



**2023 Community Planning Grant Application  
Bid No. BD-23-1068-1068C-1068L-81256**

All completed applications must be sent by January 31<sup>st</sup> to be considered for funding for the 2023 Grant Round. Please submit this completed form as well as any relevant attachments to [MGCCMF@Massgaming.gov](mailto:MGCCMF@Massgaming.gov).

For more detailed instructions as well as the 2023 Application Guidelines please visit <https://massgaming.com/about/community-mitigation-fund/>

<b>I. Project Summary</b>
<b>Legal Name of Applicant:</b> City of Revere
<b>Project Name (Please limit to 5 words):</b> Squire Road – Land-Use & Transportation Plan
<b>Amount Requested:</b> \$200,000.00
<b>Brief Project Description (approx. 50 words):</b>  Conduct a Master Planning process for Squire Road that promotes alternative land use planning to diversify the retail, residential & trade offerings & to develop clear urban design goals to recreate the corridor into an attractive place, promoting economic development & mobility for residents, small business, and workforce development partners.

<b>II. Applicant Contact Information</b>
Please provide below the manager for this grant and any other individuals you would like to be copied on all correspondence.
<b>Grant Manager:</b> Julie DeMauro
<b>Email Address:</b> <a href="mailto:jdemauro@revere.org">jdemauro@revere.org</a>
<b>Telephone Number:</b> 781-286-8100 Ext 20323
<b>Address:</b> Revere City Hall, 281 Broadway Revere, MA 02151
<b>Contact II:</b> Tom Skwierawski
<b>Role:</b> Chief of Planning and Community Development
<b>Email Address:</b> <a href="mailto:tskwierawski@revere.org">tskwierawski@revere.org</a>
<b>Telephone Number:</b> 781-286-8194 ext 20324
<b>Address:</b> Revere City Hall, 281 Broadway Revere, MA 02151
<b>Contact III:</b> John Festa
<b>Role:</b> Small Business Liaison
<b>Email Address:</b> <a href="mailto:jfesta@revere.org">jfesta@revere.org</a>
<b>Telephone Number:</b> 781-286-8194 ext. 20318
<b>Address:</b> Revere City Hall, 281 Broadway, Revere, MA 02151

**III. Detailed Project Description & Mitigation**

- 1) Please describe in detail the impact that is attributed to the operation of a gaming facility. Please provide documentation or evidence that gives support for the determination that the operation of the gaming facility caused or is causing the impact (i.e. surveys, data, reports).

In anticipation of the opening of the Encore Casino in Region A, the City of Revere along with the Town of Saugus hired a traffic consultant with Mass Gaming Commission Mitigation Funds to study existing traffic patterns and to identify future traffic issues in relation to its opening along RT 1, RT 99, and RT 16. Deliverables from this initial report in 2017, analyzed existing traffic volumes along these routes, and identified current traffic congestion patterns along RT 1 that were projected to increase upon Encore’s opening. These findings are being used to advance & implement design iterations by MassDOT, the City of Revere and the Town of Saugus to widen RT 1, relieving the roadway of its congestion from Copeland Circle to the RT 99 Interchange.

Copeland Circle, a large rotary located on the northern end of Squire Road is the conduit for vehicles traveling on RT 60 east and west accessing RT 1 north and south. Access to RT 1 north bound from Copeland Circle is difficult. During peak commuting times traffic backs up from Copeland Circle on RT 1 and on Squire Road. The traffic delays on Squire Road are the result of vehicles merging onto a congested RT 1 from the Circle’s onramp. Regionally Squire Road (RT 60 Revere) is a major arterial that serves as a critical connection for commuters traveling to & from Revere from RT1, RT 16, & RT 107. Comparing traffic count data collected in 2018 and in 2022 on RT 60 in Revere east and west of Copeland Circle for vehicles accessing RT 1 north and south from the Circle’s onramps showed an increase in Average Daily Trips (ADTs) from 23,150 in 2018 to 23,700 in 2022. Approximately 50,000 vehicles travel through Revere via RT 60 daily to the neighboring communities of Lynn, Malden, and Everett.

