

Everett Riverfront District Master Plan



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April 5, 2021

Dear Friends,

I'm excited to present to you the Riverfront District Master Plan. This area of the City offers an unmatched potential to re-connect our City with the Malden River and all of the natural offerings it provides, as well as create a sustainable and vibrant development area that will create new housing, jobs and entertainment that our City can be proud of. Just a few years ago, this area of the City was inaccessible to our residents; the river's shores inaccessible and the surrounding properties fenced off and polluted. In the past 3 years, we have opened Rivergreen Park, a canoe and kayak launch and nearly a mile of new waterfront paths. We have seen new businesses, breweries and entertainment venues make their home along Norman Street and create an eclectic and ever-popular destination for residents and guests to our City. But we still needed a bigger vision to continue this progress.

In August of 2020, my administration engaged Howard Stein Hudson and Crosby Schlessinger Smallridge to develop a Masterplan for the City of Everett's Riverfront District along the Malden River. The masterplan area consisted of the area south of the Rivergreen development bounded by the Malden River, Santilli Highway, and Airforce Road. The team embarked on a seven-month planning process providing expertise in roadway design, urban planning and design, public engagement, and phasing strategies. Their mission was to create plan that would transform the Everett Riverfront District into a vibrant urban neighborhood with an improved public realm, increased public access to the Malden River, improved connectivity on "Complete Streets", and public plazas. The first phase of this work includes a proposed roadway connecting the cul-de-sac at Rivergreen Drive with Santilli Circle.

Through this process, we have engaged the landowners in the masterplan area as well as the broader Everett community to define goals, develop alternatives, and come together around a preferred concept plan. We aimed to develop a plan that was collaborative, increased riverfront access and activity, provided economic benefits, and improved connectivity for all users in the neighborhood. At the same time, we prioritized protecting the environment and creating a plan that is construct-able and cost-effective.

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We also ensured that the plan would provide economic benefits to the City by bringing a mix of uses to create a truly vibrant neighborhood that builds on the success of the burgeoning business and entertainment district along Norman street and Airforce Road.

It will be my priority as Mayor to work with our residents, land-owners and business to make this plan a reality. I look forward to the day when a revitalized Riverfront District is a place that offers access to beautiful natural amenities as well as exciting entertainment, employment and healthy living options that our community can be truly proud of.

Regards,

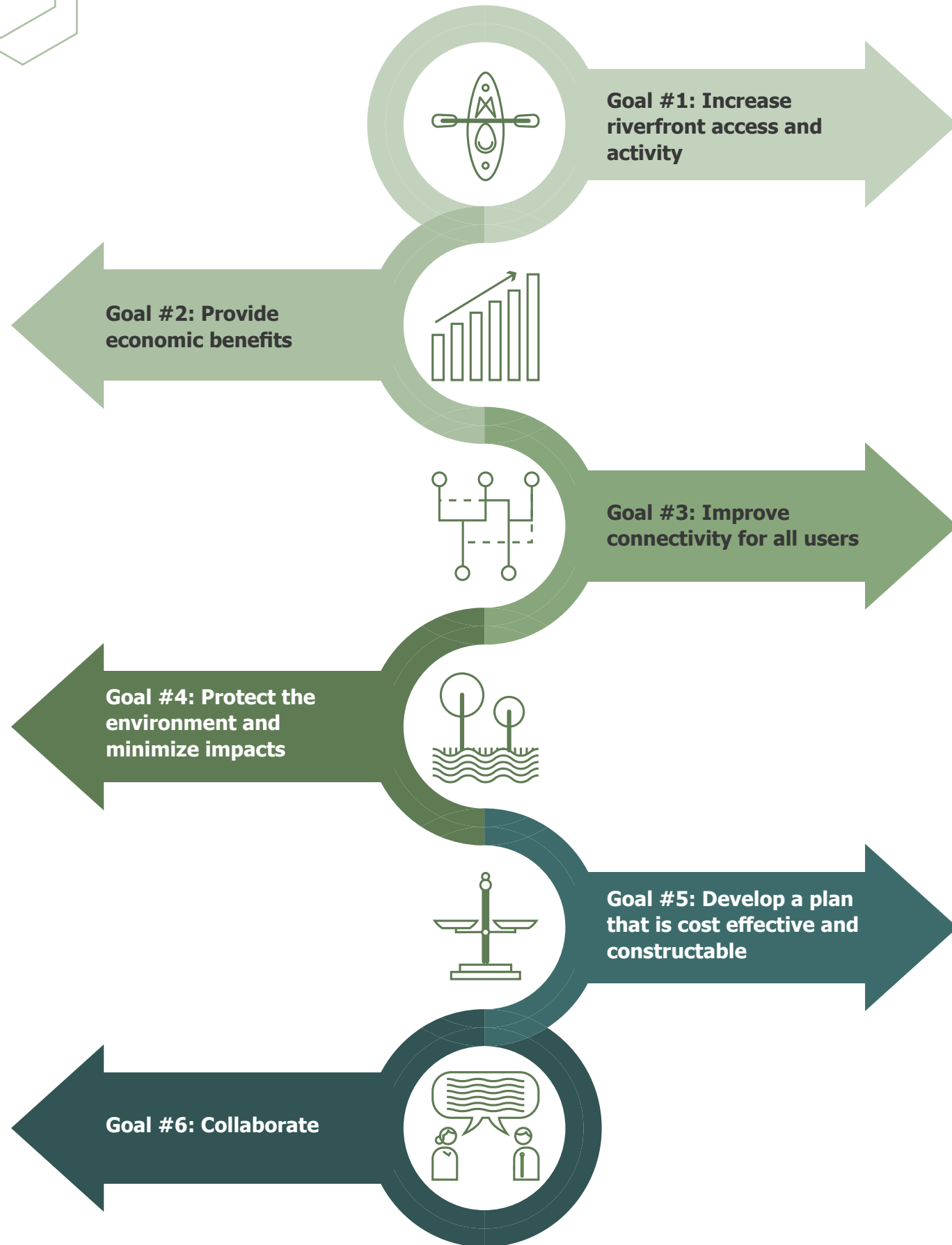


Carlo DeMaria
Mayor





GOALS AND OBJECTIVES



Goal #1: Increase riverfront access and activity. The Malden River is a special place in the City of Everett that offers opportunities for passive recreation and connection with the natural environment. The masterplan will lay out connections and identify opportunities for new or improved facilities to support increased access and activity.

Goal #2: Provide economic benefits, including creation of opportunities for added uses that contribute to a neighborhood feel that meshes with preserved industrial use. As an area identified to “transform” by the City of Everett, the masterplan will support the development of world-class buildings and places that take advantage of the inherent opportunity for large-scale land use change.

Goal #3: Improve connectivity for all users from the study area to the surrounding transportation network. Any new roadways included in the masterplan will be designed as “Complete Streets” to accommodate safety and encourage use by pedestrians, bicycles, transit services, large trucks, and other vehicles. Connections among the study area properties, and between the study area and major destinations surrounding the study area, will be improved.

Goal #4: Protect the environment and minimize impacts on identified resources. The masterplan will identify ways to help preserve the Malden River as a special place for the community by improving stormwater management, providing proper setbacks from water resources, and by providing other design elements that minimize impacts. As most of the study area has been used for industrial activity, the masterplan will avoid disturbing any contaminated soil to the greatest extent possible and comply with all limits on use or activity to ensure public health and safety.

Goal #5: Develop a plan that is cost effective and constructable. The infrastructure included in the masterplan will be conceptualized in a manner that balances the overall benefits against the costs for construction, operation, and maintenance. An implementation plan will be created that clearly defines potential phasing of projects that are constructable and permissible under the appropriate city, state, and federal regulations.

Goal #6: Ensure the plan is developed collaboratively with businesses and landowners to represent a consensus among stakeholders. The masterplan will be created through a process that allows stakeholders to provide input and feedback. The project team will be responsive to all comments and evaluate them to identify areas of general consensus, which will be used to guide design and study area layout.



PREFERRED CONCEPT

The Masterplan's roadway layout prioritizes new access to the riverfront within the study area by reconstructing Santilli Highway so that it continues north to connect with Rivergreen Drive. The existing curve in the vicinity of Night Shift Brewery and Teddie Peanut Butter would be converted into a new intersection. The new roadway would head northwest, cutting across a small part of the parking lot for the 135 Santilli Highway property to connect with the existing shared private roadway just west of the Everett Industrial Condominium building. From that point, the new roadway would follow the existing shared private roadway to the northeast to a new single-lane roundabout. Access to Rivergreen Drive will be provided by a new roadway exiting the roundabout to the northwest passing across South Creek on a new culvert and intersecting with the existing Rivergreen path. The final section of

the new roadway alignment skirts the west edge of the Boston Freightliner property to intersect with Rivergreen Drive.

Key features:

- Pedestrian and bicycle accommodations provided by a mix of shared use paths and designated sidewalks and bike lanes, all buffered from vehicle travel lanes.
- Roadway width will vary from 48 – 56 feet, providing opportunity for tree plantings.
- Driveways to adjacent properties can easily be accommodated to improve access.

Other alternatives that were considered are described later in this report. The preferred alternative best meets the goals and objectives of the masterplan.



Not to scale.



ROADWAY CROSS SECTIONS



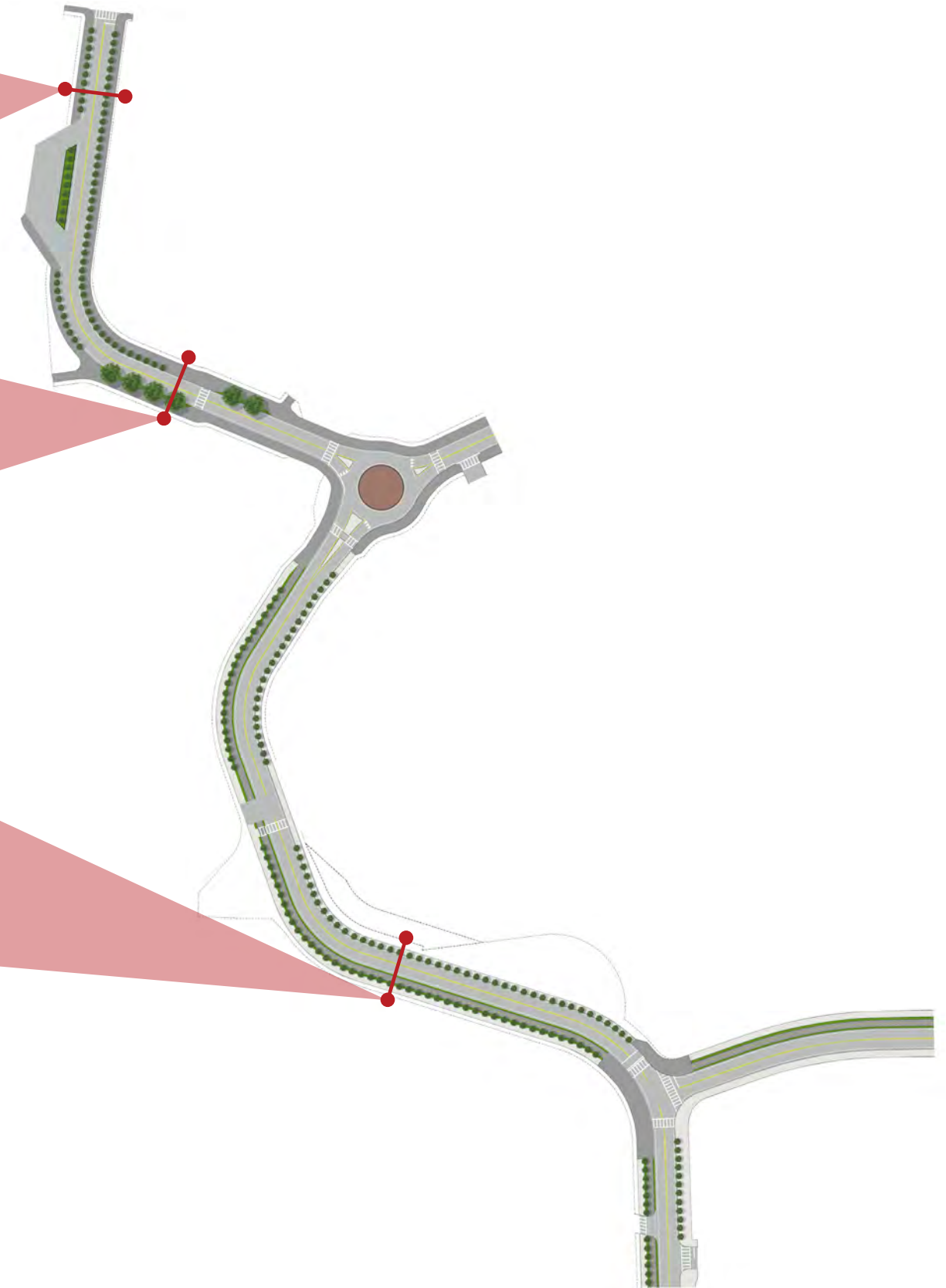
The new roadway adjacent to Freightliner will be 48 feet wide. A six-foot sidewalk and five-foot bike lane will be provided on each side of the street with a two-foot landscaped buffer from the 11-foot vehicle travel lanes. The bike lane and sidewalk will be constructed at the same elevation.



Where the new roadway intersects with the existing Rivergreen path the roadway will be widened from 48 feet to 56 feet to provide an additional foot to accommodate a full 12-foot shared use path on both sides and a five-foot buffer from the vehicle travel lanes. The wider buffer will help provide a more comfortable environment for path users and allow pedestrians and bicycles at the crosswalk to safely wait outside of the flow of other path users.



The new roadway that extends from Santilli Highway will be 54 feet wide. Eight-foot sidewalks will be provided on each side of the roadway. On the western side of the new roadway a ten-foot, two-way bike lane will be provided between the sidewalk and the 11-foot vehicle travel lanes. The two-way bike lanes will be separated from the vehicle travel lanes by a 2-foot landscaped buffer and from the sidewalk by a 3-foot landscaped buffer with trees. The sidewalk on the eastern side of the new roadway will have a one-foot buffer from the vehicle travel lanes. Trees will be planted in pits at regular intervals that will utilize the buffer area and up to two feet of the sidewalk width, so that a six-foot pedestrian path of travel will be maintained.





