Downtown Brockton

Urban Revitalization Plan

Prepared pursuant to Mass. Gen. Laws Ch. 121B

Prepared for:

Mayor Bill Carpenter

Brockton Redevelopment Authority

City of Brockton Department of Planning and Economic Development

Supported by a Transformative Development Initiative grant from MassDevelopment and by the City of Brockton

By: A.G. Jennings, LLC
with Stantec

Proposed draft of March 8, 2016

Prepared for:

The Honorable Mayor Bill Carpenter

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Compliance checklist, requirements of Mass. Gen. Laws Ch. 121B and Regulations

- € Four copies of this Urban Revitalization Plan (one original and three copies).
- € Requisite Municipal Approvals (Appendix H). Evidence of a public hearing and the requisite municipal approvals specified in M.G.L. c. 121B, § 48 and 760 CMR 12.02.
- € Planning Board must find that the URP is based upon a local survey and conforms to a comprehensive plan for the locality as a whole. (MGL c.121B, § 48).
- € Public hearing notice to be sent to Massachusetts Historical Commission.
- € An opinion of legal counsel to the Brockton Redevelopment Authority certifying that the proposed Urban Revitalization Plan is in compliance with applicable laws.

Introduction and Overview

This Downtown Brockton Urban Renewal Plan, referred to in this document as an Urban Revitalization Plan, was prepared pursuant to Mass. Gen. Laws Ch. 121B and 760 CMR 12.00. It is submitted on behalf of the Brockton Redevelopment Authority (the "BRA") with their unanimous approval on January 6, 2016 to the Brockton City Council and the Massachusetts Department of Housing and Community Development ("DHCD") for approval and action.

If approved by the City of Brockton, this Urban Renewal Plan will be submitted to the Secretary of the Massachusetts Department of Housing and Community Development ("DHCD") for approval. Upon DHCD approval, the BRA will be authorized to proceed with implementation of this Urban Renewal Plan. Plan implementation is proposed to proceed in three phases, over the course of approximately ten years, with additional public actions identified for which the timing is not specifically programmed. These non-programmed public actions may proceed within the first ten years, after ten years, or may not occur because of future private development that may occur on the subject properties.

The City of Brockton, acting by and through the Brockton Redevelopment Authority, in accordance with the powers granted by Chapter 121B of the Massachusetts General Laws, as amended, and in recognition of the need to remove certain decadent conditions in the downtown section of the city, has caused this Urban Renewal Plan (URP) to be created for the 65.8 acre Urban Revitalization District, bounded to the west by Warren Avenue, to the north by Pleasant Street, to the east by Commercial Street and the railroad tracks, and to the south by West Elm Street and Crescent Street, as shown on the District Map, (Map 1-A).

The Brockton Downtown Urban Revitalization Plan proposes to build a strong, diverse, attractive downtown that can establish itself as a major economic force in the city and the metro south region. Redevelopment proposed pursuant to this URP will remove the decadent conditions that exist, and revitalize and stabilize the Urban Revitalization Area through a combination of strategic public action and incentives for private enterprise.

This Urban Revitalization Plan serves in part as an implementation mechanism for the strategies identified in the recently completed Brockton Downtown Action Strategy ("Action Strategy"), which identifies ways in which Brockton can attract new businesses and residents that contribute to the financial viability of the City, increase the vibrancy of downtown, and attract a broader socio-economic mix of residents and businesses.

A series of core action strategies are identified in that plan to accomplish this vision for the downtown:

- Increase residential density downtown to support economic revitalization
- Re-establish the feel of a vibrant downtown by increasing amenities.
- Continue to improve public safety and to boost the perception of safety.

- ◊ Continue efforts to create a Downtown Brockton Higher Educational Collaborative that will provide a seamless and supportive environment for high school completion, workforce-skills training; and degree programs.
- ◊ Encourage entertainment venues and cultural organizations to locate downtown.
- ◊ Promote diversity of community by helping ethnic restaurants, boutiques, and food stores to locate downtown.
- ◊ Actively target new small-business entrepreneurs such as co-working spaces, breweries and small-batch distilleries, maker spaces, and pop-up retail locations that create opportunities for entrepreneurs.
- ◊ Improve transportation connectivity, both within downtown and between downtown and the rest of Brockton.
- ◊ Upgrade downtown's infrastructure including sewer, water, drainage, electrical and high speed fiber.
- ◊ Launch a new marketing campaign for downtown.

The Action Strategy identifies a series of catalytic development projects – projects whose construction can encourage and inspire other projects and spread revitalization success throughout downtown in the first years following adoption of the Urban Revitalization Plan. In fact, it is anticipated that, drawing from Downtown Brockton's inherent locational strengths, and building on prior and ongoing downtown investment, the scale and quality of investment that can be realized through implementation of this URP will generate benefits for those who will invest – and for those who are already invested – in Downtown Brockton.

If the URP were to be fully implemented, it would bring well more than $100 million in private investment to several long underutilized and vacant sites. Because the City of Brockton has previously established a District Improvement Financing ("DIF") District in this location, this private investment would generate up to $81 million in available DIF funds over 30 years (including underlying District inflation), a portion of which would be put toward URP implementation. Construction of 631 new housing units permitted under the City's 40R Smart Growth Zoning District, adopted in 2007, would yield an additional $1,893,000 in 40R Density Bonus payments. Half of these 40R funds are identified as a funding source for URP implementation.

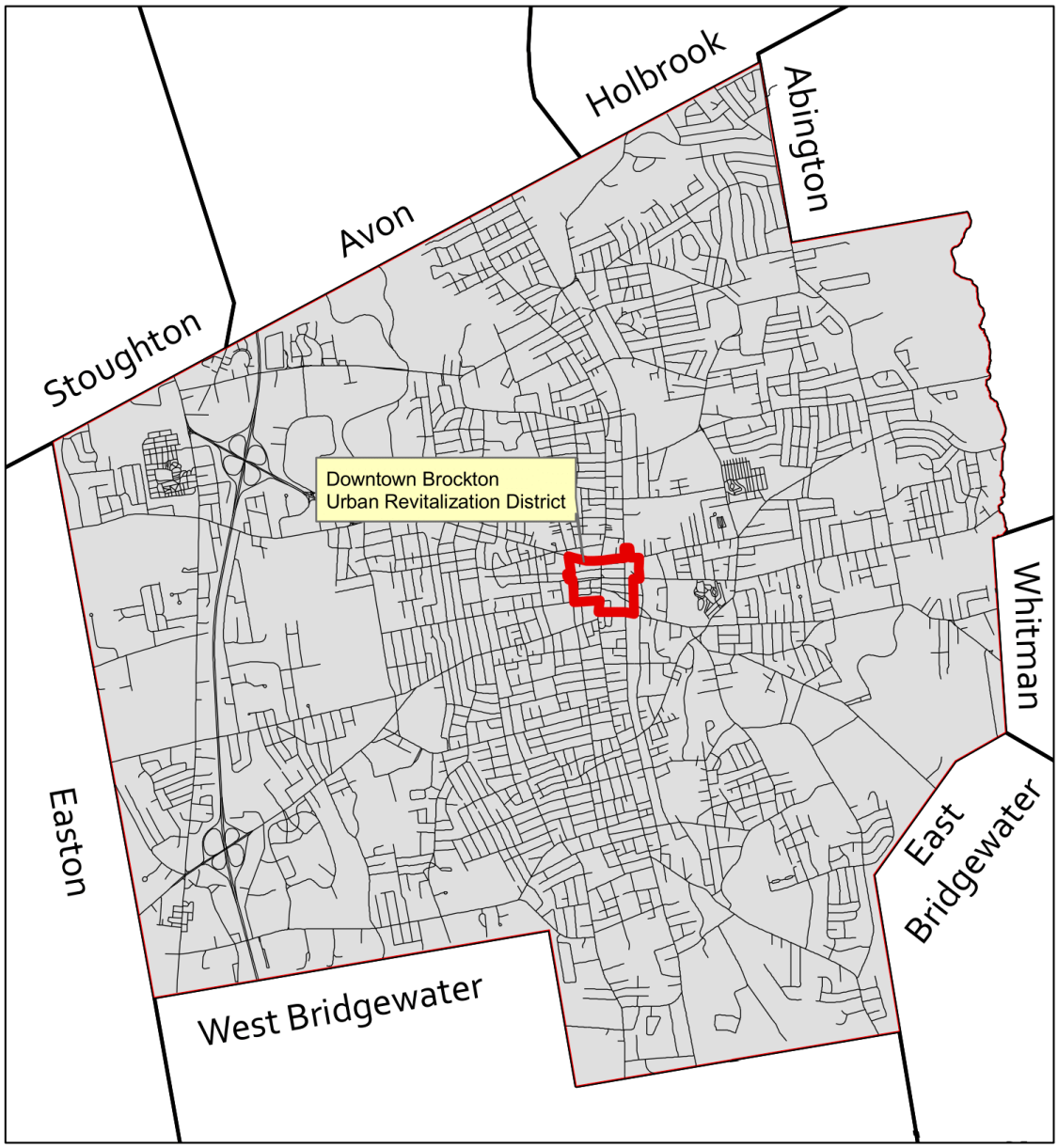
Section 12.02(5) describes the consistency of the URP with prior public plans, other regional plans and policies, as well as the Commonwealth's Sustainable Development Principles, and with the revitalization goals resulting from a public process involving the Brockton community.

There are no known impediments in the project area from wetlands, floodplains, hazardous wastes or soil conditions. Any unanticipated hazards that may be encountered during construction will be addressed properly and in full accordance with applicable laws and regulations.

Approval of the Downtown Brockton Urban Revitalization Plan will empower the BRA to take public actions in support redevelopment. Separate approval of a District Improvement Financing Program, anticipated to be taken up by the City Council concurrent with its consideration of this URP, will allocate future DIF Tax Increment resulting from new development and redevelopment toward public infrastructure improvements to the benefit of the City of Brockton and the Commonwealth of Massachusetts. Additional Public Actions will be supported by other revenue sources identified in the Financial Plan.

These development projects will bring new life and vitality to Brockton's downtown, and will have a transformative impact on the project area. To accomplish the necessary financing and land assembly, the success of this effort will require the authority granted by Mass. Gen. Laws Ch. 121B.

Brockton Urban Revitalization Plan
Map 1 Overview of Project Area



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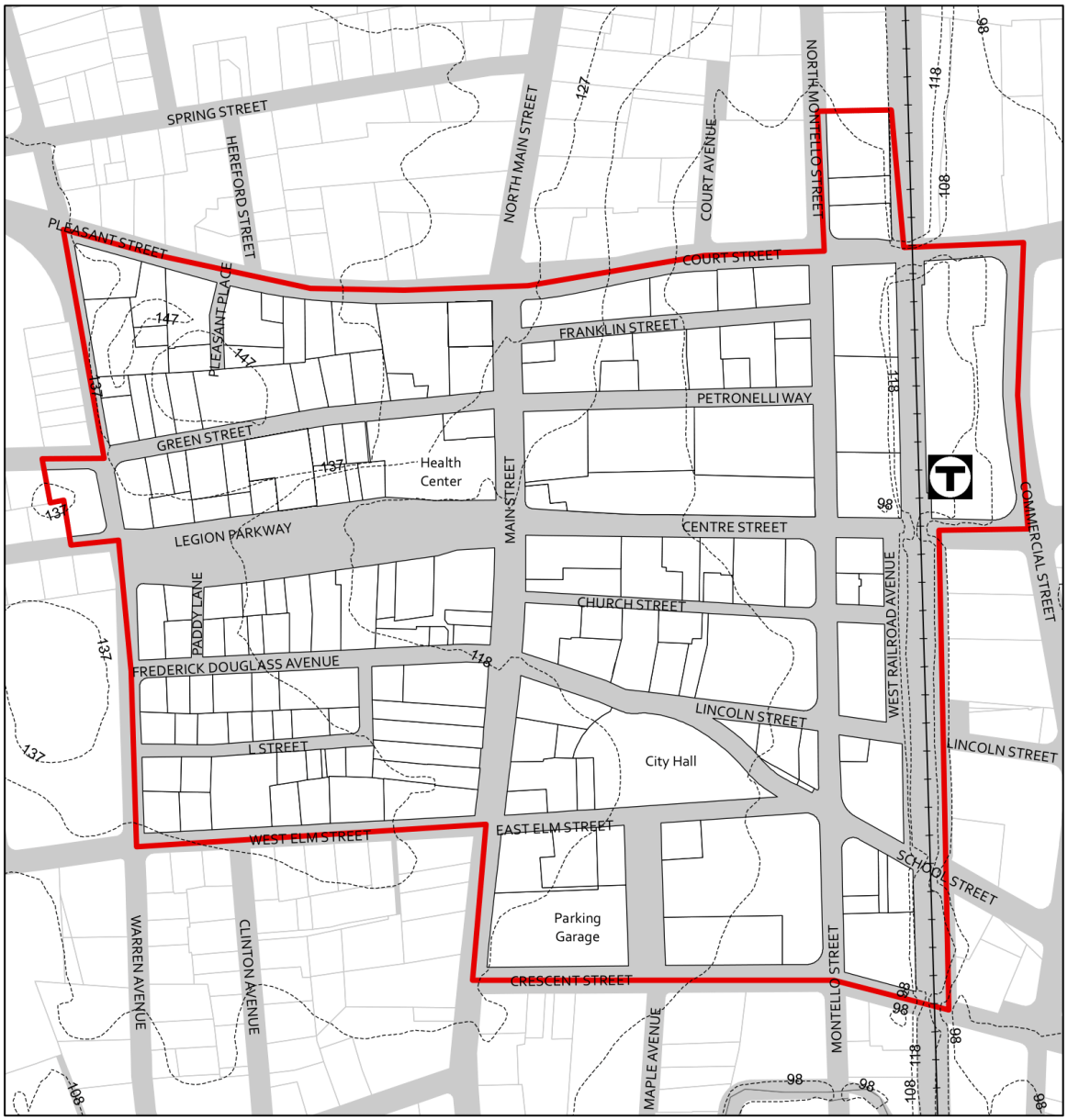
Urban Renewal Plan Locus
Map prepared for the City of Brockton, MassDevelopment and Stantec by David Streb, AICP; A. G. Jennings LLC.
Data source: MassGIS, City of Brockton

Believed accurate, but use for planning purposes only.
March 4, 2016

Map 1-A Boundaries and Topography Including Thoroughfares and Public Rights of Way - Existing



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Legend

Elevation

Urban Revitalization Area

Map in compliance with 760CMR 12.02:(1)(a) and (f)
Map prepared for the City of Brockton, MassDevelopment and Stantec by David Streb, AICP; A.G. Jennings LLC
Data source: City of Brockton and MassGIS

Believed accurate, but use for planning purposes only.
March 4, 2016

12.02 (1) Characteristics

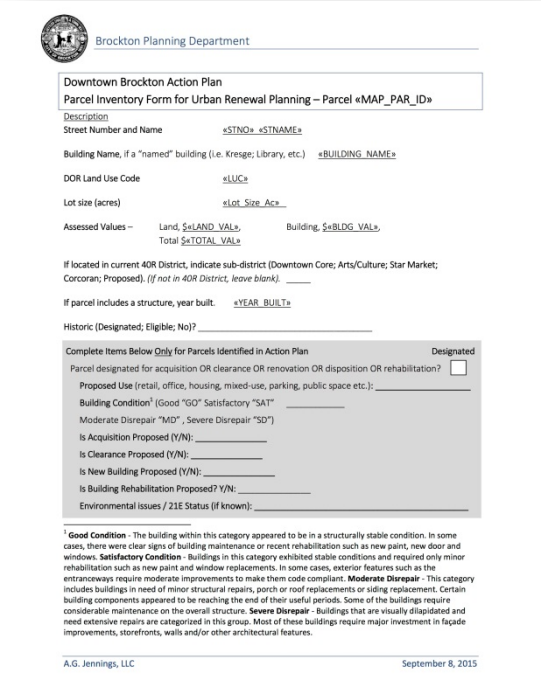
Downtown Brockton is proposed for designation as an Urban Revitalization District because it is believed that public action, as authorized through this Urban Revitalization Plan (URP), will allow for redevelopment on a scale and quality that would not happen by private actions alone.

Existing conditions in the proposed District include substantial areas of vacant and underutilized land, building vacancy and disrepair. The downtown area as a whole is characterized by a substantial percentage of paved area, including both on- and off-street parking and roadways. Within the overall District area of 65.8 acres, the area of off-street parking totals 16.98 acres, or 25.8% of the total land area within the District. (See Map 1-C). The area of paved area associated with roadways within the District is approximately 13.45 acres, or 20.4% of the total land area within the District.[1]

Taken together, off-street parking and paved roadways total more than 45% of the land area within the District. These characteristics contribute to a lack of perceived pedestrian comfort and amenity, and support a finding of decadence within the proposed District.

This URP proposes public actions including Brockton Redevelopment Authority acquisition of land and buildings, building demolition and spot clearance, land and building disposition, building renovation, and construction of public ways as more fully detailed herein.

The City has enacted several public policies to encourage private development in Downtown Brockton and to generate resources needed to



Brockton Planning Department

Downtown Brockton Action Plan
Parcel Inventory Form for Urban Renewal Planning – Parcel «MAP_PAR_ID»

Description

Street Number and Name «STNO» «STNAME»

Building Name, if a "named" building (i.e. Kresge; Library, etc.) «BUILDING_NAME»

DOR Land Use Code «LUC»

Lot size (acres) «Lot_Size_Ac»

Assessed Values – Land, $«LAND_VAL», Building, $«BLDG_VAL», Total $«TOTAL_VAL»

If located in current 40R District, indicate sub-district (Downtown Core; Arts/Culture; Star Market; Corcoran; Proposed). *(If not in 40R District, leave blank).* _____

If parcel includes a structure, year built. «YEAR_BUILT»

Historic (Designated; Eligible; No)? _____

Complete Items Below Only for Parcels Identified in Action Plan — Designated

Parcel designated for acquisition OR clearance OR renovation OR disposition OR rehabilitation? ☐

Proposed Use (retail, office, housing, mixed-use, parking, public space etc.): _____

Building Condition[1] (Good "GO" Satisfactory "SAT" _____
Moderate Disrepair "MD" , Severe Disrepair "SD")

Is Acquisition Proposed (Y/N): _____

Is Clearance Proposed (Y/N): _____

Is New Building Proposed (Y/N): _____

Is Building Rehabilitation Proposed? Y/N: _____

Environmental issues / 21E Status (if known): _____

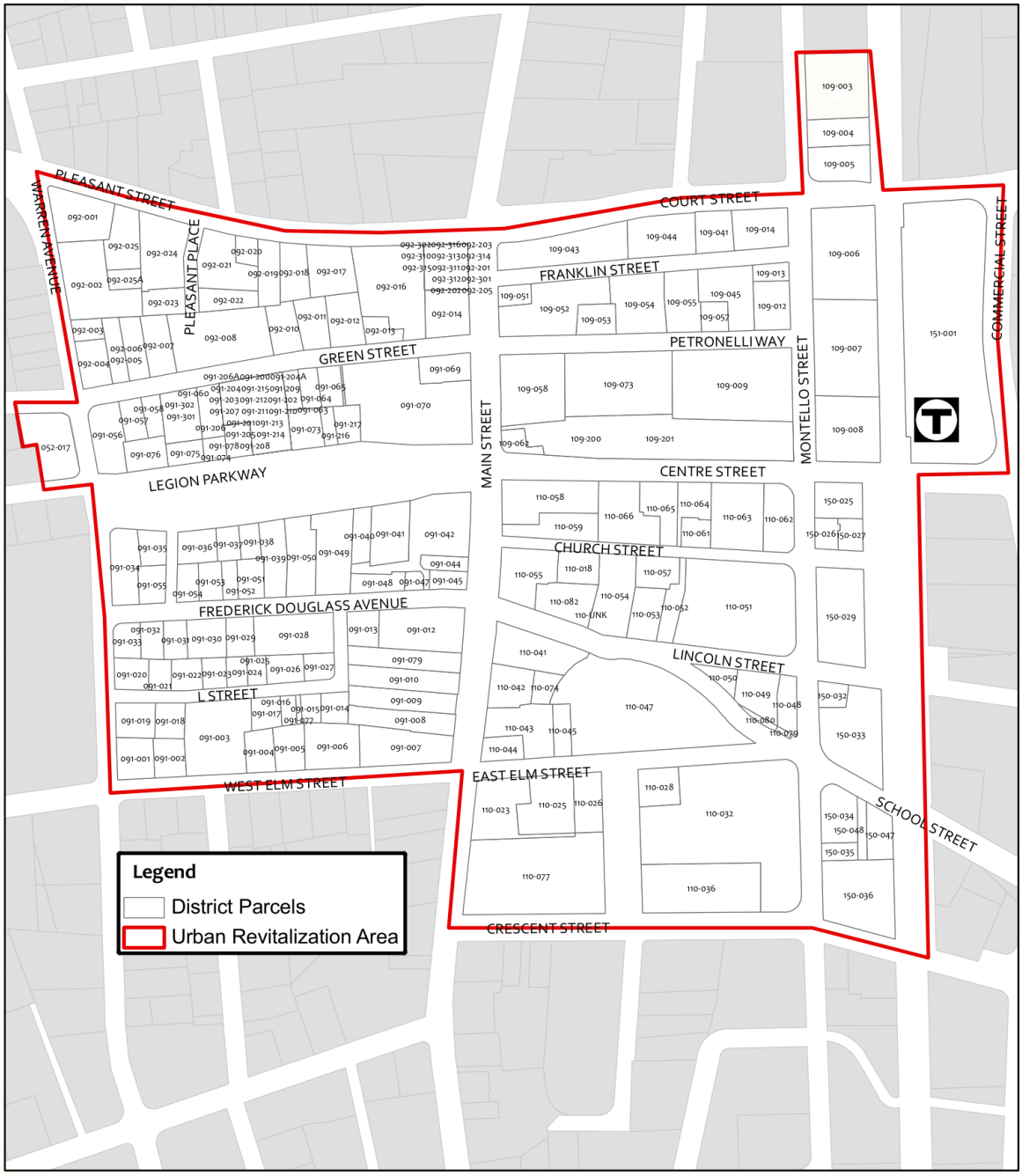
[1] **Good Condition** - The building within this category appeared to be in a structurally stable condition. In some cases, there were clear signs of building maintenance or recent rehabilitation such as new paint, new door and windows. **Satisfactory Condition** - Buildings in this category exhibited stable conditions and required only minor rehabilitation such as new paint and window replacements. In some cases, exterior features such as the entranceways require moderate improvements to make them code compliant. **Moderate Disrepair** - This category includes buildings in need of minor structural repairs, porch or roof replacements or siding replacement. Certain building components appeared to be reaching the end of their useful periods. Some of the buildings require considerable maintenance on the overall structure. **Severe Disrepair** - Buildings that are visually dilapidated and need extensive repairs are categorized in this group. Most of these buildings require major investment in façade improvements, storefronts, walls and/or other architectural features.

A.G. Jennings, LLC — September 8, 2015

[1] MassGIS data used to estimate paved area.
[2] Proposed phasing may vary based on market conditions, availability of project funding or other factors.
[3] Preliminary Market Assessment for Brockton CSX Rail Site. Prepared for the Metro South Chamber of Commerce by the UMass Donahue Institute. September 2013.
[4] "The department shall not approve any urban renewal plan unless the planning board established under the provisions of section seventy or eighty-one A of chapter forty-one for the city or town where the project is located has found and the department concurs in such finding or, if no planning board exists in such city or town, the department finds that the urban renewal plan is based upon a local survey and conforms to a comprehensive plan for the locality as a whole. The department shall likewise not approve any urban renewal plan unless it shall have found (a) the project area would not by private enterprise alone and without either government subsidy or the exercise of governmental powers be made available for urban renewal; (b) the proposed land uses and building requirements in the project area will afford maximum opportunity to privately financed urban renewal consistent with the sound needs of the locality as a whole;

support public investment in this location. In 2007, the City adopted 40R Smart Growth Zoning which provides as-of-right permitting of residential and mixed-use development with allowable densities of up to 100 units/acre. In 2014, the City Council approved creation of a Downtown Brockton Housing Development Incentive Program and Zone pursuant to the Commonwealth's Housing Development Incentive Program (HDIP). In 2015, the City Council approved creation of a District Improvement Financing (DIF) District which established the Original Assessed Values (as defined at Mass. Gen. Laws Ch. 40Q) within Downtown Brockton, and provides for capture of future DIF Tax Increment in support of downtown infrastructure and other investments.

Map 2-B Index of All Parcels



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Index map of Urban Revitalization District Parcels
Map prepared for the City of Brockton, MassDevelopment and Stantec by David Streb, AICP; A. G. Jennings LLC.
Data source: City of Brockton and MassGIS

Believed accurate, but use for planning purposes only.
March 4, 2016

Existing Conditions

The proposed Brockton Downtown Urban Revitalization District, illustrated on Map 1-A, is bounded to the west by Warren Avenue, to the north by Pleasant Street, to the east by Commercial Street and the MBTA Commuter Rail railroad right-of-way, and to the south by West Elm Street and Crescent Street. The District encompasses 65.8 acres in the center of Brockton's downtown. The area is heavily urbanized and fully developed, although some paved open space exists as a result of prior demolition. The topography is characterized by a gentle north-east to south-west slope, generally perceived as flat, as illustrated in Map 1-A.

The District is principally commercial or mixed commercial-residential, as can be seen in the Existing Land Use map (Map 1-D). The northwest portion of the district and the western perimeter include some aging residential properties. In the past ten years, a number of residential use buildings, including adaptive reuse of historic structures, have added new vitality to the downtown area. Renovated buildings include SoCo 1, SoCo 2 and Station Lofts, a 25-unit development in the Knight Building at 124 Montello Street which was the first significant project permitted under the City's 40R zoning.

The new residential and mixed-use Centre 50 and Enso Flats developments represent the first phase of the fully-permitted two-phase Enterprise Block Development. This development on Centre Street, with 233 units at buildout plus commercial development, represents the most significant new construction investment in in Downtown Brockton in a generation. The proposed District also includes several rooming houses along Warren Avenue and West Elm Street, and many civic and institutional uses including City Hall, the One Stop Employment Center operated by the UMass Donohue Institute, the offices and meeting space at Brockton's 21st Century, and the Metro South Chamber of Commerce. Civic institutions just outside of the District, and within walking distance, include the Courthouse, the Council on Aging's Senior Center, YMCA, the Brockton Public Library, and several schools.

As part of this planning process, a property inventory was

There has been significant new investment in Downtown Brockton in recent years including, to right (top to bottom) Enterprise Block (commercial), Brockton Neighborhood Health Center, and Centre 50 (mixed-use).

undertaken, and building condition forms including a photographic inventory was completed for every building within the proposed District. The criteria used for this evaluation included observed condition of exterior elements including siding, foundation, roof, chimney condition, windows and window trim, and in some cases by interior inspection. Building condition classification was based on assignment of each building to one of four categories based on DHCD guidance regarding the preparation of Urban Renewal Plans. Descriptions of each of the four categories are included on the following page, and were printed on the evaluation forms used to complete this inventory. Inventory forms for every building within the proposed District are available for inspection in the Brockton Planning Department. However, it should be noted that in some instances data has been updated within the databases informing these tables based on information that was not available at the time of preparation of the inventory forms in September 2015.

The building condition evaluation forms were completed based on visual inspection during site walks, review of property record cards maintained by the City Assessor, and review of records in the City Planning office including, for several properties within the proposed District, detailed building evaluations undertaken in recent years. The building condition evaluations recorded on the property inventory forms are illustrated by Figure 12.02(1) Proposed Downtown Brockton Urban Revitalization District Assessment of Building Conditions.

Figure 12.02(1). Proposed Downtown Brockton Revitalization District Assessment of Building Conditions

Map by: A.G. Jennings, LLC; David Streb.
Date: March 4, 2016
Sources: City of Brockton, MassGIS
For illustrative purposes only. No guarantee of accuracy is made.
A.G. JENNINGS, LLC

The building condition evaluations recorded on the property inventory forms are summarized on the following table "Downtown Brockton Urban Revitalization District, Building Conditions Summary."

Downtown Brockton Urban Revitalization District, Building Conditions Summary

		Bldg Area		Land Area	
Condition	**Parcels**	SF	%	Acres	%
Good	13	128,667	9%	3.65	9%
Satisfactory	85	901,728	64%	16.08	38%
Moderate Disrepair	38	202,795	14%	9.85	23%
Severe Disrepair	9	175,114	12%	1.50	4%
N/A (Vacant)	65	-	0%	11.70	27%
		1,408,304	100%	42.78	100%

Note: Building Condition Assessments based on URP guideline language below:

Good Condition - The building within this category appeared to be in a structurally stable condition. In some cases, there were clear signs of building maintenance or recent rehabilitation such as new paint, new door and windows.

Satisfactory Condition - Buildings in this category exhibited stable conditions and required only minor rehabilitation such as new paint and window replacements. In some cases, exterior features such as the entranceways require moderate improvements to make them code compliant.

Moderate Disrepair - This category includes buildings in need of minor structural repairs, porch or roof replacements or siding replacement. Certain building components appeared to be reaching the end of their useful periods. Some of the buildings require considerable maintenance on the overall structure.

Severe Disrepair - Buildings that are visually dilapidated and need extensive repairs are categorized in this group. Most of these buildings require major investment in façade improvements, storefronts, walls and/or other architectural features.

The District is the historical center of Brockton's commercial district, and retail uses remain, particularly on Main Street and Legion Parkway, although there are significantly fewer retail stores than in downtown's heyday 80 years ago. The area is unfortunately characterized by vacant storefronts (20 as of this writing), disinvestment and in some places abandonment.

Downtown Brockton includes a combination of larger scale commercial, office and industrial / warehousing uses, as well as several large surface parking lots. It is located immediately adjacent to both City Hall, and the Brockton Area Transit (BAT) Intermodal Center and MBTA commuter rail station (Middleborough/Lakeville line). Landscaping and public amenities in this

Sub-district are limited, and substantial investments in the public infrastructure including lighting, streetscape, and structured parking will help to make this a successful location for residential development.

A large percentage of the properties in the District are tax-exempt, either because they were taken by tax-title or because they represent churches, charitable institutions, or various levels of government. These exempt properties represent 42% of the total land area and 56% of the assessed value of all properties in the District. Properties taken by the city for non-payment of taxes represent a full 16% by area of all properties in the district, and these properties do not currently contribute to the municipal tax base. Their proposed disposition and redevelopment is essential for the fiscal health of the municipality, and will be accomplished through this Urban Revitalization Plan.