The high and growing traffic volumes can be perceived as both positive and negative. Squire Road’s daily car counts are seen as a positive attribute among regional developers looking to redevelop vacant parcels or underutilized land on the corridor for drive-thru or quick access retailers. Many of the proposed projects are similar to the existing composition of businesses on the roadway, preventing diversification of consumer offerings and new business development. The lack of product diversification and varying retailers has been cited as a negative among commercial property owners who receive inquiries from retailers looking to lease space on Squire Road. The high car count, though valuable, is not enough to attract the type of consumer their product or service is marketed to. Furthermore, the high traffic volumes have created a place that is built solely for the automobile: the corridor is dominated by parking lots, curb cuts and high-speed traffic lanes. Aside from the impacts this has on pedestrian safety, the lack of permeable surfaces creates resiliency challenges for a district that directly abuts Rumney Marsh, a designated Area of Critical Environmental Concern.

Locally Squire Road is perceived as an uninviting and inaccessible high-speed roadway surrounded by a disjointed mix of aging commercial strip malls & businesses, apartment complexes, gas stations, fast food chains and industrial facilities. City Planners see the corridor as an area that holds untapped economic potential that can be harnessed into a vibrant and viable economic center complete with accessible greenspace, accommodations for alternative transportation modes, housing, small business development, and employment opportunities.

2) *(If applicable)* Please explain how this impact was not anticipated in the Applicant's Host or Surrounding Community Agreement.

The City of Revere is not designated as a Surrounding Community.

3) Please describe what the Applicant is proposing and how the mitigation request will address the impact indicated.

Recognizing the corridor's potential and its proximity to Greater Boston and the Encore Casino, the City of Revere is prioritizing a Master Planning process for the corridor. Expanding upon the preliminary recommendations by the Urban Land Institute's (ULI) [Real Estate Technical Assistance Panel](#), the corridor is in need of a full and comprehensive review of its land use and transportation patterns for the City to activate key leverage points along the roadway to revitalize the area. Squire Road has multiple leverage points: vacant or underutilized developable lots; job-generating development; local and regional transportation connections; and opportunities for enhanced urban design that not only improves quality of life but entices consumers, small business owners and workforce development partners to visit, shop, establish a place of business or employment.

Squire Road's locus in the regional and local transportation network, coupled with its vacant and underutilized lots are the corridor's highest leverage opportunities and are the key development drivers that Revere can use to advance these changes to make the area better suited for housing, business development and alternative modes of transportation. The corridor's vacant and underutilized tracts of commercial property and greenspace abutting RT 1, RT 60 and the Northern Strand Community Path provide ample space to create new economic opportunities and local linkages for small businesses and suppliers that may become clients of Encore. It also provides space to develop affordable housing with a variety of transit and multimodal connections, easing the barrier of limited and unreliable transportation offerings for patrons and employees getting to and from a facility like Encore. However existing land use patterns and zoning codes discourage activation of these leverage points further eroding the corridors potential.

A Community Planning Grant award from this commission will allow the city to launch a comprehensive Master Planning process, that will define a new vision for the area based on community & stakeholder feedback, provide the guidance to achieve this new vision and deliver a structured framework for implementing both short- and long-term cohesive changes for the corridor. The Master Plan process will make recommendations for the corridors' future land uses and determine what zoning changes should be prioritized to encourage new

and beneficial uses of the land. Currently there are nine developable sites along Squire Road that could be repurposed to spur a variety of development along the roadway. Squire Roads' zoning codes have not been reviewed in decades and vary between General Business or Highway Business promoting development 'by right' rather than what is best for the corridor to promote more holistic economic growth.

Of the nine developable sites along Squire Road, the Northgate Shopping Center is the largest, occupying 32.2 acres. With the trend of retail moving online, its impacts have affected this shopping center. Northgate, as it is known locally, is a one-story outdoor strip mall that was once a robust shopping center, with well-known brand name retailers. The aging mall is now filled with discount stores and its parking lot retrofitted with brick-and-mortar satellite units of National financial and fast-food retailers. Absent a new vision for the district, these projects continue to be permitted by-right, and add to the disjointed character of the corridor. City planners are preparing for the day when the mall becomes obsolete and alternative uses of this land can be repurposed to include housing or business development.