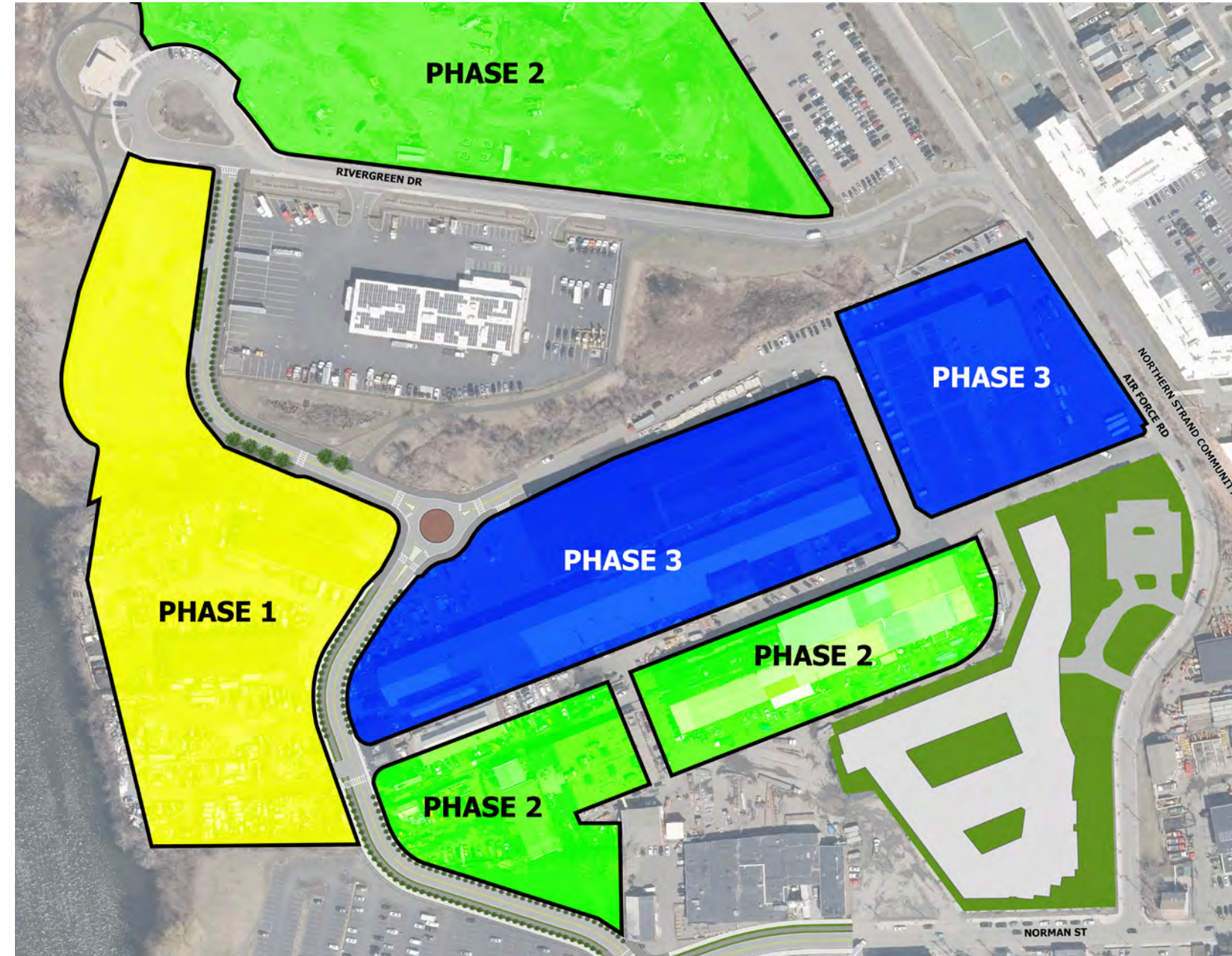
DEVELOPMENT PHASING

As the preferred roadway concept was developed, careful consideration was given to potential positive and negative impacts on existing and future development. This consideration included developing very conceptual redevelopment schemes based on the alignment modifications and resulting changes to existing development and future opportunities. The schemes follow a phased development process broken out into three discrete elements.

Phase 1: The earliest phase of development is likely to be on the properties located between the new roadway and the Malden River. Development of these properties would take advantage of the improved regional access to Revere Beach Parkway and the MBTA Orange Line Wellington Station as well as the natural setting provided by the Malden River and future Riverwalk improvements. At this stage of development, it will be important to preserve land along the river for public use and ensure that public connections for pedestrians and bicycles across the private property can be provided at regular intervals to ensure convenient access to the riverfront.

Phase 2: The next phase of development would see the gradual turnover of the area's smaller industrial buildings and unused properties. This would include the properties adjacent to Night Shift Brewery and the proposed 65 Norman Street residential development in the southern portions of the study area as well as the properties north of Rivergreen Drive in the northern portion of the study area. New roadways connecting between the Santilli Highway extension and Air Force Road could be constructed during this phase, providing increased access to the river from the new buildings and established neighborhoods along Waters Avenue. Development in this phase would be dependent on the relocation of several active businesses, including Duncan Galvanizing.

Phase 3: The final phase of development includes new uses on the site of the existing warehouses that house the Everett Industrial Condominiums and Cumar Tile. As the largest buildings in the study area, planning for their demolition and reuse is more complex and capital-intensive. This plan also anticipates that reuse of the current Boston Coach building will be one of the final elements of development in the study area.



Phase 1



Phase 2



Phase 3 (Residential)



Phase 3 (Mixed Use)





FULL BUILDOUT SCENARIO

FACTORS CONSIDERED IN DEVELOPMENT

In crafting these development schemes, several factors were taken into consideration. The following regulatory framework and existing conditions provided a baseline for assessing development:

1. **Ownership:** Most of the potentially developable land within the project area is owned by a few entities, several of whom own multiple parcels. To the extent possible, development scenarios illustrated in this chapter are based on an attempt to respect property boundaries. In some cases, multiple properties with the same owner are consolidated, and in other cases smaller adjacent parcels with different owners are consolidated to create a parcel of a size and configuration to support future development better.
2. **Existing Land Use:** Currently much of the study area is in industrial use. There is a desire on the part of the City to create a more mixed-use, active, pedestrian-friendly district, and this desire is reflected in the current zoning. Although the concepts preserve some existing uses, new development is shown as a mix of residential and commercial uses.
3. **Zoning Regulations:** The concepts illustrated are consistent with allowable uses, heights, and densities in the Project Area.
4. **Malden River Walkway:** The concept design for a Malden River walkway, as shown in

the Everett Riverfront Walkway Design Alternatives Summary Report, prepared by Shadley Associates, P.C.; GEI Consultants, and The Vertex Companies, November 25, 2020, includes a boathouse at Rivergreen Park, as well as a continuous Riverfront Walkway from Rivergreen Park to Gateway Park. The boathouse, related path relocation, and riverfront walkway are shown on the conceptual plans.

5. **Environmental Constraints** include Activity and Use Limitations (AULs) on specific parcels as a result of prior contamination, as well as wetlands, waterways, and land subject to Chapter 91 regulations. Land uses included in the proposed development concepts are consistent with the AUL on the 68 Tremont Street, LLC parcels that precludes residential development. Buildings shown on riverfront parcels within the project area are set back 100 feet from the river's edge to accommodate Chapter 91 requirements, and care is taken to avoid impacts to South Creek.





ORGANIZING DESIGN PRINCIPLES

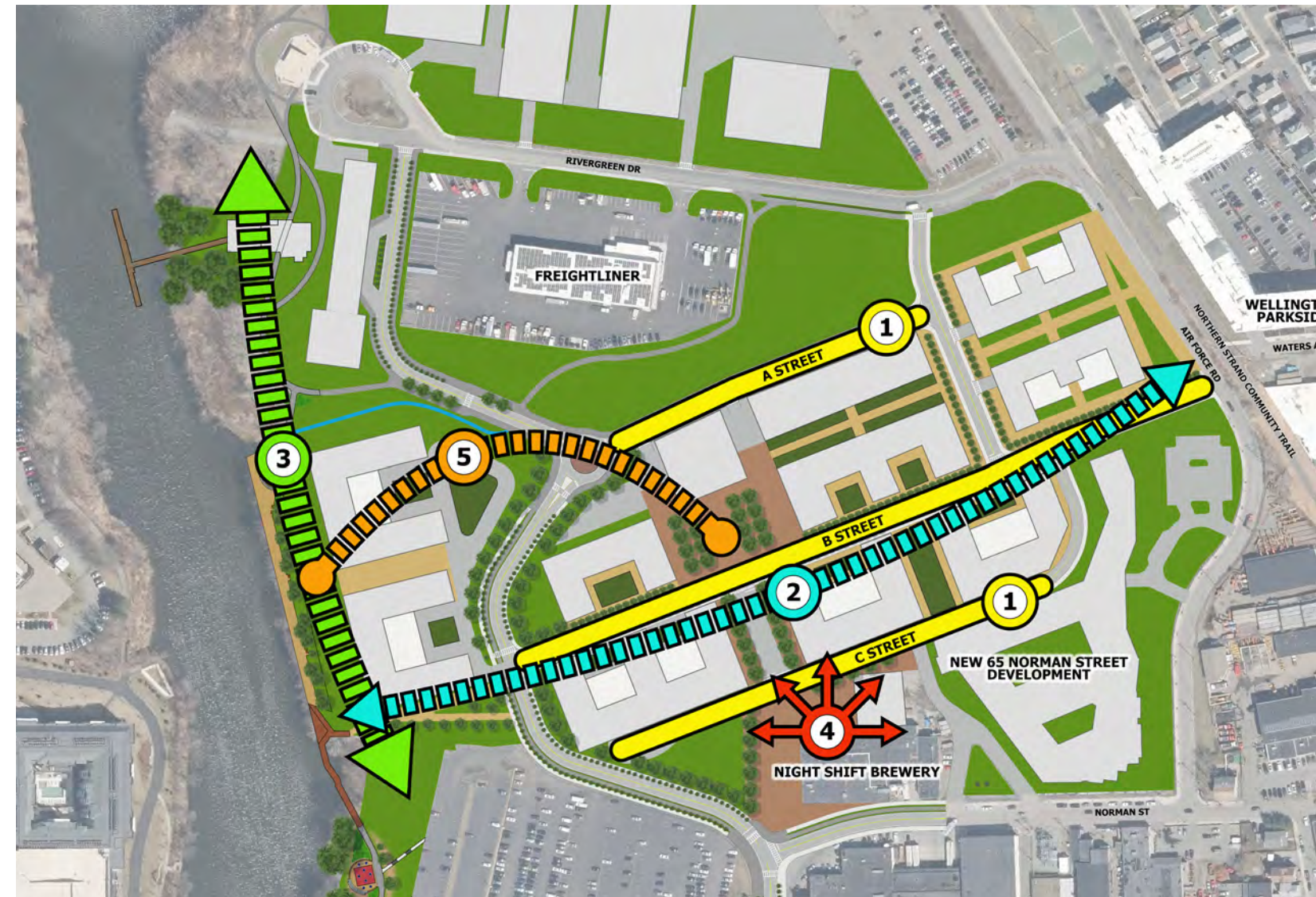


The conceptual development plans illustrated were designed around a series of organizing design principles. While the development concepts are intended to be illustrative and not overly prescriptive for future development, it is intended that the following design principles be used to evaluate future development.

1. **Streets and Blocks:** The concepts include three new east-west streets through the central portion of the site, referred to from north to south as A, B, and C Streets. The alignments increase flexibility, as they can be developed with the continued operation of Cumar Inc., the Everett Industrial Condominiums, and Duncan Galvanizing, but also support potential future development as illustrated. The location of the north-south streets is flexible – they can be moved to accommodate varying building size as well as the desire to reuse or demolish specific buildings.
2. **Connect Neighborhoods to the River:** There is a strong desire to provide better connections from the neighborhoods to the riverfront walkway and parkland. B Street provides a prime connection for pedestrians and bicycles coming from the east along Waters Avenue. As illustrated, after crossing the new roadway, pedestrians and cyclists can continue on a walkway to the riverfront path system, connecting north to Rivergreen Park and south to Village Landing Park. In the short-term, the B Street corridor could be signed as a “temporary” bicycle/pedestrian path between existing buildings.
3. **Connect Riverfront Parks:** In addition to the continuous riverfront walkway, the conceptual

plans illustrate a 100-foot-deep green space along the river’s edge on the riverfront parcels. This greenspace will link Rivergreen Park to Village Landing Park with a continuous open space and pedestrian/bicycle pathway.

4. **Build on the Success of the Norman Street Restaurant/Brewery Scene and the Night Shift Brewery Plaza:** Restaurants and brewpubs with outdoor seating along the south side of Norman Street, together with Night Shift Brewery and its outdoor seating and event plaza on the north side of Norman Street have been very popular and enliven the district. New development should carry that activity north into the project area by creating an attractive physical connection and active uses between Norman Street and B Street. Uses could include community retail, as well as restaurants and entertainment.
5. **Create a Significant Soft (Green) Public Space and a Great Hard (Plaza) Public Space:** The combination of these two spaces will help to create amenity for residents and tenants in new developments and draw visitors to the district. The illustrative plans show a plaza extending from Night Shift Brewery to the north side of B Street, along with a new public green on the river side of the riverfront parcels. The plaza can be lined with active ground floor uses in both existing and new buildings.
6. **Use Building Siting to Define Street Frontage:** The concepts illustrate an urban aesthetic, with active, pedestrian-friendly streets. Buildings are sited to create a consistent street frontage along both streets and plazas.





THREE DISTRICTS AND LAND USE ASSUMPTIONS



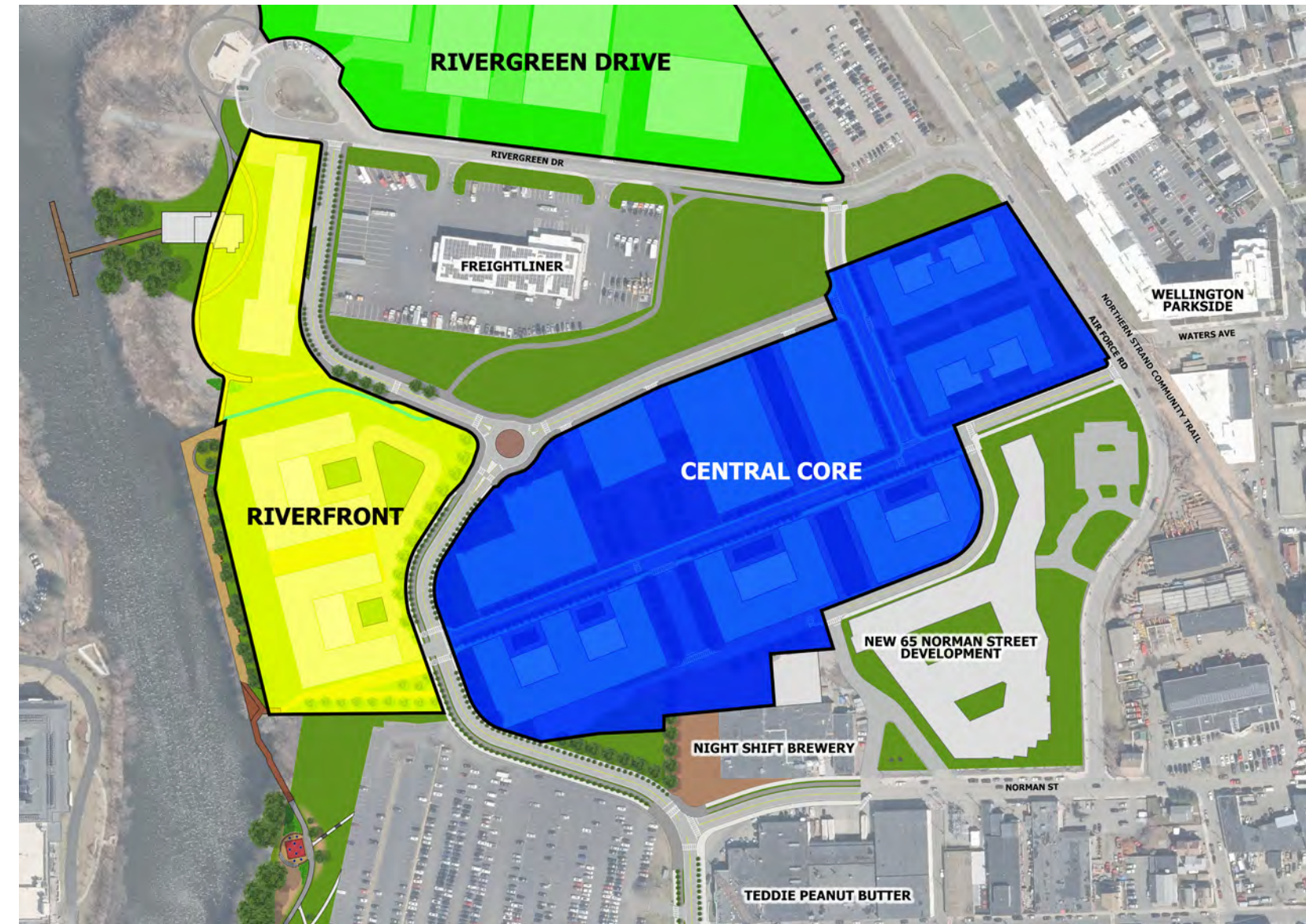
The Project Area can be divided into three subdistricts:

1. Riverfront: This district includes those parcels that abut or face the Malden River, and includes all of the parcels to the west of the Santilli Highway Extension, including parcels directly on the river and a parcel immediately to the west of Boston Freightliner on the south side of Rivergreen Drive. The riverfront parcels are shown as residential, taking advantage of the river views, but could also be commercial. The site plan shown on the riverfront parcels was designed to accommodate density similar to that shown on a conceptual plan provided by the owner, while respecting a 100-foot setback from the river, consistent with Chapter 91 Regulations. Future development of the site should provide both a visual and a physical pedestrian and bicycle connection to the river from the newly developed Central Core District and West Everett. The parcel to the west of Freightliner is subject to an AUL that precludes residential development. The configuration of

the parcel does not work well for office use; for illustrative purposes it is shown as a hotel.