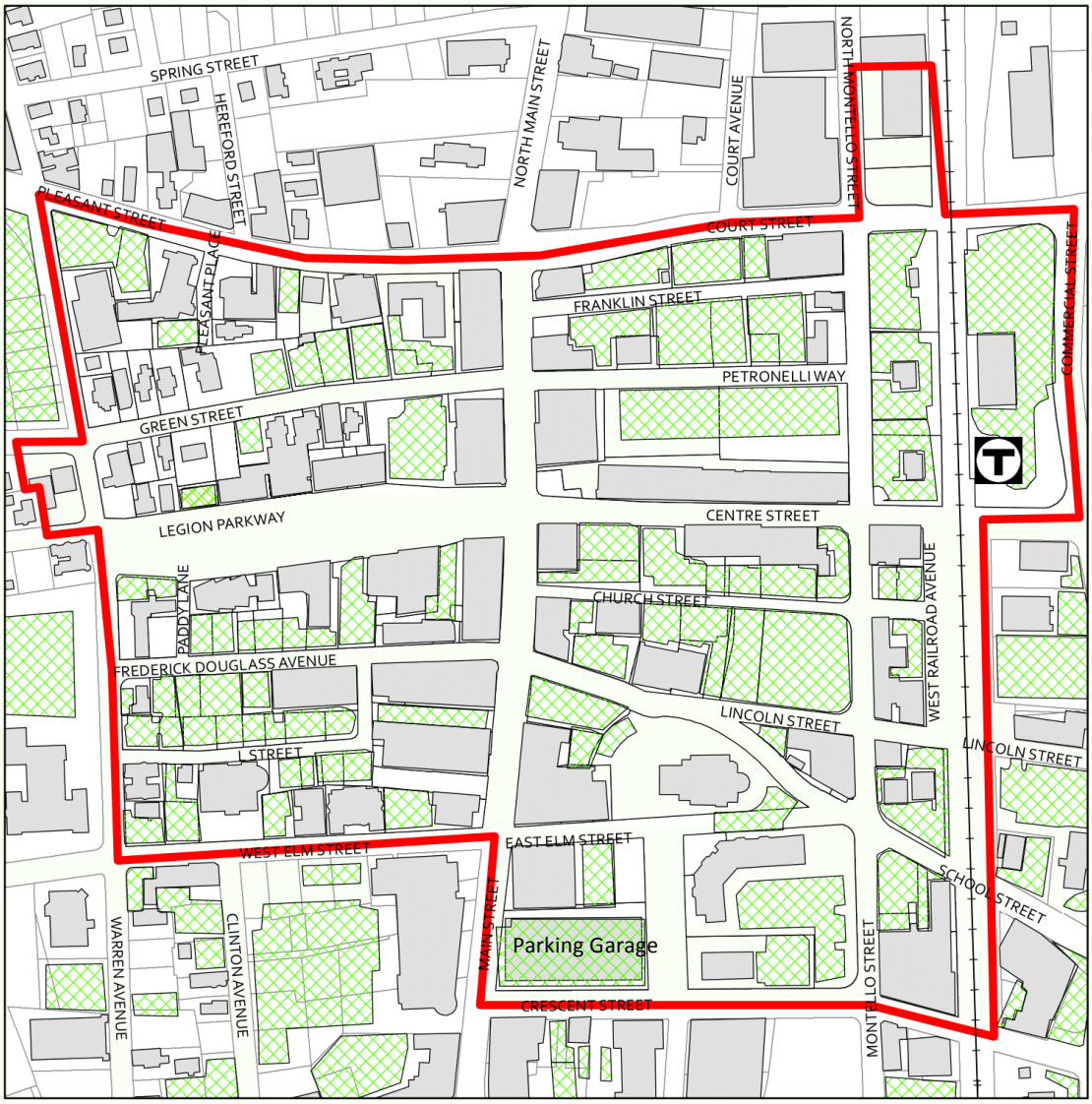
The Legion Parkway and Frederick Douglass Avenue area includes a diverse mix of building uses and scales, and includes some of the most attractive and distinctive architecture in Downtown Brockton. Legion Parkway is the primary east-west corridor in this part of downtown, and with a double-barrel boulevard layout is among the most distinctive pedestrian corridors in Downtown Brockton. This corridor includes existing retail and mixed-use development fronting on wide sidewalks with many curbside parking spaces. It is an excellent location for additional development of both housing and convenience retail outlets. The new Brockton Neighborhood Health Center, at the corner of Legion Parkway and Main Street, has become both a visual focal point and a center of activity in Downtown Brockton. Frederick Douglass Avenue, running parallel to Legion Parkway to the south, is proposed here as a location for a restaurant incubator and co-working space.

The neighborhoods on Green Street and Warren Avenue adjacent to the new Vicente's Market include both residential uses and a mix of smaller retail uses, with both stable retail uses and other vacant retail sites. The residential uses are typically two- to three-story single-family and two- to three- family homes.

Downtown Brockton does benefit from recent streetscape enhancements that were constructed following prior planning and design work in 2011. Sidewalks, brick pavers, lighting, seating, street trees and an enhanced public park at the corner of Main and Centre Streets have all enhanced the pedestrian environment in Downtown Brockton, although more work remains to be done. One funding source identified in this URP is the recent MassWorks award of $1.276M to support downtown streetscape improvements.

A list of all parcels in the proposed District is included in Appendix A. The list includes assessors parcel ID, address, current landowner(s) and mailing address, parcel acreage, and zoning.

Map 1-C Property Lines - Building Footprints and Off Street Parking Areas - Existing



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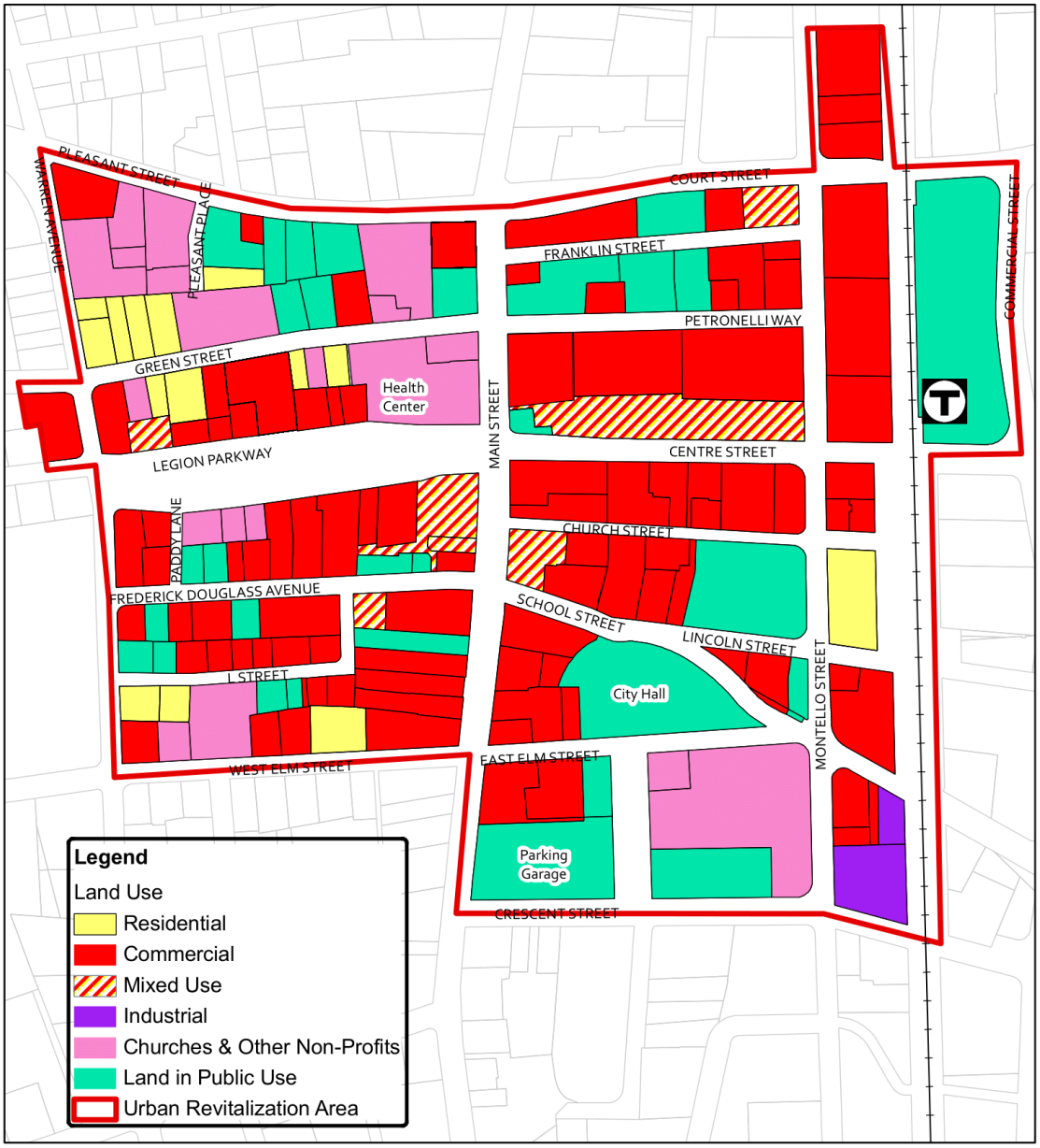
Legend

- Off-street Parking
- Building Footprints
- Urban Revitalization Area

Map in compliance with 760CMR 12.02(1)(c)
Map prepared for the City of Brockton, MassDevelopment and Stantec by David Streb AICP; A. G. Jennings LLC.
Data source: Nelson Nygaard, City of Brockton and MassGIS

Believed accurate, but use for planning purposes only.
March 4, 2016

Map 1-D Existing Land Use



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Map in compliance with 760CMR 12.02(1)(d)
Map prepared for the City of Brockton, MassDevelopment and Stantec by David Streb, AICP; A.G. Jennings LLC.
Data source: City of Brockton and MassGIS

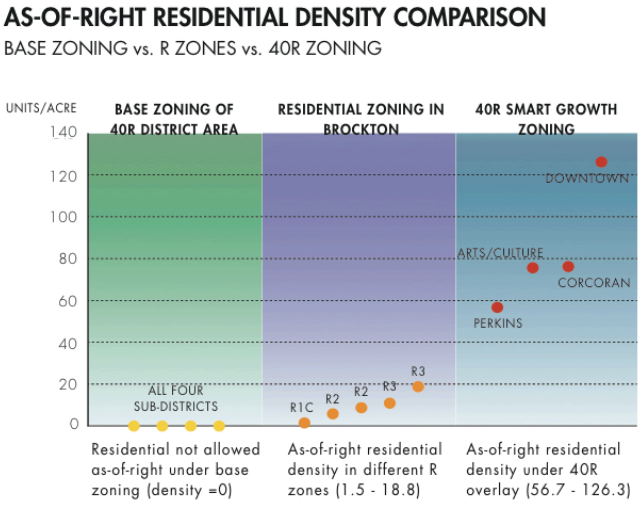
Believed accurate, but use for planning purposes only.
March 4, 2016

Current Zoning

The District contains land in three zoning districts (C-2, C-3 and I-2), and also includes three 40R Smart Growth Zoning Overlay Districts adopted in 2007. Prior to adoption of the 40R Overlay Zoning District, residential and mixed-use development were not allowed under the City Zoning. What development had occurred, such as residential adaptive reuse through the SoCo 1 and SoCo 2 projects, had been permitted by use variance.

The underlying zoning is General Commercial (C-2), Central Business Zone (C-3) and General Industrial (I-2). The C-2 and C-3 zones are described in Sec. 27-29 and 27-28 of Appendix C of the City of Brockton Ordinances and the I-2 zone is described in Section 27-34.

The C-2 zone is a general commercial zoning district allowing neighborhood commercial uses as well as a wide range of other uses from laundromats, medical and dental offices, and drug stores to automobile repair services, undertaking establishments, and wholesale businesses. No residential uses are allowed in this zone, however temporary lodging, such as hotels and motels, are permitted as special uses. The C-3 zone allows all the same principal and accessory uses as the C-2 zone as well as community health centers/clinics.



Source: Yuqi Wang, 王宇琦 LEED AP ND
Used with permission.

The I-2 zone permits uses that include the manufacturing of food products, glass, textiles and those that add value to materials that were prepared off site. Also included in this category are tool and die operations, railroad yards, and the sale and storage of lumber and building materials.

The area also includes three 40R (Overlay) Zoning Sub-Districts: Downtown Core; Arts/Culture; and Star Market. All three Sub-Districts allow residential and mixed-use development as a matter of right, subject to compliance with the 40R Ordinance and the 40R Design Standards (Appendix D).

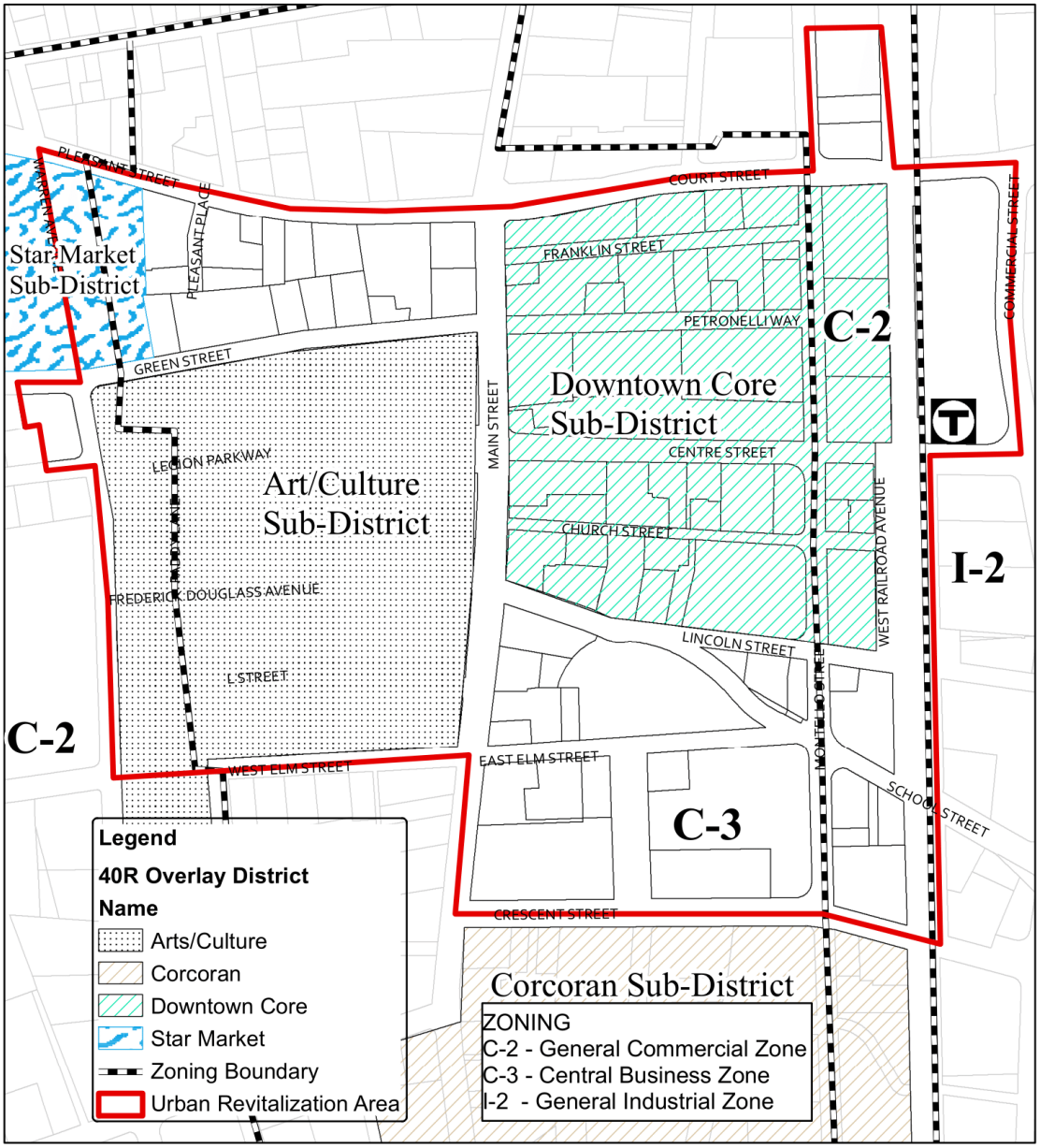
The 40R Ordinance allows greater building scales and densities in the Downtown Core Sub-District than the other Sub-Districts in order to both match the scale of existing larger buildings, and to stimulate substantial private investment in Downtown Brockton. This Sub-District includes several significant publicly owned parcels, many of which are currently in use as surface parking

lots. New private investment in this Sub- District, including redevelopment of underutilized public parcels, provides a financing source for implementation of this URP both directly – through land disposition proceeds – and by generating DIF Revenue.

Cultural uses such as performance or visual arts exhibition space would enhance and strengthen the existing mix of retail / commercial, residential and cultural / institutional uses in the areas of Legion Parkway and Frederick Douglass Avenue. This area will benefit from reinvestment in both smaller scale residential development, and in mixed- use development with first floor retail / commercial and upper story residential uses as proposed through this URP.

The 40R Ordinance allows non- residential or mixed-use development to be located at the intersection of Pleasant Street and Warren Avenue, with frontage directly on one or both of those streets with parking located at the side and rear of the building(s). Many people drive past this location on Pleasant Street on their way into Downtown Brockton. It is therefore important that redevelopment of this "gateway" location exemplify the style and quality of architecture and site design that will characterize the revitalization of Downtown Brockton. A visually distinct and exciting building, including an architectural focal point that is taller than the building itself, such as a tower, turret or cupola at the intersection of Pleasant Street and Warren Avenue is encouraged.

Map 1-D-1 Existing Zoning



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Map in compliance with 760CMR 12.02(1)(d)
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Data source: City of Brockton and MassGIS

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March 4, 2016

Proposed Zoning

There are two separate proposals pending before the Brockton City Council to amend the Zoning Ordinances relative to land within the proposed Urban Revitalization District.

Proposed Amendments to C-3 Zoning District

In the current C-3 Zoning District, commercial development is not required to provide any new off-street parking. This provision of the zoning dates back to when there was less demand on the current public parking lots and garages than there is today. The Director of Planning and Economic Development has proposed zoning amendments that would extend the commercial parking requirements applicable in the C-2 Zoning District to apply in the C-3 District as well. Work is in progress for an amendment to the zoning ordinance to allow outdoor dining opportunity which the current ordinance does not address (and which therefore is not allowed).

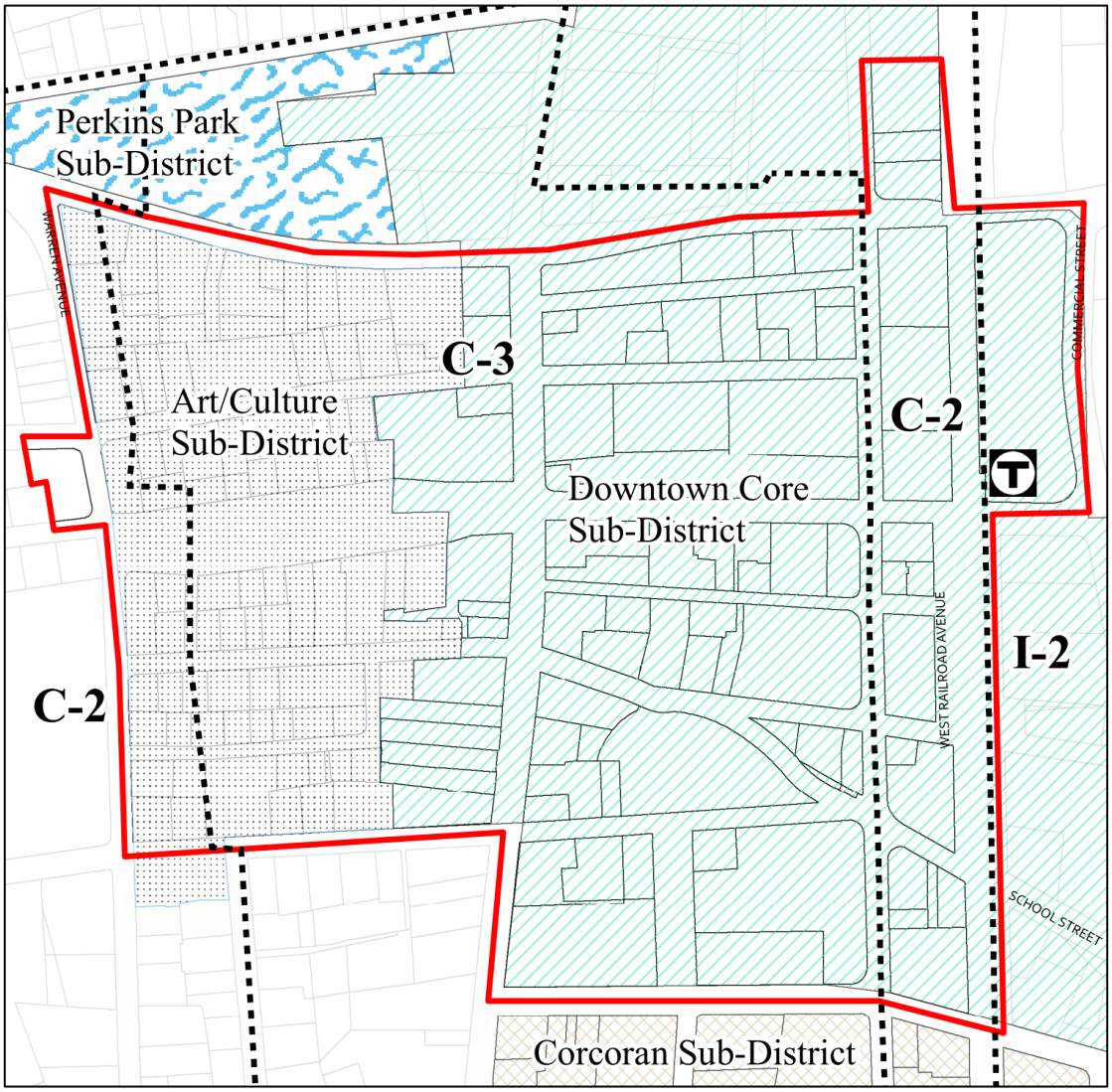
Proposed Expansion of 40R Smart Growth Zoning District

The City of Brockton has also proposed amendments to the existing 40R Downtown Brockton Smart Growth Overlay District. The existing district, adopted in 2007, allows mixed-use and residential development as a matter of right (with locations, densities and building heights, etc., as specified in the District Ordinance). The proposed amendments, currently on file with DHCD (pursuant to Mass. Gen. Laws Ch. 40R) and pending consideration within a public hearing of the City Council, would expand the boundaries of the current 40R Sub-Districts to cover all of the “downtown” area (including all of the proposed Urban Revitalization District), and would increase the allowable residential densities in some locations. The amendments would also amend the 40R parking requirements to limit surface parking lots and to encourage payment of funds in lieu of parking spaces in order to support a new public parking garage. The intent of these amendments is to allow developers to meet their parking needs in a way that supports a new public garage that is expected to unlock greater development potential across downtown. Because the 40R Statute provides that the Commonwealth will issue a $3,000 Density Bonus payment to the City of Brockton for every residential unit constructed within the District, the proposed amendments will also increase the amount of 40R Density Bonus Payments.

Although the current zoning is very favorable for the development envisioned in the Action Strategy and proposed in this URP, the proposed zoning amendments would result in an improved local regulatory framework for redevelopment in Downtown Brockton.

The Citizens Advisory Committee (CAC) recommends that the zoning ordinance be amended to allow at least seasonal kiosks that provide food/merchandise to enhance the ambience of events such as parades.

Map 1-E Proposed Zoning



No changes proposed to underlying zoning districts
Shaded areas reflect proposed 40R district expansion from current boundaries.

Map in compliance with 760CMR 12.02(1)(e)
Map prepared for the City of Brockton, MassDevelopment
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Data source: City of Brockton and MassGIS

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ZONING
C-2 - General Commercial Zone
C-3 - Central Business Zone
I-2 - General Industrial Zone

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Proposed Public Actions

Before investment can happen on the scale set out in the 2015 Downtown Brockton Action Strategy, public action as proposed in this Urban Revitalization Plan will be needed.

This URP proposes public actions including Brockton Redevelopment Authority acquisition of land and buildings, building demolition and spot clearance, land and building disposition, building renovation, and construction of public ways. Redevelopment, renovation and construction of new public ways is anticipated to result both from direct public action, and by private developers working pursuant to conditions on BRA disposition of property.

All public actions proposed pursuant to this URP will proceed in phases as detailed in the Financial Plan and elsewhere. Because two of the primary financing sources for implementation of this URP are directly related to the scale, nature and timing of private development – specifically, the generation of DIF Tax Increment Revenue and the issuance of 40R Density Bonus payments – the resources available toward implementation will be available in proportion to the amount and timing of private development.

Parcels Eligible for Acquisition

Negotiated acquisition or, where necessary, eminent domain activities will be undertaken, as proposed, within locations that have been determined to be decadent, in order to facilitate the redevelopment and rehabilitation of properties in accordance with the objectives of this URP. The Brockton Redevelopment Authority will not acquire property by eminent domain unless there is a public benefit warranting such taking. Table 12.02(1)(A): Parcels Proposed for Acquisition presents all properties identified for acquisition, including Assessor's Parcel ID; street address; lot size; and owner(s).

Map 1-G depicts the parcels within the District that are proposed for acquisition.

Table 12.02(1)(A) Privately Owned Properties Proposed for Acquisition

Parcel ID	Street #	Street Name	Owner1	Owner2	Lot Size (ac.)
052-017	81	WARREN AV	NEK REALTY CORPORATION		0.327
091-056	76	WARREN AV	BRASS DAVID M		0.243
092-001	108	PLEASANT ST	GORANITIS IRENE		0.316
092-003	48	WARREN AV	GONCALVES EUCLIDES	MARIA GONCALVES	0.065
092-025	102	PLEASANT ST	NE CONF CORP 7TH DAY ADVENTISTS		0.226
109-003	21	N MONTELLO ST	CHEN JIANJUN		0.462
109-004	0	N MONTELLO ST	CHEN JIANJUN		0.196
109-005	5	N MONTELLO ST	CHEN JIANJUN		0.252
109-006	8	MONTELLO ST	NESSEN DANA A TR	8 MONTELLO RLTY TRUST	0.651
109-007	46	MONTELLO ST	MCLAUGHLIN BRIAN J		0.697
109-008	66	MONTELLO ST	COBB CORNER LIMITED PARTNERSHIP		0.478
109-012	33	MONTELLO ST	ZEOLI ANTHONY J	& BARBARA A ZEOLI	0.198
109-013	23	MONTELLO ST	CARDOSO ANTONIA V		0.078
109-041	65	COURT ST	PORTER 65 COURT ST LLC		0.175
109-045	0	MONTELLO ST	OCONNOR JOHN M TRUSTEE		0.302
109-057	0	PETRONELLI WA	TRINITY BROCKTON LIMITED	PARTNERSHIP	0.095
110-058	90	MAIN ST	SAFE PROPERTIES INC		0.401
110-059	0	MAIN ST	SAFE PROPERTIES INC		0.229
110-062	95	MONTELLO ST	MARINO GUY J	JOSEPH A MARINO III TRS	0.228
150-025	93	CENTRE ST	ABDELMONEM YEHIA TR	YOUMAR REALTY TRUST	0.189
150-026	100	MONTELLO ST	ABDELMONEM YEHIA		0.081
150-027	0	MONTELLO ST	ABDELMONEM YEHIA TR	YOUMAR REALTY TRUST	0.08

Source: City of Brockton Assessors Office.

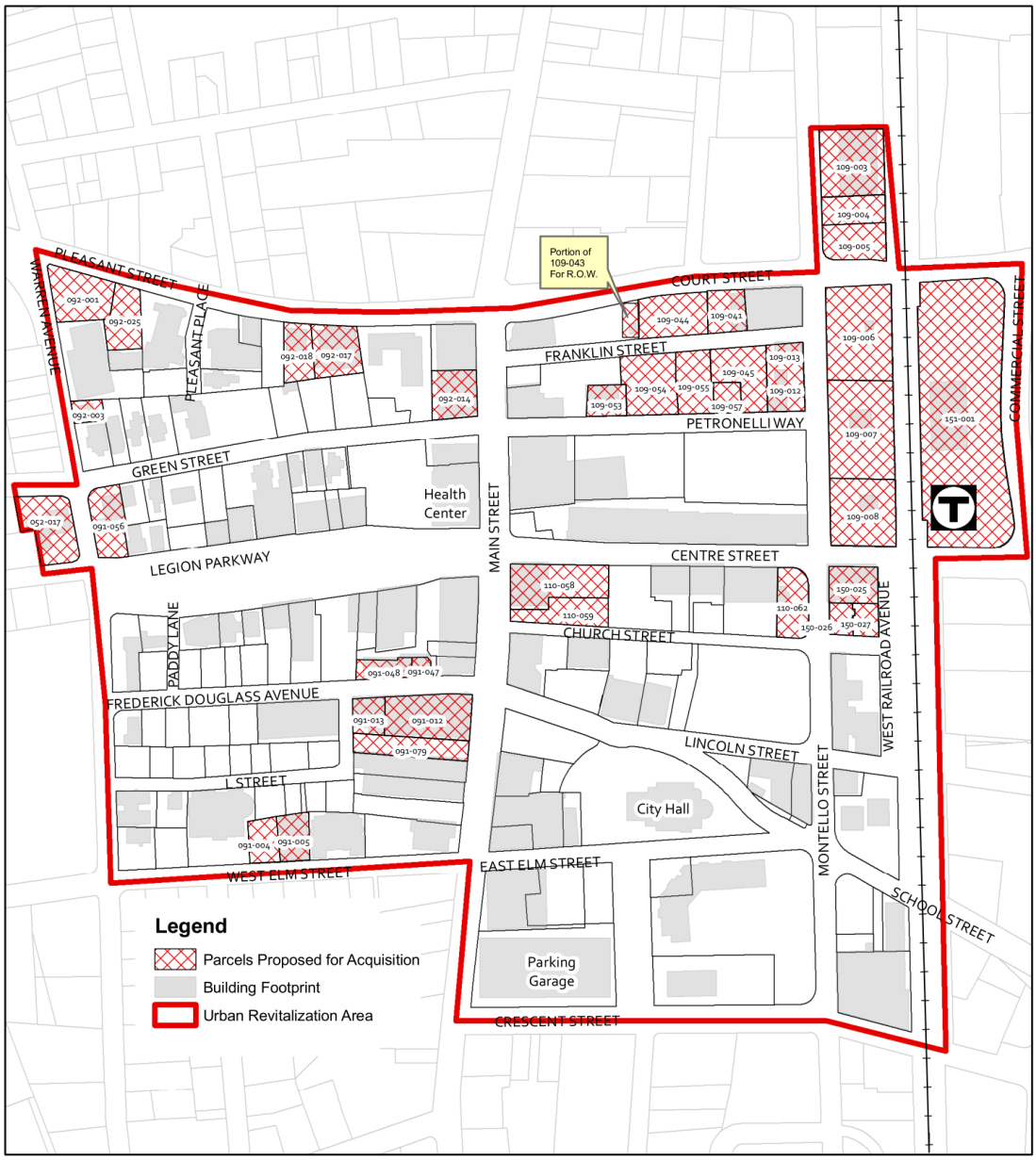
In addition to those parcels identified above for proposed acquisition pursuant to this URP, whether through negotiated sale or eminent domain, there are other properties in the District that are currently in tax delinquency and are expected to come into public ownership through tax foreclosure. These properties are as follows:

Table 12.02(2) Parcels estimated to be acquired through tax foreclosure

PARCID	STNO	STNAME	OWNER1
091-004	0	W ELM ST	LEVINE BARRY
091-005	47	W ELM ST	BROCKTON EDCC
091-012	121	MAIN ST	BROCKTON MAIN ST IMPROV LLC
091-013	28	HIGH ST	SMITH SUSIE E TRUSTEE
109-053	28	PETRONELLI WA	ISRAEL SHEAR YASHUB

Although these parcels are anticipated to come into public ownership through tax foreclosure, upon action taken by the City of Brockton to transfer the parcels to the BRA, they would be eligible for disposition pursuant to this URP. At the time of acquisition by tax foreclosure, this URP anticipates such action by the City as part of implementation of this URP. Proceeds of such sales are identified as revenues in the URP Financial Plan.

