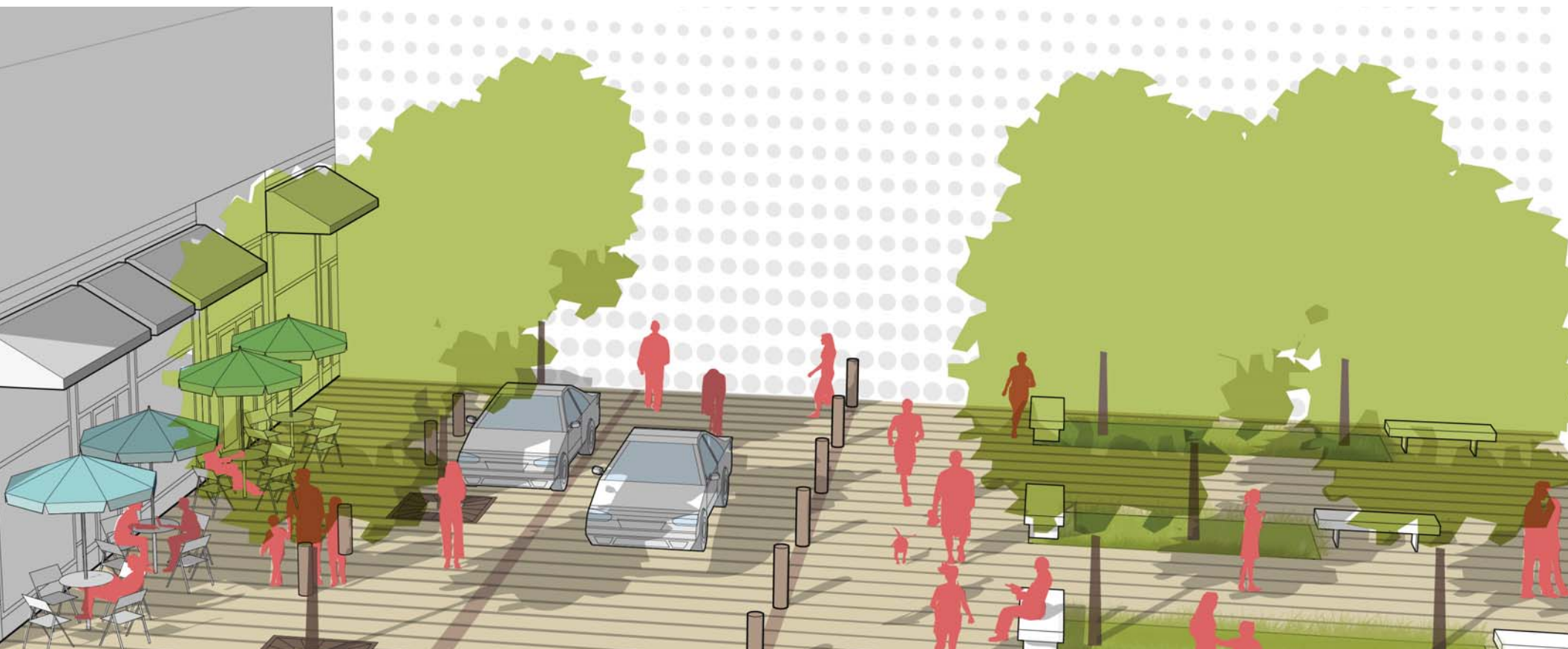


**UNION SQUARE NEIGHBORHOOD PLAN**  
Plan Open House 2  
June 24, 2015

Please review the Union Square Plan Open House 2 Presentation before taking this survey. And thanks!

**start**

press **ENTER**



## **UNION SQUARE NEIGHBORHOOD PLAN**

Plan Open House 2  
June 24, 2015

## PROJECT TEAM

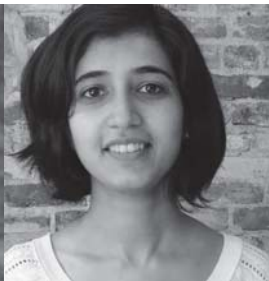
### CITY STAFF:



### PRINCIPLE GROUP:



### UTILE:



TISCHLERBISE  
Carson Bise, Fiscal Impact

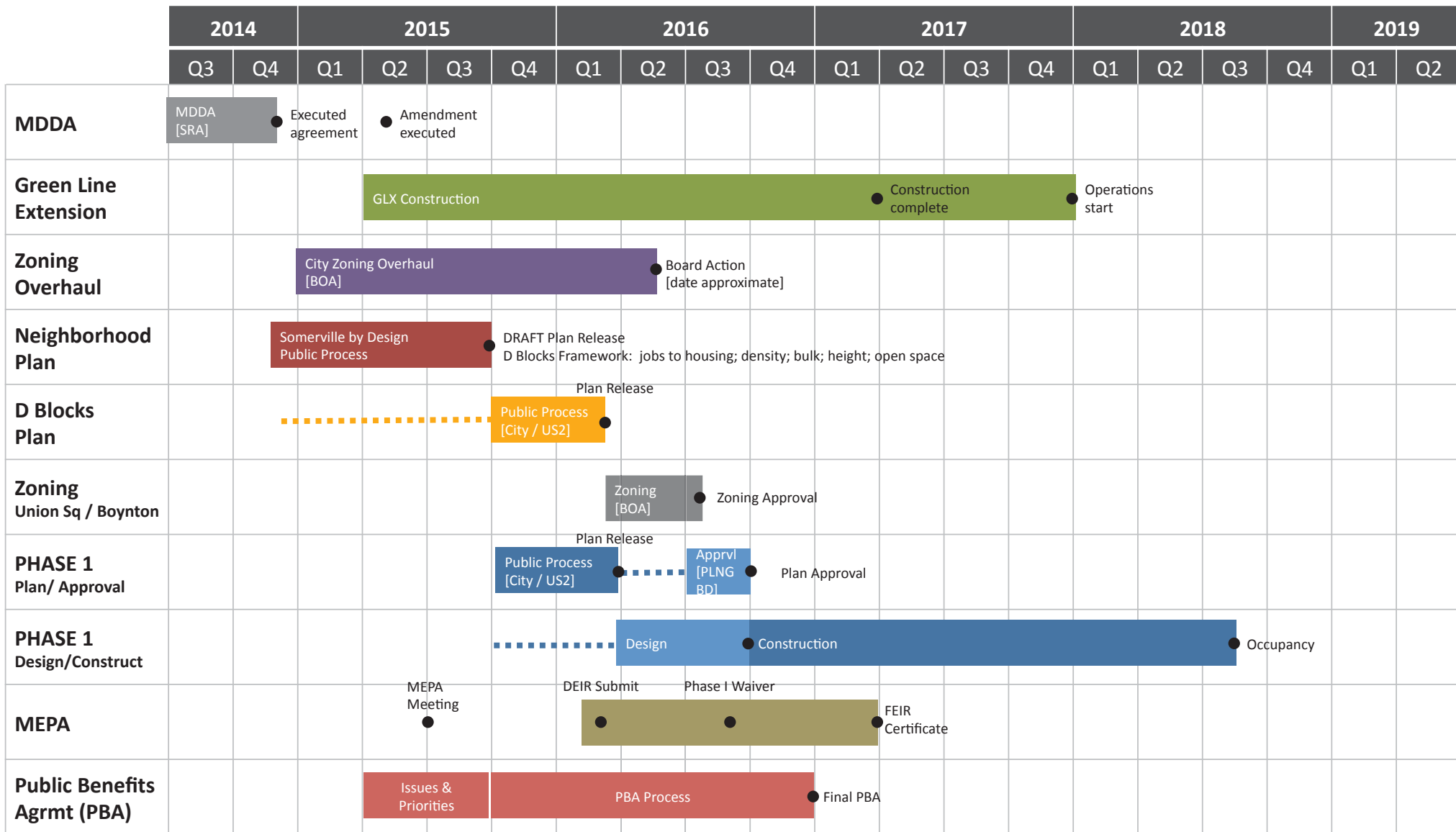
PARSONS BRINKERHOFF:  
Contracting with the City on Infrastructure

GEHL STUDIO:  
Public Space / Public Life

SPURR:  
Lincoln Park Project

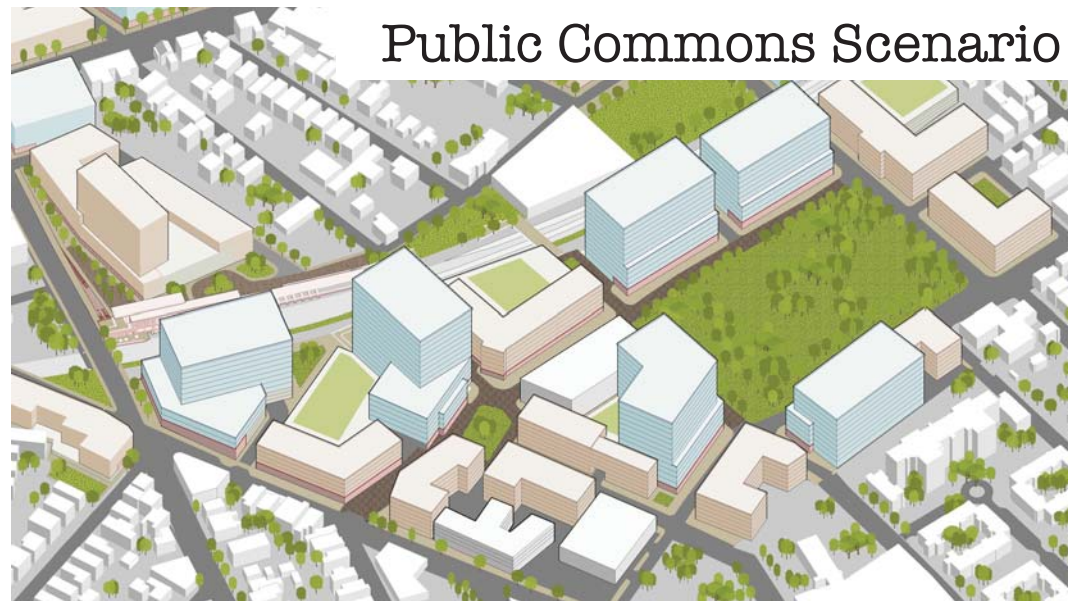


Master Developer for Union Square





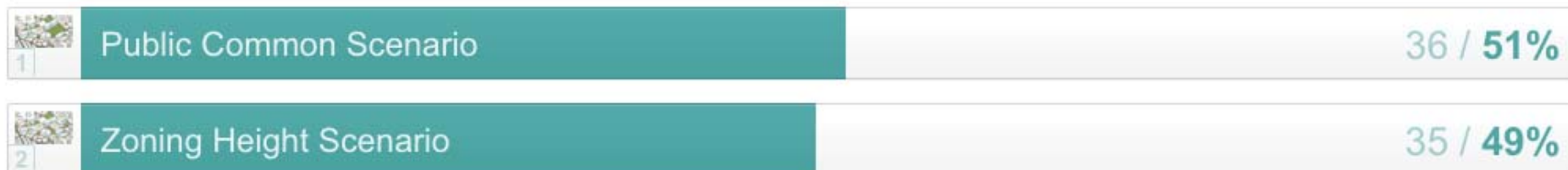
Zoning Height Scenario

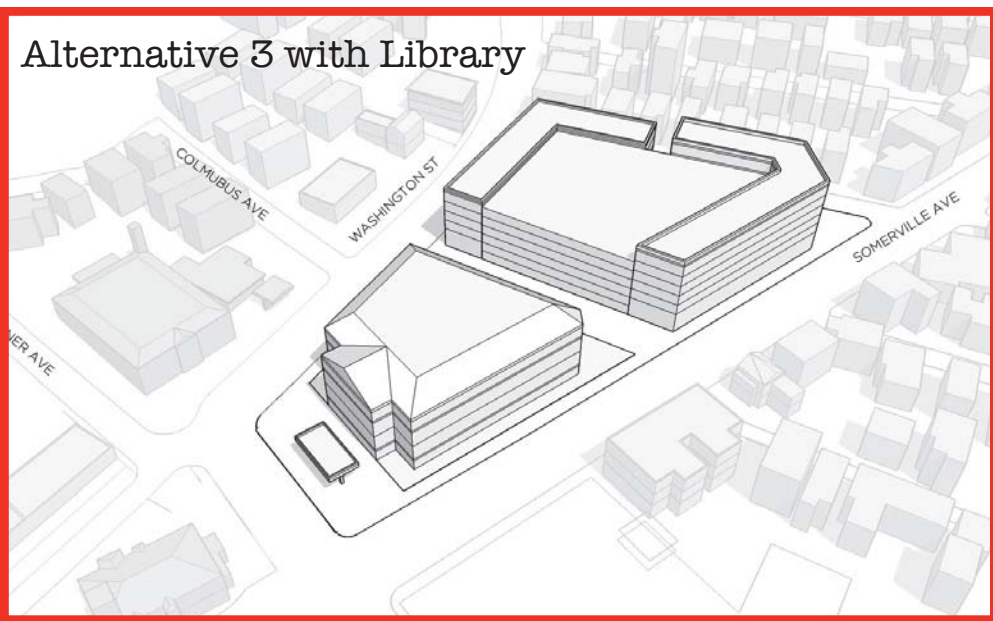


Public Commons Scenario

Please indicate which Boynton Yards Scenario you prefer.

71 out of 72 people answered this question

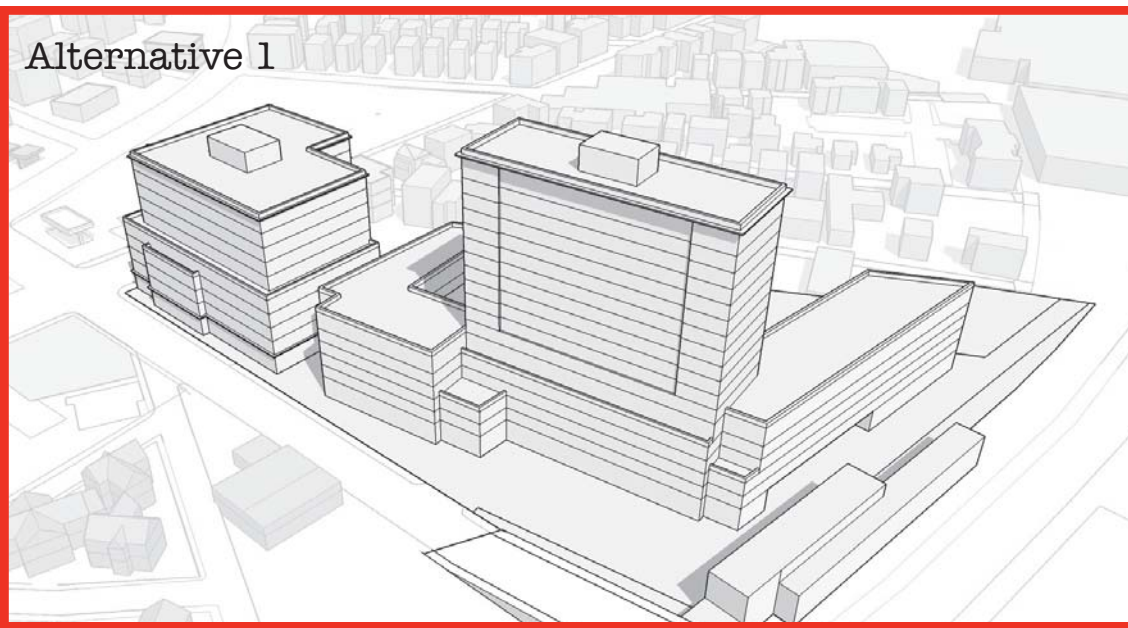




D1: Select the option you prefer.

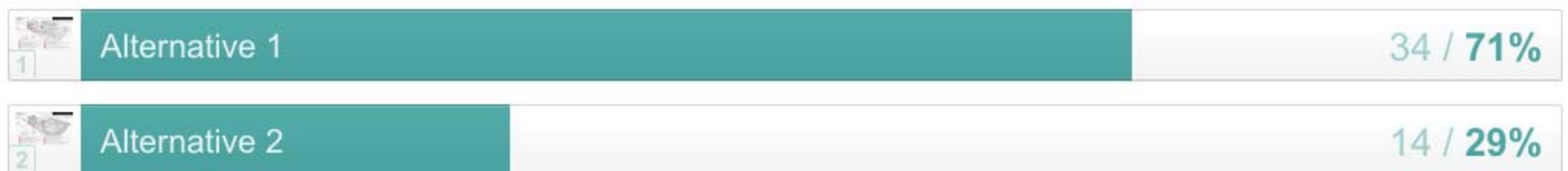
52 out of 72 people answered this question

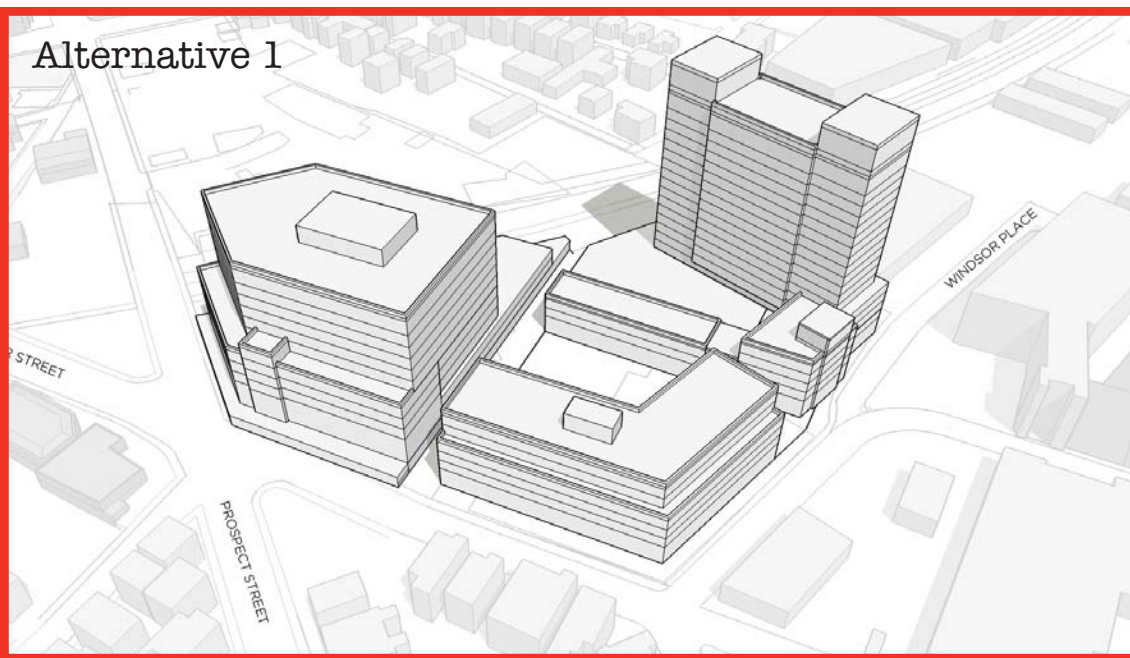




D2: Select the option you prefer.

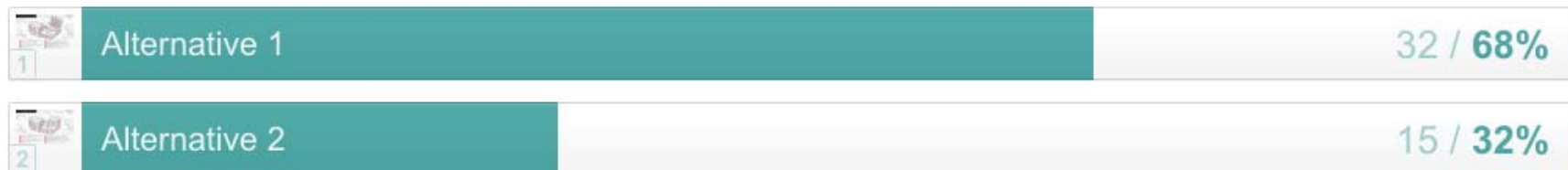
48 out of 72 people answered this question



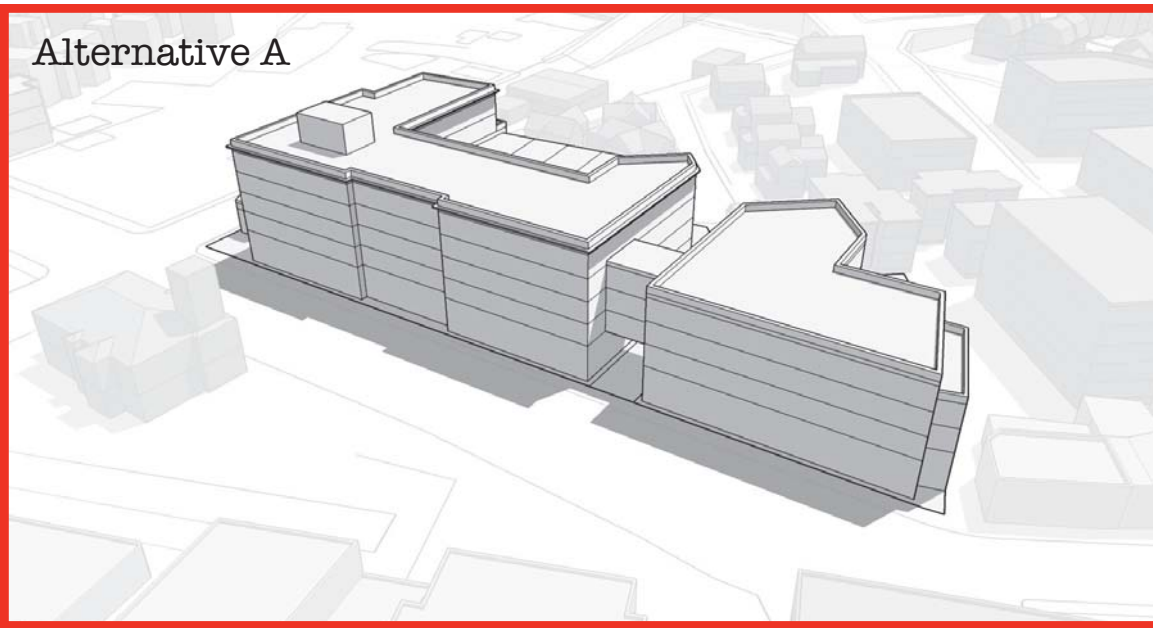


D3: Select the option you prefer.

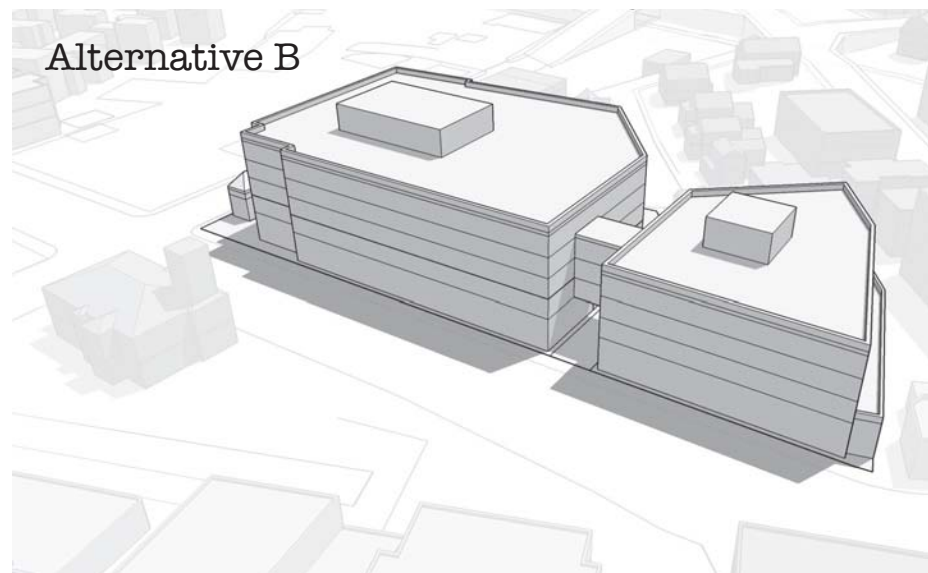
47 out of 72 people answered this question



Alternative A



Alternative B



D6: Select the option you prefer.

46 out of 72 people answered this question



Alternative A

39 / 85%



Alternative B

7 / 15%



# NEIGHBORHOOD VISION

# Identity

- Maintain the unique character of the Union Square community: diverse, independent, original
- Embrace the importance of Union Square as Somerville's downtown
- Respect the scale of the historic portions of Union Square
- Support an improvisational cultural atmosphere
- Strengthen and expand public spaces and people-oriented streets in support of public life.
- Emphasize visibility and spatial connections to the Union Square T-Station.
- Preserve and respect view corridors and terminated vistas.
- Institutions, municipal uses, and civic buildings should be located to enhance the civic identity of the square.

# Opportunity

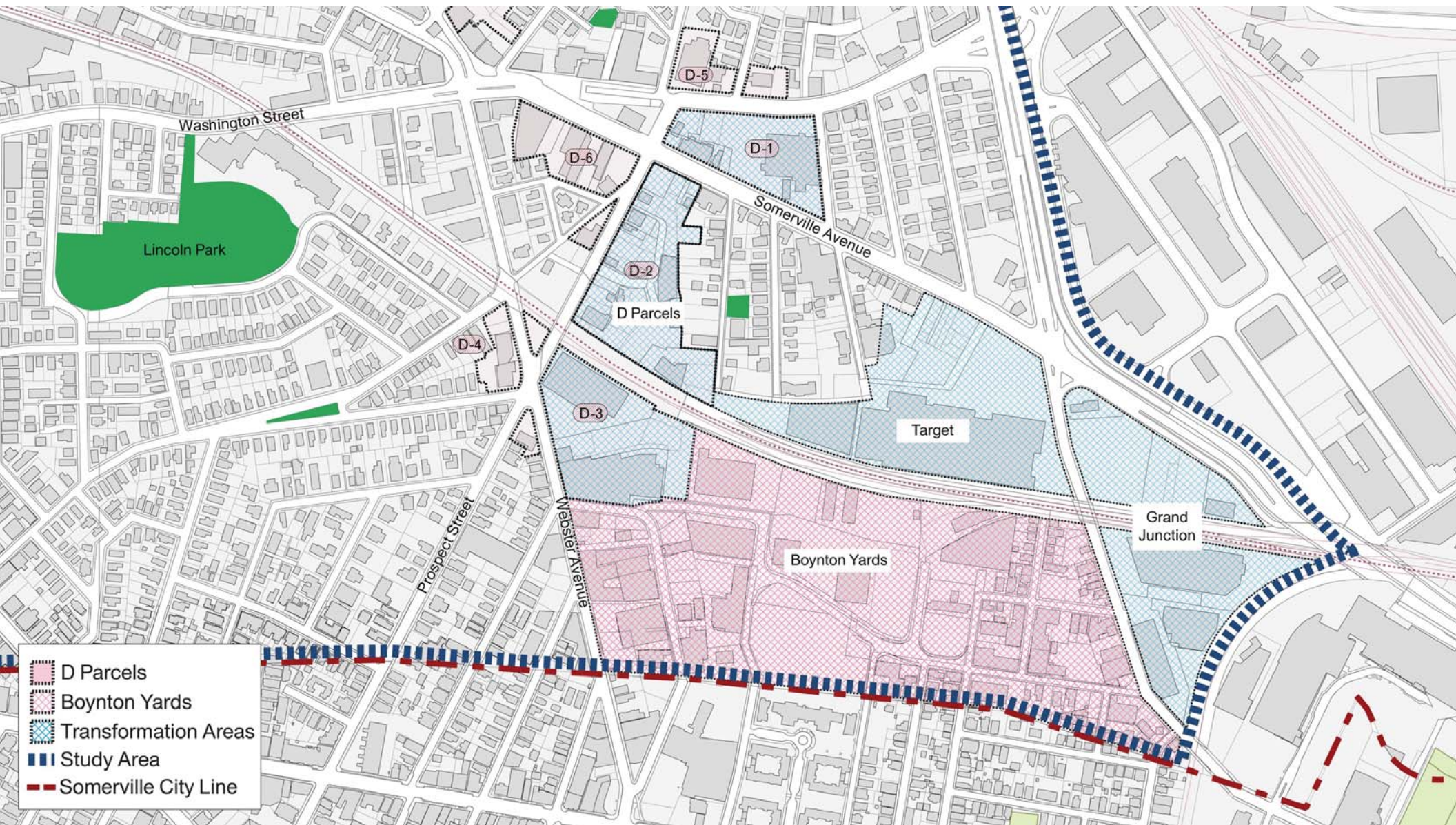
- Generate a full spectrum of employment opportunities and a diverse mix of business mix by attracting new investment and supporting existing ventures.
- Provide a range of housing types, unit sizes, and price points to accommodate the diverse household sizes, and life stages of Somerville residents at all income levels, paying particular attention to providing housing affordable to individuals and families with low and moderate incomes.
- Support start-up and creative enterprises as the incubators of the local economy.
- Reinforce Union Square as the crossroads of the creative economy in metro Boston.

# Connectivity

- Foster a neighborhood that connects community members to jobs, activities, and each other
- Maximize choice and options for the ways people travel from one place to another
- Prioritize pedestrians first, then transit riders, cyclists, and automobiles for all types of transportation and development projects, through all phases, to balance Somerville's streets and make them more "complete."
- Emphasize and prioritize arterial corridors as intra-city connections.

# Sustainability

- Position Union Square as a sustainable neighborhood (Environment, Economy, and Equity)
- Ensure an environment that enriches our well being and supports a healthy way of life.
- Ensure a local economy with the capacity to produce and maintain robust employment opportunities and meaningful incomes.
- Ensure a social environment that permits all members of the community to play a meaningful role in the life of Union Square.
- Utilize the benefits of district based system and collaborative master planning to increase the resiliency and sustainability of the neighborhood.





# PUBLIC REALM PLANS



## Public Commons Scenario - Ballfields



## Public Commons Scenario - Ballfields



## Public Commons Scenario - Commons



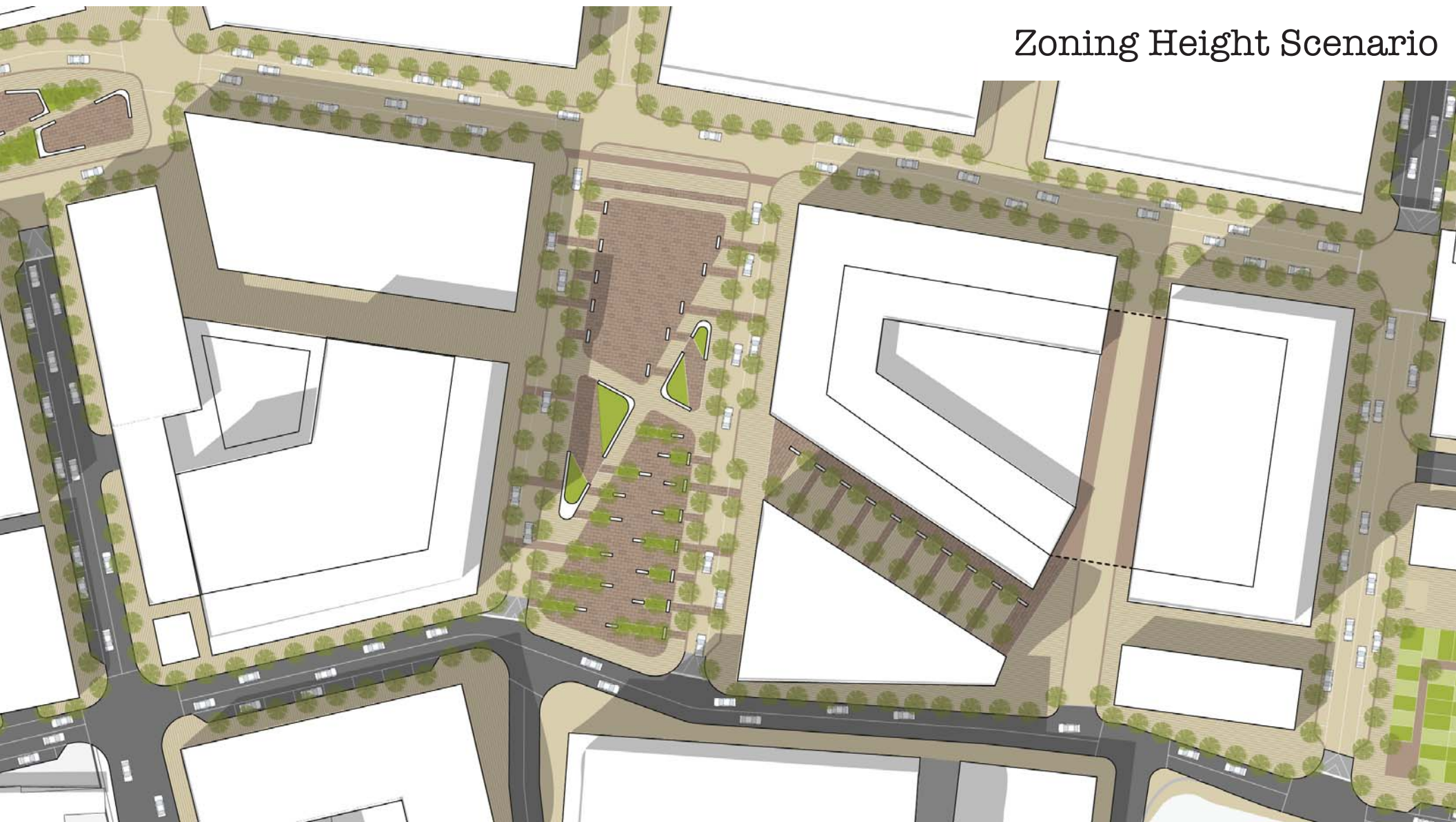
## Public Commons Scenario - Commons



## Zoning Height Scenario

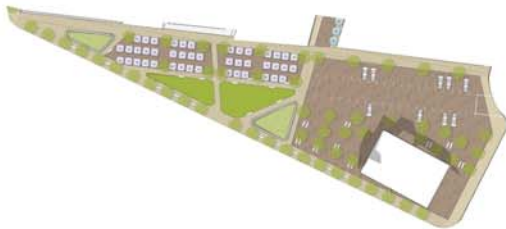


## Zoning Height Scenario





**Boynton Yards Plaza**  
0.8 acres  
(1.6 acres including shared space)



**Proposed Union Square Plaza**  
1.1 acres



**Post office Square**  
1.7 acres



**Fan Pier Public Green (South Boston)**  
1.2 acres



**Copley Square**  
3.38 acres



**Dewey Square Park**  
1.2 acres



Boynton Yards Plaza  
0.8 acres  
(1.6 acres including shared  
space)



