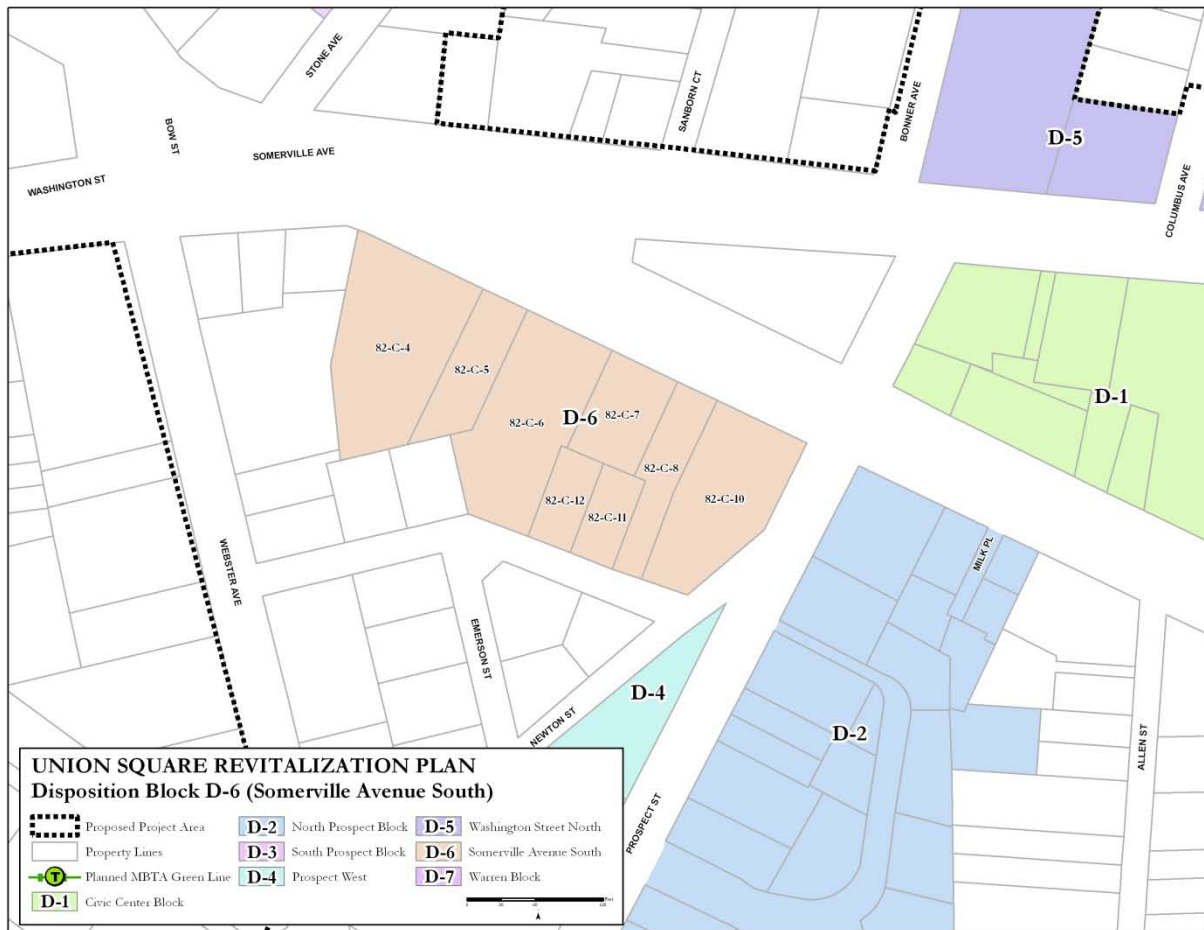


Figure 10-7: Somerville Avenue South

The Somerville Avenue South Block, shown as D-6 above, is in the heart of Union Square and includes a number of automobile-oriented uses and businesses in structures that are underdeveloped. This Block is anticipated to be redeveloped as mixed-use, including first-floor retail, restaurant, and service establishments, with office, other commercial and/or residential uses above, designed to meet the requirements of the CCD-55 zoning that has been adopted on this Block.

D7: WARREN BLOCK

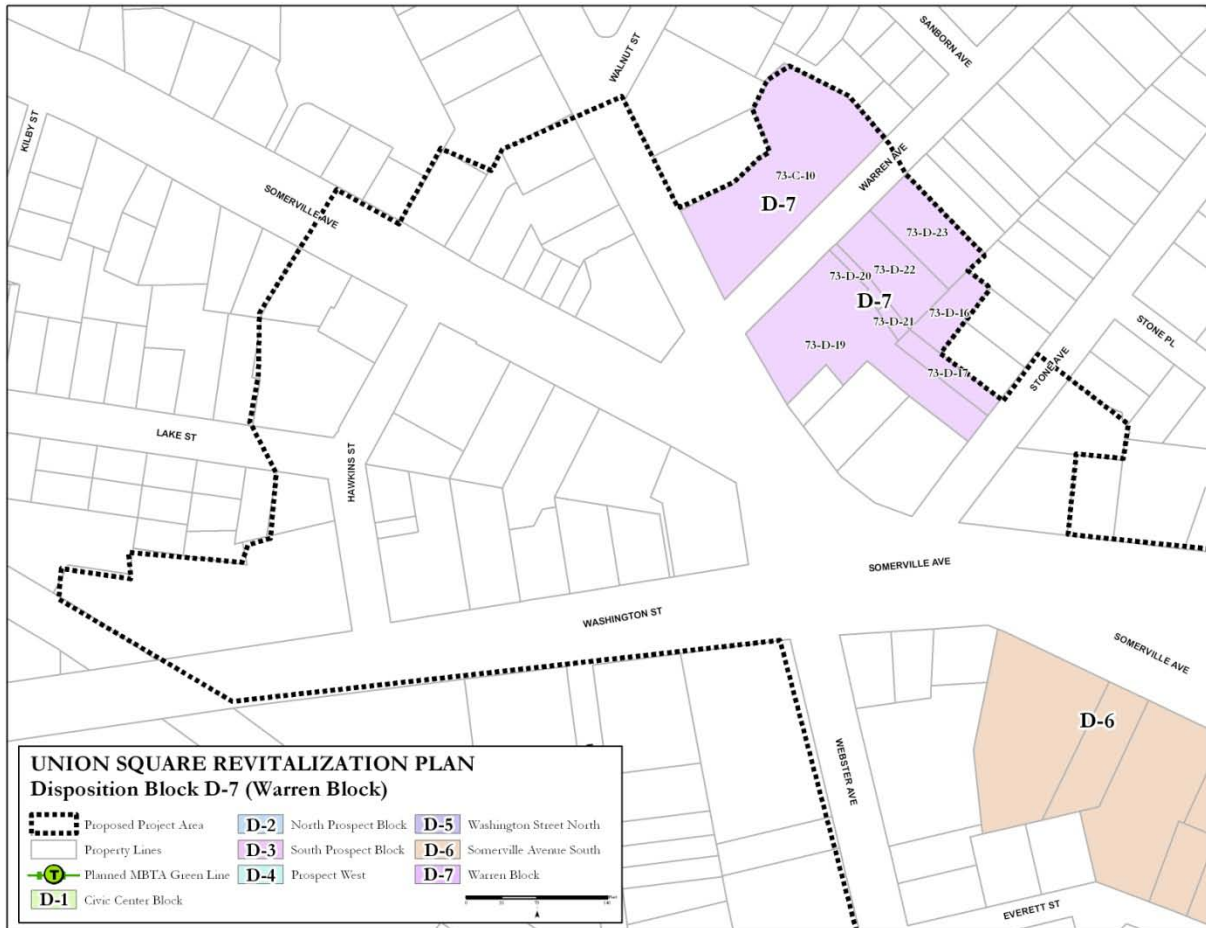


Figure 10-8: Warren Block

The Warren Block, shown as D-7 above, consists of existing underutilized properties and its redevelopment would allow new mixed-use projects with parking that could support existing and new businesses in Union Square. The parcels in the Warren Block are zoned CCD-55.