In addition, this Master Plan will allow the City to examine the current transportation patterns along Squire Road, and to create a 10% conceptual design for a new roadway design, which incorporates green infrastructure and alternative modes of transit, and will set the foundation for a future application to the regional Transportation Improvement Program (TIP) to fund long-term transportation improvements to the corridor. These improvements would reduce multimodal barriers to accessing Squire Road, and in doing so would enhance the corridor's economic vitality and quality of life.

IV. Scope, Budget, and Timeline	
Applicant: City of Revere	Vendor Code: VC6000192136
Total Amount Requested: \$200,000.00	Estimated Total Project Cost: \$196,500.00

**Scope of Work**

Please include below a breakdown of the proposed work. The project scope should be sufficiently detailed to allow the review team to understand the steps required for project completion.

The Master Planning Process would mirror other master planning exercises conducted by the city in the revisioning of the Riverfront and Suffolks Downs. Economic Development, Greenspace, Housing, Infrastructure, Land Use, Resiliency and Zoning themes will be explored with recommendations and implementation of improvements to these areas developed through a community process.

Based on the preliminary feedback of the ULI TAP Panel, City Officials and stakeholders expressed these visions for the corridor

- Review existing zoning for the corridor to determine the relevance and applicability in better land use planning for Squire Road to position it for development opportunities that would transform it into an attractive and accessible mixed-use corridor encouraging housing, and local small business and job development.
- Enhance transit access by building additional bus stops for bus routes that travel to and through this corridor. Potential to incorporate 40A reforms as a MBTA Community related to pairing housing development to transportation.
- Increase of greenspace, and better access to Rumney Marsh Seaplane Basin and the Northern Strand Community Path to promote economic mobility for residents to access services and job opportunities.
- Infrastructure and streetscape improvements that would slow vehicle speed and create more accommodations for existing and potential pedestrians and cyclists traveling to, through and from the corridor.

The city would procure the services of an Urban Planning and Engineering firm that specializes in Master Planning & Revisioning of Commercial Areas similar to Squire Road. The firms along with the city would be the facilitators during the public process that would occur over a six-month period beginning in the summer of 2023 through the winter of 2024. Deliverables from the firms would include:

- Alternative land use recommendations, with design guidelines and principles. A series of detailed renderings that illustrate new design guidance displayed on buildings, streetscapes, retail, greenspace, storefronts, and signage.
- Recommendations for infrastructure and streetscape improvements to transform Squire Road into a multi-modal roadway with green infrastructure and connections to the Northern Strand Path and transit, including conceptual designs of roadway cross-sections.
- Identification of connected parcels that could be developed into a larger project that features mixed use and better utilization of space.
- Recommendations and strategies to enact zoning changes to encourage and implement new land use ideas.

<b>Proposed MGC Grant Budget</b>			
Please use the following table to outline the budget of your project. Include any requests for proposals, quotes, or estimates that would quantify the costs associated with the mitigation as an attachment. In determining the funding request, please round up to the nearest hundred dollars.			
<b>Timeline</b>	<b>Description of Purchase/Work</b>	<b>QTY</b>	<b>Budget</b>
August 2023 to February 2024	Procurement of an Urban Land Planner or Firm to assist the city in conducting a six-month long revisioning process for Squire Road	1	\$50,000.00
August 2023 to February 2024	Procurement of an Engineering Firm to assist the city in developing a 10 % design plan of roadway improvements for Squire Road.	1	\$145,000.00
September 2023 - February 2024	Interpretation Services for public meetings	6	\$1,500.00
January 2024	Final Reports and Recommendations for each firm	1	0.00
February 2024	Community Presentations	1	0.0
	<b>TOTAL:</b>	<b>10</b>	<b>\$196,500.00</b>
<b>Total Project Budget and Funding:</b>			
<b>Funding Source</b>	<b>Description of Purchase/Work</b>	<b>QTY</b>	<b>Budget</b>

