

SOMERVILLE MASSACHUSETTS

AREA AND SITE GUIDE

SEPTEMBER 24, 2008



CITY OF SOMERVILLE
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Welcome to Somerville!

Somerville's Office of Strategic Planning and Community Development routed this City Tour in 2008 as a way to introduce developers, investors and residential and business newcomers to Somerville's varying districts and distinct character.

Along the route, points of interest are highlighted, categorized and color coded into seven areas: Parks and Recreation (10 sites), Housing (10 sites), Existing Economic Development Projects (7 sites), New Economic Development Opportunities (7 sites), Transportation - *Multi-Modal* (9 sites), Historic Preservation (10 sites) and Municipal Buildings (2 sites). This allows you an opportunity to identify and visit only those categories of interest if time is limited.

The route begins at Somerville's City Hall, 93 Highland Avenue, and takes you through Assembly Square, Lower Broadway in East Somerville, the Innerbelt/ Brickbottom area, Union Square, Davis Square (allowing you an opportunity to explore on foot), and West Somerville before returning you back to City Hall. It is recommended that you drive the Tour route, though biking would make for a nice daytime activity if you are up to the challenge. The total route is approximately 18 miles long and takes roughly two hours when covered by vehicle.

To guide you, we have included the following information within this packet:

- Site Color Legend
- Points of Interest Summary: color coded and broken down by area
- Detailed Driving Directions: Route directions with approximate mileage
- Area and Site Guide: with area introductions and detailed descriptions and the significance of all designated sites along the route
- Somerville Map: a map of Somerville with a driving route overlay
- Emergency Contact Information: a number to call in case you get lost or have questions along the route

We hope you enjoy your tour and thank you for your interest in Somerville, a city on the move. If you have any suggestions on ways to improve this tour we would love your feedback at rmay@somervillema.gov or 617-625-6600.

Now, Ladies and Gentlemen, start your engines!



Site Color Legend:

 Parks and recreation	
 Housing	
 Existing Economic Development projects	
 New Economic Development Opportunities	
 Transportation (Multi-Modal)	
 Historic Preservation	
 Municipal Building	
 Other	



Points of Interest Summary:

Section A: From City Hall

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As seen driving through the heart of the square

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F-5 Rosebud's Diner – (on foot)	p. 27 & on map
F-6 The Somerville Theatre – (on foot)	p. 28 & on map
➤ Return to vehicle and continue driving tour	
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Greenline Extension - Discuss throughout tour, as appropriate



Driving Directions:

<u>Mileage:</u>	<u>Directions:</u>
0.0 miles	Left out of City Hall parking lot, going east on Highland Ave
0.1	Left on Walnut Street
0.3	Right on Pearl
0.4	Right on Jasper
0.5	Right on Gilman
0.5	109 Gilman Street Apartments (On right)
0.5	Right on Walnut Street
0.5	Kemp Nuts (Ed Leathers) Park on (On left)
0.5	110 Walnut St Apartments (On left)
0.8	Right on Broadway
1.0	Left on McGrath O'Brien Hwy
1.2	Slight left onto MA-28N Fellsway West
1.6	Right at light onto Middlesex Ave (at Mall entrance)
Area sites include:	
1.6	Waterfront Park/ Mystic River Bicycle Path
1.6	Marketplace
1.7	Mixed use: housing/hotel/retail
1.9	New Orange Line Station site
1.9	IKEA future site
1.6+	Transportation improvements (Rt 28 @ Middlesex, Rt 28 @ ASW Middlesex @ Foley St, Lombardi/ASQ/Broadway off ramp)
1.9	Becomes Assembly Square Drive past Foley Street, bear right on Assemble Sq Dr
2.3	Cross under Mystic Ave and make right on Broadway
2.6	Broadway Theatre #79 Broadway (on right)
2.7	Mudflat Studio #149 Broadway

- 2.7 Youth department building/council on aging
- 2.8 Casey's #171 Broadway (on right)
- 3.2 Star Market #89/#101 Broadway (on right)
- 3.4 Right on Temple Street
- 3.5 Temple Street Condos (on right)
- 3.5 Left on Francis W. O'Brien and continue to end
- 3.5 St. Polycarp Village (drive through, mile 3.5 - 4.0)
- 3.6 Right on Memorial
- 3.6 Left on River
- 3.7 Left on Canal
- 3.9 Left at STOP sign
- 3.9 Right on Memorial
- 4.0 Left back onto Francis O'Brien
- 4.2 Right on Mystic Avenue
- 4.4 Right onto McGrath O'Brian Pkwy (Rt 28)
- 4.4 Foss Park
- 4.7 Left back onto Broadway
- 5.2 Zip cars on left; Charlestown development on right
- 5.3 Continue under Interstate 93
- 5.3 Sullivan Square T Station
- 5.5 Take right on Cambridge Street
- 5.9 Left on Inner Belt Road and follow it to end -
- 6.2 50 Inner Belt (on left)
- 6.5 200 Inner Belt (front left)
- 6.5 STOP HERE for Area discussion: underutilized space, transportation arteries and challenges, telecommunications infrastructure
- 6.5 Turn around and go back on Innerbelt Road to Cambridge Street
- 7.2 Left on Cambridge St (which becomes Washington at this point)
- 7.3 Cobble Hill Apartments (on left)

7.6 Left on Joy Street (becomes Chestnut St.)

8.0 Brick Bottom Artist Association

8.0 Right on Fitchburg Street

8.0 Right on Linwood

8.2 Left on Poplar

8.2 Right on ramp to McGrath O'Brien. STAY RIGHT

8.5 Left onto Washington Street

8.7 Public Safety Building (on left)

8.7 Prospect Hill (visible on right, LOOK UP!)

8.7 Pull into Union Square Parking Lot straight ahead

Area Sites Include:

8.7 CAAS Building

8.7 SCAT Building

8.7 Keily Barrel

8.7 Mid-nite Convenience

8.7 Streetscape Improvements

8.7 Union Square Transportation Project

8.7 Bow Street Police Station

8.7 Stone Place Park

8.7 Exit parking lot straight back onto Washington Street

8.9 Right onto Merriem

9.1 Right on Somerville Ave

9.0 Left on Allen St.

9.1 Allen Community Garden (on left)

9.2 Left on Charlestown St.

9.2 Walnut Street Center

9.3 Left on Merriem St.

9.3 Linden Street Affordable Housing

9.4 Right on Somerville Ave

9.3 Right on Medford Street

9.7 Right on South Street

9.7 Boynton Yards

10.0 Right on Windsor ST

10.0 Left on Windsor Place
10.1 Windsor merges with Columbia

10.1 At corner of Columbia, look LEFT onto Webster for Union Place Development – for profit affordable housing (on right side of street)

10.1 Right on Webster Ave
10.1 Right on Prospect St

10.1 Transformers (on left)

10.4 Left onto Somerville Ave.
10.5 At light stay left on Washington St.

10.7 Argenziano School (on left)
10.8 Perry Park (on right)

11.0 Right on Beacon Street
11.2 Right on Park St.
11.4 Left on Somerville Ave

11.4 Milk Row Cemetery (look right as you turn onto Somerville Ave)
11.4 Conway Park (on left)

11.4 Right on Central Street
11.4 Left on Atherton Street

11.5 Round House (on left)

11.6 Left on Spring Street
11.5 Right on Somerville Ave

11.7 Somerville Ave Street Improvements include safety and traffic operational improvements, utility improvements and roadway lighting

12.0 Bear right on Elm Street
12.7 Right on Cutter Ave
12.7 Immediate right on Summer St.

12.7 343 Summer Street (on left side of street)

12.9 Left on Willow Ave
13.0 Left on Highland Ave

13.2 STOP! Park on Highland or in Davis Square to view area

Area Sites Include:

13.2 Davis Square T Stations
13.2 Seven Hills Park
13.2 Community Bike Path
13.2 Rosebud's Diner
13.2 The Somerville Theatre

13.3 Right at Davis Square intersection onto College Ave

13.4 West Branch Library (on left)

13.7 Take College Ave to Powerhouse Circle

13.7 Nathan Tufts Park and Powder House (on right)

13.7 Take 3rd exit off of circle to continue on College Ave

14.1 Left on Professors Row

14.1+ Tufts University campus buildings

14.5 Left on Curtis Street

14.5 Right on Conwell Ave.

14.8 Right on North St

14.9 Left on High Street

15.0 Dilboy Field

15.0 Merge right onto Alewife Brook Parkway

15.2 Merge right onto Mystic Ave/Rt 16E

15.4 Right onto Boston Ave

16.9 Left on Broadway at Ball Square

17.2 Trum Field (on right)

17.3 Magoun Square

17.3 Right on Medford Street at Magoun Square

17.3 Right on Lowell Street

17.7 VNA Building - 259 Lowell St. (on left)

17.9 Left on Highland Ave.

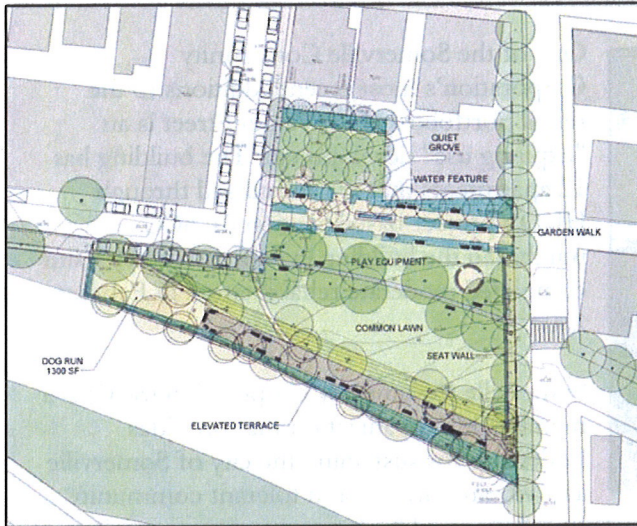
18.5 Return to City Hall (on left)

SOMERVILLE TOUR – AREA AND SITE GUIDE

FROM CITY HALL TO ASSEMBLY SQUARE

As you make your way to the Assembly Square, the tour takes you past three important development sites: Kemp Nuts Park on Walnut Street, and two affordable housing apartment buildings, 109 Gilman Street and 110 Walnut Street.