12.02(11) CITIZEN PARTICIPATION

Massachusetts General Laws, Chapter 121B, §48 (the “Statute”) requires that no urban renewal project be undertaken until:

1. A public hearing has been held after due notice before the city council of a city or the municipal officers of a town; and,
2. The urban renewal plan has been approved by the municipal officers and the Commonwealth’s Department of Housing and Community Development (DHCD); and
3. The planning board for the city or town finds and DHCD concurs that the urban renewal plan is based on a local survey and conforms to a comprehensive plan for the locality as a whole.

The Somerville Redevelopment Authority, acting by and through the Mayor’s Office of Strategic Planning and Community Development, submitted a draft 2012 Union Square Revitalization Plan to the Somerville Board of Alderman on August 16, 2012. The formal public hearing required under the Statute was held on September 19, 2012.

The Revitalization Plan is the product of a multitude of community planning initiatives that have engaged residents, property and business owners, local universities, numerous hired consultants, community groups, elected officials and public leaders during recent years. Citizen participation in the planning process has been extensive and includes the following:

- **2012 SomerVision Comprehensive Plan.** Adopted in April 2012 by the Somerville Planning Board and endorsed by the Somerville Board of Aldermen, SomerVision is the official Comprehensive Plan for the City of Somerville under M.G.L. 41, see 81D. The planning process for SomerVision began in 2008 with the preparation by City staff of a series of data-driven “Trends Reports”, followed by six months of community meetings at

which staff discussed the results of the Trends Reports. In 2009, a 60-member Steering Committee was formed, which held 26 meetings to develop the SomerVision Plan, after which City staff coordinated an additional 9 community workshops and 15 presentations to community groups to discuss and finalize the goals, policies, and actions of the Plan. Union Square interests were well represented on the Steering Committee, with eight members of the committee living or working in Union Square, and at least 68 goals, policies, and actions from the SomerVision Plan informing the Union Square Revitalization Plan.

- **2009 Union Square Zoning Amendment.** A multi-year public process to rezone the Union Square area included more than 20 community meetings in addition to the formal hearings and deliberations by the Somerville Board of Aldermen and the Somerville Planning Board. Common themes throughout the public process included the importance of safe, walkable streets, well-designed public spaces, and redevelopment of the area as a much higher density, mixed-use district.
- **Ongoing MBTA Green Line Planning and Design.** Starting in 2008 and continuing to the present day, this public process has featured five community meetings and several public workshops specific to Union Square, as well as another eight public meetings addressing issues common to the entire Green Line project. Public input throughout the planning and design process has emphasized the importance of a safe, accessible, attractive public realm around the Union Square Station, as well as the need for improvements to sidewalks, crosswalks, traffic signals and roadways near the Station.
- **2008-2009 Union Square Transportation Plan.** A working group of neighborhood residents, business owners, community organizations and elected officials held 4 meetings in 2008 and 2009 that were publicly advertised and held in accessible locations. Two larger public meetings were also held in 2009 to generate additional stakeholder feedback on conceptual plans prepared by the City's consultant. This work will be revisited and refined as this process unfolds.
- **ResiStat.** Created in 2007 and continuing to the present, ResiStat is a City initiative designed to encourage data-driven discussions and decision-making by citizens of Somerville. The City's SomerStat Department promotes civic engagement through surveys, online discussions on the City's website, and community meetings held twice yearly in each of the City's seven wards. This results in a total of 4 meetings a year for the two wards that together comprise the Union Square Revitalization District, and planning efforts for the area have been frequent topics of discussion. ResiStat outreach is extensive, with some 1,400 people per year attending ResiStat meetings, 5,000 people

subscribing to the ResiStat e-newsletter, and 5,000 visitors per month checking the ResiStat blog. More than 30,000 individuals per month are also reached by ResiStat social media efforts.

- **Ongoing Boynton Yards Transportation and Utility Study.** Since 2011, a focus group of business and property owners, neighborhood residents, and community activists has held 3 meetings to develop conceptual plans for an entirely new roadway and drainage network in Boynton Yards. One of the three Transformation Areas in the Union Square Revitalization Plan, the Boynton Yards planning efforts are being guided by the 2009 Rezoning of Union Square and the goals, actions, and policies of the SomerVision Comprehensive Plan.
- **Ongoing MassDOT Public Process re Grounding McGrath Highway.** This proposal has profound implications for the future of Union Square. The “Grounding McGrath” process has featured a working group of roughly 30 community stakeholders, as well as several large open community meetings. Currently, there is a consensus that the elevated McCarthy Overpass should be replaced with an urban boulevard creating true gateways to Union Square at Washington Street and Somerville Avenue.

Just as the past few years have seen extensive citizen participation, so will the coming years as the Union Square Revitalization Plan is implemented. The City of Somerville strongly believes in engaging community stakeholders in public process and maintaining communication and public participation throughout a project. With this goal in mind, Somerville intends to ensure meaningful community involvement by doing the following:

- **Announcing Project Milestones:** Using press releases on its City website, announcements on the City’s public access television “wheel”, articles in local newspapers like the Somerville Journal and Somerville News, flyers, newsletters of local community groups, and a wide variety of local listservs, the City will keep the public informed as to proposals for redevelopment of the various Disposition Blocks. City outreach efforts will also include materials available in the languages most common to Somerville residents, including: English, Spanish, Portuguese and Haitian Creole.
- **Holding Public Meetings:** The City will actively engage in open-forum discussions regarding actions in the project area that have implications for public infrastructure and the public realm.
- **Consulting with Stakeholders:** The Mayor and City staff will continue to consult with local stakeholders including but not limited to the Chamber of Commerce, Union Square

Main Streets, STEP, Somerville Local First, and Groundwork Somerville, as well as key community activists.

APPENDIX I:
SOMERVILLE REDEVELOPMENT
AUTHORITY VOTE

The SRA will meet on August 15, 2012. This appendix will be attached after the SRA votes on determining decadence in the plan area.

APPENDIX II:
BOARD OF ALDERMEN VOTE

The Revitalization Plan will be presented to the Board of Aldermen (BOA) at the August 16, 2012 BOA meeting. This appendix will be added after a vote is taken on the Plan.

APPENDIX III:
PLANNING BOARD VOTE

The Planning Board will meet on August 23, 2012 and review the Revitalization Plan for consistency with the City's SomerVision Comprehensive Plan. A letter certifying the vote of the Planning Board will be attached after the Planning Board votes on this determination.

APPENDIX IV:
CERTIFICATION OF SRA COUNSEL

To be provided after the completion of the hearing process for the Plan.

APPENDIX V:
MEMORANDUM OF AGREEMENT

**MEMORANDUM OF AGREEMENT by and AMONG
THE MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
COMMONWEALTH OF MASSACHUSETTS/MassDOT
and
THE CITY OF SOMERVILLE**

This Memorandum of Agreement (“MOA”) is dated as of this 26th day of July, 2012 by and between the Massachusetts Bay Transportation Authority (“MBTA”), a body politic and corporate and a political subdivision of the Commonwealth of Massachusetts existing pursuant to Massachusetts General Laws, Chapter 161A, as amended, with offices at Ten Park Plaza, Boston, Massachusetts 02116, the Commonwealth of Massachusetts/MassDOT (“Commonwealth” or “MassDOT”), with offices at Ten Park Plaza, Boston, Massachusetts 02116, and the City of Somerville (“COS”), a body politic and corporate and a political subdivision of the Commonwealth of Massachusetts with offices at City Hall, 93 Highland Avenue, Somerville, MA 02143. The **MBTA**, **MassDOT** and **COS** shall hereinafter sometimes be referred to individually as a “Party” and collectively as the “Parties”.

BACKGROUND AND PURPOSE STATEMENT

The Commonwealth of Massachusetts, as part of the State Implementation Plan (SIP), is required to complete all federally mandated transportation control measure (TCM) projects. One of the TCM projects in the SIP is the construction of the Green Line Extension (“GLX”) --- the most significant air quality mitigation measure remaining from the Central Artery/Third Harbor Tunnel Project and one that addresses longstanding transportation deficiencies in Somerville. GLX includes relocating Lechmere Station, and constructing new Green Line stations at Union Square along the Fitchburg Commuter Rail Right-of-Way (ROW), and at Washington Street, Gilman Square, Ball Square, Lowell Street, and College Avenue along the Lowell Commuter Rail ROW.