Map 1-G Parcels Proposed To Be Acquired



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Data source: City of Brockton and MassGIS

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In addition to privately owned parcels that will be acquired for disposition, the City of Brockton proposes to introduce the following City-owned properties for transfer to the BRA for disposition and rehabilitation or redevelopment:

Table 12.02(3) City Owned Parcels Proposed for Disposition

PARCID	STNO	STNAME	OWNER1
091-047	11	HIGH ST	CITY OF BROCKTON
091-048	15	HIGH ST	CITY OF BROCKTON
091-079	0	MAIN ST	CITY OF BROCKTON
092-014	19	MAIN ST	CITY OF BROCKTON
092-017	42	PLEASANT ST	CITY OF BROCKTON
092-018	52	PLEASANT ST	CITY OF BROCKTON
109-044	0	FRANKLIN ST	CITY OF BROCKTON
109-054	0	PETRONELLI WA	CITY OF BROCKTON
109-055	0	PETRONELLI WA	CITY OF BROCKTON
151-001	7	COMMERCIAL ST	CITY OF BROCKTON

The City will be conducting a Municipal Facilities Assessment and Master Plan in 2016 that will, among other things, quantify the space and staffing needs for police and fire services. It is anticipated that one of its recommendations will be to build new facilities to replace the 131 year old fire station and 93 year old fire alarm buildings at 42 and 52 Pleasant Street, and the 48 year old police headquarters at 7 Commercial Street. A new police and central fire station complex would allow the city to make the now vacant properties available for redevelopment. The historic nature of the fire station and fire alarm building lend them to rehabilitation with ground floor retail/restaurant use and residential above. The former police headquarters would be razed to make way for large-scale mixed use development.

Following the construction of a public safety complex to house both the Police and Fire Stations, the two fire stations on Pleasant Street will be disposed via RFP with the requirement that they be renovated into a mixed commercial-residential use.

Proposed Uses of Parcels to be Acquired

For every parcel included in the table above, Map 1-E-A illustrates current parcel use, and proposed use following redevelopment. Note that only a portion of one parcel (109-043) is to be included in the acquisition and disposition. Parcels already owned by the City are included in this list, as their transfer from the City to the BRA is part of overall property acquisition.

The proposed development projects outlined below are discussed in more detail later in this URP.

Table 12.02(1)(B) Proposed Use of Properties for Acquisition (including through tax foreclosure and transfer from City)

Parcel ID	Street #	Street Name	Current Use	Proposed Use(s)	Comments
091-004	0	W ELM ST	parking for 091-005	parking	*tax title*
091-005	47	W ELM ST	vacant building	residential multi	*tax title*
091-012	121	MAIN ST	vacant building (Kresge Building)	MIXED	*tax title*
091-013	28	HIGH ST	vacant building (Hotel Grayson)	Retail - Office - Arts	*tax title*
109-053	28	PETRONELLI WA	vacant building	residential multi	*tax title*
092-003	48	WARREN AV	sf residential - vacant	sf house	*receivership*
052-017	81	WARREN AV	auto sales - used	Mixed Use res/commercial	
091-056	76	WARREN AV	automotive repair	Mixed Use res/commercial	
092-001	108	PLEASANT ST	vacant lot	Mixed Use res/commercial	
092-025	102	PLEASANT ST	vacant lot	Mixed Use res/commercial	
109-003	21	N MONTELLO ST	commercial warehouse	retail pharmacy	
109-004	0	N MONTELLO ST	vacant lot	retail pharmacy	
109-005	5	N MONTELLO ST	vacant lot	retail pharmacy	
109-006	8	MONTELLO ST	auto sales - used	Mixed Use res/commercial	*interim use as surface parking*
109-007	46	MONTELLO ST	retail - vacant	Mixed Use res/commercial	*interim use as surface parking*
109-008	66	MONTELLO ST	restaurant fast food	Mixed Use res/commercial	*interim use as surface parking*
109-012	33	MONTELLO ST	warehouse auto repair	Mixed Use res/commercial	
109-013	23	MONTELLO ST	restaurant tavern	Mixed Use res/commercial	
109-041	65	COURT ST	auto sales - used	Mixed Use res/commercial	
109-043	4	MAIN ST	out building	right-of-way	*portion of lot only*
109-045	0	MONTELLO ST	parking	Mixed Use res/commercial	
109-057	0	PETRONELLI WA	parking	Mixed Use res/commercial	
110-058	90	MAIN ST	former bank building	office/retail	
110-059	0	MAIN ST	parking for former bank building	office/parking	
110-062	95	MONTELLO ST	small retail convenience store	office/retail	
150-025	93	CENTRE ST	Furniture Building	Mixed Use res/commercial	
150-026	100	MONTELLO ST	parking for Furniture Building	parking	
150-027	0	MONTELLO ST	parking for Furniture Building	parking	
091-047	11	HIGH ST	vacant building	restaurant incubator/office	*City owned*
091-048	15	HIGH ST	vacant building	restaurant incubator/office	*City owned*
091-079	0	MAIN ST	surface parking	infill development mixed-use	*City owned*
092-014	19	MAIN ST	vacant building	Mixed Use res/commercial	*City owned*
092-017	42	PLEASANT ST	Fire Station	Mixed Use res/commercial	*City owned*
092-018	52	PLEASANT ST	Fire Station	Mixed Use res/commercial	*City owned*
109-044	0	FRANKLIN ST	surface parking	Mixed Use res/commercial	*City owned*
109-054	0	PETRONELLI WA	surface parking	Mixed Use res/commercial	*City owned*
109-055	0	PETRONELLI WA	surface parking	Mixed Use res/commercial	*City owned*
151-001	7	COMMERCIAL ST	Police Station	Mixed Use res/commercial	*City owned*

Source: Brockton URP Property Inventory and Proposed URP Maps.

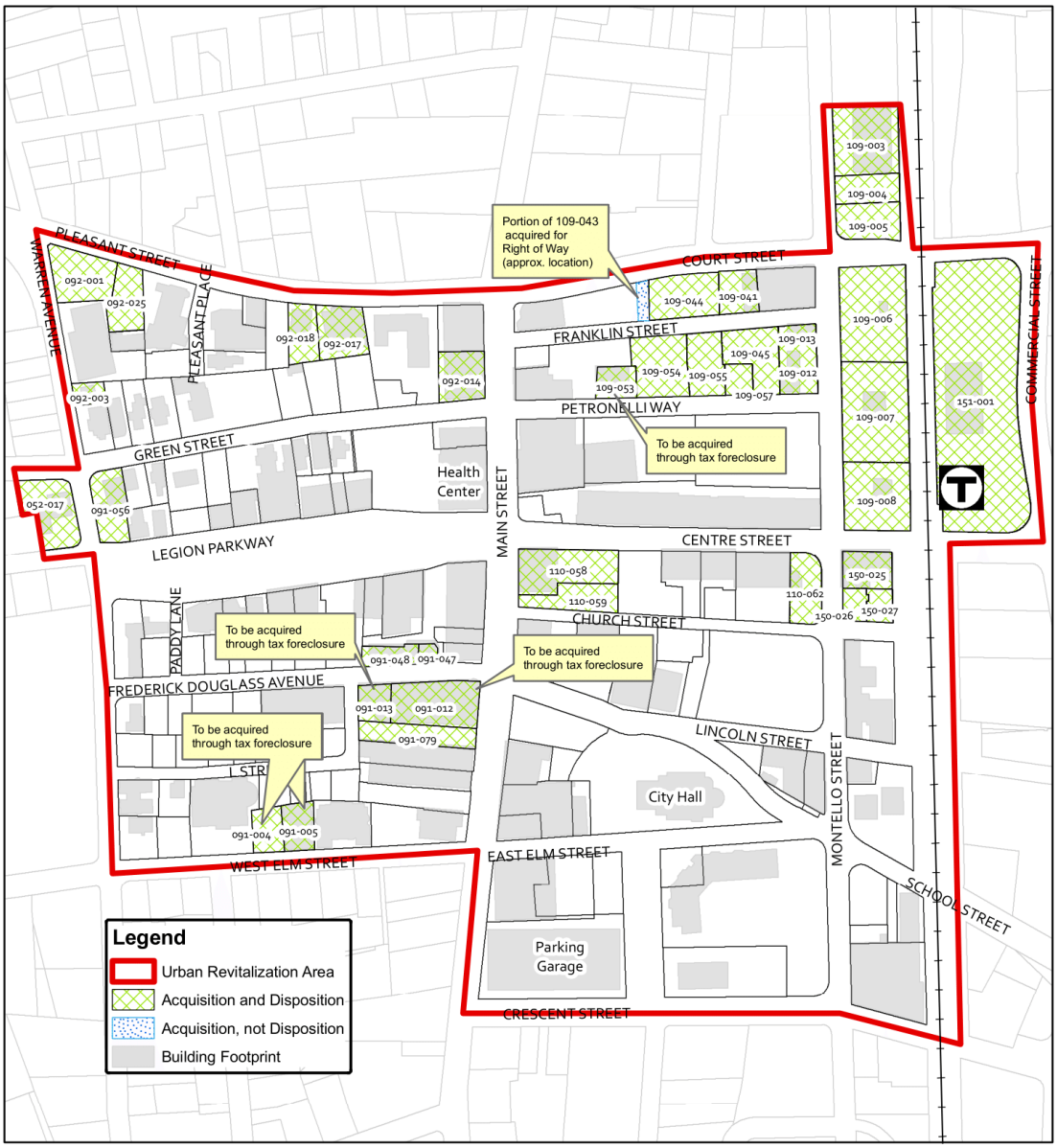
Parcels Eligible for Disposition

Map 1-H shows lots for disposition. This includes lots to be acquired through negotiated sale or eminent domain, and lots already owned by the City, or expected to be acquired through tax foreclosure.

Buildings Proposed for Spot Clearance

Map 1-B shows the areas proposed for spot clearance to accommodate the redevelopment proposed in this URP.

Map 1-H Parcels Proposed for Disposition



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Map in compliance with 760CMR 12.02(1)(h)
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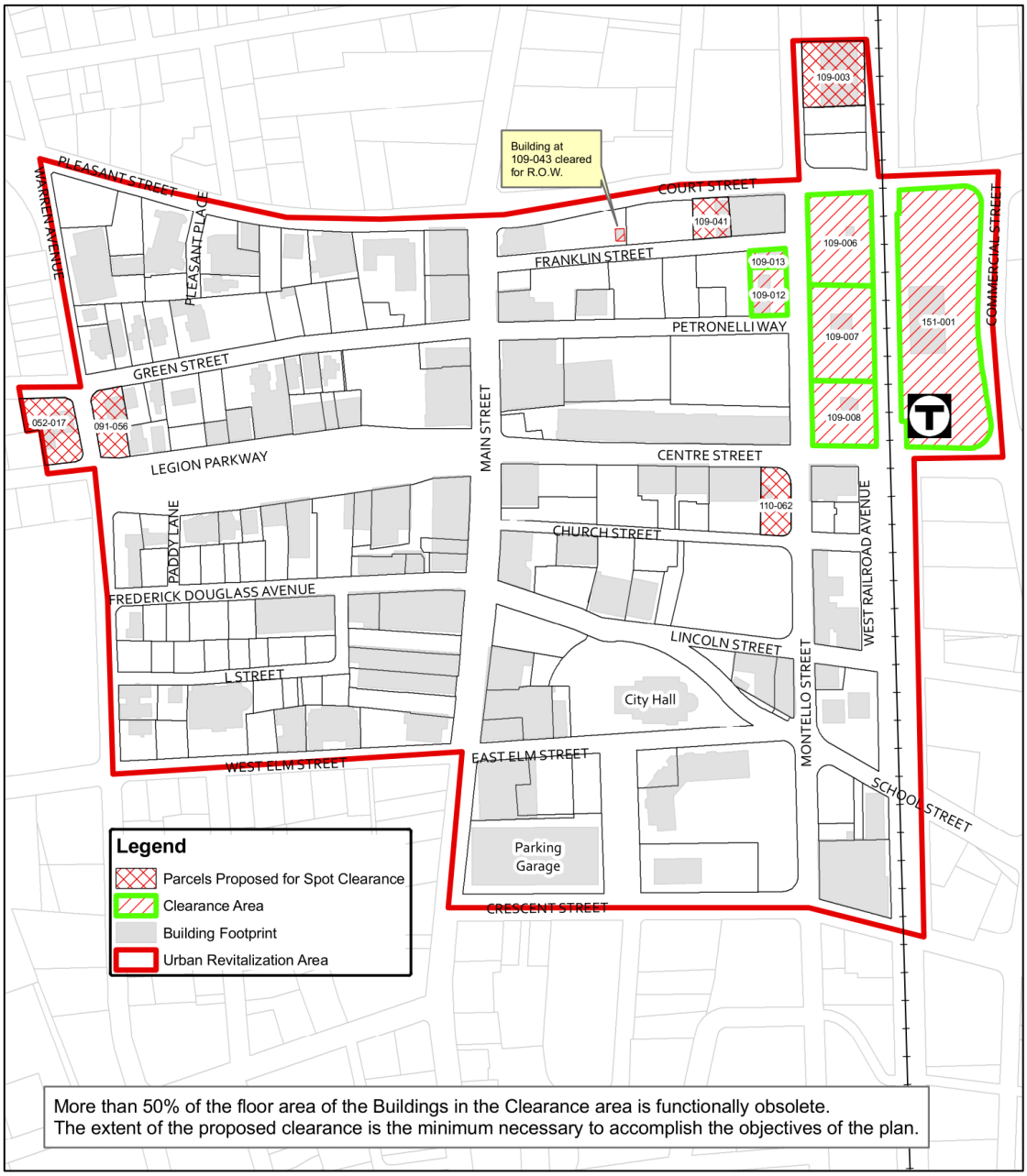
Map 1-B Parcels Proposed for Clearance



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Data source: City of Brockton and MassGIS

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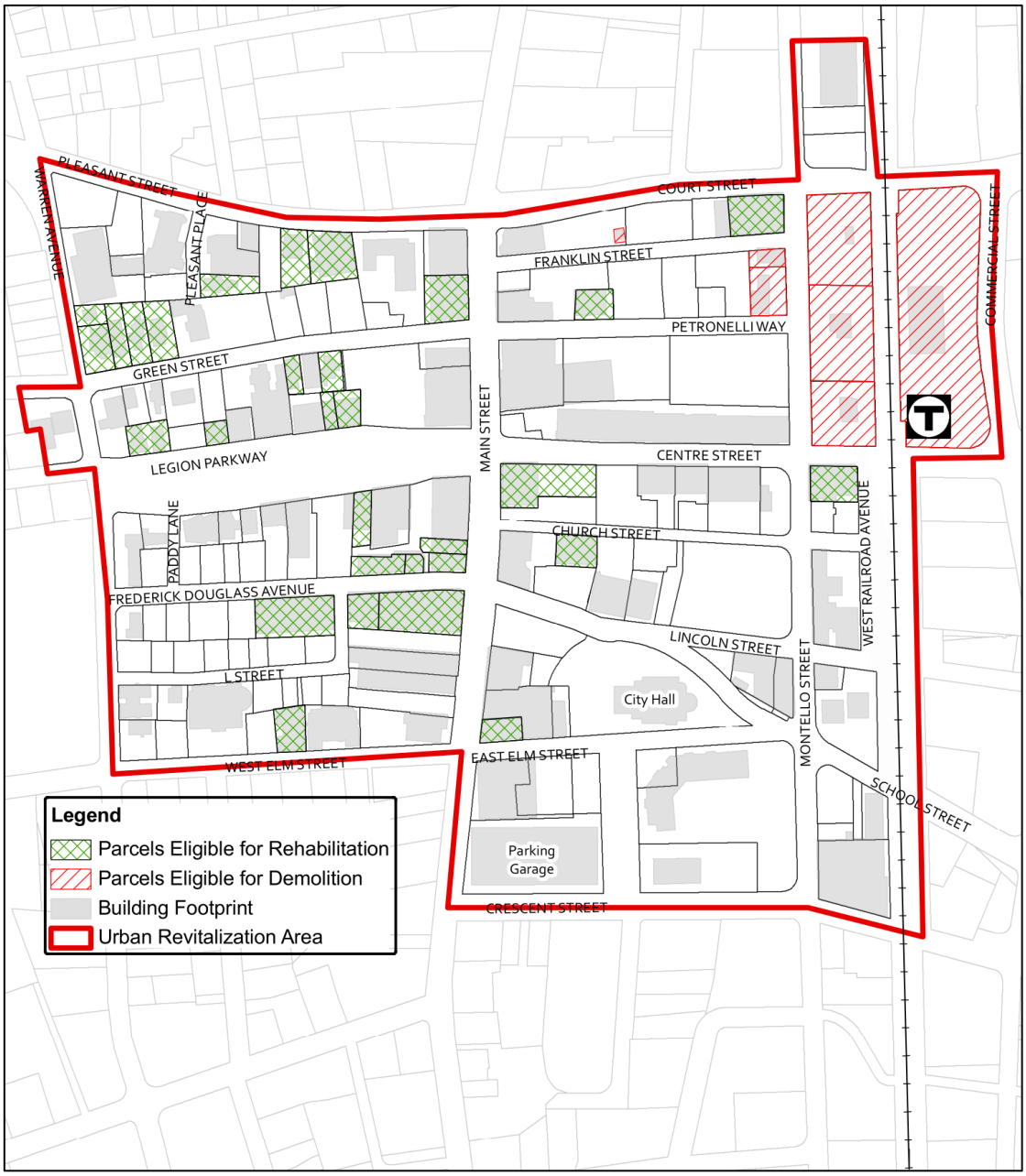
Map 1-I Parcels Eligible for Demolition or Rehabilitation



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Map in compliance with 760CMR 12.02(1)(b), (i) & (j)
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Data source: City of Brockton and MassGIS

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March 4, 2016

Buildings Proposed to be Rehabilitated

Buildings renovated pursuant to the 40R Smart Growth Zoning will be subject to compliance with the 40R Ordinance and Design Standards including the following Sec. 8.8.1.

8.8.1. Additional Standards

8.8.1.1. All renovations shall, to the maximum extent feasible, maintain the scale and proportion of the original building elements including roof shape and height, structural framework, cornice, sign band, window size and symmetry, and decorative elements.

8.8.1.2. On a building proposed for renovation pursuant to the District Ordinance, the covering or removal of original façade elements (columns, pilasters, fenestration, arches, lintels, decorative elements) is prohibited. Proposals for a façade renovation that uses a particular historical style should utilize accurate elements or materials of that style.

8.8.1.3. Applicants for renovation of existing buildings are encouraged to meet with the Brockton Historical Commission prior to submitting an Application to seek their opinion regarding the historical significance of the buildings, if any, and to seek their advice regarding building elements that may benefit from restoration.

The following specific building rehabilitation project is proposed as an important catalyst to the overall implementation of the URP. Public surveys and focus groups repeatedly emphasized the importance of developing at least two or three distinctive restaurants in Downtown Brockton that would provide people a good reason to visit, and to enhance the District's vibrancy and amenity.

Frederick Douglass Center: Restaurant Incubator and Co-Working Space

The two story art deco building at 11-15 Frederick Douglass Avenue is the site of the proposed restaurant incubator and co-working space. The building footprint is approximately 6,300 square feet with a total leasable area of 10,000 square feet. There is also a full basement that is not calculated into the leasable area total.

The building was constructed in the 1930's. The first floor façade is divided into six bays. The three on the right of the arched central doorway are each 25 foot wide. The first two bays to the left of the central doorway are each 25 feet, with the last bay 15 feet wide.

The proposed rehabilitation of the Douglass Center is expected to include Restaurant Incubator spaces, and a co-working space.

A Restaurant Incubator is a relatively new concept. It is intended to help entrepreneurial restauranteurs who lack the capital to make an initial investment to grow their business with limited initial overhead. The Restaurant Incubator proposed here would consist of a series of small, 750 – 1,000 square foot, vanilla box spaces each with their own kitchen constructed to meet commercial kitchen code requirements. The kitchens are proposed to be built with shared

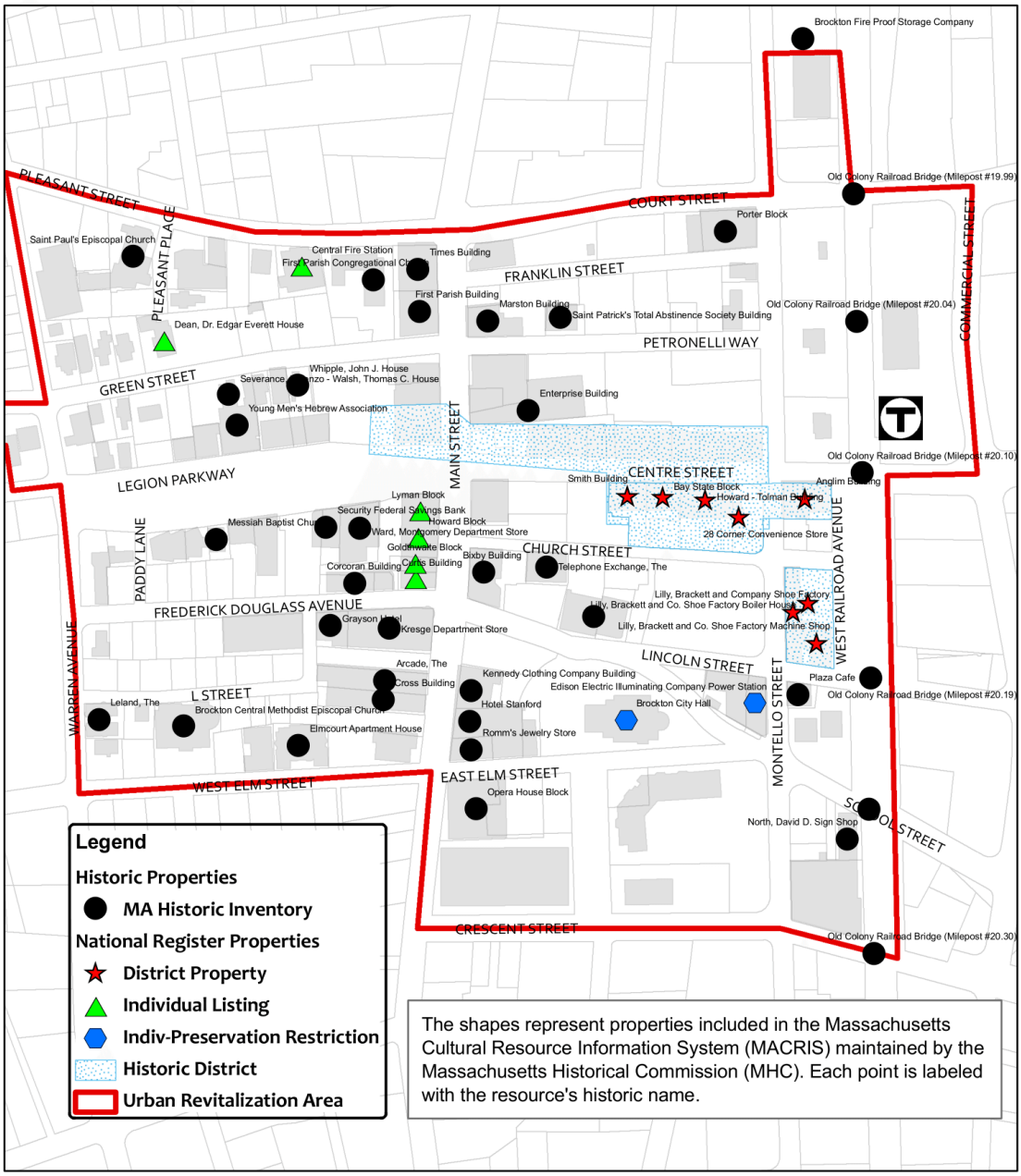
black iron duct work and refrigeration to help reduce the build out expense. The "front of the house" dining area would have space for up to eight tables and a small bar. The basement would house prep kitchens, dishwashing, and storage needs. Budding restaurateurs would lease a space for a maximum of five years, enough time to perfect menus, build a base of customers and otherwise polish their concept. At the end of five years, they would relocate to larger restaurant space, hopefully in downtown Brockton.

On the second floor of this building, a co-working space is proposed as a productive workspace for start-up's and freelance workers. It offers a variety of work environments ranging from a coffee house living room, quiet spaces, collaborative commons and a telephone friendly area. Members would have access on a 24-hour basis while non-members are welcome during regular business hours. The space features high-speed wireless access, private meeting and conference rooms with presentation equipment, printers in various formats, and a coffee bar. Examples of co-working space in Massachusetts include Work Bar in Boston, Work Station in Cohasset, The Wheelhouse in Concord and Groundwork in New Bedford.

Scattered Site Building Renovation and Rehabilitation

A total of thirty properties have been targeted for rehabilitation within the Urban Revitalization District. These include privately owned buildings that have been determined to be in moderate or severe disrepair, and whose renovation is important to the health and well-being of the residents of the area. This rehabilitation will primarily be market rate, driven by health and building code enforcement and a framework of incentives to improve the housing market and economic vitality in the area, and not driven exclusively by public subsidy.

Map 2-A Historic Properties



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Map in compliance with 760CMR 12.02(1)
Map prepared for the City of Brockton, MassDevelopment and Stantec by David Streb, AICP; A. G. Jennings LLC.
Data source: City of Brockton and MassGIS

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March 4, 2016

Proposed New Construction

New construction will take place at the site of the proposed retail pharmacy, on the sites proposed to be acquired for construction of a 210-space parking lot, to be followed by mixed-use development in the second phase, and on privately owned lots to be acquired along Montello Street, the publicly owned parcels on Petronelli Way, Franklin Street and the site of the current Police Station.

The two vacant lots at the intersection of Warren Ave and Pleasant Street are proposed to be acquired and sold for development into a mixed commercial and residential use. The existing convenience retail store at 95 Montello Street is proposed to be razed to accommodate new commercial and office space.

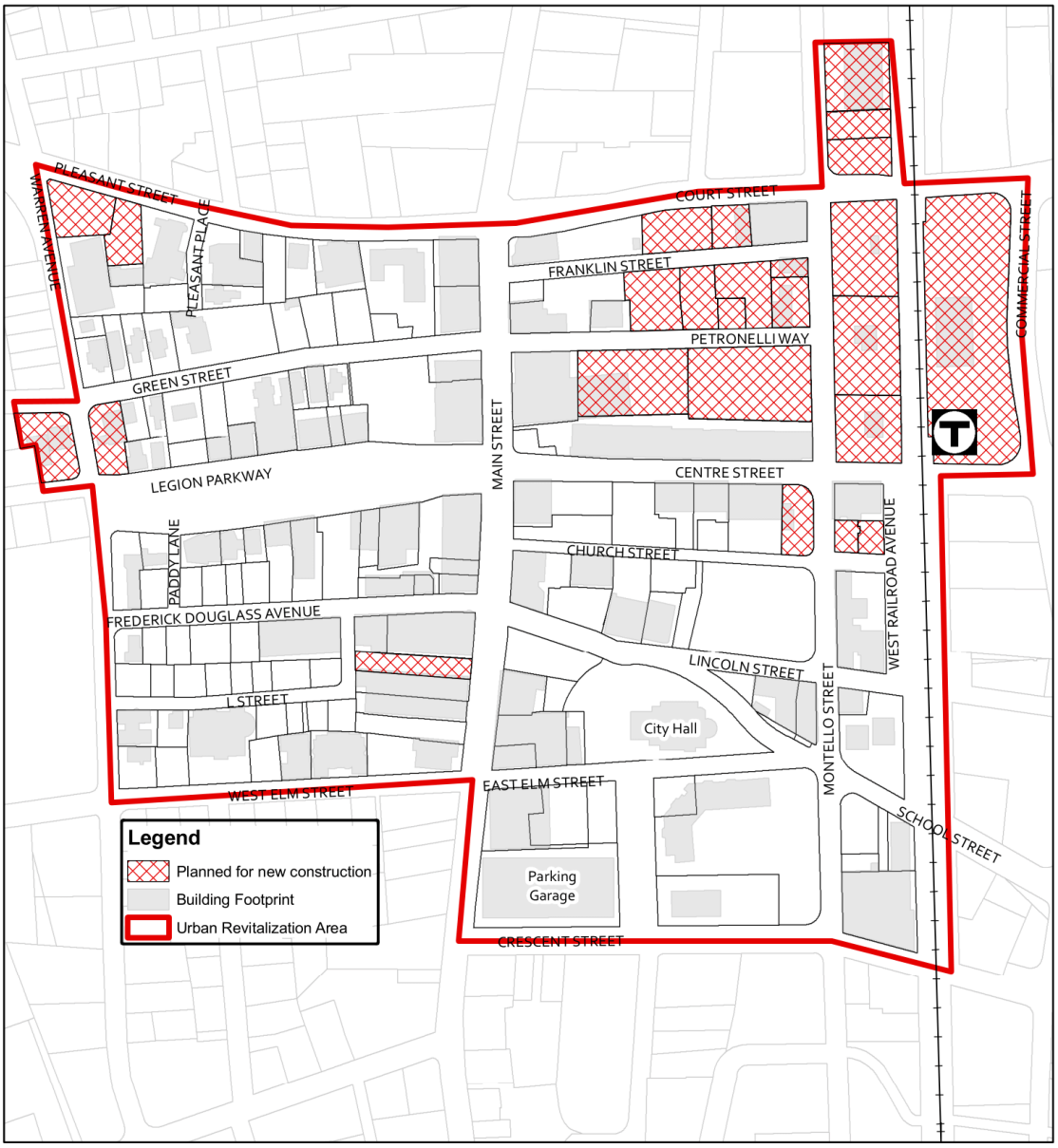
Detailed information regarding each proposed and anticipated construction project is included in Section 12.02(3) Project Objectives.

Main Street "Missing Teeth" The uniform street-front of Main Street is broken by two parking lots and one vacant parcel on the block between West Elm and School Streets. One of the parking lots is currently owned by the City, and through implementation of this URP the City would propose disposition of this lot to support infill development and a walkable mixed-use district. This proposed disposition would not move forward until an adequate supply of off-street parking has been provided to accommodate new development, and to offset the loss of spaces that would result from development of this parcel.