A1 Kemp Nuts (Ed Leathers) Park: Walnut Street



Scheduled for completion in Spring of '08, the Edward L. Leathers Community Park, previously known as the Kemp Nut Park, is the site of the former Kemp Nut factory and three residences. The factory and other structures were acquired by the city after foreclosure from the Winter Hill bank. Buildings were demolished and portions of the site were remediated in 1997 after the city acquired the property. Since that time various park proposals have been suggested. At one point the site was going to be a skate park - until local residents petitioned against those plans.

The neighborhood around the park is one of the most densely populated and multi cultural in the city. As such, this neighborhood has needed better quality open space for some time. Therefore, when we planned the existing park we went through an extensive community outreach program in which residents primary request was simply for passive green space that they could escape to. Residents who attended the planning sessions and community meetings did not want basketball, ball fields, or a playground. They just wanted green space with trees and a good circulation system. To that end I think our plans have been very successful.

Among the design elements in the park are several walkways connecting the neighborhoods on either side of the park, and a raised embankment along the rail corridor which serves as a pathway, stage, viewing point, and sound deflector. The park will have approximately 80 new trees, and hundreds of new shrubs and groundcover plantings. The Landscape Architects are the nationally recognized firm Reed Hilderbrand which won the American Society of Landscape Architects "Presidents" award last year - for a project recently completed at the Arnold Arboretum.

A2 109 Gilman Street Apartments

The Somerville Community Corporation purchased 109 Gilman Street, a 6 3-bedroom unit rental building in the Winter Hill neighborhood, in June 2005 and completed renovations in November of 2007. Two of the units are dedicated to formerly



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homeless families, three to families earning less than 60% of area median income, and one unit is reserved for a family earning less than 80%. The project was funded by the City of Somerville's HOME funds and Affordable Housing Trust Fund, Central bank, Boston Community Capital, the Massachusetts Department of Housing and Community Development, the Community Economic Development Assistance Corporation, and the Federal Department of Housing and Urban Development McKinney program.

A3 110 Walnut Street Apartments



One of the Somerville Community Corporation's most recent additions to the rental portfolio at 110 Walnut Street is an "expiring use" development. The building has 12 apartments that are subsidized through HUD's project-based Section 8s. SCC purchased the building in September 2003 and completed moderate rehabilitation in February 2004.

Somerville Community Corporation (SCC) is a membership organization that provides leadership for sustaining the city of Somerville as a vibrant, diverse and tolerant community.

SCC develops and preserves affordable housing, offers services and leads community organizing that supports low and moderate-income Somerville residents in their efforts to achieve economic stability and increase civic participation.

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ASSEMBLY SQUARE

Area Introduction

During the 17th century the marsh and wetland area of the Mystic River that Assembly Square lies on was a place for the transport of people and goods. This trading led to the expansion of the region's economy as well as its population. By the early 1800s there were ten shipyards, and development continued when two railroads were installed in the middle of the 19th century.

Construction of the McGrath Highway in 1925 marked the beginning of Somerville as an industrial city, which continued when the Ford Motor Company built a plant in Assembly Square in 1926.¹ Over the next thirty years, Assembly Square was one of the largest sources of employment in the region, but this changed soon after when in 1958 the Ford Assembly Plant closed due to a change in Ford's manufacturing strategies.

From the late 1950's through the early 1970's, Finast Supermarkets used the building that had earlier housed the Ford assembly plant on Middlesex Avenue. Finast had additional operations in the area, most notably the office building at 5 Middlesex Avenue. In 1976, Finast moved all of its operations out of Somerville, leaving several vacant buildings and the loss to the City of more than \$1 million in annual tax revenues.

In the late 1970's, a development company called East Bay Corporation contacted the City and expressed interest in redevelopment of the former assembly plant and the office building. They were willing to invest \$20 million in redevelopment of these sites if the City would work to improve access to the area. At the time, I-93 had left the district isolated, with the only vehicular points of access being on Mystic Avenue and Middlesex Avenue. In 1979, the City sought and received a \$3.3 million HUD-funded Urban Development Action Grant (UDAG) to fund access improvements to the site. In order to implement these improvements, the Somerville Redevelopment Authority and the City submitted the Assembly Square Urban Revitalization Plan to the state and federal governments to have the district named an urban renewal area.

The Plan was also written to make the area eligible for designation as a Commercial Area Revitalization District. Both of these designations made the district eligible for additional state and federal aid and allowed the Redevelopment Authority to exercise additional powers of eminent domain in the district, which was renamed "Assembly Square."

In the 1990's, IKEA furniture secured a permit to build a large sized store and restaurant along the waterfront in Assembly Square. However, community protest resulted in nearly a decade of litigation to encourage the store to be moved inland. In 2004 a zoning amendment was passed to create the Assembly Square Mixed Use District. This zoning laid the framework for the type of mixed-use development envisioned by the City to proceed. However, litigation by the Mystic View Taskforce remained an impediment to development.

¹ Rachel Sliman, To shop and to work: the re-making of Assembly Square.

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B1 Waterfront Park / Mystic River Bicycle Path:

The Mystic River Bicycle Path runs along the Mystic River from the Blessing of the Bay Boathouse in the Ten Hills neighborhood and extends to Draw Seven Park near Assembly Square. The Department of Conservation and Recreation plans to extend the Mystic River Bicycle Path from Assembly Square to Sullivan Square, including connections under Route 28 and in the vicinity of the Amelia Earhart Dam. The City must plan and design connections from the Mystic River Bicycle Path to Assembly Square and Sullivan Square to help create a system of paths and bicycle lanes that can be used both for transportation and recreational uses.



Assembly Square Waterfront



A new Riverfront Park will anchor the north end of Main Street and serve as the place for public gatherings by the water. Main Street will be lined with retail and / or restaurants to encourage an active edge. The developers are exploring options for activating this waterfront further, which could include equipment rentals, a pier, or other active uses. Furthermore, the City will likely use the park space for traditional annual events such as the fireworks on the Fourth of July.

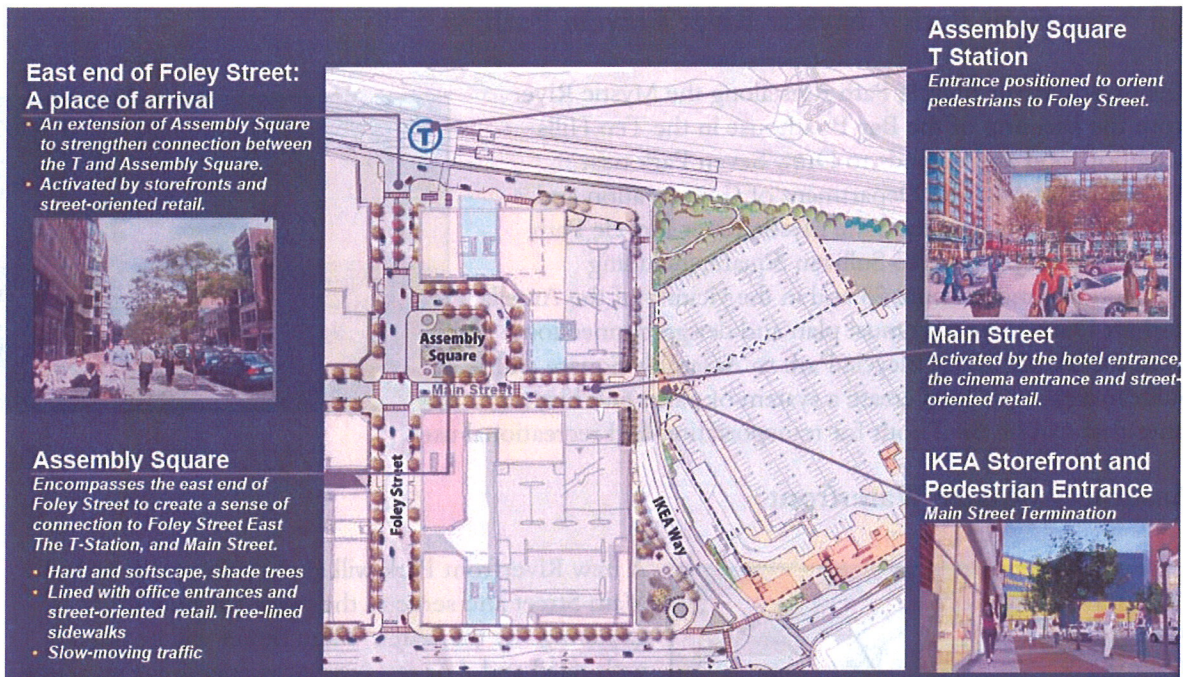
B2 Assembly Square Marketplace

The Marketplace opened in 1980. The mall building was previously occupied by a Ford Motors factory, and was later used as a supermarket distribution center before its conversion to a mall.