2. Rivergreen Drive: This district includes the parcels on the north side of Rivergreen Drive. The land is all owned by 68 Tremont Street, LLC. Because of an AUL on the site precluding residential use, the development is all shown as commercial with a parking garage.

3. The Central Core: This district encompasses all of the land east of Santilli Highway, north of Norman Street and south of A Street. This district is envisioned as a new mixed use neighborhood that would include residential and commercial uses. The new A, B, and C Streets described previously, together with new north-south connecting streets internal to the district, will create a grid pattern defining development parcels. Land use is a mix of residential and commercial space.





PUTTING THE PIECES TOGETHER

Within the Central Core, there are multiple options for the alignment of new north-south streets, parcel size and configuration, and for the phasing of new development. The illustrative site plans assume that the predominant land use is multi-family housing, five to six stories, with parking on the ground level. In the mixed-use alternatives, office buildings are assumed to be three to five stories with 25,000 – 30,000 square-foot floor plates. Parking would be accommodated in adjacent garages. On larger parcels or on consolidated parcels, laboratory buildings in the 50,000 to 100,000 sf range could be accommodated.

These diagrammatic plans do not fully address the need for loading and servicing, pick-up and drop off, short-term parking, and other ancillary building functions. But, in every case, a design solution for these needs has been considered and can be integrated into a more detailed design phase.

A. Phase One

The initial phase assumes that all the existing land uses (businesses) in the Central Core District remain. New development in the District could follow numerous scenarios. Four of the possibilities for development of the Central Core are described in the sections that follow.

B. Beginning in the South

The line of linear parcels immediately south of the Everett Industrial Condominiums could be assembled with the realization of B and C Streets. Construction of B Street would require the removal of several small additions to the condo building but would create valuable frontage for the building on the district's "Main Street." The Night Shift Plaza could be expanded to the north, to front on C Street.

C. Beginning in the North

The Cumar warehouse building site could be developed independently of the other sites in the Central Core. This site has long frontage on A Street as well as frontage and visibility from the new roadway and roundabout.

D. Beginning in the Middle

The Everett Industrial Condominiums site could be developed independently of the Cumar warehouse building. A small "alley" between the two sites could create adequate separation. This diagram assumes that the development of parcels between B and C Street would proceed in tandem with development on the Everett Industrial Condominiums site. Development on the condominium site could proceed as a stand-alone project but would be sandwiched between two industrial sites.

E. Small Parcels Option

If the district is fully developed with new buildings, there will be multiple options for new north-south streets and for parcel size and configurations. Here is one option that includes a fourth east-west street – an alley – which sub-divides the parcels between A and B Streets. These parcels can easily accommodate multi-family housing and most of them can accommodate commercial buildings in the 20,000 – 30,000 sf range. As in the earlier diagrams, there are multiple options for phasing: new development could begin near the riverfront and proceed to the east or, conversely, begin near the new 65 Norman Street multi-family housing project and proceed to the west. The major land ownership is organized on a linear east-west axis and it is possible that phasing will proceed from south to north or vice versa.





RIVERFRONT ACCESS AND ACTIVITY

The preferred concept provides direct frontage along the properties owned by Berberian and 68 Tremont Street, LLC along the riverfront. The parcels could be developed approximately 150 feet deep and still allow for a 200-foot setback from the river for public access and the planned pathway network. Public access to the riverfront could be reserved along the southern boundary of the riverfront properties, just north of Village Landing Park. Vehicle access from the roadway to the Village Landing Park may be feasible with reconfiguration of circulation in the parking lot for 135 Santilli Highway.

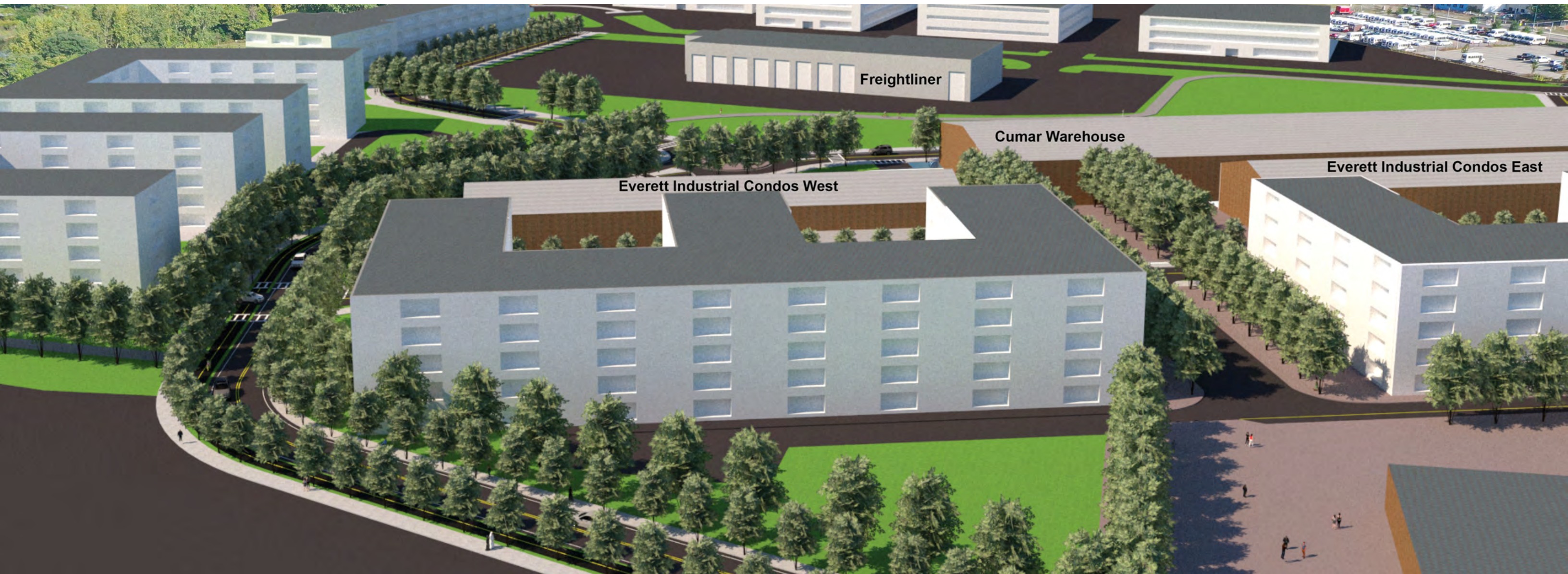


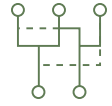
ECONOMIC BENEFITS AND IMPACTS

The Conceptual Redevelopment Schemes illustrate that the block-and-grid pattern creates an attractive environment for new development. Depending on the land use mix and building height (these numbers assume buildings ranging from 4 – 5 floors for residential, 3 - 5 floors for hotel, and 3 floors for office), the concepts shown include approximately 800 – 1,200 new housing units; 320,000 – 520,000 sf of commercial space (primarily office with some ground floor retail space), and a new 96 – 160 room hotel

with a 10,000 - 20,000 sf cafe, as well as a small amount of new ground floor restaurant, entertainment, and retail space in some residential and commercial buildings. All of these uses bring more people to the district, creating new customers for both existing and new retail and entertainment development. The development enhances the existing entertainment district along Norman Street, connecting the lively new mixed-use district to Main Street. The development would result in new jobs and an increased tax base for the City.

This concept has several property impacts that vary in degree. The new roadway would eliminate parking spaces in the lot provided for the 135 Santilli Highway property and isolate a small portion of the property on the north side of the road. The 'machine shop' located southwest of the Everett Industrial Condominiums building and the buildings located at 71 Norman Street will need to be demolished. In the areas where the new roadway follows the existing shared roadway much of the informal use serving the abutting buildings such as parking/vehicle storage and material laydown areas will need to be relocated or discontinued. Construction of the new roadway is likely to encourage development of the parcel on south side of Rivergreen Drive west of the Boston Freightliner property and on the riverfront properties.





IMPROVEMENT IN CONNECTIVITY FOR ALL USERS



This Masterplan concept provides a new direct connection from the study area to Santilli Circle, which is the gateway to regional vehicle access via Route 16 and to the area's primary transit hub at the MBTA Orange Line Wellington Station. In the full buildout scenarios, east-west connections extending between existing buildings would provide better connectivity with the Northern Strand Community Trail, the Main Street corridor, and residential areas east of the study area.

In contrast to the existing driveway/access road system, establishing a grid street-and-block pattern in the Central Core provides a number of benefits. The grid pattern provides pedestrians, cyclists, and vehicles traveling to the river and to new and existing development within the district a choice of routes that are clearly public, safe, and attractive. The straight roads allow users to see their destinations, orienting them and allowing them to understand where they are within the district. The blocks provide a sense of scale, indicating distance to the destination. The grid distributes vehicular and pedestrian traffic around the district, enabling access to commercial development and open space from throughout the district, creating the feel of an urban neighborhood, rather than a business park.

As illustrated in the Conceptual Redevelopment Schemes, the grid pattern creates a series of rectilinear blocks that can easily be redeveloped for a variety of land uses, including residential, entertainment/restaurant, retail, hotel, office, and R&D/lab space. The blocks allow flexibility both in terms of use and phasing. The sequence in which individual blocks can be developed is not dependent on the status of adjacent parcels.





ENVIRONMENTAL CONSIDERATIONS AND BENEFITS

The preferred roadway alignment makes a crossing of the small inlet from the Malden River just south of the Boston Freightliner property known as South Creek. The alignment will minimize environmental impacts by crossing the South Creek on a new culvert perpendicular to the flow of water, but it will require work to occur within jurisdictional wetland resource areas associated with the Malden River and its 100-foot Buffer Zone. The roadway also crosses areas of filled tidelands within Chapter 91 Jurisdiction. The roadway does not impact any historic resources or parkland subject to Article 97 constraints.

STORMWATER MANAGEMENT AND LOW IMPACT DESIGN

This roadway masterplan design considered feasible solutions to address both water quality and water quantity management within the available site. To minimize the surface level impact of stormwater management infrastructure, subsurface Best Management Practices (BMPs) should be considered where subsurface conditions permit their use. Each system should be designed to promote pre-treatment, treatment, and infiltration, while also managing peak flows. The applied design year storm for the design analysis should be consistent with that used by the City of Everett Department of Public Works to provide equivalent level of climate change resilience and flexibility for development growth within and adjacent to the study area. Feasible BMPs that may be applied in tandem with a closed drainage system to meet the stormwater management goals include but are not limited to:

- Deep Sump Catch Basins
- Infiltration Galleys
- Infiltration Chambers
- Infiltration Trenches
- Permeable Pavement
- Water Quality Units

EXISTING BOSTON FREIGHTLINER DETENTION BASIN

To minimize the impact to existing development and its supporting infrastructure, a careful approach to grading and vertical geometry will be needed during the design process. A roadway alignment that limits wetland impacts to the south and impacts to the detention basin that receives discharge from the Freightliner development area will be critical both to permit a project and contain the design scope. If necessary additional evaluation should be included towards the expansion of existing BMPs to offset any capacity impacts while maintaining the context of the proposed study area.





PERMITTING STRATEGY



The preferred roadway alignment and the associated potential development will trigger environmental review to ensure that both are designed and constructed in a way that is protective of the environment.

MASSACHUSETTS ENVIRONMENTAL POLICY ACT (MEPA)

The proposed roadway will require review by the Secretary of Energy and Environment (EEA) under the Massachusetts Environmental Policy Act (MEPA) because it is over a quarter mile in length. MEPA review should be initiated by filing an Environmental Notification Form (ENF) with the MEPA Office at EEA once the project is in the 10-25% design stage. The ENF is intended to provide a general overview of the project, its environmental setting, and its potential impacts. It requires a discussion of the alternatives that were considered in arriving at a preferred alternative.

The ENF will be seeking clearance only for the proposed roadway, but in order to avoid segmentation issues, it will also need to discuss the potential for future development created by the roadway. The Secretary of EEA will issue a Certificate on the ENF that will either mark the end of the MEPA review process for the roadway; or if the Secretary determines that further study is warranted, it will set out a scope for a Draft Environmental Impact Report (DEIR) which is then followed by a Final EIR (FEIR). Based on the information in this Masterplan, it is not known whether the Secretary of EEA would require an EIR, but if one were required it would likely add six to eight months to the project's review schedule.

CHAPTER 91 LICENSING

The roadway will require a Chapter 91 (Ch. 91) License for use of filled tidelands. The City will need to submit a license application to the Massachusetts Department of Environmental Protection (MassDEP) for the roadway segments within Ch. 91 jurisdiction. While the City will be the applicant, each individual landowner will also need to sign the application. While the application can be filed at any time, MassDEP will not initiate review the application until the MEPA process for the roadway has been completed. The review

process typically takes approximately 8-10 months to complete.

WETLAND PROTECTION ACT PERMITTING

Due to the proposed crossing of the tidal creek just south of the Boston Freightliner facility, the project will require filing a Notice of Intent (NOI) with the Everett Conservation Commission for potential work within wetland resource areas and their associated 100-foot buffer zones. The NOI is typically filed later in the project development process at the 75% design phase once the stormwater management system has been designed.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) REVIEW

If the new roadway were to receive federal funding of any type, e.g., from the Federal Highway Administration (FHWA), it would likely require review under the National Environmental Policy Act (NEPA). The roadway could likely be reviewed under a Categorical Exclusion Checklist (CE), which is the simplest type of review. It is similar to an ENF in the type and level of information it

requires. Typically, for FHWA, a draft CE is prepared by the applicant and submitted to MassDOT for processing at the 25% design phase. A CE has no formal public review process.

OTHER POTENTIAL WETLAND PERMITTING

Although the roadway design takes measures to limit total impacts on wetlands, later stages of design for the proposed stream crossing may trigger the need for permits from the MassDEP and U.S. Army Corps of Engineers (ACOE). If the roadway alignment results in greater than 5,000 sf of impact, an Individual Section 401 Water Quality Certification (WQC) may be needed. If so, the City will need to file an application with MassDEP. It is typically submitted at the 75% design stage at the same time as the NOI is submitted to the Conservation Commission. Similarly, greater than 5,000 sf of impact would require review and approval from the ACOE, and that application would also be filed at approximately the same time as the NOI.

NPDES PERMIT

Because the roadway will disturb greater than an acre, it will require a National Pollutant Discharge

Elimination System (NPDES) General Permit for Construction. These permits are intended to ensure that construction site operators have the proper stormwater controls in place so that stormwater from construction sites does not adversely impact nearby waters. They require the development of a stormwater pollution prevention plan (SWPPP). The contractor generally is responsible for obtaining the permit, which is applied for online by filing a notice of intent with the U.S. Environmental Protection Agency (EPA) at least 14 days prior to start of construction.

PERMITTING OF FUTURE DEVELOPMENT

Individual developers proposing new construction will need to consider the same environmental regulatory programs as the roadway, namely MEPA review for those that require a state permit and exceed MEPA thresholds; Ch. 91 Licensing for those within jurisdictional tidelands; and Wetlands Protection Act permitting for projects that impact wetlands directly or are within the buffer zone. It will be the responsibility of individual proponents to design and permit their projects in compliance with the applicable regulations.





COST EFFECTIVENESS AND CONSTRUCTABILITY



The duration of construction for the preferred roadway alignment may be completed within two full construction seasons. Given the industrial context and private parcel ownership of much of the project site, the conceptual design and cost estimates consider minimal traffic control requirements. The site context may also provide the opportunity for an efficient construction sequencing process. In this industrial context where there is limited active traffic and potential flexible work hours, the phasing of construction activities and labor can be efficiently planned to minimize cost.