Davis Sq  
0.30 acres



Lafayette Sq  
0.36 acres



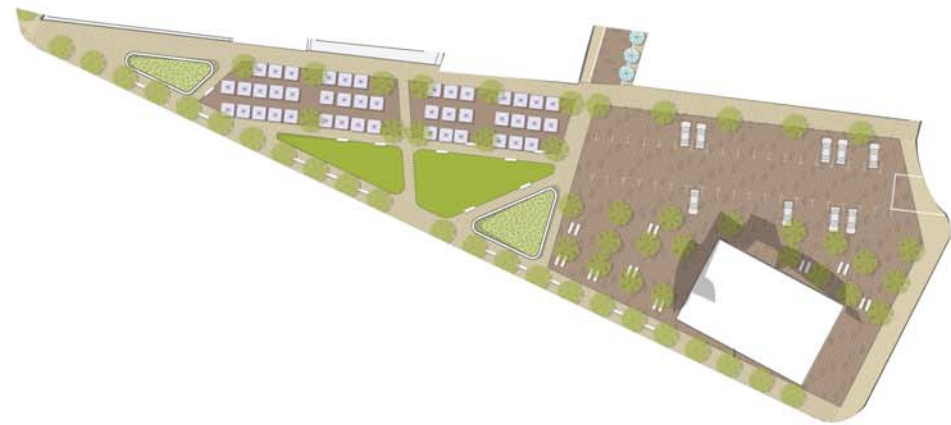
Winthrop Sq  
0.38 acres



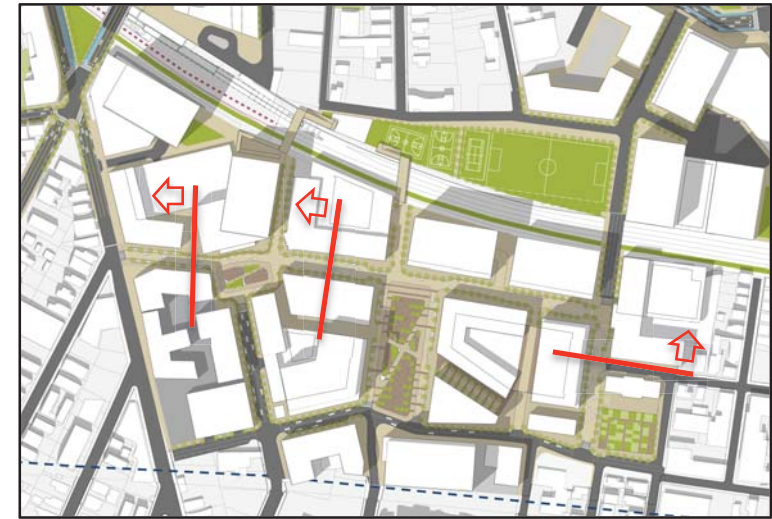
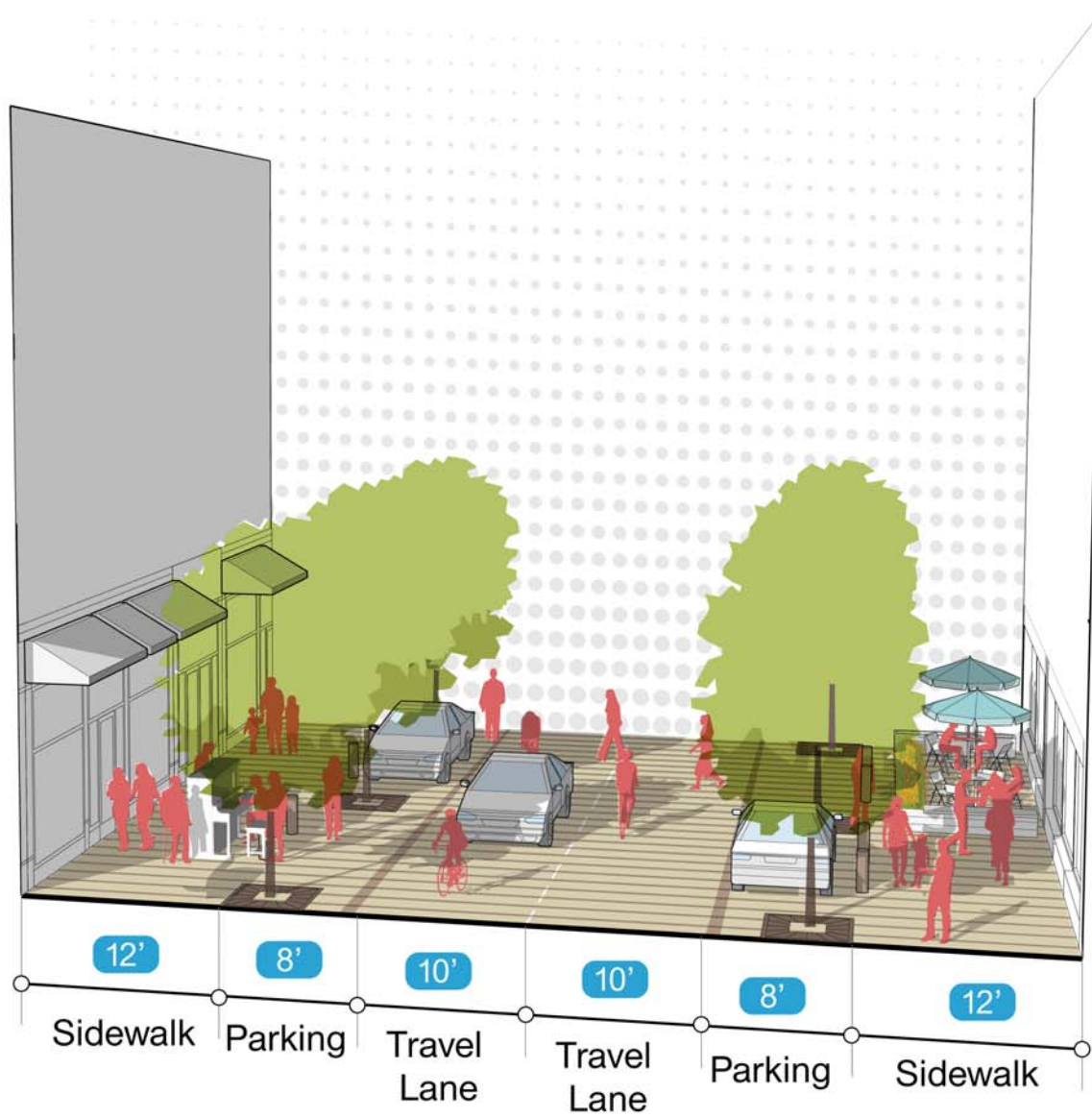
Technology Sq  
1.14 acres



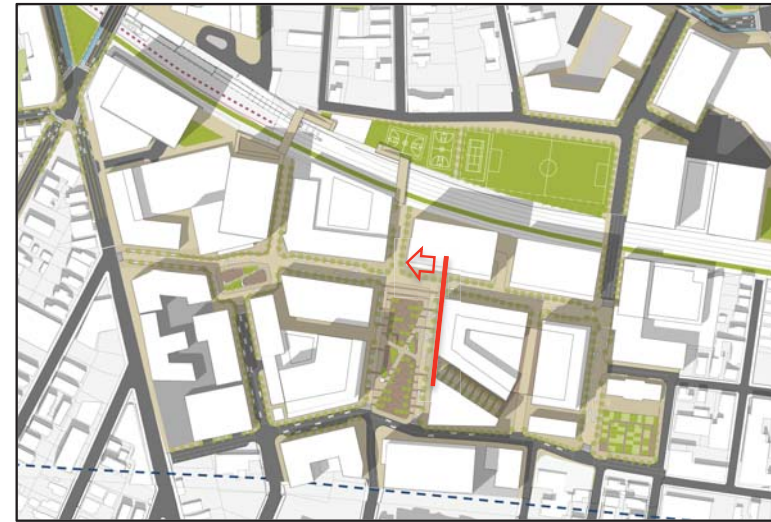
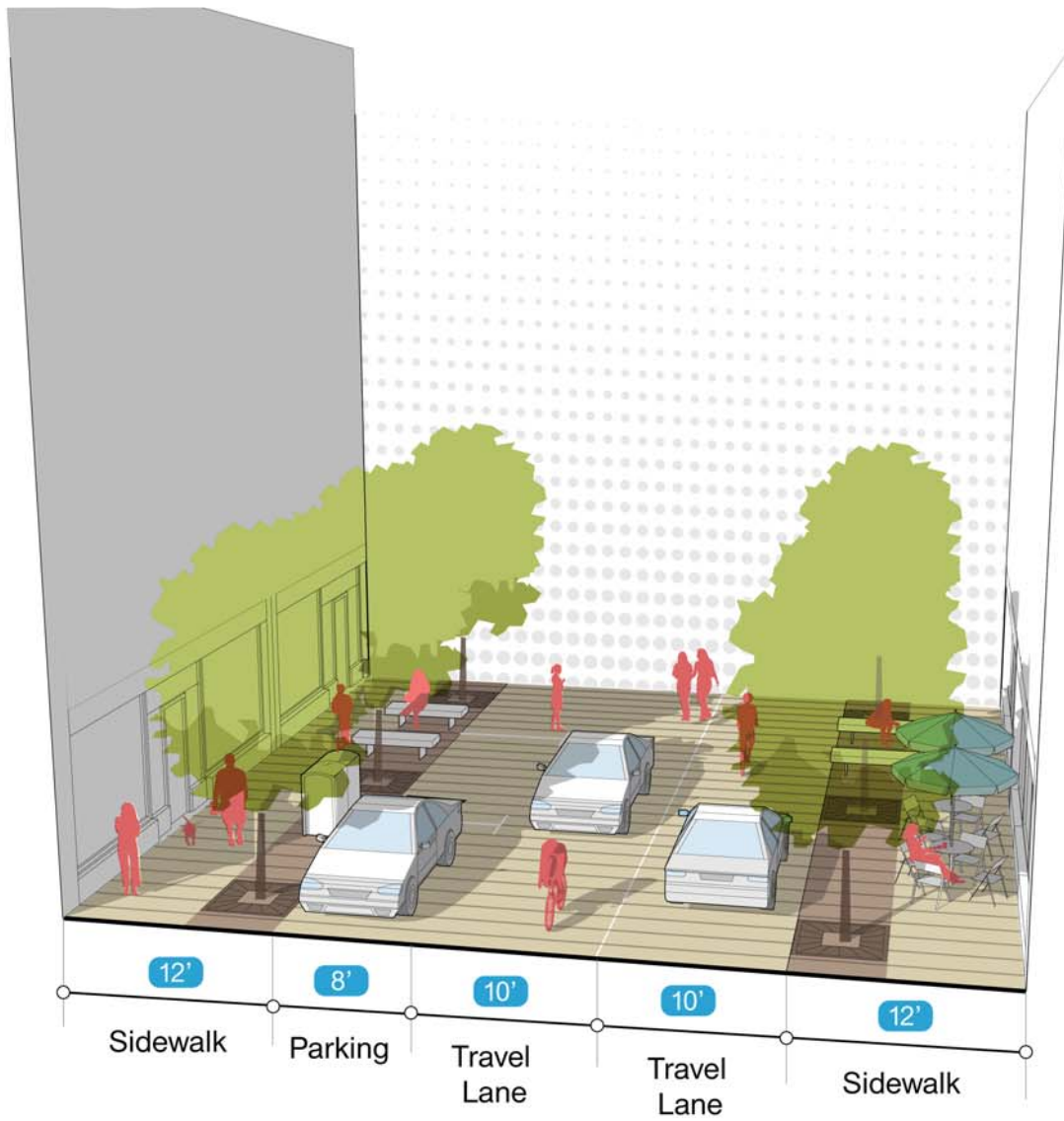
Existing Union Square Plaza  
0.7 acres plaza + 0.3 acres parking



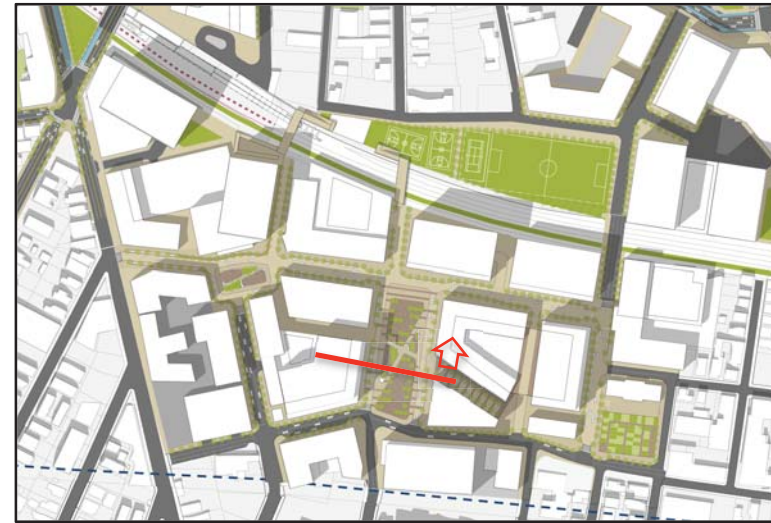
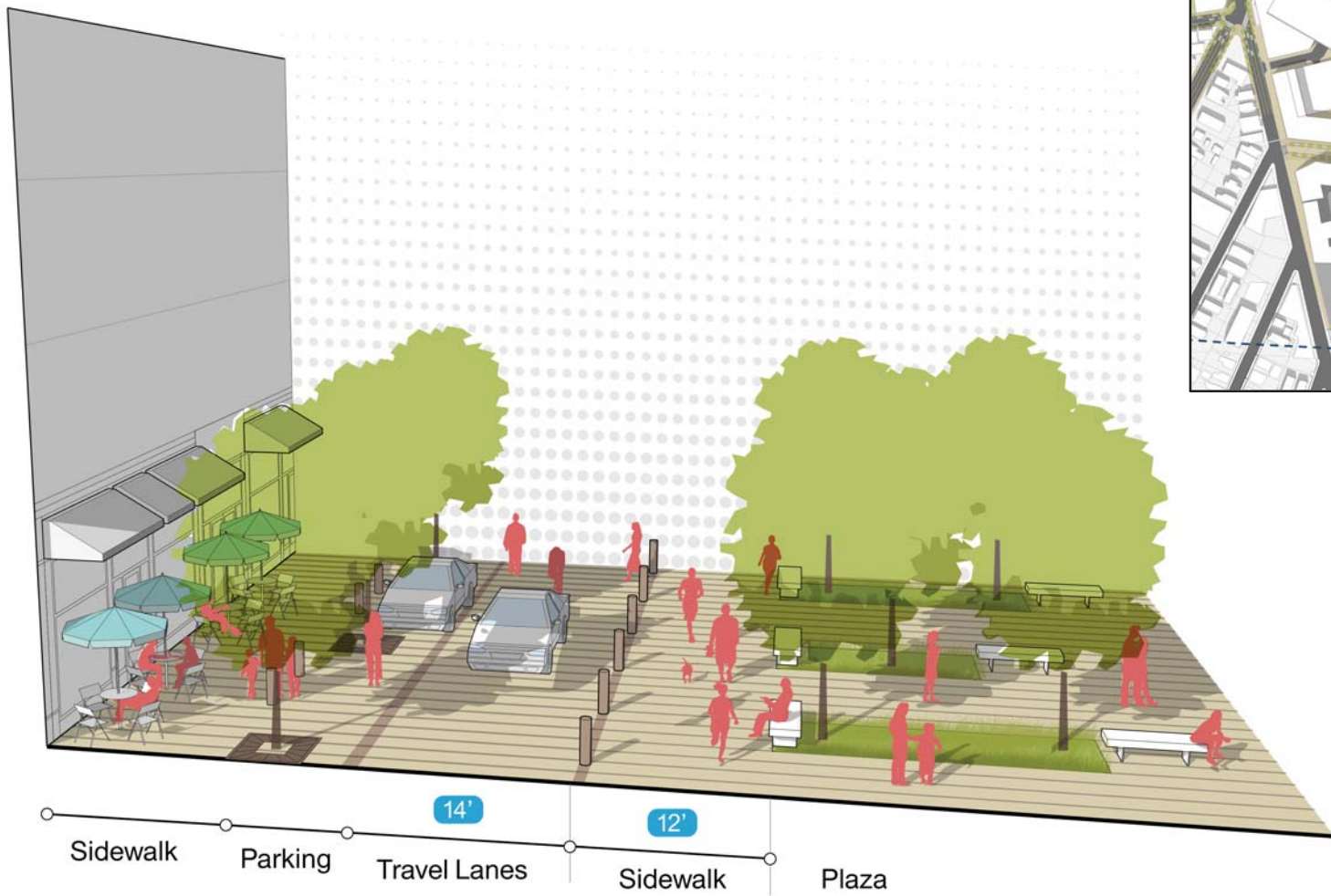
Proposed Union Square Plaza  
1.1 acres



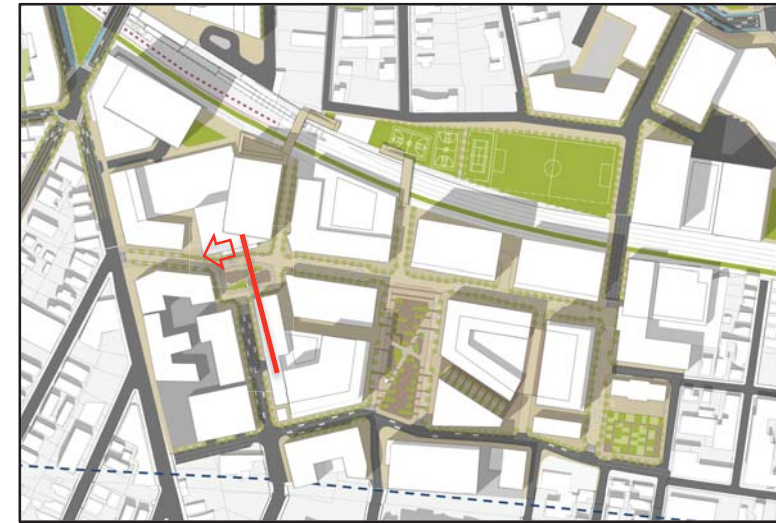
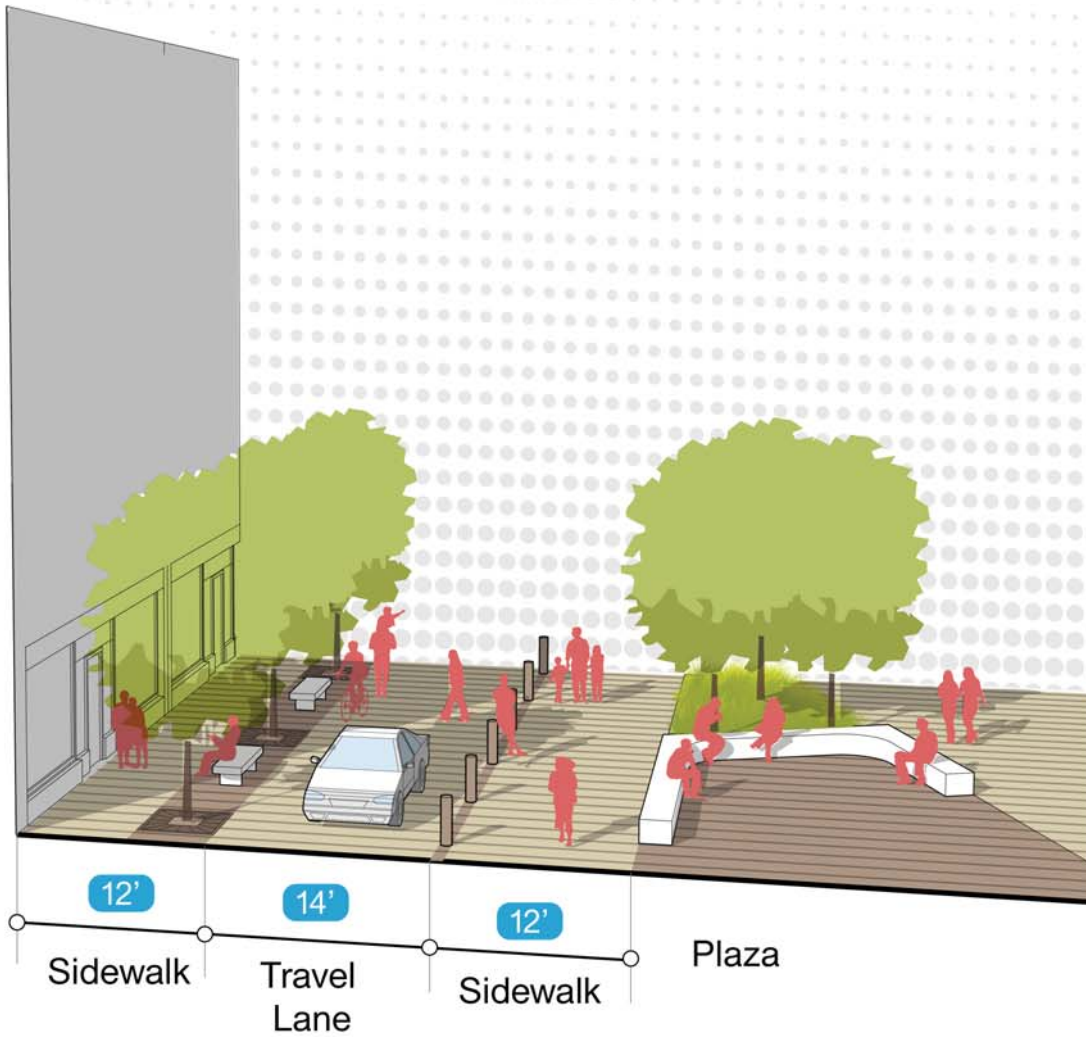
Shared Main Street A



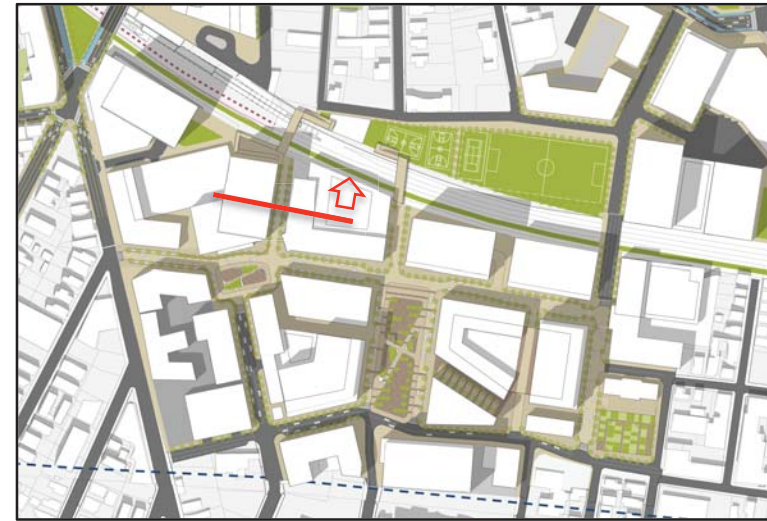
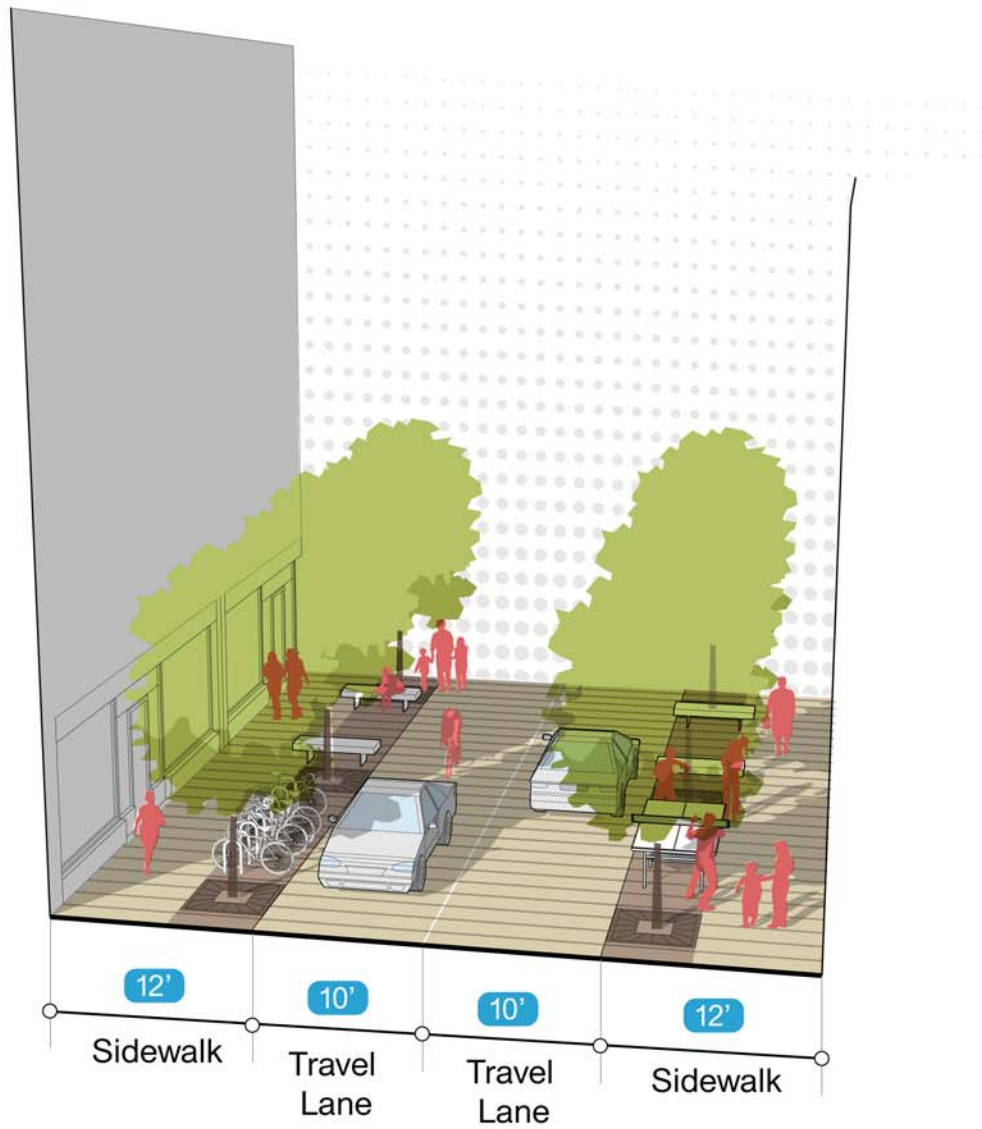
Shared Main Street B



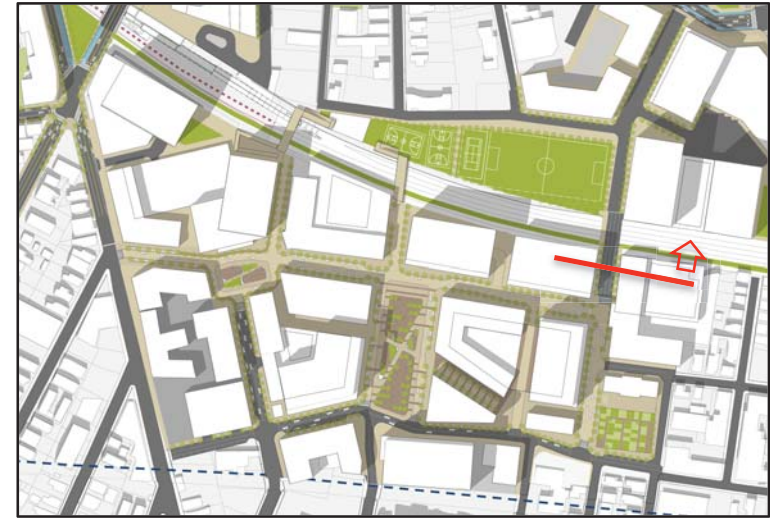
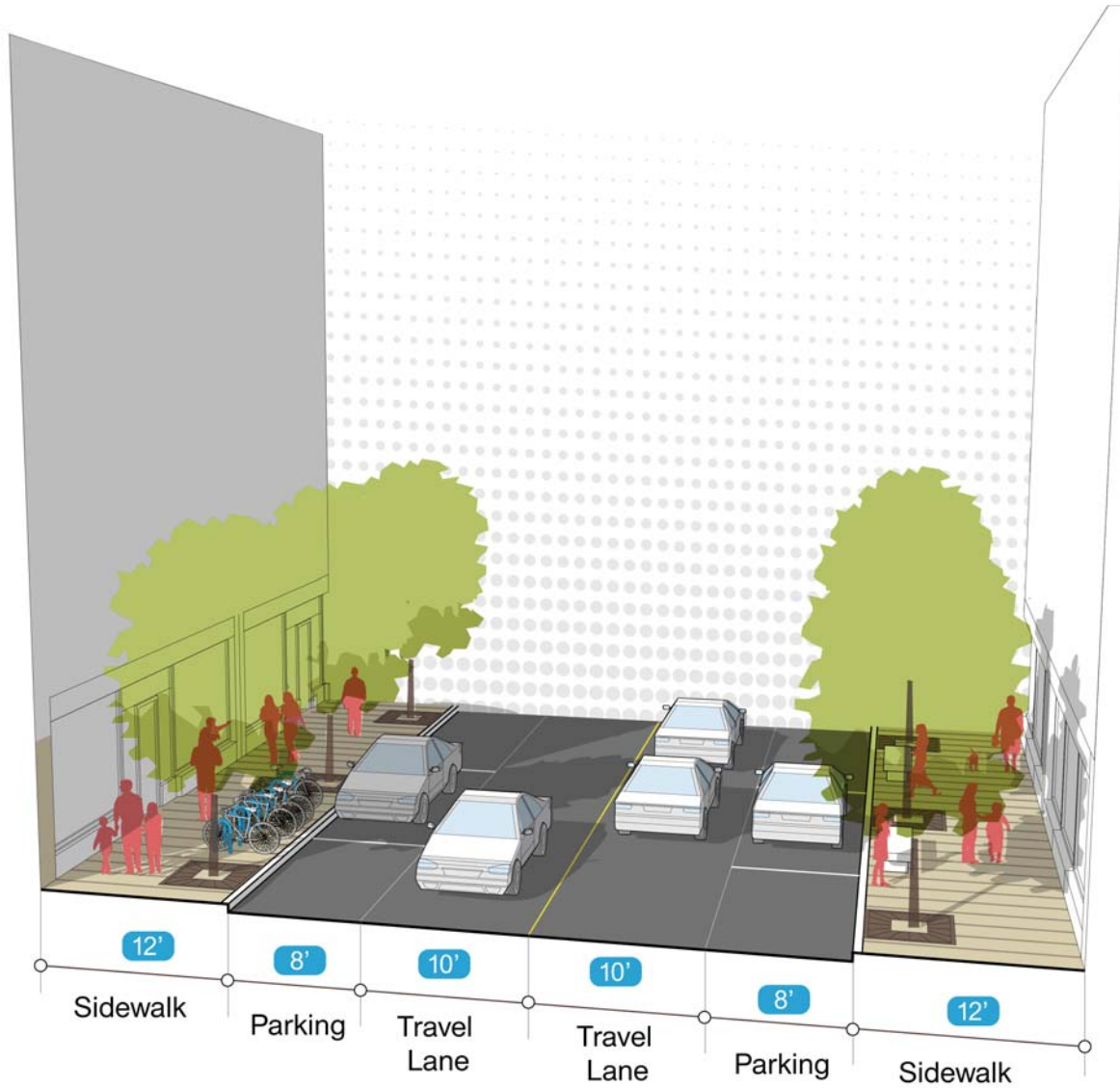
Shared Drive A