The 322,000 square foot mall was originally anchored by a 79,000 sq ft Jordan Marsh and a 95,637 sq.ft. Kmart. These anchor stores remained the same until 1996 when Macy's acquired the Jordan Marsh chain. Macy's closed the store in 1997 and by 1999 it was replaced with Building 19. Shortly after Building 19 opened, the mall was closed off except for Building 19 and Kmart, the former of which closed soon afterward. The vacant mall was demolished in 2005, with the exception of the Kmart and former Building 19.

The new Assembly Square Marketplace was completed in early 2006 and contains stores including Staples (in the former Building 19), AC Moore, Bed Bath & Beyond, TJ Maxx & More, HomeGoods, Sports Authority, Home Depot and Christmas Tree Shops. The area around the mall is being redeveloped as an urban village.

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(Above) Assembly Square future development

B3 Mixed Used Development: Housing / Hotel / Retail / Office



Redevelopment of Assembly Square has made significant strides forward in the past year. In the fall of 2006, Federal Realty Investment Trust (FRIT), Swedish furniture retailer IKEA, and the Mystic View Task Force finalized a settlement agreement allowing the development to proceed with a unified shared vision. As a result, by the end of the year the Planning Board had reviewed and conditionally approved the Preliminary Master Plan for the district, totaling 66.5 acres. The Master Plan specifies a mixed use/mixed income urban

village near a proposed Orange Line station. The proposal consists of 2,100 residential units, 12.5% of which must be affordable as per Somerville's Inclusionary Housing Ordinance, 1.75 million square feet of office, 1,150,800 square feet of retail space (including the existing Marketplace and proposed IKEA store) and a 200-room hotel. Additional phases are anticipated to follow shortly after, the first of which will be mixed-use residential along the Mystic River waterfront. The Assembly Square project is projected to reach full build out by 2019.

Realignment of Assembly Square Drive

A new riverfront drive will separate the new development from the Mystic River Reservation. This Drive will serve as the main artery of the development and will provide pedestrian access and exclusive bike lanes to make the development accessible to all.

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B4 Proposed Orange Line Station

A new MBTA Orange Line station is anticipated for construction to serve the Assembly Square development. Congressman Capuano has secured a \$25 million Federal earmark for this project. In addition, Federal Realty Investment Trust and IKEA jointly committed to contribute \$15 million towards the design and construction of a future Orange Line T-stop at Assembly Square. This station will provide direct transit access to downtown Boston and points north.

B5 IKEA

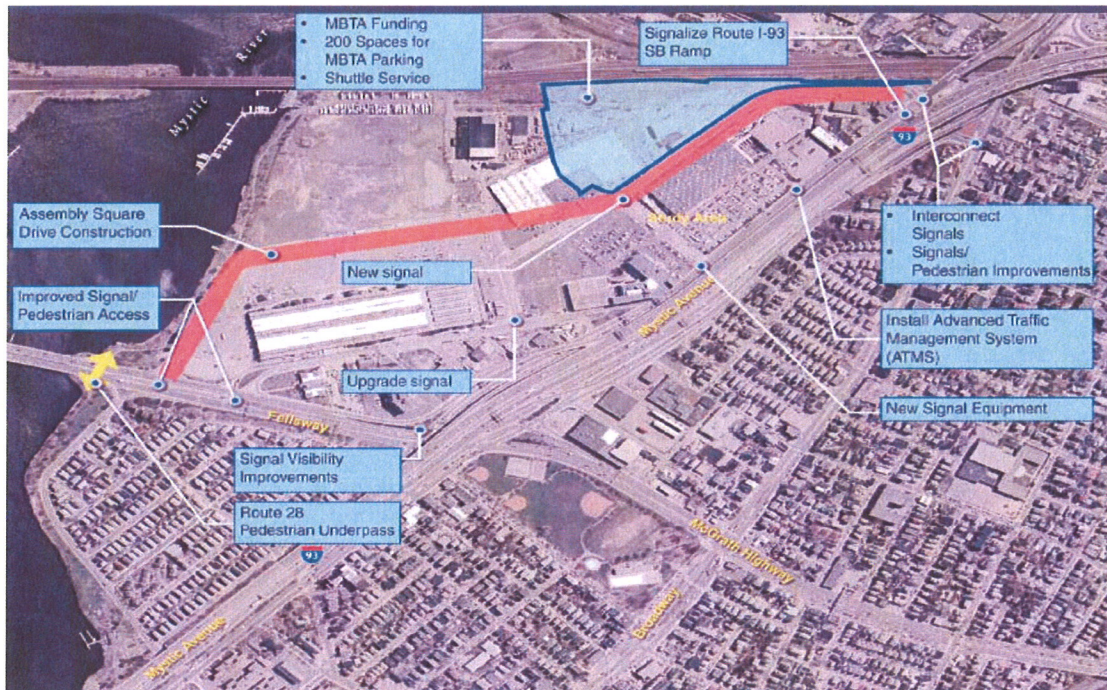
IKEA is anticipated to break ground in the fall of 2008 and open in late 2009. This store will have a unique urban design to serve the future mixed-use development, Orange Line transit-users and regional visitors. The IKEA will be built on a parcel of approximately 11.9 acres of land. IKEA will create approximately 500 new jobs in Somerville and has been recognized by *FORTUNE* for three years in row as one of the “100 Best Companies to Work For.”



The City is working with IKEA on an agreement regarding local hiring practices. The IKEA will be built to LEED standards and will have a two acre green roof.

B6 Transportation improvements:

- Rt 28 @ Middlesex, Rt 28 @ ASQ, Middlesex @ Foley Street



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As mitigation for the new commercial activity generated by IKEA, FRIT will be constructing significant roadway improvements along Rt. 28 McGrath Highway at Assembly Square Drive, Middlesex Avenue and Mystic Avenue northbound. They will also be substantially reconstructing the Lombardi Street / Broadway / I-93 off-ramp interchange and will be adding two additional traffic signals and replacing two existing signals. Assembly Square Drive itself will be realigned and will contain significant landscaping, sidewalks and bicycle lanes leading to the waterfront.

In the works are improvements to 8 major intersections in and around Assembly Square, improved pedestrian connections at four locations, new bicycle lanes and a commitment to provide transportation demand management incentives for both employees and customers.

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LOWER BROADWAY TO TEMPLE STREET

Area Introduction

Lower Broadway lies in the center of what is considered East Somerville, south of Assembly Square, and is designated as a Central Business District along its western side and Business and Commercial District to the east. Surrounding Broadway are residential one, two and three family homes.

Overall, the eastern portion of Somerville generally contains the highest proportion of low- and moderate-income residents in the City. It is also the area that bears the highest burden from transportation infrastructure, such as the elevated I-93 (which has been dubbed the ugliest piece of interstate highway in the country), Route 28, several rail lines that do not stop in East Somerville, and various regional truck routes.

However, this part of the City also contains the most potential. Many large areas of underdeveloped commercial land offer the potential for job creation. The housing stock needs rehabilitation but contains many unique, well-built homes and historic structures. In addition, the diversity of residents makes East Somerville an interesting area to live or visit.

East Somerville Main Streets

In September 2006, the East Somerville Main Streets (ESMS) organization was incorporated within the State of Massachusetts. ESMS works to improve business activity in the East Somerville area, with a strong focus along lower Broadway. In September 2007, they held a well-attended film series behind the East Somerville Senior Center. Currently, they are participating in the Lower Broadway Streetscape Improvement Project.

Lower Broadway Streetscape Improvement Project

The City is working with ESMS and a private engineering firm to design streetscape improvements along lower Broadway that will enhance business vitality and activity along the street. Particular attention is being paid to increasing pedestrian and bicycle activity and safety. Early data show that it may be feasible to reduce the number of travel lanes and use that additional space to widen sidewalks and perhaps add angled parking. Following a third meeting with ESMS and City staff, will be a larger scale neighborhood meeting to select from three alternative designs. The City has received a TOD grant to make improvements in the area between the City border and Mt. Vernon Street that needs to be expended by June 2008. (Above right: E. Broadway Streetscape Design)



Questions: How can the street be improved to increase pedestrian activity? What types of design elements would assist? How could private property owners be encouraged to make improvements to their properties? What can OSPCD do to help fill some of the vacant storefronts?

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C1 Broadway Theatre (future home of Mudflat Studio) – 81 Broadway

The Broadway was the second theater built by the Viano family, who also built the Teele Square, and later owned the Somerville, Arlington Capitol and Arlington Regent Theatres. It was a regular neighborhood house until the nearby Sacks Assembly Square Cinemas (now closed) opened in 1982, which ended the Broadway's viability. Used for storage for many years, and under city control, the theater is slated as the future location for the Mudflat clay studios. There will be at least two ground floor retail spaces, one of which will be used temporarily as a substation for the Somerville Police Department. The façade will be significantly rehabilitated including the installation of a central canopy to replace the theater marquee/canopy that was removed.