Legion Parkway/Warren Ave/Vicente's Legion Parkway is a natural extension of the important Centre Street corridor and in need of additional planning and redevelopment activities. While the east end of the parkway has strong ties to Main Street, and the center is dotted with historic structures, the western end at Warren Avenue becomes a no man's land of auto oriented businesses with little connection to the surrounding area. The redevelopment of key parcels on Warren Avenue would knit the neighborhood to the west into the larger community.
Recent investment by the Commonwealth has supported the rehabilitation of a long vacant Star Market into a new Vicente's grocery store and a branch of the Brockton Neighborhood Health Center. (See related news article in Appendix J). In support of the goal of creating a safe walkable path to Vicente's, this URP proposes to acquire or otherwise cause the redevelopment of the vacant lots at 102 and 108 Pleasant Street, and the auto oriented lots at 76 and 81 Warren Avenue.

A similar effort is anticipated in the high crime area of Green Street that should cause the rehabilitation of several troubled properties and support a "housing first" homeless assistance policy. However, with the exception of the single-family house at 48 Warren Avenue (092-003), which is proposed for acquisition and disposition, the City anticipates relying on stepped-up code enforcement efforts to advance improvements to other Green Street properties.

Map 1-K Parcels Planned for New Construction



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Map in compliance with 760CMR 12.02(1)(k)
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12.02 (2) Area Eligibility

Location and History

Brockton was an extremely prosperous New England mill town in the latter half of the 19th century and the first half of the 20th century. During the Civil War, Brockton was America's largest producer of shoes. At the dawn of the 20th century, the city had a population of 40,000 and more than 6,000 people were employed in over 100 separate shoe manufacturing entities. These factories created the wealth that would enrich the downtown with many of the beautiful buildings that still stand today.

Thomas Edison built his model of a complete central power station in Brockton in the 1880s, which demonstrated that the Edison three-wire system was capable of providing the general public with safe, stable, and efficient light and power on a community-wide basis. The former John Whipple House at 42 Green St. in Brockton in the heart of the Urban Revitalization District was initially given electricity as part of Edison's demonstration. Ironically, one of the issues facing the project area is the difficulty in providing sufficient power for modern development. The electrical system was placed underground in the downtown which, while keeping unsightly utilities out of sight, made its expansion difficult and costly.

As typical of many northern industrial cities, the factories closed or moved south beginning in the latter half of the twentieth century causing an increase in poverty and a reduction in investment. Numerous economic and social forces have taken their toll on the city over the last fifty years. Economic flight from the downtown to the surrounding towns and perimeter neighborhoods exacerbated these conditions, resulting in a significant number of empty and vacant buildings, many abandoned and taken by the City via tax-title.

Despite the challenges presented by the continued decline of the downtown economy, the Brockton Redevelopment Authority and city officials have worked with local residents to turn around the fortunes of the downtown, bringing a renewed spirit to the City of Champions. Local organizations representing the city's various ethnic groups have sponsored festivals and fairs. The recent renovations to city hall and the creation of an outdoor amphitheater have encouraged outdoor lunch-time events. A weekly farmers market has steadily grown during the summer months. Over

A weekly Farmer's Market in summer 2015 was accompanied by public performance of music and dance outside of City Hall in the newly constructed outdoor seating.

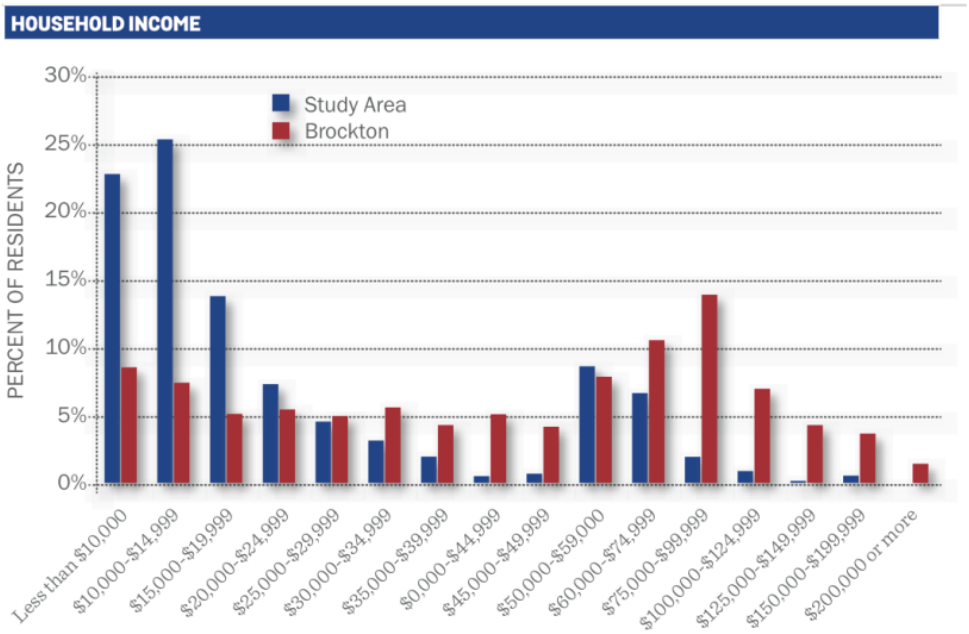
the next several years, these small successes will grow and thrive with the increase in residents and amenities that the projects described in this plan will bring to the downtown.

Relevant Municipal Statistics

The proposed Urban Revitalization District is located in a designated Environmental Justice Community. Different Census Block Groups meet these criteria based on incomes, minority populations, non-English speaking populations, or a combination of these factors. Downtown redevelopment as proposed in this URP would be consistent with the objectives defined in the Executive Office of Environmental Affairs Policy on Environmental Justice.

According to the 2010 US Census, 31.2% of residents are black or African American, 46.7% are white, 2.3% are Asian, 0.4% are American Indian, 12.5% identify as other races, and 6.9% identify themselves as two or more races, (10.0% of any of these races are Hispanic or Latino). Brockton has the largest population of Cape Verdean ancestry of any city in the United States; 9.0% of residents report this ancestry. The downtown study area has a higher rate of African American residents (36.9%), higher rate of Hispanic people (15.8%) and lower rate of white residents (32.3%) than Brockton as a whole.

The average household in Brockton has 2.8 people and a median age of 36. Households in the downtown study area tend to be somewhat smaller with an average household size of 2.1 people, and they tend to have fewer cars. The average car-ownership level for households within the downtown study area is just 0.7 cars, or less than one for each household. A wide discrepancy in household income levels in the study area suggests the presence of a greater-than-average proportion of affordable housing units. Citywide, age groups are spread relatively evenly among children, adults and elderly. In educational attainment, downtown residents skew slightly lower than the rest of the city.



Source: American Community Survey 2009-2013 Estimates and 2010 Census Profile - ESRI Business Analyst Online

Household incomes within the proposed Urban Revitalization District are markedly lower than the City as a whole.

MassDevelopment,

as part of its Transformative Development Initiative, compiled the following data relative to Brockton and for Census Block Group 510900-1, which includes most of the land within the proposed Urban Revitalization District. This District is indicated in the tables below as "TDI District."

Market Conditions	Brockton	Gateway City	Massachusetts	TDI District*
Median Contract Rent	$ 918	$ 711	$ 936	-
Median Gross Rent	$ 1,039	$ 852	$ 1,069	-
Median Home Value	$ 229,700	$ 270,676	$ 330,100	N/A
Percent Subsidized Housing Units	12.6%	11.4%	9.3%	-
Residential Vacancy Rate	9.6%	8.7%	9.9%	13.9%
Percent Value Residential	77.3%	79.6%	81.8%	-
Percent Value Commercial	16.2%	12.5%	11.9%	-
Percent Value Industrial	2.9%	4.0%	3.2%	-
Percent Value Personal Property	3.6%	4.0%	3.0%	-
Valassis Commercial Vacancy Rate	16.0%	18.0%	16.0%	9.6%
CoStar Commercial Vacancy Rate	9.7%	9.1%	8.8%	7.3%
Retail Rents (Asking Rent Per SF)	$ 10.97	$ 13.75	$ 16.70	$ 10.73
Office Rents (Asking Rent Per SF)	$ 13.91	$ 15.87	$ 20.74	$ 15.73

Identity and Social Capital	Brockton	Gateway City	Massachusetts	TDI District*
Population Density (people per square mile)	4,374	2,921	842	0.06
Median Age	36	36	39	28
Percent Non-White	56.1%	38.8%	24.3%	76.8%
Percent Foreign Born	24.7%	20.4%	15.0%	21.8%
Percent Linguistically Isolated	11.3%	10.8%	5.8%	-

All data compiled by the UMASS Donahue Institute for MassDevelopment Transformative Development Initiative. Please attribute use of any data accordingly.

Equity	Brockton	Gateway City	Massachusetts	TDI District*
Unemployment Rate	6.4%	6.2%	4.8%	-
Home Ownership Rate	57.3%	50.2%	62.7%	-
% Less than High School	19.4%	18.8%	10.6%	44.2%
% Bachelor's or More	18.0%	23.4%	39.4%	18.0%
Renter Housing Burden Rate	63.0%	57.9%	53.1%	-
Owner Housing Burden Rate	45.1%	37.7%	33.1%	-
Total Housing Burden Rate	52.8%	47.8%	40.6%	-
Median Income	$ 49,025	$ 47,525	$ 66,866	$ 11,711
% Below Poverty Level	17.9%	18.0%	11.4%	73.8%
% Below Half of Poverty Level	8.0%	7.6%	5.2%	43.9%
Labor Force Participation Rate (16 and over)	67.5%	65.4%	67.7%	-
% 0 to 19 Minute Commute	37.1%	43.5%	38.1%	28.3%
% 60 + Minute Commute	13.5%	9.7%	10.7%	6.1%
Violent Crime Rate (per 100,000)	1,143	678	406	159

Enterprise and Jobs**	Brockton	Gateway City	Massachusetts	TDI District***
Manufacturing, Construction and Related Industries	13.5%	16.4%	15.3%	6.6%
Information, Finance and Professional Services	11.2%	15.9%	24.5%	13.7%
Healthcare and Social Assistance	33.0%	25.2%	17.7%	4.5%
Education	10.4%	9.4%	10.6%	0.3%
Retail, Service, and Entertainment	22.5%	23.6%	24.5%	7.1%
Other	9.4%	7.5%	7.5%	67.9%

All data compiled by the UMASS Donahue Institute for MassDevelopment Transformative Development Initiative. Please attribute use of any data accordingly.

Sources		
Source	*Variables*	*Link*
MA Workforce Development	Establishments, Employment, Unemployment	http://lmi2.detma.org/lmi/lmi_es_a.asp
2013 ACS 5-year estimates, U.S. Census Bureau	Homeownership, Educational Attainment, Housing Burden, Household Income, Poverty Status, Labor Force Participation Rate, Total Population, Age, Race and Ethnicity, Nativity, Linguistic Isolation, Rent, Commute, Residential Vacancy	http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml
Department of Housing and Community Development: Subsidized Housing Inventory (DHCD SHI)	Subsidized Housing	http://www.mass.gov/hed/docs/dhcd/hd/shi/shiinventory.pd
PolicyMap / Valassis Lists	Commercial Vacancy	http://www.policymap.com/
MA Department of Revenue	Total Assessed Value	https://dlsgateway.dor.state.ma.us/DLSReports/DLSReportViewer.aspx?ReportName=Comparative_Report&ReportTitle=Community%20Comparison%20Report
2012 ACS Uniform Crime Reporting Statistics, FBI	Violent Crime Rates	http://www.ucrdatatool.gov/index.cfm
MA Office of Geographic Information (MassGIS)	Population Density, Park Acreage	http://www.mass.gov/anf/research-and-tech/it-serv-and-support/application-serv/office-of-geographic-information-massgis/datalayers/osp.html

As can be seen from the data included in tables on prior pages, the poverty rate in the City of Brockton (17.9%) is higher than that of Massachusetts (11.4%). However, the study area has a significantly higher poverty rate than the rest of Brockton, 73.8%, approaching three out of every four households! Similarly, while more Brockton residents have failed to complete high school than their state-wide peers (19.4% versus 10.6%), fully 44% of district residents have less than a high school education.

As might be expected, these figures translate into lower area median income. While Brockton has a lower median income than the state ($49,025 versus $66,866), the median income in the Census Block Group, which tracks closely to the area of the proposed Urban Revitalization District, is only $11,711.

Necessity for Public Action

The Brockton Redevelopment Authority finds that within the boundaries of the Downtown Brockton Urban Revitalization District, as otherwise described, there exist conditions of blight, deterioration, decline of property values and business vacancies, and other factors which are injurious to the public health, safety, morals and welfare of the residents of the Commonwealth and people frequenting the area. It is a decadent area, as defined in Mass. Gen. Laws Ch. 121B §1, with many buildings that are physically deteriorated, unfit for human habitation, obsolete, or in need of major maintenance or repair. Much of the real estate in the district has been sold or acquired by the City for nonpayment of taxes, and buildings have been torn down and not replaced. Under existing conditions, and given the present economic conditions and diversity of ownership and inadequate public infrastructure, it is improbable that the buildings will be replaced.

Further the Authority finds that the state of deterioration of some buildings may require acquisition and clearance because their rehabilitation may be impracticable. Other buildings may be conserved or rehabilitated to eliminate the conditions of blight and deterioration.

The Brockton Redevelopment Authority further finds that redevelopment can't be accomplished with existing municipal regulatory powers or by the private sector alone, and to correct the conditions as herein described, it is necessary and in the public interest to establish the Downtown Brockton Urban Revitalization District and to utilize therein the redevelopment provisions of Mass. Gen. Laws Ch. 121B.

At their regularly scheduled meeting on January 6, 2016, the Board of the Brockton Redevelopment Authority unanimously approved the following Finding and Declaration:

CITY OF BROCKTON

BROCKTON REDEVELOPMENT AUHTORITY

Finding and Declaration of Necessity and Purpose

At the duly scheduled meeting of the Brockton Redevelopment Authority, said authority hereby finds and votes that there exist, within the boundaries of the Downtown Brockton Urban Renewal District, as otherwise described, the Brockton Redevelopment Authority hereby finds that there exists conditions of blight, deterioration, decline of property values and business vacancies, and other factors which are injurious to the public health, safety, morals and welfare of the residents of the commonwealth and people frequenting the area.

The district is a decadent area, as many buildings are out of repair, physically deteriorated, unfit for human habitation, obsolete, or in need of major maintenance or repair. Much of the real estate in the district has been sold or taken for nonpayment of taxes, and buildings have been torn down and not replaced. Under existing conditions, and given the present economic conditions, diversity of ownership, and obsolete street patterns, it is improbable that the buildings will be replaced.

Further it finds that many of the properties within the District may require acquisition and clearance because their state of deterioration may make impracticable their reclamation by conservation or rehabilitation, while others may be conserved or rehabilitated in such a manner that the conditions of blight and deterioration may be alleviated or eliminated.

The Brockton Redevelopment Authority further finds that redevelopment can't be accomplished with existing municipal regulatory powers or by the private sector alone, and to correct the conditions as herein described, it is necessary and in the public interest to declare the Downtown Brockton Urban Renewal District as an urban renewal area and to utilize therein the urban renewal and redevelopment provisions of MGL Chapter 121B.

CLERK SIGNATURE

CHAIR: GERALD SMITH

VICE CHAIR: JOSEPH GONCALVES

TREASURER: SUZANNE FERNANDES

PHILIP GRIFFIN

12.02 (3) Project Objectives

Vision Statement

The following Vision Statement was first established in the 2011 Brockton Downtown Report and was re-confirmed within the Action Strategy planning process:

> Downtown Brockton shall be a lively, walkable multi-cultural center that celebrates the arts, history, innovation, and the Salisbury Brook, capitalizing on its role as a regional governmental, service and transit center. Downtown Brockton will feature new housing and mixed-use development strengthening the Downtown and renewing it as the heart of the City (McCabe pg. 2, October 2011).

This Vision Statement also guides this URP. This URP is fully consistent with, and is intended to advance, this endorsed Vision Statement. The following development projects, which are further described in the following sections, will be integral to the implementation of the URP:[2]

<u>Phase One</u>

A. Temporary Parking Lot, 210 spaces
B. Furniture Building, 93 Centre Street, rehabilitation
C. Kresge Building, 121 Main Street, rehabilitation
D. First Parish Building, 19 Main Street, rehabilitation
E. 48 Warren Ave single family residence
F. Historic Petronelli Gym rehabilitation
G. 95 Montello Street
H. 47 West Elm Street rehabilitation
I. Petronelli Way Mixed-Use new construction - 135 housing units and retail
J. Frederick Douglass Restaurant Incubator

<u>Phase Two</u>

K. Enterprise Block Phase 2
L. New Municipal Parking Garage
M. Construction of new Pharmacy on Montello Street
N. Hotel Grayson rehabilitation into a mixed retail, office and arts complex
O. Montello Street Mixed-Use New Construction - 130 housing units, retail and parking
P. Warren and Pleasant Street Gateway Development
Q. Shawmut Bank Building, 90 Main Street, rehabilitation

<u>Phase Three</u>

R. Commercial Street Mixed-Use new construction of 155 housing units, retail and parking

[2] Proposed phasing may vary based on market conditions, availability of project funding or other factors.

S. Fire Station building renovation into mixed residential-commercial use
T. Legion Parkway Northwest, 76 Warren Ave.
U. Legion Parkway Northwest, 81 Warren Ave.
V. Main Street, disposition of city-owned lot for multi-story infill construction

Housing as Basis of Economic Development and Downtown Revitalization

Research conducted by the Metropolitan Area Planning Council for the Greater Boston area shows that the demand for multifamily housing units in Brockton will increase by 1,300 rental units and 800 owner-occupied units by 2030. This demand is driven by Brockton's nature of being a "Gateway Community" that attracts immigrants and by those that desire to live close to transit. Brockton's own Housing Strategy also documents the need for housing. Further documentation of demand is available from the Foundation for Growth, Housing and Employment in 2020 Technical Report by the Donahue Institute of the University of Massachusetts prepared for the Massachusetts Housing Partnership, Foundation for Growth Initiative.

Notably, an estimated 14% of Brockton households have no vehicles available, and many two-adult households have only one vehicle available.

The BRA understands DHCD's policy objective that, in any project area the reuse of which will be predominately residential, an objective shall be the provision of housing units for low or moderate income households.

The City of Brockton's commitment to advance this objective is already secure in the standards it applies to new development in Downtown Brockton. The language in the Downtown Brockton 40R Smart Growth Zoning District Ordinance at Sec. 27-91 (K)(1), requires that:

> *"Twenty percent (20%) of all dwelling units constructed in a Development Project shall be Affordable Units. Twenty-five percent (25%) of all rental dwelling units in a Development Project shall be Affordable Units. Provided however, for Development Projects in which all of the dwelling units are limited to occupancy by elderly persons and/or by persons with disabilities, twenty-five percent {25%) of the dwelling units shall be Affordable Units, whether the dwelling units are rental or ownership units."*

The fact that all of the development proposed as part of this URP is expected to be permitted and constructed pursuant to 40R will ensure that development, as it moves forward, will create

housing that will be available to a broad range of incomes and demographics (i.e. family size). In addition to unmet regional (and local) demand for new housing and retail, the characteristics of existing properties in downtown also create opportunities for redevelopment. Low land values, modest building values, and property-utilization rates show that opportunities exist for rehab, infill, and/or large-scale redevelopment near the commuter rail station.

The City of Brockton has also enacted policy to ensure that, as development and redevelopment takes place, it will create new resources to support public investment downtown.

Following on recommendations from prior planning efforts, a District Improvement Financing (DIF) District was adopted in 2015 pursuant to Mass. Gen. Laws Ch. 40Q. Within the DIF District (which encompasses all of the proposed Urban Revitalization District), additional property tax revenues resulting from new investment in downtown will be available for the City to direct toward implementation of the redevelopment strategies described in this plan. DIF revenues can be used for a range of eligible purposes, including public infrastructure investments. The DIF District is an important foundation for the Brockton Downtown Action Strategy, as it ensures that, as progress is made toward redevelopment, this will translate into new revenues available to support ongoing plan implementation.

Smart growth zoning (a “40R district”) represents another financing source, as each residential unit constructed within a 40R district is entitled to $3,000 of unrestricted Density Bonus funds to the City (subject to appropriation by the legislature, which to date has been reliable). Expansion of the 40R district, which has been proposed separately and is currently under review, would expand opportunities for renovation and new development, with a corresponding increase in potential buildout and both 40R and DIF revenues.

As a precursor to this Urban Revitalization Plan, the City has completed an intensive public planning process resulting in Brockton Downtown Action Strategy completed in December 2015. This URP builds directly on the Action Strategy recommendations and provides the City with the legal tools necessary to implement the Action Strategy (through this URP).

Guided by the recommendations of the Brockton Downtown Action Strategy, the DIF, the 40R district expansion, and many years of prior public planning efforts, this URP will help stimulate new private investment that generates revenue to support continued public investment in downtown improvements. In other words, the growth spurred by these planning efforts will pay for even more growth.

Plan Objectives

Downtown Brockton is in the midst of a dynamic period in the real estate market. This URP is a dynamic plan, and is fundamentally organized to anticipate and support dynamic actions on the part of the City of Brockton and the BRA. With the 2015 enactment of DIF, a foundation of the

financing resources available to implement this URP will result directly from the success of the redevelopment efforts as DIF revenues accrue from new investment.

The URP objectives include anticipating and facilitating real estate development and redevelopment in Downtown Brockton, then reinvesting to support increasing real estate values.

This section includes a description of each of the development projects that this URP is intended to support directly through public action as proposed herein.

Because of the dynamic nature of the DIF financing, which necessitates that specific projections of financial resources for implementation will accrue as a function of development and redevelopment, this URP proposes phased development and public investment. Early phase projects – especially those that were conceptualized in detail in the Brockton Downtown Action Strategy – are more clearly articulated, including relative to projections of future Assessed Values and associated DIF Revenues. This URP also includes other projects that are anticipated to proceed in later phases.

Vision from the Brockton Downtown Action Strategy

Development projects included in this URP are either proposed for public action (i.e. acquisition, disposition, rehabilitation, etc.) or as future projects anticipated to move forward as a result of private development (and which would contribute DIF Revenues in support of the URP Financial Plan). These are summarized on Map 3-A Index of Redevelopment Parcels.

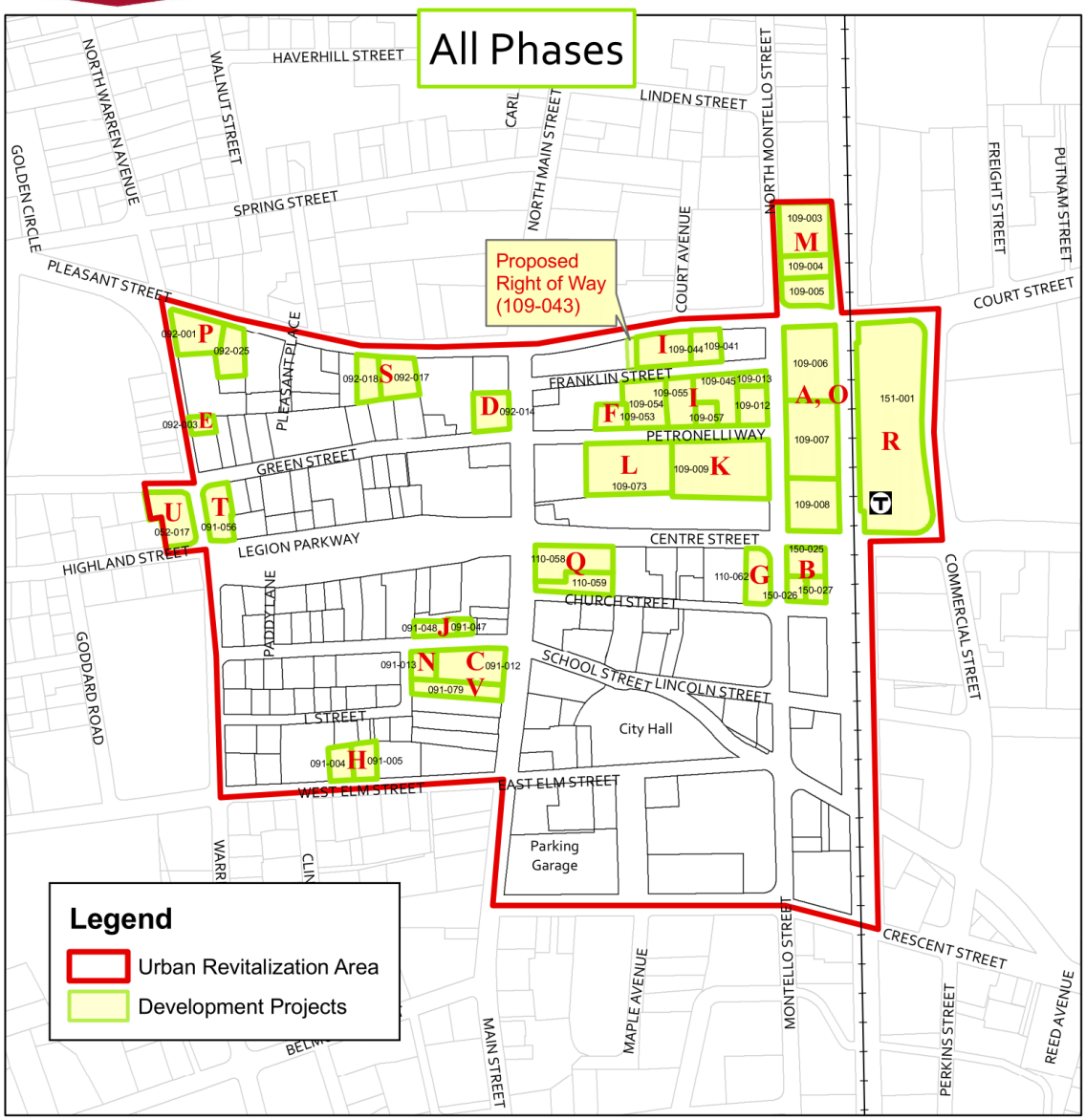
Phasing of Rehabilitation, Development and Redevelopment Projects

The section proposes or estimates phasing for each of the development projects that are either proposed through this URP or anticipated as contributing future DIF Tax Increment Revenues.

Phasing is proposed in some instances to allow the most efficient construction staging, such as through the construction of a temporary surface parking lot to facilitate renovation of the Furniture Building and to support other downtown uses. In other instances phasing is estimated to reflect potential market absorption, and, in instances where public action is proposed pursuant to this URP, to allow enough time to negotiate the public/private financing strategies that most of these projects will likely require.

As with any plan with a multi-year implementation timeline, proposed phasing may vary based on market conditions, availability of project funding or other factors.

Map 3-A Index of Revitalization Parcels



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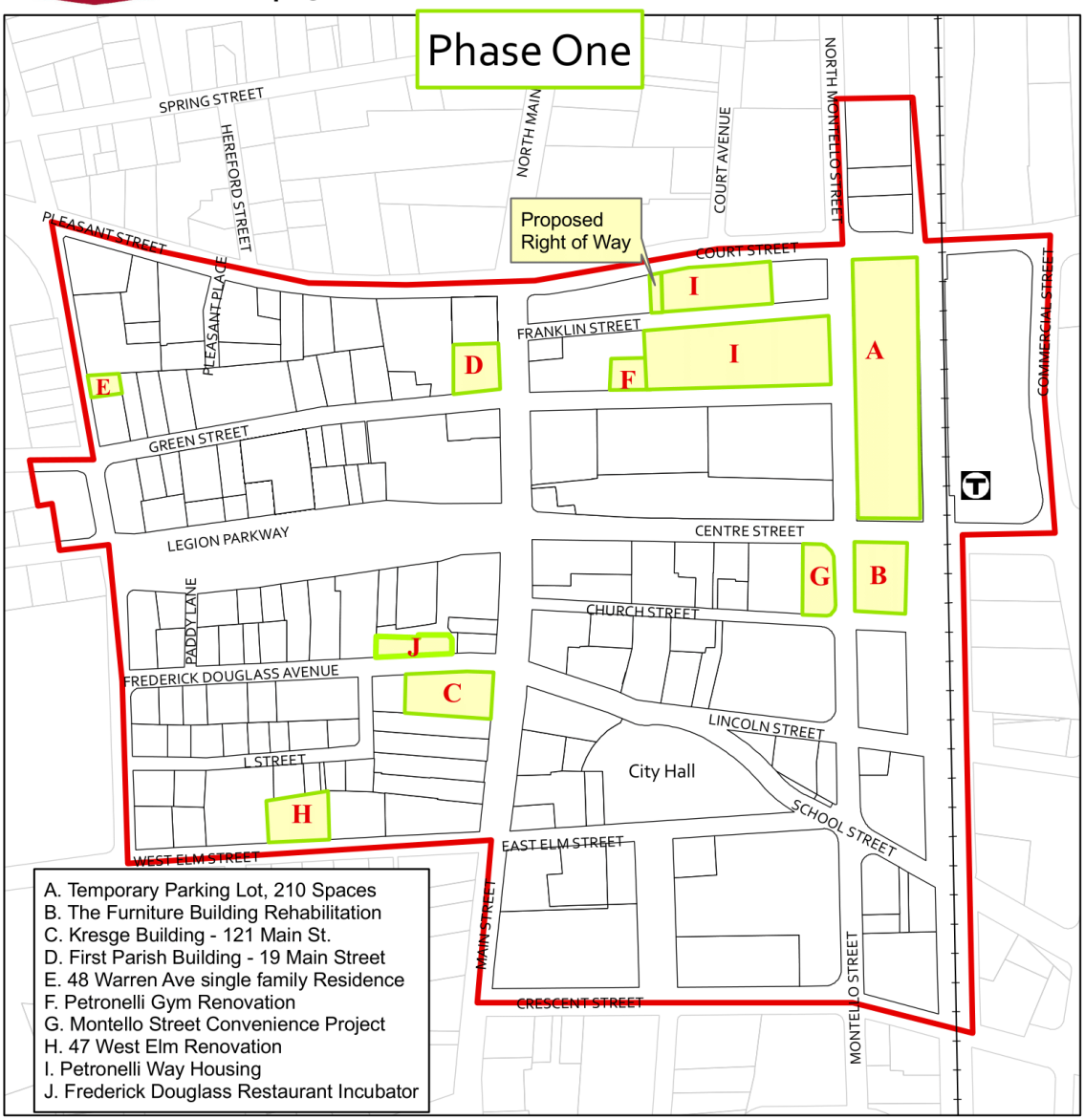
N

Brockton Urban Revitalization Area Project location index.
Map prepared for the City of Brockton, MassDevelopment and Stantec by David Streb, AICP; A.G. Jennings LLC.
Data source: City of Brockton and MassGIS

Believed accurate, but use for planning purposes only.