The Commonwealth and the **MBTA** have committed to a phased approach to GLX. The **MBTA** will proceed, contingent upon Board of Directors approval where necessary, with Phases 1, 2, and 2A, including certain bridge work and commencement of construction on Lechmere Station, Washington Street Station, and Union Square Station by the Spring of 2014, with the construction of the remaining stations to follow within a reasonable period of time. See letter from **MassDOT** Secretary Richard A. Davey dated June 11, 2012 attached hereto as **Exhibit A**.

LEGAL REQUIREMENTS MANDATING ACCELERATING PROJECT COMPLETION

The Commonwealth fully recognizes that the GLX project is a Federally required mandate of the Commonwealth’s Clean Air Act State Implementation Plan (SIP) and as a result, the Commonwealth is legally required to build and operate an extension of the Green Line to Medford Hillside and to Union Square in conformance with the SIP. The Commonwealth recognizes that there are significant ramifications if it fails to build and operate the GLX (or the other transportation measures in the SIP) including being deemed ineligible to receive any Federal transportation funding, including any highway or any transit funding flowing from the US Department of Transportation to the Commonwealth. In light of the potentially grave ramifications for not meeting the SIP, as well as the need to provide the region with the significant transportation and environmental benefits that result from the project, the Commonwealth is fully committed to building the GLX project on the schedule mandated in its SIP filings.

In order to complete its SIP requirements relating to GLX, **MassDOT** and the **MBTA** have met significant milestones over the past year and are committed to meeting additional milestones over the next six months.

Over the past year or earlier, **MassDOT** and the **MBTA** have achieved the following:

- Submittal of New Starts Application to the Federal Transit Administration, the first step towards becoming eligible for \$557 million in potential Federal matching funds for the project.
- Successfully completing the FTA's rigorous six month review of the New Starts Application and receiving Entry in Preliminary Engineering, thereby officially entering the FTA's New Starts Pipeline.
- Through the New Starts Evaluation Process, the GLX project received some of the highest ratings possible, including a rating of *High* for Environmental Benefits, *Medium High* for Transit Supportive Land Use, and *Medium High* for Economic Development scores, which make it an excellent candidate for New Starts Funding.
- Successfully completing the Federal environmental review process by FTA's issuance of a Finding of No Significant Impact (FONSI) on July 9, 2012, which allows the MBTA to move forward on certain elements of the project, including property acquisition, utility relocation, *etc.*
- Advertising the first construction contract for bridge rehabilitation at certain bridges, including the Medford Street Bridge in Somerville.
- Legislative approval from the Massachusetts General Court to procure a Construction Management/General Contractor, which the **MBTA** has determined will be the best, most efficient and most expeditious way to procure the construction contractor's services to build GLX.
- Seeking and receiving authorization from the **MBTA** Board of Directors to use Construction Management/General Contractor as the procurement method, pending approval by the Inspector General.
- Submittal of a Bond Bill by Governor Patrick and approval by the Massachusetts Legislature which included the funding for Phases 1, 2 and Phase 2A of the project.

Over the course of the next six months, **MassDOT** and the **MBTA** are committed to meeting other major milestones that will advance the project even further, including:

- Breaking ground and beginning construction on Phase 1 of the project, including the bridge rehabilitation of Medford Street Bridge in Somerville as well as other key early action items. Groundbreaking will occur in October 2012.
- Awarding the contract for Final Design Services, which will be presented to the MBTA Board of Directors at its meeting in September 2012. Advanced design will begin as soon as this contract is awarded.
- Advertising for the Construction Management/General Contractor contract, which will be the construction firm which ultimately builds the GLX project.

These key milestones that have been met and will be met over the past six months were developed due to the Commonwealth's commitment to meet its Federally mandated requirements under the SIP. The Commonwealth will continue to take all appropriate steps, including accelerating design, moving forward on funding applications, advertising and awarding contracts and beginning construction as soon as possible so as to meet its requirement to open Phase 2 and have an operational transit service in this segment by late 2016-early 2017. In furtherance of the above, the **Parties** acknowledge that completion of Phases 1, 2, and 2A shall not be conditioned upon receipt of any FTA approval or FTA funding.

MassDOT reiterated its commitment to this schedule in its most recent filing (dated July 2, 2012) required by the Department of Environmental Protection as a condition of the SIP.

To expedite Union Square Station, the **MBTA** has requested **COS** to acquire certain parcels of land on its behalf. **COS** has agreed to acquire said parcels in fee and to convey easements over said parcels to the **MBTA** for the Station building and its pickup-dropoff area.

The purpose of this **MOA** is to memorialize the **Parties'** goals and obligations with respect to Union Square Station.

NOW THEREFORE, in consideration of the promises and mutually dependent covenants set forth herein, the **MBTA**, **MassDOT** and **COS** agree as follows:

ARTICLE I: CITY OBLIGATIONS

- 1.1 **COS** shall acquire, or provide for the Somerville Redevelopment Authority (“SRA”) to acquire, a fee simple interest in the parcels of land shown as “Acquisition Parcels” on a plan of land attached hereto as **Exhibit B**.
- 1.2 **COS** shall be responsible for the relocation of occupants and the demolition of buildings on the Acquisition Parcels.
- 1.3 In the Spring of 2013, **COS** shall convey to the **MBTA**, for one dollar, (i) a permanent easement, which shall be limited in upper elevation, in the land shown as “Permanent Easement Area” on a plan attached as **Exhibit C** and (ii) a temporary easement in the land shown as “Temporary Easement Area” on a plan attached as **Exhibit D**. **COS** shall, at the same time, convey to the **MBTA** such licenses for entry and/or temporary construction easements as may be reasonably required for the construction of Union Square Station and its pickup-dropoff area, both in form and substance reasonably acceptable to **COS**, **MassDOT** and the **MBTA**.

ARTICLE II: MBTA OBLIGATIONS

- 2.1 Subsequent to the conveyance by **COS** of the Permanent Easement Area and Temporary Easement Area, the **MBTA/MassDOT** shall, contingent upon MBTA Board of Directors approval where necessary, undertake remediation of such Easement Areas and shall commence and complete its contract process, with the goal of having Union Square Station construction-ready by Spring of 2014.
- 2.2 Once Union Square Station is construction ready (Spring 2014), the **MBTA/MassDOT** shall, contingent upon MBTA Board of Directors approval where necessary commence construction on Union Square Station in Spring of 2014, with the goal of having an operational transit station by late 2016-early 2017.
- 2.3 The **MBTA/MassDOT** shall provide **COS** in a timely fashion with copies of any surveys, appraisals, title reports, and environmental information already completed or to be completed by the **MBTA/MassDOT** or its consultants.

- 2.4 The **MBTA/MassDOT** shall notify **COS** of all public meetings concerning Union Square Station. The **MBTA/MassDOT** will meet with **COS** concerning the design of the Station, the pickup-dropoff area, traffic signalization, and roadway improvements ancillary to the Station. The **MBTA/MassDOT** shall provide to **COS** a full set of plans and specifications for Union Square Station for **COS**' review and comment. The **MBTA/MassDOT** shall consider in good faith any comments and suggestions submitted by **COS** with respect to such submissions.
- 2.5 Subsequent to the execution of this MOA, the **MBTA** and **COS** shall enter into a separate agreement, subject to the approval of the **MBTA** General Manager and the **MBTA** Board of Directors, outlining a process for the conveyance of air rights for development over a portion of the Fitchburg Commuter Rail ROW, with approximate boundaries that, at a minimum, would extend from the westerly side of Allen Street to the easterly side of the Prospect Street Bridge, and from the northerly boundary of the ROW to the southerly boundary of the ROW, the final boundaries to be determined as part of such air rights agreement. Such conveyance will occur when **COS** has a bona fide developer or developers with the experience, capacity, and willingness to construct such air rights development(s) and the **MBTA** has determined in its reasonable judgment that the proposed air rights development(s) will be feasible and safe, applying criteria customarily applied to air rights development(s) over operating railroad rights-of-way. In finalizing the consideration to be paid by **COS** for such development air rights, the **Parties** will use best efforts to agree on a figure which accounts for the value attributable to the revitalization efforts of **COS**.