C2 Mud Flat Studio – 149 Broadway

Mudflat Studio has offered the metropolitan Boston community a unique opportunity for clay work and play since 1971. As both an exciting, professionally run ceramics school and home to 18 clay artists, Mudflat follows its mission to promote and expand awareness and participation in the ceramic arts. Together, the school and studio form a dynamic community centered on a single medium and a shared creative process. Open studios occur each year in May and December and offer unique pieces of art and pottery.

C3 Somerville's Council on Aging/Youth Department Building – 165 Broadway

The Somerville Council on Aging provides services that enhance the lives of senior citizens, offering comprehensive programs that reflect the City's growing and diverse senior population. The Council promotes and maintains the health and independence of elders by serving as an advocate, coordinating necessary services, and providing life-enhancing social and recreational opportunities for the residents of its three Senior Center sites.

C4 Casey's – 171 Broadway East Broadway

Casey's is among one of the storefronts that has undergone improvement using the City's CDBG funding. A new restaurant – associated with Taco Loco – has received zoning approval to move into the space immediately adjacent to Casey's. (Right: Casey's BEFORE storefront improvements)



C5 Star Market – Winter Hill

Star Market closed in January 2008. Although all the factors that went into the decision are not known, it is likely that the new Stop n' Shop on the nearby McGrath O'Brien Hwy has had some negative impact on the viability of the Star Market. The City is in working with the property owners, who also own the adjacent lot where Brooks Pharmacy is located, to discuss possible reuse of the land.

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Questions: What are possible future use(s) of this property? Is a 1-story structure with surface parking the highest and best use? If not, what design features should be promoted a new development on this site?

C6 Temple Street Condominiums – Temple Street, Winter Hill



(Temple Street Condominiums): In September 2006, Somerville Community Corporation (SCC) completed the Temple Street Condominiums, a 15-unit, new construction, homeownership development in the Winter Hill neighborhood of Somerville. The condominiums provide an affordable option for low- and moderate-income families looking to purchase their first home. The units are a mix of two-bedroom and three-bedroom condos. The new homebuyers represent a broad range of ages and backgrounds that have brought new life to this corner of the city.

The development project was granted relief under the Comprehensive Permits program whereby under current state law (Chapter 40B), developers of projects where at least 25% of the units will be affordable to individuals and households with incomes at or below 80% of AMI (or at least 20% affordable to households with incomes <50% of AMI) may request a waiver of any local requirements, including zoning, needed to make the project financially feasible. The City contributed \$900,000 in CDBG and HOME funds to the project.

C7 St. Polycarp's Village – Somerville Community Corporation (SCC)

The City has committed \$1.6MM in HOME funds (\$750,000 for Phase I and \$850,000 for Phase II) for development of the housing project at the former St. Polycarp's Church site. In addition to keeping the church building and housing Just-A-Start's transitional housing program for teen mothers and their children, the project will build 84 new housing units on the site. In Phase I, SCC will construct a 24-unit rental building. All 24 units will be affordable to low and moderate-income families. Two of the units will be rented to formerly homeless households and three units will be fully handicapped-accessible. In Phase II, SCC will construct 60 homeownership units, 20 that will be affordable and 40 that will be sold at market-rate. Several retail spaces on the ground floor of the rental building and creation of green space and a tot lot will round out the project. Phase I of the project is slated to begin in spring of 2008. St. Polycarp's represents SCC's largest development project to date.

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C8 Foss Park – skating rink and other slated improvements

Foss Park is located at the intersection of McGrath Highway and Broadway. The park is handicapped accessible and contains a swimming pool, wading pool, two baseball fields, basketball courts, a soccer field, play equipment, lighting, public park and public restrooms. It is owned by the State of Massachusetts and managed by the Department of Conservation and Recreation (DCR).

C 10 Sullivan Square T Station

Sullivan Square, located in Charlestown, is a station on the MBTA rapid transit Orange Line, and a major bus transfer point. It was also a major transfer point on the old Charlestown Elevated, with two streetcar loops for free transfers (one at elevated level and one at surface level), and was later converted for trackless trolleys and buses. The first Sullivan Square station was located on the Charlestown Elevated, which last ran on April 4, 1975. It was replaced with the Haymarket North Extension, which opened April 7, including a new Sullivan Square Station a bit west of the old one.

The Boston Redevelopment Authority (BRA) is presently soliciting a consulting firm to prepare a plan for the Sullivan Square area. This will include the station, nearby rotary, Rutherford Avenue, etc. Preliminary concepts are to eliminate the rotary and re-introduce the street grid to support mixed-use transit oriented development.

SOMERVILLE TOUR – AREA AND SITE GUIDE

INNER BELT / BRICKBOTTOM DISTRICTS

Area Introduction

The area known today as **Inner Belt** was once the location of the Bullfinch Barrel mansion which later became the McLean Insane Asylum built on top of Cobble Hill. In the 1860's and 70's, meat packing companies and other industries were located along the Millers' River contributing to noxious odors and dumping of refuse. By the 1880's, the City began to fill in the river as a means to reduce the dumping activities. Shortly after the turn of the century, the Asylum moved to Waverly and Cobble Hill was used as fill in the vicinity.

In following years, the Inner Belt area was used for low-scale light industry but was isolated from surrounding areas by a series of rail lines and the elevated I-93 highway. A plan to construct an Inner Belt Expressway with the hopes of revitalizing the Inner Belt was stopped as a result of community outcry at the construction of additional highways through the city. At present, vehicular access to the area is solely through two tunnels that run beneath the Lowell commuter line tracks, but trucks regularly become stuck in the tunnels.

The isolation of the Inner Belt District strongly impedes its potential for more intensive use. Access alternatives have been sought for quite some time. In 2004, the City completed a study of alternatives to access the Inner Belt District. The study concluded that implementing three alternatives would best improve access to this district including: 1) Replacing the double bore tunnel under the commuter rail line; 2) Creating a bridge from Inner Belt to the McGrath Highway; and 3) Extending two new roads from Inner Belt to Chestnut Street in the Brick Bottom area. This planning effort also developed a design concept for the bridge that would connect Inner Belt to McGrath Highway.

The **Brickbottom District** is immediately adjacent to the Inner Belt District, but is separated by an above grade rail right-of-way. This area, once a high-density ethnic neighborhood, was demolished as part of the Inner Belt Expressway project. Today, the area is home to an array of light industrial operations including auto repair, NStar vehicle maintenance and a trash transfer station (on a parcel owned by the City). A few of the distinctive uses include Independent Fabrication, which constructs custom-made bicycles, and the Brickbottom Artists Collaborative.

(Below: Ariel map in Inner Belt/Brickbottom)



SOMERVILLE TOUR – AREA AND SITE GUIDE

D1 50 Inner Belt

Currently an abandoned church, potential development may transform this site into an Internet Hotel. The Inner Belt district has become a mini-hub for this type of industry.

D2 200 Inner Belt

Originally, two identical buildings were to be constructed on the area that comprises both 150 and 200 Inner Belt, however, after the first building was completed construction was halted on the second due to questions about future tenant demand. Currently, 200 Inner Belt is tenant occupied whereas the site of 150 Inner Belt remains undeveloped.

D3 Cobble Hill Apartments

Located at 84 Washington Street, Cobble Hill Apartments is a 224-unit development located in the Cobble Hill Urban Renewal Area. 85% of the units are currently reserved for the elderly. In 2001, there was contention with the owners, CMJ, over whether they could raise property rents under the Mark Up to Market initiative. According to an Inner Belt Urban Renewal Plan, this parcel's intended use through 9/30/2016 is for low and moderate-income housing, thus constituting a long-term use restriction which made the property ineligible for the Mark Up initiative. Ultimately the rental contract was extended to 2016.

D4 Brickbottom Artist Collaborative

Brickbottom houses one major residential development, the Brickbottom Artist Lofts. During the 1980's, the Brickbottom Artists Collaborative converted two industrial buildings into live-work space. Today, the collaborative includes nearly 150 condominium units. These buildings are an important landmark in Somerville, which is well known for its active artist community: Out of the 53,298 respondents of the 2005 City Census 1,759, or approximately 3.3%, were involved in the creative sector, with the highest numbers going to Architects, Musicians, and Designers. (Left: Courtyard at Brickbottom)



Green Line Extension

Two station locations are presently included in the ongoing Green Line Extension environmental review. These include a station at Washington Street and in the vicinity of the Brickbottom Artists Collaborative.

In addition, one of the alternatives for the Urban Ring includes a bus line through the Inner Belt, a bridge over the rail lines, and a pathway into the North Point development.

SOMERVILLE TOUR – AREA AND SITE GUIDE

Questions: How can the addition of two transit stations and the Urban Ring help unlock the Inner Belt and Brickbottom Districts? What types of uses could be attracted to the area? What height, density, etc. should be considered for the zoning of the area?

McGrath Highway

McGrath Highway / Route 28 represents another significant physical barrier in the Brickbottom / Inner Belt area. It also separates the residential areas of East Somerville from the rest of the City. The viaduct is exhibiting some signs of decay, although the EOT indicates they are all structurally sound. Air pollution and congestion problems continue to impact nearby residents. Perception is that some change in traffic volume has occurred since the re-opening of the Big Dig, however, traffic counts have not been taken since that date.

Recent studies regarding the future of the McGrath Highway are inconclusive. The City has requested that the MPO fund a second phase of the study in its 2008 budget.