Construction on the Freightliner, City of Everett Riverwalk, and 68 Tremont Street, LLC parcels will need to be done in accordance with the AULs that are in place and the Massachusetts Contingency Plan (MCP). Excavation below the cap will require proper soil management and disposal, which could be costly. In the west-central portion of the study area, a small AUL associated with the Everett Industrial Condominiums has been recorded due to the presence of residual petroleum hydrocarbon contamination in soil. Management of contaminated soil and groundwater will likely be required if excavation is performed in this area. One strategy to mitigate this condition could be an overall raise in grade in this portion of the site to limit the amount of excavation required in the contamination zone. The proposed roadway traverses the former landfill in the southwestern portion of the study area. The AULs for the landfill require that the existing landfill cap be maintained so roadway grading will need to be considered relative to maintaining the cap, which is located at a higher elevation than the properties to the north of the landfill.

COST ESTIMATE

Construction of the preferred concept will cost approximately \$10,230,000. This construction cost estimate includes costs related to the roadway, sidewalks, bicycle accommodations, a new culvert across the South Creek, drainage infrastructure, and excavation work. It also carries contingencies related to environmental mitigation, utilities, traffic details, temporary traffic control, and construction oversight.

The full itemized cost estimate includes costs for:

- Earthwork and Pavements – Roadway, sidewalks, bike lanes, shared use paths
- Stormwater Management Infrastructure
- Water Utility Main and Hydrant Service
- Traffic Control and Safety Systems– Pavement Markings, Wayfinding, and Traffic Signs
- Roadway and Multimodal Facility Lighting
- Retaining Walls and Outlet Structures

Costs are not included for:

- Design and Permitting
- Landscaping and Site Amenities
- ROW Acquisition Costs
- Riverfront Infrastructure
- Expansion Capacity for Communication Infrastructure



BACKGROUND



The area has extensive parks, transportation-based businesses, entertainment attractions, multi-story apartment buildings, and thriving heavy industry but lacks a unified neighborhood cohesion. However, each property in the Riverfront District is united in its shared history as a heavy manufacturing area and in its proximity to the resources provided by the Malden River. The past uses in the area have left a legacy through the footprint of buildings and environmental impacts.

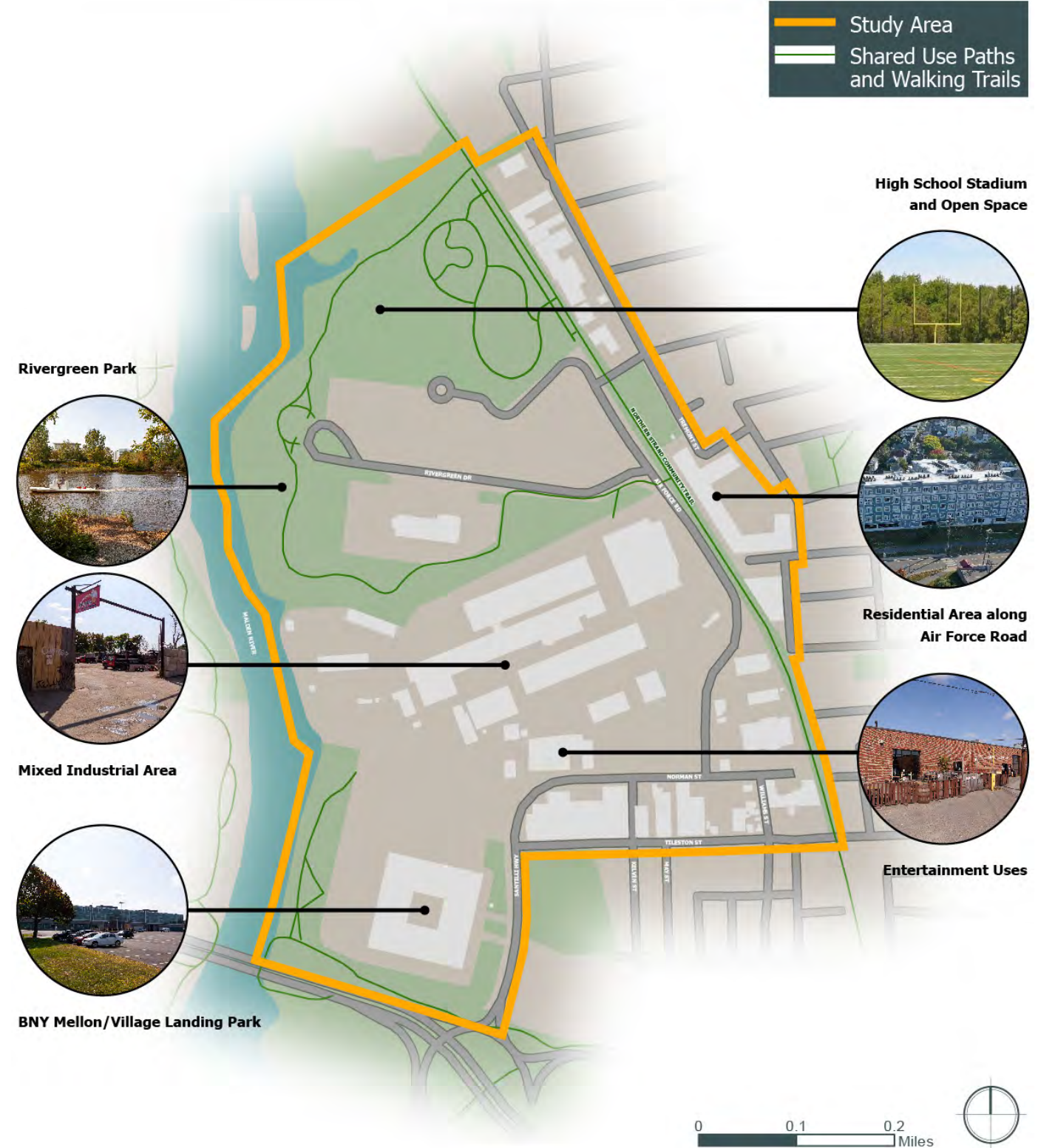
The purpose of this district masterplan is to develop a land use plan supported by a new roadway alignment connecting the cul-de-sac at Rivergreen Drive with Santilli Circle to spur redevelopment of land within the study area. This masterplan builds on significant efforts by the City of Everett to create a cohesive vision for the riverfront that encourages transformation of the area in a way that provides a better connection between the Malden River and greater city community.





STUDY AREA

 Study Area
 Shared Use Paths and Walking Trails



High School Stadium and Open Space – Recreational opportunities provided by Park L, the Rivergreen Playground, and the Everett High School football stadium.

Rivergreen Park – Water access to the Malden River and a network of recreational paths for walking and bicycling.

Residential Area along Air Force Road – The existing Wellington Parkside apartments and other planned residential developments take advantage of access to the Northern Strand Community Trail.

Mixed Industrial Area – Area is a mix of businesses that includes steel fabricators, construction companies, auto repair shops, home supply warehouses, and transportation companies. Several companies provide recreational opportunities like rock climbing and axe throwing.

Distillery District – Home to businesses that blend industrial activity with social engagement such as Night Shift Brewing, Bone Up Brewing Company, Short Path Distillery, and Teddie Peanut Butter.

BNY Mellon/Village Landing Park – An office building that takes advantage of a location nearby the Wellington Massachusetts Bay Transit Authority (MBTA) Orange Line Station and the City park adjacent to the Malden River.





PAST STUDIES

2003 **Everett Waterfront Assessment**

The City of Everett releases the Everett Waterfront Assessment which identifies the Malden River as a special place for passive recreational opportunities and promoting environmental appreciation. These uses will take advantage of the fact that the river is nontidal, relatively calm, and very wide. The assessment provides a blueprint for encouraging the transition of properties along the Malden River from the past heavy industrial uses to office and retail uses. At the time, the majority of the properties in study area north of the BNY Mellon Bank site were planned for redevelopment into office and industrial buildings as part of the TeleCom City project, which spanned both sides of the river and would have included a new roadway bridge connecting the Cities of Medford and Everett.

2017 **Rivergreen Development Plan**

The Rivergreen Development Plan is approved. This plan proposes a new vision for development in the northern part of the study area to include four office buildings, one commercial building, and 10.5 acres of public recreation area. The plan represents a change from the original by increasing the total project area, reducing the square footage of the buildings, increasing parking, and providing additional public open space and recreational uses.

Malden River Greenway Vision Plan

The Mystic River Watershed Association, in partnership with the Cities of Everett, Malden, and Medford, releases the Malden River Greenway Vision Plan. The plan identifies opportunities for recreation along the Malden River through a continuous waterfront path system. The plan analyzed the waterfront properties and public access to the river and, with a robust engagement process, made recommendations for new pathways to complete the greenway network. Within the project study area, the vision plan calls for the construction of a new parkway to create a park promenade with direct access to the Malden River and a new roadway that provides a direct connection to Village Landing Park.

2020 **Everett Riverfront Walkway Report**

The Everett Riverfront Walkway Report provides documentation of existing conditions to determine next steps and opportunities for boat accommodation for a public riverfront walkway along the Malden River. This project area extends from Amelia Earhart Dam to the City of Everett's northern limits. The project site consists of both publicly and privately owned properties, including three areas within the existing study area: Village Landing Park, riverfront property owned by Berberian, and Rivergreen.

EXISTING CONDITIONS

The area benefits from several attractive open space destinations and transportation links such as the Northern Strand Community Path and the nearby MBTA Wellington Orange Line Station. These environmental and transportation assets have drawn new uses to the area beyond the traditional heavy manufacturing including: breweries, distilleries, and indoor recreation that are transitioning part of the area to provide the community with new entertainment options. Newly constructed and planned residential

buildings clustered along the Air Force Road corridor present evidence of the changing uses of the district. The area is also home to a unique set of environmental and cultural resources that will need to be integrated into the masterplan's recommendations for new infrastructure and land use especially waterways, wetlands, parkland, and open space. These natural amenities provide additional benefits for the area and the broader community and should be protected.





LAND USE

The Project Area is primarily in industrial use including large outdoor storage/laydown areas, with new development plans for residential and entertainment uses, including breweries. Specific land uses are discussed below.

Norman Street District: This area encompasses a mix of industrial uses including Teddie’s Peanut Butter and a substation, which are likely to remain long-term. Entertainment and restaurant uses include Bone Up Brewery & Taproom and Village Bar & Grill, which have outdoor seating fronting on Norman Street, and Short Path Distillery on Kelvin Street. This area also includes Night Shift Brewing which has an outdoor seating area. A residential project has been proposed for the large industrial parcel at the eastern end. In between, smaller parcels are being purchased, by one owner, for redevelopment.

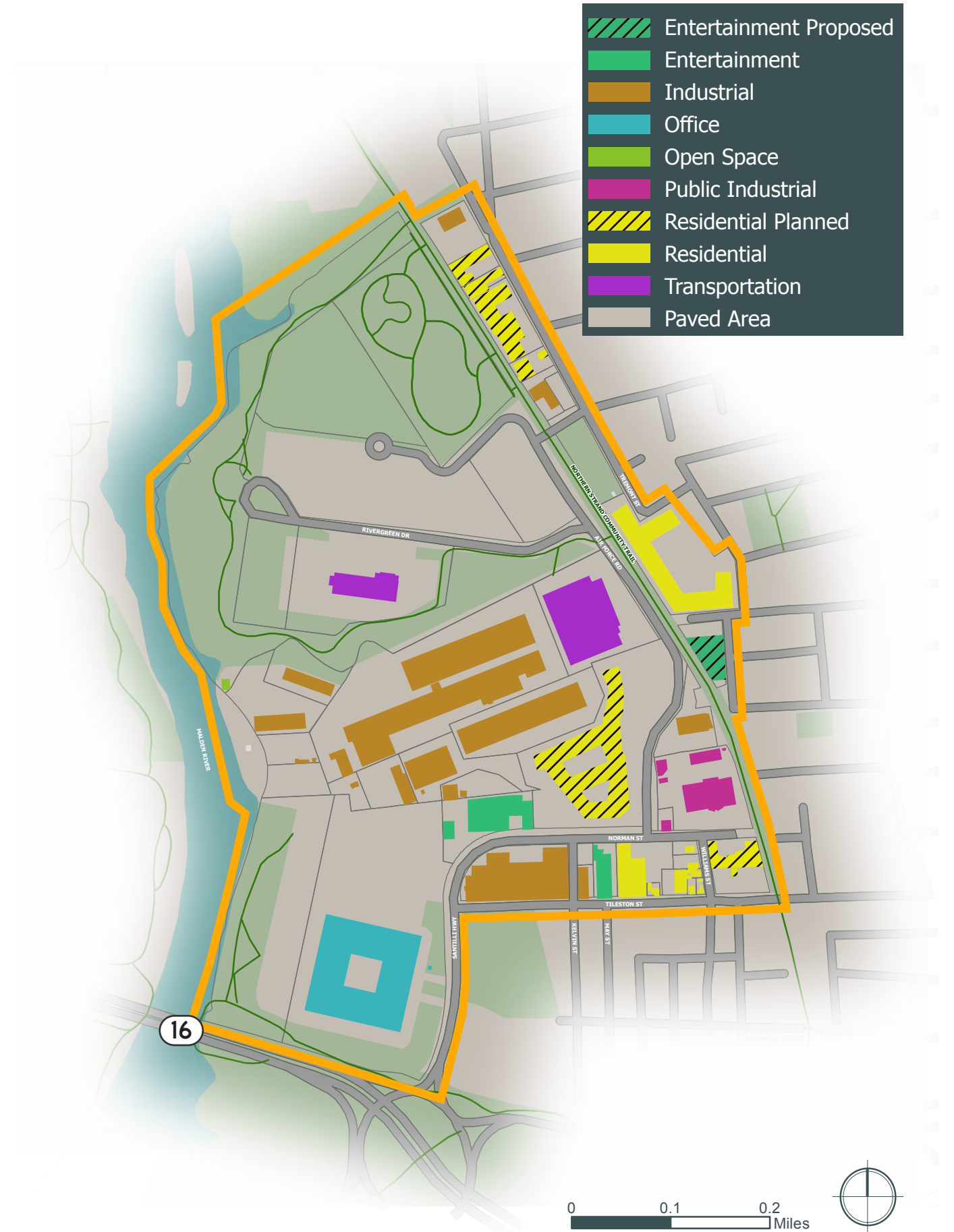
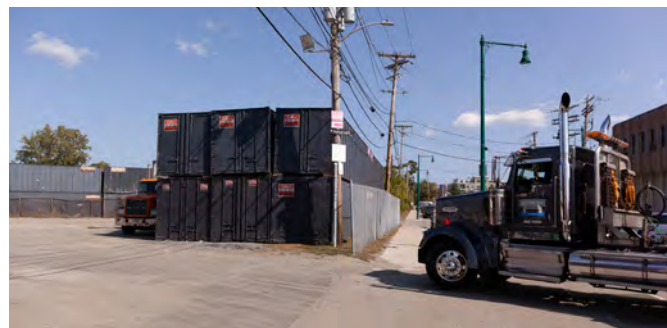
BNY Mellon/Village Landing Park: BNYMellon is the tenant of the large office building at 135 Santilli Highway owned by Gilbane. The site includes a large parking lot and Village Landing Park.

Air Force Road: Just north of the Department of Public Works (DPW) parcel, east of Air Force Road, is a large industrial site with outdoor storage of cranes and buses. West of Air Force Road is the Boston Coach facility with a large office/maintenance building and parking south and north of Rivergreen Drive. This area includes a large new housing development (under construction) by Lennar, and one two-family house on the corner of Air Force Road and Norman Street. At the east end of Norman Street is the large Everett DPW site.

Rivergreen Drive: On south side of Rivergreen Drive is the new Freightliner facility with large office/maintenance building and a parking lot. A development parcel is located west of Freightliner. The Encore Boston Harbor Resort parking lot is north of Rivergreen Drive.