ARTICLE III: ALLOCATION OF COSTS

- 3.1 Unless already paid for by the **MBTA** prior to the date of this Agreement, **COS** shall be solely responsible for the following costs with respect to the Acquisition Parcels: surveys, appraisals, title abstracts and title policies; purchase prices in the case of consensual acquisitions; *pro tanto* awards of damages; settlements; Court-awarded damages in the case of eminent domain takings; business relocation costs; and residential relocation costs.
- 3.2 **COS** shall be solely responsible for the cost of demolition and clearing, except that the **MBTA** shall pay a proportionate share of the cost of the demolition of the building at Allen Street and the Fitchburg ROW, based on the square footage of the portion of the building within the **MBTA** Easement Area.
- 3.3 The **MBTA** shall be solely responsible for remediating the Permanent and Temporary Easement Areas to the level required under G.L. c. 21E and the Massachusetts Contingency Plan at 310 CMR 40.00 et seq. for their intended use as a transit station structure and pickup-dropoff area. The **MBTA** shall pay all costs of whatsoever kind related site assessment, cleanup, and other environmental costs associated with the Permanent and Temporary Easement Areas and shall not look to **COS** for payment of or participation in such costs. The **MBTA/MassDOT** shall have no responsibility for remediating any **COS** or SRA land (including without limitation site assessment, cleanup, and other environmental costs) and **COS** shall not look to the **MBTA/MassDOT** for payment of or participation in such costs. Any conveyance or transfer of rights in the Acquisition Parcels by **COS** shall be subject to a condition that the grantee shall not look to the **MBTA/MassDOT** for payment of or participation in the cost of environmental remediation.

- 3.4 The **Parties** shall cooperate with each other in their respective dealings with the Massachusetts Department of Environmental Protection (and the U.S. Department of Environmental Protection, if applicable), and in attempting to secure a “Covenant not to Sue” from the Office of the Attorney General.

ARTICLE IV: RESERVATION OF RIGHTS

- 4.1 **COS** reserves the right to include the Permanent and Temporary Easement Areas within the boundaries of any Master Plan, District Improvement Financing (“DIF”) District, Urban Renewal District, Infrastructure Incentive Investment (“I-Cubed”) Project, and/or such other district, program, project, plan, or other mechanism as may now or in the future enable **COS**, in its sole judgment, to incentivize development in the Innerbelt/Brickbottom, Boynton Yards, and Union Square neighborhoods of Somerville.
- 4.2 **COS** reserves development air rights over the Temporary Easement Area and Permanent Easement Area including, without limitation, development air rights over any part of the Station structure located within the Permanent Easement Area. Unless otherwise agreed by the parties in writing, any development above the Station shall not be supported by or modify the Station structure. In addition, the **MBTA** agrees to make available to **COS** or its designee for redevelopment, the Temporary Easement Area, provided a functional alternative to the pickup-dropoff area reasonably acceptable to the **MBTA** is constructed at no cost to the **MBTA**.

ARTICLE V: DEFAULT/NOTICE

In the event of any default hereunder, written notice of shall be served on the defaulting Party by certified or registered mail, postage prepaid, return receipt requested, or by Express Mail or FedEx or some other nationally recognized delivery method with a tracking receipt, addressed to the Party to whom it is to be given or served at its address as follows:

If to the **MBTA**: Mark E. Boyle
Assistant General Manager for Development
MBTA
10 Park Plaza
Boston, MA 02116

with a copy to: General Counsel MassDot and MBTA

If to the **MassDOT**: Secretary and Chief Executive Officer
MassDOT
10 Park Plaza
Boston, MA 02116

with a copy to: General Counsel MassDot and MBTA

If to **COS**: Joseph A. Curtatone, Mayor
City Hall – Mayor’s Office
93 Highland Avenue
Somerville, MA 02143

with a copy to: Francis X. Wright, Jr., City Solicitor
City Hall – Law Department
93 Highland Avenue
Somerville, MA 02143


ARTICLE VI: GENERAL PROVISIONS

- 6.1 Amendments in Writing. No change to this MOA shall be effective unless it is in writing and signed by all **Parties**.
- 6.2 Cooperation. Each **Party** shall cooperate in furnishing information and documents to the other **Parties**, including without limitation, execution of all necessary and/or appropriate documents to accomplish such **Party’s** respective obligations as stated in this MOA.
- 6.3 Successors and Assigns. This MOA shall be binding upon and inure to the benefit of the **Parties** hereto and their respective successors and assigns.
- 6.4 Non-Discrimination. No **Party** shall discriminate against any employee or applicant for employment because of race, religion, ancestry, color, sex, sexual orientation, age, disability, national origin, or Vietnam era veteran status.
- 6.5 Members of Congress. No member of or delegate to the Congress of the United States shall be admitted to any share or part of this MOA or to any benefit arising therefrom.
- 6.6 Conflict of Interest. No member, officer, or employee of the **MBTA, MassDOT** or **COS** during his/her tenure or for one year thereafter shall have any interest, direct or indirect, in this MOA.
- 6.7 Indemnification. Each **Party** shall indemnify, defend and save harmless the other **Parties** and all their officers, agents, and employees against all suits, claims, or liability of every name and nature for or due to any injuries to persons or damage to property arising out of or in consequence of the acts or omissions of such **Party**, its employees, consultants, representatives, agents or contractors in the performance of work performed or services rendered under or relating to the terms of this MOA or failure to comply with the terms and conditions of this MOA.
- 6.8 Governing Law. This MOA shall be governed by and interpreted in accordance with the laws of the Commonwealth of Massachusetts.
- 6.9 Counterparts. This MOA may be executed in multiple counterparts, each of which shall be deemed an original.
- 6.10 Exhibits. Exhibits A-D attached hereto are hereby incorporated as part of the MOA.

SIGNATURE PAGES FOLLOW

Witness our hands and seals on the day and year first written above.


Approved as to form:


FOM/ Rachael S. Rollins
General Counsel MassDOT and MBTA

MASSACHUSETTS DEPARTMENT
of TRANSPORTATION


Richard A. Davey
Secretary and Chief Executive Officer

MASSACHUSETTS BAY
TRANSPORTATION AUTHORITY

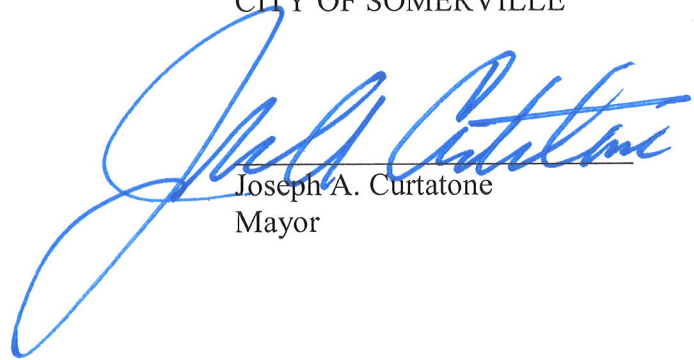

Jonathan R. Davis
Acting General Manager and
Rail & Transit Administrator

Witness our hands and seals on the day and year first written above.

Approved as to form:

DePapp Asst.
Francis X. Wright, Jr., City Solicitor
David N. Shapiro

CITY OF SOMERVILLE



Joseph A. Curtatone
Mayor

EXHIBIT A
Secretary of Transportation Letter



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO

massDOT
Massachusetts Department of Transportation

June 11, 2012

Honorable Members of the Green Line Extension Delegation –

Many of you have contacted my office in recent weeks to request information on the current status of the application for federal New Starts funding to support the costs of the Green Line Extension project. While I believe that David Mohler and Jefferson Smith of my staff are currently scheduling a briefing on this topic, I wanted to respond to you personally and in advance of that meeting with the most up-to-date information.