March 4, 2016

Map 3-A-1 Index of Revitalization Parcels



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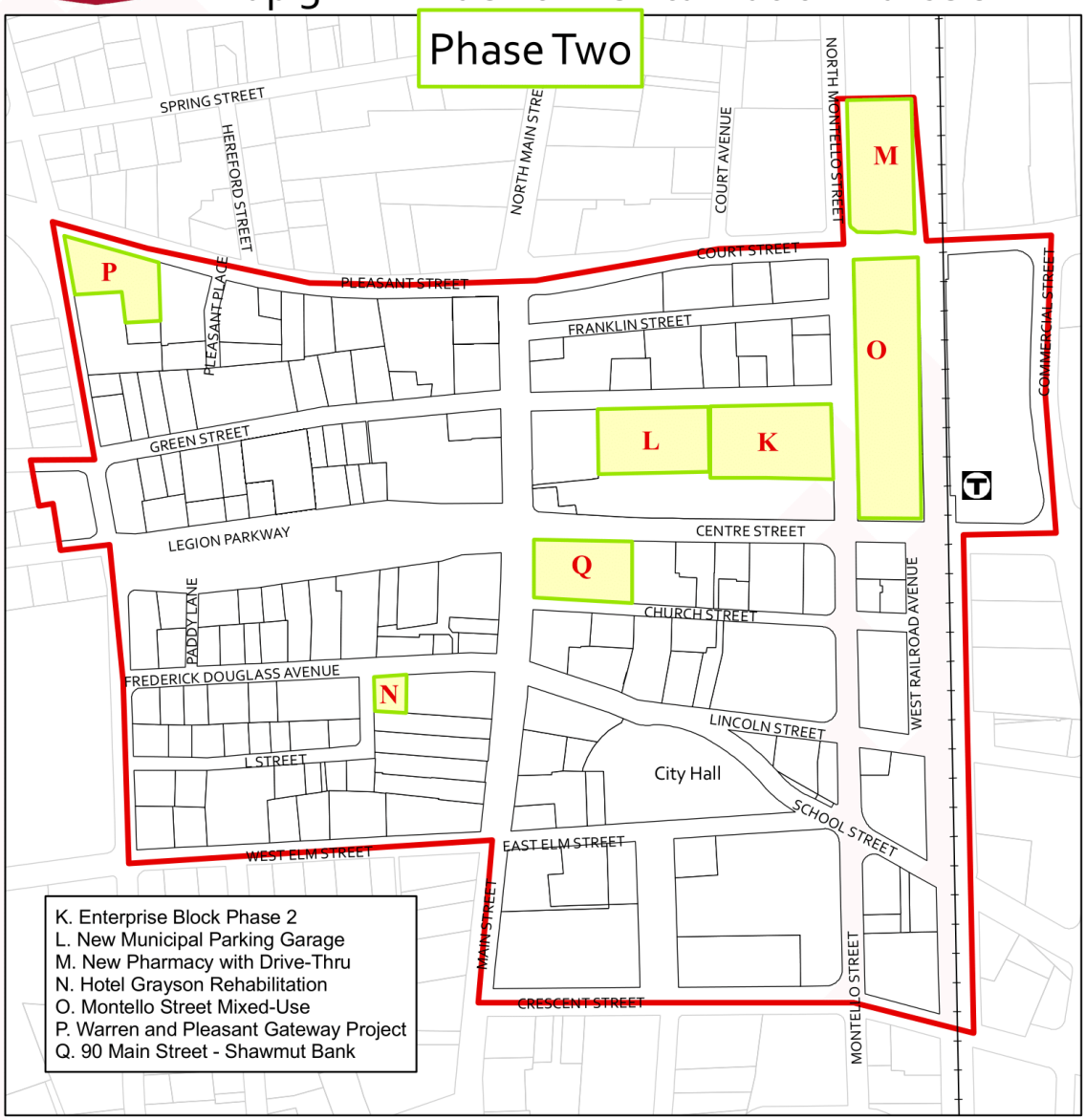
Brockton Urban Revitalization Area Project location index.
Map prepared for the City of Brockton, MassDevelopment and Stantec by David Streb, AICP; A.G. Jennings LLC.
Data source: City of Brockton and MassGIS

Believed accurate, but use for planning purposes only.
March 4, 2016

Map 3-A-2 Index of Revitalization Parcels



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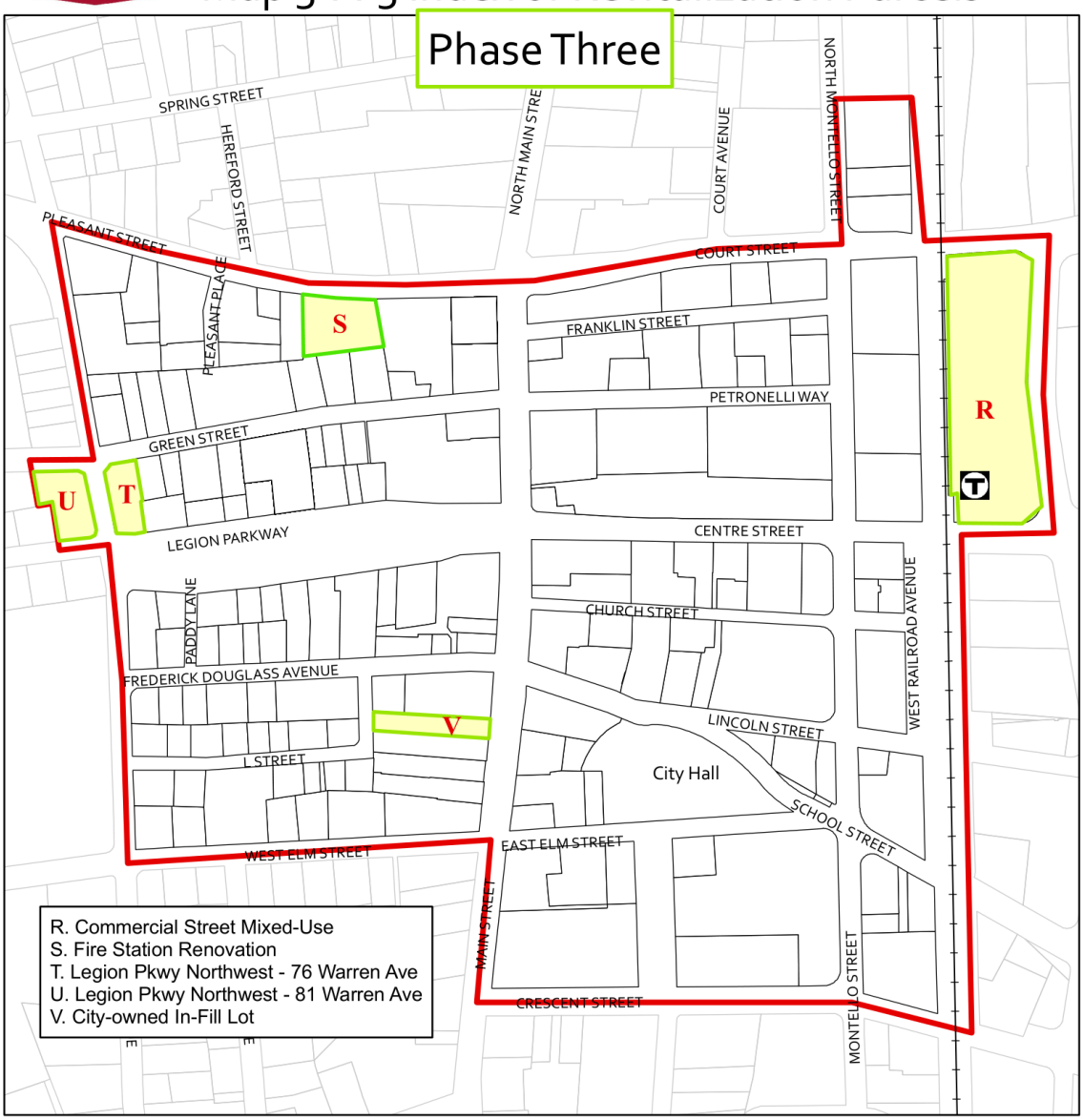
Brockton Urban Revitalization Area Project location index.
Map prepared for the City of Brockton, MassDevelopment and Stantec by David Streb, AICP; A.G. Jennings LLC.
Data source: City of Brockton and MassGIS

Believed accurate, but use for planning purposes only.

March 4, 2016

Map 3-A-3 Index of Revitalization Parcels



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Brockton Urban Revitalization Area Project location index.
Map prepared for the City of Brockton, MassDevelopment and Stantec by David Streb, AICP; A.G. Jennings LLC.
Data source: City of Brockton and MassGIS

Believed accurate, but use for planning purposes only.

March 4, 2016

Phase 1 (est. FY17 – FY18)

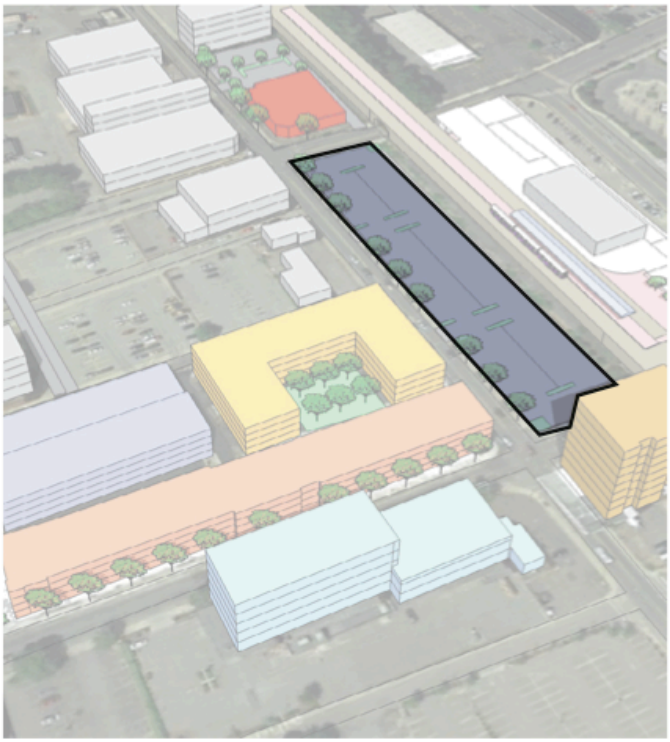
A. Temporary Parking Lot, 210 spaces (109-006, 109-007, 109-008)

As new development transforms the project area west of the train station and displaces existing parking lots, the major development initiatives in this plan, along with those launched by W.B. Mason and others, will require a temporary parking solution. Bounded by Court Street, Montello Street, and Centre Street, this temporary parking lot will serve the area's parking requirements until the redevelopment of the Montello/rail block into a new mixed-use development which will include additional structured parking.

TP

Temporary surface parking to support existing and new uses

Residential, retail and commercial entities all rely on parking. As new development transforms some existing parking lots, the major development initiatives in this plan, along with those launched by W.B. Mason and others, will require a temporary parking solution. Within 10 years, the plan calls for redeveloping the Montello/rail block into a new mixed-use development that includes additional structured parking.



Development Economics

Surface parking spaces	200
Estimated cost (demolition and development)	$1,000,000
Potential financing mechanism: MassWorks, DIF	

While temporary, surface parking here and throughout the study area will remain in place for several years. To support the longer-range vision of more activity in downtown, , temporary lots should focus on improving the design of the pedestrian edge with distinctive paving, fencing, and plantings. Where possible, surface lots should add street trees and landscaped islands within the parking field. Where feasible, plan landscaping to allow the retention of street trees and perimeter trees when a lot eventually undergoes redevelopment.

Construction of the temporary parking lot will rely on acquisition and demolition of three structures as described in Section 12.02(1) Parcels Eligible for Acquisition and as shown here.

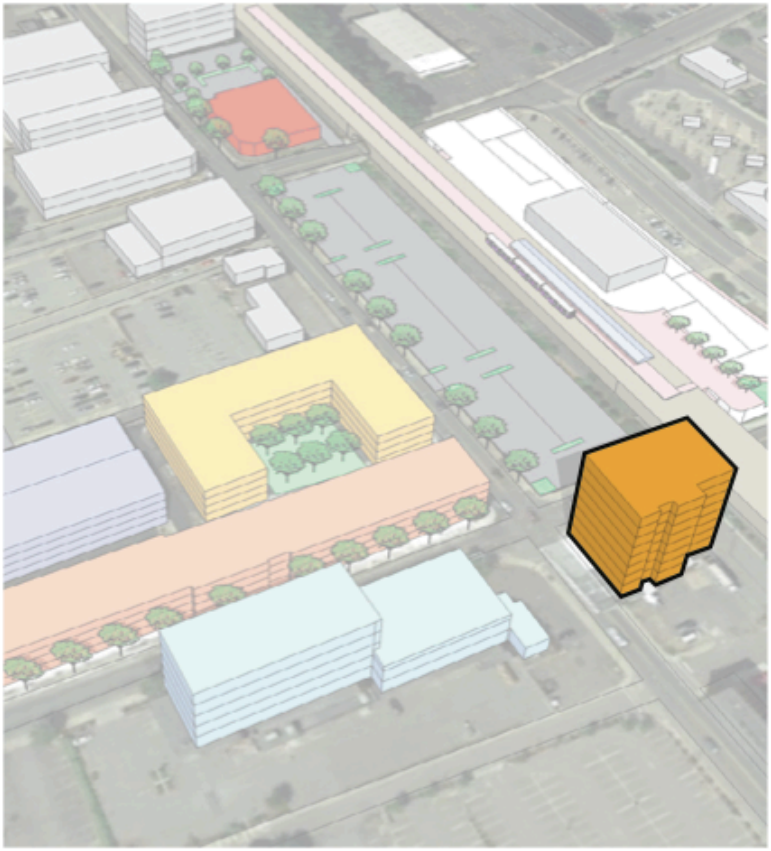
The three parcels located between Montello Street and the Commuter Rail right-of-way are underutilized, with one building vacant and, on all three parcels, significant percentages of surface parking.

B. The Furniture Building Rehabilitation (150-025, 150-026 and 150-027)

The eight story historic building at 93 Centre Street, commonly known as The Furniture Building, is proposed for rehabilitation into 60-70 units of mostly market-rate housing above first floor commercial space. Site renovations will be supported by access to adjacent parking resulting from construction of the temporary surface parking lot.

93 Rehabilitation of 93 Centre

The building at 93 Centre Street is emblematic of Brockton's collection of important historic buildings. Rehabilitation of this building will add to the vibrancy of a revitalized Centre Street.



Development Economics

Retail space (gross square feet)	3,821gsf
Residential units	60
Residential space (gross square feet)	57,323gsf
Spaces required in municipal parking structure	48
Surface parking spaces	0
Projected development costs	$16,400,000
Potential financing mechanism: Debt; federal and state historic tax credits; Housing Development Incentive Program (HDIP); owner's equity; other sources	

C. Kresge Building 121 Main Street (091-012)

This project involves the acquisition and renovation of a 16,500 square foot Art Deco building into a mixed commercial and residential use. Its location at the intersection of Frederick Douglass Avenue will support the other redevelopment efforts planned for this area, including the proposed Restaurant Incubator and Hotel Grayson renovation. Renovation cost estimates for the Kresge building were prepared in 2011 and are included in Appendix D. *(Note: façade panels have been removed since date of photo below).*

D. 19 Main Street – (092-014)

The First Parish Building, a three story building currently owned by the city, will be renovated into first floor retail and upper floor residential to enhance the commercial vitality of Main Street.

E. 48 Warren Ave Rebuild of single family home (092-003)

This single family home is currently empty and boarded and is located on Warren Avenue, a busy thoroughfare. Its surroundings have improved with the opening of Vicente's Market and the Brockton Neighborhood Health Center branch. The property is proposed to be acquired and renovated to provide affordable housing to an income-eligible household. The BRA is presently moving forward with the receivership process.

F. Petronelli Gym Rehabilitation (109-053)

The historic Petronelli Gym, at 28 Petronelli Way, is the location where heavyweight boxing champion Marvin Hagler trained. This historic building is proposed to be renovated into first floor commercial space with residential uses on the upper floors. Renovation cost estimates prepared in 2011 are included in Appendix D.

G. 95 Montello Street (110-062)

The convenience store on Montello Street between Centre and Church Streets will be acquired and demolished for future redevelopment.

H. 47 West Elm Street - (091-004 and 091-005)

This multi-story building used to be a multi-story office building, but is currently empty and fire damaged. It is proposed to be acquired and renovated into residential apartments that meet housing-quality standards. This project will benefit from construction, on adjacent land, of the L Street Tot Lot and Playground described in the Public Improvements section of this URP.

I. Petronelli Way Mixed-Use (109-012, 109-013, 109-045, 109-044, 109-055, 109-057, 109-041, 109-044)

A 135-unit residential development with 3,000 square feet of ground-floor retail is proposed to be built on the northwest corner of Petronelli Way and North Montello Street in the second phase of development. Construction would begin after completion of the Enterprise Block and the new garage. People who currently park in the surface lot would shift to the temporary parking lot east of North Montello Street.

MU

Mixed-use development: Petronelli Northside

A 135-unit residential development with 3,000 square feet of ground-floor retail would be built on the northwest corner of Petronelli Way and Montello in the second phase of development (3 to 5 years). Construction would begin after completion of the Enterprise block and the new garage. People who currently park in the surface lot would shift to the temporary lot east of Montello. The municipal parking facility and on-site parking would meet residents' parking needs.

Development Economics

Retail space (gross square feet)	3,000gsf
Residential units	135
Residential space (gross square feet)	109,500gsf
Spaces required in municipal parking structure	75
Surface parking spaces	33
Projected development costs	$30,000,000
Potential financing mechanism: 40% affordable housing tax credits for residents making up to 60% Area Median Income, or approximately $42,000/year for a two-person household in Plymouth County; conventional debt	

Construction of the Petronelli Way project will rely on acquisition and demolition of structures as described in Section 12.02(1) Parcels Eligible for Acquisition and as shown here.

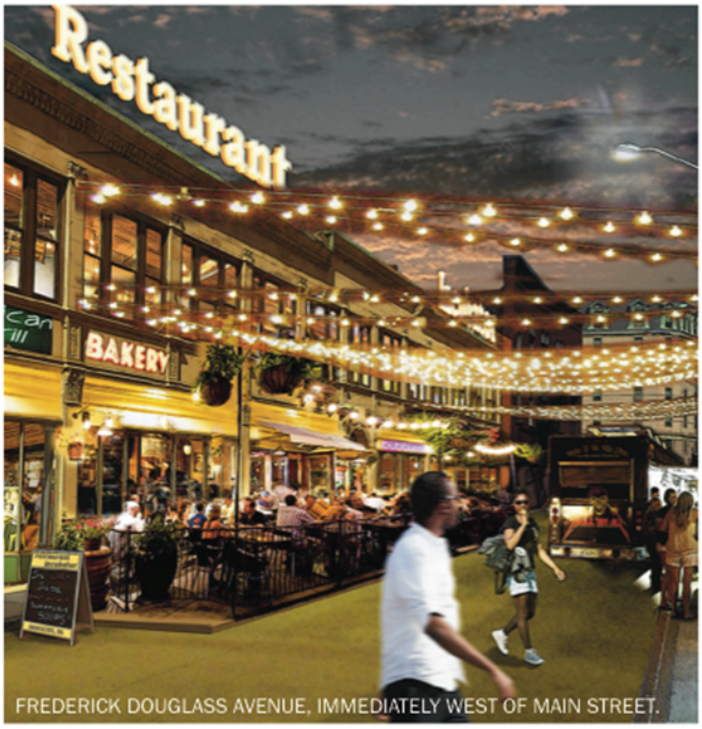
The Petronelli Way project is one of the catalytic development sites identified in the Brockton Downtown Action Strategy. It will require displacement of businesses, but efforts will be made to retain these businesses in Downtown Brockton.

J. Frederick Douglass Restaurant Incubator and Co-working Space (091-047, 091-048)

The two-story structure at 11-15 Frederick Douglass Avenue is proposed to be converted into a restaurant incubator to help meet the stated desire for additional restaurants downtown. Incubators help entrepreneurs start restaurants in low-cost space that allows the owners to focus on concept, refine menus, and develop a feel for the market—without a big up-front investment. The project will also include co-working space to provide entrepreneurs shared telephones, copiers and meeting space. It will take advantage of a pending zoning change that will allow outdoor dining to bring a vibrant and healthy change to this part of downtown.

RI Restaurant incubator and shared workspace

The most-desired downtown amenity in the study's survey was restaurants. A restaurant incubator would house a changing array of street-level dining options run by entrepreneurs testing concepts for restaurants with minimal financial risk. An expanded commercial kitchen could also give other food businesses access to a professional facility, helping them expand their operations. At present, the construction figures below account for structural renovation of the entire property, including a new roof, and the updating of any major structural elements. Only the ground floor will be renovated for use. Similarly, rental income is only shown for the ground floor space, with the upper level uses still to be determined.



FREDERICK DOUGLASS AVENUE, IMMEDIATELY WEST OF MAIN STREET.

Development Economics

Restaurant incubator (gross square feet)	3,125gsf
Parking spaces—shared with city lots	
Projected development costs	$2,800,000
Potential financing mechanism: Conventional debt; grants	

The photos below illustrate existing conditions on Frederick Douglass Avenue, including (on the left) 11-15 Frederick Douglass Avenue, and on the right the Hotel Grayson in the foreground and the Kresge Building in the background.

Phase 2 (est. FY19 – FY22)

K. Enterprise Block Phase II

This project is fully permitted for construction of a new multi-story building to create 102 units of housing as the second phase of the Enterprise Block project (which began with recent construction of the Enso Lofts and Centre 50). The project is planned as a U-shaped residential building with an interior yard. It will be located between Petronelli Way and Centre Street, and its residential façade will visually anchor the corner of Montello Street and Petronelli Way.

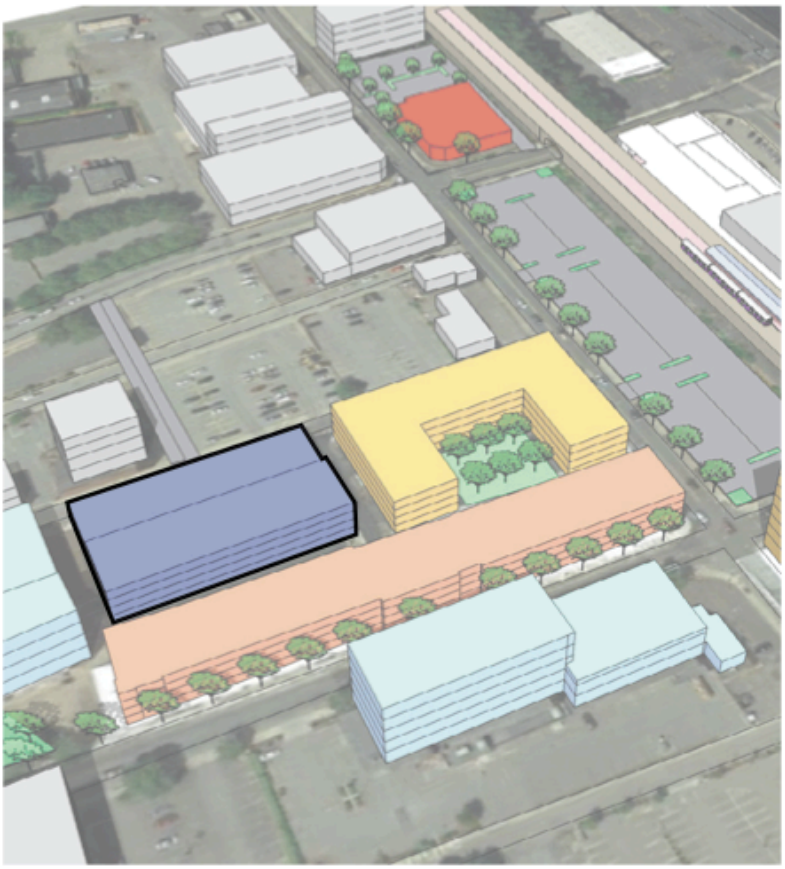
L. New Municipal Parking Garage

This project will include construction of a 400-space municipal parking facility to support the planned Phase II development of the Enterprise Block and other initiatives in the area of Montello and Crescent Streets near the downtown commuter rail station. As part of a later development project, a new road will be constructed across Petronelli Way to align with a central entrance on the north side of the garage to improve vehicular access.

SP

Structured parking to support multiple redevelopment projects

Build a 400-space municipal parking facility to support the planned Phase II redevelopment of the Enterprise Block and other initiatives The plan locates the garage on the east side of the site to better serve multiple users. The Action Strategy recommends the introduction of a new road across Petronelli Way to align with a central entrance on the north side of the garage.



Development Economics

Structured parking spaces	400
Projected development costs	$18,000,000*
Potential financing mechanism: MassWorks, District Improvement Financing, Municipal Bond Financing, private capital	

*assumes prevailing wage

M. New Pharmacy (109-003, 109-004 and 109-005)

A new 14,000 square foot chain drug store will be built adjacent to the train tracks at the corner of North Montello and Court Streets. It will include a drive-through and pharmacy, and will provide an important amenity for residents of downtown that was said to be lacking during the public comment sessions.

New pharmacy to add a crucial amenity

Pharmacies represent an important amenity for both downtown residents and workers. Locating one on Montello would assure easy access for commuters driving by. The pharmacy will need dedicated parking and a drive-through window to serve the commuter market, but it should not follow the typical suburban format, which puts parking in front of the building. Instead, it should follow a few simple design principles—primarily siting the building right along the sidewalk, moving parking to the north side of the parcel, and providing landscaping within the parking field and on its edges—in order to strengthen walkability and other in the area.

Development Economics

Surface parking spaces	50
Parking field size (gross square feet)	14,000gsf
Projected development costs	$5,000,000
Potential financing mechanism: Conventional debt and equity	

Construction of the pharmacy will rely on acquisition and demolition of one structure as described in Section 12.02(1) Parcels Eligible for Acquisition and as shown here.

Public meetings, focus groups and a resident survey indicated strong interest in seeing a new pharmacy with convenience retail to supplement the current retail offerings in Downtown Brockton. These parcels are well located, and are configured to accommodate a stand-alone pharmacy.

N. Hotel Grayson Building 28 Frederick Douglass Avenue (091-013)

This empty and boarded former hotel of 20,000 square feet will be renovated into a mixed retail, office and arts complex. It is located directly across from the proposed Restaurant Incubator project at 11-15 Frederick Douglass Avenue.

O. Montello Street Mixed Use Development (109-006, 109-007 and 109-008)

The Montello Street Mixed-Use Development is proposed to be built between Centre Street and Court Street adjacent to the train station, replacing the temporary parking lot proposed to be constructed during the initial phase of implementation. It is projected to include 130 units of housing, 9,000 square feet of retail space and a 150 space two level structured parking garage.

G
Montello Street Mixed–Use Development, 130 units of housing + 9,000sf of retail + 150 parking stalls (structured, one level)

P. Warren and Pleasant Street Development (092-001 and 092-025)

Two vacant parcels at the intersection of Warren and Pleasant Street are across from the recently developed Vicente Market on a heavily travelled corridor. This site is an important gateway to the downtown area. The two parcels, roughly 23,000 square feet in total, will be utilized for the development of a mixed-use residential-commercial project.

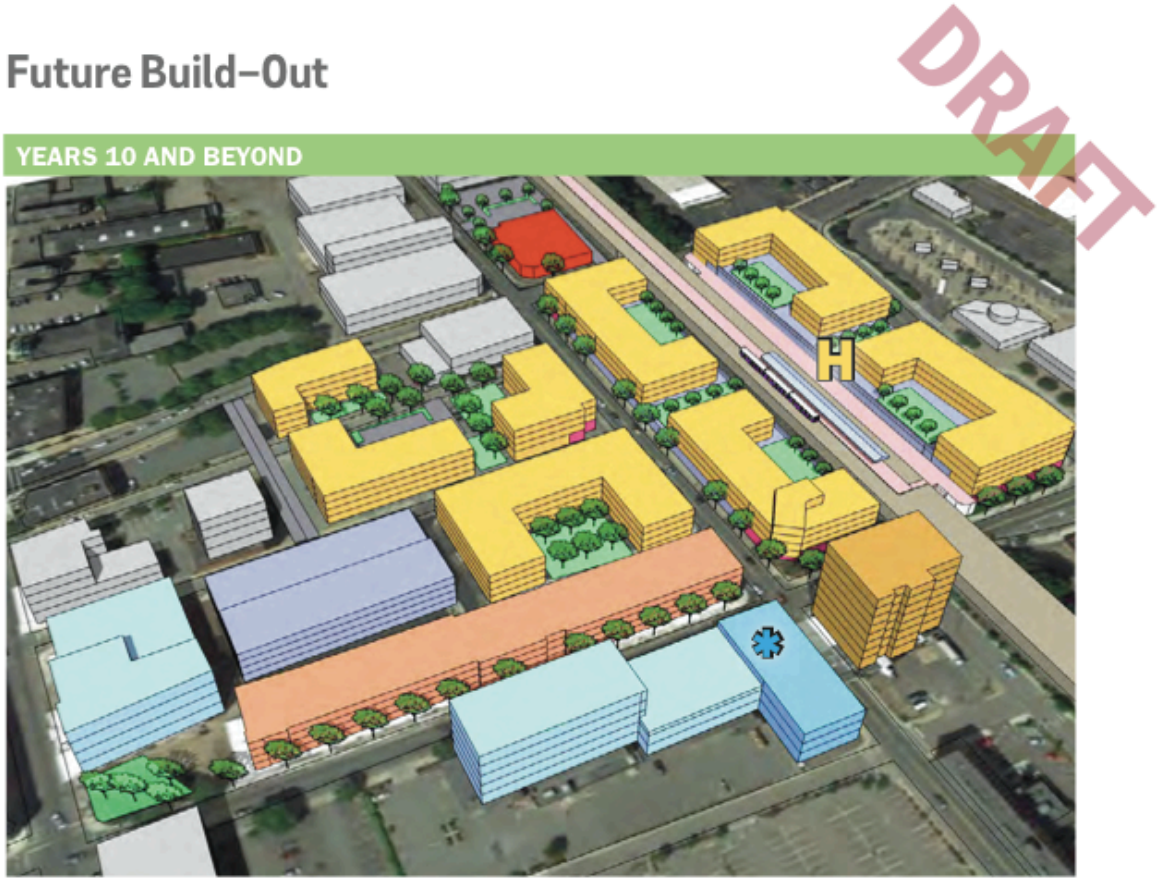
Q. 90 Main Street - Shawmut Bank Building (110-058 and 110-059)

The properties adjacent to the W.B. Mason headquarters, including the former Shawmut Bank Building and adjacent surface parking, are proposed to be acquired and renovated as expanded office with potential for ground level retail.

Phase 3 (est. FY22 – FY26)

R. Commercial Street Mixed-Use (Police Station Redevelopment, 151-001)

The construction of a new Public Safety complex (not funded through this URP) will allow for the relocation of the Police Station, and will allow for disposition of this transit-adjacent property for redevelopment. The existing Police Station building will be demolished by the redeveloper (as a condition of disposition) and will be replaced with a new development to include 155 units of housing, 9,000 square feet of retail space and a 260 space structured parking garage. Disposition and redevelopment of this parcel will take into account the easement held by the MBTA on both T maintenance access and customer pickup/dropoff ramps, including relative to the City's responsibilities for snow removal pursuant to those easements.