SOMERVILLE TOUR – AREA AND SITE GUIDE

UNION SQUARE

Area Introduction:

The history of Union Square is diverse and far-reaching, dating back to the Revolutionary period. The historic heart of the Square originally consisted of Miller's River surrounded by marsh. In 1813, the first major road was constructed over the marsh and named Somerville Avenue. The Square itself came into being when three main streets (Somerville Avenue, Bow Street, and Washington Street) were constructed and intersected.

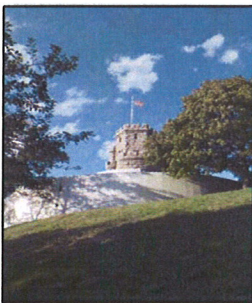
This junction became a gateway for goods into Boston by way of bridges and ferries, and paved the way for subsequent growth in industries such as blacksmithing, brick production, and meatpacking. In addition, construction of the railroad occurred and further reinforced Union Square as a commercial center. The establishment of a horse-drawn streetcar system in the 1850s, the institution of an electric streetcar system in the early 1900s, and the incorporation of trolley lines marked the Square as a transit node in the greater Boston area. The concentrated development of brick row houses, apartments and hotels strengthened the residential base. The housing stock compounded by three-to-four-story commercial buildings rendered the Square much denser at the turn of the century than it is today.

The widespread use of automobiles in the 1950s and increased mobility for consumers triggered Union Square's decline as a strong commercial center. Presently, Union Square remains primarily a commercial square that shares features found in traditional neighborhood commercial centers in New England, with most buildings now standing just one or two stories in height. A number of existing structures have been identified as architecturally and/or historically significant.

E1 Public Safety Building - 220 Washington Street

The Public Safety Building has served as the home for the Somerville Police and Fire Departments since the 1980s. Due to physical issues with the building, desire presently exists to construct a new public safety headquarters. This location is a potential opportunity site for the construction of a new City Hall.

Questions: What would the benefits be to locating City Hall in Union Square? What would be the drawbacks? Given surrounding development, what would be the appropriate height for a facility in this location? How could a public parking garage in this location benefit the Union Square?



E2 Prospect Hill Park and Memorial Observatory – Munroe Street (dedicated 1903)

Prospect Hill played a central role in the events surrounding the Battle of Bunker Hill at the beginning of the American Revolution, and served as the location of major fortifications during the Revolutionary War. Prospect Hill is best known as the site of the raising of the first flag of the United Colonies on Jan. 1, 1776, an event that is re-enacted annually. Standing at 108 feet, Prospect Hill is the city's highest eminence. (Left: Photos of Prospect Hill

Observatory Tower - designed by Ernest W. Bailey)

SOMERVILLE TOUR – AREA AND SITE GUIDE

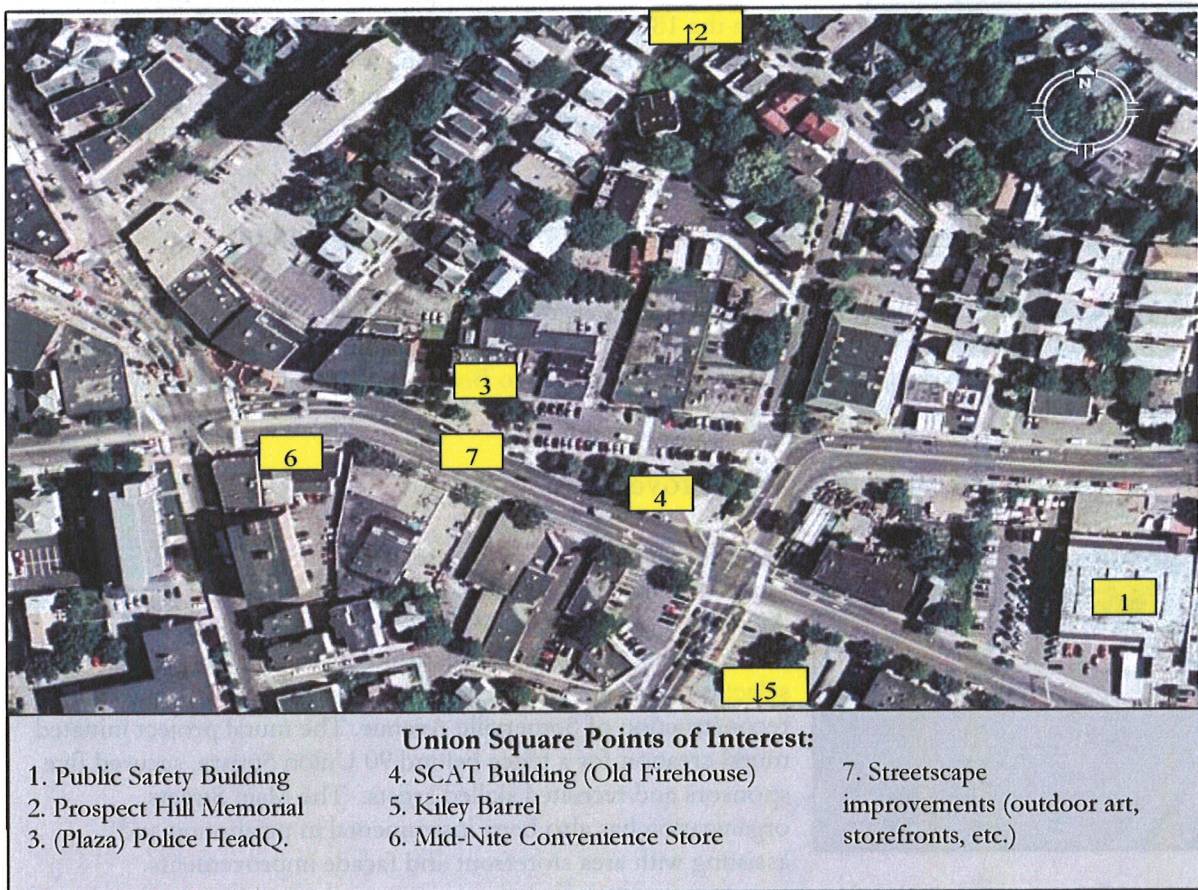
Union Square Plaza

Union Square is so named due to the fact that it was a key recruitment point for the Union forces during the Civil War. Now, the Union Square Plaza is home to a weekly farmers market from June through October and is host to a series of unique community events including the annual Fluff Festival.

Since the 1980's, Washington Street has been partially closed-off to provide additional space for the plaza as well as public parking. A transportation study was completed in 2001 that suggested re-opening Washington Street as one of two-alternatives to improve traffic in Union Square. Community consensus was not reached on either of the alternatives so, in collaboration with the EOT, the City is soliciting a consultant to develop a new transportation plan for Union Square. One of the goals of the study is to make Union Square a destination point for the region instead of an area that vehicles pass through. Union Square Main Streets will be one of key collaborators on the identification of three alternatives for the square. After three alternatives have been identified, community meeting(s) will be held to get broader input and select the preferred alternative.

Questions: Where do opportunities exist to increase open space in Union Square, especially to expand the existing Union Square Plaza? How can community events support business activity in the Square?

MAP OF UNION SQUARE



SOMERVILLE TOUR – AREA AND SITE GUIDE

E5 The ‘SCAT’ building (a.k.a. the Historic Old Firehouse) – 90 Union Square (1903-1904)

Somerville Community Access Television (SCAT) is housed in the Historic Old Firehouse in the heart of Union Square. SCAT’s mission is to provide a public access media center that enables a vibrant, diverse, and evolving community to express its creativity, explain its ideas, share its cultures, and embrace the individual’s right to freedom of speech. SCAT supports and promotes television and other multimedia productions with community-driven content through education and training, facilities and equipment, and production assistance. Through SCAT, Somerville becomes a stronger, better informed, and a more open community.

Questions: If SCAT were to be relocated, what would be some of the possible uses of the building? How could the facility help support economic activity in Union Square?

E6 Kiley Barrel



Kiley Barrel is a city-owned Y-shaped vacant parcel located on the corner of Somerville Ave and Prospect St, extending back behind Somerville Ave along Bennett Street. . (The city-owned parking lot on the corner of Somerville and Prospect is not technically part of Kiley Barrel). This land, originally part of the old Clark Bennett Estate in the 1800’s, has most recently been designated as a 43D, or a priority development site, thus making it eligible for state funding for development and environmental clean-up, already in progress. This

site will be part of the RFP for Union Square parcel dispositions. (Left: Kiley Barrel as currently viewed)

E7 The Mid-Nite Convenience Store – 14-15 Union Square (1845)

The oldest structure in Union Square, this Greek revival building once had a side porch and an attic window with shutters. In October 1860, Queen Victoria’s son, later to be King Edward VII, rode through the Square, passing this building on his way back to Boston from a gala reception at Harvard College.

E8 Union Square Streetscape Improvements



(Left: Street art in Union Square)

Union Square Main Streets successfully advised and supported ArtsUnion on the selection, placement and installation of artist-created street furniture, and consulted with City planners on the selection of streetscape elements such as bus shelters and the reconstruction of Somerville Avenue. The mural project initiated mural creation for a fence behind 90 Union Square, secured five sponsors and recruited skilled artists. The Main Streets organization has also been instrumental in promoting and assisting with area storefront and façade improvements.