In Kind	Staff time for community meetings and public coordination.	30 Hours	
Federal	.		
State			
Local Match			

<b>V. Regional Incentive Award</b>	
<b>Are you applying for a Regional Incentive Award?</b>	
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

<b>Partner Community Contact-</b>
<b>Name:</b>
<b>Role:</b>
<b>Email Address:</b>
<b>Telephone Number:</b>
<b>Address:</b>

<b>VI. Waiver</b>	
If you are applying for a waiver, please submit the Waiver Form with your application. The form can be found at <a href="http://www.massgaming.com/about/community-mitigation-fund/forms/">www.massgaming.com/about/community-mitigation-fund/forms/</a>	
<b>Are you applying for a waiver?</b>	
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

<b>VII. Please provide a brief description of each attachment.</b>
<ol style="list-style-type: none"> <li>Attachment 1: Gamble Associates Corridor Study/Urban Design Consulting Services for Squire Road, Revere MA</li> <li>Attachment 2: BETA Scope &amp; Fee for Professional Engineering Services Squire Road Corridor- Concept Design and Preliminary Analysis</li> </ol>





VIII. Applicant Certification	
<p>On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.</p>	
	<p>1.29.23</p>
<hr/> <p>Signature of Responsible Municipal Official/Governmental Entity</p>	<hr/> <p>Date:</p>
<hr/> <p>Brian M. Arrigo</p>	
<hr/> <p>(print name)</p>	
<hr/> <p>Mayor of Revere</p>	
<hr/> <p>Title:</p>	





678 Massachusetts Avenue Suite #502  
Cambridge, MA 02139

January 30, 2022

Ms. Julie DeMauro  
Department of Planning and Community Development  
Revere City Hall 281 Broadway  
Revere, MA 02151  
*CC: John Festa*

**CORRIDOR STUDY / URBAN DESIGN  
CONSULTING SERVICES  
SQUIRE ROAD, REVERE MA**  
*Sent via Email*

Dear Julie,

Squire Road is a commercial corridor, much like Revere's Broadway, but its engineering and design stems from an entirely different era. The large, commercial buildings are exclusively auto-dependent, setback from the street with little consideration for neighbors. Immense surface parking areas reside directly adjacent to precious wetlands and sensitive environmental habitats. Moreover, small scale residences abut box-box retail. Homes are negatively impacted by the corridor's transportation demands whose needs must address both the residents and businesses themselves but also the regional demands of nearby towns that utilize the infrastructure to commute *through*.

Familiarity with Revere from our work downtown will enable us to build on the initial conversations about how to leverage downtowns strengths and minimize the negative impacts. There is a significant benefit to think about both corridors simultaneously. Each has its challenges, demands and opportunities. We will leverage the principles and dialogue from the Broadway sessions and direct them towards a geography that was not previously considered. It is important to "nest" this work with other initiatives the City of Revere is advancing so the public sees continuity and overlap.

Ideally, a Corridor Plan for Squire Road will achieve the following:

1. Engage residents and stakeholders in effective ways that leverage their input, generate excitement and communicate fundamental urban design and planning strategies;
2. Demonstrate the future build-out for the corridor in a way that anticipates growth and channels the form of that growth into particular sub-areas;
3. Communicate the increased density and viability for enhanced property values under new zoning criteria;

4. Express the form and character of new development in terms of massing and design elements for new construction;
5. Increase awareness of the environmental impacts associated with new development and highlight natural systems that reside adjacent to the corridor;
6. Evaluate existing Zoning and propose modifications to reflect the community's vision.

New growth along Squire Road may challenge perceived notions of density and alter people's perceptions of what is an appropriate "scale" and "character". If not done well, development has the potential to undermine the very quality of place that makes Revere an attractive city. Urban Design studies and guidelines can address this. However, there is a danger in detail. If proposed guidelines are too restrictive, they can thwart redevelopment efforts by lengthening the review process, frustrating constituents and scaring away potential private-sector partners. Finding the right balance of insights and ideas without being too prescriptive lies at the essence of what constitutes an effective corridor plan and guidelines tailored to Revere's needs.