S. Fire Station Renovation – 42-52 Pleasant Street (092-017, 092-018)

Following the construction of a new Public Safety Complex, the two fire station buildings on Pleasant Street will be sold and renovated into a mixed-use residential commercial building. The historic nature of the fire station and fire alarm building make them amenable to rehabilitation with ground floor retail/restaurant use and residential above.

T. Legion Parkway Northwest 1 – Gas Station at 81 Warren Avenue (052-017)

Legion Parkway is a natural extension of the important Centre Street corridor and in need of additional redevelopment activities. While the east end of the parkway has strong ties to Main Street, and the center is dotted with historic structures, the western end at Warren Avenue becomes a no man's land of auto oriented businesses with little connection to the surrounding area. In support of the goal of creating a safe walkable path to the recently renovated Vicente's Market, this URP proposes to acquire or otherwise cause the redevelopment of the auto oriented lots at 76, and 81 Warren Avenue, at the intersection of Legion Parkway.

U. Legion Parkway Northwest 2 – Gas Station at 76 Warren Avenue (091-056)

V. City-owned Infill Lot between 121 and 137 Main Street - (091-079)

The vacant City-owned 11,000 square foot lot on this important section of Main Street will be the location of a multi-story commercial building compatible with the adjacent buildings to enhance and maintain a walkable commercial district and eliminate its current missing-teeth appearance cause by previous building demolition.

Estimates of Job Displacement, Retention and Creation

Table 12.02(3)(1) Estimates of Job Creation, Displacement and Retention

Index	Phase	Development projects	Jobs created (FTE)	Jobs Displaced	Jobs Retained	Relocation Costs (if applicable)
A	1	Temporary Parking Lot, 210 spaces	0	*30*	*pending*	Y
B	1	The Furniture Building Rehabilitation	16-20	*pending*	*pending*	Y
C	1	Kresge Building - Rehab - Mixed Use Commercial/Residential	0	0	0	
D	1	First Parish Building, 19 Main Street	0	0	0	
E	1	48 Warren Ave., Rehab of Single-Family Home	0	0	0	
F	1	Petronelli Building, Rehabilitation	0	0	0	
G	1	95 Montello Street	96	*3*	*pending*	Y
H	1	47 West Elm Street, Rehabilitation	24	0	0	
I	1	Petronelli Way Housing	10-12	*10*	*pending*	Y
J	2	Frederick Douglass Restaurant Incubator and Co-Working	21-26	0	0	
K	2	Enterprise Block, Phase II	0	0	0	
L	2	New Municipal Parking Garage	0	0	0	
M	2	New Pharmacy	43-52	*pending*	*pending*	Y
N	2	Hotel Grayson	0	0	0	
O	2	Montello Street Mixed-Use	30-36	0	0	
P	2	Warren and Pleasant Street	0	0	0	
Q	2	Shawmut Bank Building, 90 Main Street	200			
R	3	Commercial Street Mixed-Use (Police Station Redevelopment)	30-36	0	*pending*	Y
S	3	Fire Station Renovation	12.6	0	*pending*	Y
T	3	Legion Parkway Northwest, 76 Warren Ave	12	*pending*	*pending*	Y
U	3	Legion Parkway Northwest, 81 Warren Ave	16	*pending*	*pending*	Y
V	3	City-owned Infill Lot	43.75	0	0	
			555-587			

For businesses proposed for displacement, the BRA will determine job displacement and retention within the process property acquisition and business relocation.

Expanded Planning Efforts (Future)

While the initiatives identified in this Urban Revitalization Plan focus exclusively on initiatives within the proposed Urban Revitalization District, the City is focused on opportunities in the broader study area that was the focus of the Brockton Downtown Action Strategy. Planning and redevelopment efforts in the following locations may proceed either concurrently or subsequent to the implementation of this URP, but are important to understand as context for the City's overall downtown redevelopment vision:

◊ **CSX District** – Building on its prior dedicated study of the site, the City would like to initiate a master planning program for the 55 acres surrounding the now vacant CSX

freight yard located east of the main line between Eliot, Court and North Cary Streets. The 31.27-acre CSX property has been declared surplus by the railroad and is one of the largest, privately held, undeveloped parcels in the city. The plan must balance future land use, zoning, and infrastructure needs with financing and economic constraints. Due to its proximity to public transit, the CSX site has emerged as a prime candidate for creation of a "one-stop" homeless center and as a possible future site for the city's main police and fire stations. The City's planning for this location will build on prior efforts.[3]

◊ **Judiciary Square** – A redevelopment plan for the area bounded by West Elm Street, Main Street, Belmont Street and Warren Avenue should also be created. Already home to Brockton District Trial Court and Plymouth Probate and Family Court, the district could be home to a new Superior Courthouse to replace the 125 year old facility at 72 Belmont Street.

◊ **Downtown North** – This area is bound by the CSX/MBTA railroad on the east, Linden and Spring Street on the north, and Pleasant/Court Streets on the south. With Perkins Park at its center, the district is bisected by both North Main and North Montello Streets. This neighborhood has a direct impact on the success of the downtown core, and holds considerable opportunity given its access to transit. The City is engaged in discussions with the owners and operators of Father Bill's Mainspring regarding how best to provide continued service to homeless persons in a way that best complements the City's efforts toward revitalization of Downtown Brockton.

◊ **Downtown South** – The land south of downtown and north of the Salisbury Brook contains many of the City's cultural assets, including the Brockton Public Library, the YMCA, Council on Aging and the School Department headquarters. The relocation of the Plymouth County District Attorney from their current location and the disposition of the building at 32 Belmont should serve as the catalyst for a larger redevelopment plan. Effort should be made to build up along Main Street and enhance the unique public space created by the Sycamore Grove at the former BAT Bus terminal. A planning study of the area could address YMCA expansion needs, identify additional sites for new cultural amenities, and set the stage for creating a new downtown neighborhood around the park. The City is actively engaged in an effort to secure investment by the Commonwealth in support of a Higher Education Collaborative in this area of Downtown Brockton.

◊ **Legion Parkway/Warren/Vicente's** – The Legion Parkway corridor would benefit from additional planning and redevelopment. The east end of the parkway has strong ties to

[3] Preliminary Market Assessment for Brockton CSX Rail Site. Prepared for the Metro South Chamber of Commerce by the UMass Donahue Institute. September 2013.

Main Street, and the center is dotted with historic structures, but the pedestrian environment at the western end of Legion Parkway at Warren Avenue becomes a no-man's land of auto-oriented businesses with little connection to the surrounding area. Redeveloping key parcels on Warren Avenue would restore the connection between the neighborhood to the west and the larger community. The city should explore opportunities for a pocket park and tot lot in this area.

Potential longer-term properties for redevelopment include:

Parcel ID	Address	Owner
091-008	147 Main Street	Mihos, Christy J.
110-018	26 School Street	Berkshire Investments LLC
110-082	0 School Street	Berkshire Investments LLC
110-041	0 Main Street	Brockton Main Street LLC

The City of Brockton and the BRA will continue to evaluate whether public objectives for redevelopment would benefit from future amendments to this URP. Future amendments would be introduced, and considered through the same public process, public hearings and DHCD review and approval that were part of the enactment of this URP.

12.02 (4) Financial Plan

A Financial Plan for the implementation of the Downtown Brockton URP has been prepared and is provided in Table 10: Project Budget – Downtown Brockton Urban Redevelopment Plan. The plan was developed to enable implementation to take place over three phases and the budget reflects this phasing program. In addition, the financing plan was developed in accordance with 760 CMR 12.02 (4), which requires that the plan include:

Project Costs

€ *Estimated cost of each parcel to be acquired and identification of any property in which any officer or employee of the municipality or of the BRA has, or is believed to have, any direct or indirect interest:*

Generally, the Urban Redevelopment Plan requires a value for each anticipated acquisition in order to formulate the anticipated financing to acquire those properties. Restricted use appraisals from a certified independent appraiser were used for the property values used in the financial plan tables. At the time of acquisition approval, the BRA will secure two additional full appraisals, and if the appraisals are more than 20% different, a third may be required.

It has been determined that the Brockton City Clerk has a real estate interest in parcel 109-012 at 33 Montello Street, which is proposed for acquisition. The City Clerk has not had any role whatsoever in the preparation or review of this URP, and will not have any decision making role or influence in the implementation of the URP beyond what would be afforded any owner of property proposed for acquisition. Work is underway to determine any additional properties proposed for acquisition in which any officer or employee of the municipality or of the BRA has or is believed to have any direct or indirect interest.

Table 12.04(4)(A): Proposed Acquisition Costs by Phase

Parcel ID	No.	Street Name	Building Condition	Assessed Value (2015)	Acquisition Costs (est.)1	Phase	Est. Acquisition Costs by Year / Phase: Phase 1 2016 - 2018	Phase 2 2019 - 2021	Phase 3 2022 - 2026
109-053	28	PETRONELLI WA	Severe Disrepair	$ 244,700	n/a	*1 (tax title)*			
091-013	28	HIGH ST	Moderate Disrepair	$ 451,480	n/a	*1 (tax title)*			
091-012	121	MAIN ST	Severe Disrepair	$ 265,620	n/a	*1 (tax title)*			
091-005	47	W ELM ST	Severe Disrepair	$ 255,820	n/a	*1 (tax title)*			
091-004	0	W ELM ST	N/A (vacant)	$ 35,140	n/a	*1 (tax title)*			
092-003	48	WARREN AV	Severe Disrepair	$ 97,000	n/a	*1 (receivership)*			
150-027	0	MONTELLO ST	N/A (vacant)	$ 23,980	$ 40,000	1	$ 40,000		
150-026	100	MONTELLO ST	N/A (vacant)	$ 20,560	$ 40,000	1	$ 40,000		
150-025	93	CENTRE ST	Severe Disrepair	$ 487,000	$ 290,000	1	$ 290,000		
109-008	66	MONTELLO ST	Good	$ 496,500	$ 560,000	1	$ 560,000		
109-007	46	MONTELLO ST	Satisfactory	$ 343,600	$ 420,000	1	$ 420,000		
109-006	8	MONTELLO ST	Satisfactory	$ 256,510	$ 310,000	1	$ 310,000		
110-062	95	MONTELLO ST	Moderate Disrepair	$ 195,200	$ 270,000	1	$ 270,000		
109-005	5	N MONTELLO ST	N/A (vacant)	$ 57,380	$ 120,000	2		$ 120,000	
109-004	0	N MONTELLO ST	N/A (vacant)	$ 42,930	$ 90,000	2		$ 90,000	
109-003	21	N MONTELLO ST	Moderate Disrepair	$ 243,500	$ 260,000	2		$ 260,000	
110-059	0	MAIN ST	N/A (vacant)	$ 54,150	$ 110,000	2		$ 110,000	
110-058	90	MAIN ST	Moderate Disrepair	$ 919,500	$ 900,000	2		$ 900,000	
109-057	0	PETRONELLI WA	N/A (vacant)	$ 25,690	$ 50,000	2		$ 50,000	
109-045	0	MONTELLO ST	N/A (vacant)	$ 153,360	$ 140,000	2		$ 140,000	
109-041	65	COURT ST	Moderate Disrepair	$ 163,500	$ 160,000	2		$ 160,000	
109-013	23	MONTELLO ST	Moderate Disrepair	$ 288,500	$ 330,000	2		$ 330,000	
109-012	33	MONTELLO ST	Moderate Disrepair	$ 214,400	$ 190,000	2		$ 190,000	
092-025	102	PLEASANT ST	N/A (vacant)	$ 238,090	$ 100,000	2		$ 100,000	
092-001	108	PLEASANT ST	N/A (vacant)	$ 138,170	$ 150,000	2		$ 150,000	
091-056	76	WARREN AV	Moderate Disrepair	$ 224,100	$ 240,000	3			$ 240,000
052-017	81	WARREN AV	Moderate Disrepair	$ 399,500	$ 400,000	3			$ 400,000
				$ 6,335,880	$ 5,170,000		$ 1,930,000	$ 2,600,000	$ 640,000

[1] *Source of estimated acquisition costs: Restricted Use Appraisal Reports, February 2016, Bonz and Company, Inc.; and Stantec.*

€ *Detailed cost estimates for site preparation.*

The Downtown Brockton URP contemplates the acquisition and redevelopment of twenty-seven (27) existing properties. There are no special site conditions, such as grading, drainage or soil issues, anticipated in connection with these properties. Other costs such as environmental testing, including subsurface testing and lead and asbestos surveys, as well as a detailed structural assessment of the buildings, could not be obtained due to lack of funding availability at this time. Environmental assessments will be undertaken upon acquisition of the properties by the BRA. Appropriate offsets will be made to reflect any downward adjustment of appraisal pricing as a result of identified contaminants. The following Table 12.04(4)(B): Proposed Demolition Costs by Phase applies a uniform $6/SF assumed demolition cost for preliminary budgeting purposes.

Table 12.02(4)(B): Proposed Demolition Costs by Phase

								Est. Demolition Costs by Year / Phase		
Parcel ID	Street #	Street Name	ACRE	BUILT	Bldg Area - Clearance	Demolition Costs (@ $6/sf)	Phase	Phase 1 2016 - 2017	Phase 2 2018 - 2020	Phase 3 2021 - 2025+
109-012	33	MONTELLO ST	0.198	1950	3,936	$ 23,616	1	$ 23,616		
109-003	21	N MONTELLO ST	0.462	1950	14,688	$ 88,128	1	$ 88,128		
110-062	95	MONTELLO ST	0.228	1939	1,431	$ 8,586	1	$ 8,586		
109-013	23	MONTELLO ST	0.078	1900	4,764	$ 28,584	1	$ 28,584		
109-008	66	MONTELLO ST	0.478	1964	1,739	$ 10,434	1	$ 10,434		
109-007	46	MONTELLO ST	0.697	1959	2,098	$ 12,588	1	$ 12,588		
109-006	8	MONTELLO ST	0.651	1967	760	$ 4,560	1	$ 4,560		
109-041	65	COURT ST	0.175	1925	2,310	$ 13,860	2		$ 13,860	
109-043	4	MAIN ST	0.466	1983	468	$ 2,808	2		$ 2,808	
091-056	76	WARREN AV	0.243	1970	2,070	$ 12,420	3			$ 12,420
052-017	81	WARREN AV	0.327	1924	1,924	$ 11,544	3			$ 11,544
151-001	7	COMMERCIAL ST	2.37	1967	36,088	$ 216,528	3			$ 216,528
				Proposed SF for demolition:	72,276					
				Total estimated demolition costs:		$ 433,656		$ 176,496	$ 16,668	$ 240,492

- *Detailed cost estimates for all proposed public improvements.*
  Public improvements directly related to the redevelopment activities contemplated by the Downtown Brockton URP will include sidewalk, street lighting and landscaping upgrades as summarized in Section 8.

- *Detailed cost estimates for relocation expenses.*
  Discussion of relocation expenses is summarized in Section 9. All relocation that is undertaken will comply with applicable state and federal regulations.

- *Detailed cost estimates establishing the total project cost.*
  The total project costs are shown in Table 10.

- *Project budget including administrative expenses and reserves for contingencies.*
  The project budget, presented in Table 10, includes administrative expenses and reserves for contingencies.

Project Budget: The total estimated gross cost of implementing the activities contemplated by the Downtown Brockton URP, including public improvements, is estimated to be $63.6M. A phased budget detailing all costs is provided in Table 10.

Funding for the implementation of the Downtown Brockton URP will come from several sources as discussed below and as summarized in Table 10.

Project Revenues

Land and Property Disposition Revenues

Table 12.02(4)(C): Estimated Disposition Revenues by Phase

Parcel ID	Street #	Street Name	Disposition Revenues (2015 $)	Phase	Proposed Use(s)	Building Renovation	Est. Disposition Revenues by Year / Phase: Phase 1 2016 - 2018	Phase 2 2019 - 2021	Phase 3 2022 - 2026
092-014	19	MAIN ST	$ 339,680	1		Y	$ 339,680		
109-053	28	PETRONELLI WA	$ 244,700	1	residential multi	Y	$ 244,700		
091-012	121	MAIN ST	$ 265,620	1	MIXED	Y	$ 265,620		
091-005	47	W ELM ST	$ 255,820	1		Y	$ 255,820		
091-004	0	W ELM ST	$ 35,140	1		Y	$ 35,140		
092-003	48	WARREN AV	$ 50,000	1	HOUSING	Y	$ 50,000		
150-027	0	MONTELLO ST	$ 40,000	1			$ 40,000		
150-026	100	MONTELLO ST	$ 40,000	1	RETAIL		$ 40,000		
150-025	93	CENTRE ST	$ 290,000	1	MIXED	Y	$ 290,000		
109-057	0	PETRONELLI WA	$ 50,000	1	residential multi		$ 50,000		
109-045	0	MONTELLO ST	$ 140,000	1	residential multi		$ 140,000		
109-041	65	COURT ST	$ 160,000	1	residential multi		$ 160,000		
109-013	23	MONTELLO ST	$ 330,000	1	residential multi		$ 330,000		
109-012	33	MONTELLO ST	$ 190,000	1	residential multi		$ 190,000		
109-044	0	FRANKLIN ST	$ 151,360	1			$ 151,360		
109-054	0	PETRONELLI WA	$ 161,860	1			$ 161,860		
109-055	0	PETRONELLI WA	$ 133,470	1			$ 133,470		
091-013	28	HIGH ST	$ 451,480	2	Retail - Office - Arts	Y		$ 451,480	
109-008	66	MONTELLO ST	$ 560,000	2	Mixed Use res/commercial			$ 560,000	
109-007	46	MONTELLO ST	$ 420,000	2	Mixed Use res/commercial			$ 420,000	
109-006	8	MONTELLO ST	$ 310,000	2	Mixed Use res/commercial			$ 310,000	
109-005	5	N MONTELLO ST	$ 120,000	2	retail pharmacy			$ 120,000	
109-004	0	N MONTELLO ST	$ 90,000	2	retail pharmacy			$ 90,000	
109-003	21	N MONTELLO ST	$ 260,000	2	retail pharmacy			$ 260,000	
110-059	0	MAIN ST	$ 110,000	2				$ 110,000	
110-058	90	MAIN ST	$ 900,000	2		Y		$ 900,000	
092-025	102	PLEASANT ST	$ 100,000	2				$ 100,000	
092-001	108	PLEASANT ST	$ 150,000	2	MIXED			$ 150,000	
109-043	4	MAIN ST	$ 522,100	2	Future right-of-way (partial)			$ 522,100	
110-062	95	MONTELLO ST	$ 270,000	3					$ 270,000
091-056	76	WARREN AV	$ 240,000	3	MIXED				$ 240,000
052-017	81	WARREN AV	$ 400,000	3	MIXED				$ 400,000
091-079	0	MAIN ST	$ 137,530	3					$ 137,530
092-017	42	PLEASANT ST	$ 908,680	3	MIXED	Y			$ 908,680
092-018	52	PLEASANT ST	$ 319,890	3	MIXED	Y			$ 319,890
151-001	7	COMMERCIAL ST	$ 2,721,650	3	MIXED				$2,721,650
152-017	81	WARREN AV	$ 400,000	3	MIXED				$ 400,000
			$ 12,268,980				$2,877,650	$3,993,580	$5,397,750

Projected DIF Tax Increment Revenues from URP Activities

Table 12.02(4)(D). Downtown Brockton Development Projects, Estimated DIF Tax Increment from New Development

ID	Phase	Development	FY15 Values Total AV	Estimated FY15 Taxes	Estimated Future Value[2]	Future Taxes[3] Est.	DIF Tax Increment	First Fiscal Year of DIF Revenue
-	n/a	Enso Lofts and Centre 50	$ 3,052,790	$ 97,750	$ 16,845,750	$ 292,442	$239,446	2016
A	1	Temporary Parking Lot, 210 spaces	$ 1,096,610	$ 37,241	$ -	$ -	($37,241)	2017
B	1	The Furniture Building Rehabilitation	$ 531,540	$ 18,051	$ 13,492,434	$ 234,229	$216,178	2018
C	1	Kresge Building - Rehab - Mixed Use Commercial/Residential	$ 717,100	$ 24,353	$ 4,432,202	$ 91,094	$66,741	2017
D	1	First Parish Building, 19 Main Street	$ 339,680	$ -	$ 1,500,000	$ 37,035	$37,035	2018
E	1	48 Warren Ave., Rehab of Single-Family Home	$ 97,000	$ -	$ 150,000	$ 2,604	$2,604	2017
F	1	Petronelli Building, Rehabilitation	$ 244,700	$ -	$ -	$ -	$0	2018
G	1	95 Montello Street	$ 195,200	$ 6,629	$ 900,000	$ 28,818	$22,189	2019
H	1	47 West Elm Street, Rehabilitation	$ 290,960	$ -	$ 2,000,000	$ 42,050	$42,050	2018
I	1	Petronelli Way Housing	$ 1,292,140	$ 43,881	$ 10,187,595	$ 176,857	$132,976	2018
J	1	Frederick Douglass Restaurant Incubator and Co-Working	$ 195,910	$ -	$ 661,438	*n/a (nonprofit)*	$0	2018
K	2	Enterprise Block, Phase II	$ 318,590	$ 10,819	$ 9,023,481	$ 156,648	$145,828	2019
L	2	New Municipal Parking Garage	*unavail.*	*unavail.*	$ 1,107,052	*n/a (public)*	$0	2019
M	2	New Pharmacy	$ 343,810	$ 11,676	$ 1,716,300	$ 54,956	$43,280	2019
N	2	Hotel Grayson	$ 451,480	$ 15,332	$ 800,000	$ 25,616	$10,284	2020
O	2	Montello Street Mixed-Use	$ 1,096,610	$ 37,241	$ 10,436,942	$ 196,486	$196,486	2022
P	2	Warren and Pleasant Street	$ 376,260	$ 12,778	$ 6,000,000	$ 121,752	$108,974	2022
Q	2	Shawmut Bank Building, 90 Main Street	$ 973,650	$ 33,065	$ 7,000,000	$ 224,140	$191,075	2020
R	3	Commercial Street Mixed-Use (Police Station Redevelopment)	$ 2,721,650	$ -	$ 11,696,869	$ 104,939	$104,939	2025
S	3	Fire Station Renovation	$ 1,228,570	$ -	$ 1,600,000	$ 34,813	$34,813	2025
T	3	Legion Parkway Northwest, 76 Warren Ave	$ 224,100	$ 7,610	$ 2,000,000	$ 43,516	$35,906	2024
U	3	Legion Parkway Northwest, 81 Warren Ave	$ 399,500	$ 13,567	$ 2,200,000	$ 47,868	$34,301	2024
V	3	City-owned Infill Lot	$ 137,530	$ -	$ 700,000	$ 22,414	$22,414	2024
			$ 16,325,380	$ 369,994	$ 104,450,064	$ 1,938,275	$ 1,650,276	

Notes

[1] *FY15 values and taxes based on aggregate of six parcels: 0 Main Street, 0 Petronelli Way, 0 Montello Street, 50 Centre Street Unit A, 50 Centre Street Unit B and 52 Main Street.*

[2] *Projected Values have been aggregated for the development as a whole and are not broken down by assessors parcel.*

[3] *Holds FY16 tax rates constant, applying to projected values.*

Aggregating the first year DIF revenues for each of the projects above results in the following estimates of first-year DIF revenues, which are then input into the 30-year projections on the following page:

Table 12.02(4)(E). Est. First-Year DIF Tax Increment from New Development

Year	Contributing Projects (by Index Letter)	First-Year DIF Revenues
FY16	n/a (Enso Lofts, Centre 50)	$239,446
FY17	A, C, E	$32,104
FY18	B, D, F, H, I, J	$428,238
FY19	G, K, L, M	$211,297
FY20	N, Q	$201,359
FY21		
FY22	O, P	$305,460
FY23		
FY24	T, U, V	$92,620
FY25	R, S	$139,752
		$1,650,276

Table 12.02(4)(E). Projected Tax Increment in Downtown Brockton DIF District

			Construction of New Development Projects		Adjustment for TIF Agreement Changes and Expirations		Inflation of Construction and TIF Change Revenues		Total Tax Levy, with and without inflation		Incremental Property Tax Revenue available, with and without inflation	
Fiscal Year	Inflation (Assumed at 0.75%)	Base District Tax Levy (FY 15)	Incremental Revenues resulting from New Development	Cumulative Property Tax Revenue resulting from New Development	Incremental Revenues resulting from TIF Changes and Expirations	Cumulative Property Tax Revenue available for DIF Program resulting from TIF Changes and Expirations	Incremental Revenues resulting from Inflation	Cumulative Property Tax Revenue available for DIF Program resulting from Inflation	Total Tax Levy For Study Area without Inflation (Base + New Dev + TIF Changes)	Total Tax Levy for Study Area, Adjusted for Inflation	Total Incremental Property Tax Revenue available for DIF Program without inflation	Total Incremental Property Tax Revenue available for DIF Program including inflation
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)
2015	1.0075	$ 7,237,273	n/a	$ -	n/a	$ -	n/a	$ -	$ 7,237,273	$ 7,237,273	n/a	n/a
2016		$ 7,237,273	$ 239,446	$ 239,446	$ 84,674	$ 84,674	$ 54,280	$ 54,280	$ 7,516,639	$ 7,570,919	$ 324,120	$ 333,646
2017		$ 7,237,273	$ 32,104	$ 271,550	$ 28,315	$ 112,989	$ 56,782	$ 111,061	$ 7,577,058	$ 7,688,120	$ 384,539	$ 450,846
2018		$ 7,237,273	$ 428,238	$ 699,788	$ 23,419	$ 136,408	$ 57,661	$ 168,722	$ 8,028,715	$ 8,197,437	$ 836,196	$ 960,164
2019		$ 7,237,273	$ 211,297	$ 911,085	$ 10,624	$ 147,032	$ 61,481	$ 230,203	$ 8,228,448	$ 8,458,651	$ 1,058,117	$ 1,221,377
2020		$ 7,237,273	$ 201,359	$ 1,112,444	$ 8,853	$ 155,885	$ 63,440	$ 293,643	$ 8,438,660	$ 8,732,303	$ 1,268,329	$ 1,495,029
2021		$ 7,237,273	$ -	$ 1,112,444	$ 5,902	$ 161,788	$ 65,492	$ 359,135	$ 8,444,562	$ 8,803,697	$ 1,274,232	$ 1,566,424
2022		$ 7,237,273	$ 305,460	$ 1,417,904	$ 2,951	$ 164,739	$ 66,028	$ 425,163	$ 8,755,924	$ 9,181,087	$ 1,582,643	$ 1,943,814
2023		$ 7,237,273	$ -	$ 1,417,904	$ 2,951	$ 167,690	$ 68,858	$ 494,021	$ 8,758,875	$ 9,252,897	$ 1,585,594	$ 2,015,623
2024		$ 7,237,273	$ 92,620	$ 1,510,524	$ 1,180	$ 168,870	$ 69,397	$ 563,418	$ 8,854,447	$ 9,417,865	$ 1,679,394	$ 2,180,591
2025		$ 7,237,273	$ 139,752	$ 1,650,276	$ 1,180	$ 170,051	$ 70,634	$ 634,052	$ 8,995,379	$ 9,629,431	$ 1,820,326	$ 2,392,157
2026		$ 7,237,273	$ -	$ 1,650,276	$ 1,180	$ 171,231	$ 72,221	$ 706,273	$ 8,996,559	$ 9,702,832	$ 1,821,507	$ 2,465,558
2027		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 72,771	$ 779,044	$ 8,997,740	$ 9,776,783	$ 1,821,507	$ 2,539,510
2028		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 73,326	$ 852,370	$ 8,997,740	$ 9,850,109	$ 1,821,507	$ 2,612,836
2029		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 73,876	$ 926,246	$ 8,997,740	$ 9,923,985	$ 1,821,507	$ 2,686,712
2030		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 74,430	$ 1,000,675	$ 8,997,740	$ 9,998,415	$ 1,821,507	$ 2,761,142
2031		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 74,988	$ 1,075,664	$ 8,997,740	$ 10,073,403	$ 1,821,507	$ 2,836,130
2032		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 75,551	$ 1,151,214	$ 8,997,740	$ 10,148,954	$ 1,821,507	$ 2,911,680
2033		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 76,117	$ 1,227,331	$ 8,997,740	$ 10,225,071	$ 1,821,507	$ 2,987,798
2034		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 76,688	$ 1,304,019	$ 8,997,740	$ 10,301,759	$ 1,821,507	$ 3,064,486
2035		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 77,263	$ 1,381,282	$ 8,997,740	$ 10,379,022	$ 1,821,507	$ 3,141,749
2036		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 77,843	$ 1,459,125	$ 8,997,740	$ 10,456,865	$ 1,821,507	$ 3,219,591
2037		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 78,426	$ 1,537,552	$ 8,997,740	$ 10,535,291	$ 1,821,507	$ 3,298,018
2038		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 79,015	$ 1,616,566	$ 8,997,740	$ 10,614,306	$ 1,821,507	$ 3,377,033
2039		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 79,607	$ 1,696,174	$ 8,997,740	$ 10,693,913	$ 1,821,507	$ 3,456,640
2040		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 80,204	$ 1,776,378	$ 8,997,740	$ 10,774,118	$ 1,821,507	$ 3,536,844
2041		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 80,806	$ 1,857,184	$ 8,997,740	$ 10,854,923	$ 1,821,507	$ 3,617,650
2042		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 81,412	$ 1,938,596	$ 8,997,740	$ 10,936,335	$ 1,821,507	$ 3,699,062
2043		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 82,023	$ 2,020,618	$ 8,997,740	$ 11,018,358	$ 1,821,507	$ 3,781,085
2044		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 82,638	$ 2,103,256	$ 8,997,740	$ 11,100,996	$ 1,821,507	$ 3,863,722
2045		$ 7,237,273	$ -	$ 1,650,276	$ -	$ 171,231	$ 83,257	$ 2,186,513	$ 8,997,740	$ 11,184,253	$ 1,821,507	$ 3,946,980
			$ 1,650,276	$ 43,348,880	$ 171,231	$ 4,894,749		$ 31,929,777			$ 48,243,629	$ 78,363,897

Assumptions

.Establishment of DIF District and base date in FY15. 30-year term of District

Inflation estimated based in total increase in assessed valuation within the Study Area, which was 0.75% from FY14 to FY15.