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E 10 Old Bow Street Police Station – 50 Bow Street (1874)

The old police station was one of the first projects taken on by the newly chartered City of Somerville in the 1870's. The station, originally designed by architect G.H. Clough, indicates a High Victorian Gothic Style in the entrance arch and through the use of contrasting colors (red brick and light granite). Some Second Empire Style influences can be seen in the string-coursed granite sills



on the second floor and the now- reconstructed mansard roof that forms a fourth story. The brick articulated as pilasters at corners and at intervals, and there is some corbelling and detailed brickwork below the eaves.

Renovations to the former police station began in 2004, by Urbanica, a restoration firm who purchased the building for \$750,000. The station had not been used as a public facility for more than 50 years and had fallen into substantial disrepair. The Board of Alderman declared the property

surplus in February of 2003. The City solicited input on the building's future from residents, business owners, and elected officials over a two- year period. The building now houses 14 condominiums and embodies the vision for revitalizing Union Square by increasing the affordable housing stock. Prior to building, annual tax revenue was estimated at \$53,000/year.

E 11 Stone Place Park

Located behind the Independent in Union Square, Stone Place Park is a 0.12-acre open space that was renovated between May and October 2007. Renovations were funded through CDBG. The space represents one of the city's smaller parks but one that has been transformed into a truly unique open area. Prior to renovation the area was largely underutilized. Now it has great potential for many uses – from child play spaces to adult use – and represents a positive change for the Union Square neighborhood to bring residents together.

E 12 CAAS Building – 66-70 Union Square

The Community Action Agency of Somerville (CAAS), a private nonprofit agency that incorporated in 1981, is the legally designated antipoverty agency for Somerville. It is part of state, regional, and national networks of community action agencies. The mission of CAAS is to reduce poverty among local families and individuals while working to counteract, and whenever possible, eliminate the societal conditions that cause poverty. In 1996, the Advocacy Program developed the Eviction Prevention Project to provide assistance to Somerville tenants who are facing eviction and are unable to obtain the services of an attorney. It is the goal of CAAS to help tenants maintain and improve the conditions of their present housing situation. Clients are assigned to one of three advocates who speak English, Haitian Creole, or Spanish, and who are thoroughly trained and experienced in the eviction process.

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HEADING OUT OF UNION SQUARE

E 13 Allen Street Community Garden



(Above: Allen Street Community Garden BEFORE (left) and AFTER (right))

For Somerville residents who have little or no space to garden at home, a plot in one of the city's eight Community Gardens may be the answer. Gardeners are provided a plot, the use of community gardening tools, and free water supplied by the City. Each Community Garden and Pocket Park offers a small oasis of green in our crowded city and a chance to get to know others in the community. Allen Community Gardens are a 2007 addition to the Somerville garden community.

E 14 Walnut Street Center – 35 Charlestown Street

The mission of the Walnut Street Center is to empower adults who have developmental disabilities to make meaningful life choices. The agency accomplishes this mission by offering a variety of support services that provide opportunities to live, work, volunteer and socialize in the community. The agency was founded in 1970 by parents who wanted supports for their children, and other adults who had similar needs in their community. The Walnut Street Center now provides services to people who live in the communities of Somerville, Cambridge and Arlington. The Walnut Street Center's community-based services include day and employment training programs, residential and respite programs, social service and clinical supports and specialized services including assisted living, Alzheimer's and day habilitation programs. The goal of all of these services is to provide the resources and support that will enable the people we serve to live rewarding and productive lives in the community.

E 15 Linden Street Affordable Rental Housing

This project includes 36 two-to-three bedroom affordable rental-housing units. It was built as a low-income housing tax credit project and is owned by SCC. This was built in 2002-2003.
(Right: Linden Street Apartments)



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E 16 Boynton Yards

Boynton Yards is Somerville's most southern industrial area, located just north of the Somerville/Cambridge border, with immediate access to Cambridge and Boston. Over the past ten years, the City working through the Somerville Redevelopment Authority (SRA) and SPCD has used \$12 million in federal funds to redevelop the Boynton Yards industrial district. The former meatpacking and rail yard district has been transformed into a modern business park with telecommunication, distribution and office uses. Within the overall 80 acre Boynton Yards Revitalization Area, a 10-acre core area was identified as Phase I, which then became the focus of a major urban renewal project. Businesses such as RCN, DHL, Verizon and Members Plus Credit Union located in the area as a result of this revitalization effort. New roadways were constructed to provide modern access to the industrial park. Collectively, these new buildings represent \$4,163,666 in new commercial valuation, resulting in \$97,513 in new local tax revenues. More than 500 jobs have been created due to the urban renewal project. As a result of the revitalization of the 10 acres core area, adjacent properties have been slated for redevelopment through private initiatives.

(Above: Boynton Yards)



E 19 Dr. Albert F. Argenziano School – reopened in September 2007

Although only thirty years old, the Lincoln Park facility had a recent history of structural problems, and was regarded by education experts as an obsolete and limited design. After having been accepted to the State's waiting list of approved school construction projects in 2002, the project was left on hold due a lack of state funding until July of 2004 when new authorizing legislation allowed Somerville to resume design and construction work on Lincoln Park. The City awarded a contract for the demolition of the existing school to Testa Corporation of Lynn in the amount of \$1,470,975. As required by city, state, and federal regulations, Testa and Superior Abatement Corp. began asbestos removal from the school's interior in early October of 2005. Any items containing asbestos, including floor tiles, window caulking and roof flashing, were all removed and disposed of properly.

Completed in 2007, the new school houses improvements such as upgraded classrooms, a gymnasium, a multipurpose cafetorium, a state-of-the-art library and a computer center.

E 20 Perry Park



(Left: Perry Park in bloom)

Most of the City of Somerville's parks were converted to open space from land previously occupied by schools, factories, houses, or commercial institutions. Perry Park was the location of the old Perry School and while it has been a park since 1974, it wasn't until its recent renovation that its full potential was recognized. Perry Park is approximately one acre in size and is now recognized as one of the most attractive green spaces in

SOMERVILLE TOUR – AREA AND SITE GUIDE

the city. Whereas the earlier park was dominated by endless asphalt paving, this 2007 renovation features rolling lawns, stone walls, large caliper trees, an open plaza on the sidewalk and new lighting and play features that attract both new and long time residents to the park. In addition to fulfilling the 2003-2007 renovation schedule, the City also made good on its two top strategic priorities: an Open Space Committee was established in 2007 and additional funding was secured to hire staff and support resources to meet goals and objectives.

E 21 Milk Row Cemetery: (1804)

The Milk Row Cemetery, the first and only pre-20th century burial ground in Somerville was created on land sold by Samuel Tufts to Timothy Tufts and others. The Civil War monument that lies here was erected in 1863 and is said to be the first in the nation erected by citizens. This cemetery was used infrequently after the Mount Auburn Cemetery opened in Cambridge in 1832.



Two State grants have shown recent attention on the Milk Row Cemetery: one in 2002 from the DCR to create a Preservation Master Plan, and one in 2006 from the Mass Historical Commission to execute the plan. Phase I calls for conservation of the grave markers and Civil War Monument while the next phase will repair and replace the iron fences where necessary.

Somerville's first school stood at the eastern corner of the lot from 1796 until 1849.

E 22 Conway Park – 538-574 Somerville Ave (reclaiming of a brown field)



Nominated as a 'Great Place' by New York's Project for Public Spaces, Conway Park is a reclaimed brownfield site that was originally home to a notorious smelting company with a 50-year history of egregious environmental pollution and worker safety violations. In 1996, the City acquired the site, demolished the smelting buildings and had the toxins removed from the soil. Reclaiming this brownfield site for park use dramatically changed the character of this working class neighborhood. It also added an acre of open space to the original 4.6-acre park.

Strikingly transformed, the new park and its renovated portion provide many amenities that this neighborhood once lacked. It boasts the only city-owned multi-use field, new basketball and street hockey courts, swings, the "super-high" slide that all the kids at the community meetings requested, a Bosque covered "café" picnic area which hosts family picnics, a subsidized summer lunch program and a circular plaza enclosed by a gracious seating wall and highlighted by a "pond" area with leaf

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prints and little bronze "critters". Soon a "Pond" Project will provide a tree identification and education program based on the trees planted throughout the park and the leaves on the "pond" bottom.

Among Conway Park's greatest assets are its high visibility and easy access, comfort and image, uses and activities, and sociability.

E 23 Round House – 25 Atherton Street (1856)

(Right: Round House) Enough Robinson built this spectacular house between 1853 and 1857. The structure was unique and the only one of its kind as its walls are made of planks sawed in diameter circles and nailed one above the other. The rooms of the house are laid out in round, oval and radiating shapes. The oval parlor is twenty-four feet long, by fifteen feet wide. Leading upward from the entry way is a spiral stairway. On the second floor are seven chambers, all opening into a rotunda, thirteen feet in diameter, beneath the central skylight. Members of the Robinson family originally occupied the home.



E 24 Somerville Avenue Street Improvements

The Somerville Avenue Street Improvement effort is a three-year construction project that began in Spring 2007 and includes safety and traffic operational improvements, utility improvements, streetscape improvements and roadway lighting. Specific enhancements include sidewalk reconstruction and curb extensions, improved bicycle accommodations, upgraded signage and roadway pavement markings, new signalized intersections, installation of a new 66" storm drain line, renovation of a sewer line, new roadway and pedestrian lighting, new street trees and landscaping, brick-accented sidewalks and new benches. Total project cost is estimated at \$20 million in federal, state and city funds. The project is a collaborative effort between the City, Somerville Ave Advisory Committee, the Mass Highway Dept and project design and construction companies (P. Gioioso and Sons, Inc. and Design Consultants, Inc.).