As you are aware, MassDOT and the MBTA have spent the past several years working closely with the Federal Transit Administration (FTA) to secure a place for the Green Line Extension project in the ‘pipeline’ for federal funding under the discretionary New Starts (Section 5309) program. The New Starts program is highly competitive and the application process intensely rigorous, with public transit agencies from across the U.S. vying for the same limited pool of funds to help support new public transit investments. Given that high threshold, I am proud to announce that the Green Line Extension project has now officially been accepted into the New Starts program, as we received approval for entry into the first phase of project engineering – known as Preliminary Engineering – on June 11, 2012. Reaching this milestone represents a significant commitment of staff and financial resources by the Patrick-Murray Administration, and bespeaks the many public benefits promised by the Green Line Extension project.

Approval into the New Starts pipeline means that the MBTA may be able, in the future, to seek reimbursement from FTA for expenditures associated with the Green Line Extension project. However, final authority to seek such reimbursements depends upon the Green Line Extension project being able to successfully continue to compete against other public transit projects within the New Starts program. For that to happen, the Green Line Extension project must reach and clear three additional obstacles – approval by FTA for entry into Final Design and then approval for Construction, followed by the execution of a Full Funding Grant Agreement – before the MBTA can secure federal participation in the costs of the project.

Entry into Preliminary Engineering, therefore, is a huge step for the Green Line Extension project and a necessary precondition to receiving federal support, but it provides no final guarantees that federal funding will ultimately be available for the project. It does, however, make the cost of designing the Green Line Extension project eligible for federal reimbursement, should the MBTA ultimately succeed in obtaining a Full Funding Grant Agreement.

The Green Line Extension project is, in many ways, an excellent candidate project for the New Starts program. The project rates well in terms of its anticipated ridership, its environmental benefits, the extant policies and programs in the corridor and region that encourage public transit usage, and the strong and sustained support for the project from elected officials and the public. However, the fundamental financial realities facing the MBTA – a substantial annual operating

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Tel: 617-973-7000, TDD: 617-973-7306
www.mass.gov/massdot

deficit as well as a multi-billion-dollar backlog in maintenance and upgrade needs – poses a real challenge to the ultimate approval of New Starts funds for the Green Line Extension project that requires our collective efforts to address and solve.

Indeed, MassDOT was required as part of our application for Preliminary Engineering to identify hypothetical policies that would solve the MBTA's structural deficit that, in turn, would allow FTA to participate in funding the Green Line Extension project. However, it is clear that in order to garner FTA's financial participation in the project, we must move from hypothetical proposals to implementing a long-term financial fix for the MBTA during the next legislative session. Otherwise, it is virtually certain the FTA will decline providing financial assistance to the project.

In the near term, MassDOT and the MBTA are proceeding with the engineering and pre-construction activities that are vital to meeting our goal of breaking ground on the Green Line Extension in the autumn. Currently, we have available to us Commonwealth funding that will allow for the realization of the first construction phase of the project: the demolition of an MBTA facility on Water Street in Cambridge, reconstruction of the Medford Street railroad bridge in Somerville, and reconstruction of the Harvard Street railroad bridge in Medford. We have also set aside sufficient funding, if necessary, to construct the next phase of the project and begin passenger service between a relocated Lechmere Station and new stations at Washington Street and Union Square.

The Green Line Extension project is a top transportation priority of MassDOT and the MBTA and we are committed to moving ahead both with the construction of the project and with the ongoing New Starts application process. In both of these efforts, your support and involvement will be crucial, as we look to make the Green Line Extension as responsive to community needs and aspirations as possible.

Thank you again for your support and advocacy. Please do not hesitate to contact me if you would like to discuss this matter further.

Sincerely,



Richard A. Davey
Secretary and Chief Executive Officer
Massachusetts Department of Transportation

cc: Mayor Joseph Curtatone
Mayor Michael McGlynn

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*******EXHIBIT B**
*******Acquisition Parcels**



CITY OF SOMERVILLE

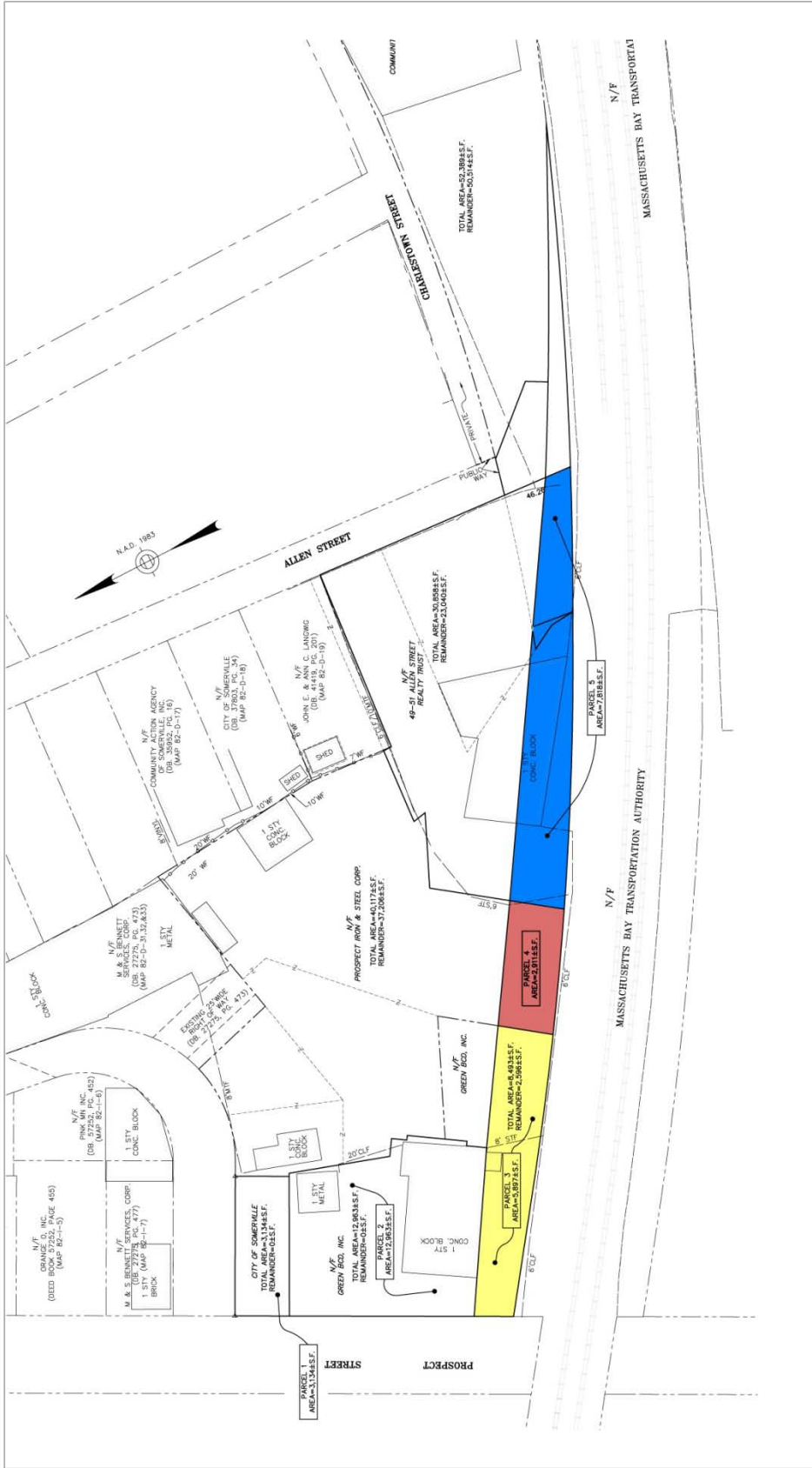
**UNION SQUARE STATION
ACQUISITION PARCELS**



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*****EXHIBIT C
*****Permanent Easement Area