Mixed Industrial Area: The industrial area is bounded by Freightliner to the north, Norman Street to the south, the Malden River to the west, and Boston Coach to the east. The northern linear building is occupied by Cumar Inc., a granite fabricator. It occupies the large linear building north of the Everett Industrial Condominiums and two other adjacent buildings. Plans for improvements include creating an attractive entrance to the entertainment/recreation uses on the south side of the building. Duncan Galvanizing has long-term plans to remain in operation on the site. It occupies the large linear building south of the Everett Industrial Condominiums and two other adjacent buildings. A series of industrial uses, including auto repair and construction/landscape contractor laydown areas and outdoor storage, are west of Duncan Galvanizing and parcels adjacent to the river.

Open Space: Open space includes Village Landing Park along the river, as well as Rivergreen Park, a riverfront park and path south and west of the Freightliner property and north of the Encore Resort parking lot.



Allowable Uses in the Riverfront Zone



SUMMARY OF LAND USE & ASSESSING DATA	
Total Districtwide Acreage	121
Total Districtwide Square Footage	5,272,465
Total Building Square Footage	1,392,099
Districtwide FAR	0.27
Districtwide FAR Developed Parcels	0.43

Districtwide Land Use	
Residential	3.9%
Trucking Terminal	0.6%
Other Storage	6.7%
Motor Vehicle Sales & Service	7.6%
Office	10.1%
Fraternal Organization	0.2%
Bus Transportation Facilities	3.0%
Manufacturing	8.5%
Warehouses for Storage of Manufactured Product	3.4%
Developable Land	7.9%
Undevelopable Land	1.7%
Industrial Condos	13.0%
Vacant, City owned	0.2%
Improved City owned (DPW)	3.3%
Active Recreation	27.0%
Parking Lots	2.4%
Electrical Substation	0.1%
Land Value Greater than 50% of Total Value	51%
Last Sale 2010-2015	28%
Last Sale 2016-2020	24%

ZONING

Although amusement and recreation uses are not specifically called out as allowable uses, amusement uses are allowed in commercial and mixed use districts, and entertainment and recreational uses are allowed by Special Permit in commercial and mixed use districts. These uses are therefore likely to be allowed as this neighborhood redevelops. The existing industrial facilities are grandfathered uses.

Dimensional Regulations for the district include:

- Maximum height of five stories,
- 15% Open Space requirement,
- Maximum FAR of 2.25 or 4 by Special Permit



TRANSPORTATION CONDITIONS



Vehicle Access

Regional vehicle access to the study area is provided by Santilli Highway which connects directly with the Revere Beach Parkway, which is also State Route 16. Revere Beach Parkway is a principal urban arterial roadway that runs east to west connecting the study area with Interstate 93 approximately 1.5 miles to the west and U.S. Route 1 approximately 2.4 miles to the east. Santilli Highway continues as Norman Street east of the intersection with Kelvin Street terminating as a dead end at the City DPW facility. Air Force Road runs from Norman Street north to Park L before connecting with Tremont Street. This Santilli Highway-Norman Street-Air Force Road corridor is the primary public street backbone serving the study area and providing access to the various parcels. There is a shared private roadway that runs northwest from the intersection of Norman Street, Santilli Highway, and Kelvin Street to provide access to properties within the mix of industrial buildings located in the center of the study area.

Overall, the network of streets in the study area generally lack direct connection with the street grid network of the surrounding neighborhoods. Tileston Street is the only east-west roadway that provides direct access between the study area and the Main Street corridor to the east. Although, Air Force Road's connection with Tremont Street provides indirect access to both Medford Street and Main Street via other local roads.

Transit Access

The Encore Neighborhood Runner shuttle provides direct access to the study area as it connects the resort and businesses along Lower Broadway with Everett Square and the Market Basket plaza in Chelsea. No MBTA bus routes directly serve the study area, but several routes that run along Main Street and Revere Beach Parkway have bus stops that are within convenient walking distance. MBTA Route 99 (Woodland Road-Wellington Station) and Route 106 (Lebanon Loop-Wellington Station) run along both Main Street and Revere Beach Parkway as they connect between destinations in the City of Malden and the MBTA Wellington Orange Line Station. The MBTA Route 97 (Malden Center-Wellington Station) provides local access, and runs along Revere Beach Parkway along with Route 110 (Wonderland Station-Wellington Station) and Route 112 (Wellington Station-Wood Island Station) which connect MBTA Blue Line stations with the MBTA Wellington Orange Line Station. MBTA Route 105 (Malden Center-Sullivan Square Station) runs along Main Street connecting to the MBTA Sullivan Square Orange Line Station via Lower Broadway.

Pedestrian and Bicycle Network

The Northern Strand Community Trail runs north to south along the eastern edge of the study area and serves as the primary regional connection for pedestrians and bicyclists. It connects the Cities of Everett, Malden, Revere, and Saugus. The trail currently ends just south of the study area, but an extension is planned for construction that will ultimately link it with the MBTA Orange Line. A series of paths and walking trails encircle the Rivergreen Park properties at the northern end of the study area, with direct access provided to the Malden River in one location. The public roads within the study area have sidewalks with accessible crossings. Painted bicycle lanes are also provided along each side of Norman Street. However, Air Force Road only has sidewalks along the west side of the road and, in several locations, industrial buildings have long curb-cuts which interfere with a safe, cohesive path of travel for pedestrians. The shared private roadway does not have sidewalks and is generally hazardous for pedestrians due to frequent operation of large trucks, narrow width, and lack of adequate site distances.





ENVIRONMENTAL RESOURCES

The project area is located along the Malden River waterfront and includes a network of waterways and some wetland areas. Portions of the current developed area are located on filled tidelands under the jurisdiction of Chapter 91.

Wetlands and Waterways

The Project Area abuts the east bank of the Malden River, which is freshwater above the Amelia Earhart Dam. There are several branch inlets to the river that extend into the project area, as well as some small areas of adjacent freshwater wetland along the river's edge.

The Malden River is listed as an impaired waterbody by Massachusetts Department of Environmental Protection (MassDEP) in accordance with the Clean Water Act Section 303 (d) on the 2016 Final List (Segment MA 71-05) for numerous impairments including dissolved oxygen, e. coli bacteria, fecal coliform, PCB in fish tissue, Total Suspended Solids, and Turbidity. Total Maximum Daily Loads (TMDL) are needed for these causes of impairment but have not yet been developed.

The project area contains associated jurisdictional resource areas under the Wetlands Protection Act (WPA, or the Act), including Bordering Vegetated Wetland (BVW), Riverfront Area (extending 25-feet from the mean annual high water line of the river), and 100-year floodplain. Any work proposed within resources areas or their buffer zones would require approval from the Everett Conservation Commission.

Floodplain

According to the Federal Emergency Management Agency Flood Insurance Rate Maps ("FEMA-FIRM"), Community-Panel Number 25017C0437E (effective date June 4, 2010), there is 100-year floodplain associated with the Malden River, both along the main channel and extending east into the study area in a narrow inlet just south of the Boston Freightliner property. The 100-year floodplain is regulated by the WPA as Bordering Land Subject to Flooding (BLSF).

Rare Species

The study area is not within any areas mapped as Priority Habitat of Rare Species and Estimated Habitat of Rare Wildlife by the Natural Heritage and Endangered Species Program (NHESP) under the Massachusetts Endangered Species Act and the Massachusetts WPA, respectively (Natural Heritage MassGIS, 2017). There are no mapped Potential Vernal Pools or Certified Vernal Pools within or proximate to the project site.

Chapter 91

Portions of the planning area are located within Chapter 91 jurisdictional tidelands which extend from flowed tidelands of the Malden River to the filled tidelands on the upland portions of the planning area. Development activities within Chapter 91 jurisdiction generally require a license, permit, or other authorization from MassDEP's Waterways Regulation Program.





ENVIRONMENTAL RESOURCES

Massachusetts Environmental Policy (MEPA)

MEPA is overseen by the Executive Office of Energy and Environmental Affairs (EEA). It is the State's primary means of ensuring that state actions be given due environmental consideration. Projects must undergo MEPA review when they are within MEPA jurisdiction and exceed certain impact thresholds. For non-state agency projects, MEPA jurisdiction is triggered when a project receives state funding, requires a land transfer from a state agency, or requires one or more state permits.

The MEPA review thresholds are divided into categories, including but not limited to: Land; Wetlands, Waterways, and Tidelands; Transportation; and Historical and Archaeological Resources. The proposed new roadway would likely exceed at least one MEPA Environmental Notification Form review threshold which states:

"Unless the Project consists solely of an internal or on-site roadway or is located entirely on the site of a non-roadway Project: construction of a New roadway one-quarter or more miles in length" (310 CMR 11.03(6)(b)1.a)."

If an ENF is required, it will need to include an alternatives analysis explaining how the chosen alignment was selected and how it is designed to minimize environmental impacts, particularly to those associated with the Malden River. Mitigation measures will likely be focused on ensuring that stormwater runoff from development is properly managed, both in terms of quantity and quality, to be protective of receiving waters.

Chapter 91

The Massachusetts Public Waterfront Act, M.G.L c. 91 (Chapter 91), provides for the protection of the public's right of waterway navigation and access to the Massachusetts shoreline. Chapter 91 is implemented through regulations ("waterways regulations" [310 CMR 9.00 et seq.]) promulgated and administered by the MassDEP Waterways Regulation Program. Although the Malden River is no longer tidally influenced, Chapter 91 licensing jurisdiction extends to both flowed and filled tidelands, as the latter are defined by the historic high water line presumptively mapped by MassDEP.

The regulatory provisions applicable to nonwater-dependent activities include, but are not limited to:

- Open space requirements
- Public access provisions
- Use limitations

Public access to the water's edge and the provision of facilities that promote the use and enjoyment of tidelands by the public are encouraged by the waterways regulations and, indeed, at times are required. It should, therefore, be anticipated that Chapter 91 jurisdictional areas of the planning area will promote public access for active and passive recreational pursuits.





CHAPTER 254 MASSACHUSETTS HISTORICAL COMMISSION (MHC) STATE REVIEW

If the project utilizes state funding it, will be subject to State Register Review (950 CMR 71.00). State Register Review requires all state agencies that fund, license, permit and/or approve projects to take into consideration the effects the project may have on historic and archaeological resources. This process is initiated through the filing of a Project Notification Form with the MHC or an ENF with the MEPA Office.

If the project affects properties listed on the State Register of Historic Places, the proponent must consider alternatives to avoid, minimize, and/or mitigate the adverse effect to those resources in consultation with the MHC and the state agency. The state agency may not issue funds, licenses, permits, and/or approvals until the State Register Review process is complete.



MASSACHUSETTS WETLANDS PROTECTION ACT

The WPA regulates alteration of state jurisdictional wetland resource areas and the WPA Regulations identify wetland resource areas subject to protection and outline the regulations for work in these wetland resource areas. Although a state law, the WPA is administered at the local level by the municipal Conservation Commission.

Areas subject to protection within the Project Area include the Malden River and its associated Bordering Vegetated Wetlands, Riverfront, and Bordering Lands Subject to Flooding (100 year floodplain) as described previously. Generally speaking, the WPA requires the preparation of a Notice of Intent (NOI) for work within a wetland resource area and/or work within 100 feet of certain wetland resource areas (i.e., the 100-foot Buffer Zone). The performance standards for work or activities occurring within each state regulated wetland resource area are identified in the WPA regulations.





CULTURAL RESOURCES

The project area includes a number of cultural resources such as protected parkland, open space, and historic resources. Like the majority of neighborhoods in the City of Everett, the area residents meet at least one of the thresholds to be classified as an environmental justice community.

Protected Parkland and Open Space

Publicly owned parks and recreation areas are protected under Article 97 of the Commonwealth's Constitution, which prevents publicly owned lands or interests in land held for park, recreation, and conservation purposes from being used or disposed of for other purposes without a majority vote of the Park Commission or Conservation Commissions and the City Council, the approval of the Mayor, and a two-thirds vote of both houses of the State Legislature. There do not appear to be any such areas within the Study Area.

Environmental Justice

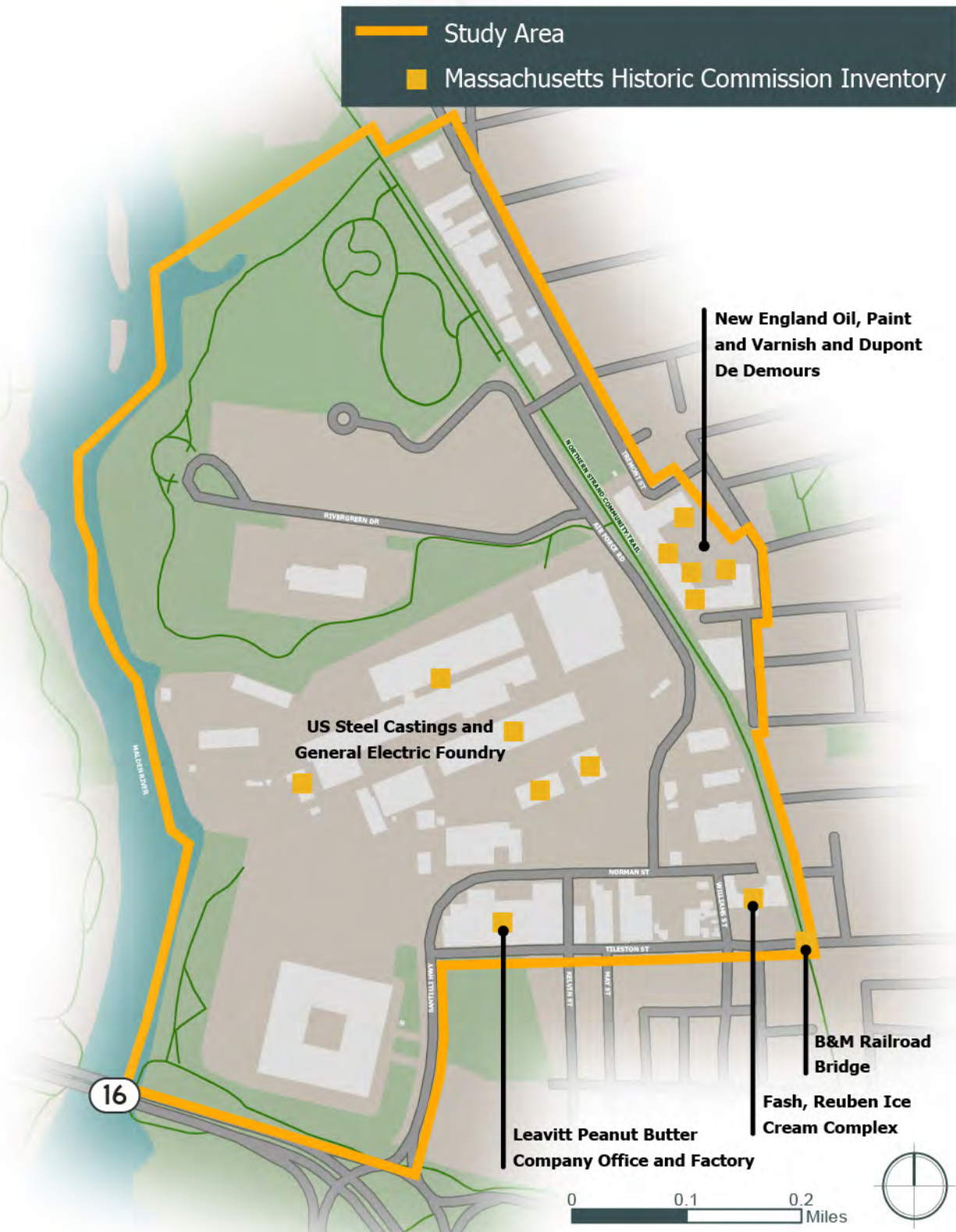
Environmental justice is intended to ensure that low-income or minority population do not bear a disproportionate burden of effects resulting from Federal and/or State actions. Environmental Justice populations are those segments of the population that the Executive Office of Energy and Environmental Affairs (EEA) has determined to be most at risk of being unaware of or unable to participate in environmental decision-making or to gain access to state environmental resources or are especially vulnerable. They are defined as neighborhoods in U.S. Census Bureau census block group data for minority criteria, and American Community Survey (ACS) data for state median income and English isolation criteria that meet one or more of the following criteria:

- 25% of households within the census block group has a median annual household income at or below 25% of the statewide median income for Massachusetts; or
- 25% or more of the residents are minority; or
- 25% or more of the residents have English Isolation.