Questions: How can the significant investment in infrastructure along Somerville Avenue be used as a catalyst for economic development along the street? What are some of the possible land uses that could occur between Somerville Avenue and the railroad right-of-way? What should the density and height be?

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IN AND AROUND DAVIS SQUARE AND WEST SOMERVILLE

Area Introduction

Davis Square – A “hip” place to live... Davis Square is located around the intersection of Holland Street, Dover Street, Day Street, Elm Street, Highland Avenue, and College Avenue, but is often more broadly used to refer to the neighborhood that centers on the square. It is the district located most closely to Tufts University so is popular among students, giving the area beatnik flair. The T built a Red Line stop in Davis Square in the mid-80's, spurring significant street improvements and boosting the area's status as a residential and commercial center.

Davis Square is an eclectic mix of coffee shops, restaurants, boutiques and cultural and outdoor venues including the Somerville Community Path which runs right through the middle of the square on a former rail line. Better-known establishments include The Somerville Theater, Johnny D's Uptown Music Club, Red Bones BBQ and JP Lick's ice cream. Davis Square is also home to the Somerville Arts Council's ArtBeat festival, which takes place each summer in July, and a host of street musicians who descend in the warmer months.

In 1997, Davis Square was listed by the Utne Reader as one of the fifteen "hippest places to live" in the United States, and in 2005, The Boston Globe reported that for the first time, a condo had sold in the area for over \$1M, a milestone change for a neighborhood that had once been known for being more affordable.

Today, Davis Square is a mix of old and new, with shops, services and restaurants catering to long-time residents as well as students and a “yuppie” crowd.

F1 343 Summer Street Special Permit

In 2002, the ZBA approved a Special Permit with Site Plan Approval at 343 Summer Street. This included 3 ½ to 4-story building with 14 condominium units and underground parking. Nearby property owners sued the developer, but recently lost the litigation. However, in the interim, the Board of Aldermen rezoned the property to RA, which is the lowest density residential zone in the city.

One of the conditions for development was that the Applicant submit documentation for an easement for a fire lane across the adjacent Dilboy Post parking lot. The Applicant has been unable to establish the fire lane as shown in the plan due to a street tree that obstructs access, and the Superintendent of Highways denied a request to remove the tree. The Applicant is therefore requesting approval of a relocated fire lane; however, the concerns are the accessibility of the fire lane from Cutter Ave and the protection of the easement in perpetuity with change in ownership.

Abutters remain concerned about the density of development and its potential impacts on their quality of life. The Zoning Board of Appeals is considering the relocation of the fire lane.

Questions: How can abutters concerns be balanced with the property rights of the developer? What improvements to the permitting process can help alleviate community concerns?

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F2 Davis Square T-stop – (completed in 1984)

The Davis Square T Station, located on the Red Line, is Somerville's one and only rapid-transit stop. Completed in 1984, the station was instrumental in revitalizing Davis Square, which suffered economic decline after WWII.

In 1977, while the Red Line Extension was in the planning stage, the Somerville Office of Planning and Community Development (OPCD) and the Metropolitan Area Planning Council put together the first Davis Square urban design and business study. That same year, the Davis Square Task Force was formed comprised of local business owners, residents and local officials, to act as a citizens' advisory committee regarding the revitalization plans and to address a major concern that was dividing the community; the type and extent of development. One faction was pushing for a major redevelopment project that would have included the creation of an indoor shopping mall, while many local residents favored minimal change to the neighborhood. The OPCD commissioned outside consultants to study potential land use, including offices and retail, traffic and parking. Along with input from the Task Force, the studies resulted in the Davis Square Action Plan, adopted in 1982. The primary goal of the Plan was to use the new Red Line Station as a cornerstone for redevelopment, strengthening Davis Square as a viable shopping district while preserving the residential character of the neighborhood.

The City of Somerville and the Davis Square Task Force initiated many projects to accompany the Red Line extension, using the redevelopment, especially of empty parcels, to build the type of community that they had envisioned:

- Streetscape improvements with funds from the Federal Highway Administration's Urban Systems Program, including street reconstruction, sidewalk widening, new lighting, fences and planting.
- The renovation of Kenney Park at the corner of Grove Street and Highland Ave.
- Storefront and facade improvements with a grant from the City's Community Development Block Grant entitlement. With the grant, the City paid for one-half of the facade work on eligible properties and provided design assistance through the OPCD landmark constitutional decision allowing the removal of all billboards from Davis Square, initially, and then from the City of Somerville as a whole. In 1995, a local bank established its own Storefront Improvement Program, available to Davis Square businesses.
- Designation of Davis Square as a Commercial Area Revitalization District (CARD) which allowed major commercial developments to use Industrial Revenue Bond (IRB) financing through the Massachusetts Industrial Finance Agency (MIFA). With IRB financing, the owners of the Errico building were able to renovate 6,000 square feet of retail and office space and add 12,000 square feet of new space.
- The construction of additional public parking, in small lots, throughout the Davis Square area.
- The construction of the Ciampa Manor Elderly Housing development on College Avenue. (Local residents favored residential over commercial development at this prime site, a gateway to Davis Square.)
- Planning and site development for the Buena Vista project, a \$10 million, 100,000 square foot office and retail complex that includes a public parking structure. An Urban

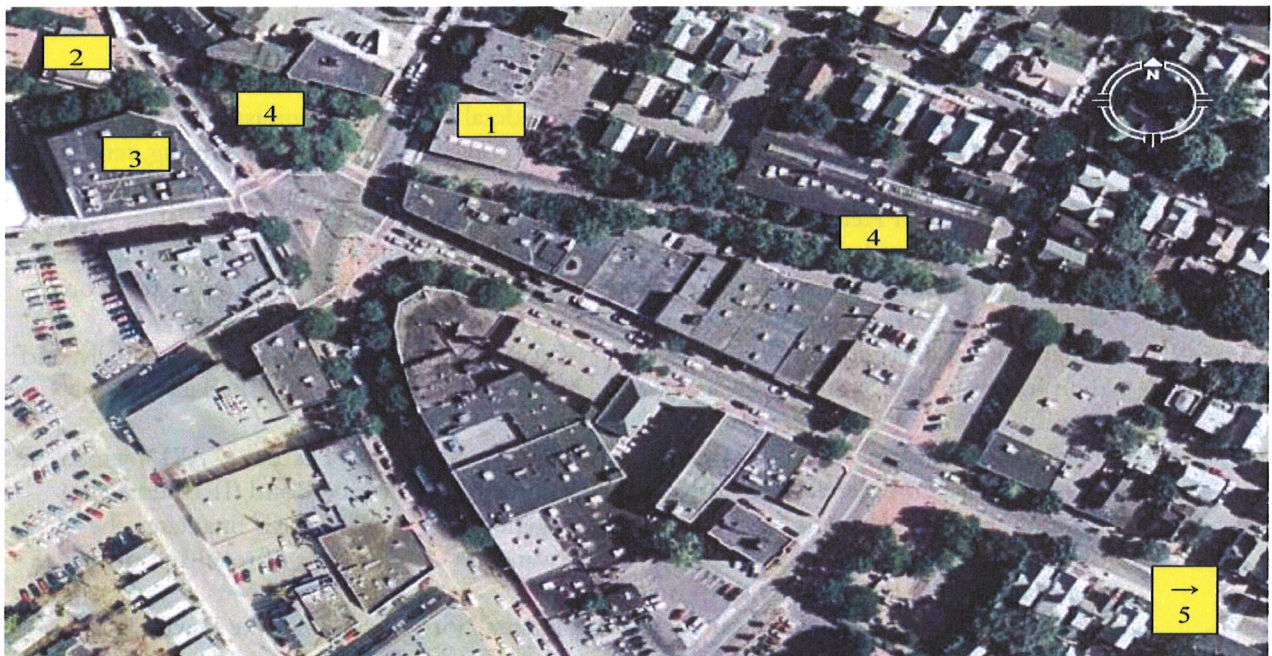
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Development Action Grant (UDAG) provided \$1.7 million toward the initial development costs. This project was completed in 1991.

- Streetscape improvements surrounding the Davis Square Station, designed to enhance the pedestrian access to the station and local businesses, and to slow traffic, while giving the commercial area a more coherent appearance.

The MBTA developed the plaza linking the two station entrance buildings, built on an old railroad right-of-way, and continued a greenway along the right-of-way as far as Alewife. The plaza serves as the Center of Davis Square, providing a gathering place and a center for activities and outdoor entertainment. The MBTA's Red Line extension qualified it to receive state percent-for-art moneys. One percent of the cost of constructing the new head houses was used to commission the figurative sculptures, some representing local citizens, which adorn the plaza. In addition, tiles designed by neighborhood children were installed in the station and a large sculpture was commissioned to hang over the tracks. The public art projects fit in with the City's goal of creating a community place; a place where residents could feel a sense of ownership. The Davis Square Task Force fought long and hard to keep Davis Square pedestrian-oriented, even helping to defeat a mayor who favored large-scale commercial redevelopment of the area and the construction of large parking structures.