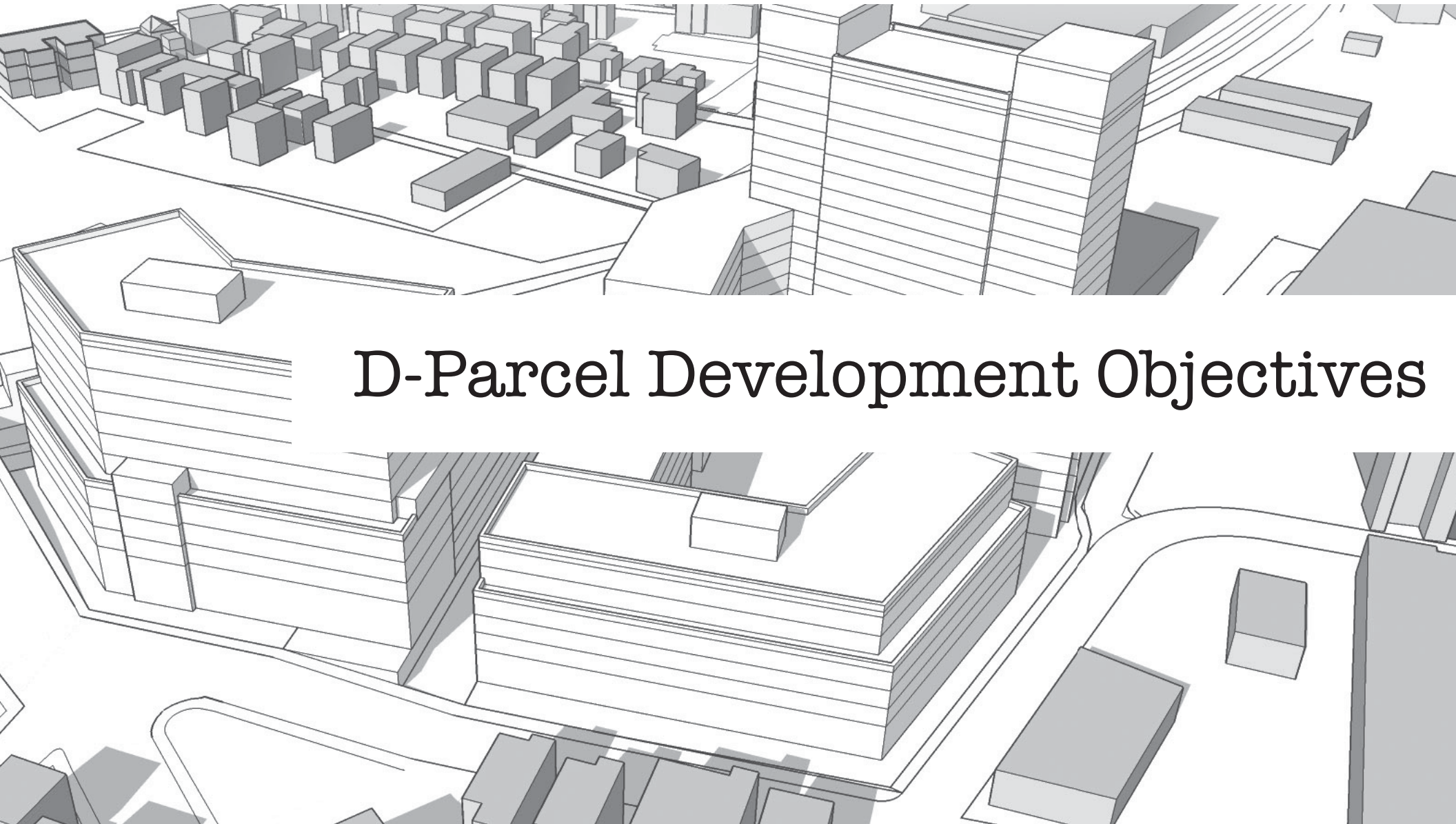
Shared Drive B



Shared Side Street



Conventional  
Neighborhood Street



# D-Parcel Development Objectives

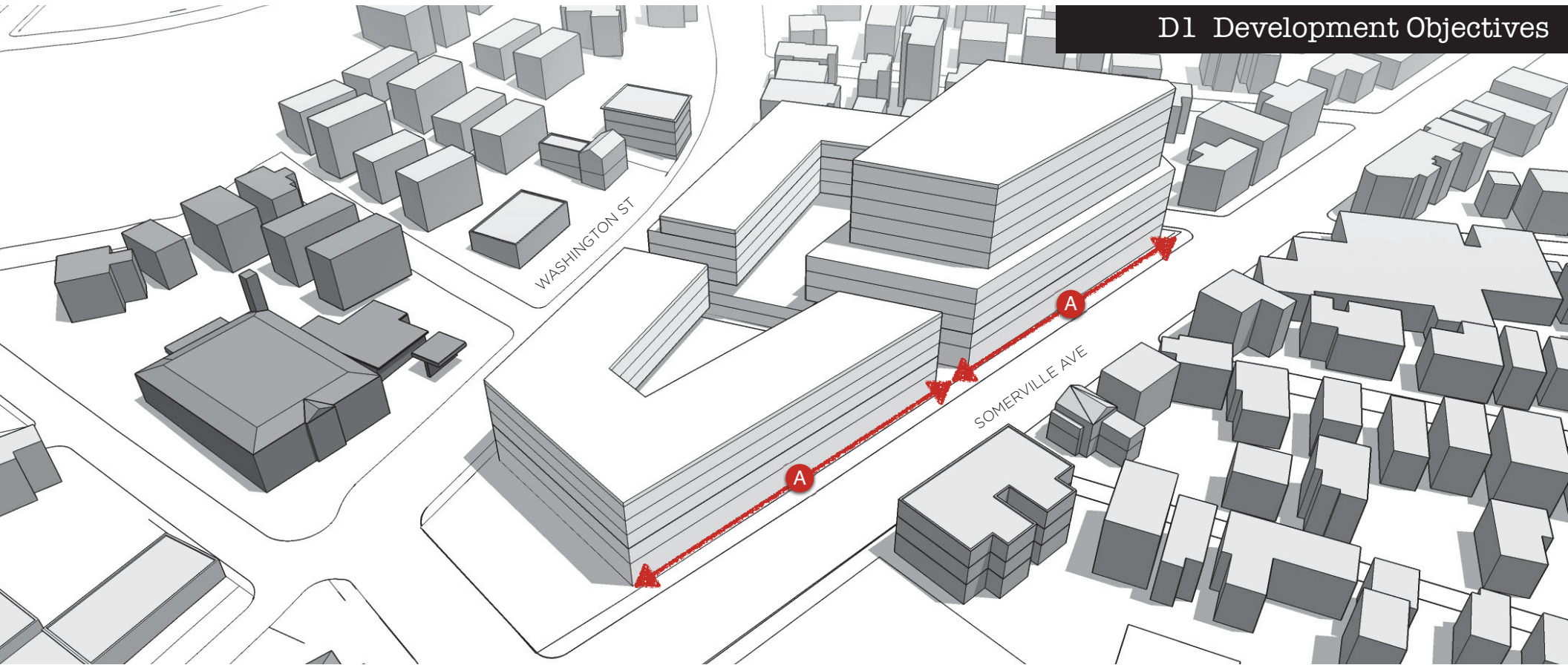
## D1 Development Objectives



## D1 Development Objectives

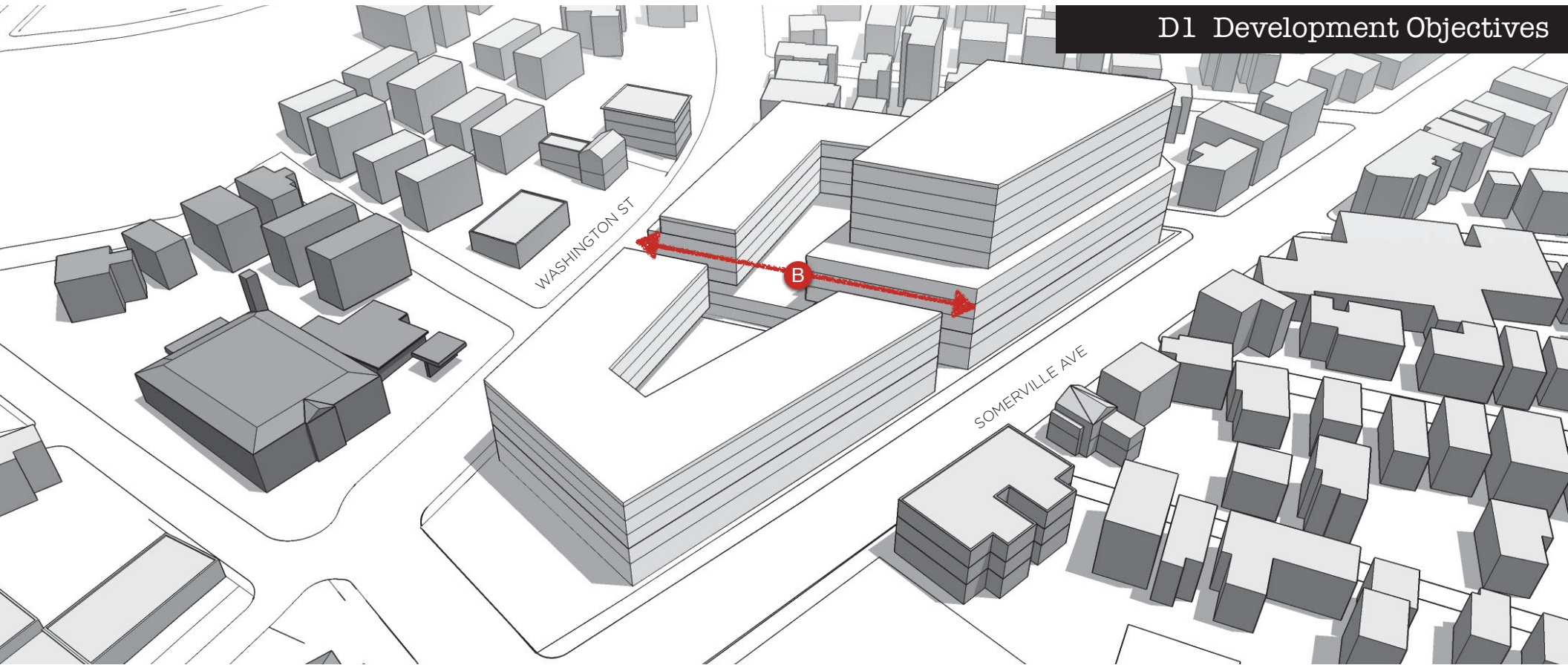


## D1 Development Objectives



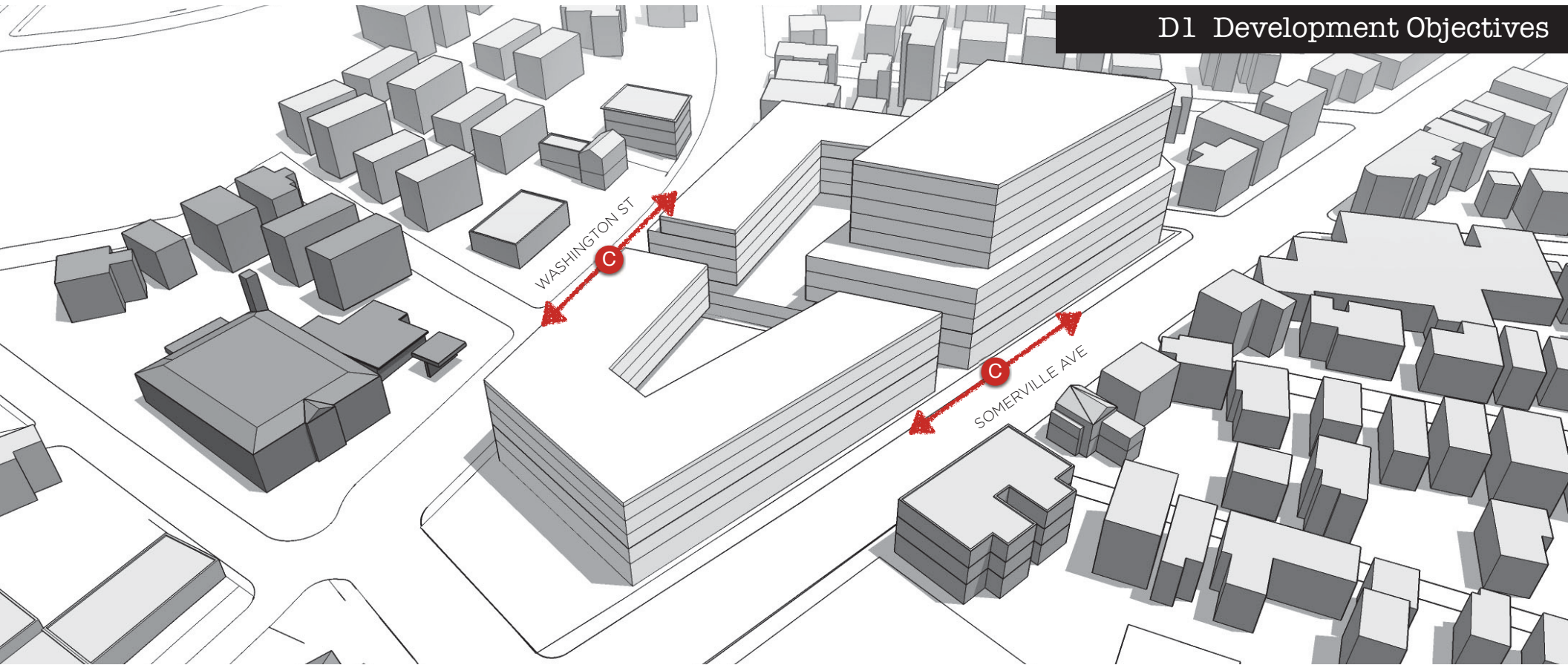
- A The D-1 site must be platted into two (2) or more lots.

## D1 Development Objectives



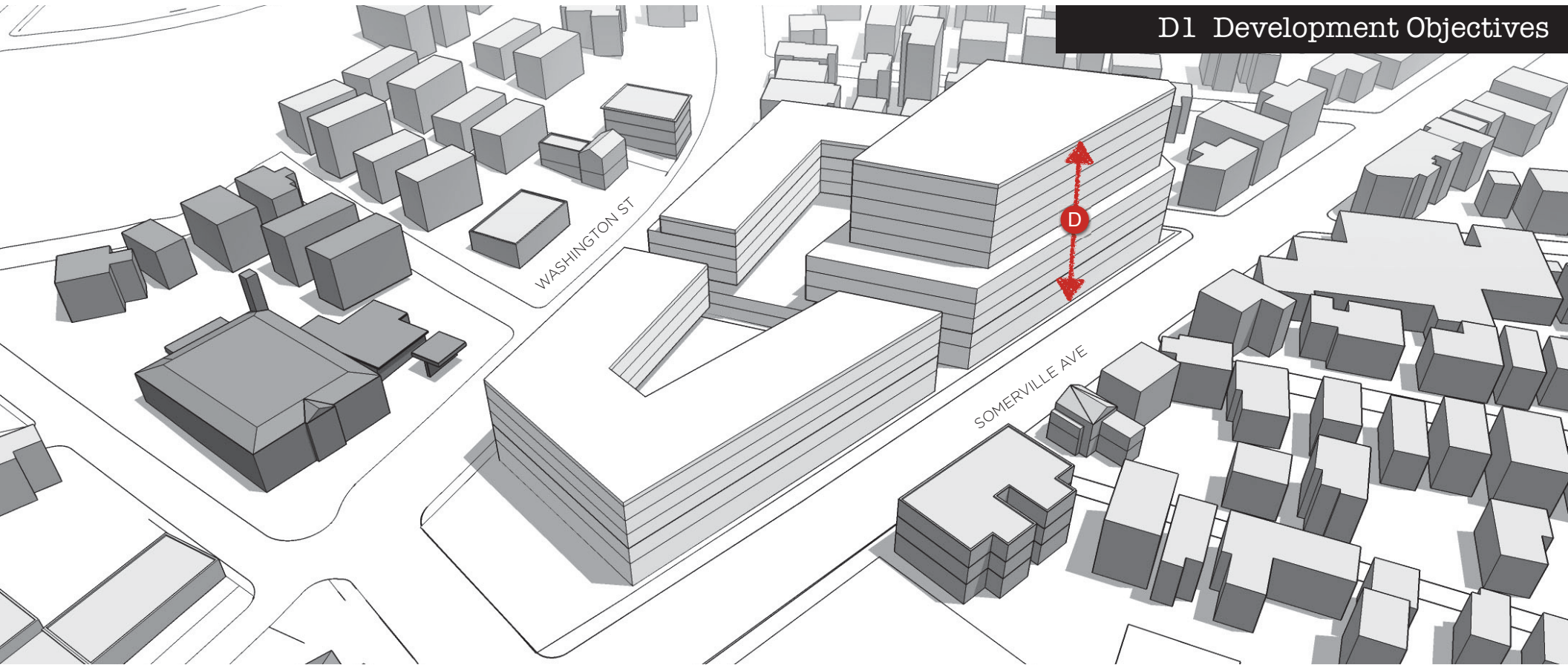
**B** Subdivide with mid-block passage or alley.

## D1 Development Objectives



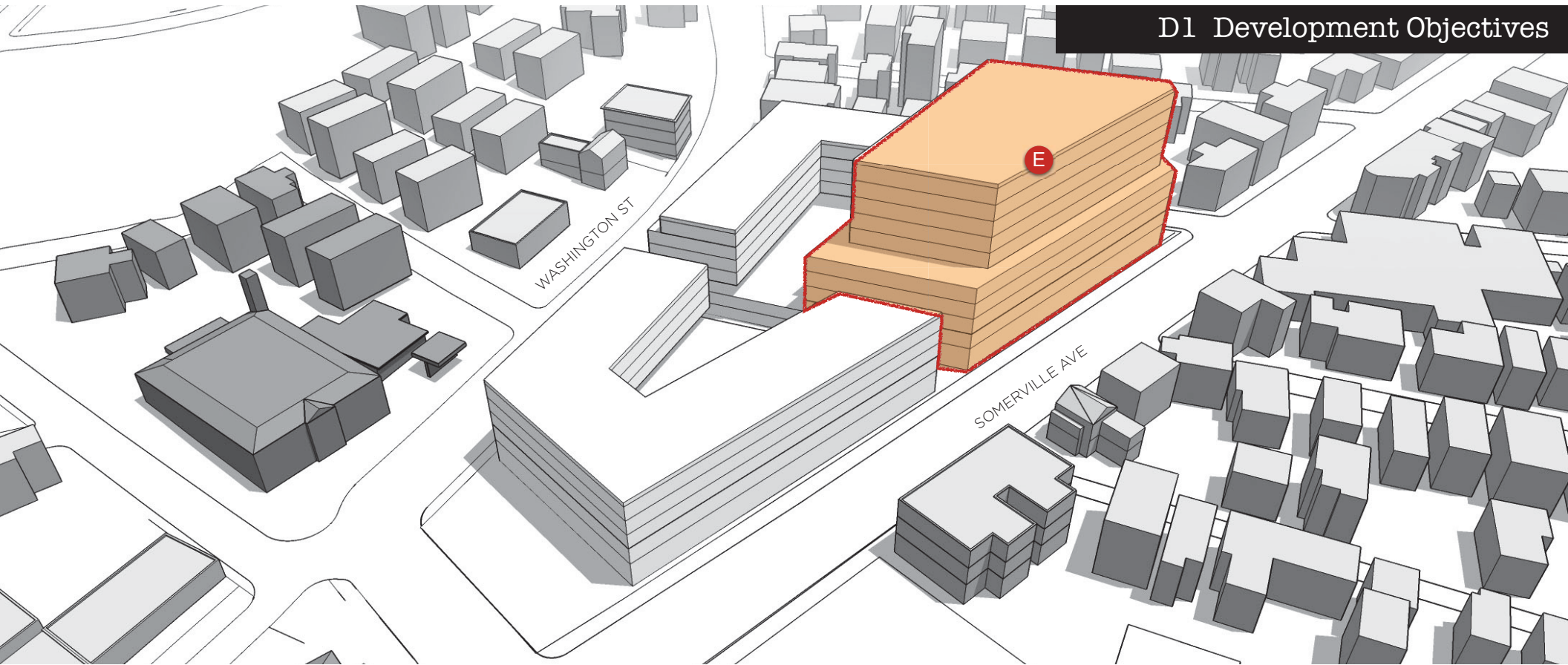
- ③ Align new mid-block connection between Columbus Street to Allen Street (North to South) or Linden Street northward to intersect at Washington with a “T” intersection.

## D1 Development Objectives



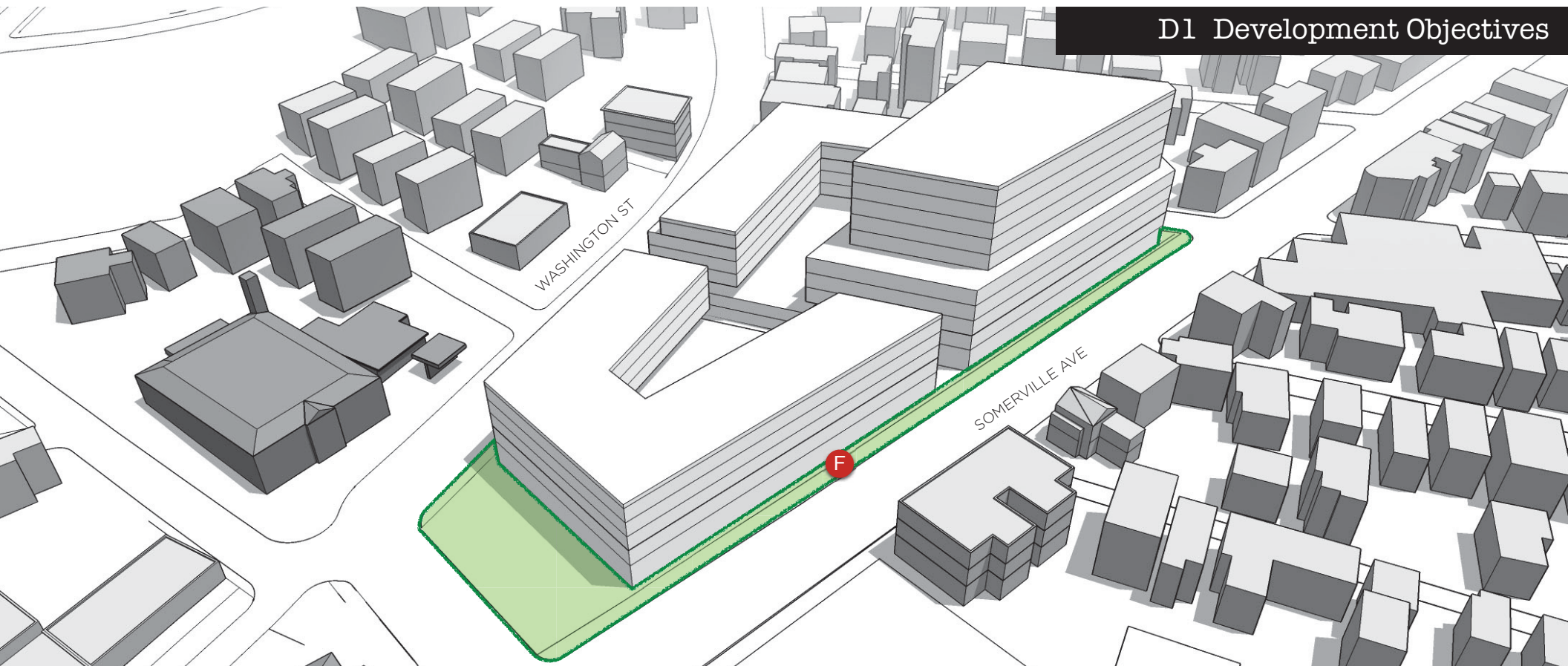
- D** All lots will be developed according to the 5MU zoning district of the proposed new ordinance except building height will be determined through shadow and view corridor analysis on the Southeast portion of the site.

## D1 Development Objectives



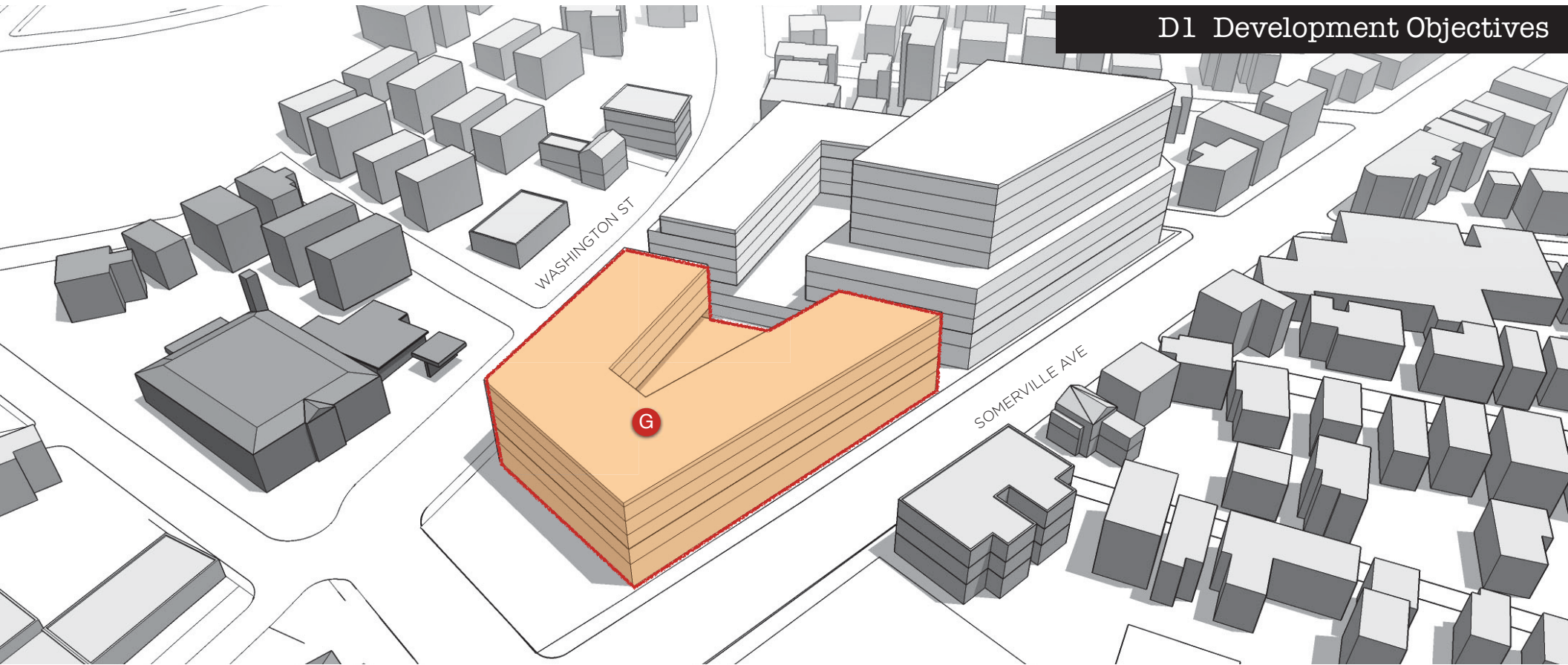
- E Increased building height should be explored on the Eastern side of D-1 to provide a perspective view from the Somerville Avenue approach (based on merit of shadow and view corridor analysis).

## D1 Development Objectives



**F** 12' Sidewalk minimum.

## D1 Development Objectives



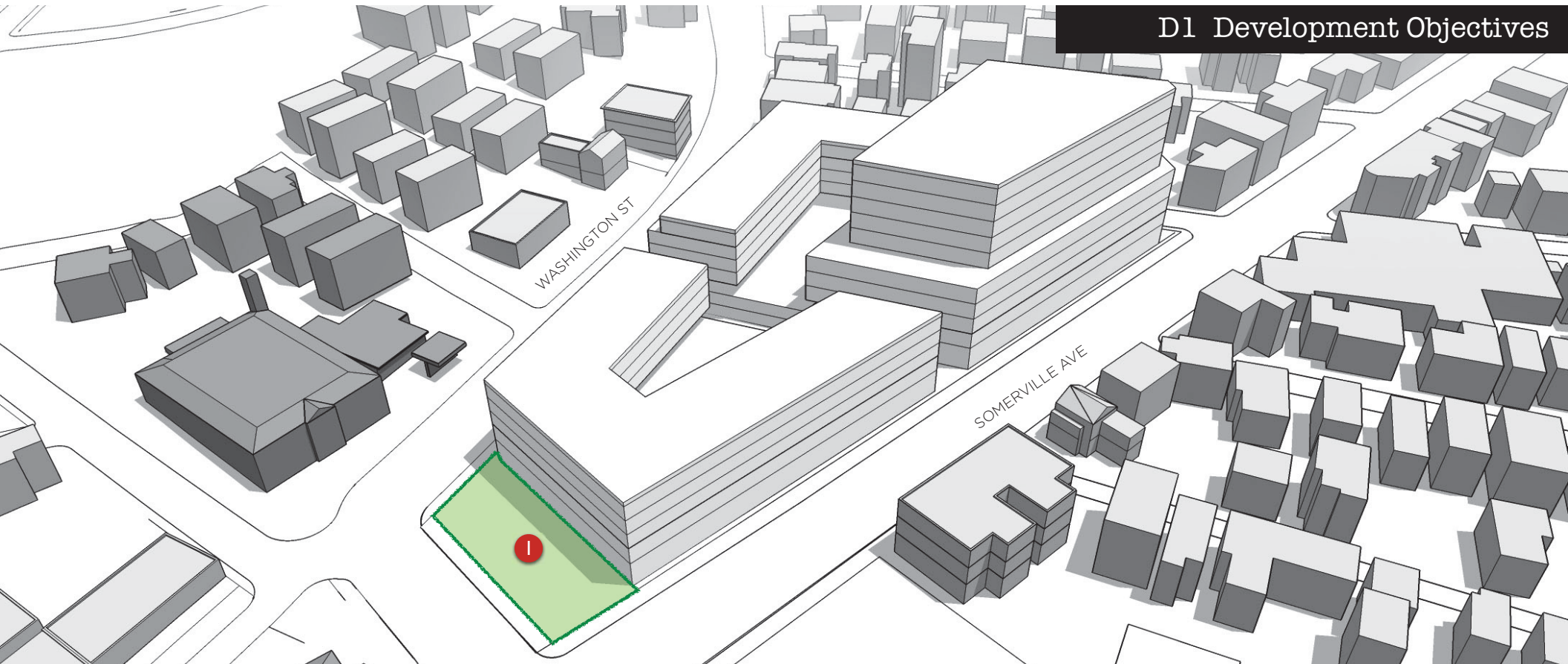
- G** The western portion of D-1 is encouraged to be a non-residential building. Hotel, office, and/or public library (stand-alone or integrated) uses should be explored for this site.



## D1 Development Objectives

- H 5% of the floor area of each building must be reserved for arts & creative economy uses.

## D1 Development Objectives

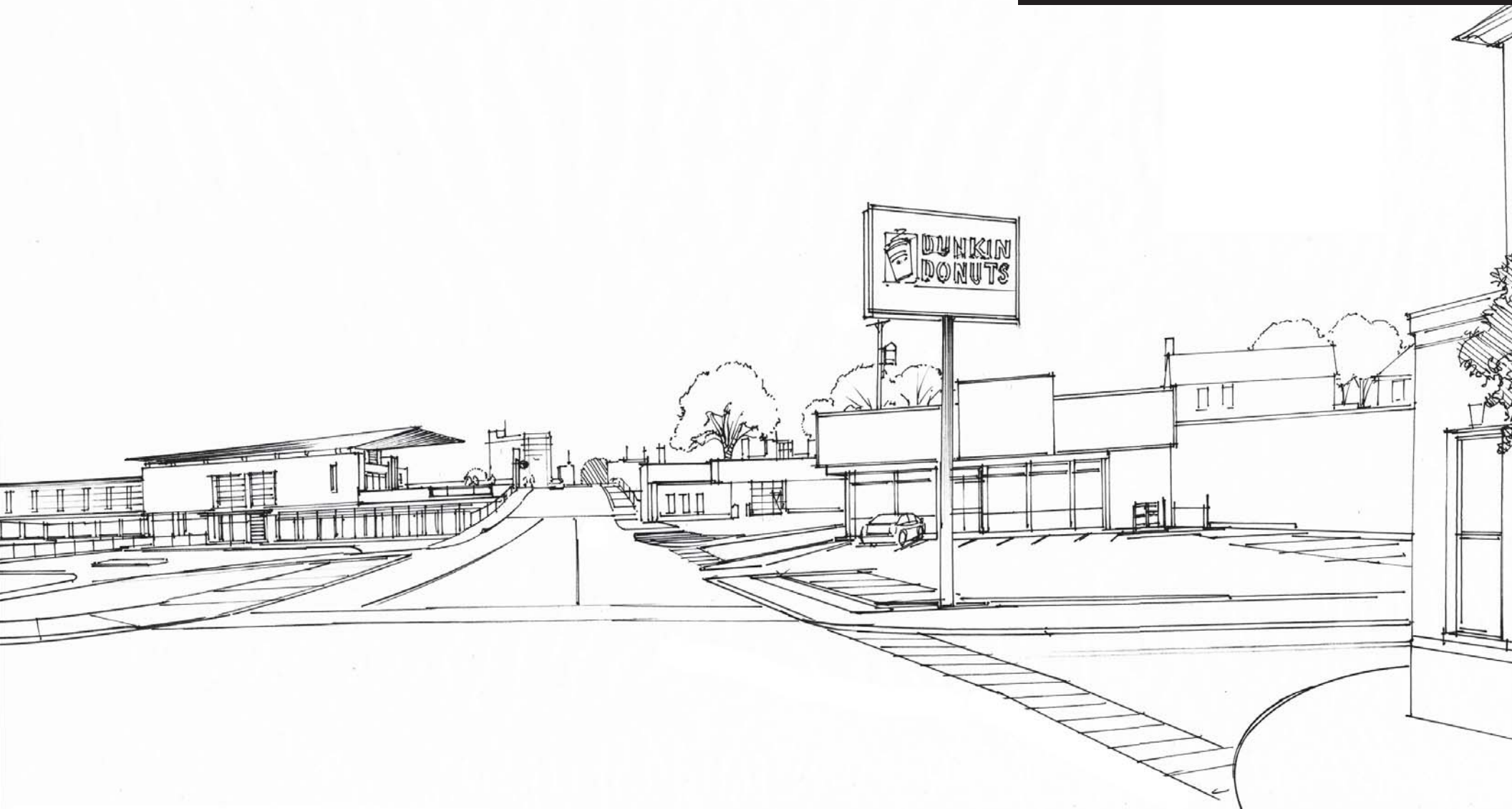


- I A plaza must be created at the intersection of Washington Street and Somerville Avenue that preserves the view shed of the historic Post Office from the Union Square T-Station/Prospect Street.