The majority of the population of Everett meets one or more of these criteria.

Historic Resources

The study area is comprised mostly of utilitarian industrial properties which date from the early to late twentieth century. There are no historic resources listed in the State and National Registers of Historic Places within the Project Area. There are; however, several resources included in the Inventory of Historic and Archaeological Assets of the Commonwealth (Inventory) including the General Electric Foundry (EVR.V), the New England Oil, Paint, and Varnish Co (EVR.W) and the Leavitt Peanut Butter Company and Office. None of these properties have been determined eligible for listing on the national Register.





— Study Area
 ■ AUL Area



ACTIVITY/USE LIMITATIONS

Environmental contamination releases have been documented on a majority of the properties within the study area. Most of those releases have been adequately addressed and no longer provide any risk. For six different properties within the study area, AULs were required. Environmental AULs are legal restrictions filed for two main reasons: The prevention of exposure to environmental contamination and the management of public health and environmental risks associated with a property that has been contaminated. The AULs in place within the study area commonly found in the urbanized areas around the Boston metro region and while they are a factor that should be carefully accounted for, they do not represent an extreme impediment to construction of new roadway infrastructure or redevelopment of the properties in the study area. Below is a summary of the documented conditions and AULs located within the study area and their potential to impact future development.

RIVERGREEN

The AULs recorded on the Rivergreen parcels in the northern portion of the study area are associated with the former US Air Force Plant 28 GE. This area west of the Freightliner building contains contaminated soil, including soil contaminated with asbestos, which could result in significant soil disposal and remediation costs if deep excavation is required for development. The AUL in this area requires that the existing cap be maintained, and the property cannot be used for residential purposes, or for uses that are likely to involve the regular presence of children. A similar restriction applies to the area closer to Air Force Road east of the Freightliner building. In general, any new roadways constructed within the northern AUL area should be graded to minimize disturbance of the existing caps. Deep utility installations in the northern area may result in added environmental premiums during construction related to contaminated soil management costs.

FORMER MACHINE SHOP AT THE EVERETT INDUSTRIAL CONDOS

In the west-central portion of the study area, a small AUL associated with The Everett Industrial

Condos has been recorded due to the presence of residual petroleum hydrocarbon contamination in soil. Management of contaminated soil and groundwater will likely be required if excavation is performed in this area.

135 SANTILLI HIGHWAY AND VILLAGE LANDING PARK

The AUL recorded on the adjacent 135 Santilli Highway and Village Landing Park properties in the southwestern portion of the study area is related to the former use of that area as a landfill. The AULs for the landfill require that the existing landfill cap be maintained, and prohibit use of the properties for residential, school, daycare, recreation and agricultural purposes. Roadway grading will need to be considered relative to maintaining the cap, which is located at a higher elevation than the properties to the north of the landfill. Future buildings constructed in this area should be constructed with sub-slab venting systems to mitigate potential vapor intrusion.

PROPERTIES OUTSIDE OF LIKELY ROADWAY ALIGNMENTS

There are three properties: the Everett DPW Yard, the Coleman Building, and a segment of the former Boston and Main Railroad (B&MRR) right-of-way which now hosts the Northern Strand Community Path that also have AULs in place. Like the other identified properties, management of contaminated soil and groundwater will likely be required if excavation is performed in this area.

UNASSESSED PARCELS

In addition to the known AULs described here, there are several properties within the study area where conditions have not been fully documented, but where the potential for soil and/ or groundwater contamination should be evaluated based on the long history of industrial use. Roadway construction and future development on these parcels should be carefully evaluated during the design process due to the unknown nature of soil and groundwater conditions.

ROADWAY ALTERNATIVES

The District Masterplan investigated several alternative roadway concepts. Information on the environmental resources, activity and use limitations, land use, and topography was collected, evaluated, and summarized. Key stakeholders provided feedback through targeted 1:1 interviews and a listening session held in October 2020. The alignment concepts were then developed to compare potential development benefits against potential property impacts and mitigation needs. Each alignment concept was screened

against the study goals and objectives. This resulted in three concepts. One concept that minimized building impacts, one that prioritized access along the riverfront properties, and one that prioritized access to properties at the core of the former industrial neighborhood. The alignment concepts and the initial screening information was shared at a public meeting held in December 2020. The screening evaluation was then refined to determine the preferred Masterplan concept.





1:1 STAKEHOLDER INTERVIEWS

At the outset of the project, the team worked with the City of Everett to create a list of property owners and long-term tenants within the study area. We invited these owners for a series of 1-on-1 informational interviews with our engagement and urban design staff, with the following goals:

- Educate and orient the project team to the study area;
- Inform property owners about the project goals, schedule, and engagement plan; and
- Help the team get an initial sense of priorities, needs, wants, desires, tensions, and concerns at play.

The team reached out to multiple owners and conducted interviews with seven.



COMMON THEMES AND TOPICS:

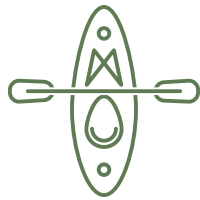
- Appreciation for the neighborhood assets such as: proximity to transit, employees, and customers, open space, and the river;
- Heavy capital and material investment in the existing properties;
- Shared recognition of the urban design, development, open space, and transportation potential in the study area;
- A desire among businesses to continue to operate and thrive as they have done;
- Challenges with parking;
- Concerns about safety given speed and truck traffic, especially on Norman Street/Santilli Highway;
- A history of productive and mutually beneficial working relationships between neighbors and City staff;
- Support for the main transportation goals of the study; and
- Excitement for the benefits of new Santilli Highway-Rivergreen Drive connector street(s) being studied.



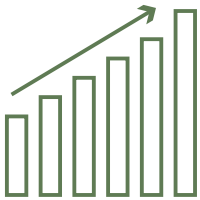
STAKEHOLDER LISTENING SESSION

On October 7, 2020, the project team met with area stakeholders for an initial discussion on the project via Zoom. The meeting was structured as a listening session: after opening remarks by the City of Everett, stakeholders were split into two breakout rooms to allow for more targeted discussions. Stakeholders in attendance included representatives from the City of Everett, property owners, tenants, and community-based organizations. After the breakout sessions, facilitators convened to synthesize takeaways and report back to the full group.

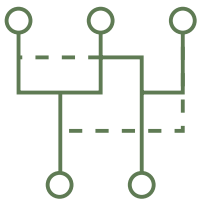
Takeaways:



- Emphasized the current amenities available including proximity to transit, bike and pedestrian connections, the presence of customer-facing businesses that people want to connect to, plenty of open space, and river access.



- Awaiting to see how the neighborhood changes to start on improvements.
- The businesses in the middle of the site near the river were seen as a missing connection and an opportunity for development.



- Need for multilingual signage emphasizing connections between the Northern Strand Community Trail, the neighborhood businesses, and the Malden River.
- Importance of bike and pedestrian connections to existing businesses.
- Lack of useful wayfinding and neighborhood identity today.
- Opportunities for multiple street connections to create a new street grid.
- Access to Wellington Station.



- Value of the river and open space as assets to the neighborhood.



- Soil contamination may create a design challenge. Design consideration should include stormwater and coastal resiliency.



“The river is a special resource; you get a gorgeous river, park, and nature plus businesses, jobs, and residents - an unusual combination.”

“I think the area has enormous potential. The study area is currently a hodge-podge of uses and it needs a bold, magic stroke to improve it.”

“The area has some disconnected spaces. There needs to be more connected paths and roads.”

“The curve in Santilli is scary, that’s what keeps me up at night. Trucks barreling down without sight lines, lots of freight, and people getting out of Ubers on the Teddie Peanut Butter side and crossing without thinking about it being a fast street.”



OVERVIEW OF CONCEPTS

Our evaluation of the existing conditions highlighted that there are several overarching elements that need to be balanced in developing the roadway concepts.

Directness of Access Vs. Property Impacts

Because the current building layouts extend primarily east-west, any new roadway alignment oriented north-south is forced to balance between property impacts and directness of the alignment. The concepts that provide the most direct access between Santilli Highway and Rivergreen Drive also have the largest property impacts in square feet (sf) while any concept that avoids property impacts must involve longer roadway segments with more turns resulting in a lack of time-competitive access.

Crossing of the South Creek and Supporting Wetlands

Any new roadway connecting Rivergreen Drive with Santilli Highway through the study area will need to cross the South Creek or its supporting wetlands. This will require some work to occur within jurisdictional wetland resource areas associated with the Malden River and its 100-foot buffer zone. The roadway alignment concepts all represent different strategies, such as bridge options or use of the existing culvert located 500 feet east of the river's edge, for crossing this area to determine which avoids and minimizes impacts to the creek and any associated wetlands.

History of Site Contamination

Like many other areas with a long history of industrial use, the concepts contemplate roadway construction and future development that would occur within Massachusetts Contingency Plan (MCP) disposal sites. While the majority of these MCP sites have achieved regulatory closure, certain residual contamination remains in the subsurface. In addition, Activity and Use Limitations (AULs) have been implemented at certain locations within the study area. In general, roadways constructed within the AUL areas will need to be graded to minimize disturbance of the existing caps. Deep utility installations in the areas may result in added environmental premiums during construction related to contaminated soil management and MCP costs.

Public Waterfront Lands Subject to Chapter 91 Regulations

Based on the irregular boundary in the study area, any roadway concept connecting Santilli Highway and Rivergreen Drive will be within Chapter 91 jurisdiction and will require licensing. It is possible that a single license application could cover the entire roadway system. Additional licensing would likely be needed for future redevelopment efforts, but those would be done separately on a per parcel basis by the individual developers.



CONCEPT 1

Least Disruptive to Existing Buildings

Key Features:

- Upgrades condition of private access to Complete Streets standards, including pedestrian/bicycle accommodations
- Constructs new roadway along the west side of the Freightliner property
- Crosses South Creek at the existing culvert; no new bridge needed
- Creates of three new stop-controlled intersections

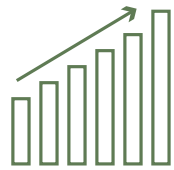
Goal Impacts:



- Direct access to riverfront parcels with public access via riverfront properties
- No direct access to Village Landing Park



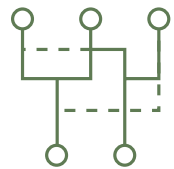
- Must mitigate grading-related impacts on South Creek
- May require work within ~32,000 sf of land bordering South Creek
- Adds ~30,000 sf of impervious surface.



- Avoids all major property impacts
- Allows development following "business-as-usual", not likely a catalyst for significant change



- \$7.1 million construction cost (est.)
- Alignment crosses area with contaminated soil, including soil with asbestos.
- Avoids impacts on the former landfill on the Gilbane property



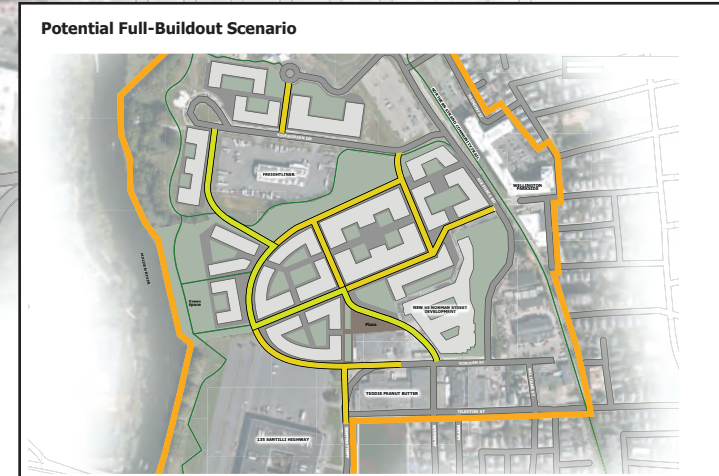
- Indirect alignment to Santilli Circle = less convenient for users
- New east-west connections to the Northern Strand Community Trail and the Main Street corridor



- Access to the roadway is difficult and indirect.


This alignment includes areas that contain asbestos, which could result in significant soil disposal and remediation costs if deep excavation is required. In the west-central portion of the study area, a small AUL associated with the Everett Industrial Condos has been recorded due to the presence of residual petroleum hydrocarbon contamination in soil. Management of contaminated soil and groundwater will likely be required if excavation is performed in this area. One strategy to mitigate this condition could be an overall raise in grade in this portion of the site to limit the amount of excavation required in the contamination zone.

This construction cost estimate includes costs related to the roadway, sidewalks, bicycle accommodations, drainage infrastructure, and excavation work. It also carries contingencies related to environmental mitigation, utilities, traffic details, temporary traffic control, and construction oversight.



CONCEPT 2

Prioritize Riverfront Access

 Riverwalk/Shared Use Path

Key Features:

- Parallels the riverfront to provide maximum riverfront access potential
- New roadway along the west side of the Freightliner property
- New bridge across South Creek
- New roadway across part of the existing parking lot for 135 Santilli Highway
- New T intersection in vicinity of Night Shift Brewery and Teddie Peanut Butter
- Impacts ~42,000 sf of the riverfront parcels

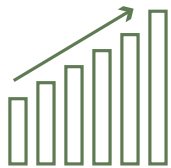
Goal Impacts:



- Direct access to riverfront parcels with public access
- Reconfiguring parking lot at 135 Santilli Highway could allow improved access to Village Landing Park



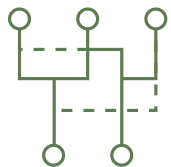
- Bridge across South Creek reduces impacts
- May require work within ~32,000 sf of land bordering South Creek
- Adds ~25,000 sf of impervious surface



- Allows new waterfront uses
- Impacts up to 42,000 sf (est.) of the riverfront properties



- \$9.5 million construction cost (est.)
- Alignment crosses area with contaminated soil, including soil with asbestos.
- Traverses the former landfill on the Gilbane property



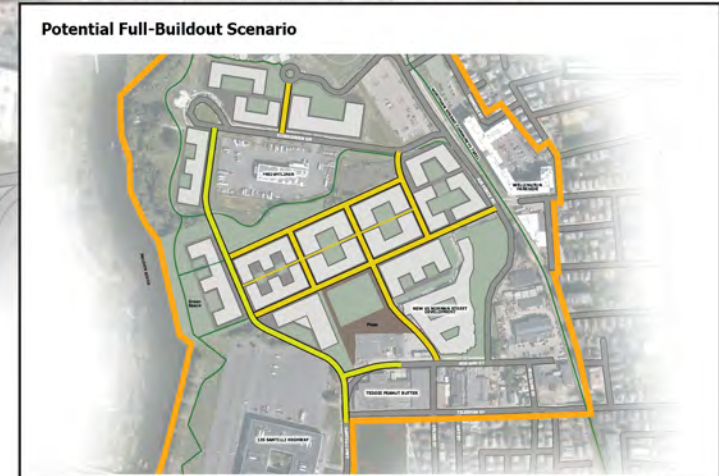
- Direct alignment to Santilli Circle = most convenient for users
- Supports buildout of area with new east-west connections to the Northern Strand Community Trail and the Main Street corridor



- Best option without too much disruption to what's already there.
- Has the most direct access to the space and preserves existing businesses.

This alignment contains contaminated soil, including soil with asbestos, which could result in significant soil disposal and remediation costs if deep excavation is required, along with management of the contaminated soil and groundwater. In the west-central portion of the study area, an AUL associated with the Everett Industrial Condos has been recorded due to residual petroleum hydrocarbon contamination in soil. One strategy to mitigate this condition could be raising the grade in this portion of the site to limit the amount of excavation required. The AULs for the landfill require that the existing landfill cap be maintained. Roadway grading will need to be considered.