MAP OF DAVIS SQUARE



Sites of interest in Davis Square

- | | |
|--|--------------------|
| 1. Davis Square T Station (Red Line) | 4. Community Path |
| 2. Davis Square T Station and Seven Hills Park | 5. Rosebud's Diner |
| 3. Somerville Theatre | |

SOMERVILLE TOUR – AREA AND SITE GUIDE

F3 Seven Hills Park



The seven hills of Somerville are its most defining topographical characteristic on which much of the City's vibrant history has unfolded. The seven hills include: Central Hill, Mount Benedict or Plowed Hill, Cobble Hill, Prospect Hill or Mount Pisgah, Spring Hill, Winter Hill, Walnut Hill, and Strawberry Hill or Clarendon Hill. Seven Hills Park, located adjacent to the Community Path, behind the T Station entrance on Holland Street is home to Somerville's SomerMovie Fest and other cultural fairs and community events.

(Above: Somerville Craft Fair in Seven Hills Park)

F4 Community Path

The Linear Park Community Path extends ½ mile from the Cambridge line through Davis Square to Cedar Street. Five hundred people an hour use the Path to access the Davis Square station during rush hour. The bicycle path connects Davis Square to the towns of Arlington and Lexington, and bus stops used by the MBTA and the Tufts University van service connect local residents to the subway line. The subway station is also within walking distance of the large Alewife Station parking garage.

The City recently received a donation of 1.5 acres of land from the Cambridge Health Alliance that will allow the Path to be extended from its current terminus at Cedar Street to Central Street. The City has used CDBG funds to leverage a \$200,000 federal EPA Brownfields Grant and a \$192,000 Urban Self-Help Grant to help fund this extension. Work on the Path also helped Somerville leverage a \$250,000 grant from the Active Living by Design Program run by the Robert Wood Johnson Foundation.



The City hired an engineering firm to develop a 25% design of the Cedar to Central extension and a 100% design of the extension and park being constructed on the former CHA land. The same firm also completed an engineering feasibility study showing the best-proposed route of the extension from School Street to North Point along the Green Line Extension.

The existing Somerville Community Path needs to extend another 2.5 miles to connect to more areas within the City and to adjoining communities. Path extensions will increase transit use and physical activity while at the same time helping to decrease air pollution and congestion. The extensions must be coordinated with the design of the Green Line.

F5 Rosebud Diner – 381 Summer St (1935)



A Davis Square staple! One of only three diners left in Somerville, the current owner won a Preservation Award from the SHPC in 1996 after restoring

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Rosebud's earlier in the '90's. The restaurant's food and ambiance make it a popular destination in Davis Square.

F6 Somerville Theatre - 49-55 Davis Square (1912-1914)

Built in the Neo Classical Revival Style, the Somerville Theatre was originally built for silent movies in conjunction with vaudeville shows. Major restoration took place in the mid 1990's that added new smaller cinemas but kept the original large auditorium, perfect for live concerts. The restoration won a Preservation Award from the SHPC in 1997 and is a centerpiece of Davis Square revitalization.



Today, operated by F.E.I. Theatres, the Somerville Theatre continues to entertain locals with five screens of second run films and regular music and stage performances. It struggles to compete with the giant chain theaters and the local non-profit art-houses, remaining, with its sister theatre, the Capitol (in Arlington, MA), among the last of the neighborhood theatres that aren't a charity. The Somerville Theatre still offers an inexpensive ticket, lower food prices, fresher popcorn (with real butter if you want it) and a funky charm that bigger theaters cannot offer.

F7 West Branch Library – 40 College Ave (1909)

Closely resembling a building by the well-known Renaissance architect Palladio, this library is a prime example of the Roman Revival style of the Beaux Arts period. The design by McLean & Wright, a Boston-based firm, was chosen from 35 submissions for the building. Andrew Carnegie, the Pittsburgh steel magnate, donated the entire \$25,000 for the library's construction. It was part of his "Greek Temples of Learning" project, an investment he made in honor of his own childhood access to books, to which he credits his success. Sam Walter Foss, a renowned local poet and head librarian, was instrumental in securing this money for the new library for West Somerville. The City undertook extensive stabilization work on the exterior and selective restoration work on the interior in 2003-4 through a grant from the Massachusetts Historical Commission. This project helped to recreate the building's original turn of the century grandeur and architectural beauty. A needs assessment for further improvements is presently underway.

F8 Nathan Tufts Park (1895), Field House (1935) and Powder House (1703)

The most distinct antique ruin in the State of Massachusetts, Powder House was actually built in 1703 or 1704 and used as a windmill until 1747. It was bought from a French Huguenot refugee by the Province of Massachusetts and next used as a place to store gunpowder – first for the British Army and then for the Colonial Militia. In 1774, General Gage infamously stole all of the gunpowder in the structure, an event that sparked the American Revolution.

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The Tufts family later bought the land, thus explaining the official name of the parkland. In the 1870's, a pickle and condiment company used the thick stone structure to store its aptly named "Old Powder House Brand" pickles. In 1892, the Tufts family sold the land to the City of Somerville for \$1 for use as a park.

In 1935-36, as part of a WPA Project, the Field House was built using stones from the recently demolished Highland Railroad Station on Lexington Avenue. Used by the City for many purposes, it is now available for public use by petition. Since 1975, the Park and its structures have been listed on the National Register of Historic Places. After the City undertook extensive rehabilitation and restoration work from 2001- 2005, Nathan Tufts Park (locally known as "Powderhouse Park") has been honored with two awards: a "2004 Preservation Award" from the Massachusetts Historical Commission, and a "2005 Olmsted Award" from Preservation MASS for outstanding leadership in Landscape Preservation.

F9 Tufts University

Founded in 1852, Tufts University is one of the premier universities in the United States. Tufts enjoys a global reputation for academic excellence and for preparing students as leaders in a wide range of professions.

Recognized for its breadth of research, Tufts has extensive and highly regarded liberal arts, sciences and engineering programs that draw outstanding students from around the world with the highest academic achievement and standing.

Tufts employs 3,500 people, with 8,500 students coming from across the U.S. and over 100 other countries to attend classes on the university's three campuses in Massachusetts (Boston, Medford/Somerville and Grafton) and in Talloires, France. In addition, the university is affiliated with the School of the Museum of Fine Arts in Boston and with the New England Conservatory of Music.



F10 Dilboy Field

Home field for Somerville High School football, Dilboy Stadium's replacement was completed in September 2006 at a cost of \$7.9 million. The field had been closed since 2000. The replacement project included the demolition and removal of the existing stadium including the grandstand and track, construction of the 3,000-seat grandstand, a new running track and a new athletic field, site venues and support facilities.

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EN ROUTE BACK TO CITY HALL

Lyndell's – 720 Broadway

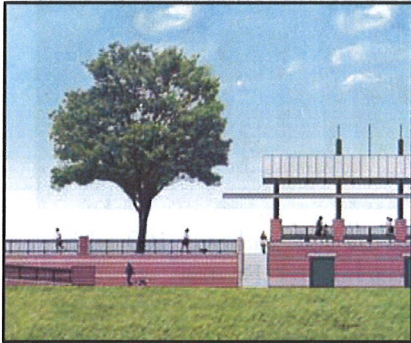
While not 'officially' on the tour, if you're hungry for a snack, park in Ball Square and treat yourself to something sweet at Lyndell's Bakery, one of Somerville's small but tasty treasures!

"Their new moon pastry is one of the most delicious things I've ever tasted. Light vanilla cake covered with a thick dollop of vanilla icing. It should be too sweet, but somehow it isn't."

"This is how a bakery should be. I love the old school atmosphere and super friendly service. Most of all I love their delicious desserts and low prices. Lyndell's, please don't ever change."

(Quotes from "Yelp" customer online reviews posting board)

G1 Trum Field – Broadway at Franey Road



Trum Field is handicapped accessible and contains two baseball fields, two basketball courts and a new tot lot. A new field house is currently under construction. Trum Field is home to Somerville's 4th of July fireworks celebration, nightly league baseball and softball, pick-up basketball, and even a bagpipe student who comes here at night to practice (at his wife and neighbors' prodding). Adjacent to the field are several City departments including the Inspectional Services Division of OSCP, the Department of Public Works, and the Water Department.

G2 Magoun Square

In October 2007, the City announced that the office of Massachusetts Highway Department approved Somerville's preliminary scope for a \$2.1-million Magoun Square upgrade project. The proposed project includes a full range of traffic, safety and roadway improvements. A public meeting scheduled by Mass Highway was held on December 3rd and gave interested residents and business owners the chance to review and comment on preliminary plans for the expanded project. In 2005, the City abandoned a half-million dollar improvement plan that outlined a reduced scope, favoring to work towards a more comprehensive plan with the state rather than merely an area "facelift".

G3 VNA Building – 259 Lowell Street: Brownfield redevelopment success story!

Occupied until the 1970's by the Hostess Baking Company, the 51,500 sq foot industrial building was subsequently taken over by mattress factories and left abandoned in 1995. The building fell into disrepair and became an eyesore for residents. There was little interest in developing this site due to fear of contamination. Fortune changed, however, in 1996 when Somerville was selected by the

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EPA as a Brownfield Pilot and received 1000,000 towards jump-starting the city's idle properties. What resulted was a \$14 million development program that brought 45 permanent jobs to the city.