## D2 Development Objectives



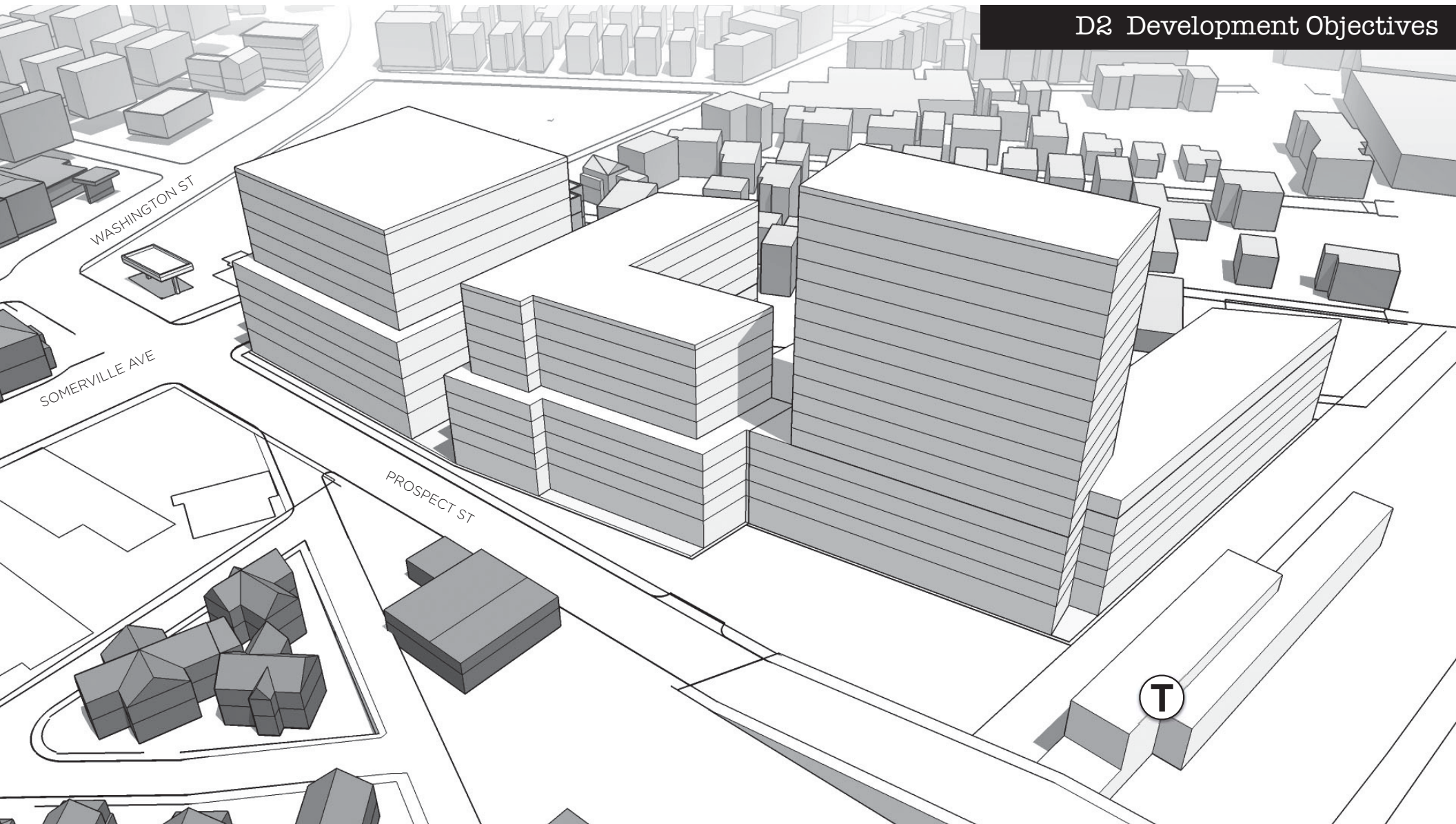
## D2 Development Objectives



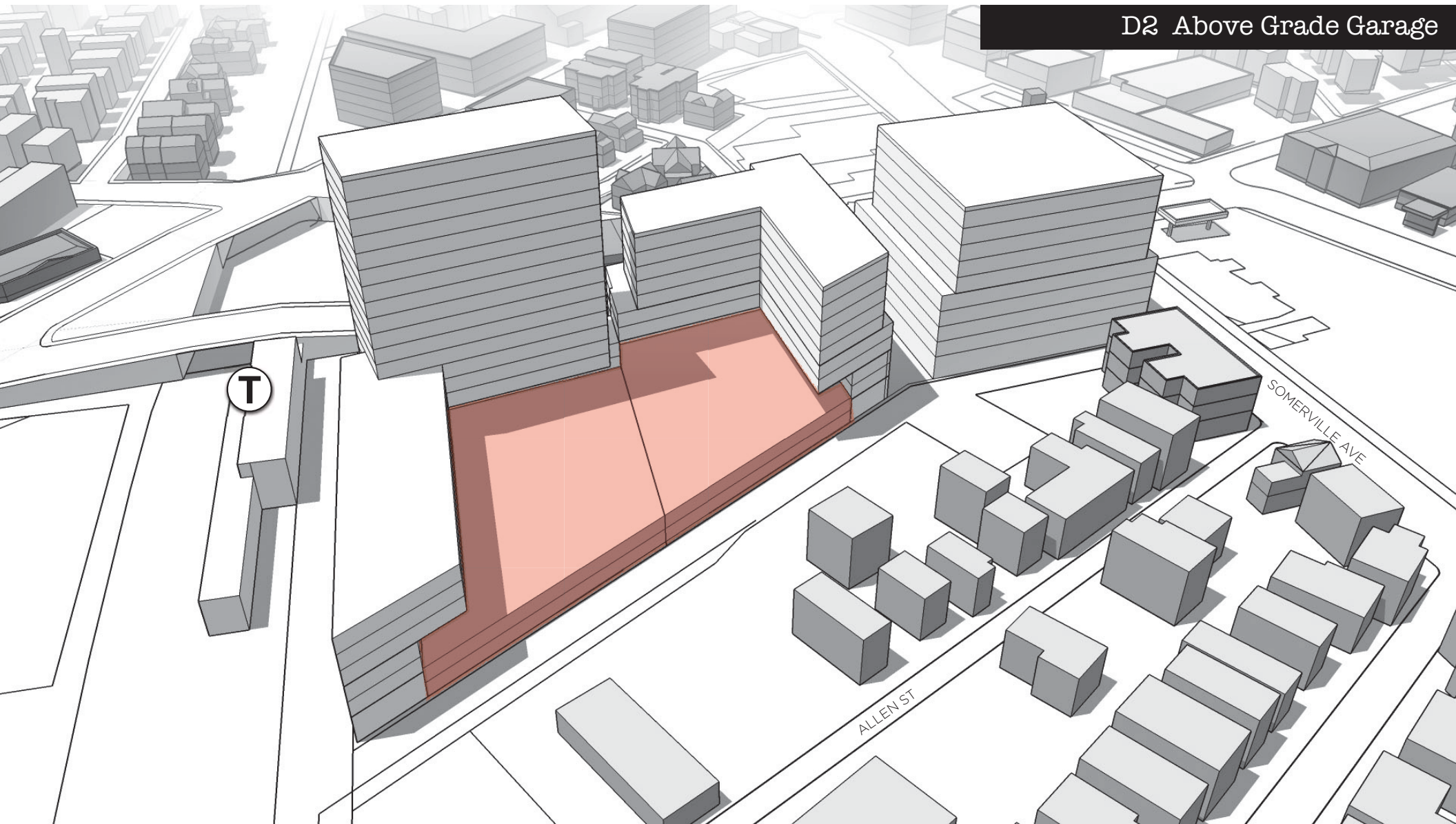
## D2 Development Objectives



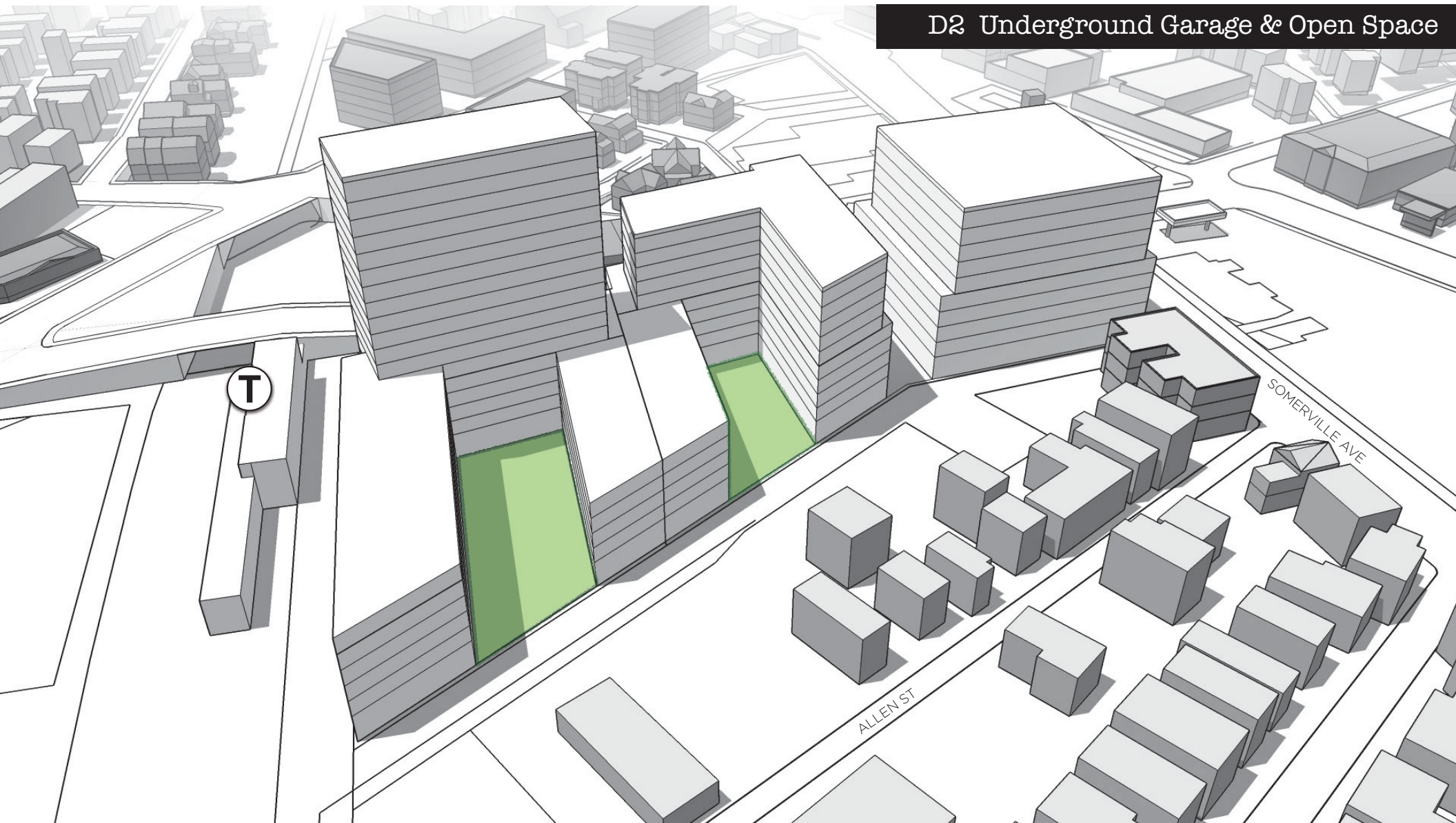
## D2 Development Objectives



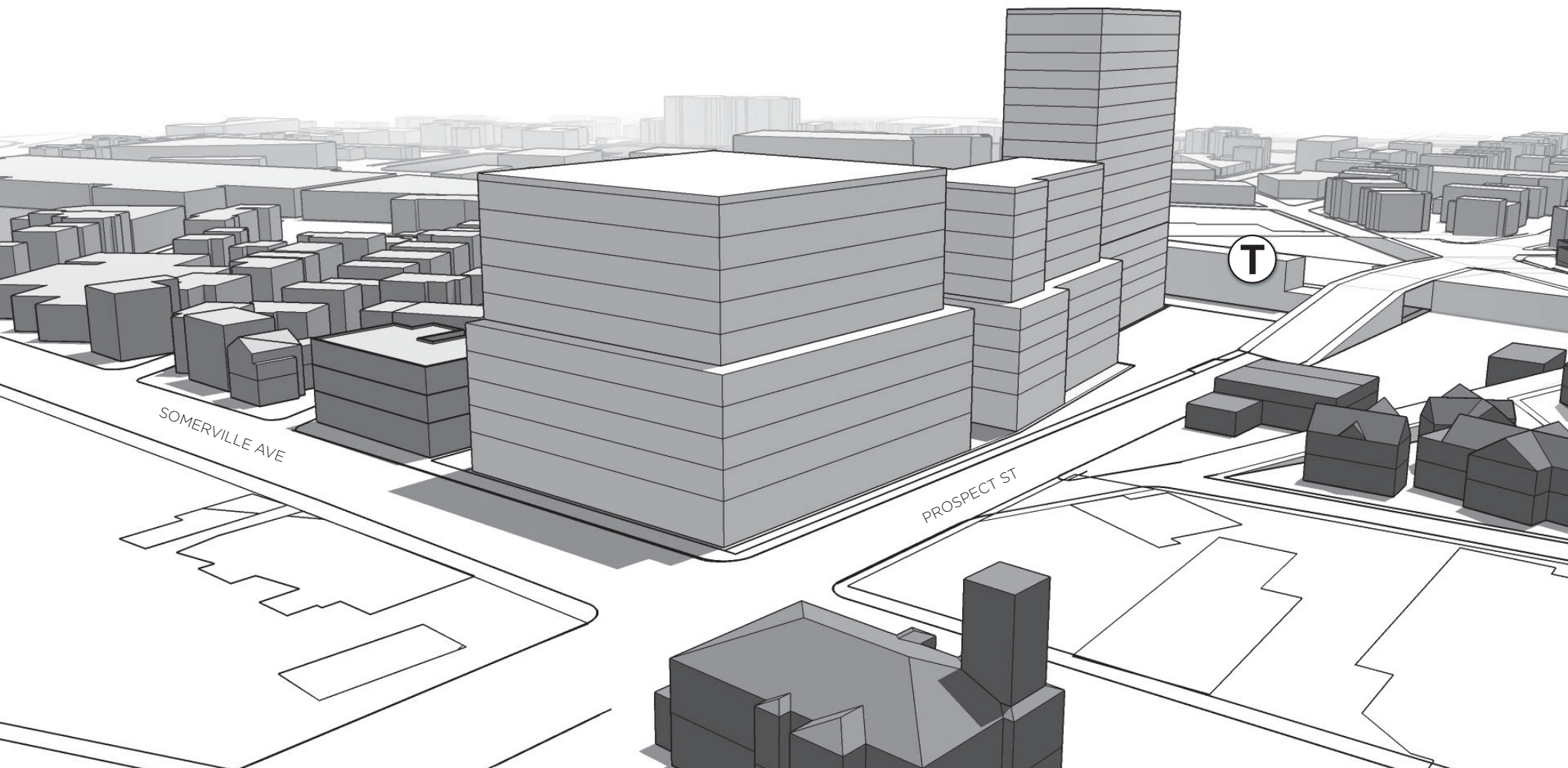
## D2 Above Grade Garage



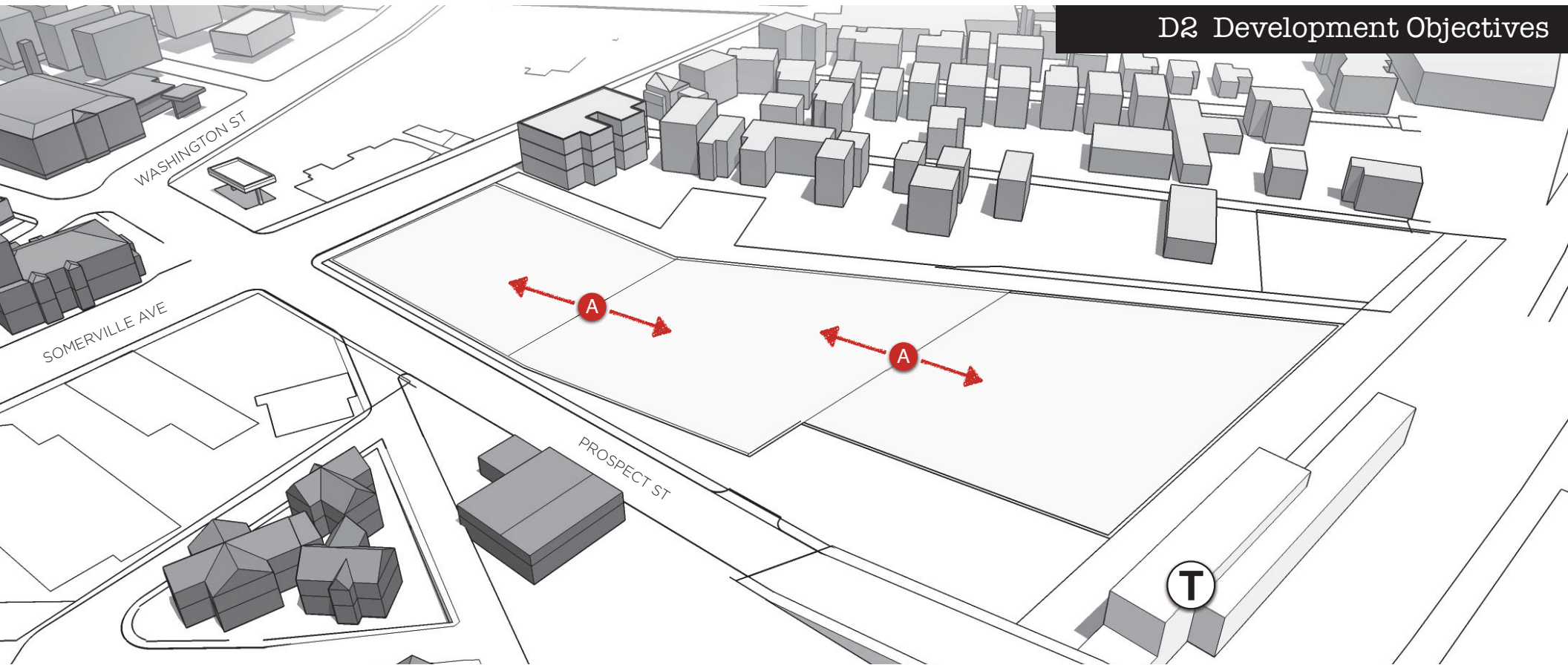
## D2 Underground Garage & Open Space



## D2 Development Objectives

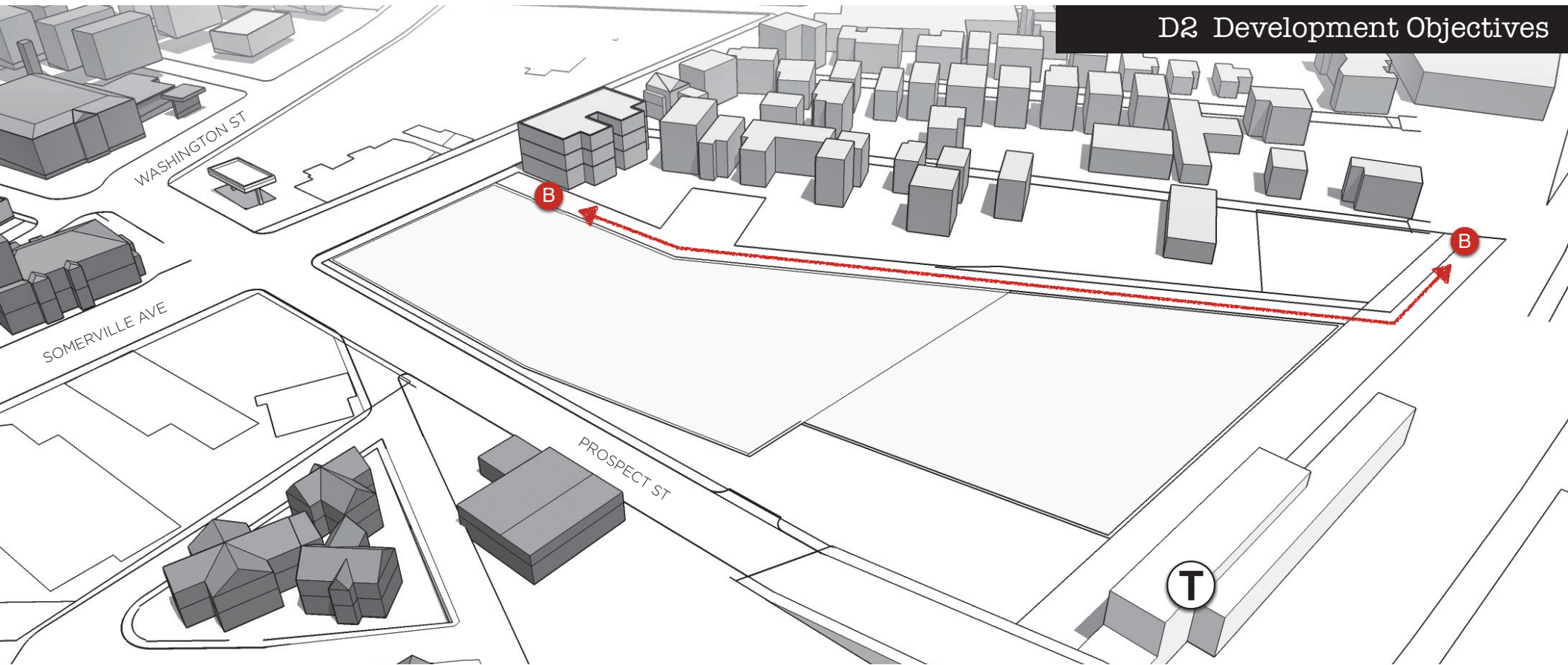


## D2 Development Objectives



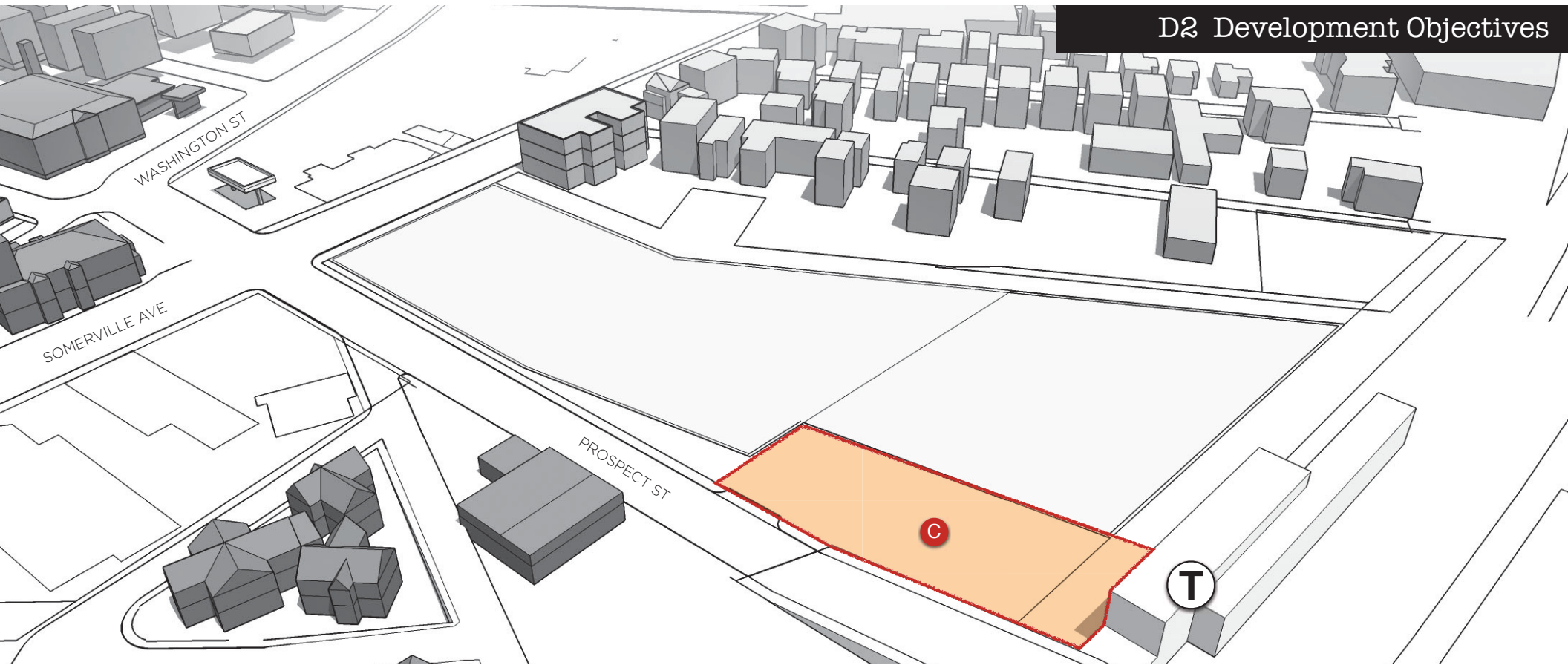
**A** The D-2 site must be platted into three (3) or more lots – D2 North and D2 South.

## D2 Development Objectives



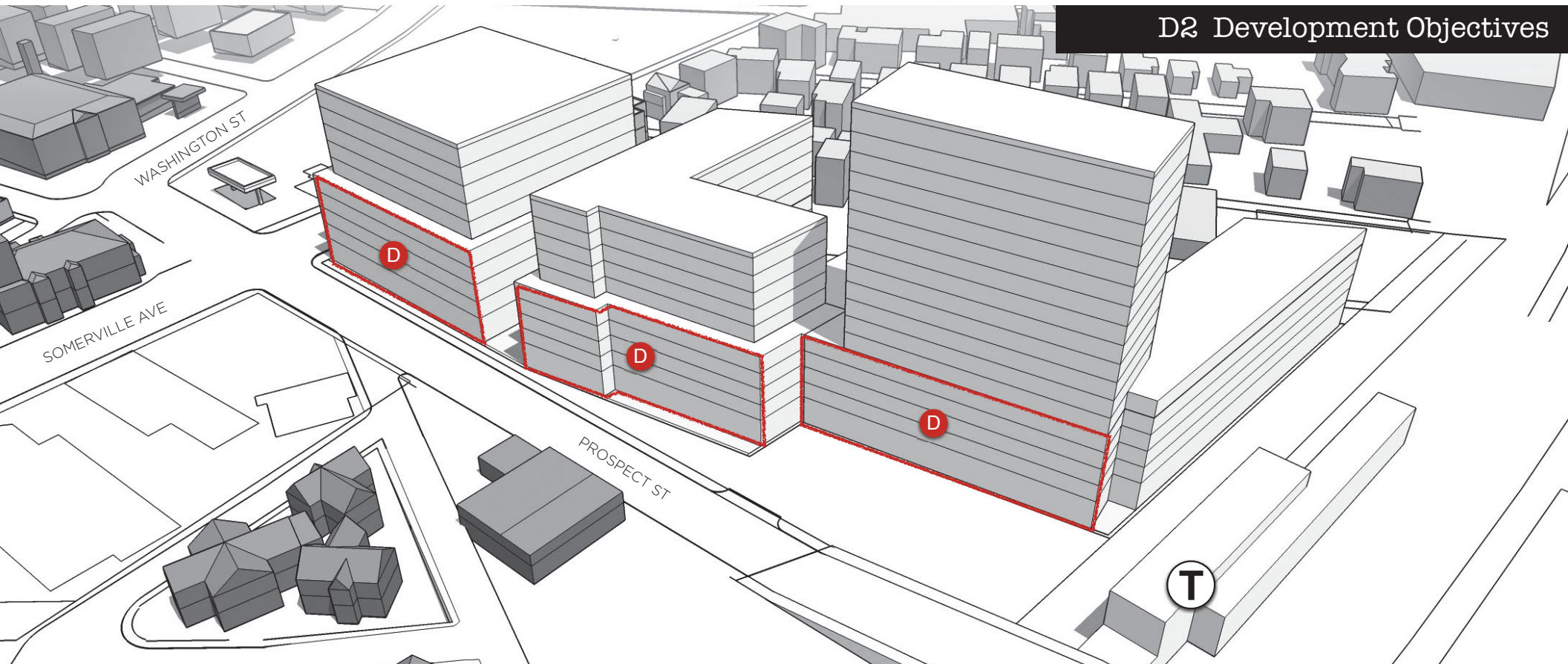
- B** An alley will be introduced into the Prospect / Allen Street block to provide rear access and loading for all future development.

## D2 Development Objectives



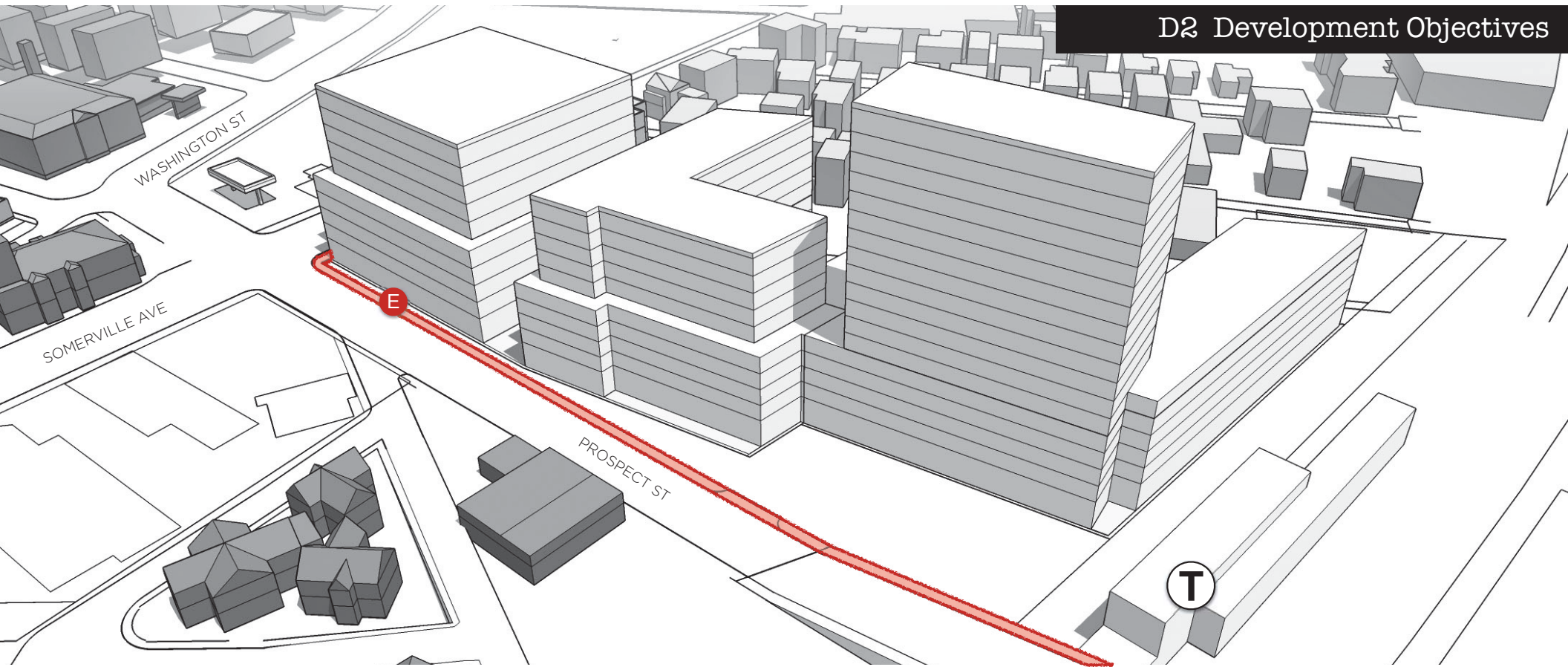
- C** A plaza will be created in front of the lower entrance to Union Square station that will facilitate an address for the building on D2 South (such as “One Station Plaza”). The plaza will be 8,000 sq.ft. minimum and programmed to facilitate 30-70 people at any single point in time.

## D2 Development Objectives



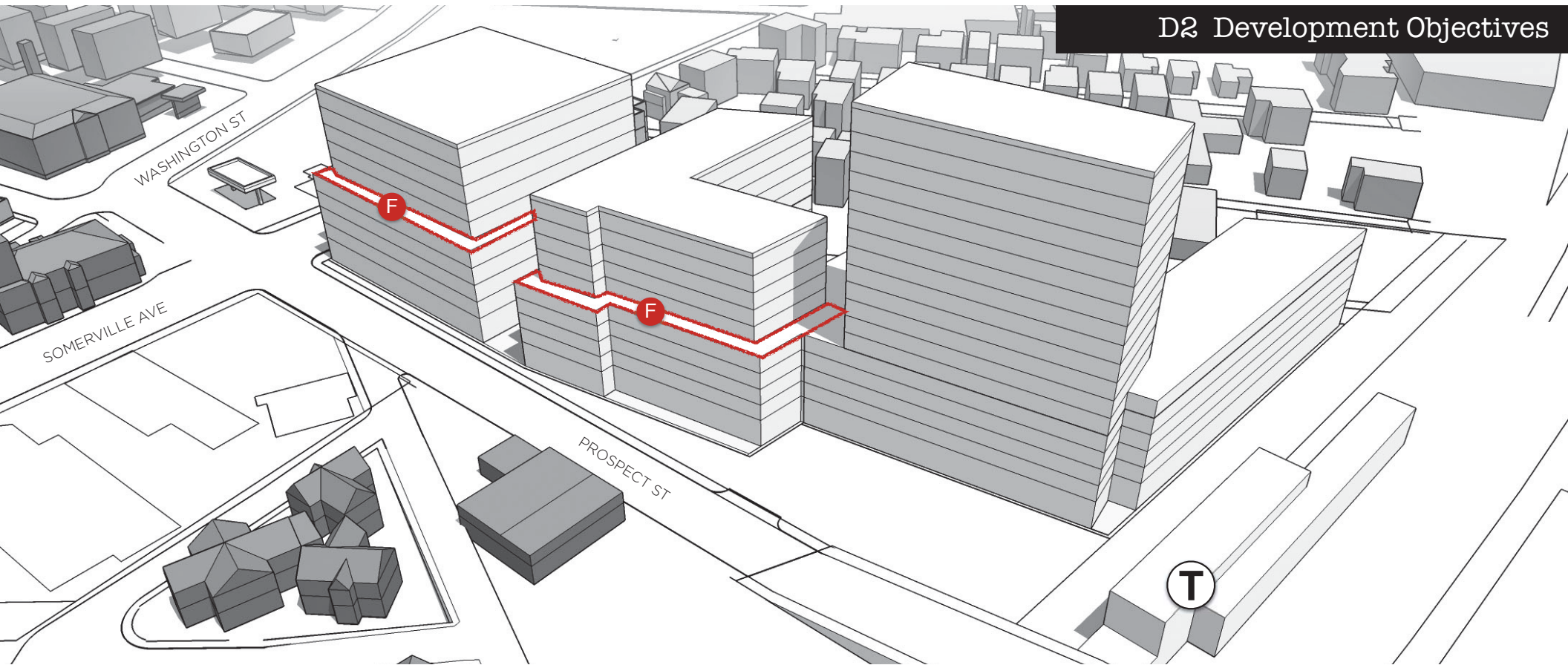
- D** Buildings on D2 North and D2 South must provide a continuous, yet articulated and differentiated street wall to frame the public realm. Building facades will be built parallel to front lot lines and civic spaces. The D-2 South lot will front onto the new station plaza.

## D2 Development Objectives



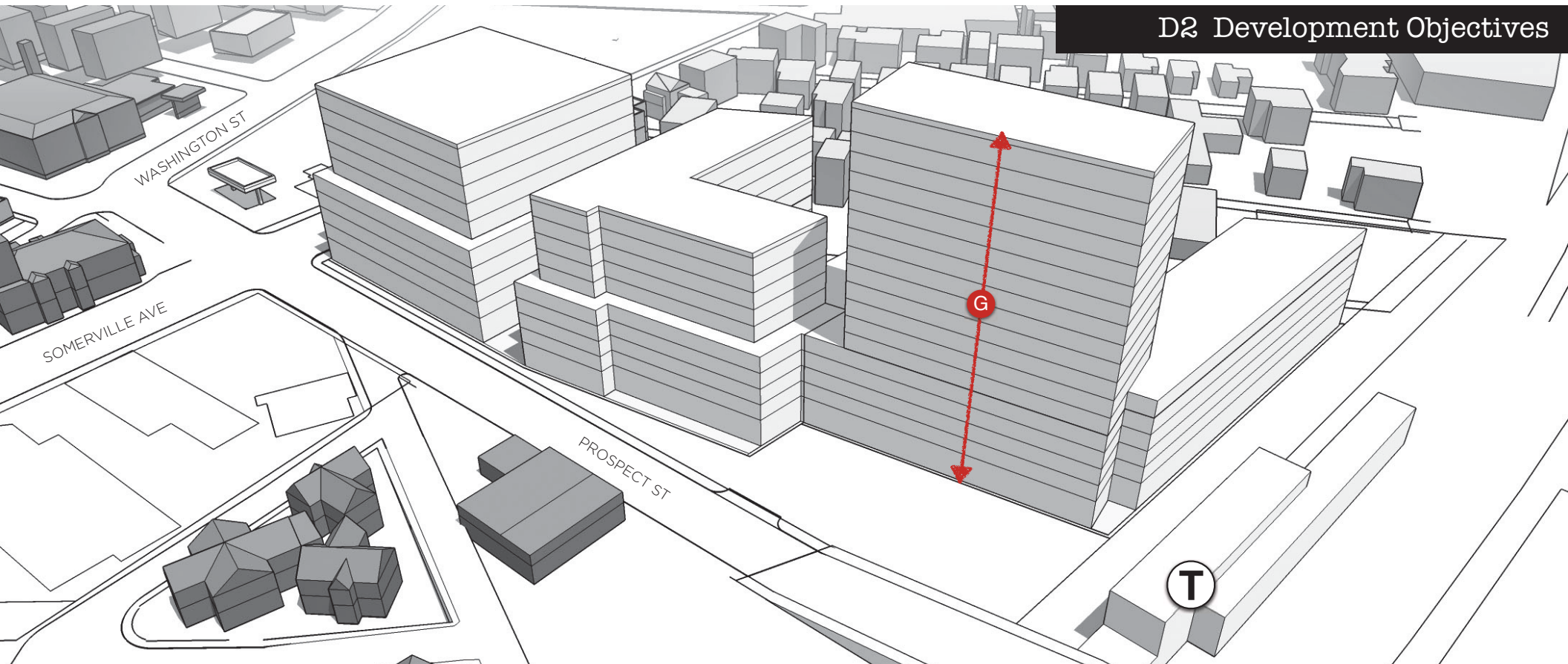
**E** 12' Sidewalk minimum.

## D2 Development Objectives



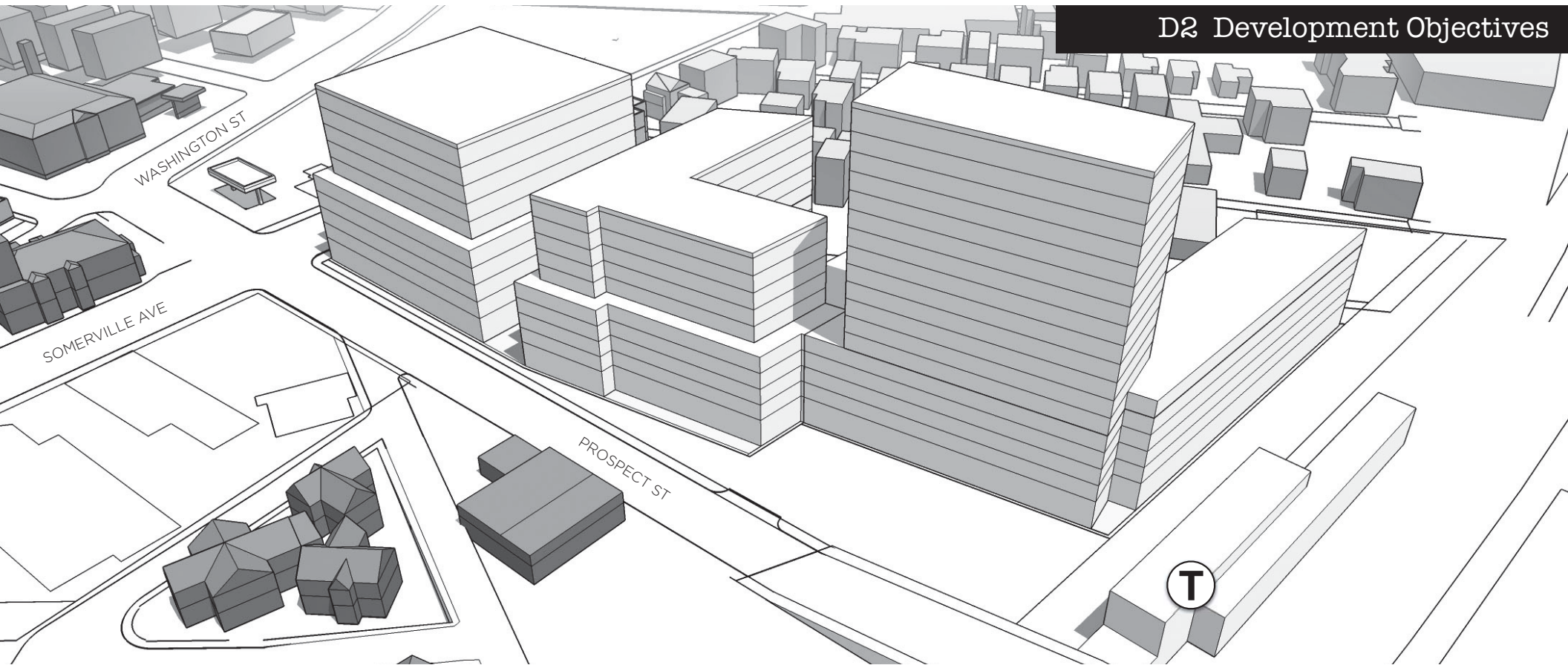
- F** On D-2 North, the upper stories of any building exceeding five (5) stories in height must step-back at least ten (10) feet from the minimum front setback at either the 3rd, 4th, or 5th story.

## D2 Development Objectives



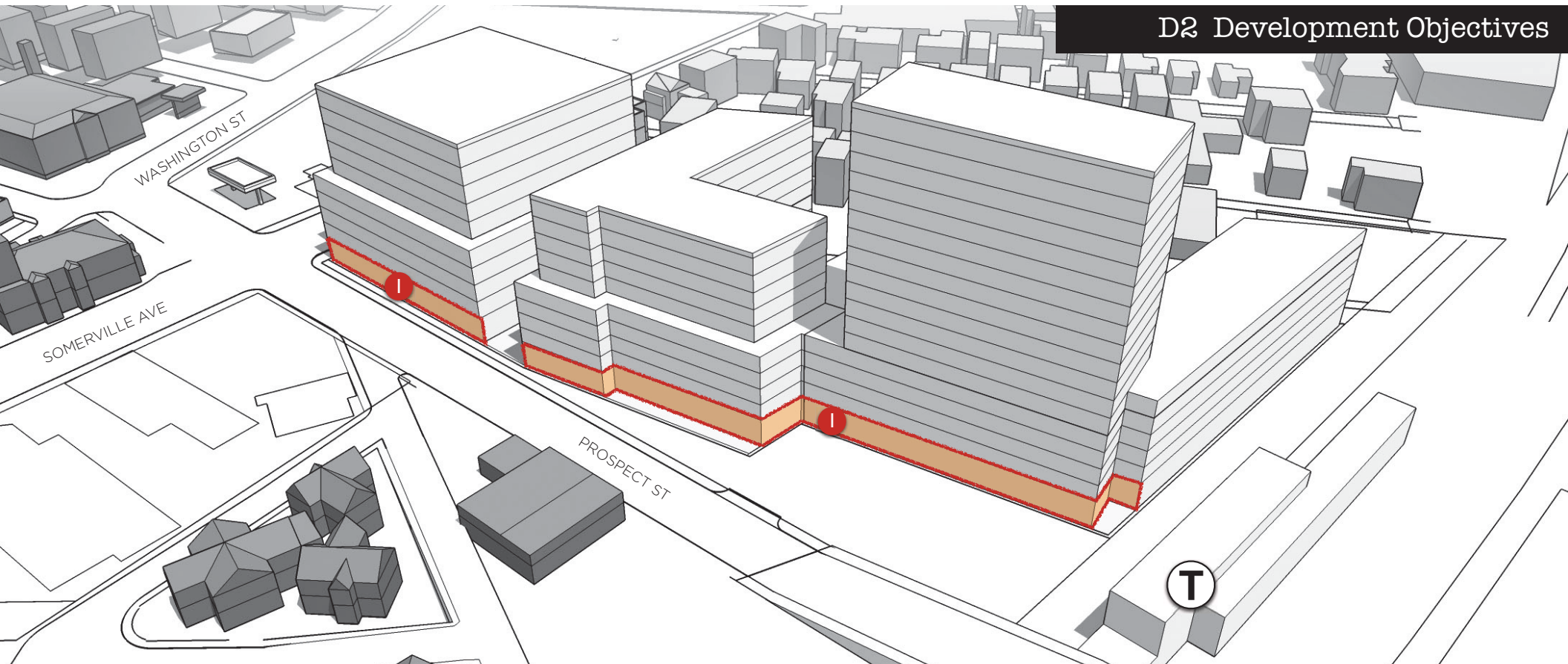
- G** All lots will be developed according to the 10MU zoning district of the proposed new ordinance. Up to 18 stories will be permitted on D2 South through shadow and view corridor analysis.