This construction cost estimate includes costs related to the roadway, sidewalks, bicycle accommodations, bridge across South Creek, drainage infrastructure, and excavation work. It also carries contingencies related to environmental mitigation, utilities, traffic details, temporary traffic control, and construction oversight.





CONCEPT 3

Prioritize Neighborhood Access

Riverwalk/Shared Use Path

Key Features:

- Shortest, most direct connection between Rivergreen Drive and Santilli Highway
- New roadway along the east side of the Freightliner property
- New bridge across approximately 5,500 sf of wetlands feeding into South Creek
- New roadway across the Everett Industrial Condos building and Cumar warehouse, at a minimum requires partial demolition of those buildings
- New T intersection near Night Shift Brewery

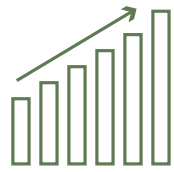
Goal Impacts:



- No direct access to riverfront parcels
- Access to the riverfront properties provided in later phases of development



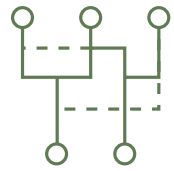
- Bridge across wetlands reduces impacts
- May require work within ~5,500 sf of wetlands
- ~6,600 sf of impervious surface



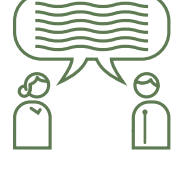
- Would require partial/full demolition of buildings hosting the Everett Industrial Condos and Cumar
- Impacts paved areas currently integrated into the operations of both Night Shift Brewery and Freightliner



- \$9.1 million construction cost (est.)
- Avoids significant construction in areas with contaminated soil
- Avoids impacts on the former landfill on the Gilbane property



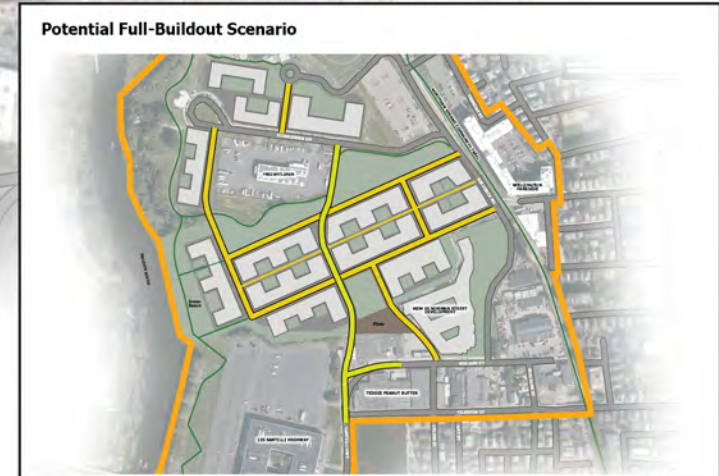
- Direct alignment to Santilli Circle = most convenient for users
- Supports buildout of area with new east-west connections to the Northern Strand Community Trail and the Main Street corridor

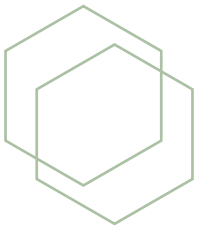


- Very disruptive to businesses, including the Everett Industrial Condos building which houses Skyzone
- Goes through property that would disrupt operations at Night Shift Brewery

At a minimum, the new roadway alignment would require partial demolition of the Everett Industrial Condos and the Cumar Warehouse buildings. The new roadway would also provide access benefits for the properties which may make reconfiguration of the buildings feasible. A full evaluation of each structure would be required to understand potential options for demolition and reconfiguration. This area is subject to an AUL but will limit the need to potentially disturb asbestos containing soil. This concept avoids significant construction within the small AUL associated with The Everett Industrial Condos and the former landfill AUL area in the southwestern portion of the site.

This construction cost estimate includes costs related to the roadway, sidewalks, bicycle accommodations, bridge across the wetlands, drainage infrastructure, and excavation work. It also carries contingencies related to environmental mitigation, utilities, traffic details, temporary traffic control, and construction oversight.

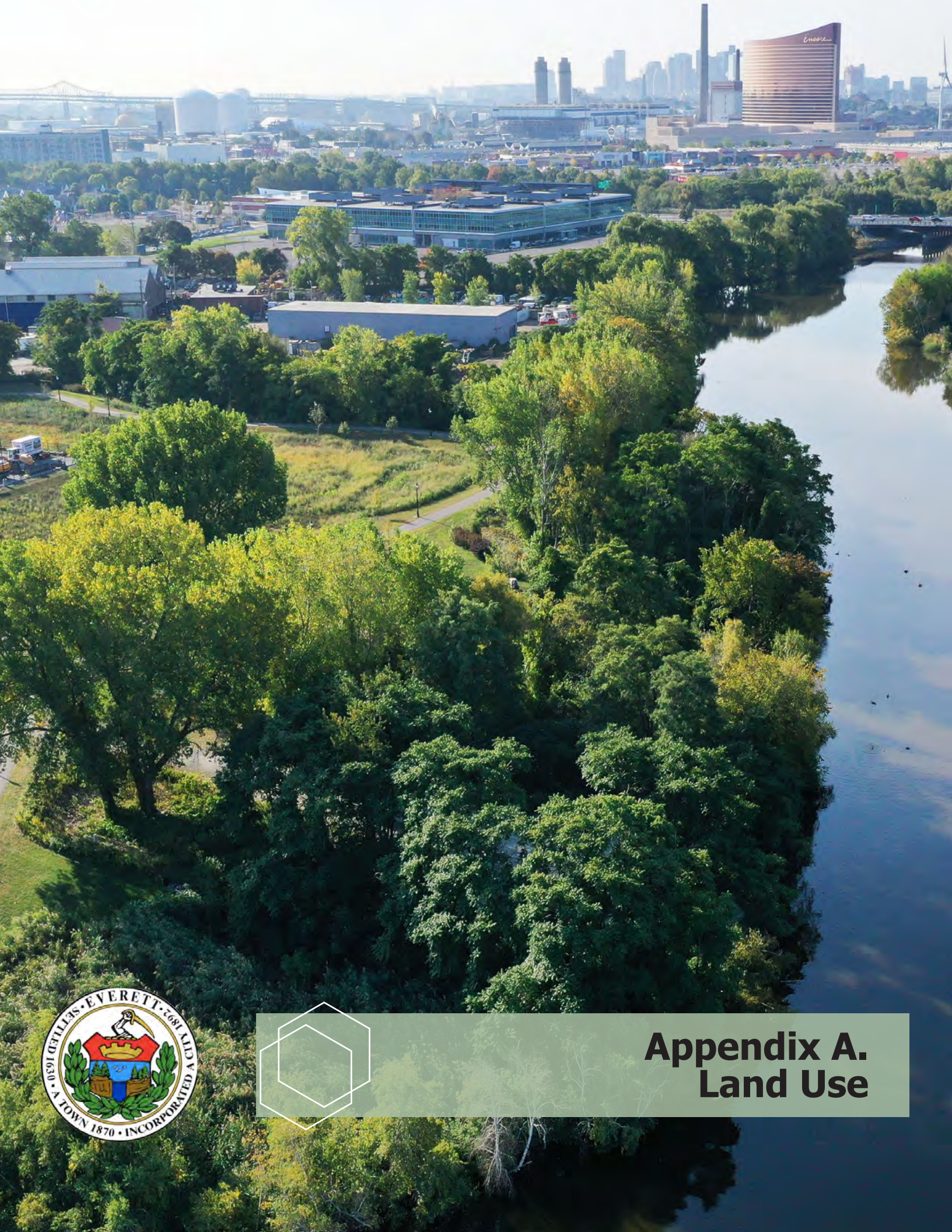




CONCLUSION

Concept 2 became the preferred concept following the assessment of how each concept served the masterplan goals and objectives as well as outreach to the community and key stakeholders. The other concepts did not serve those goals as well, and in some cases, would have impacted property and resources significantly.





Appendix A. Land Use

Parcel						Building						
S.No	Parcel ID	Site Address	Land Use Code	Land Use Name	Land (ac)	Land (SF)	Building (SF)	Site Coverage	FAR	Year Built	# of Stories	Land Value
12	D0-04-000007	110 TREMONT ST	112	Residential	1.1	47,963	43,812	91%	0.91	1900	3	\$ 1,070,600.00
1	G0-01-000224	16 WILLIAMS ST	101	Residential	0.12	5,334	1,802	34%	0.34	2005	2	\$ 179,900.00
2	G0-01-000200	65 TILESTON ST	101	Residential	0.05	1,971	1,327	67%	0.67	1900	2	\$ 156,000.00
3	G0-01-000201	67 TILESTON ST	101	Residential	0.05	2,324	1,062	46%	0.46	1890	1T	\$ 158,500.00
4	G0-01-000202	8 WILLIAMS ST	101	Residential	0.05	2,077	1,214	58%	0.58	1900	1T	\$ 156,800.00
5	G0-01-000206	79 TILESTON ST	101	Residential	0.06	2,817	1,974	70%	0.70	1900	2H	\$ 162,000.00
70	G0-01-252001	27 NORMAN ST	102	Residential	0	-	1,353	0		1890	2A	\$ -
71	G0-01-252002	27 NORMAN ST	102	Residential	0	-	1,353	0		1890	2A	\$ -
6	G0-01-000223	10 WILLIAMS ST	104	Residential	0.13	5,775	2,454	42%	0.42	1890	2A	\$ 183,000.00
8	D0-03-000005	12 VALLEY ST	112	Residential	3.11	135,563	212,601	157%	1.57	2015	4	\$ 13,300,000.00
26	G0-01-000242	52 WILLIAMS ST	314	Trucking Terminal	0.77	33,596	8,130	24%	0.24	1950	1	\$ 587,900.00
15	D0-04-00002A	90 TREMONT ST	316	Other Storage	0.2	8,837	4,028	46%	0.46	1966	1	\$ 397,700.00
17	D0-06-000003	140 TREMONT ST	316	Other Storage	0.81	35,477	7,320	21%	0.21	2008	2	\$ 677,400.00
27	G0-01-000267	65 NORMAN ST	316	Other Storage	6.27	273,121	20,328	7%	0.07	1950	2	\$ 1,738,100.00
34	G0-3A-000008	69 NORMAN ST	316	Other Storage	0.78	33,788	7,724	23%	0.23	1965	1	\$ 659,700.00
10	D0-04-000002	80 TREMONT ST	332	Motor Vehicle Sales & Service	0.16	6,868	3,260	47%	0.47	1920	1	\$ 377,000.00
11	D0-04-000003	94 TREMONT ST	332	Motor Vehicle Sales & Service	0.29	12,674	4,320	34%	0.34	1950	1	\$ 438,000.00
73*	38*	2 RIVERGREEN DR	338	Motor Vehicle Sales & Service	9.16	399,134	29,852	7%	0.07	2017	2	\$ 7,194,000.00
30	G0-02-000100	135 SANTILLI HW	340	Office	12.2	531,432	388,700	73%	0.73	1970	3	\$ 15,411,500.00
19	G0-01-000203	71 TILESTON ST	353	Fraternal Organization	0.24	10,300	4,186	41%	0.41	1930	1	\$ 413,100.00
31	G0-3A-000004	1 AIR FORCE RD	354	Bus Transportation Facilities	3.65	158,994	77,968	49%	0.49	1986	2	\$ 2,782,400.00
13	D0-04-000019	126 TREMONT ST	400	Manufacturing	0.2	8,833	4,500	51%	0.51	1940	1	\$ 397,700.00
18	E0-05-000001	24 ELM WY	400	Manufacturing	0.63	27,627	17,711	64%	0.64	1940	1	\$ 595,000.00
20	G0-01-000209	85 TILESTON ST	400	Manufacturing	0.91	39,822	20,161	51%	0.51	1900	1	\$ 696,900.00
22	G0-01-000217	71 KELVIN ST	400	Manufacturing	0.22	9,600	7,470	78%	0.78	1900	1	\$ 405,700.00
28	G0-02-000003	106 SANTILLI HW	400	Manufacturing	1.9	82,947	87,136	105%	1.05	1950	2	\$ 2,405,500.00
32	G0-3A-000006	63 NORMAN ST	400	Manufacturing	2.63	114,562	56,619	49%	0.49	1900	2	\$ 2,117,700.00
33	G0-3A-000007	67 NORMAN ST	400	Manufacturing	1.4	60,984	23,368	38%	0.38	1935	2	\$ 1,250,200.00
37	G0-3A-000012	79 NORMAN ST	400	Manufacturing	1.89	82,196	12,000	15%	0.15	1980	2	\$ 1,225,300.00
39	G0-3A-000015	61 NORMAN ST	400	Manufacturing	0.54	23,429	4,428	19%	0.19	1992	1	\$ 913,000.00
21	G0-01-000213	97 TILESTON ST	401	Warehouses for Storage of Manufactured Product	0.44	19,169	20,138	105%	1.05	1900	3	\$ 506,200.00
24	G0-01-000226	6 NORMAN ST	401	Warehouses for Storage of Manufactured Product	1.02	44,517	21,566	48%	0.48	1950	2	\$ 779,000.00
29	G0-02-000068	87 SANTILLI HW	401	Warehouses for Storage of Manufactured Product	1.39	60,385	37,719	62%	0.62	1950	1	\$ 1,576,000.00
35	G0-3A-000010	71 NORMAN ST	401	Warehouses for Storage of Manufactured Product	0.29	12,742	640	5%	0.05	1970	1	\$ 438,700.00
38	G0-3A-000014	89 NORMAN ST	401	Warehouses for Storage of Manufactured Product	1.02	44,600	10,000	22%	0.22	1985	2	\$ 780,500.00
36	G0-3A-000011	75 NORMAN ST	440	Developable Land	0.56	24,299	-	0%	0.00			\$ 560,100.00
40	G0-3A-00011A	77 NORMAN ST	440	Developable Land	0.6	26,000	-	0%	0.00			\$ 577,900.00
24* & 42*		1 RIVERGREEN DR	440	Developable Land	6.48	282,268		0%	0.00			\$ 11,189,000.00
60*	39*		440	Developable Land	1.964	85,543		0%	0.00			\$ 3,068,900.00
65	D0-03-000223	0 TREMONT ST	442	Undevelopable Land	2.01	87,599	-	0%	0.00			\$ 81,300.00
74*	D0-03-000000	73 TREMONT ST	444	Industrial Condos	15.74	685,541	183,343		0.15	1940		
41	G0-3A-500009	73 NORMAN ST	444	Industrial Condos	0	-	1,730	0		1940	1	\$ -