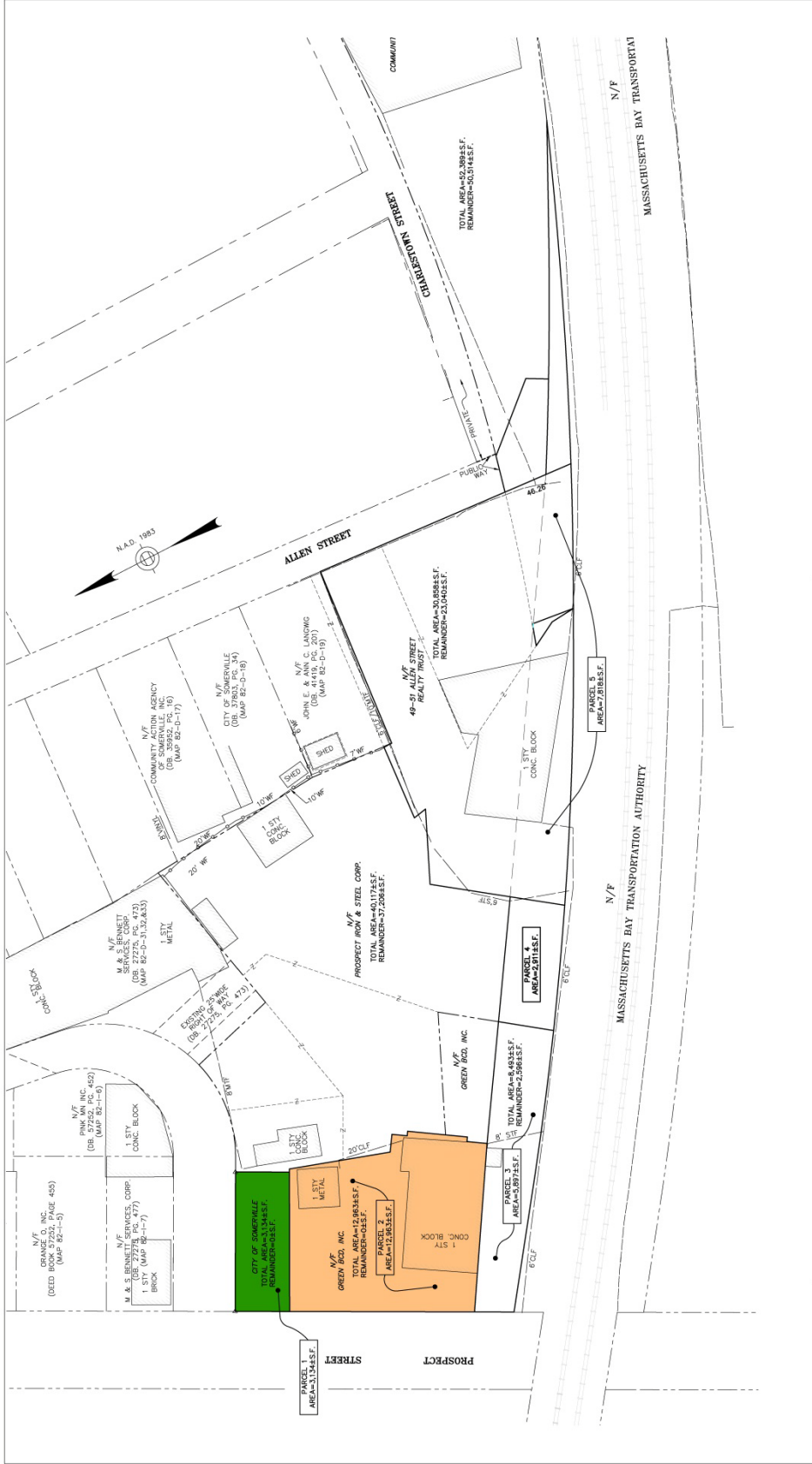


CITY OF SOMERVILLE
 UNION SQUARE STATION
 PERMANENT EASEMENT AREA

SCALE: 1" = 30'
 DATE: 7/2012
 SHEET: 1 OF 1

ACQUISITION PARCEL NO.	CURRENT OWNER	TYPE OF ACQUISITION	REASON	RECORDING BK. NO.	RECORDING PL. NO.	CITY OF MAP BLOCK LOT	AREA IN SQ. FT.	COUNTY	PERCENTAGE OF ORIGINAL
3	GREEN BOD, INC.	PERMANENT EASEMENT	STATION/TRACK	57252	445	82 D 24	5,837	MIDDLESEX	69%
4	PROSPECT IRON & STEEL CORP.	PERMANENT EASEMENT	STATION/TRACK	7208	542	82 D 23,24,25,26,27	2,000	MIDDLESEX	7%
5	44-21 ALFA STREET REALTY TRUST	PERMANENT EASEMENT	STATION/TRACK	22681	34	82 D 23,24,25,26,27	7,818	MIDDLESEX	23%

*******EXHIBIT D *******
*******Temporary Easement Area**



CITY OF SOMERVILLE
 UNION SQUARE STATION
 TEMPORARY EASEMENT AREA

0 15 30 60 120
 1" = 30'

SCALE: 1" = 30'
 DATE: 7/2012
 PLAN NO.
 SHEET: 1 OF 1

ACQUISITION PARCEL NO.	CURRENT OWNER	TYPE OF ACQUISITION	REASON	REGISTRY BY T.P.S.	CITY OF BAY BLOCK MAP	AREA IN SQ. FT.	COUNTY	PERCENTAGE CREATIVE			
1	CITY OF SOMERVILLE	TEMPORARY EASEMENT	ACCESSIBLE DROP OFF	14224	150	82	D	28487	12,963	WOLFESE	100%
2	GREEN BLDG. INC.	TEMPORARY EASEMENT	ACCESSIBLE DROP OFF	57252	447	82	D	28487	12,963	WOLFESE	100%

APPENDIX VI:
PREVIOUS STUDIES AND PLANS

DATE	PLAN NAME <click name to view plan> (CONSULTANT, IF ANY)
2002	Union Square Revitalization Study, Neighborhood Revitalization Strategy Area Plan
2002	Kiley Barrel Technical Assistance Panel Report (Urban Land Institute)
2002	Union Square Transportation Plan (Edwards Kelcey)
2003	Union Square Master Plan (Bluestone Group)
2004	Somerville Community Development Plan
2006	Union Square: Where do we go from here? ULI Technical Advisory Panel Report (Urban Land Institute)
2008	Union Square Neighborhood Revitalization Strategy Area Plan
2008	Union Square Open Space Plan
2008	Toward a Route 28 Corridor Transportation Plan: An Emerging Vision (Central Transportation Planning Staff)
2010	Union Square Transportation Study (Howard Stein Hudson Associates)

APPENDIX VII:
OUTCOMES, BUILD OUT, & BENEFITS

This appendix establishes the estimated benefit of the redevelopment on the disposition parcels of the Revitalization Plan. The City anticipates that the arrival of the Green Line and subsequent development of these parcels will attract additional private development in the Revitalization Plan area including in Boynton Yards and the Medford/McGrath Corridor. However, that development is not included in these initial impact assumptions. There are seven Disposition Blocks or groups of parcels identified in the Plan (see section 12.02(10) Disposition). All of these are expected to be redeveloped into mixed-use TOD including a mix of residential, office and research space with first-floor retail uses. Using the zoning standards and industry assumptions about housing, employment and circulation, this section outlines potential development scenarios and their economic outcomes.

BUILDABLE AREA

To estimate the impact of potential build-out scenarios requires first estimating the potential buildable square footage on individual block groups. The net buildable square footage possible on each lot is calculated as the area of each lot multiplied by the permitted floor area ratio (FAR) for the particular district zone. This assumes full build-out of each parcel under zoning. For the redevelopment of Block D-5, this exercise assumes that the lot with the existing National Register listed historic Post Office is not developed with additional floor area.

Table A7-1: Full Build Out Square Footage

	<u>Lot Area</u>	<u>Zoning</u>	<u>FAR</u>	<u>Building SF</u>
D-1	110,697	CCD 55 / TOD 70	3.0	386,990
D-2	169,427	TOD 55 / TOD 100	3.0 / 4.0	645,947
D-3	179,625	TOD 100 / TOD 135	4.0 / 5.5	645,947
D-4	52,336	CCD 55	3.0	131,958
D-5	45,843	CCD 55	3.0	764,775
D-6	74,004	CCD 55	3.0	131,958
D-7	65,933	CCD 55	3.0	66,093
Total	691,782			2,377,801

LAND USE SCENARIOS

The Revitalization Plan will foster development of residential, office, retail, and research uses. For simplicity and illustration purposes, the analysis uses a mix of residential, research and office square footage in addition to a small portion of retail and business services. Given the scale of redevelopment and the tendency for new real estate markets to incubate and mature, the degree of realizing the full build-out is also considered here. With a potential redevelopment scope of 2.3M sf, a number of scenarios can be approximated. Three potential scenarios are illustrated in Table A7-2.