## D2 Development Objectives



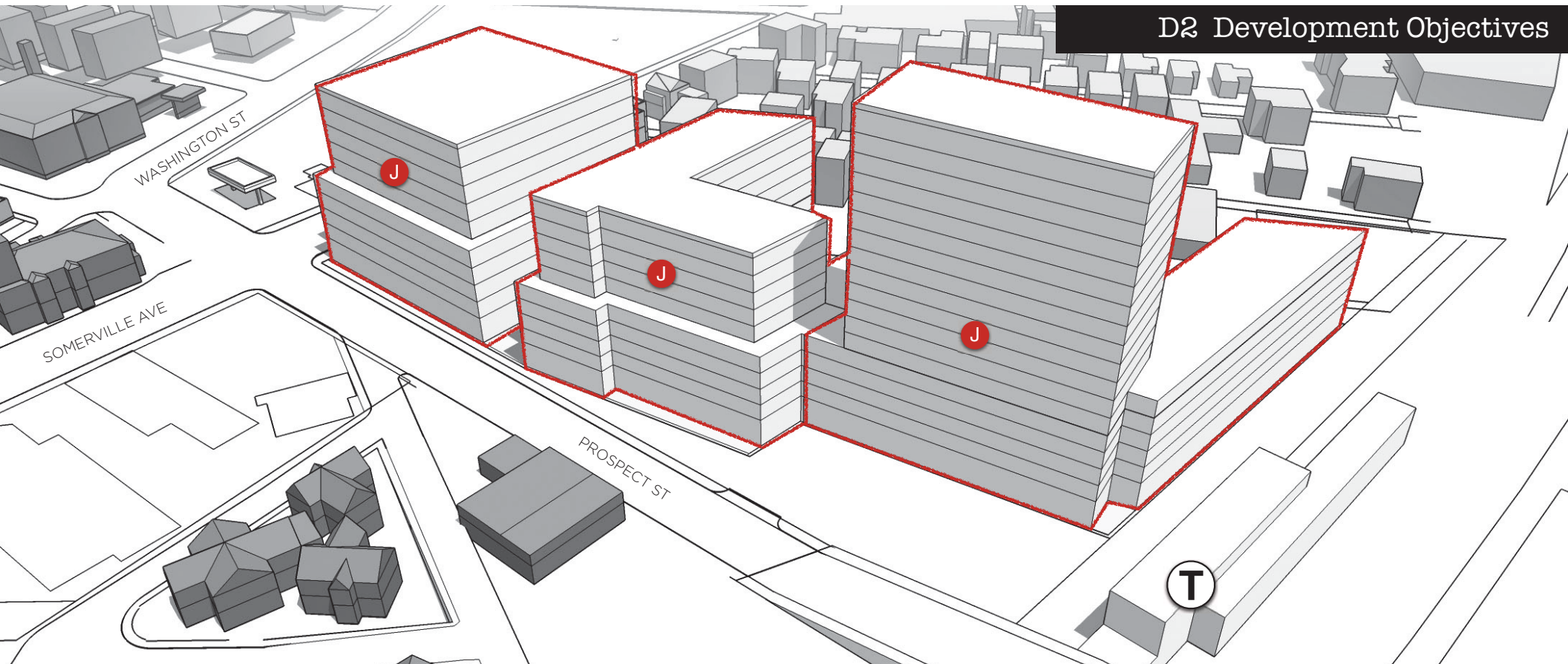
**H** 5% of the floor area of each building must be reserved for arts & creative economy uses.

## D2 Development Objectives



- I First floor uses fronting onto Prospect Street and Somerville Avenue must be commercial. Lobbies for upper story uses are limited to 20 feet in width along the frontage.

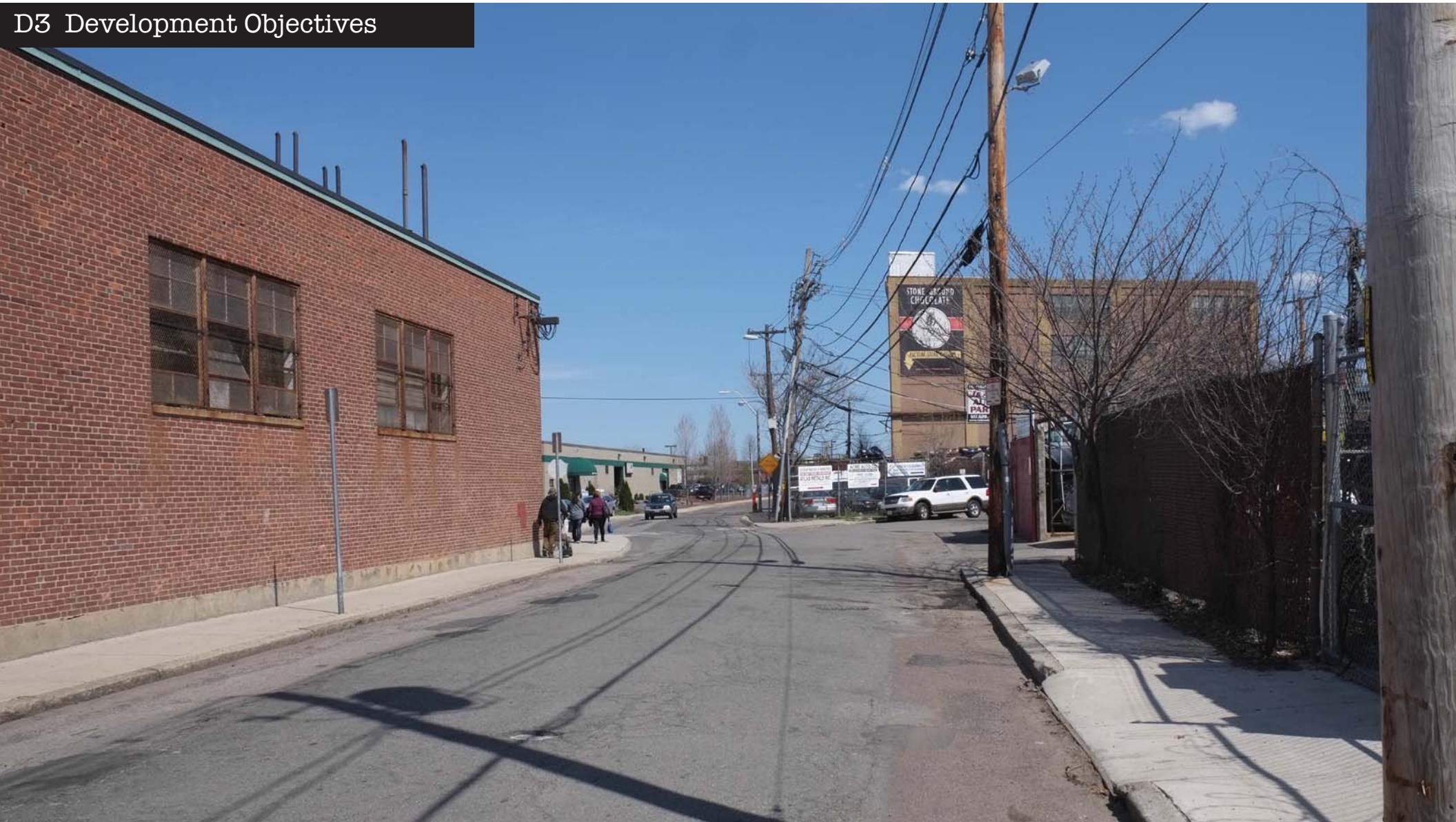
## D2 Development Objectives



- J Each building must provide architectural design diversity. Multiple architects are encouraged to design individual buildings.

(All D-Parcels)

D3 Development Objectives



## D3 Development Objectives

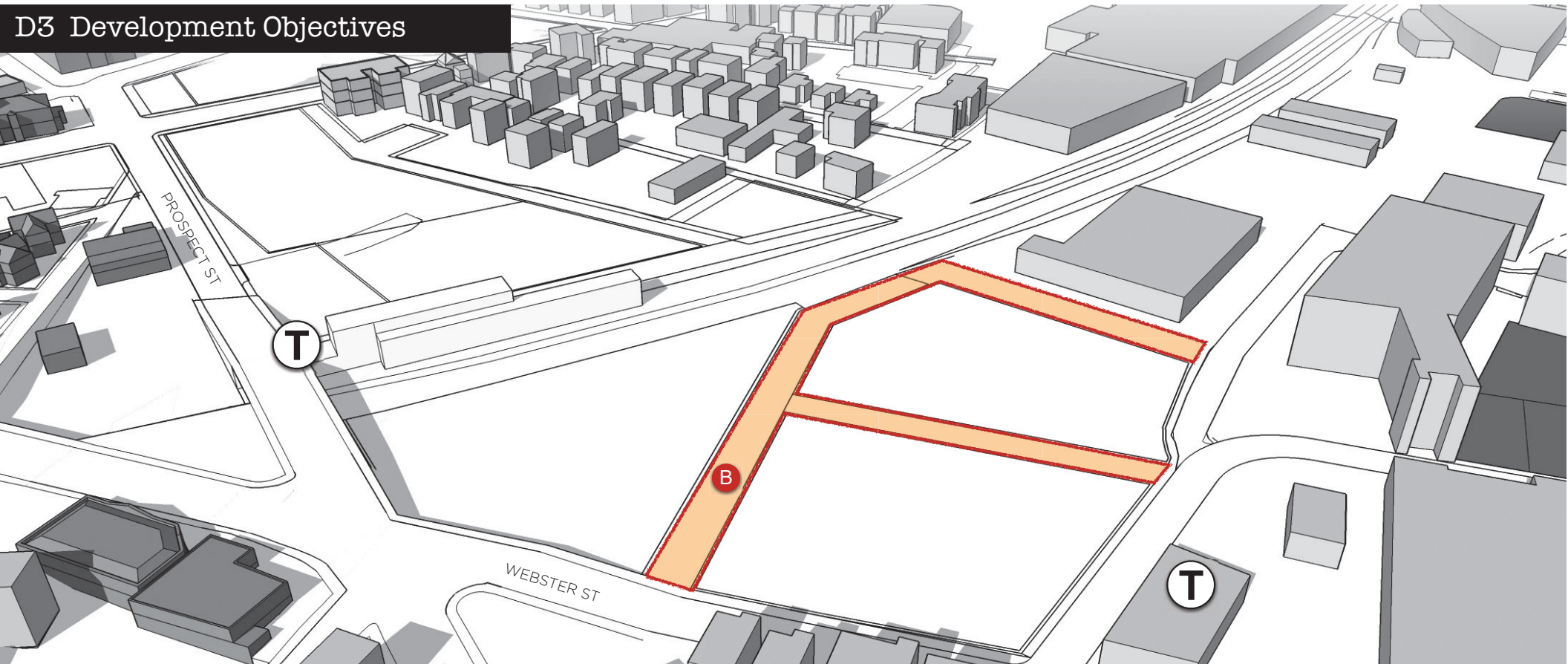


## D3 Development Objectives



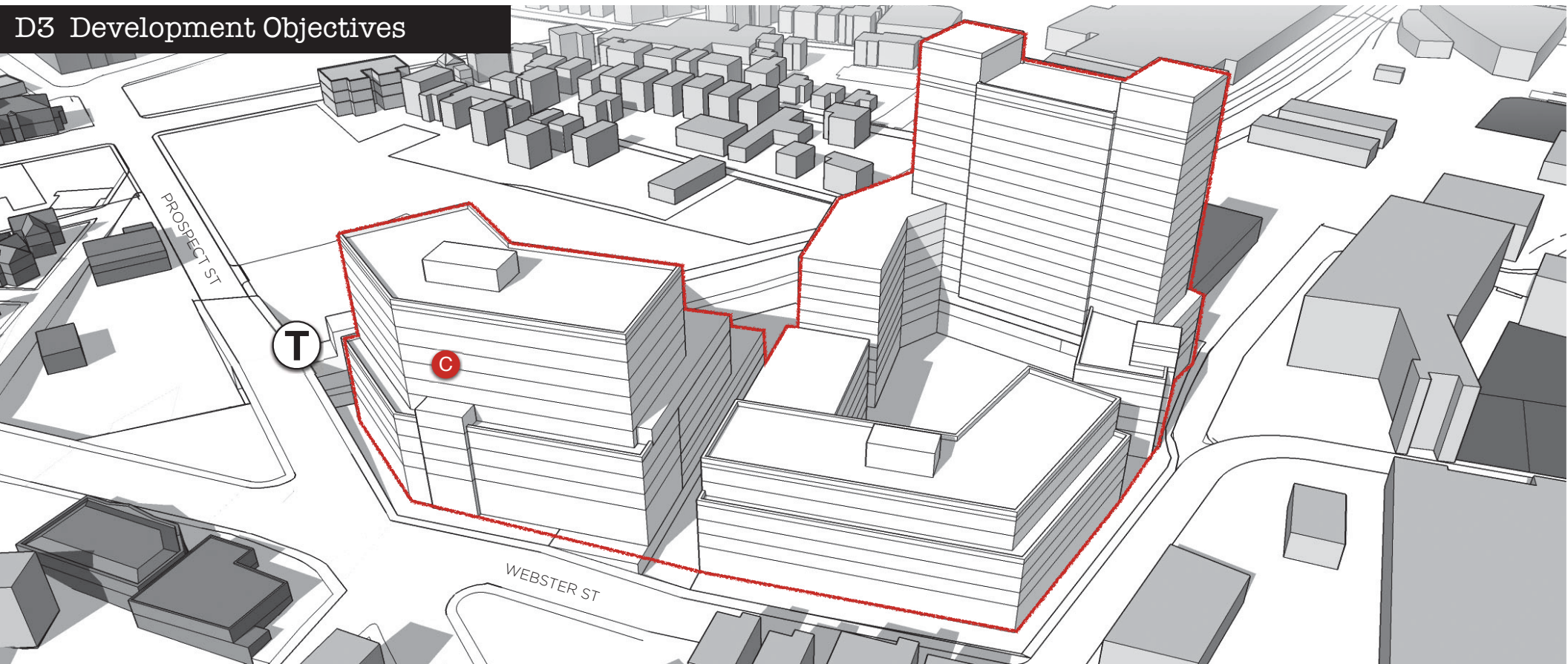
- A** The D-3 site must be platted into three (3) or more lots. The southern portion currently occupied by Royal White Laundry will be D3 South and must be split into West and East halves.

### D3 Development Objectives



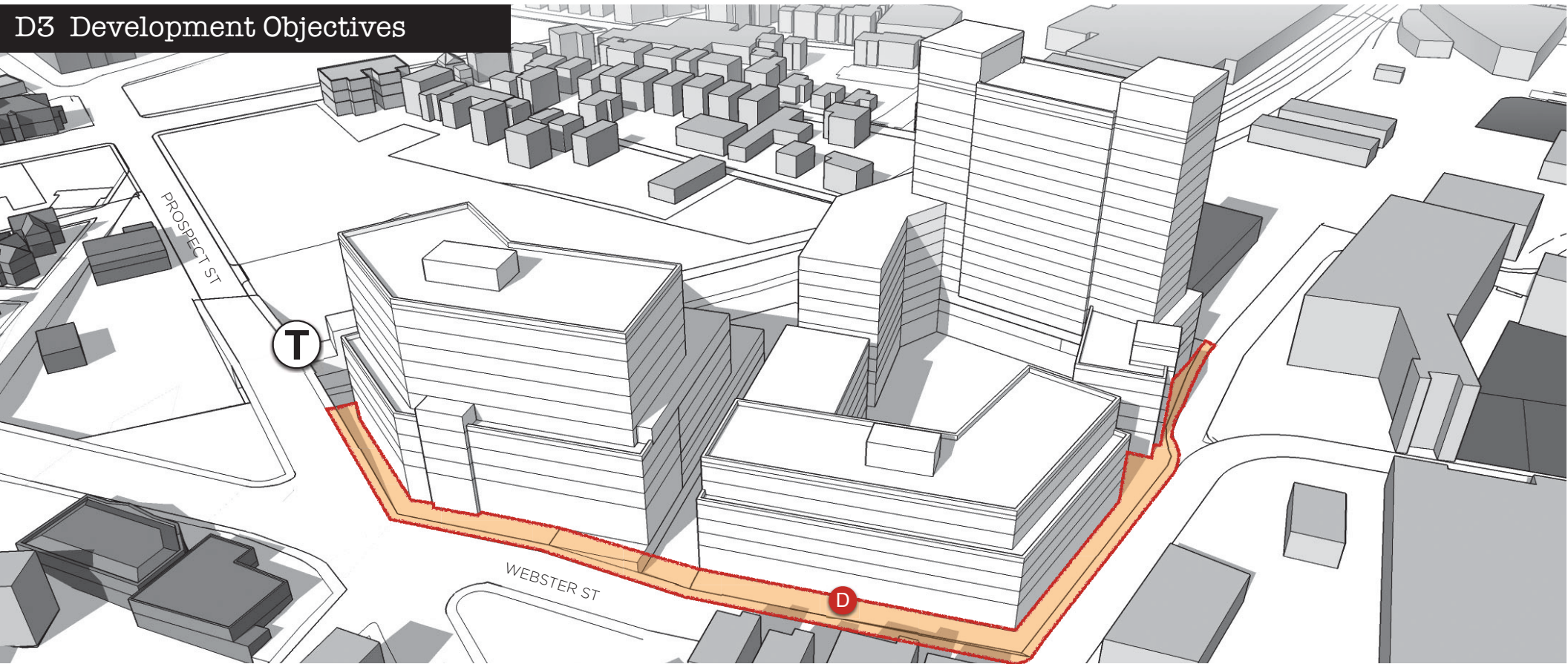
- B** An alley system will be introduced into D3. Alley #1 will connect at Webster Street, lead east into the site, and connect at the termination of a new street running north-south perpendicularly from Windsor Place – generally aligning along the property line between 50 Webster St. and 56 Webster Street. Alley #2 will connect at Columbia Street, near where Columbia Street currently connects to Windsor Place, and run north into the site, connecting to Alley #1 at a “T”.

### D3 Development Objectives



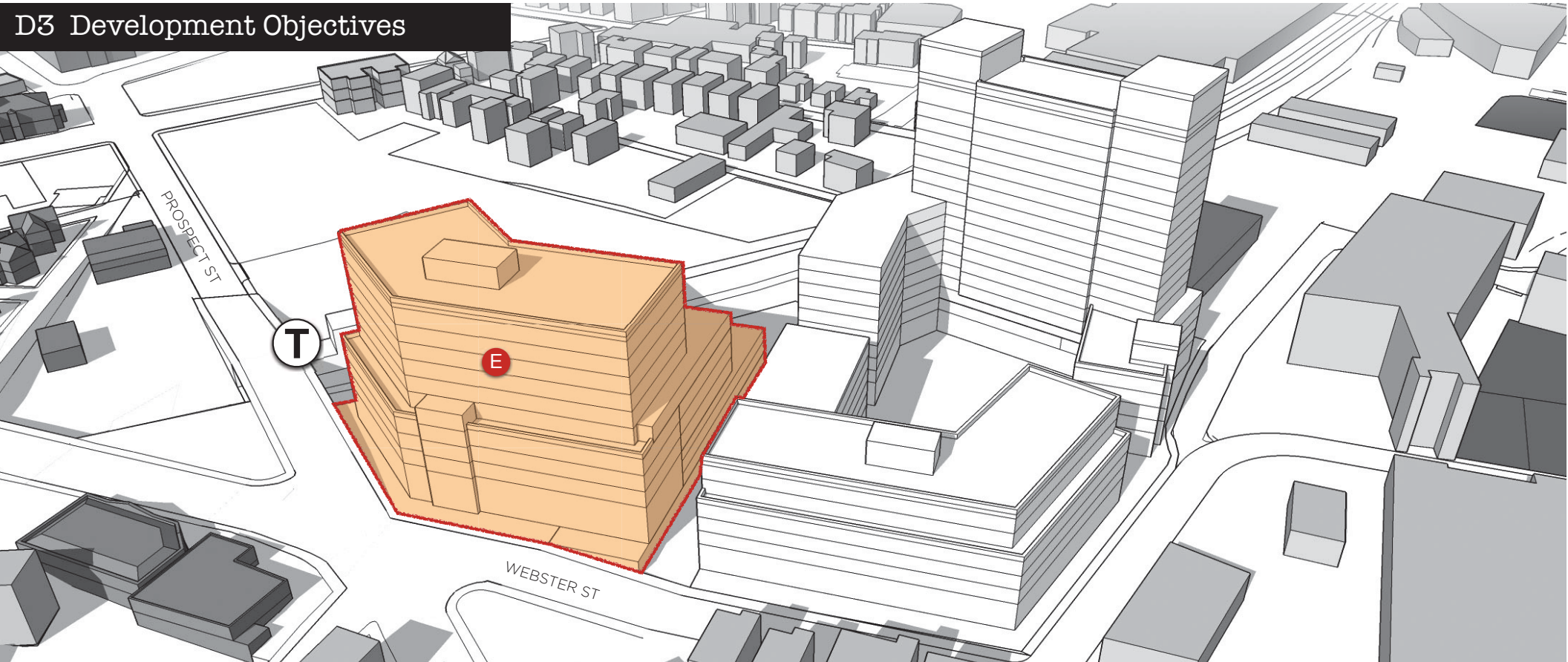
- ③ All lots will be developed according to the 10MU zoning district of the proposed zoning ordinance.

### D3 Development Objectives



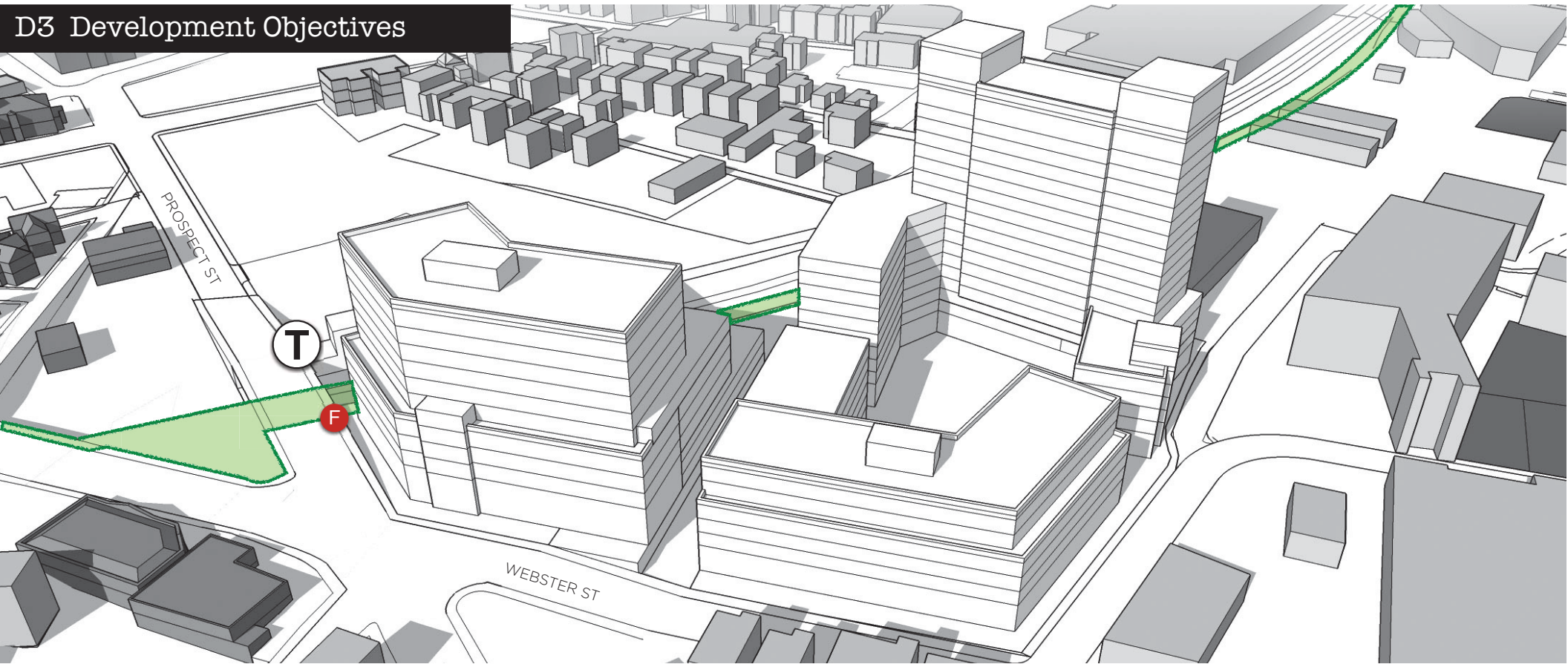
- D** For any development abutting a thoroughfare with an existing sidewalk width less than twelve (12) feet, the building must be setback an additional distance to accommodate expansion of the abutting sidewalk to a width of at least twelve (12) feet. The minimum and maximum front setback for each building type is adjusted accordingly.

## D3 Development Objectives



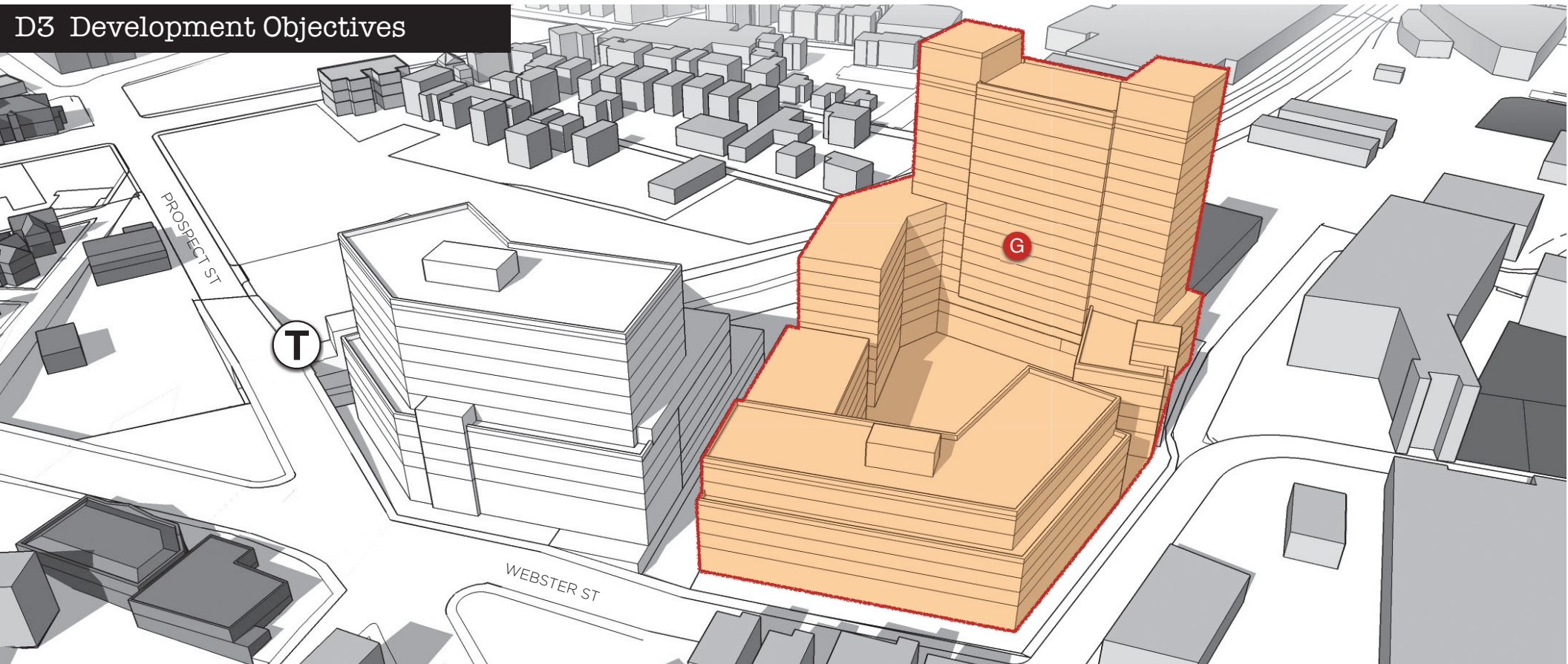
**E** D3 North, currently occupied by Beacon Sales, is preferred as a commercial building.

## D3 Development Objectives



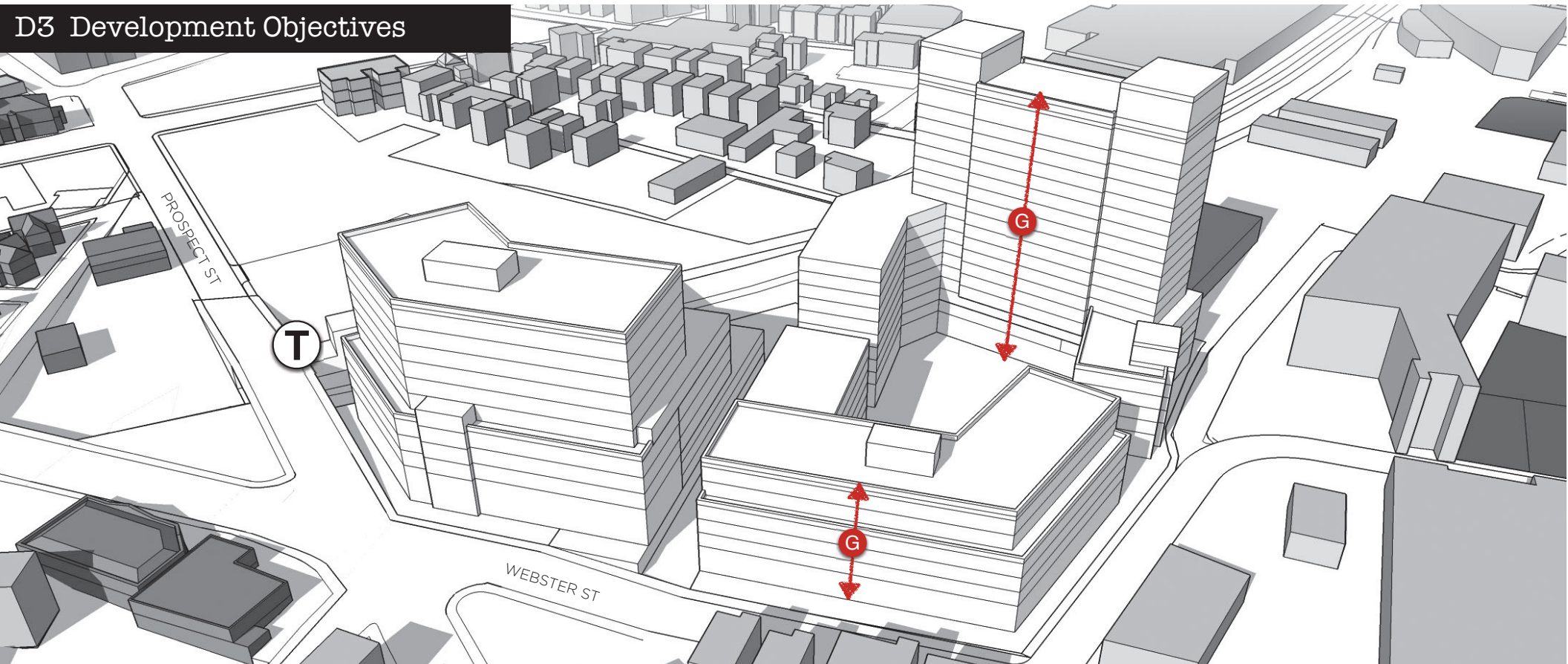
- F** Development on D3 North must not inhibit a connection at Prospect Street to the proposed community path along the commuter rail/green line extension rail right-of-way.

## D3 Development Objectives



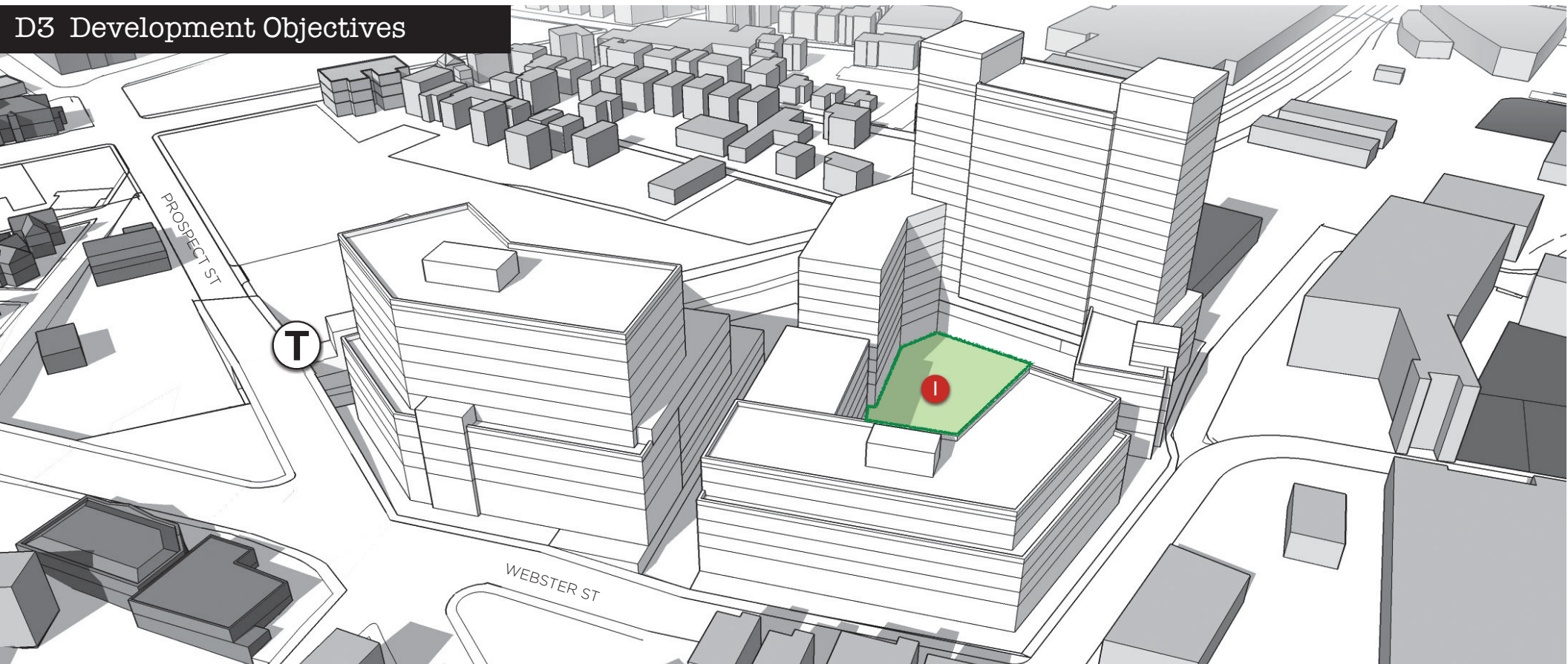
- G** D3 South (East and West) should be split between mid-rise and high-rise buildings with multiple uses.

## D3 Development Objectives



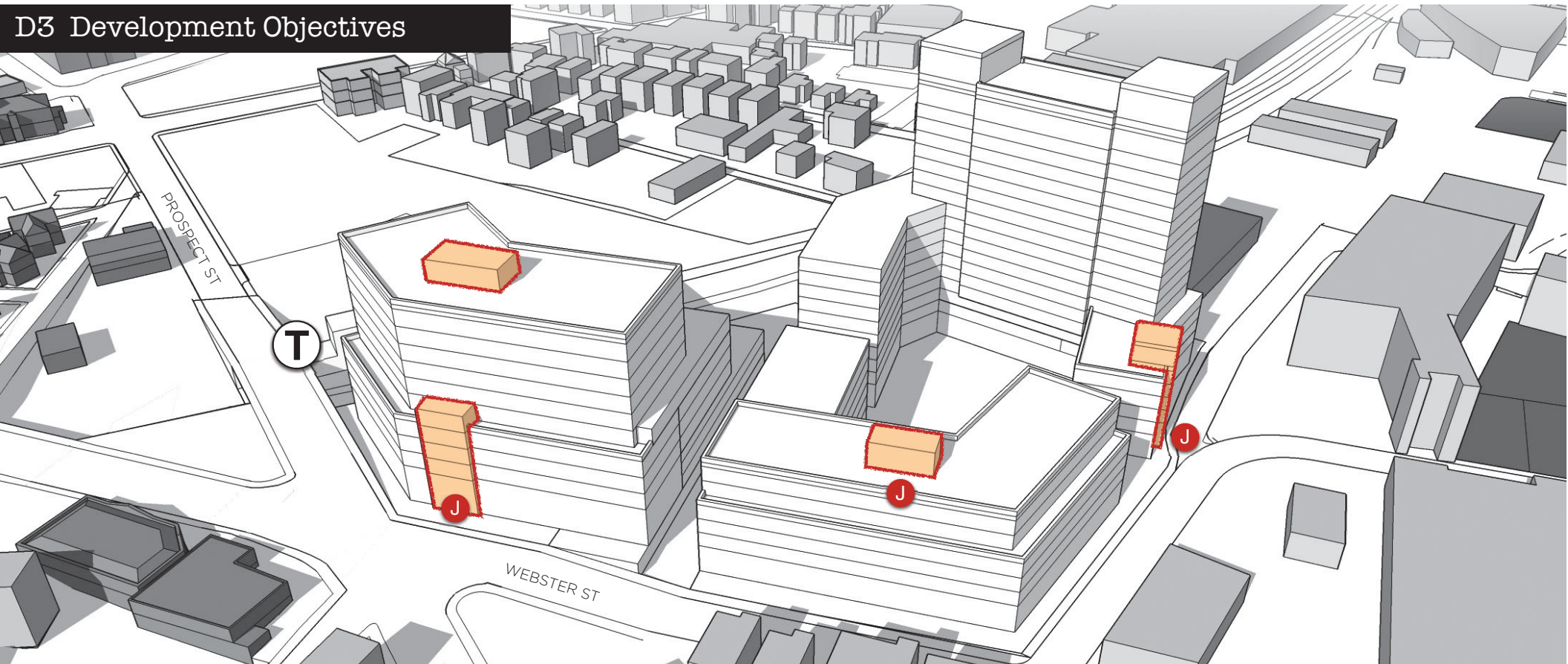
- H Appropriate building height on D3 South (East and West) will be determined through shadow and view corridor analysis.