This Scope of Work includes research on Revere's historical relationship to the Rumney Marsh Reservation/Sea Plane Basin and an analysis of the architecture and urban design traditions of the city. The final product will be a highly graphic document (easily printed and distributed) and will include design objectives and guidelines, principles, diagrams, photographs and other information necessary to illustrate principles for buildings, storefronts, streetscapes, landscapes, facades and signage. It is our expectation that the final product will be posted on the city's website and distributed to building owners and potential developers for use when making updates to their property, or looking into new construction along the corridor.

## **PUBLIC ENGAGEMENT**

The success of any urban design and planning effort is built on the positive engagement of those who live and work in the affected community and make it a vibrant, pedestrian-friendly and healthy place. Our work will involve outreach at a number of different levels. In addition to bi-weekly meetings with the City's Planning and Community Development Department and an Advisory Committee (if envisioned), we foresee area-wide meetings (socially-distanced and in-person, if possible, or remote if necessary) which highlight localized community pressures and identify barriers to redevelopment and change. We envision two large (2) community forums and up to three (3) smaller, focused sessions that are topic-based, in addition to five (5) Advisory Committee or client meetings.

## **SCOPE OF WORK**

- Community Meeting #1: Initial Public Forum: Brainstorming session with presentation of comparable corridors undergoing similar pressures to stimulate discussion and an urban design analysis of the Squire Road Corridor. This presentation will include an overview of the possible guidelines and a summary of

the City's recent planning efforts as it relates to this geography. One cannot assume that participants in this effort have also been part of the city's other visioning process. A survey will be part of this meeting.

- Focus-Area Meetings (up to three) in selected geographies or following themes. Potential themes include sustainability/resiliency, 21<sup>st</sup> century retail environments, connectivity and linkages and mixed-use building typologies. We will work with Planning team and Advisory Committee to identify the most appropriate area of study or theme for this means of engagement. For example, if the meetings are stakeholder-based, then one could imagine a resident conversation, a business-owner conversation and a transportation advocate or open space advocate conversation. Alternatively, one could structure the focus groups by even more general themes: natural systems, placemaking or mobility.
- Community Forum #2: Draft Design Standards - Presentation of design and planning options that focus on a range of scenarios (e.g., more/less restrictive spectrum) and highlight the draft guideline structure. The intention of this forum is to identify the parameters for new development and communicate trade-offs. For example, a greater tolerance for density in return for more public realm investment.

*We anticipate a six (6) month effort consisting of four (4) phases.* Gamble Associates will meet with the Planning Director and staff for a kickoff prior to Phase I to review the proposed project scope and anticipated deliverables. We will also meet with the Planning Director and staff at the end of each phase to review products and evaluate project progress.

#### PHASE I (Approximately 4 weeks)

Existing Conditions Analysis / Beginning July 2023:

- Meet with the Planning Director and staff to discuss the activities and events that have led to the creation of this project, and to discuss Scope of Work and to assess the available materials (maps, existing guidelines and manuals, public information, other examples of successful design standards and guidelines etc.);
- Review documents, including plans and photographs, and obtain representative examples to include in the final guideline document, conduct tour of corridor (recommended on bikes, if possible);
- Meet with staff and Advisory Committee to refine the community outreach strategy (Meeting #1);
- Document Squire Road corridor with photographs and analysis and capture images of recent new development in Revere and peer municipalities;
- Evaluate impacts of flood risk, investigate flood mitigation strategies and other climate-related challenges to the corridor.;
- Prepare draft narrative that summarizes the character, development patterns, historic resources and existing conditions in the Bridge Street corridor;

#### Deliverables

Summary of collected materials;

- Gather local and national precedent examples;

- Update city base map to reflect recently permitted projects and proposals in the pipeline;
- Community engagement strategy graphic;
- Meeting with Advisory Committee #1.