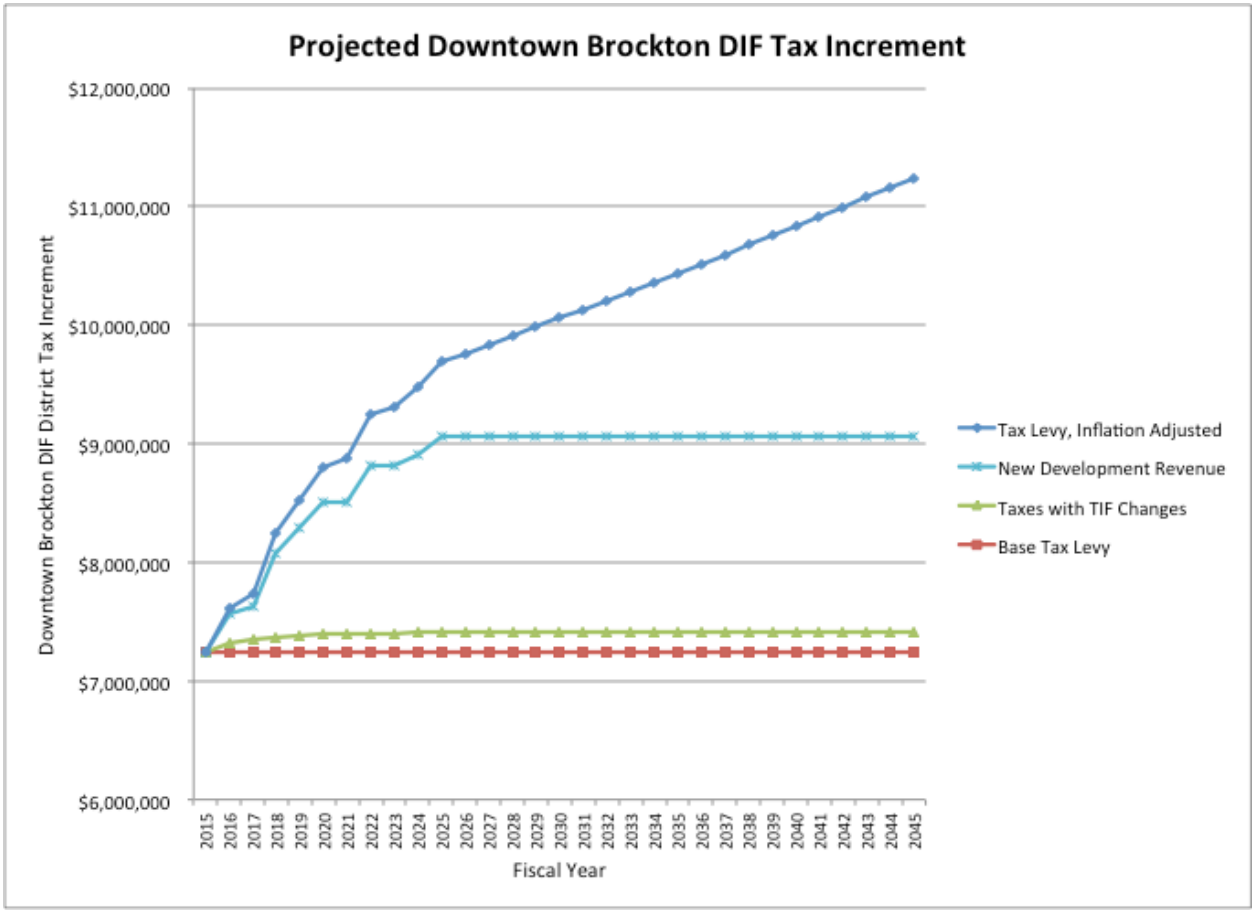
DIF Revenues are projected for development projects based on information as available regarding development size, unit count, etc., to estimate local property tax revenues (and DIF Tax Increment) at project tax stabilization (i.e. full construction and adequate occupancy).

The table on the preceding page, "Projected Tax Increment in Downtown Brockton DIF District" aggregates (1) the estimates of new revenues resulting from new development with (2) the revenues resulting from changes and expirations of TIF agreements, and (3) new revenues resulting from the assumed annual inflation rate of 0.75% within the District as a whole.

The following provides a summary of the information in the table, indexed to the numerical column heading:

a) Column A illustrates the annual inflation rate within the District which was assumed at 0.75%. This assumed value, which was based on the valuation changes within the District from 2013 to 2014 (0.746%) can be modified to illustrate how variations in inflation affect financial projections through the life of the District. Because of the variability of inflation, including the potential that aggregate property values within the District may not experience inflation, this analysis includes revenue projections both with and without inflation. The more conservative projections are those that do not project future inflation.
b) Column B is the Original Assessed Value within the District, not adjusted for inflation.
c) Column C is the Tax Increment associated with each of the development projects included in this URP. The revenues projections can be varied to illustrate how it affects revenue projections, and as development timelines refine and vary throughout plan implementation.
d) Column D illustrates that the Tax Increment first appearing in FY16 would continue to be available toward DIF expenses for each year of the life of the District.
e) Column E illustrates the amount of revenue projected to be realized as a result of changes in TIF agreements (based on the language in the executed agreements), and the expiration of existing TIF agreements, within the District.
f) Column F illustrates the cumulative revenue impacts of all such TIF related revenues.
g) Column G illustrates the annual revenue impacts of inflation based on the assumed annual inflation rate of 0.75%.
h) Column G illustrates the cumulative revenue impacts of inflation shown in Column G.
i) Column I illustrates the total tax levy within the District resulting from both new development and TIF changes, but not adjusted for inflation.
j) Column J adjusts the values in Column I to account for annual inflation.
k) Column K illustrates the amount of projected DIF Tax Increment, taking into account both new development and TIF changes/expirations, but not including inflation.
l) Column L illustrates the amount of projected DIF Tax Increment, taking into account both new development, TIF changes/expirations, and annual inflation of 0.75%.

The following chart corresponds to the prior table projected DIF Revenues resulting from implementation of the Downtown Brockton Urban Revitalization Plan:



As required by DIF statute, revenue projections take into account TIF Agreements in effect within the DIF District, and projections of DIF Revenues do not count tax revenue that will not accrue as a result of existing TIF Agreements.

40R Density Bonus Payments

The following table estimates the amount of Density Bonus Payments to be received by the City based on the $3,000 per unit provided in Mass. Gen. Laws Ch. 40R.

Table 12.02(4)(E) Estimated 40R Density Bonus Payments

Index	Phase	Development Project	Housing Units Built	40R Density Bonus	Phase Sub Totals
A	1	Temporary Parking Lot, 210 spaces	0	$ -	
B	1	The Furniture Building Rehabilitation	60	$ 180,000	
C	1	Kresge Building - Rehab - Mixed Use Commercial/Residential	48	$ 144,000	
D	1	First Parish Building, 19 Main Street	0	$ -	
E	1	48 Warren Ave., Rehab of Single-Family Home	1	$ 3,000	
F	1	Petronelli Building, Rehabilitation	0	$ -	
G	1	95 Montello Street	0	$ -	
H	1	47 West Elm Street, Rehabilitation	18	$ 54,000	
I	1	Petronelli Way Mixed Use	135	$ 405,000	
J	1	Frederick Douglass Restaurant Incubator and Co-Working	0	$ -	$ 786,000
K	2	Enterprise Block, Phase II	102	$ 306,000	
L	2	New Municipal Parking Garage	0	$ -	
M	2	New Pharmacy	0	$ -	
N	2	Hotel Grayson	0	$ -	
O	2	Montello Street Mixed-Use	130	$ 390,000	
P	2	Warren and Pleasant Street	40	$ 120,000	
Q	2	Shawmut Bank Building, 90 Main Street	0	$ -	$ 816,000
R	3	Commercial Street Mixed-Use (Police Station Redevelopment)	155	$ 465,000	
S	3	Fire Station Renovation	15	$ 45,000	
T	3	Legion Parkway Northwest, 76 Warren Ave	18	$ 54,000	
U	3	Legion Parkway Northwest, 81 Warren Ave	20	$ 60,000	
V	3	City-owned Infill Lot	0	$ -	$ 624,000
			742	$ 2,226,000	

The URP Budget identifies 50% of the total 40R Density Bonus payments shown above as revenues toward the URP, with the remaining 50% available for other public purposes.

Bonds Issued and Supported by DIF Revenues

Capital investments will be needed during the initial phase of implementation of this URP in order to facilitate the type and scale of development proposed. Of primary importance is the availability and location of parking, as well as the safety, comfort and amenity of the overall pedestrian and streetscape environment to facilitate connections between uses and parking.

The initial phase of implementation of this URP proposes acquisition of four parcels on Montello Street, three of which are immediately adjacent to the MBTA Commuter Rail Station. These parcels are currently occupied by a used car dealership (760 SF), a 2,098 SF vacant fast food restaurant leased by the City of Brockton and managed as parking by the Brockton Parking Authority, a 1,739 SF Dunkin' Donuts, and a 1,400 SF convenience store.

The Action Strategy recommends the acquisition of the parcels for Project ID A and the relocation of the businesses for assembly and clearance, initially to serve as surface parking to facilitate redevelopment on nearby parcels (including adaptive reuse of the Furniture Building at 93 Centre Street), and then to be introduced for large-scale mixed-use development. The property at 95 Montello Street would be acquired during Phase 1 but is not projected for disposition until Phase 2.

This URP also recognizes that the second phase of the fully permitted Enterprise Block development, which, when complete, will expand its positive impact on Downtown Brockton and the overall environment for redevelopment. This development and additional downtown development will be supported by construction of a 400-space parking garage that would serve both its residents and businesses, and other uses within walking distance. This URP recommends a bond issue, supported by DIF Revenues, to support financing for construction of this garage during the second phase of implementation.

The terms of the bond issue will be proposed separately within the Downtown Brockton DIF Program, but the anticipated revenues from that bond issue are included as a revenue source in the URP Financial Plan.

Other Funding Sources

Local Infrastructure Development Program (23-L)

Mass. Gen. Laws Ch. 23L authorizes special assessment financing for infrastructure improvements. Use of this financing tool would require landowner agreement to create a district and accept an additional assessment on their property. Ch. 23L is designed to be used with DIF, and landowners would only pay special assessments if incremental tax revenues are insufficient to support debt service. Bonds would be issued by MassDevelopment on behalf of the district.

Developer improvements concurrent with New Construction

The 40R Design Standards Sec. 9.1.3 require that "Where Development Projects are proposed adjacent to Sidewalks that are not accessible to the handicapped in accordance with applicable

laws including the Americans with Disabilities Act and the Rules and Regulations of the Massachusetts Architectural Access Board, improvements to Sidewalks may be required as a condition of Site Plan Approval provided said condition is not Unduly Restrictive."

HOME Funds

The City currently receives $419,510 annually in HOME Partnership Program funds from the US Department of Housing and Urban Development (HUD), a portion of which would be available to fund residential housing rehabilitation or new housing construction projects identified in this plan.

CDBG Funds

The City of Brockton is an entitlement community under the Community Development Block Grant Program, and received just over $1.3 million for this past program year from the US Department of Housing and Urban Development. CDBG Funds could be an important supplemental resource for targeted infrastructure, public service, or housing improvements within the urban revitalization district identified in the plan.

PARC Grants

The city has successfully applied for PARC funding from the Massachusetts Executive Office of Environmental Affairs for park improvements at various Brockton Parks and Playgrounds, and would have the expectation of receiving funding for future park projects such as improvements to the GAR Park and the proposed L Street Tot-Lot project shown in Map 7-A.

MassWorks Grants

The City anticipates applying for a series of MassWorks grants to fund infrastructure projects including expansion of parking facilities, telecommunication systems and streetscape projects.

TDI Investment

TDI Investment is defined, pursuant to the Transformative Development Fund enabling act, as an equity investment that results in MassDevelopment holding a controlling ownership interest in any company; a membership interest that constitutes controlling voting rights in any company; a controlling interest in real estate or other assets; a transaction that in substance falls into any of these categories even though it may be structured as some other form of business transaction; and an equity security.

Payment in Lieu of Parking

A proposed amendment to the current zoning ordinance, Payment in Lieu of Parking, would allow developers to shift some or all of their required on-site parking into a municipal owned parking structure in exchange for a fee, typically a percentage of the cost to build structured spaces. Like a personal seat license financing plan for a sports stadium, the holder of the license is not buying a parking space but the right to rent a space.

Providing Dedicated Access to Parking at Low or No Cost

To encourage redevelopment on sites that can't accommodate on-site parking and financially afford Payment in Lieu of Parking, the City may provide access to City owned parking facilities at a reduced cost until the project is stabilized.

Overall Project Budget

See following page.

Table 10. Project Budget - Downtown Brockton Urban Revitalization Plan

Sources of Funds	Total	Phase 1 FY17 - FY18	Phase 2 FY19 - FY21	Phase 3 FY22 - FY26	Future (FY27 - FY37)	Notes
Brockton Redevelopment Authority - Disposition Proceeds						
Disposition proceeds from City owned parcels proposed for disposition	$ 5,070,030	$ 786,370	$ 195,910	$ 4,087,750		*Assessed values of City owned parcels proposed for disposition through URP (see URP Table 12.02(3)).*
Disposition proceeds from sale of acquired privately owned parcels	$ 7,198,950	$ 2,091,280	$ 3,797,670	$ 1,310,000		*Source: Table 12.02(4)(C) Estimated Disposition Revenues by Phase, Downtown Brockton URP.*
Proceeds from Bond Issues	$ 6,835,000	$ 4,840,000	$ 1,995,000			
DIF Revenues	$ 11,800,000	$ 1,050,000	$ 1,250,000	$ 4,000,000	$ 5,500,000	*Source: Downtown Brockton DIF 30-year Revenue Projections, URP.*
40R Density Bonus Payments	$ 1,113,000	$ 393,000	$ 408,000	$ 312,000		*Source: Table 12.02(4)(E) Estimated 40R Density Bonus Payments, Downtown Brockton URP. Est. 50% of total 40R revenues.*
State Appropriation	$ -					
Federal Appropriation	$ -					
MassWorks Grant (Awarded 2015)	$ 1,276,000	$ 1,276,000				*Centre Street improvements.*
MassWorks Grants (Future)	$ 15,000,000	$ 3,000,000	$ 4,500,000	$ 7,500,000		*Estimated $1.5M per year*
Future PARC Grant (GAR Park)	$ 203,000		$ 203,000			
Future PARC Grant (L Street Tot Lot)	$ 465,850		$ 465,850			
CDBG Funds	$ 339,850	$ 73,700	$ 266,150			
HOME Funds	$ -					
CMAQ Funds	$ -					
Non-profit/foundation/instutional investment, Restaurant Incubator	$ 600,000	$ 600,000				*Balance of cost of project estimated in Brockton Downtown Action Strategy.*
Private Development Funding	$ -					
Total Project Sources:	$ 49,901,680	$ 14,110,350	$ 13,081,580	$ 17,209,750	$ 5,500,000	

Uses of Funds	Total	Phase 1 FY17 - FY18	Phase 2 FY19 - FY21	Phase 3 FY22 - FY26	Future (FY27 - FY37)	Notes
Financing Costs:						
Total Debt Service Payments (Bond 1, Principal and Interest)	$ 6,651,465	$ 409,772	$ 981,993	$ 1,642,505	$ 3,617,195	*Assumes 20-year bonds at 2-3.125% interest.*
Total Debt Service Payments (Bond 2, Principal and Interest)	$ 2,400,026	$ -	$ 293,097	$ 656,095	$ 1,450,834	*Source: Stifel.*
Legal / Bond Issues (@ 3% of total bond principal amounts)	$ 205,050	$ 145,200	$ 59,850	$ -	$ -	
Sub-Total:	$ 9,256,541	$ 145,200	$ 352,947	$ 2,298,600	$ 5,068,029	
Site Assembly:						
Acquisition	$ 5,170,000	$ 1,930,000	$ 2,600,000	$ 640,000		*Source: Restricted Use Appraisal Reports, Bonz & Company, Stantec. Feb. 2016.*
Acquisition (pro tanto adjustment at 10% of acquisition costs)	$ 517,000	$ 193,000	$ 260,000	$ 64,000		
Appraisals (Acquisition/Disposition)	$ 54,000	$ 12,000	$ 36,000	$ 6,000		
Surveys (Acquisition/Disposition)	$ -					
Titles/Title Insurance	$ -					
Legal	$ 103,400	$ 38,600	$ 52,000	$ 12,800		
Other Engineering	$ 448,000	$ 448,000				
Insurance	$ -					
Sub-Total:	$ 6,292,400	$ 2,621,600	$ 2,948,000	$ 722,800	$ -	
Relocation:						
Estimated costs for eligible relocation expenses	$ 1,080,000	$ 540,000	$ 180,000	$ 360,000		
Sub-Total:	$ 1,080,000	$ 540,000	$ 180,000	$ 360,000	$ -	
Demolition/Site Preparation:						
Demolition	$ 433,656	$ 176,496	$ 16,668	$ 240,492		*Source: Table 12.02(4)(B): Proposed Demolition Costs by Phase*
Frederick Douglass Restaurant Incubator	$ 1,200,000	$ 1,200,000				*Stantec cost est. $2,800,000, incl. $1M in interest on bonding. Bonding costs shown in debt service above, not included here.*
Allowance for Environmental Conditions	$ -					
Sub-Total:	$ 1,633,656	$ 1,376,496	$ 16,668	$ 240,492	$ -	
Environmental Site Assessments:						
Site Assessments	$ 100,000	$ 50,000	$ 50,000			
Sub-Total:	$ 100,000	$ 50,000	$ 50,000	$ -	$ -	
Property Management and Maintenance:						
Property Management Services	$ -					
Property Management - Supplies	$ -					
Sub-Total:	$ -	$ -	$ -	$ -	$ -	
Public Improvements						
New surface parking lot (210 spaces)	$ 972,418	$ 972,418				*Source: Stantec, net of demolition costs accounted for above.*
Parking Garage	TBD					
Two-way traffic reconfiguration and resignalization	$ 6,287,500			$ 6,287,500		
New Street (developer funded)	TBD		TBD			
Streetscape and Road Repaving	$ 15,782,113	$ 6,081,900	$ 5,076,088	$ 4,624,125		*Phase 1 budget includes required first phase roads for two-way traffic.*
Sewer and Water	TBD					
Grand Army of the Republic (GAR) Park Improvements	$ 319,000		$ 319,000			
L Street Playground	$ 495,094		$ 495,094			
Downtown Wi-Fi	TBD					
	$ 23,856,125	$ 7,054,318	$ 5,890,182	$ 10,911,625	$ -	
Project Cost Sub-Total:	$ 42,218,722	$ 11,787,614	$ 9,437,797	$ 14,533,517	$ 5,068,029	
Program Administration @ 6.5% of Project Cost Sub-Total	$ 2,653,752	$ 766,195	$ 613,457	$ 944,679	$ 329,422	
Contingency @ 15% of Public Improvements	$ 3,578,419	$ 1,058,148	$ 883,527	$ 1,636,744	$ -	
Sub-Total:	$ 6,232,171	$ 1,824,343	$ 1,496,984	$ 2,581,422	$ 329,422	
Enhanced Downtown Services						
Outdoor Market support ($5k/yr)	$ 50,000	$ 10,000	$ 15,000	$ 25,000		
Plaza Programming ($5k/yr)	$ 50,000	$ 10,000	$ 15,000	$ 25,000		
Landscaping material & supplies ($3k/yr)	$ 30,000	$ 6,000	$ 9,000	$ 15,000		
Downtown Ambassadors	$ 500,000	$ 200,000	$ 300,000			
	$ 630,000	$ 226,000	$ 339,000	$ 65,000	$ -	
Total Gross Project Costs:	**$ 49,080,892**	**$ 13,837,957**	**$ 11,273,780**	**$ 17,179,939**	**$ 5,397,451**	
Projected surplus (deficit)		$ 272,393	$ 1,807,800	$ 29,811	$ 102,549	

12.02 (5) Local Approvals

The revitalization of Downtown Brockton has been the subject of numerous public plans and reports. The proposed URP is located in an area that in 2015 has been subject to analysis and planning supported by a Transformative Development Initiative grant from MassDevelopment.

This URP builds off of previous plans, including the Downtown Brockton Market Study & Policy Recommendations (2009), the City of Brockton Development Planning: Downtown Report (2011), the Brockton EDSAT Report (2014) and the Downtown Brockton District Improvement Financing Analysis (2015).

The Brockton Downtown Action Strategy that was prepared concurrent with this URP advances a vision for redevelopment that will require land assembly in order to achieve. Disposition of well-sited and sized redevelopment parcels will facilitate private development that would not occur in the absence of public action.

On November 4, 2015, and again on January 6, 2016, the Brockton Redevelopment Authority determined that an Urban Renewal Project should be undertaken, and that there exists conditions of blight, deterioration, decline of property values and business vacancies, and other factors which are injurious to the public health, safety, morals and welfare of the residents of the commonwealth and people frequenting the area. They additionally found that neither private development nor the use of existing municipal regulatory powers are sufficient to realize the redevelopment potential needed for downtown prosperity, and that public action – including land assembly and disposition – will be an important catalyst to achieve redevelopment. The BRA's Finding and Declaration formally initiated the urban redevelopment planning process, building on the prior months of work to document the City's policy and redevelopment objectives for downtown.

The public process for the Brockton Downtown Action Strategy, which formally began in July 2015, has consistently, and at every public meeting, included discussion of the connection between the Action Strategy and this URP. The Action Strategy planning process was envisioned as a foundation on which to base this URP, and this URP is intended as the legal and regulatory vehicle by which the City of Brockton and the BRA can implement the Action Strategy.

This Proposed Urban Revitalization Plan includes a letter of support from the Honorable Mayor Bill Carpenter confirming the City of Brockton's support for the proposed Urban Revitalization Plan.

Public hearings were held in January 2016 before the Brockton Planning Board and the Brockton Redevelopment Authority, with a public hearing anticipated in March 2016 before the Brockton City Council, as part of the formal review and approval process. Upon approval by the Brockton City Council, the URP will be submitted to the Massachusetts DHCD for final approval.

Consistency with Prior Public Planning Efforts

This URP takes into account and is fully consistent with prior public planning efforts relative to Downtown Brockton, including those cited below.

City of Brockton Development Planning: Downtown Report, 2011

McCabe Enterprises Team. October 2011.

10. Develop additional implementation tools for downtown revitalization. The ability for the City through its local redevelopment authority to acquire properties and enter into negotiated sales with performance criteria to implement the vision of a revitalized Downtown Brockton is needed. This authority comes from Chapter 121B, and requires the preparation of an urban renewal plan. The body of studies for Downtown Brockton undertaken over the past twenty-five years contains many of the elements of an urban renewal plan for downtown Brockton. This work should be re-organized and supplemented to produce an urban renewal plan that is adopted by the City and approved by the Commonwealth. The urban renewal plan provides critical redevelopment tools that can foster redevelopment as successfully used by the cities of Lowell and Quincy in transforming their downtowns. This process requires public consultation and engagement of stakeholders. Moreover, the urban renewal plan provides a long-term framework for action, as well as a business plan.

    The City should explore establishing a District Improvement Financing (DIF) district in downtown to capture a portion of the new net increase of real estate tax revenues so that they can be reinvested in necessary infrastructure and spur the redevelopment pipeline. Several Massachusetts cities are using DIF in conjunction with downtown redevelopment and urban renewal, including Quincy, Worcester and Gardner. *Recommendations, page 114.*

Downtown Brockton Market Study and Policy Recommendations, 2009

Concord Square Planning & Development, Inc. December 2009.

2. Adopt a Downtown Brockton Urban Renewal Plan. For a number of reasons, an Urban Renewal Plan is recommended as the most effective regulatory vehicle to advance a master plan for Downtown Brockton. An Urban Renewal Plan, the adoption of which would require approval both by the City Council and the State DHCD, would be a time-intensive effort. However, the process of its creation could strengthen agreement among various public officials regarding the City's policy objectives for Downtown Brockton, and upon completion it would significantly enhance the City's competitiveness for State and Federal funding, and the City's legal authority to implement the plan.

In particular, an Urban Renewal Plan would offer the City the authority to assemble land as necessary to enhance opportunities for redevelopment and revitalization. The enabling legislation that created Brockton's 21st Century provides that entity with many powers of a Redevelopment Authority – including for example issuing bonds, making loans to develop business activities, and acquisition or construction of commercial properties – but eminent domain is not one of them. Whether or not the City elects to pursue eminent domain as part of this strategy is of course the City's option; it is a powerful exercise of public authority and should not – and in fact cannot – be undertaken lightly. But it is a powerful option, and should likewise not lightly be left out of the toolbox available to City leaders. Whether and under what circumstances to consider land assembly, through eminent domain or through negotiated sale, would be agreed upon within the process of preparing an Urban Renewal Plan.

It is understood that the Brockton Redevelopment Authority Board does not meet regularly and no longer has any staff or funding. If the City does undertake to create an Urban Renewal Plan, it is recommended that this effort be led by an empowered Redevelopment Authority. As discussed further later in this report, this could take place either through direct staffing, or through dedicated staffing provided by an existing organization such as Brockton's 21st Century. *Policy Recommendations, page 54.*

Plan Brockton 2008

The Plan Brockton 2008 effort, a City-wide initiative supported by the Boston Society of Architects and a broad array of professional planners on a pro bono basis, included the following Goals and Objectives, each of which will be advanced by this URP:

Utilize available land, including redevelopment of underutilized City-owned land, to spur initial pilot project development that includes large-scale housing projects with compatible ancillary services such as grocery stores, laundromats and pharmacies. (pg. 3)

Identify underutilized publicly-owned industrial buildings and sites that may be renovated as artists' lofts or live- work spaces, and implement a public disposition process to facilitate redevelopment. (pg. 3)

Use residential development as a catalyst for increased commercial activity in the downtown and other mixed-use districts, and connect to new and existing open spaces. (pg. 7)

Support and bolster downtown residential projects to encourage more downtown population and the pedestrian activity and economic vitality that results from population density. (pg. 7)

Strive to become a pedestrian friendly downtown recognizing the importance of a holistic transportation strategy that improves access to and from the downtown for all modes, including cars. (pg. 9)

Target and encourage redevelopment of inner-city brownfield or vacant/underutilized sites while employing environmentally sensitive development techniques. (pg. 11)

Promote mixed use development and Transportation Oriented Development as primary leverage for sustainability. (pg. 11)

Highlight Brockton's cultural assets including the Brockton Rox, Symphony, Jazz Music and Crafts to promote the city's identity and encourage economic development. (pg. 13)

Build the downtown as a center for entertainment and nightlife to promote visitors and foot traffic. (pg. 13)

Create policies that encourage and facilitate private investment in Downtown Brockton, such as the Downtown Brockton smart growth zoning enacted in 2007. (pg. 13)

Institute a sign and facade improvement program along Brockton's main streets to build and enhance a coordinated public image for the city's commercial destinations. (pg. 15)

Regional Land Use Planning

The proposed URP will also support the Comprehensive Economic Development Strategy (CEDS) goal of promoting Transit Oriented Development. The CEDS is prepared for the Economic Development Administration by the Old Colony Planning Council.

Implementation of the URP will advance the alternative development patterns of Transit Oriented Development (TOD), Traditional Neighborhood Development (TND), and Compact, Mixed-Use Development identified and encouraged in the Old Colony Planning Council *Regional Land Use and Transportation Policy Plan*, dated October 20, 2000.

It will also advance regional planning priorities set forth in the Old Colony Planning Council's *Regional Policy Plan: A Guide for Shaping Our Communities and the OCPC Region* (October 2000).That plan calls for identification of "priority development areas whose combination of land, infrastructure and services, accessibility, and amenities suit them to accommodate a significant portion of the region's anticipated growth." Within those priority development areas, communities are encouraged to facilitate "compact, mixed-use community centers designed to allow convenient pedestrian, bicycle and transit movement...offering a range of housing choices...and a mix of business, commercial, civic, and cultural uses along with systems of parks, open space, and natural resource areas. (pg. 7).

Conformance with Commonwealth Sustainable Development Principles

The development described in this URP supports the Commonwealth's sustainable development principles.

Principle 1 – Concentrate Development and Mix Uses

Implementation of this URP will conform to the first principle of "Concentrate Development and Mix Uses" as it represents a concentration of mixed use development in a downtown and encourages reuse and rehabilitation of existing infrastructure, such as public transit, roadway and utility infrastructure, rather than the construction of new infrastructure in undeveloped areas.

Principle 2 – Advance Equity

Implementation of this URP supports the second principle "Advance Equity." The neighborhoods adjacent to the Urban Renewal District that benefit from the Plan and its associated Public Infrastructure Improvements are Environmental Justice communities and home to significant low income and minority populations. Providing resources to these communities is one of the objectives defined in the Executive Office of Environmental Affairs Policy on Environmental Justice. Housing to be constructed pursuant to this URP will include affordable housing that, because it will be permitted under the 40R Ordinance, will be subject to affirmative fair marketing procedures based on standard practices and policies of the Brockton Housing Authority.

Principle 3 – Make Efficient Decisions

Implementation of this URP supports the third principle to make efficient decisions in accordance with smart growth and environmental stewardship by its concentration of residential and mixed-use development adjacent to the Brockton Downtown Train Station and near the Brockton Area Transit (BAT) hub, allowing residents to easily use mass transit.

Principle 4 – Protect Land and Ecosystems

Implementation of this URP would indirectly protect land and ecosystems by redeveloping an existing urban area rather than the construction of new infrastructure in undeveloped areas. Moreover the required design standards for the 40R District which encompass most of the Urban Renewal District mandate the use of energy efficient design during construction.

Principle 5 – Use Natural Resources Wisely

Implementation of this URP would use natural resources wisely, the fifth principle. The District location is an urbanized area, minimizing transportation energy use by promoting mass transit. This URP will creates pedestrian friendly districts and neighborhoods that

mix commercial, civic, cultural, educational, and recreational activities with open spaces and homes. The commercial development that will follow the successful implementation of this URP will enable local residents to easily walk for their amenities instead of having to use their automobile.

Principle 6 – Expand Housing Opportunities

Implementation of this URP will support expanded housing opportunities as it includes construction of hundreds of units of new housing to meet the needs of people of a wide range of abilities, income levels and household types. Development pursuant to this URP will provide a mix of rental and condominium housing options including affordable housing units due to the nature of the project financing.

Principle 7 – Expand Transportation Choice

Implementation of this URP would provide transportation choice, the seventh principle, as it is located near the Brockton commuter rail station and the Brockton Area Intermodal Station, thereby supporting rail and bus as transportation alternatives for an increased number of residents.

Principle 8 – Increase Job and Business Opportunities

Upon completion of the planned development projects, approximately 555-587 permanent new jobs will be created, and additional construction jobs will be needed for the new construction and infrastructure projects identified herein. In addition, the Restaurant Incubator project promotes economic development in that industry cluster, and helps train entrepreneurs for participation in the downtown marketplace, creating job opportunities and increasing the availability of downtown amenities.

Principle 9 – Promote Clean Energy

Implementation of this URP would support the ninth principle, promote clean energy, by the nature of the development proposed in the Urban Core, near mass transit opportunities. In addition the required Design Standards for the 40R District which encompasses most of the Urban Renewal District requires the use of energy efficient design during construction. These Design Standards are attached in Appendix E.

Principle 10 – Plan Regionally

This URP evolves from and is consistent with several previous plans that were the product of substantial public involvement. The proposed development is fully consistent with “smart growth” and sustainable development principles advocated at every level of government. This URP exemplifies the BRA’s commitment to achieving a development outcome in Brockton that will result in substantial long-term benefits to the City of Brockton, to serve as a model of transit-oriented urban redevelopment.

12.02 (6) Site Preparation

The Downtown Brockton URP project boundary comprises approximately 65.8 acres in a developed area located in the downtown center of Brockton. As shown in Map A-2 of Section 12.02(2), the Downtown Brockton URP site has very mild topographic changes and no significant topographical features in this densely developed area.