Table A7-2: Primary Land Use Allocations

PRIMARY USE ALLOCATIONS

Scenario #1 Mixed			Scenario #2 Residential			Scenario #3 Commercial		
Retail	115,000	5%	Retail	115,000	5%	Retail	115,000	5%
Residential	805,000	35%	Residential	1,725,000	75%	Residential	345,000	15%
Office	690,000	30%	Office	230,000	10%	Office	920,000	40%
Research	690,000	30%	Research	230,000	10%	Research	920,000	40%
Total	2,300,000		Total	2,300,000		Total	2,300,000	

PARKING CONSIDERATION

Recent trends in development have shown a decreasing demand for automobile travel for urban transit-oriented developments. The SomerVision plan seeks to achieve an aspirational but achievable goal that half of new daily trips in Somerville be made by walking, biking or public transit. Therefore, the intensity of required parking is based upon estimated parking needs for development meeting the SomerVision goals. Total parking needs are estimated as follows:

Residential	0.8 parking spaces per 1,100 sf unit
Office	1 parking space per employee, 3.0 employees per 1,000 sf of office space
Research	1 parking space per employee, 2.2 employees per 1,000 sf of research space

Retail/Service – Given the expectation for retail to be at ground level as an accessory use, this analysis expects retail to share parking with other uses during non-peak hours

The total area of each structure dedicated to parking would be as follows:

Retail/Service	100% primary / 0% parking
Residential	80% primary / 20% parking
Office	66% primary / 34% parking
Research	72% primary / 28% parking

Scenarios modified to include parking are illustrated in Table A7-3:

Table A7-3: Use Allocations – Parking Considered

USE ALLOCATIONS – WITH PARKING CONSIDERED

Scenario #1 Mix			Scenario #2 Residential			Scenario #3 Commercial		
Retail	115,000	5%	Retail	115,000	5%	Retail	115,000	5%
Residential	641,000	28%	Residential	1,375,000	60%	Residential	275,000	12%
Office	452,000	19.5%	Office	151,000	7%	Office	603,000	26%
Research	498,000	21.5%	Research	166,000	7%	Research	664,000	29%
Parking	594,000	26%	Parking	493,000	21%	Parking	643,000	28%
Total	2,300,000		Total	2,300,000		Total	2,300,000	

COMPREHENSIVE PLAN METRICS

The transformation areas of the City: Assembly Square, Inner Belt, Brickbottom, Union Square and Boynton Yards, are expected to absorb 85% of new development anticipated under the SomerVision Comprehensive Plan. These city-wide goals (including goals for 30,000 new jobs and 6,000 new housing units) are intended to allow the city to grow while conserving existing neighborhoods. The Union Square plan area is expected to accommodate roughly 14% of the Citywide goals (6% for Union Square and 8% for Boynton Yards). This represents an expectation that the 20 year build-out in the plan area would accommodate 4,300 new jobs, and 850 new housing units of which at least 170 will be affordable. Half of this development is likely to be in the area spurred by development in Boynton Yards, beyond the acquisition parcels

currently designated in the plan. However, the land use scenarios above show how the acquisition parcels themselves can work substantially towards meeting the other half of that goal. Table A7-4 identifies the number of jobs, housing units and affordable housing units created on the acquisition parcels under the three full build-out scenarios.

Table A7-4: Jobs, Housing, and Affordable Housing Units under Full Build-Out Scenarios

Jobs Created <i>(# of jobs)</i>		Housing Created <i>(# of units)</i>		Affordable Units <i>(# of units)</i>	
Scenario #1	2,682	Scenario #1	583	Scenario #1	117
Scenario #2	1,048	Scenario #2	1,250	Scenario #2	250
Scenario #3	3,500	Scenario #3	250	Scenario #3	50

Scenario 1 would come closest to achieving the key goals for jobs, housing and affordable units of the Comprehensive Plan that are envisioned for Union Square.

APPENDIX VIII:
SOMERVISION EXCERPTS

In April 2012, Somerville's first-ever Comprehensive Plan was formally endorsed by the Somerville Board of Aldermen, and formally adopted by the Somerville Planning Board as the official master plan for the City of Somerville under Massachusetts General Law. The SomerVision Comprehensive Plan is the product of three years of public process, more than 50 community meetings, and a broad-based Steering Committee of more than 60 residents, business owners and elected officials. The plan is an easy-to-use guide for future growth and development in the City.

SomerVision articulates a shared vision to conserve Somerville's great residential neighborhoods, enhance our funky squares and commercial corridors, and transform opportunity areas on the City's eastern and southern edges. It recommends more than five hundred goals, policies and actions that the City and its partners should consider on topics including transportation, housing, economic development and neighborhood preservation.

This appendix provides an introduction to the plan, showing the shared values that were developed in community meetings at the start of the planning process. The appendix also includes the vision established by the plan, including targets for jobs and housing growth, new open space and transportation options. The appendix also shows the SomerVision Map including all areas to conserve, enhance and transform as established through the planning process. Finally, the appendix includes the full text of the 79 goals, out of SomerVision's 587 goals, policies and actions that will be supported by the Union Square Revitalization Plan.

NEIGHBORHOODS

- Goal A.I: Engage community members in civic life and decision-making, seeking diverse representation and participation.
- Goal A.II: Strengthen and support neighborhood commercial centers that integrate residential uses, offer lively destinations and contribute to Somerville's unique identity.
- Policy A.II.A: The City should establish policies and regulations that support neighborhood development with a strong relationship to transit.
- Policy A.II.B: The City should support neighborhood-center development consistent with existing and future area plans.
- Action A.II.B.1: Support development projects that are consistent with the community vision reflected in the recent zoning amendments adopted for Union Square and the Broadway corridor.
- Action A.II.B.3: Encourage construction of mixed-use buildings with an active first floor.
- Goal A.V: Facilitate transit-oriented, neighborhood infill development when it enhances the lively, human-scaled and walkable character of Somerville blocks and neighborhoods.
- Policy A.V.B: The City should adopt policies and regulations for infill development that support continued diversity in its population, income and housing stock.
- Action A.V.B.1: Develop station area plans to focus infill development around neighborhood Green Line stations.
- Policy A.V.C: Infill development should contribute to the fiscal health of the city.
- Action A.V.C.1: Encourage mixed-use infill development on busy streets and near transit.

COMMERCIAL CORRIDORS, SQUARES AND GROWTH DISTRICTS

- Goal B.I: Promote municipal financial self-determination and reduce fiscal dependence on state aid and residential taxes and fees.
- Policy B.I.A: The City should use planning and zoning to increase the commercial tax base.
- Policy B.I.B: The City should leverage creative financing options to foster commercial development.
- Action B.I.B.1: Consider District Improvement Financing (DIF) (M.G.L. 40Q) to reinvest in public infrastructure and economic development projects consistent with the Comprehensive Plan and/or approved Area Plans.
- Policy B.I.C: City-owned property should, where appropriate, be used to stimulate economic development activities or serve as catalysts for such activities.
- Action B.I.C.2: Prepare surplus City-owned parcels for disposition and/or redevelopment.
- Goal B.II: Make Somerville a regional employment center with a mix of diverse and high-quality jobs.
- Goal B.V: Link Somerville's commercial corridors, squares and growth districts to support future development activity.
- Policy B.V.A: Somerville should be connected to major research universities and to Kendall Square.
- Policy B.V.B: The City should provide great streetscapes and wayfinding to connect commercial corridors and squares.
- Action B.V.B.3: Create a great civic space in Union Square.
- Action B.V.B.5: Investigate opportunities to build municipal or private garage parking structures that will help address the parking needs of multiple users within a commercial area, thereby making more private land available for revenue-producing development.