#### PHASE II (Approximately 4 weeks)

Existing Zoning Analysis and Guidelines introduction / beginning August 2023.

- Prepare draft narrative that summarizes Revere's existing zoning and the resultant character, development patterns and historic resources;
- Prepare conceptual guidelines that address site planning, transitions between new development and surrounding neighborhoods, building design, building massing and scale, street scape interface, landscaping, creation of public spaces, and signage.
- Prepare preliminary presentation of the scope of guidelines that address site planning, transitions between new development and surrounding neighborhoods, building design, building massing and scale, street scape interface, landscaping, creation of public spaces, and signage among other categories.

#### Deliverables

- Draft memo of Zoning Diagnostic that includes photographs, maps, illustrations, narrative descriptions and other methods;
- Test Case Scenario: If possible, work with a local, current development proposal to demonstrate the impacts of the Design Guidelines and potential modifications if the zoning were to be altered.
- Focus Group Meetings and meeting with Advisory Committee (Meeting #2)

#### PHASE III (Approximately 8 weeks)

Public Forum #1 and Urban Design studies / beginning September 2023

- Prepare electronic survey to elicit feedback that is not easily obtained in a traditional public meeting;
- Prepare initial presentation about guidelines that address site planning, transitions between new development and existing neighborhoods, building design, building massing and scale, street scape interface, landscaping, creation of public spaces, and signage. Incorporate zoning diagnostic and potential changes that will better reflect the community vision.

#### Deliverables

- Public Forum #1
- Draft Design Guidelines categories that reflect the community vision and includes photographs, maps, illustrations, narrative descriptions and other methods of illustrating the Design Guidelines;
- Test Case Scenario: Working with a local, current development proposal to demonstrate the impacts of the project when addressing the Design Guidelines or create an example case.
- Meeting with Advisory Committee (Meeting #3);

#### PHASE IV (Approximately 2 months)

Draft Guidelines / beginning Oct 2023

- Prepare final draft of the guidelines for the corridor and a draft zoning language that incorporates comments and present to the Planning Board and/or City Council for feedback final printing;
- Present test case response to the proposed guidelines;
- Public Forum #2 with media/content for community meetings (flyers, social media content)
- Provide options for future printing and distribution to maximize shelf life.

#### Deliverables

- Meeting with Steering Committee (Meeting #4) and Public Forum # 2 (Meeting #5)
- Summary Memorandum;
- Final Manual

\*The biggest variable in determining the amount of time it will take to complete the Scope of Work depends on the method of public engagement and necessary client feedback loops. The “test case” application of the Design Guidelines will also be important and a valuable exercise, as long as the area selected can still effectuate change and the project(s) under consideration are not too far along to take the guidelines into account.

#### FEE FOR PROFESSIONAL SERVICES

The professional fee associated with the Scope of Work outlined above is **\$50,000** (fifty thousand dollars). This fee includes reimbursable expenses. Reimbursable expenses are estimated at \$1,000 and include printing, plotting and copying charges, travel and public meeting related expenses.

Sincerely,



David Gamble AIA AICP LEED AP  
Principal, Gamble Associates







January 31, 2023

Ms. Julie DeMauro, Active Transportation Manager  
Office of Healthy Community Initiatives  
Revere City Hall  
281 Broadway, 3<sup>rd</sup> Floor  
Revere, MA 02151

**Re: Scope & Fee for Professional Engineering Services  
Squire Road Corridor  
Concept Design & Preliminary Analysis**

## **PROJECT DESCRIPTION**

The City of Revere is seeking professional engineering services for preliminary design of the Squire Road corridor between Brown Circle and Copeland Circle. The PROJECT consist of roadway safety improvements. Project improvements will involve pedestrian, bicycle and vehicular improvements. Streetscape and complete streets features will be included in the proposed improvements. Complete Streets improvement features will include the installation of traffic calming measures, roadway design improvements, new sidewalk, bike accommodation, ADA/AAB facilities and landscape enhancements.