The specific urban redevelopment activities to be conducted within the Downtown Brockton URP include property acquisition, commercial relocation, spot clearance, disposition of existing public sites and buildings for rehabilitation or redevelopment, and disposition of land to support the development of significant mixed-use development in this transit-oriented location.

The BRA will undertake more extensive site preparation activities that will be necessary to create and market the disposition parcels for the proposed redevelopment projects. Site preparation activities will include the demolition and removal of buildings, the removal of any asbestos and/or lead as required for building demolition activities, site grading and compaction, as necessary. Site grades may be altered slightly to facilitate drainage.

There are four sites within the proposed District that appear in MassDEP records as “Tier Classified oil and/or hazardous material disposal sites” or “Tier Classified Chapter 21E” sites:

RTN	Property	Proposed for Public Action?
4-0000300	5 North Montello Street Former gas station (capped with use restriction)	Yes *(remediation as part of redevelopment)*
4-0013501	61 Legion Parkway	No
4-0013870	42 Pleasant Street Current Fire Station	Yes *(remediation as part of redevelopment)*
4-0023595	57/59 Legion Parkway Former Angelo’s Cleaners	No

The privately owned parcels proposed for acquisition will be investigated immediately upon acquisition, or prior to acquisition, if permissions can be secured. Hazardous conditions will be addressed in accordance with applicable state and federal regulations. Should these investigations identify any environmental contamination, the funding for any necessary remediation will be provided through adjustments to the market value of affected properties, and offsets to the disposition proceeds will be made to reflect the diminution in value caused by the presence of such contamination.

It is known that the MBTA does hold easements on both vehicular ramps at the Police Station site, allowing access to the commuter rail platform from street level. It is understood that any redevelopment of this parcel will require negotiation with MBTA to ensure that their access to the platform is maintained both during and subsequent to redevelopment.

Negotiated acquisition or, where necessary, eminent domain activities will be undertaken, as proposed, within locations that have been determined to be decadent, in order to facilitate the redevelopment and rehabilitation of properties in accordance with the objectives of this URP.

12.02 (7) Public Improvements

This Urban Revitalization Plan proposes several public infrastructure improvements to be undertaken pursuant to this URP including structured parking, roadway, utility, pedestrian, streetscaping, lighting and public parks improvements.

Implementation of this URP will build on recent and ongoing capital improvements to the benefit of Downtown Brockton. The plan document City of Brockton Development Planning: Downtown Report published in October 2011 (the "McCabe Report") proposed three primary infrastructure improvements, each of which has since been implemented at an estimated cost of $3.85M.

A. Lighting and sidewalk improvements to five underpasses at Court, Centre, Lincoln, School and Crescent Streets between Montello & Commercial Streets.
B. Commercial Street Streetscape from Court Street to Crescent Street, with improved street lighting, sidewalks, brick pavers, handicap accessibility, bicycle accommodations, street trees, planters, and solar-powered trash receptacles.
C. Commercial Street Signalization at Centre and Crescent Streets, including pedestrian improvements, signage walk count-downs, and handicap accessibility features.

Improvements also resulted from the construction in the past two years of Phase 1 of the Enterprise Block – the Enso Lofts, and Centre 50 – including sidewalk, lighting and street trees along Centre Street; and enhancements to the park at Centre and Main.

Construction of the Enso Lofts development, a portion of the Enterprise Block, included streetscape enhancements to the north side of Centre Street between Main and Montello.

Additional infrastructure improvements are planned for the Urban Revitalization District under this URP as illustrated on Map 7-A.

A new parking structure will facilitate the redevelopment of parcels in both private and public ownership.

Streetscape improvements including roadway reconstruction, lighting and tree planting are proposed for Centre Street, Franklin Street, Legion Parkway, Lincoln Street and Montello Street. Public improvements will enhance the pedestrian environment with a focus on access to the MBTA Commuter Rail and neighborhood destinations including Vicente's Market, the Brockton Senior Center, the YMCA and the Brockton Public Library. (Elements of proposed streetscape improvements that are to be funded with DIF Revenues will be outside of the geographic scope of the URD, but within the DIF District. Costs in this Financial Plan only reflect

those elements of proposed public improvements that fall within the Urban Revitalization District.)

The L Street Neighborhood Playground will serve a traditionally underserved neighborhood. All six Census blocks groups within a quarter-mile of the proposed playground are Environmental Justice populations; the property borders a Census block that meets the three criteria Mass GIS mapped in 2010, and had met all four criteria in 2000. One of the goals of the City's Open Space and Recreation Plan is to "provide ample open space within a short walking distance of those residents in Environmental Justice neighborhoods."

The Petronelli Way redevelopment will be required, as a condition of disposition by the BRA to establish a new right of way and establish vehicular and pedestrian connect between Court Street and Petronelli Way. This will provide access to the new parking garage, and provide for mid-block pedestrian crossing.

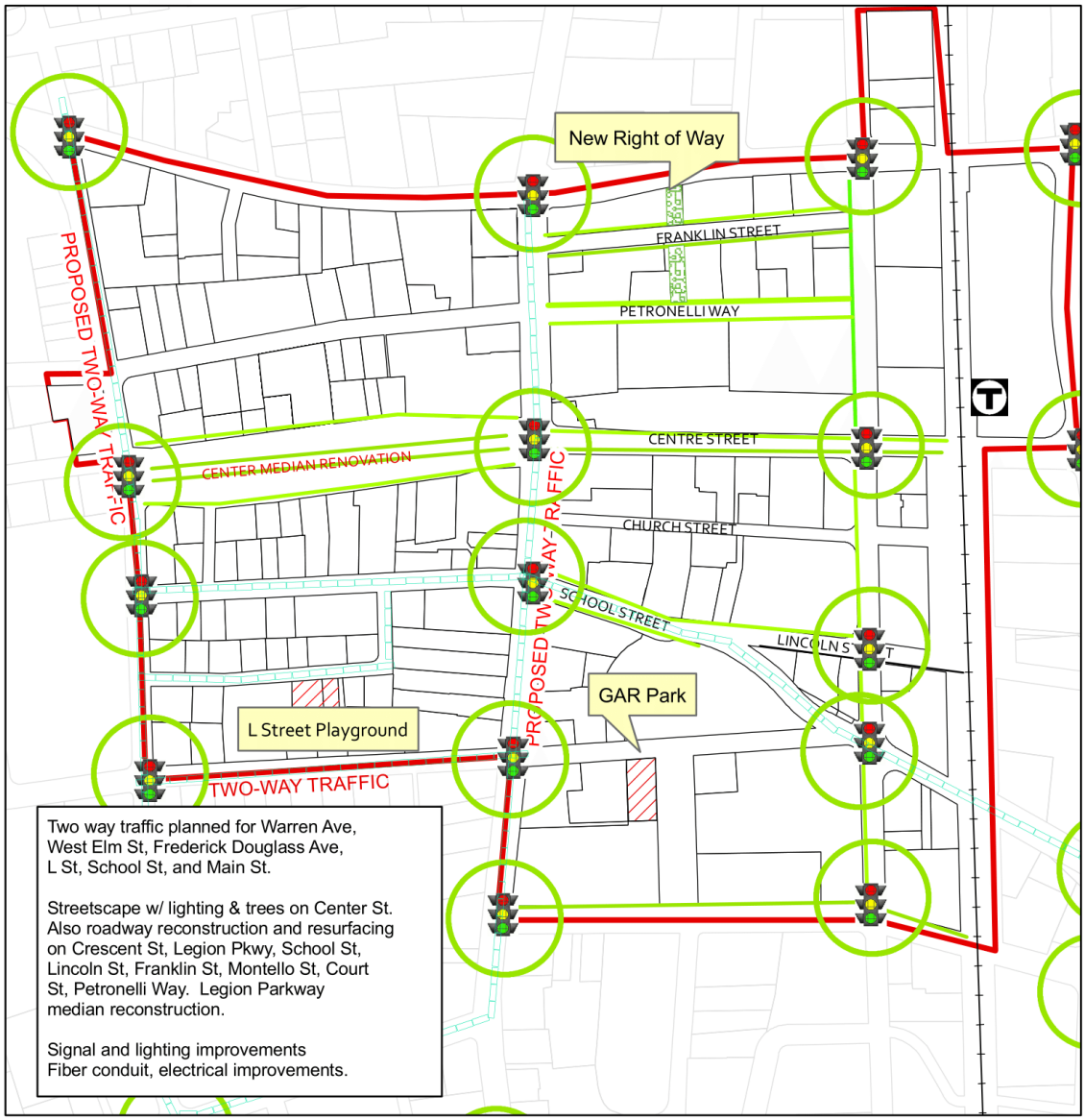
Petronelli Way Housing, 135 units + 33–stall surface parking lot

Improvements to the existing GAR Park are programmed for funding during the second phase of implementation.

Construction of Public Infrastructure Improvements will be phased in coordination with construction of private redevelopment. One funding source identified in this URP is the recent MassWorks award of $1.276M to support downtown streetscape improvements. However, improvements funded by either DIF Revenues, 40R Density Bonus Payments or privately-funded improvements with redevelopment will all proceed in direct coordination with private investment facilitated by this URP.

There are no known impediments to the proposed redevelopment such as wetlands, flood plains, hazardous wastes, or soil conditions.

Map 7-A Proposed Infrastructure Improvements



Streetscape and road reconstruction improvements

Change to Two-Way Traffic

Signal reprogramming / reconfiguration

N

0 150 300 600 Feet

Map in compliance with 760CMR 12.02(1)
Map prepared for the City of Brockton, MassDevelopment and Stantec by David Streb, AICP; A. G. Jennings LLC.
Data source: City of Brockton and MassGIS

Believed accurate, but use for planning purposes only.

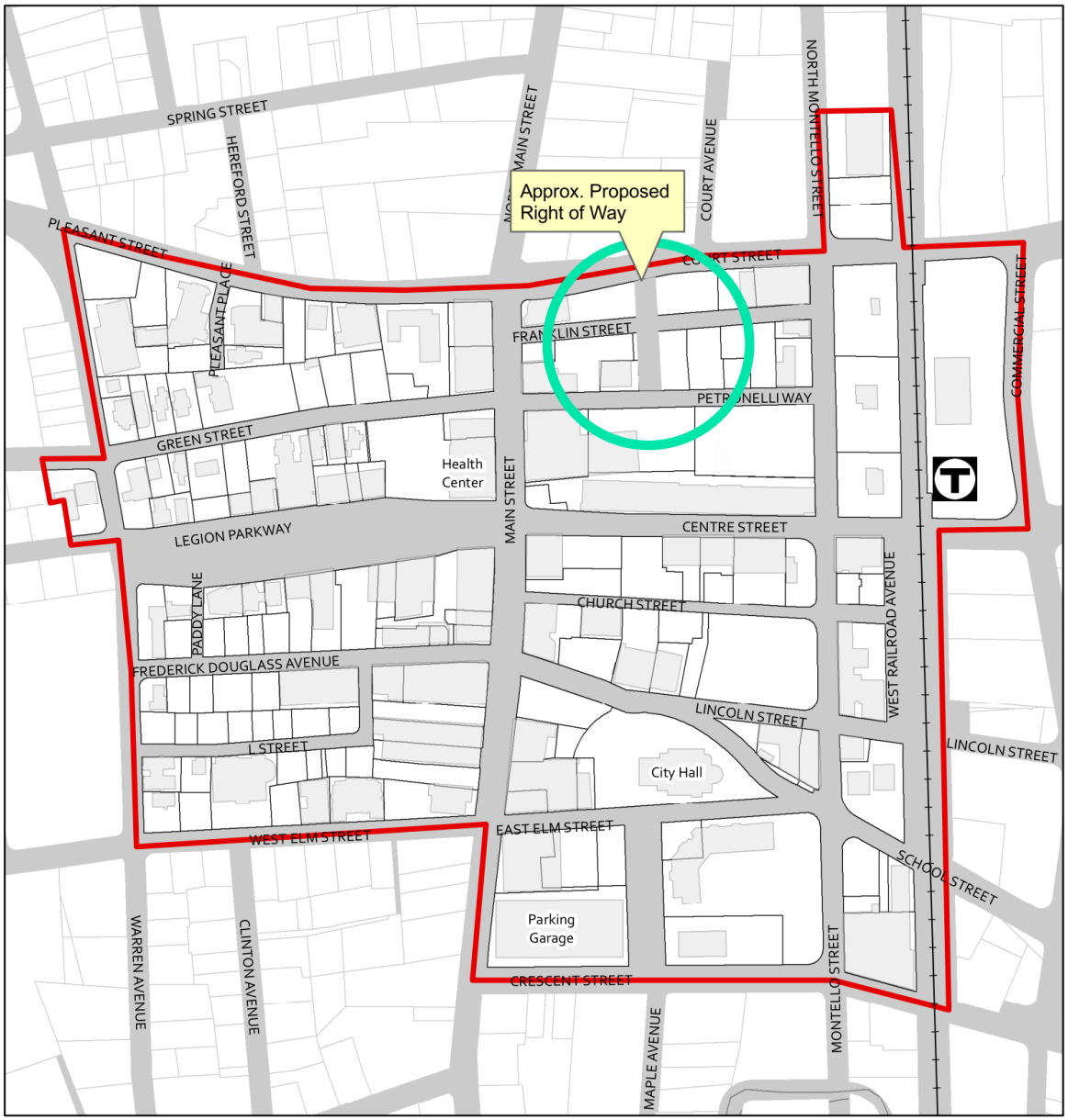
March 4, 2016

Cost Estimates for Proposed Public Improvements as of 3/8/16

Project					Notes
Parking Garage					
Land Acquisition (included in land acquisition costs)					
Temporary Parking Lot Permitting & Construction					
Parking Garage Design & Permitting					
Construction					*Funding expected to include private source(s)*
				TBD	
Two-way traffic reconfiguration and resignalization	Number	Est. Cost/LF	Est. Project Cost	Soft Costs @ 15%	
Confirmatory Right-of-Way Survey			$ 250,000	n/a	*Source: BSC Group*
Signal Replacement					*incl. reprogramming*
Fifteen locations (within URD District) SEE MAP 7-A	15	$ 350,000	$ 5,250,000	$ 787,500	
Six locations (outside URD, within DIF District), not funded here					
Intersection and signage reconfiguration, School and Lincoln					
				$ 6,287,500	
New Street (developer funded)	Length (LF)	Est. Cost/LF	Est. Project Cost	Soft Costs @ 10%	
New Street, Court Street to Petronelli Way	250				*Part of Petronelli redevelopment.*
				TBD	
Streetscape and Road Repaving[1]	Length (LF)	Est. Cost/LF	Est. Project Cost	Soft Costs @ 10%	
Centre Street – Main Street to CSX	850	$ 950.00	$ 807,500	$ 80,750	*2-way, phase 1.*
New signal at Centre and Montello (incl. above)					
Fiber conduit					
Montello Street - Court Street to Centre Street	600	$ 950.00	$ 570,000	$ 57,000	
Montello Street – Centre Street to Crescent St.	1,100	$ 950.00	$ 1,045,000	$ 104,500	
Legion Parkway - Main Street to Warren Avenue, incl. center median	2000	$ 950.00	$ 1,900,000	$ 190,000	*2-way, phase 1.*
School Street - Main St to Montello St	635	$ 950.00	$ 603,250	$ 60,325	*2-way, phase 1.*
Crescent Street – Main	1,000	$ 1,100.00	$ 603,250	$ 60,325	*2-way, phase 1.*
Electric vault for power supply to downtown over 300v					
Fiber conduit					
Church Street Main to Montello	865	$ 950.00	$ 821,750	$ 82,175	
Frederick Douglass Avenue, Main to Warren.	900	$ 950.00	$ 855,000	$ 85,500	
East Elm Street, Main to VFW.	400	$ 950.00	$ 380,000	$ 38,000	
West Elm Street, Warren to Main.	800	$ 950.00	$ 760,000	$ 76,000	
VFW Parkway, East Elm to Crescent.	350	$ 950.00	$ 332,500	$ 33,250	
L Street, Warren to Frederick Douglass.	700	$ 950.00	$ 665,000	$ 66,500	
Court Street, Main to Commercial	1200	$ 950.00	$ 1,140,000	$ 114,000	
Main Street, Pleasant to White (incl. intersection geometry)	2200	$ 950.00	$ 2,090,000	$ 209,000	
Franklin Street – Main Street to Montello Street	700	$ 950.00	$ 665,000	$ 66,500	
Petronelli Way – Main Street to Montello Street	750	$ 950.00	$ 712,500	$ 71,250	
Lincoln Street and Lincoln Tunnel, School Street to Commercial Street	850	$ 950.00	$ 807,500	$ 80,750	
[1] To include lighting, street trees, resurfacing, ADA/AAB based on approved design plans.				$ 16,234,075	
Sewer and Water	Length (LF)	Est. Cost/LF	Est. Project Cost	Soft Costs @ 10%	*Electrical, water and wastewater improvements to proceed concurrent with full depth reconstruction of named streets.*
Sewer Improvements					
Water Improvements					
				TBD	
Grand Army of the Republic (GAR) Park Improvements	Area (SF)	Est. Cost/SF	Est. Project Cost	Soft Costs @ 10%	
Park improvements	8015	$ 38.18	$ 290,000	$ 29,000	
				$ 319,000	
L Street Playground	Area (SF)	Est. Cost/SF	Est. Project Cost	Soft Costs @ 10%	
New Tot Lot/Playground	4800				
				$ 495,094	
Downtown Wi-Fi					
Coordination with Utilities; ROW; Design					
				TBD	

Source: City of Brockton, Department of Planning and Economic Development.

Map 1-A-1 Proposed Thoroughfares and Public Rights of Way



N

0 150 300 600 Feet

Legend

Urban Revitalization Area

Map in compliance with 760CMR 12.02:(1)(a) and (f)
Map prepared for the City of Brockton, MassDevelopment and Stantec by David Streb, AICP; A.G. Jennings LLC.
Data source: City of Brockton and MassGIS

Believed accurate, but use for planning purposes only.
March 4, 2016

12.02 (8) Relocation (Commitment Statement)

The proposed actions of the Downtown Brockton URP will require the acquisition of 19 privately owned parcels totaling slightly under 5.3 acres out of an urban redevelopment area consisting of 65.8 total acres (42.8 acres of taxable parcels i.e. not ROW). The successful implementation of the plan will not involve the relocation of any residential households. Although most of the properties to be acquired are empty, ten (10) existing businesses would be relocated. As redevelopment moves forward, it is anticipated that new development will provide opportunities for businesses that would be displaced as a result of implementation of this URP. The BRA and the City of Brockton will make every effort to work with displaced businesses to accommodate their relocation within redevelopment.

The BRA will prepare a detailed relocation strategy for any property which involves public acquisition of property for redevelopment. The cost of relocation will be estimated based on tenancy, use and market conditions at the time of acquisition.

All businesses and residents displaced by public action are entitled to receive relocation assistance and payment under Chapter 79A of the Mass. Gen. Laws. A Relocation Advisory Agent will be designated pursuant to applicable regulations prior to displacement of any entity. In accordance with the Code of Massachusetts Regulations (CMR) 27.02 and 27.03, which spells out the terms and procedures for assistance and payments, the Brockton Redevelopment Authority will provide fair and equitable treatment to all parties displaced due to the public actions documented in the URP.

The relocation plan will be refined and updated as the various project phases are finalized. No displacement will occur until a relocation plan has been finalized and approved by the Bureau of Relocation.

The City and the Brockton Redevelopment Authority anticipate designating a point person on staff to serve as the relocation officer to assist with finding alternative sites, review of moving cost estimates, and information regarding relevant zoning issues (or will use a relocation consultant). The City and the BRA acknowledge that each occupant in legal occupancy at the time of the acquisition are entitled to remain on the said property for not less than four months from the date of its receipt of notice to vacate. The City will consult with the Bureau of Relocation in advance of property acquisition to ensure that 760 CMR, Mass. Gen. Laws Ch. 79a and 49 CFR Part 24 are met.

All affected occupants will be directly notified by the BRA prior to commencement of acquisition. However, in the interim, any inquiries can be directed to Brockton Redevelopment Authority, 50 School Street Unit #2, Brockton MA 02301 or telephone 508-586-3887.

12.02 (9) Redeveloper's Obligations

Following approval of the Urban Revitalization Plan, the Brockton Redevelopment Authority will be responsible for the disposition of properties for redevelopment. In preparing estimates for the costs of property acquisition for the purposes of this URP appraisal services have been undertaken in accordance with Urban Renewal Regulations. Additional appraisal services will be procured if needed for future acquisitions proposed if needed in accordance with Mass. Gen. Laws Ch. 30B.

A Request for Proposal (RFP) will be issued for specific disposition parcels outlining the desired uses for the subject parcels as well as the need for redevelopment proposals to be consistent with this Plan.

In the public solicitation of proposals each redeveloper shall be required to provide information to the Brockton Redevelopment Authority that includes at a minimum, the following information:

- A full description of the proposed development;
- A detailed description of any public improvements being sought;
- Financial resources of the developer with financial sources, a development pro forma and a sources and uses statement;
- Proposed job creation and job retention;
- Timetable for design, permitting and construction;
- Past experience with similar size projects and references, and
- Other pertinent information to be included in the RFP.

Following evaluation by the BRA, a preliminary designation will be made for a preferred developer. The selected development entity will be required to enter into a Land Disposition Agreement to be approved by DHCD as required by 760 CMR 12.00.

Within the local permitting process, developers will be subject to review under the Brockton Zoning Ordinances including, as applicable, the Downtown Brockton 40R Smart Growth District. Development will be expected to comply with applicable Zoning and non-zoning land use controls, including (as applicable) the Downtown Brockton 40R Design Standards. The Downtown Brockton 40R Design Standards adopted in 2007 are incorporated herein by reference.

12.02 (10) Property Disposition

The following table summarizes the proposed use of parcels proposed for disposition pursuant to this URP:

Table 12.02(4)(C): Estimated Disposition Revenues by Phase

Parcel ID	Street #	Street Name	Disposition Revenues (2015 $)	Phase	Proposed Use(s)	Building Renovation	Est. Disposition Revenues by Year / Phase: Phase 1 2016 - 2018	Phase 2 2019 - 2021	Phase 3 2022 - 2026
092-014	19	MAIN ST	$ 339,680	1		Y	$ 339,680		
109-053	28	PETRONELLI WA	$ 244,700	1	residential multi	Y	$ 244,700		
091-012	121	MAIN ST	$ 265,620	1	MIXED	Y	$ 265,620		
091-005	47	W ELM ST	$ 255,820	1		Y	$ 255,820		
091-004	0	W ELM ST	$ 35,140	1		Y	$ 35,140		
092-003	48	WARREN AV	$ 50,000	1	HOUSING	Y	$ 50,000		
150-027	0	MONTELLO ST	$ 40,000	1			$ 40,000		
150-026	100	MONTELLO ST	$ 40,000	1	RETAIL		$ 40,000		
150-025	93	CENTRE ST	$ 290,000	1	MIXED	Y	$ 290,000		
109-057	0	PETRONELLI WA	$ 50,000	1	residential multi		$ 50,000		
109-045	0	MONTELLO ST	$ 140,000	1	residential multi		$ 140,000		
109-041	65	COURT ST	$ 160,000	1	residential multi		$ 160,000		
109-013	23	MONTELLO ST	$ 330,000	1	residential multi		$ 330,000		
109-012	33	MONTELLO ST	$ 190,000	1	residential multi		$ 190,000		
109-044	0	FRANKLIN ST	$ 151,360	1			$ 151,360		
109-054	0	PETRONELLI WA	$ 161,860	1			$ 161,860		
109-055	0	PETRONELLI WA	$ 133,470	1			$ 133,470		
091-013	28	HIGH ST	$ 451,480	2	Retail - Office - Arts	Y		$ 451,480	
109-008	66	MONTELLO ST	$ 560,000	2	Mixed Use res/commercial			$ 560,000	
109-007	46	MONTELLO ST	$ 420,000	2	Mixed Use res/commercial			$ 420,000	
109-006	8	MONTELLO ST	$ 310,000	2	Mixed Use res/commercial			$ 310,000	
109-005	5	N MONTELLO ST	$ 120,000	2	retail pharmacy			$ 120,000	
109-004	0	N MONTELLO ST	$ 90,000	2	retail pharmacy			$ 90,000	
109-003	21	N MONTELLO ST	$ 260,000	2	retail pharmacy			$ 260,000	
110-059	0	MAIN ST	$ 110,000	2				$ 110,000	
110-058	90	MAIN ST	$ 900,000	2		Y		$ 900,000	
092-025	102	PLEASANT ST	$ 100,000	2				$ 100,000	
092-001	108	PLEASANT ST	$ 150,000	2	MIXED			$ 150,000	
109-043	4	MAIN ST	$ 522,100	2	Future right-of-way (partial)			$ 522,100	
110-062	95	MONTELLO ST	$ 270,000	3					$ 270,000
091-056	76	WARREN AV	$ 240,000	3	MIXED				$ 240,000
052-017	81	WARREN AV	$ 400,000	3	MIXED				$ 400,000
091-079	0	MAIN ST	$ 137,530	3					$ 137,530
092-017	42	PLEASANT ST	$ 908,680	3	MIXED	Y			$ 908,680
092-018	52	PLEASANT ST	$ 319,890	3	MIXED	Y			$ 319,890
151-001	7	COMMERCIAL ST	$ 2,721,650	3	MIXED				$2,721,650
152-017	81	WARREN AV	$ 400,000	3	MIXED				$ 400,000
			$ 12,268,980				$2,877,650	$3,993,580	$5,397,750

At the time of adoption of this URP the Brockton Redevelopment Authority has not identified known or potential redevelopers for the subject properties.

This statement shall serve as a commitment on behalf of the City of Brockton that the sale or lease of property under Mass. Gen. Laws Ch. 121B and Mass. Gen. Laws Ch. 30B shall be done in accordance with the provisions of the Urban Revitalization Plan and in the best interest of the City of Brockton.

12.02 (11) Citizen Participation

This Urban Revitalization Plan resulted from an extensive public participation process in compliance with 760 CMR 12.02(11). Several public meetings, focus groups, walking tours and individual meetings were held during the preparation of the Action Strategy that formed the basis of this Urban Revitalization Plan, with significant public input.

On August 19 and August 20, 2015, project team leaders including City and BRA officials met with stakeholder focus groups to invite comments about the issues facing the city's downtown, what they saw as key challenges for the area, and feedback about the focus of the area of study. Representatives of the business community, local government officials, real estate developers and brokers, local educators, representatives of local theater and arts groups, representatives from local social service institutions, local surveyors and engineers, staff from the WB Mason office and area pastors met in a series of focus group meetings over this two day period and gave valuable comments and feedback to guide the development of a draft plan.

On July 15 and September 21, 2015, the Brockton Gateway Transformative Development Initiative Group, consisting of community members and business leaders from throughout the City of Brockton met in City Hall to discuss the Action Strategy and the Urban Revitalization Plan and to identify potential members for a Citizen Advisory Committee to assist with the Urban Revitalization Plan development.

On September 30, 2015, more than 50 residents took part in a planning workshop to review and provide input on the Brockton Downtown Action Strategy. Color flyers were widely distributed to solicit citizen input for this event. The event – which took place from 6:30-8:00pm in the gallery space at 50 Centre Street – opened with a presentation of the core elements of the Action Strategy.

To help residents gain a better understanding of the existing conditions, a series of posters were created to highlight current conditions in Brockton, including land-use classifications, land values, and key demographic data on residents of the surrounding community. A poster summarizing

key recommendations from previous planning efforts was also created and displayed. A summary report of this design workshop can be found in Appendix B.

On November 4, 2015 the Brockton Redevelopment Authority, after careful consideration of existing conditions and redevelopment options, approved the Urban Revitalization District boundary and formally expressed the need for an Urban Revitalization Plan to address the conditions of blight and decay in the Urban Revitalization District.

At the Brockton Downtown Action Strategy Planning Workshop in September, a request for members to serve on the Citizen Action Committee was made. Names of those individuals willing to serve were collected, and submitted to the city for their review. Follow up phone calls were made, and city staff contacted additional residents to ensure a diverse and open selection of potential candidates was solicited.

On December 2, 2015 – the Brockton Redevelopment Authority, following a review of letters of intent submitted by candidates, named the following individuals to the Citizen Advisory Committee (CAC) to guide the development and implementation of the Urban Revitalization Plan: Janet Trask, Nelson Fernandes, Jason Barbosa, Frank Gurley, Jimmy Pereira, Anthony Fowler.

The CAC held working meetings on December 7 and December 9, 2015 to review initial drafts of the Urban Revitalization Plan. The CAC placed comments on file recommending revisions to this plan, included as an appendix to this URP. The comments from the CAC were introduced within the public hearing held by the Brockton Redevelopment Authority Board on January 6, 2016. The CAC recommendation to expand the URP District was taken into consideration but ultimately not included pending further planning activity. It may become the subject of a future amendment.

Tour of proposed Urban Revitalization Planning Area, August 20, 2015.

The Brockton Redevelopment Authority held a public hearing on January 6, 2016 to formally consider the draft URP, which was prepared on their behalf following their action of November 4, 2015 to pursue establishment of an Urban Renewal District. At that hearing, the Citizens Advisory Committee (CAC) recommended the modification of the district boundaries to eliminate a portion of the district south of East Elm Street, and include two multi-family properties on Warren Avenue and Pleasant Street. These modifications were considered, but not adopted pending additional planning activities. These changes may be the subject of a future amendment to the Plan.

Upon recommendation of the BRA of the final draft, the URP will be forwarded to the City Council for public hearing, incorporating and revisions that may result from the BRA public hearing process.

A Planning Board public hearing was held on January 5, 2016, at which the Board reviewed the draft Urban Revitalization Plan and invited public comment. The Planning Board voted to find that the urban renewal plan is based upon a local survey and conforms to a comprehensive plan for the [city] as a whole, pursuant to statute.[4]

Recommendations of the BRA and the Planning Board will be forwarded to the City Council, along with other materials placed on the public record during the public hearing process. The City Council will hold public hearings on dates to be determined at which additional opportunity for public comment will be provided.

It is the intention of the Brockton Redevelopment Authority to continue the meetings of the Citizen Advisory Committee on a monthly or quarterly schedule, depending on the level of activity, as the URP proceeds through adoption and implementation.

A record of public comments received within the public hearing process will be prepared and included within submittal of URP for DHCD approval. News articles that document the planning process and public involvement are included in Appendix I.

[4] "The department shall not approve any urban renewal plan unless the planning board established under the provisions of section seventy or eighty-one A of chapter forty-one for the city or town where the project is located has found and the department concurs in such finding or, if no planning board exists in such city or town, the department finds that the urban renewal plan is based upon a local survey and conforms to a comprehensive plan for the locality as a whole. The department shall likewise not approve any urban renewal plan unless it shall have found (a) the project area would not by private enterprise alone and without either government subsidy or the exercise of governmental powers be made available for urban renewal; (b) the proposed land uses and building requirements in the project area will afford maximum opportunity to privately financed urban renewal consistent with the sound needs of the locality as a whole; (c) the financial plan is sound; (d) the project area is a decadent, substandard or blighted open area; (e) that the urban renewal plan is sufficiently complete, as required by section one; and (f) the relocation plan has been approved under chapter seventy-nine A."