- Goal B.VI: Transform key opportunity areas, such as Assembly Square, Inner Belt, Brickbottom, Boynton Yards, and the southeastern portion of Union Square into dynamic, mixed-use and transit-oriented districts that serve as economic engines and complement the neighborhoods of Somerville.
- Policy B.VI.A: The City should establish a clear vision for the desired scale and type of redevelopment within transformative mixed-use districts that speak to the City's economic goals; following upon an active public process to develop the vision, increase the flexibility and reduce the complexity of the permitting process.
- Action B.VI.A.2: Initiate Area Plans for Assembly Square, Boynton Yards, and the eastern portion of Union Square.
- Policy B.VI.C: The City should promote site assemblage and redevelopment in transformative districts.
- Action B.VI.C.1: Identify catalyst sites where redevelopment would have the most impact.
- Action B.VI.C.2: Work with property owners and developers to prepare assemblage and redevelopment plans that support the goals of the Comprehensive Plan and/or adopted Area Plans.
- Action B.VI.C.3: Identify sites where parcels are too small, too isolated or otherwise risky for transformative redevelopment and consider City-led assemblage activities.
- Goal B.VII: Facilitate thoughtfully designed, pedestrian-oriented mixed-use development and re-use opportunities in Commercial Corridors, Squares and around transit stations that are sensitive to neighborhood context, and serve existing and future residents and businesses.

RESOURCES

- Goal C.VI: Create and program a network of vibrant public open spaces and shared use paths throughout the city that are multi-purpose, promote healthy living, and reflect changing recreational interests and cultural opportunities.
- Goal C.IX. Ensure the infrastructure for all utilities is sufficient in capacity and quality, of the best available technology, redundant, and supportive of the desired level of future growth.
- Policy C.IX.A: The City should identify funding to upgrade utilities in key economic development areas.
- Action C.IX.A.1: Plan for utility infrastructure that can support the density anticipated under the zoning ordinance.
- Action C.IX.A.2: Consider District Improvement Financing programs to provide dedicated revenue streams to pay for subsurface utility work and streetscape design improvements.
- Policy C.IX.B: The City should strongly encourage utility companies to provide services in a way that improves the urban environment and aesthetics, while meeting future needs.
- Action C.IX.B.4: In Union Square, mitigate the presence of large utility transformers by screening, moving, or burying, if possible.

TRANSPORTATION AND INFRASTRUCTURE

- Goal D.I: Create a mass transit network accessible to all parts of the city and to all users, with innovative physical and informational improvements that allow for easy use and seamless intermodal connections.
- Policy D.I.A: The City should prioritize a regional transit network in decision-making around land use and development.
- Action D.I.A.1: Ensure that the Green Line Extension is completed as soon as possible.
- Policy D.I.B: The design of the Green Line Extension should reconnect the city by completing multi-modal connections and creating superb bus, bike and pedestrian access points.
- Action D.I.B.2: Advocate for 360 degrees of access at each station, through safe, bright and accessible pedestrian connections.
- Policy D.I.D: The City should advocate for improvements to the frequency of transit service, hours and user amenities along the MBTA bus and rail networks in Somerville.
- Action D.I.D.1: Work with the MBTA to improve the bus network, taking into account north-south and cross-Somerville connections, access to the Green Line Extension (including potential redundancies) and future development areas, while emphasizing service to current transit-dependent customers.
- Action D.I.D.4: Advocate for improvements to the comfort, access, safety and efficiency of the MBTA bus, subway and rail system.
- Policy D.I.C: The design of the Green Line Extension and other future transit projects should be leveraged to encourage sustainable, transit-oriented development (TOD) throughout the city.
- Goal D.II: Increase active and alternative transportation options; reduce congestion and promote workplace-based policies and incentives for mode choice, work hours, and employment location.

- Policy D.II.A: The City should implement transportation policies and programs that reduce automobile use.
- Goal D.III: Expand bike and pedestrian modes by transforming existing infrastructure to accommodate bicyclists and pedestrians, resulting in safe, accessible and well-connected networks.
- Policy D.III.B: The City should ensure that every transportation project results in improved pedestrian access.
- Action D.III.B.1: Ensure all public streets have sidewalks and crosswalks that are well-maintained, safe, and accessible at all times of year.
- Action D.III.B.3: Implement the most appropriate forms of pedestrian signal timing (concurrent, exclusive, or leading pedestrian interval) as determined by site-specific vehicular conditions and pedestrian behavior.
- Action D.III.B.5: Continue to implement bump-outs and other traffic-calming measures to allow for greater pedestrian movement across major thoroughfares.
- Goal D.IV: Use technology and infrastructure improvements to balance the needs of pedestrians, bicyclists, vehicles and mass transit; reduce congestion and pollution; decrease road space dedicated to private automobiles, and unlock economic development potential while maintaining a fiscally sound road maintenance program.
- Policy D.IV.A: The City should efficiently manage traffic flow to reduce pollution and congestion.
- Goal D.V: Manage parking supply and demand in a flexible, rational and innovative manner to balance transportation, economic development and residential goals.
- Policy D.V.A: The City should preserve or create adequate parking to accommodate local needs, but not to the detriment of other modes of travel.
- Action D.V.A.4: Reduce surface parking and promote aesthetically pleasing parking structures to serve multiple users; ensure that parking structures are

architecturally compatible with their location and pedestrian friendly in design, including active uses on the ground floor where appropriate.

- Goal D.VI: Connect the city: retrofit, redesign and build, as necessary, roads, bridges, paths and rights-of-way to improve transportation networks and link neighborhoods and commercial centers within Somerville and beyond.
- Policy D.VI.A: The City should improve transportation infrastructure in areas identified for new development, and create inviting streets for all transportation modes.
- Action D.VI.A.3: Study options to eliminate the barrier created by McGrath Highway.
- Action D.VI.A.4: Plan and develop a transportation network in the Boynton Yards area that allows for greater connectivity to surrounding districts and within Boynton Yards.
- Action D.VI.A.5: Complete and implement the Union Square Transportation Plan.
- Policy D.VI.B: The City should advocate for infrastructure projects that mitigate the adverse impacts of highway infrastructure, with particular attention to providing greater access and connectivity to pedestrians and bicyclists and addressing health and quality of life impacts experienced by abutters.
- Action D.VI.B.1: Advocate for conversion of McGrath Highway into a surface-level, tree-lined urban boulevard, crossable by pedestrians at every intersection, with accommodations provided for bicyclists.
- Action D.VI.B.12: Urge MassDOT and USDOT to fully mitigate the impact of Interstate I-93, including air and noise pollution.
- Goal D.VIII: Improve stormwater and wastewater management systems to increasingly separate storm water and sewerage systems and support desired levels of future growth.
- Policy D.VIII.A: The City should provide a stormwater and sewer system that is able to accommodate extreme events without flooding or causing combined sewer overflows (CSOs).

Action D.VIII.A.1: Continue to separate sewer and storm water drains by working with the Massachusetts Water Resources Authority, the Environmental Protection Agency and others to develop strategies and secure funding.

Action D.VIII.A.2: Develop and adopt a comprehensive Action Plan that will produce a storm water system with the capacity to accommodate flooding, greater frequency and intensity of storms, and rising sea levels.

HOUSING

Goal E.I: Preserve and expand an integrated, balanced mix of safe, affordable and environmentally sound rental and homeownership units for households of all sizes and types from diverse social and economic groups.

Policy E.I.A: The City should adopt programs and regulations to increase affordable housing, in part through additional affordable housing creation.

Policy E.I.C: The City should encourage the development and preservation of rental housing throughout Somerville to maintain a balance between rental and homeownership units tied to the Housing Needs Assessment.

Action E.I.C.1: Consider incentives for rental housing along transit corridors.

Action E.I.C.2: Prioritize funding for affordable rental units along transit corridors.

Goal E.II: Promote mixed-use, mixed-income transit-oriented development to provide new housing and employment options.

Policy E.II.A: The City should facilitate the development of additional housing in close proximity to transit stations.

Policy E.II.B: The City should promote the provision of mixed-use development in commercial districts.