## **SCOPE OF SERVICES**

### **1.0 Data Collection Data Compilation/Base Plan Development**

- 1.1 Compile relevant information including traffic data. It is anticipated that new traffic data will be required. The count program will include 48-hour directional machine (ATR) counts, turning movement counts, O-D at the two traffic circles. Turning movement counts will include the peak AM, mid-day and PM weekday and Saturday periods to be used for Capacity Analysis. Speed, pedestrian and vehicle classifications will be collected as part of the count program.
- 1.2 Collect Historical Collision Data from MassDOT portal to help identify prevailing Safety issues. It is anticipated that detailed collision information will be obtained for the most recent 5-year period.
- 1.3 For base plan development, the City's GIS mapping will be used. Conduct field reconnaissance/visit of the project corridor to identify and verify guardrails, major trees, driveways, sidewalk width, roadway width and layout, intersection geometry, signal, signage, and denote any environmental concerns.

- 1.4 Conduct Initial Meeting with the CLIENT to identify any key issues or special parameters for the PROJECT. It is anticipated that the CLIENT will provide the ENGINEER with any available relevant information it may have.
- 1.5 Traffic analysis will be performed for project area using the microsimulation VISSIM model.

## 1. Preliminary Design

- 2.1 Develop concept plans in accordance with MassDOT and the City design standards.
- 2.1 Develop preliminary horizontal alignment for the proposed cross-section within the project limits. The proposed cross-section is anticipated to follow the existing roadway alignment. It is anticipated that proposed cross-section lane configuration, shoulder bicycle and pedestrian accommodations will fit within the limits of the public right of way.
- 2.2 Review drainage patterns to identify if the proposed cross section will affect existing drainage system. Identify opportunities for stormwater management improvements.
- 2.3 Layout preliminary pedestrian ramps and pavement markings, as appropriate.
- 2.4 Preliminary plans will depict the general nature of the proposed work and identify potential issues to be addressed. It is anticipated that all work will be within the existing layout and effort will be made to minimize permanent easements.
- 2.6 Prepare Budgetary Estimate of probable construction cost of PROJECT with a breakdown by major elements.
- 2.7 Review PROJECT with the City and receive input.

## 3 PRELIMINARY ENVIRONMENTAL EVALUATION

- 3.1 BETA will conduct a desktop review existing MassGIS data layers and other relevant publicly available information to determine any environmental constraints along the corridor and a field review of the project corridor to review existing conditions, as well as confirm GIS-mapped wetlands and other environmental resources. If the wetlands, waterbodies and streams present within the project limits that deviate from the mapped resources, BETA will approximate those areas on a GIS Map where these deviations may impact the preliminary design.

We will confirm if the Square Road corridor Right-of-Way (ROW) travels through mapped Natural Heritage and Endangered Species Program (NHESP) rare species habitat or Areas of Critical Environmental Concern (ACEC), or near any NHESP-mapped Certified or Potential Vernal Pools, or near Coldwater Fishery Resources. Other environmental resources present along the corridor include a Zone II to a public water supply will be verified. Cultural resources along the ROW will also be verified.

The ecological and permitting feasibility review will conclude with the preparation of a technical memorandum describing the environmental constraints along the ROW. This memorandum will identify and map approximate locations of environmental resource areas and stormwater Critical Areas located along the ROW. No resource area delineation will be conducted.

#### 4 MEETINGS

- Attend three (3) meetings.
  - Two with Town staff
  - One public informational meeting

Any additional meetings or items not included under this scope of services (described above) will be billed based on BETA's standard billing rate (time and material) and shall be approved by the City.

#### Design Services Assumptions

The following assumptions form the basis of the scope and the planned effort.

- Effort does not anticipate the need for any permitting.
- Should the PROJECT require proposed work outside the ROW requiring land acquisitions, the Scope of Services for Preliminary Design will show approximate locations and areas of proposed ROW acquisitions. Separate Preliminary ROW Plans are not anticipated to be required.

#### FEE

The estimated fee for the above engineering services is not to exceed \$145,000.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very sincerely yours,  
BETA Group, Inc.



Kien Ho, PE, PTOE  
Senior Vice President