Parcel						Building						
S.No	Parcel ID	Site Address	Land Use Code	Land Use Name	Land (ac)	Land (SF)	Building (SF)	Site Coverage	FAR	Year Built	# of Stories	Land Value
42	G0-3A-500010	73 NORMAN ST	444	Industrial Condos	0	-	2,760	0		1940	1	\$ -
43	G0-3A-500011	73 NORMAN ST	444	Industrial Condos	0	-	7,006	0		1940	1	\$ -
44	G0-3A-500017	73 NORMAN ST	444	Industrial Condos	0	-	4,020	0		1940	1	\$ -
45	G0-3A-500018	73 NORMAN ST	444	Industrial Condos	0	-	2,138	0		1940	1	\$ -
46	G0-3A-500019	73 NORMAN ST	444	Industrial Condos	0	-	6,512	0		1940	1	\$ -
47	G0-3A-500020	73 NORMAN ST	444	Industrial Condos	0	-	6,309	0		1940	1	\$ -
48	G0-3A-500023	73 NORMAN ST	444	Industrial Condos	0	-	4,968	0		1940	1	\$ -
49	G0-3A-50019A	73 NORMAN ST	444	Industrial Condos	0	-	3,314	0		1940	1	\$ -
50	G0-3A-50019B	73 NORMAN ST	444	Industrial Condos	0	-	5,378	0		1940	1	\$ -
51	G0-3A-50021A	73 NORMAN ST	444	Industrial Condos	0	-	2,555	0		1940	1	\$ -
52	G0-3A-50021B	73 NORMAN ST	444	Industrial Condos	0	-	1,364	0		1940	1	\$ -
53	G0-3A-50021C	73 NORMAN ST	444	Industrial Condos	0	-	1,232	0		1940	1	\$ -
54	G0-3A-50021D	73 NORMAN ST	444	Industrial Condos	0	-	1,540	0		1940	1	\$ -
55	G0-3A-50021E	73 NORMAN ST	444	Industrial Condos	0	-	934	0		1940	1	\$ -
56	G0-3A-50021F	73 NORMAN ST	444	Industrial Condos	0	-	480	0		1940	1	\$ -
57	G0-3A-50021G	73 NORMAN ST	444	Industrial Condos	0	-	1,030	0		1940	1	\$ -
58	G0-3A-50021H	73 NORMAN ST	444	Industrial Condos	0	-	5,747	0		1940	1	\$ -
68	G0-3A-500003	73 NORMAN ST	444	Industrial Condos	0	-	45,258	0		1940	1	\$ -
69	G0-3A-500002	73 NORMAN ST	444	Industrial Condos	0	-	79,068	0		1940	1	\$ -
14	D0-04-00001A	0 TREMONT ST	930	Vacant, City Owned	0.19	8,299	-	0%	0.00			\$ 392,100.00
25	G0-01-000230	19 NORMAN ST	931	Improved, City Owned (DPW)	4.02	175,170	30,680	18%	0.18	2001	1	\$ 3,065,500.00
61	D0-03-000219	6 RIVERGREEN DR	958	Active Recreation	13.23	576,168	-	0%	0.00			\$ 208,600.00
9	D0-03-00030A	7 AIR FORCE RD	958	Active Recreation	7	304,920	-	0%	0.00			\$ 5,336,100.00
59	D0-03-000038	62 TREMONT ST	958	Active Recreation	1.09	47,378	-	0%	0.00			\$ 829,100.00
72	G0-02-00100A	133 SANTILLI HW	958	Active Recreation	6.65	289,457	-	0%	0.00			\$ 8,394,300.00
63*	43*	9 AIR FORCE RD	958	Active Recreation	4.72	205,797	-	0%	0.00			\$ 7,841,700.00
66	G0-3A-000005	73 NORMAN ST	995	Active Recreation	0	-	-	0	0.00			\$ -
7	G0-01-000252	27 NORMAN ST	102	Residential	0	-	-	0	0.00			\$ -
16	D0-06-000001	134 TREMONT ST	337	Parking Lots	0.43	18,857	-	0%	0.00			\$ 502,900.00
64	D0-03-000222	3 AIR FORCE RD	337	Parking Lots	2.51	109,336	-	0%	0.00			\$ 1,913,400.00
23	G0-01-000219	52 NORMAN ST	424	Electrical Substation	0.15	6,375	-	0%	0.00			\$ 371,900.00

Total

121 5,272,465 1,362,247

0.26 TOTAL PROJECT AREA

* Parcel numbers from filed reparcelization plans. Assessing Parcel ID's have not been assigned.

0.43 DEVELOPED PARCELS ONLY

Development parcels

1,744,282

40

73	D0-03-000030	2 RIVERGREEN DR	338	Other Motor Vehicle Sales and Services	5	217,999	29,852	14%	0.14	2017	2	\$ 7,194,000.00
60	D0-03-000218	4 RIVERGREEN DR	440	Developable Land	1.96	85,543	-	0%	0.00			\$ 3,068,900.00
62	D0-03-000220	1 RIVERGREEN DR	440	Developable Land	4.94	215,185	-	0%	0.00			\$ 7,719,800.00
63	D0-03-000221	9 AIR FORCE RD	440	Developable Land	5.02	218,584	-	0%	0.00			\$ 7,841,700.00
67	D0-03-000224	0 TREMONT ST	440	Developable Land	2.22	96,703	-	0%	0.00			\$ 3,469,200.00

Valuation							Ownership	
Building Value	Other Value	Total Value	Land Value % of Total Value	Total Land Area by Use	Land % By Use	Last Sold Price	Last Sold Date / Current Ownership	Owner Name
\$ 1,965,500.00	\$ 5,700.00	\$ 3,041,800.00	35%	203,824.00	3.9%	\$ 2,130,000.00	1/12/2016	120 TREMONT ST LLC
\$ 473,400.00	\$ -	\$ 653,300.00	28%			\$ 670,000.00	5/19/2018	WILLIAMS STREET INVESTMENTS LLC
\$ 213,300.00	\$ 4,800.00	\$ 374,100.00	42%			\$ 348,000.00	7/3/2017	SALMERON GEOVANY
\$ 267,600.00	\$ -	\$ 426,100.00	37%			\$ 261,500.00	10/23/2012	FUENTES JENNIFER
\$ 190,200.00	\$ 800.00	\$ 347,800.00	45%			\$ 310,000.00	5/19/2018	WILLIAMS STREET INVESTMENTS LLC
\$ 315,900.00	\$ -	\$ 477,900.00	34%			\$ 187,000.00	3/18/2003	MILOJEVIC TRAJANKA
\$ 396,100.00	\$ -	\$ 396,100.00	0%			\$ 279,000.00	2/8/2015	MATUTE ELSA
\$ 396,100.00	\$ -	\$ 396,100.00	0%			\$ 375,000.00	11/10/2016	BARTHELEMY JULIE
\$ 520,300.00	\$ 800.00	\$ 704,100.00	26%			\$ 720,000.00	5/10/2018	WILLIAMS PLACE LLC
\$ 42,519,200.00	\$ 43,700.00	\$ 55,862,900.00	24%			\$ 56,007,000.00	4/18/2017	TAURUS CD 189 WELLINGTON EV LL
\$ 169,700.00	\$ 27,900.00	\$ 785,500.00	75%	33,596.00	0.6%	\$ 100.00	9/30/2016	65 NORMAN STREET LLC
\$ 210,100.00	\$ 4,400.00	\$ 612,200.00	65%	351,223.00	6.7%	\$ 1,300,000.00	10/12/2018	LIGHTBROWN DONNA M
\$ 503,900.00	\$ 20,700.00	\$ 1,202,000.00	56%			\$ 950,000.00	8/22/2006	140 TREMONT STREET, LLC
\$ 257,000.00	\$ 13,500.00	\$ 2,008,600.00	87%			\$ 100.00	9/30/2016	65 NORMAN STREET LLC
\$ 253,200.00	\$ 2,700.00	\$ 915,600.00	72%			\$ -	8/18/2016	MARCHESE JOHN JOSEPH TR
\$ 240,200.00	\$ 6,300.00	\$ 623,500.00	60%	19,542.00	0.4%	\$ 450,000.00	11/24/2014	80 TREMONT ST LLC
\$ 152,700.00	\$ 6,100.00	\$ 596,800.00	73%			\$ 400,000.00	2/4/2013	BONO TR MICHAEL J
\$ 2,860,500.00	\$ 19,000.00	\$ 10,073,600.00	71%	399,134.00	7.6%		0/0/15	VIGOR REALTY MANAGEMENT TRUST
\$ 17,456,300.00	\$ 220,300.00	\$ 33,088,100.00	47%	531,432.00	10.1%	\$ 7,900,000.00	10/22/1997	GP PORTLAND INVESTMENT COMPANY
\$ 197,900.00	\$ 6,200.00	\$ 617,200.00	67%	10,300.00	0.2%	\$ -		SCHIAVO CARMEN A ASSOC INC
\$ 4,088,500.00	\$ 1,435,800.00	\$ 8,306,700.00	33%	158,994.00	3.0%	\$ 8,575,000.00	10/28/2014	WALTHAM RIVER'S EDGE LLC
\$ 140,300.00	\$ 400.00	\$ 538,400.00	74%	450,000.00	8.5%	\$ 275,000.00	2/3/2016	126 TREMONT STREET LLC
\$ 393,900.00	\$ -	\$ 988,900.00	60%			\$ -		COLEMAN CAMILLA M
\$ 524,400.00	\$ 12,600.00	\$ 1,233,900.00	56%			\$ 850,000.00	12/12/2013	TILESTON PLACE LLC
\$ 207,000.00	\$ -	\$ 612,700.00	66%			\$ 425,000.00	8/29/2014	DEAD STREAM PROPERTIES LLC
\$ 2,145,500.00	\$ 5,400.00	\$ 4,556,400.00	53%			\$ 2,400,000.00	3/18/2003	LEAVITT CORPORATION
\$ 556,500.00	\$ -	\$ 2,674,200.00	79%			\$ -	8/18/2016	BROOKS DAVID V, RICHARD L
\$ 529,100.00	\$ -	\$ 1,779,300.00	70%			\$ -	8/18/2016	BROOKS BARRY C ETAL TRS
\$ 190,400.00	\$ 100.00	\$ 1,415,800.00	87%			\$ 3,666,667.00	4/17/2018	INVESTMENT REAL ESTATE, LLC
\$ 220,000.00	\$ 13,500.00	\$ 1,146,500.00	80%			\$ 305,000.00	5/1/1995	BROOKS RICHARD L, BARRY C TRS
\$ 678,500.00	\$ -	\$ 1,184,700.00	43%	181,413.00	3.4%	\$ -		TILESTON LLC
\$ 682,800.00	\$ 37,300.00	\$ 1,499,100.00	52%			\$ 1,700,000.00	4/11/2016	2-12 NORMAN EVERETT LLC
\$ 1,455,400.00	\$ 12,800.00	\$ 3,044,200.00	52%			\$ -		COSENTINO ANNA, RONALD H TRS
\$ 22,800.00	\$ -	\$ 461,500.00	95%			\$ 170,000.00	12/1/1986	KILLEEN SHAWN
\$ 183,200.00	\$ 100.00	\$ 963,800.00	81%			\$ 1,833,333.00	4/17/2018	NORMAN ST REALTY LLC
\$ -	\$ 1,700.00	\$ 561,800.00	100%	418,110.00	7.9%	\$ 1,075,000.00	12/24/2015	COMMERCIAL INVESTORS LLC
\$ -	\$ 1,600.00	\$ 579,500.00	100%			\$ 1,075,000.00	12/24/2015	COMMERCIAL INVESTORS LLC
		\$ 11,189,000.00	100%				0/0/15	
		\$ 3,068,900.00	100%				0/0/15	
\$ -	\$ -	\$ 81,300.00	100%	87,599.00	1.7%	\$ 20,000,000.00	10/15/2015	68 TREMONT STREET LLC
				685,541.00	13.0%			
\$ 152,300.00	\$ -	\$ 152,300.00	0%			\$ 7,500,000.00	3/13/2006	EVERETT PLACE, LLC

Valuation							Ownership	
Building Value	Other Value	Total Value	Land Value % of Total Value	Total Land Area by Use	Land % By Use	Last Sold Price	Last Sold Date / Current Ownership	Owner Name
\$ 238,800.00	\$ -	\$ 238,800.00	0%			\$ 7,500,000.00	3/13/2006	EVERETT PLACE, LLC
\$ 387,000.00	\$ -	\$ 387,000.00	0%			\$ 7,500,000.00	3/19/2006	EVERETT PLACE, LLC
\$ 253,700.00	\$ -	\$ 253,700.00	0%			\$ 750,000.00	3/19/2007	NORMAN WAY, LLC
\$ 159,000.00	\$ -	\$ 159,000.00	0%			\$ -	6/4/2007	NORMAN WAY, LLC
\$ 364,900.00	\$ -	\$ 364,900.00	0%			\$ 100,000.00	12/30/2003	69 NORMAN, LLC
\$ 355,900.00	\$ -	\$ 355,900.00	0%			\$ 112,700.00	12/30/2003	69 NORMAN, LLC
\$ 371,200.00	\$ -	\$ 371,200.00	0%			\$ 411,075.00	5/8/2001	69 NORMAN, LLC
\$ 222,200.00	\$ -	\$ 222,200.00	0%			\$ 750,000.00	3/19/2007	NORMAN WAY, LLC
\$ 314,300.00	\$ -	\$ 314,300.00	0%			\$ -	6/4/2007	NORMAN WAY LLC
\$ 190,600.00	\$ -	\$ 190,600.00	0%			\$ 750,000.00	3/19/2007	NORMAN WAY LLC
\$ 101,400.00	\$ -	\$ 101,400.00	0%			\$ 750,000.00	3/19/2007	NORMAN WAY LLC
\$ 91,600.00	\$ -	\$ 91,600.00	0%			\$ 7,500,000.00	3/13/2006	EVERETT PLACE, LLC
\$ 116,800.00	\$ -	\$ 116,800.00	0%			\$ -	6/4/2007	NORMAN WAY LLC
\$ 85,300.00	\$ -	\$ 85,300.00	0%			\$ 65,000.00	2/21/2013	MARTINEZ ADALBERTO
\$ 36,800.00	\$ -	\$ 36,800.00	0%			\$ -	6/4/2007	NORMAN WAY LLC
\$ 76,600.00	\$ -	\$ 76,600.00	0%			\$ -	6/4/2007	NORMAN WAY LLC
\$ 330,800.00	\$ -	\$ 330,800.00	0%			\$ -	6/4/2007	NORMAN WAY LLC
\$ 2,626,600.00	\$ -	\$ 2,626,600.00	0%			\$ 7,500,000.00	3/13/2006	EVERETT PLACE, LLC
\$ 5,592,300.00	\$ -	\$ 5,592,300.00	0%			\$ 4,700,000.00	12/21/2012	CUBI REALTY LLC
\$ -	\$ -	\$ 392,100.00	100%	8,299.00	0.2%	\$ -		EVERETT CITY OF
\$ 2,414,400.00	\$ 25,900.00	\$ 5,505,800.00	56%	175,170.00	3.3%	\$ 1,067,000.00	12/1/1986	EVERETT CITY OF
\$ -	\$ 180,000.00	\$ 388,600.00	54%	1,423,720.00	27.0%	\$ 20,000,000.00	10/15/2015	68 TREMONT STREET LLC
\$ -	\$ -	\$ 5,336,100.00	100%			\$ -		EVERETT CITY OF
\$ -	\$ 42,000.00	\$ 871,100.00	95%			\$ 5,000,000.00	9/27/2007	EVERETT CITY OF
\$ -	\$ -	\$ 8,394,300.00	100%			\$ -		EVERETT CITY OF
		\$ 7,841,700.00	100%				0/0/15	
\$ -	\$ -	\$ -				\$ -		EVERETT INDUST CONDO ASSOC
\$ -	\$ -	\$ -				\$ 215,000.00	3/22/2013	27-29 NORMAN ST CONDO ASSOC
\$ -	\$ -	\$ 502,900.00	100%	128,193.00	2.4%	\$ 270,000.00	3/6/2013	ANTONELLI GREGORY T
\$ -	\$ 117,900.00	\$ 2,031,300.00	94%			\$ 8,575,000.00	10/28/2014	WALTHAM RIVER'S EDGE LLC
\$ -	\$ 1,500.00	\$ 373,400.00	100%	6,375.00	0.1%	\$ -		MASSACHUSETTS ELECTRIC CO

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\$ 2,860,500.00	\$ 19,100.00	\$ 10,073,600.00	71%	217,999.00		\$ 10.00	5/25/2018	VIGOR REALTY MANAGEMENT TRUST
\$ -	\$ -	\$ 3,068,900.00	100%			\$ 20,000,000.00	10/15/2015	68 TREMONT STREET LLC
\$ -	\$ -	\$ 7,719,800.00	100%			\$ 20,000,000.00	10/15/2015	68 TREMONT STREET LLC
\$ -	\$ -	\$ 7,841,700.00	100%			\$ 20,000,000.00	10/15/2015	68 TREMONT STREET LLC
\$ -	\$ -	\$ 3,469,200.00	100%			\$ 20,000,000.00	10/15/2015	68 TREMONT STREET LLC