### D3 Development Objectives



- I Locate publicly accessible open space, such as a courtyard, forecourt or front plaza, along the desired walking route into Boynton Yards.

## D3 Development Objectives

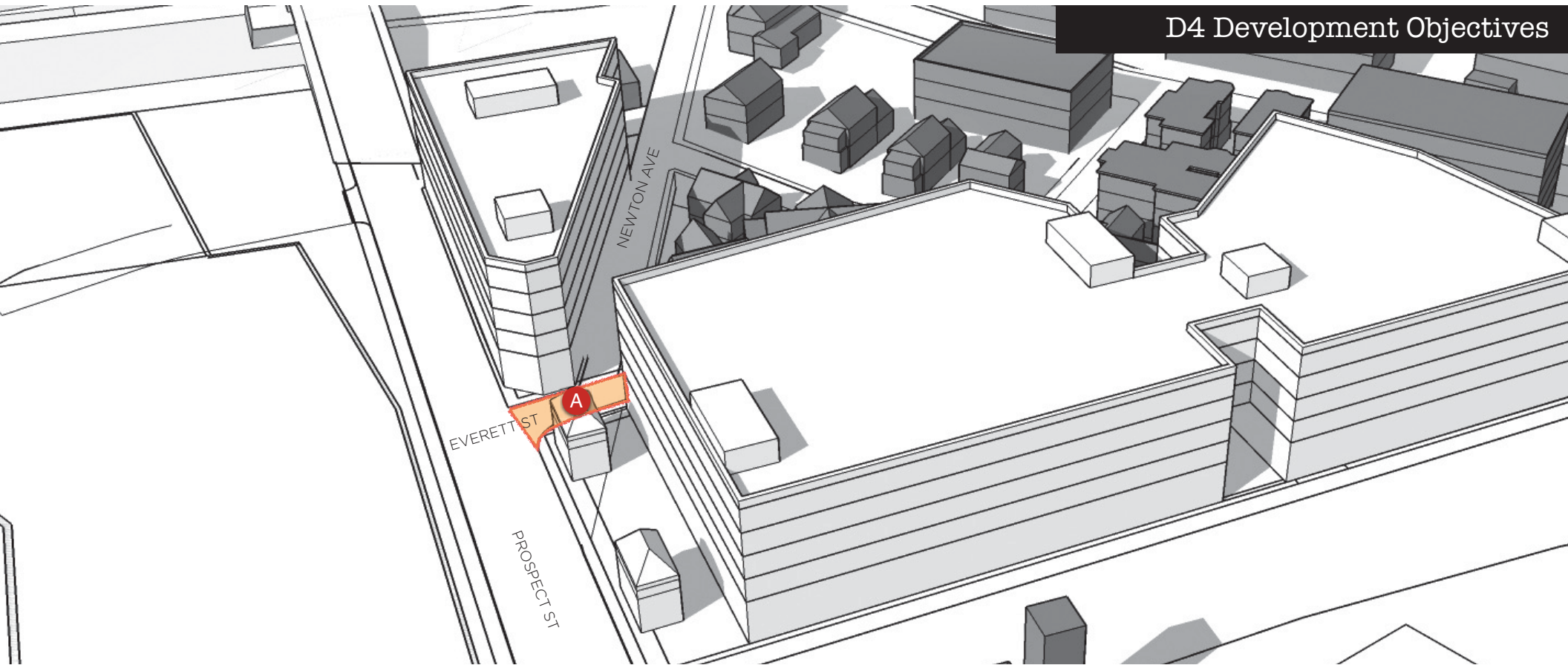


- J** D3 buildings must be architecturally articulated to signify the terminating vistas of Concord Avenue, Tremont Street, and Columbia Street.

## D4 Development Objectives

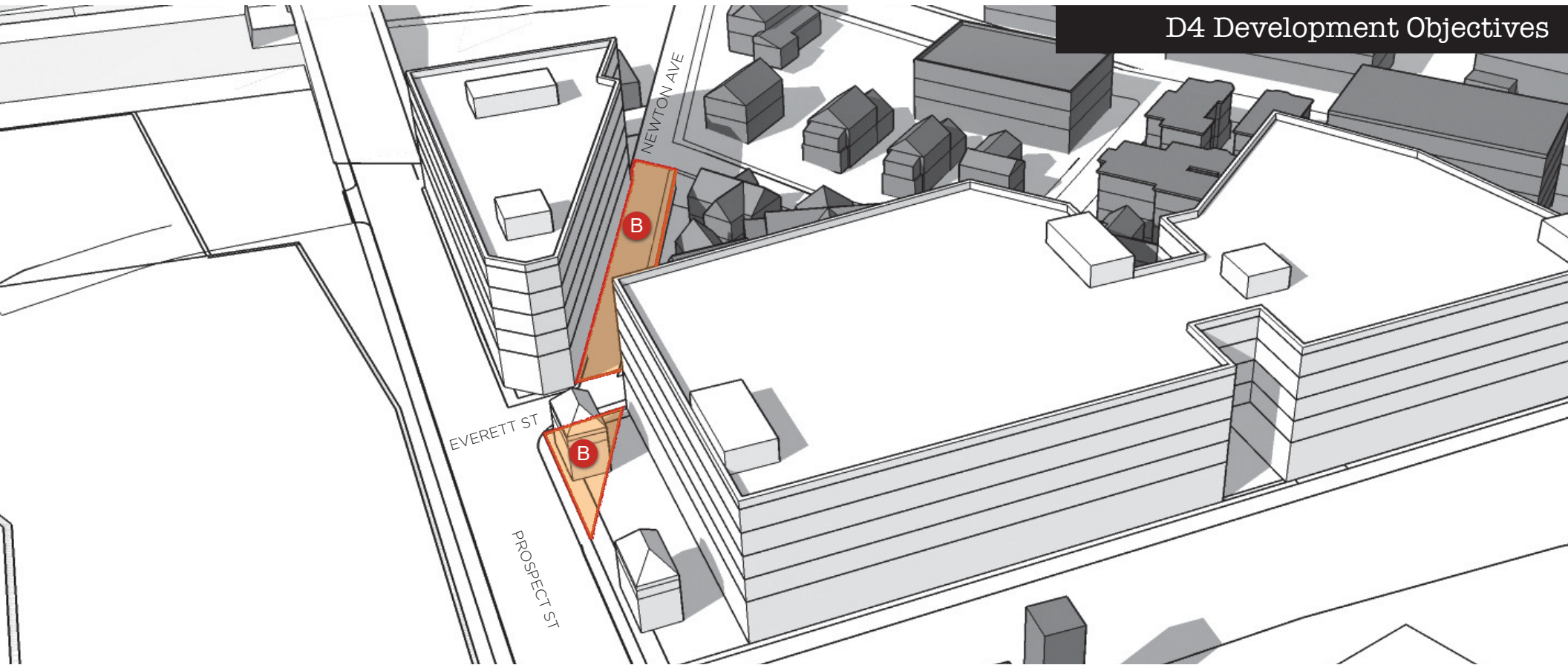


## D4 Development Objectives



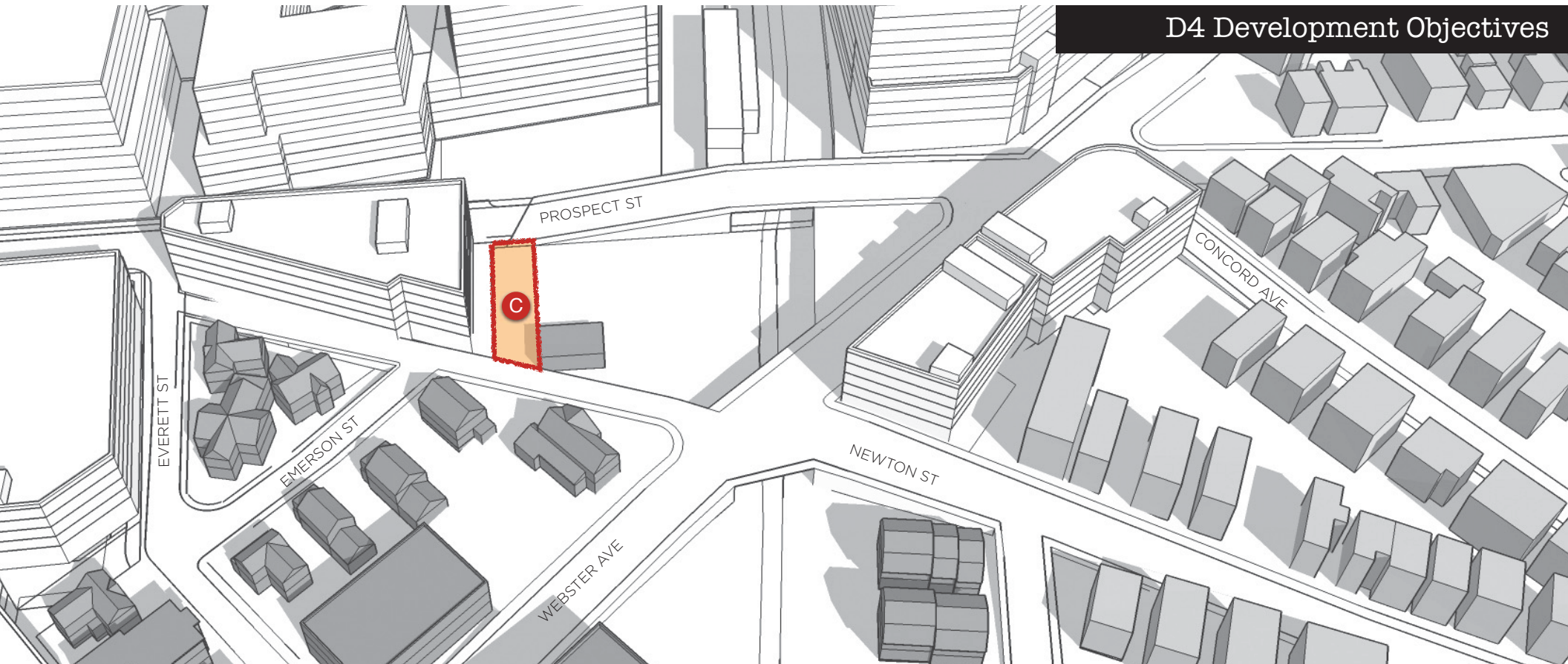
- A Everett Street will be extended to provide a more regularly angled intersection with Prospect Street.

## D4 Development Objectives



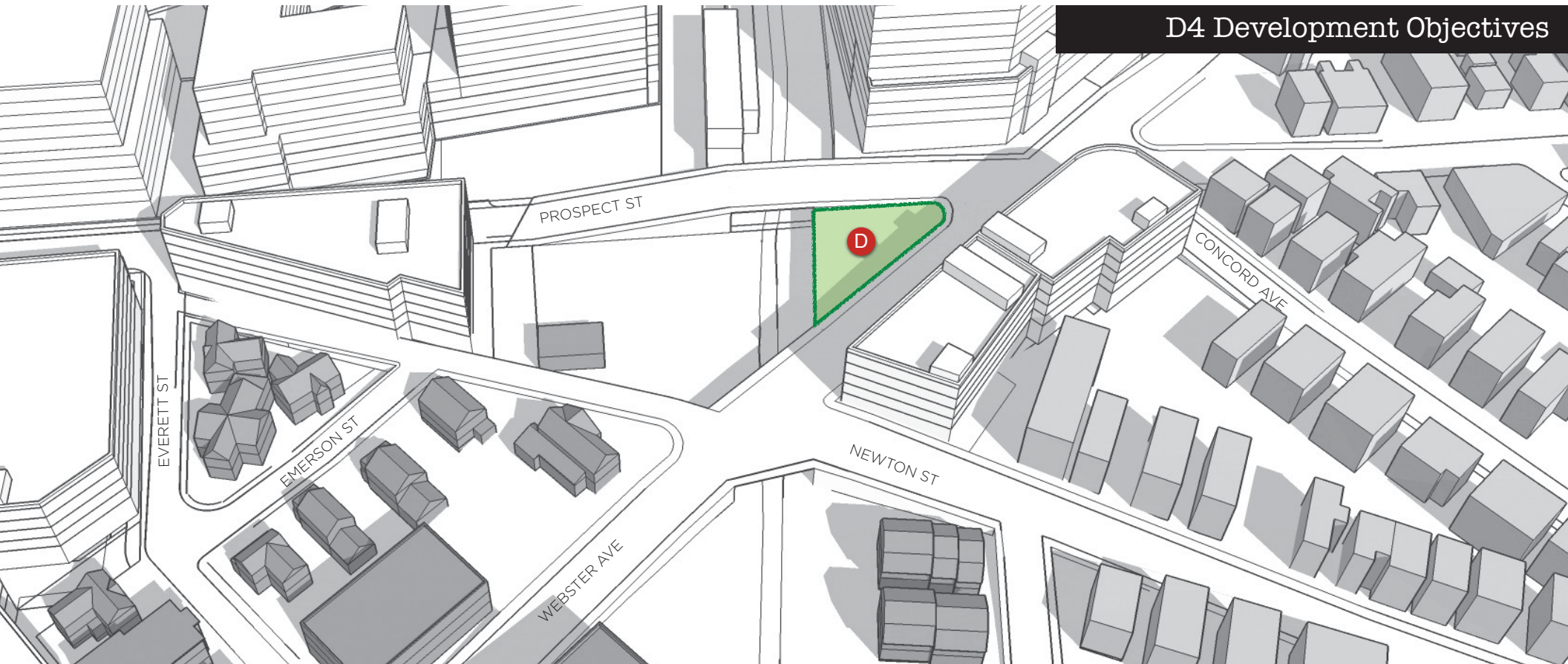
- B** Newton Street from the intersection with Emerson to Prospect will be decommissioned. The northern portion will be absorbed into D6. The southern portion will be transformed into a pedestrian passage and excess right-of-way absorbed by D4 (Cross Fit).

## D4 Development Objectives



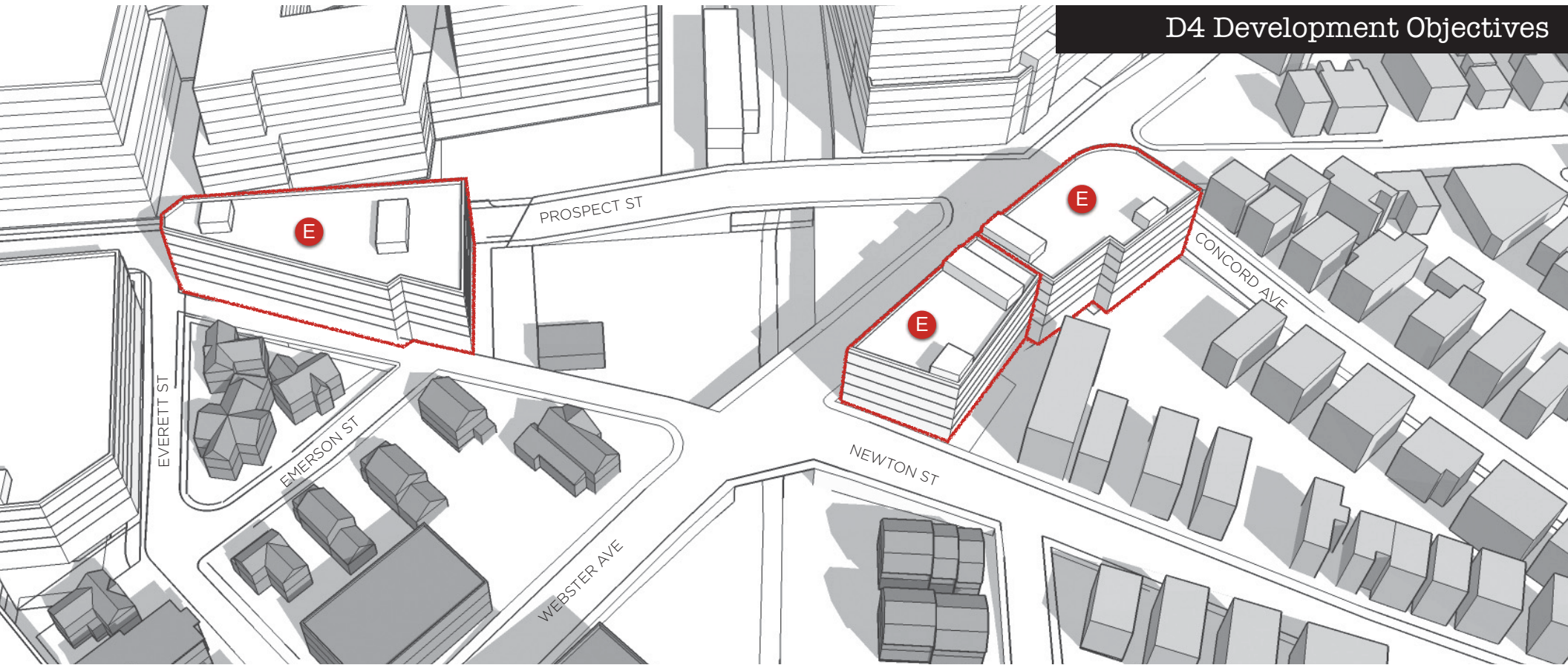
- ③ A new alley or pedestrian passage should be created along the southern property line of the Crossfit site, generally located where the existing vehicular curb cut exists today. Ideally the access way provides access to the N-Start site, removing it from Prospect Street.

## D4 Development Objectives



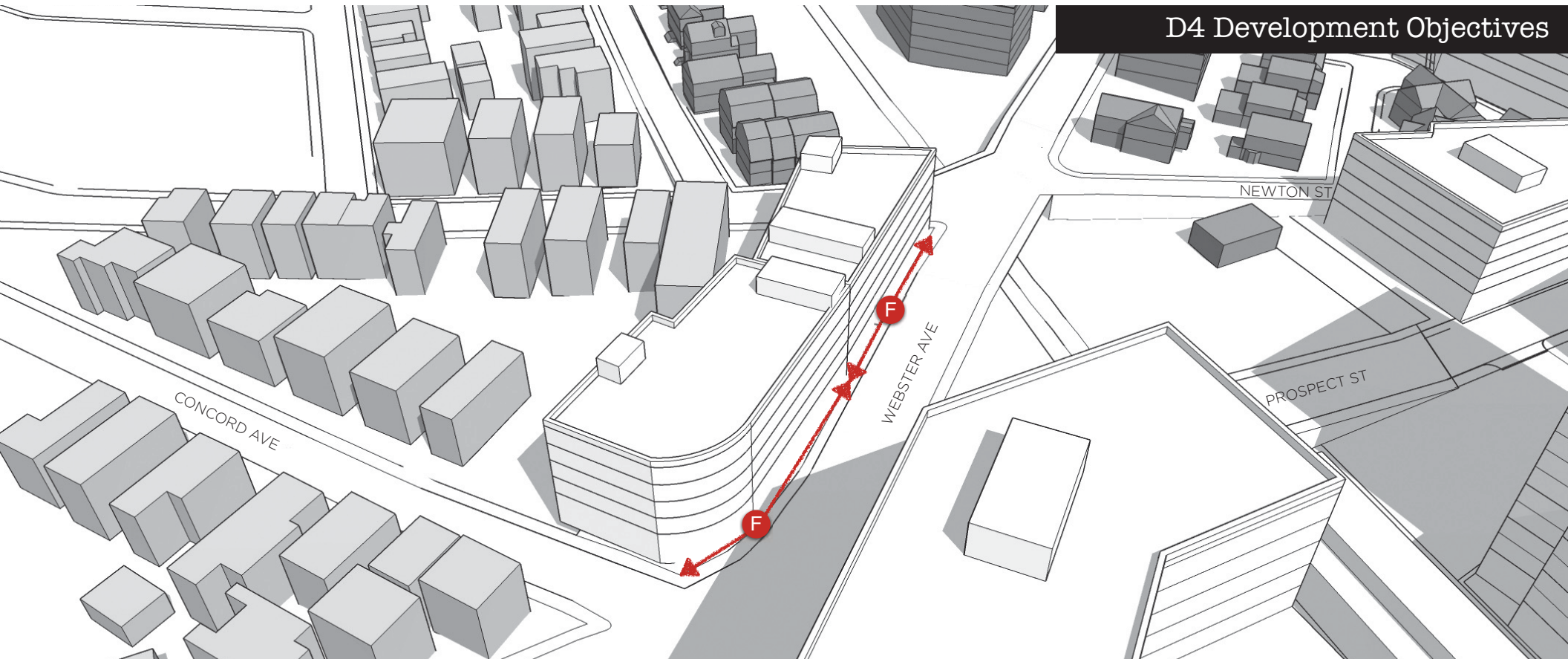
- D** 61 Prospect Street (Webster Auto Sales) should become a new public space that incorporates multi-modal transportation facilities, such as bike parking.

## D4 Development Objectives



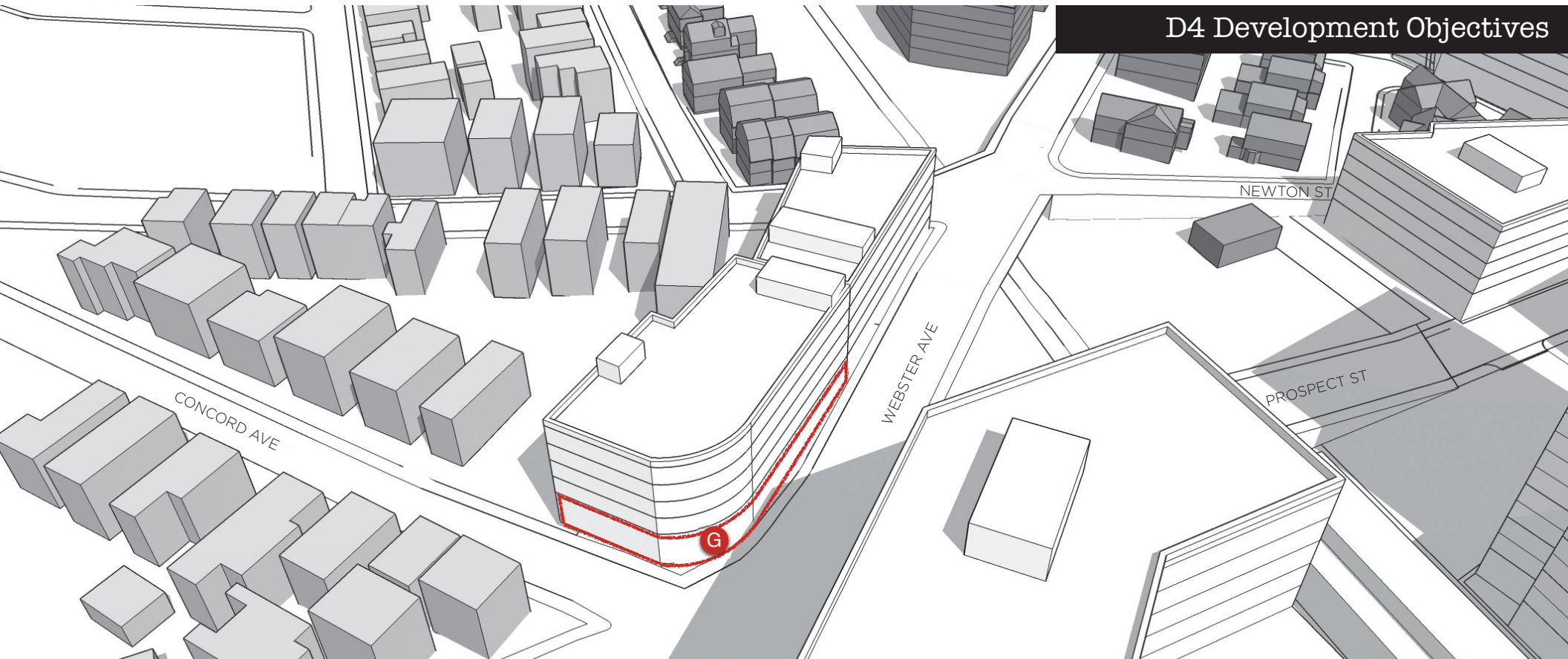
**E** All lots will be developed according to the 5MU zoning district of the proposed zoning ordinance.

## D4 Development Objectives



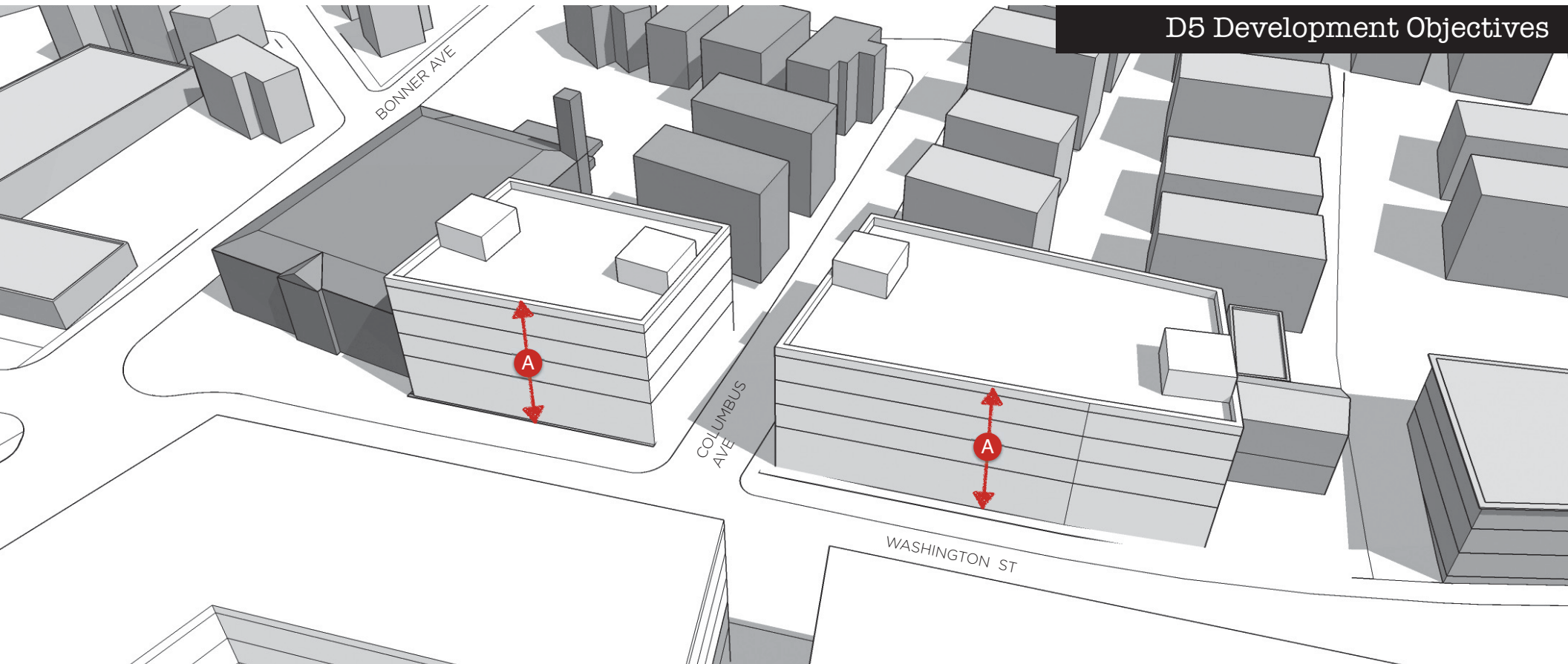
- F The 39-47 Webster portion of the D-4 site must be platted into two (2) or more lots – D4.2 North and D4.2 South.

## D4 Development Objectives



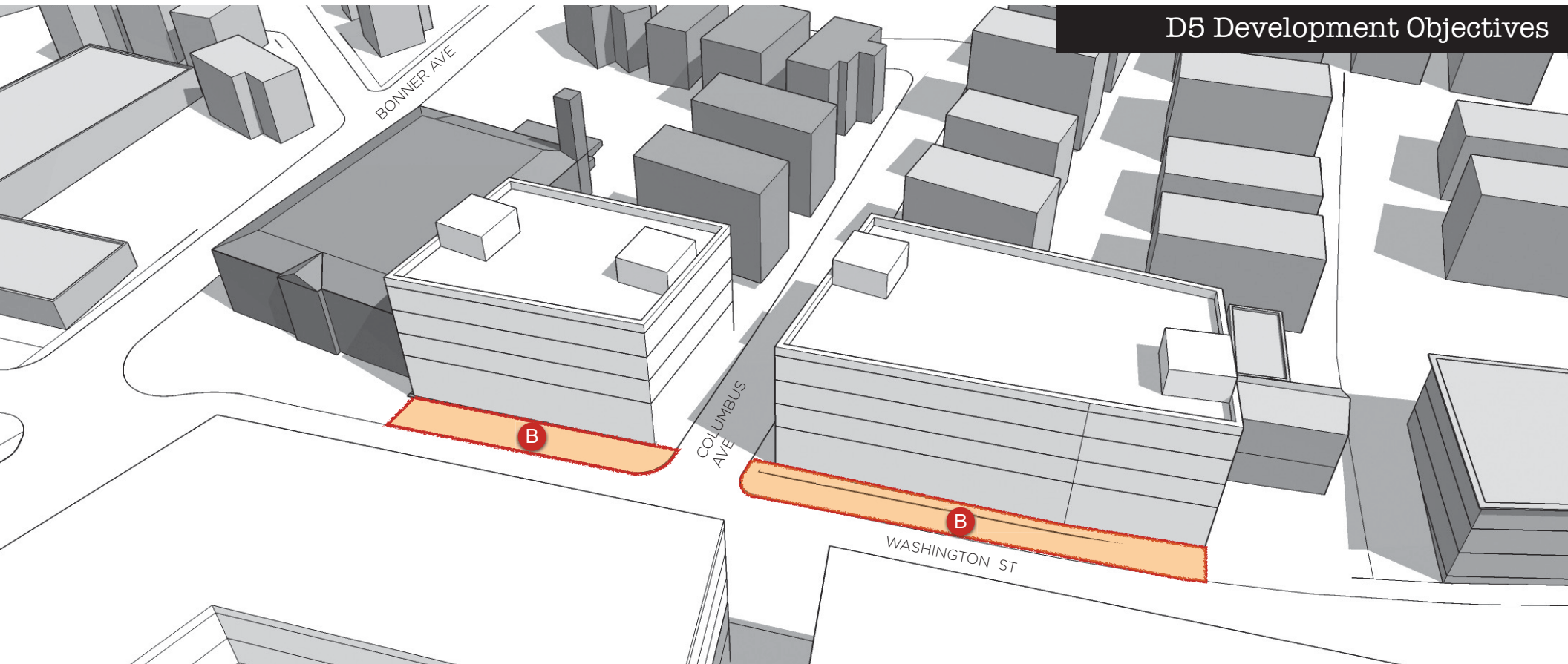
**G** Commercial space is required at the intersection of Prospect and Webster.

## D5 Development Objectives



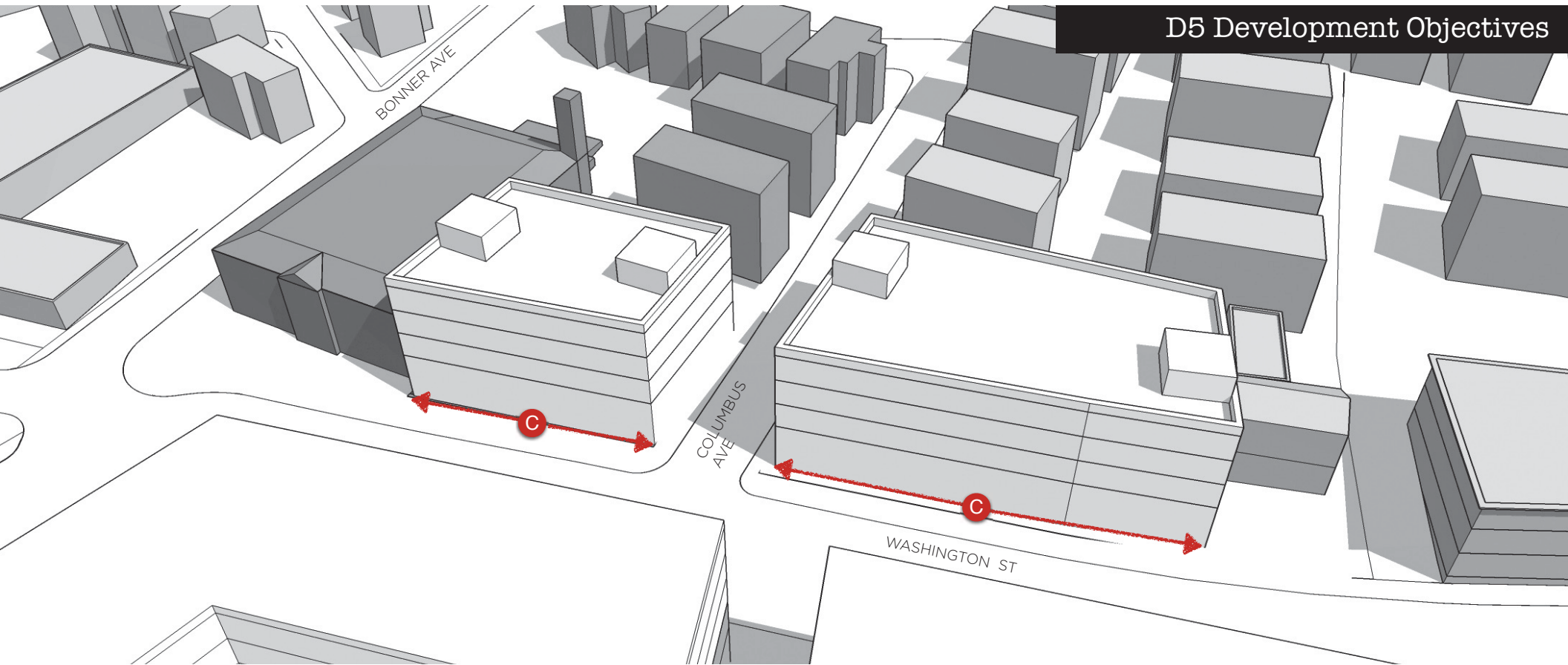
- A** All lots will be developed according to the 4MU zoning district of the proposed zoning ordinance.

## D5 Development Objectives



**B** 12' sidewalks minimum.

## D5 Development Objectives



**C** Commercial Uses are required along Washington Street.

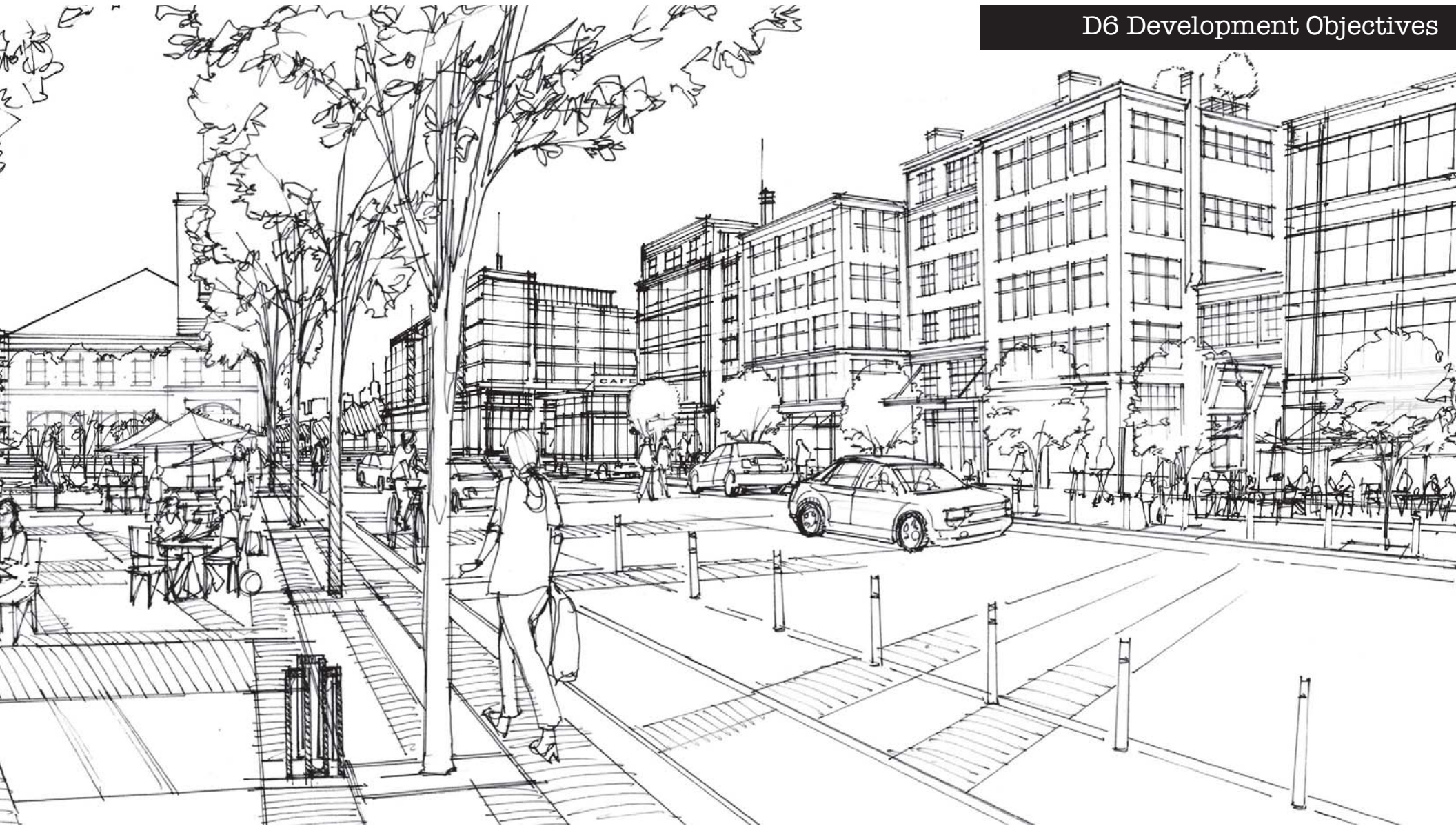
## D6 Development Objectives



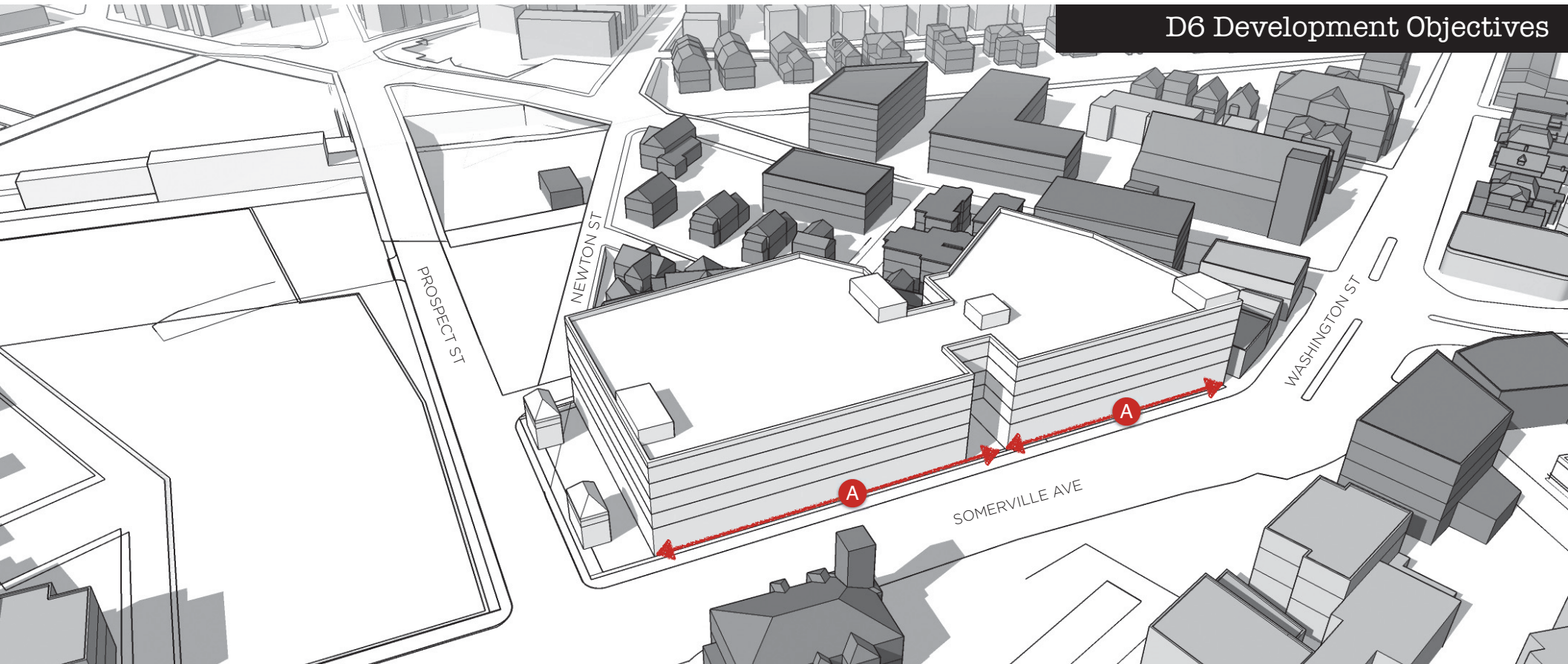
## D6 Development Objectives



## D6 Development Objectives

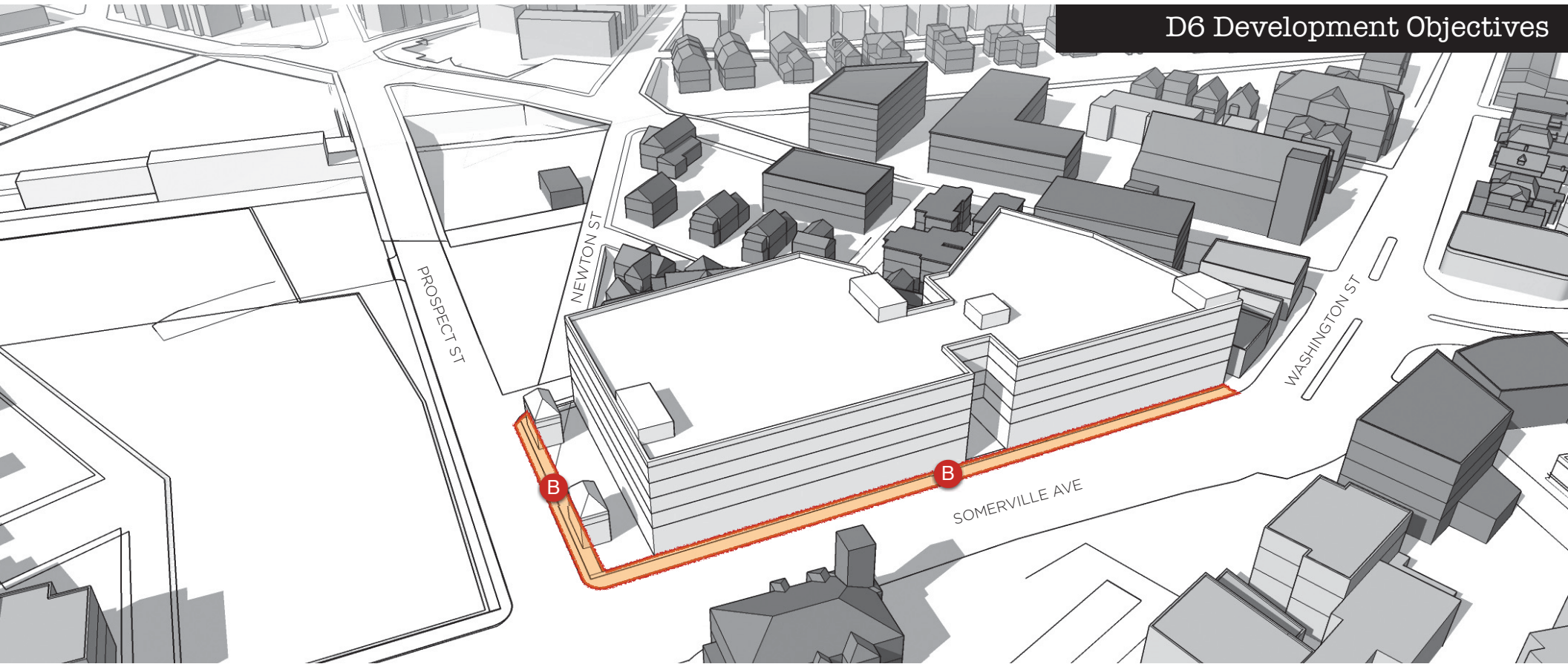


## D6 Development Objectives



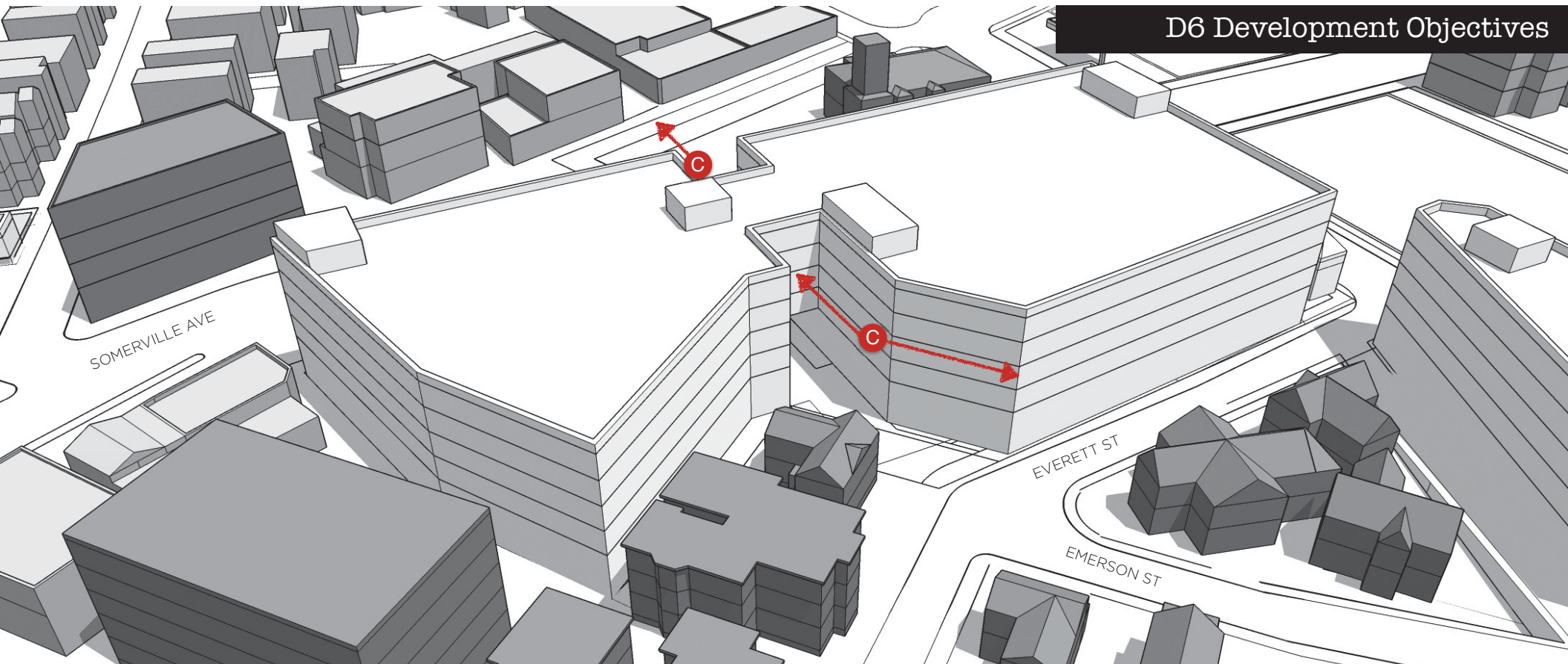
- A** The D-6 site must be platted into two (2) or more lots – D6 East and D6 West.

## D6 Development Objectives



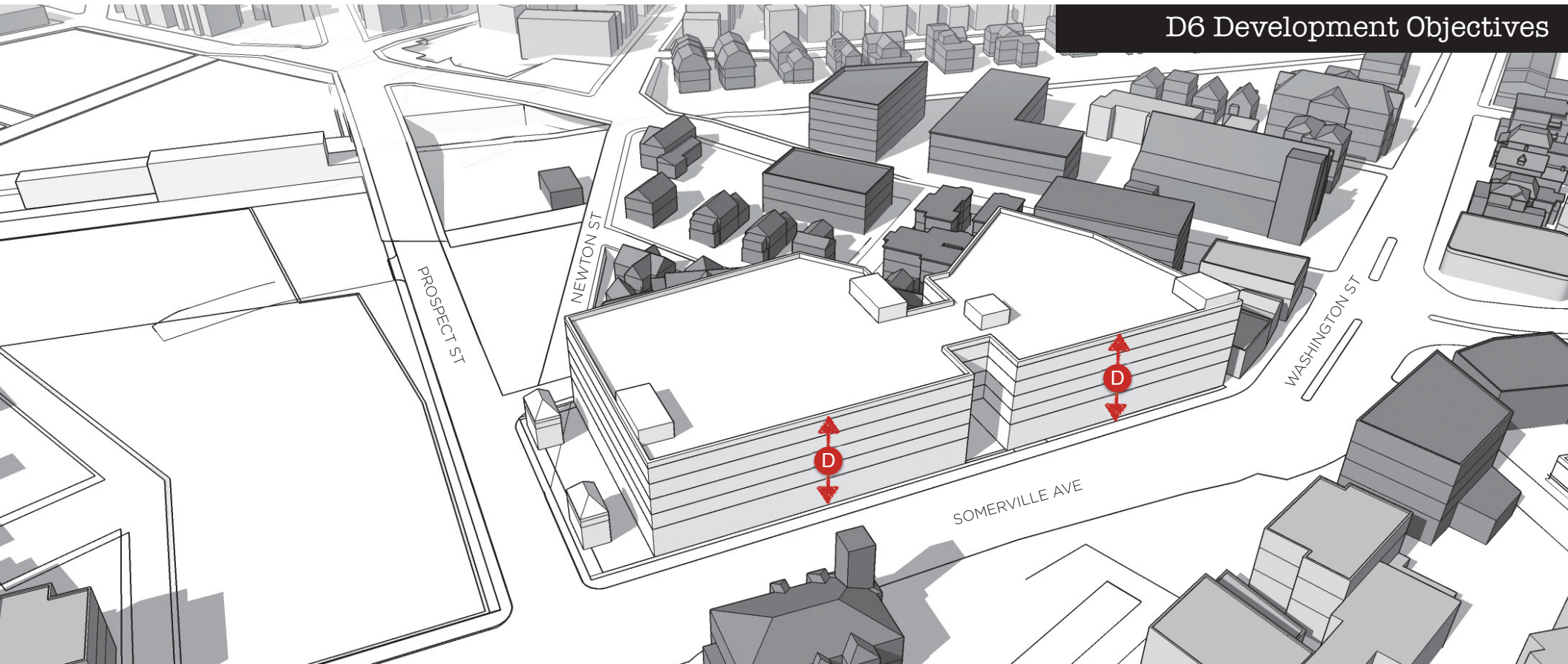
- B** For any development abutting a thoroughfare with an existing sidewalk width less than twelve (12) feet, the building must be setback an additional distance to accommodate expansion of the abutting sidewalk to a width of at least twelve (12) feet. The minimum and maximum front setback for each building type is adjusted accordingly.

## D6 Development Objectives



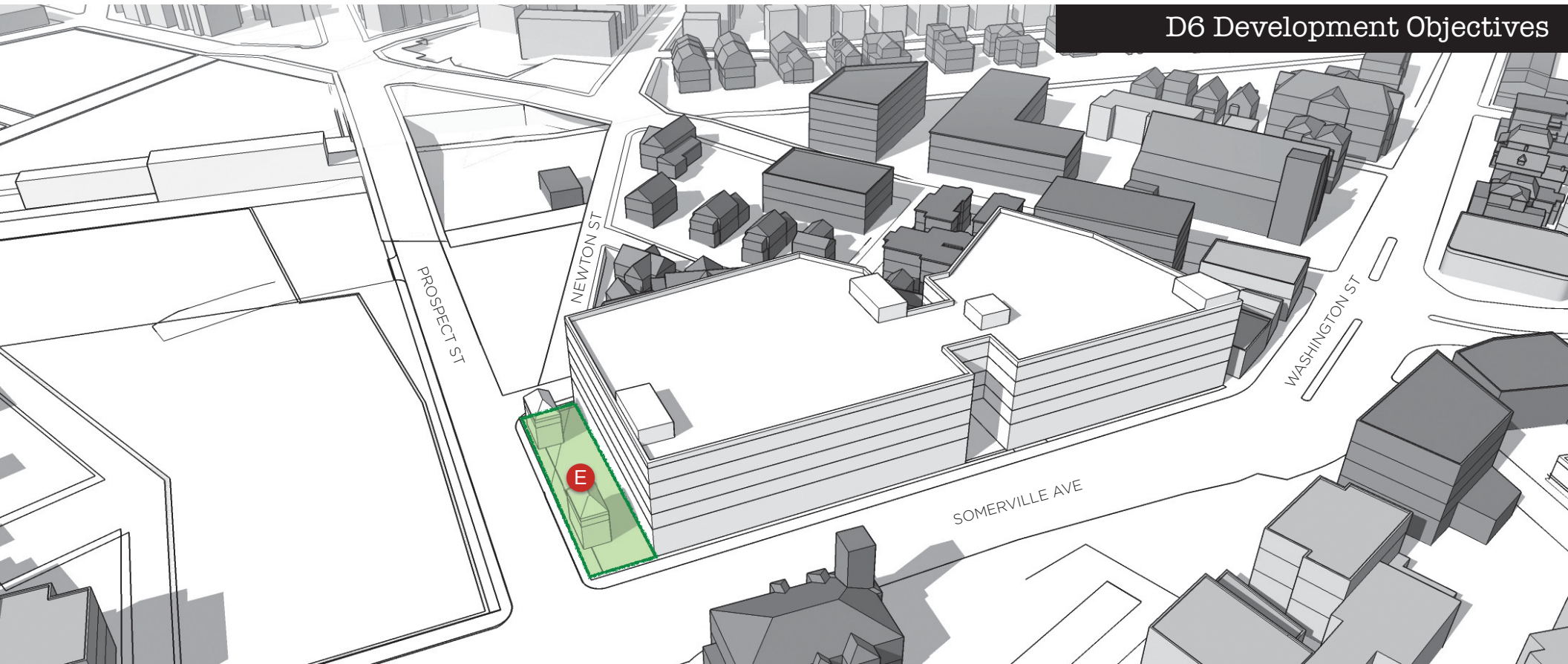
- ③ A pedestrian passage must be provided from Somerville Ave between D6 East and D6 West aligning with the intersection of Emerson and Everett Street at the rear of the property.

## D6 Development Objectives



- D** All lots will be developed according to the 5MU zoning district of the proposed zoning ordinance. All lots will be non-residential

## D6 Development Objectives



- E** A plaza should be created at the Somerville Ave and Prospect Street corner. The plaza should be commercially oriented and include a freestanding pavilion style building.

D6 Development Objectives

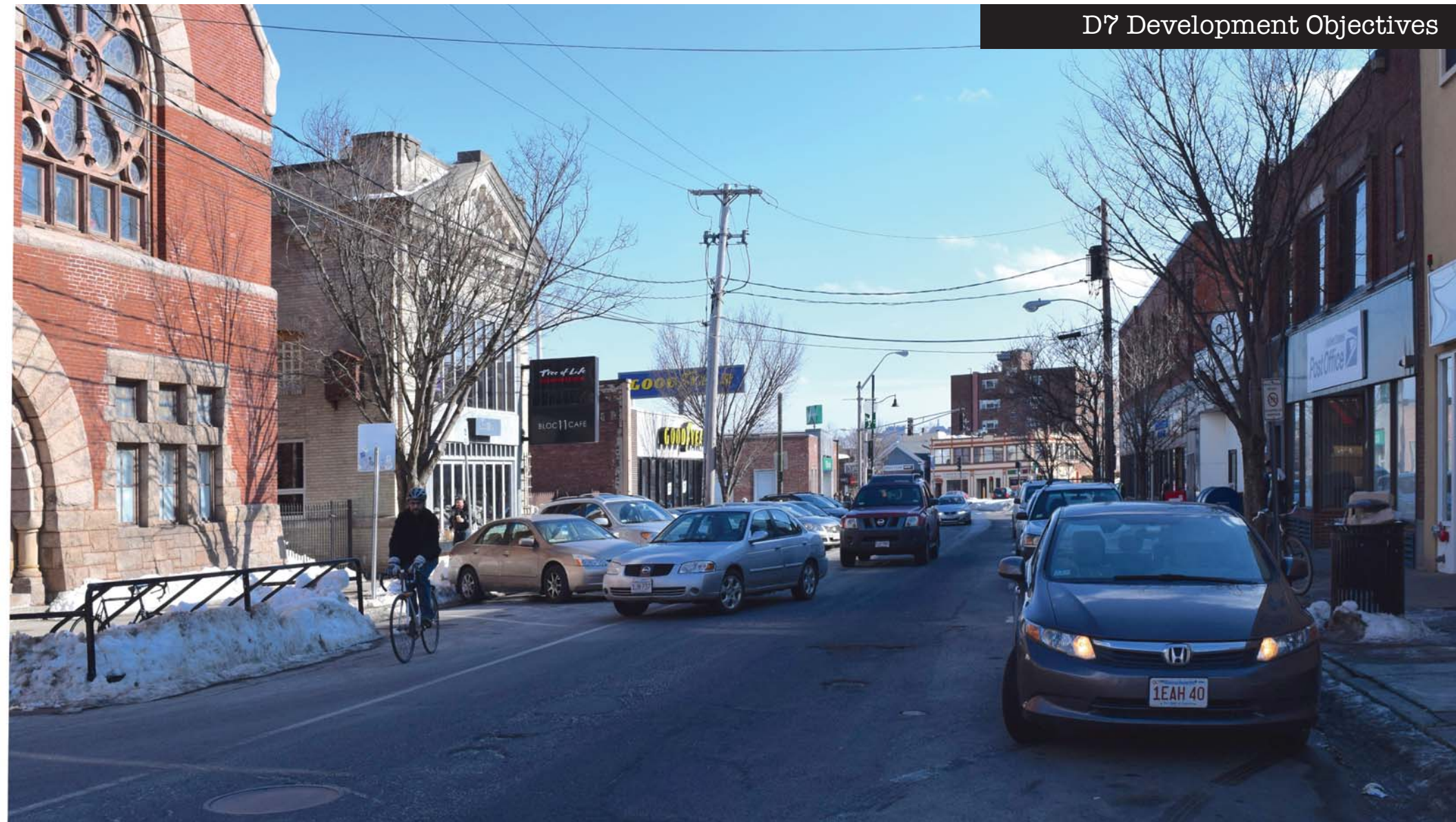
SOMERVILLE AVE

EVERETT ST

EMERSON ST

- F** If D6 is developed as a hotel use, the pedestrian passage should be explored as a dual-purpose pedestrian passage and vehicular access point that will facilitate a pass through drop-off for the hotel. If this vehicular access is created, an alley-like condition should be explored between D6 and properties abutting at the rear.

## D7 Development Objectives



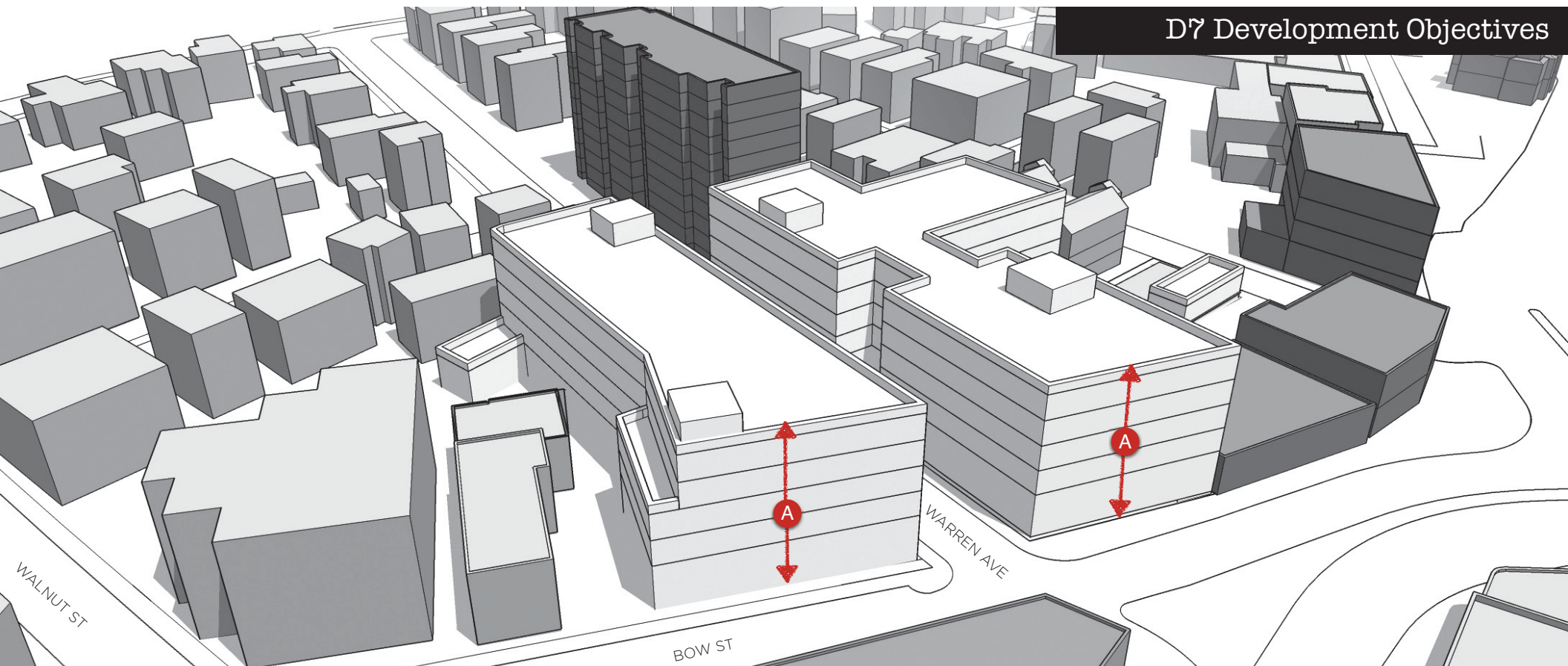
## D7 Development Objectives



## D7 Development Objectives

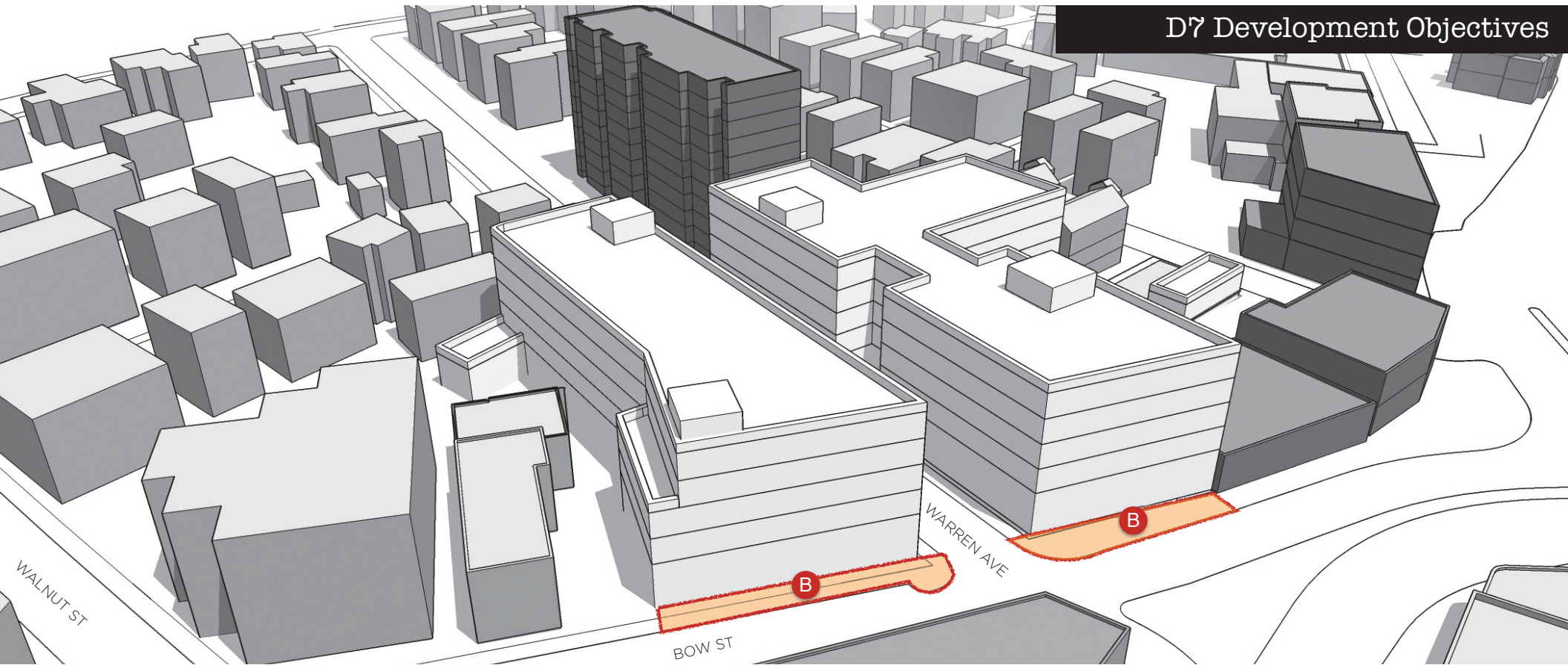


## D7 Development Objectives



**A** All lots will be developed according to the 5MU zoning district of the proposed zoning ordinance.

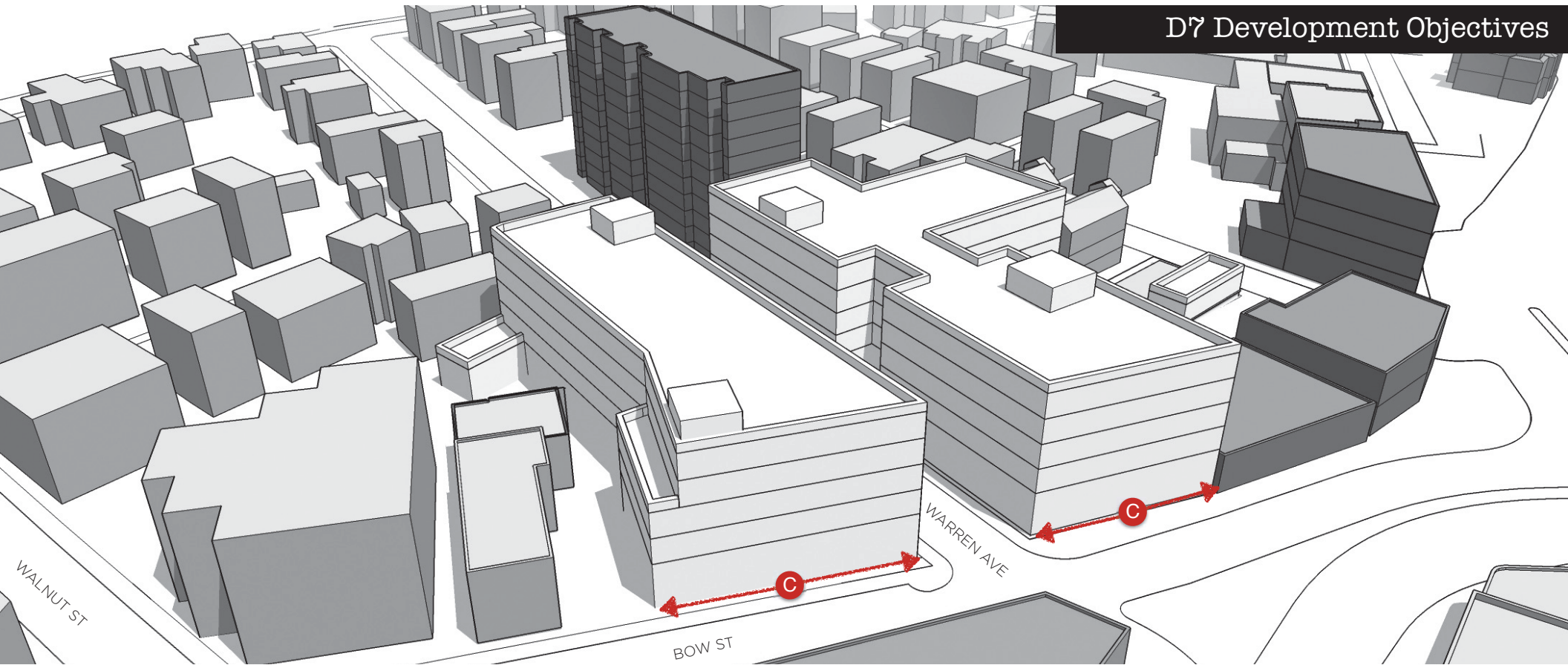
## D7 Development Objectives



B

12' minimum sidewalk.

## D7 Development Objectives

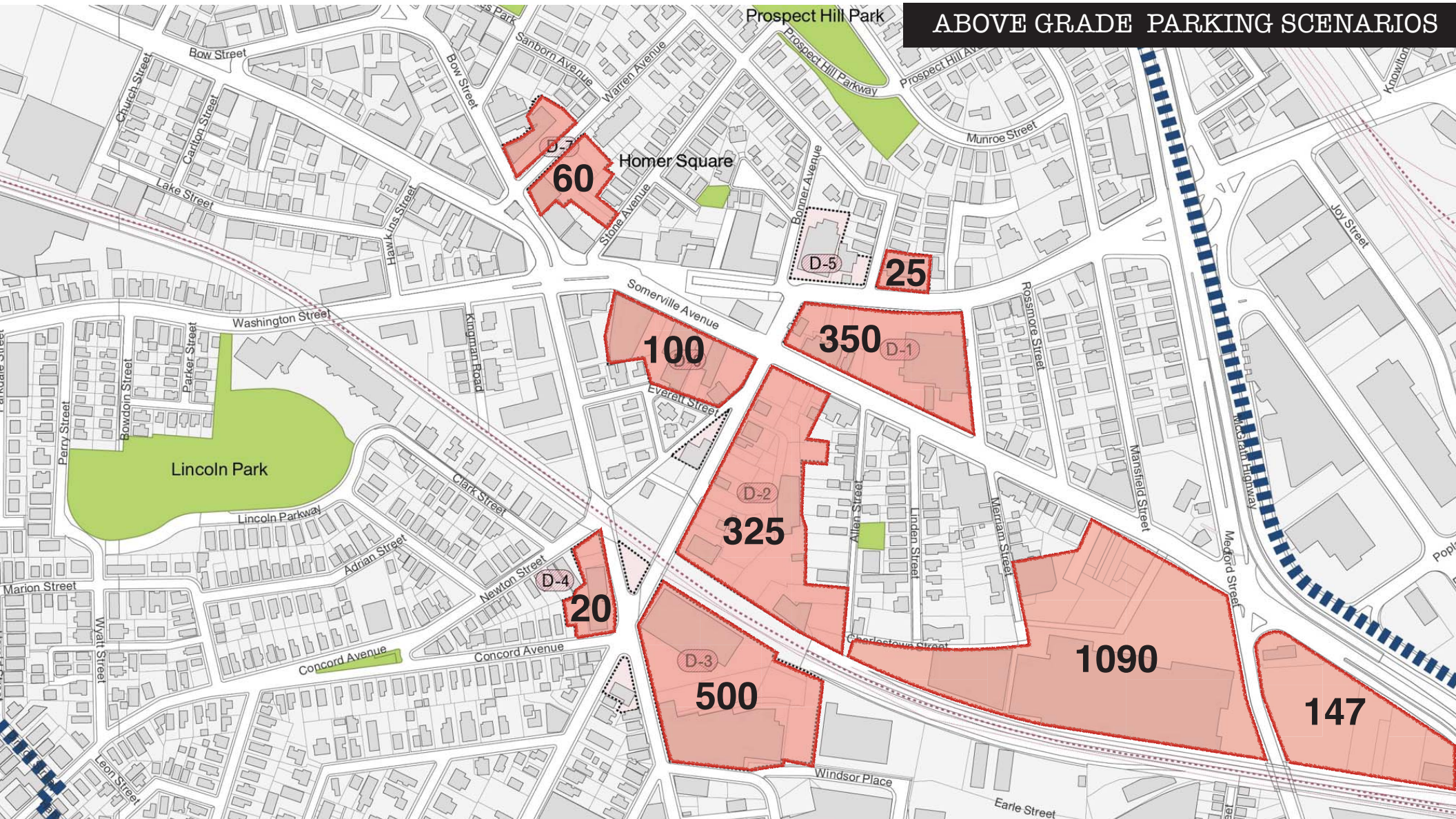


- Ⓒ Any buildings with frontage on Bow Street or Union Square Plaza will be mixed-use buildings or commercial buildings. Buildings fronting only Warren Street are encouraged to be residential in character.

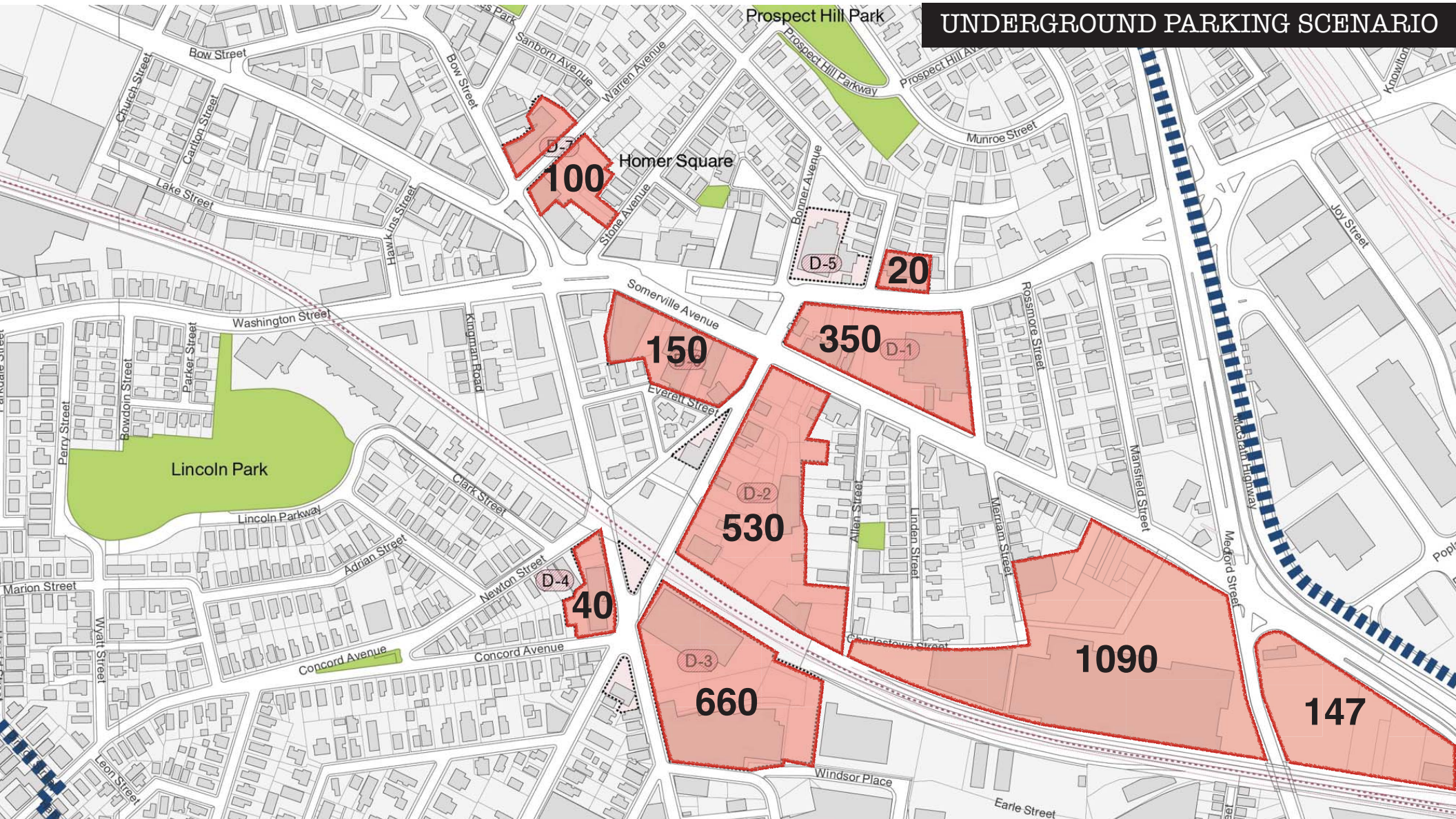
An aerial, top-down view of a city block. The buildings are represented by various colored polygons (light blue, light orange, light green, and white) with 3D-style shadows. Green spaces, including lawns and clusters of trees, are interspersed among the buildings. A road or path runs along the left side of the block. The overall style is a clean, illustrative architectural rendering.

# FISCAL IMPACTS

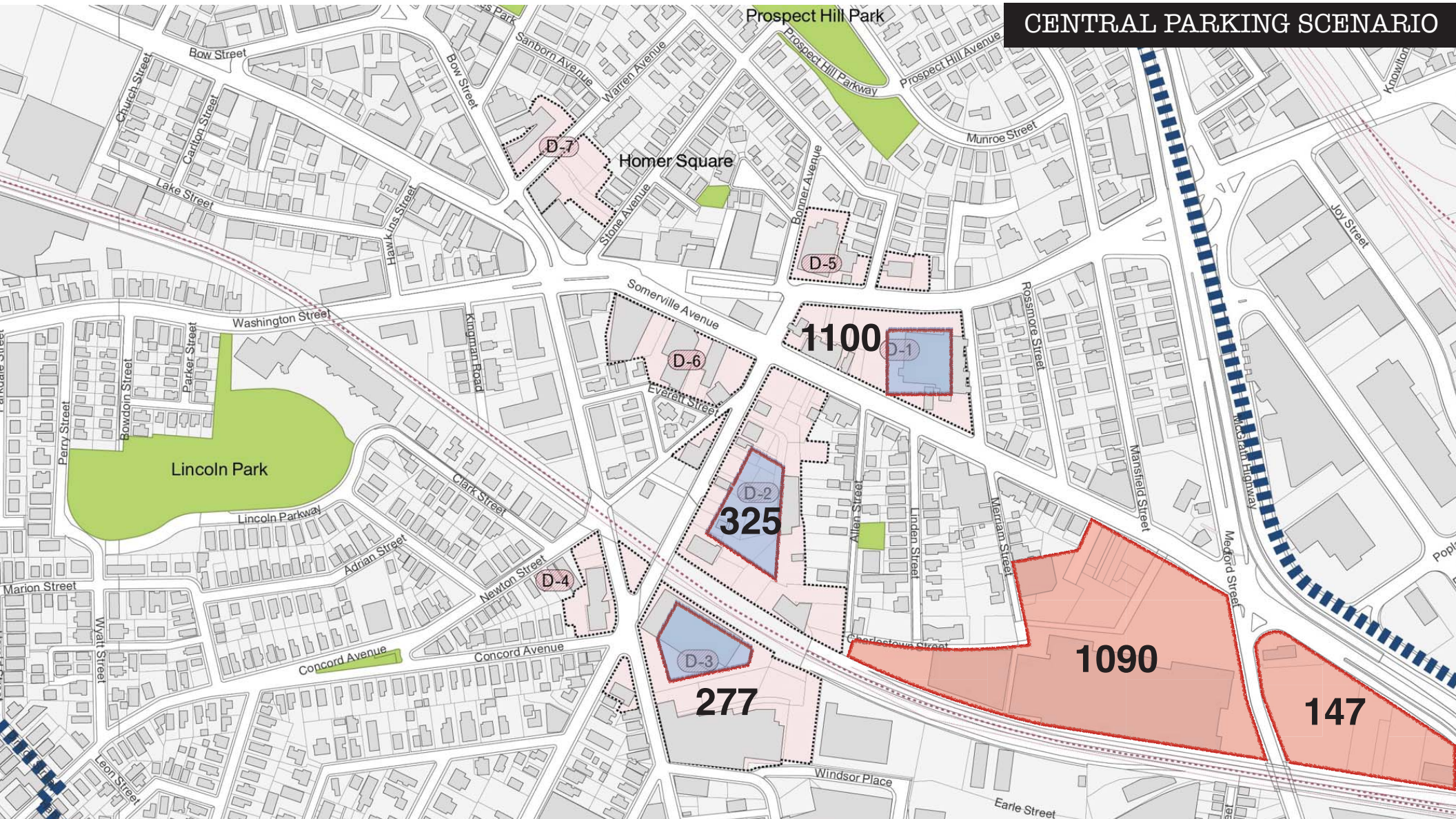
## ABOVE GRADE PARKING SCENARIOS



# UNDERGROUND PARKING SCENARIO



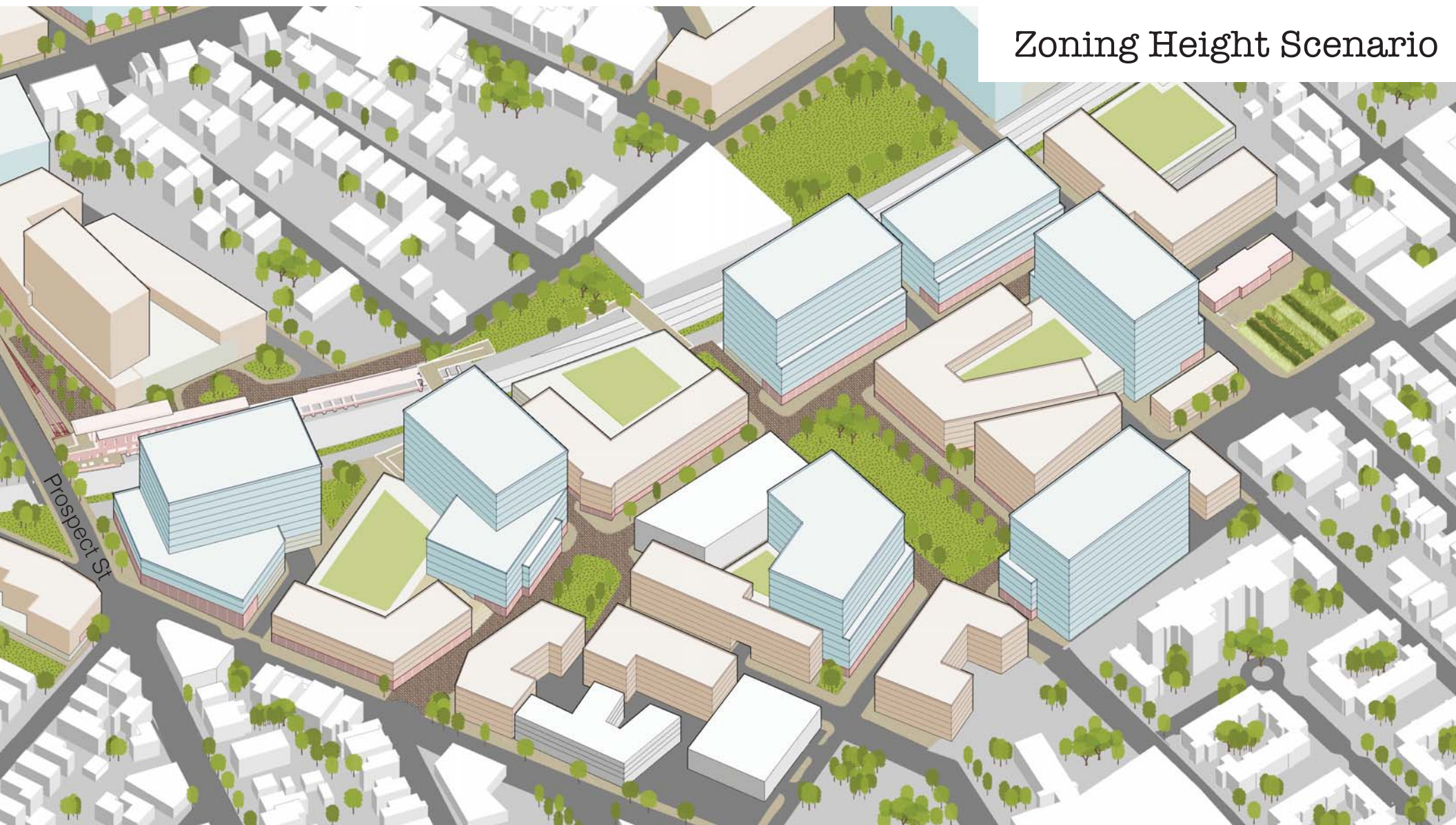
## CENTRAL PARKING SCENARIO



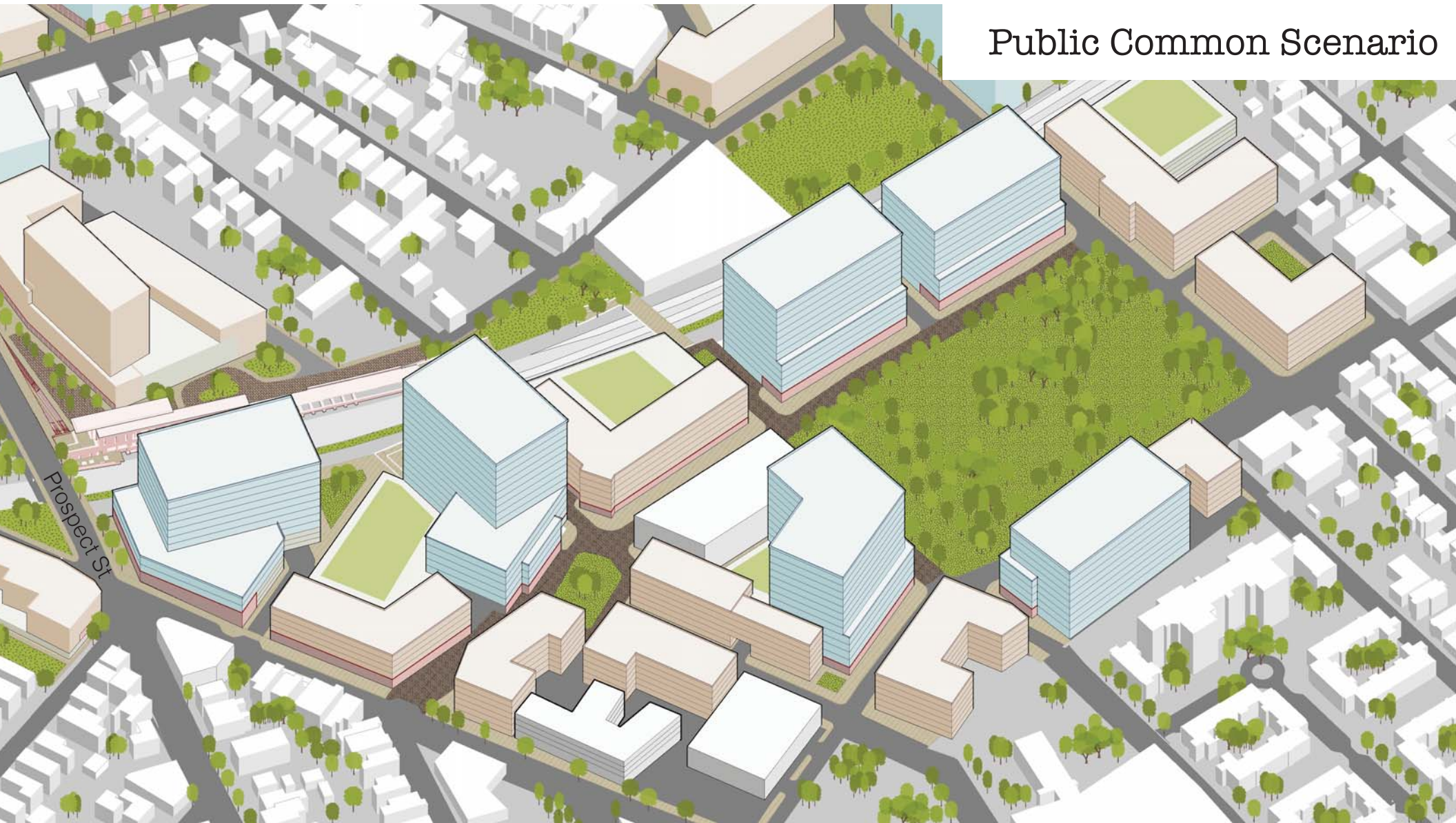
## Charrette Scenario



## Zoning Height Scenario



## Public Common Scenario



# Fiscal Impact Analysis

- ✧ Cash flow to the public sector
  - Are the revenues generated by new growth enough to cover the resulting service and facility demands?
- ✧ Reflects operating expenses and capital costs (debt service and pay-go)
- ✧ All revenues
- ✧ Revenue minus expenditures = net surplus or net deficit

# Economic Analysis

- ✧ Reflects overall economy of the community
- ✧ Residential
  - Primary factors are the construction phase and consumer spending
- ✧ Nonresidential
  - Primary factors are job creation and real disposable income
- ✧ Doesn't follow jurisdictional lines; data limitations
  - Large portion of economic output flows out of jurisdiction, region, and possibly State

## Major Assumptions – Fiscal Analysis

- ✧ Constant dollars (no inflation)
- ✧ Based on FY15 Adopted Budget
  - Interviews with City departments
- ✧ Case study-marginal methodology where possible
- ✧ Uses U.S. Census data sources for persons per housing unit and pupil generation
- ✧ Scenarios were “straight-lined” over the 20 year period

## Major Cost Assumptions – Boynton Yards

- ✧ \$40 million in Street and Utility upgrades
- ✧ Parks/open space constructed by the developer
  - Maintained by the City
- ✧ New roads constructed by the developer
  - Maintained by the City
- ✧ Fair share of new elementary school seats
  - \$18K per seat (City share)

## Major Cost Assumptions – Union Square

- ✧ \$70 million in Street and Utility upgrades (run with and without)
- ✧ \$23 million for new Public Safety building
- ✧ Parks/open space constructed by the developer
  - Maintained by the City
- ✧ New roads constructed by the developer
  - Maintained by the City
- ✧ Fair share of new elementary school seats
  - \$18K per seat (City share)

# Boynton Yards Residential and Nonresidential Development

	SCENARIO		
	Charrette	Public Common	Zoning Heights
<i>Residential</i>			
Housing Units	877	696	711
Residential Square Footage	964,866	765,802	782,529
Population	1,395	1,107	1,131
Public School Students	47	37	38
<i>Nonresidential</i>			
Retail Square Footage	92,766	82,639	106,822
Office Square Footage	1,751,200	1,674,800	1,656,200
Jobs	8,962	8,558	8,518
Jobs/Housing Ratio	10.22	12.30	11.98

# Union Square Residential and Nonresidential Development

	Above Grade Garage	Basement Garage	Central District Garage
<i>Residential</i>			
Housing Units	1,515	1,851	1,857
Residential Square Footage	1,205,790	1,417,028	1,422,507
Population	2,409	2,943	2,953
Public School Students	81	99	100
<i>Nonresidential</i>			
Retail Square Footage	512,831	505,008	603,931
Office Square Footage	1,860,889	1,167,000	1,975,307
Jobs	10,567	11,038	11,358
Jobs/Housing Ratio	6.98	5.96	6.12

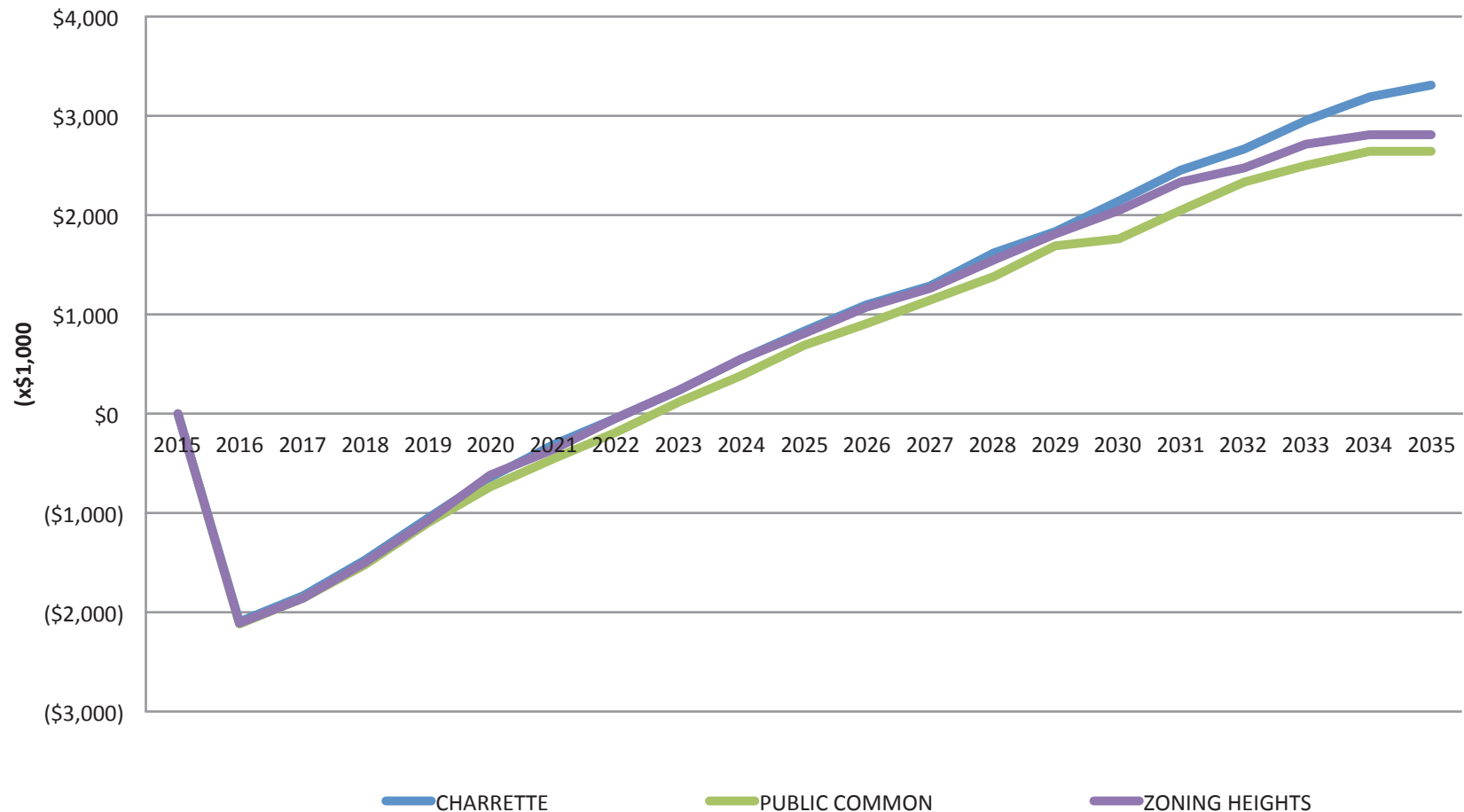
# Cumulative 20-Year Fiscal Results – Boynton Yards

## SUMMARY OF CUMULATIVE FISCAL IMPACTS BOYNTON YARDS FISCAL IMPACT ANALYSIS

REVENUE	SCENARIO		
	CHARRETTE	PUBLIC COMMON	ZONING HEIGHTS
Total General Fund Revenue	\$101,498,499	\$95,859,205	\$98,957,744
Total Special Revenue	\$69,805	\$65,377	\$67,712
<b>TOTAL REVENUE</b>	<b>\$101,568,304</b>	<b>\$95,924,581</b>	<b>\$99,025,456</b>
<b>EXPENDITURES</b>			
Total City General Fund Operating Expenditures	\$34,106,862	\$33,186,800	\$33,497,942
Total City Special Revenue Fund Expenditures	\$0	\$0	\$0
Total Public Schools Operating Expenditures	\$1,511,149	\$1,315,789	\$1,377,215
Total City Capital Expenditures	\$49,236,001	\$49,194,268	\$49,206,394
<b>TOTAL EXPENDITURES</b>	<b>\$84,854,011</b>	<b>\$83,696,857</b>	<b>\$84,081,552</b>
<b>NET CUMULATIVE FISCAL IMPACT</b>	<b>\$16,714,293</b>	<b>\$12,227,724</b>	<b>\$14,943,904</b>
<b>AVERAGE ANNUAL IMPACT</b>	<b>\$835,715</b>	<b>\$611,386</b>	<b>\$747,195</b>

# Annual Fiscal Results – Boynton Yards

**Annual Fiscal Impact Results (X\$1000)**  
**Boynton Yards Transformational Area**



# Breakdown of Marginal Tax Base – Boynton Yards

	SCENARIO		
	Charrette	Public Common	Zoning Heights
Residential	32%	28%	29%
Nonresidential	68%	72%	71%

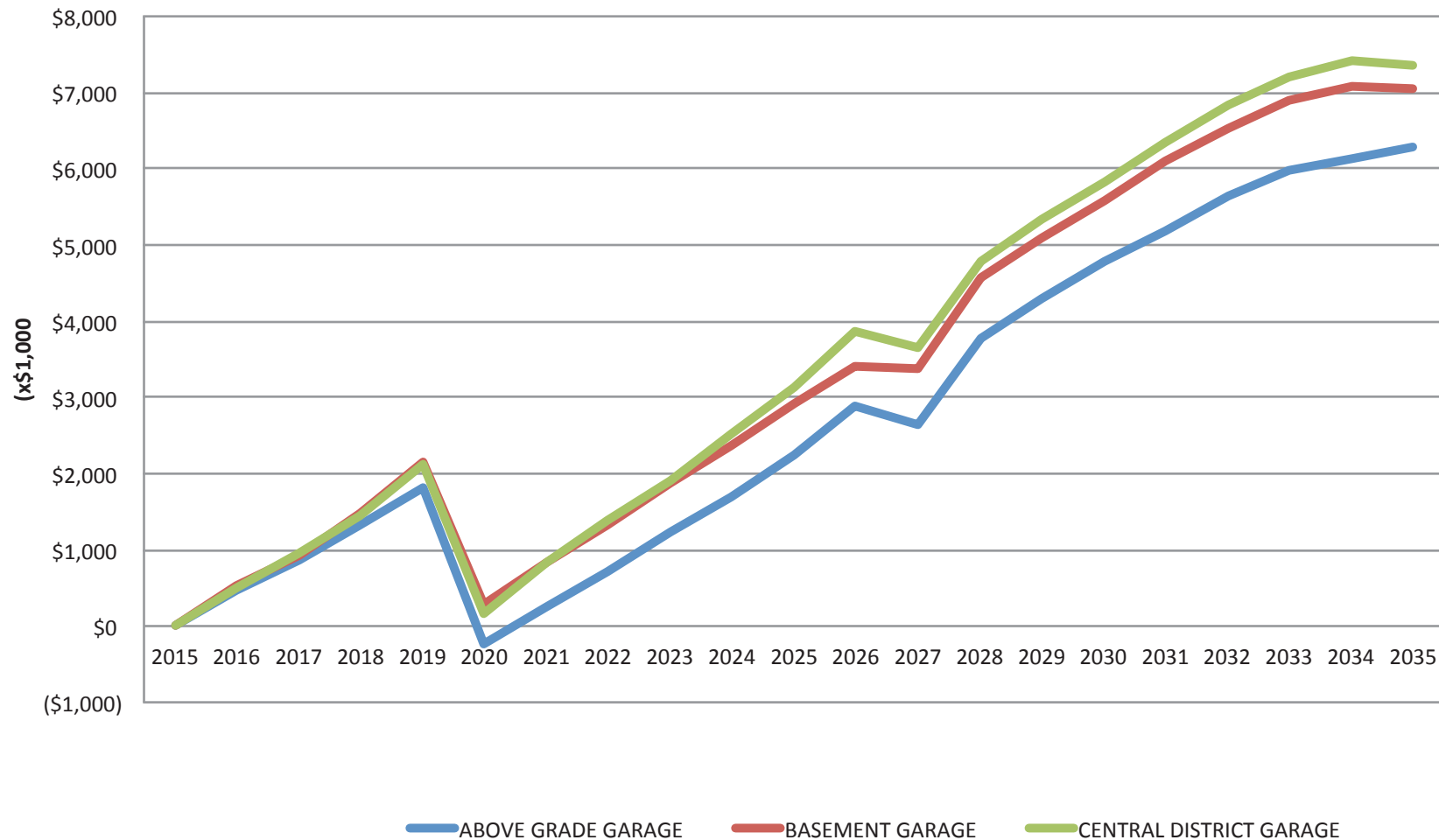
# Cumulative 20-Year Fiscal Results – Union Square

## SUMMARY OF CUMULATIVE FISCAL IMPACTS UNION SQUARE FISCAL IMPACT ANALYSIS

REVENUE	SCENARIO		
	ABOVE GRADE GARAGE	BASEMENT GARAGE	CENTRAL DISTRICT GARAGE
Total General Fund Revenue	\$152,476,394	\$170,947,162	\$176,777,795
Total Special Revenue	\$106,168	\$120,233	\$123,602
<b>TOTAL REVENUE</b>	<b>\$152,582,562</b>	<b>\$171,067,395</b>	<b>\$176,901,397</b>
<b>EXPENDITURES</b>			
Total City General Fund Operating Expenditures	\$46,510,943	\$51,894,847	\$54,412,501
Total City Special Revenue Fund Expenditures	\$0	\$0	\$0
Total Public Schools Operating Expenditures	\$2,611,414	\$3,128,474	\$3,244,326
Total City Capital Expenditures	\$45,545,710	\$45,653,048	\$45,675,824
<b>TOTAL EXPENDITURES</b>	<b>\$94,668,067</b>	<b>\$100,676,369</b>	<b>\$103,332,651</b>
<b>NET CUMULATIVE FISCAL IMPACT</b>	<b>\$57,914,495</b>	<b>\$70,391,026</b>	<b>\$73,568,746</b>
<b>AVERAGE ANNUAL IMPACT</b>	<b>\$2,895,725</b>	<b>\$3,519,551</b>	<b>\$3,678,437</b>

# Annual Fiscal Results – Union Square

**Annual Fiscal Impact Results (X\$1000)**  
**Union Square**



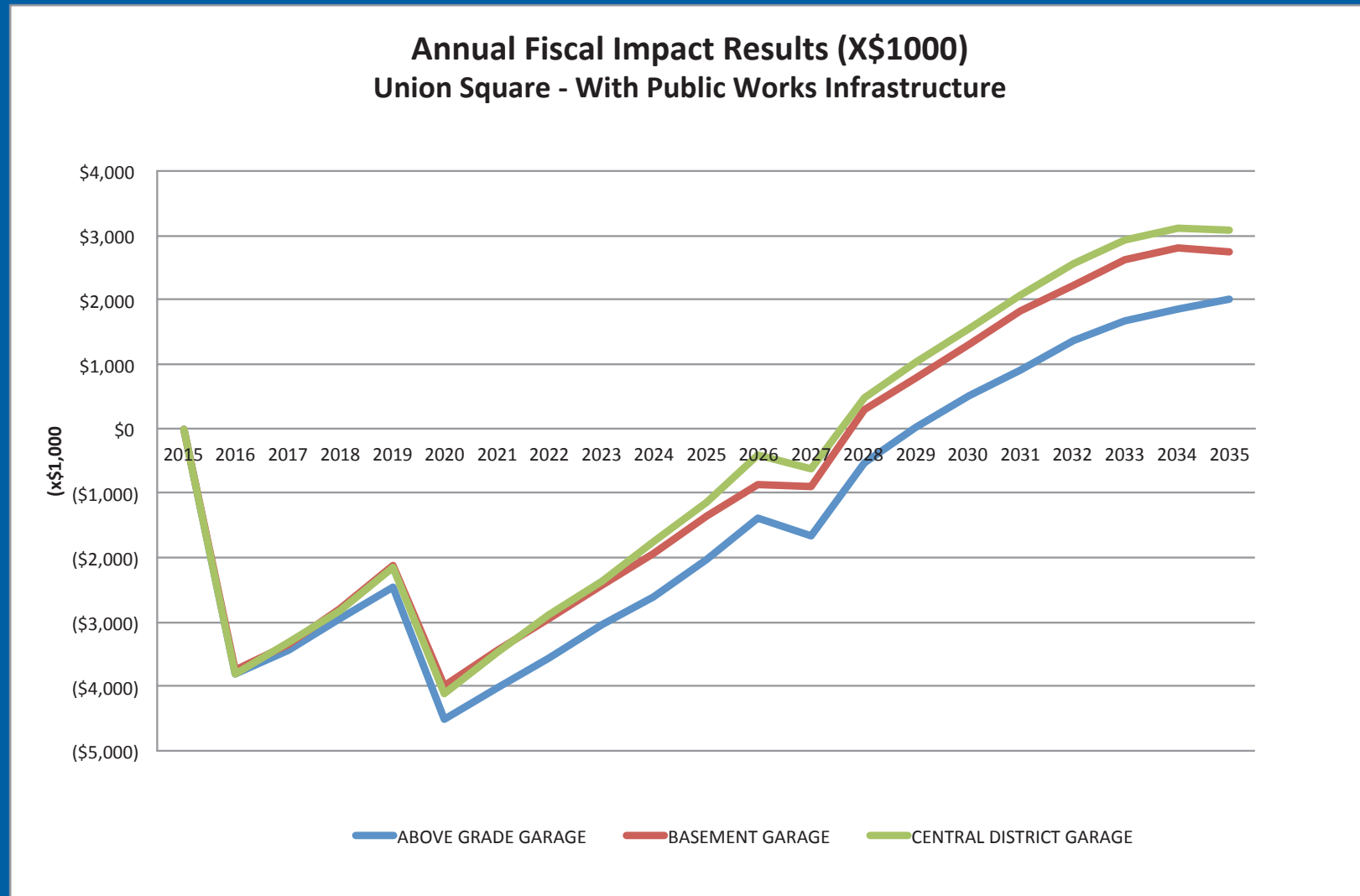
# Cumulative 20-Year Fiscal Results – Union Square with Utility/Streets Infrastructure Costs

## SUMMARY OF CUMULATIVE FISCAL IMPACTS WITH UTILITY/STREETS INFRASTRUCTURE COSTS

### UNION SQUARE FISCAL IMPACT ANALYSIS

REVENUE	SCENARIO		
	ABOVE GRADE GARAGE	BASEMENT GARAGE	CENTRAL DISTRICT GARAGE
Total General Fund Revenue	\$152,476,394	\$170,947,162	\$176,777,795
Total Special Revenue	\$106,168	\$120,233	\$123,602
<b>TOTAL REVENUE</b>	<b>\$152,582,562</b>	<b>\$171,067,395</b>	<b>\$176,901,397</b>
<b>EXPENDITURES</b>			
Total City General Fund Operating Expenditures	\$46,510,943	\$51,894,847	\$54,412,501
Total City Special Revenue Fund Expenditures	\$0	\$0	\$0
Total Public Schools Operating Expenditures	\$2,611,414	\$3,128,474	\$3,244,326
Total City Capital Expenditures	\$131,165,115	\$131,272,453	\$131,295,229
<b>TOTAL EXPENDITURES</b>	<b>\$180,287,472</b>	<b>\$186,295,774</b>	<b>\$188,952,057</b>
<b>NET CUMULATIVE FISCAL IMPACT</b>	<b>(\$27,704,910)</b>	<b>(\$15,228,379)</b>	<b>(\$12,050,660)</b>
<b>AVERAGE ANNUAL IMPACT</b>	<b>(\$1,385,246)</b>	<b>(\$761,419)</b>	<b>(\$602,533)</b>

# Annual Fiscal Results – Union Square with Utility Streets Infrastructure Costs



# Breakdown of Marginal Tax Base – Union Square

	Above Grade Garage	Basement Garage	Central District Garage
Residential	36%	40%	39%
Nonresidential	64%	60%	61%

# Potential Ways to Reduce City Costs and Increase Community Benefit

- ✧ Public/Private Partnerships
- ✧ Federal/State transportation sources
  - TIGER discretionary grants
- ✧ Economic development grants
- ✧ Alternative financing mechanisms
  - Assessment districts

SUMMER: Plan Production  
Topic Specific Working Sessions (?)

FALL: Draft Plan Completed

WINTER: Final Plan Completed

# QUESTIONS & DISCUSSION