

Halvorsen, Eric

From: E W [def30013@yahoo.com]
Sent: Wednesday, November 30, 2011 12:00 AM
To: GLX
Subject: Green Line Draft Report Public Comment Period

To whom it may concern,

I just want to say that I believe the green line extension is a great idea and a very positive thing for the affected communities. It will make commutes into the city faster, relieve traffic and attract new business.

As a resident of West Medford, I am looking forward to having an "easier commute." This will free up more time not only in my day but in all of those who currently wait on overcrowded buses at Davis, Sullivan and Lechmere Stations during rush hour. It will also make weekend travel much more efficient for shopping and things of the like. This is a step in the right direction and the pros most certainly and overwhelmingly outbalance the cons. I wish it was put into action years ago when I was still in college.

Nonetheless, I am supportive and many of my fellow residents of West Medford feel the same way.

Regards,
Edward Whitaker III

Eric,

I am following up on our telephone conversation this day, as well as to your email below. Several months ago we discussed the expansion plans relative to the subject matter above and our buildings at 222 & 230 Boston Ave.

Much to our dismay, our buildings have not been included. Please be reminded we are located "in between" 200 Boston Ave and the elder housing complex.

To ignore our sites are irresponsible. Moreover, it will diminish the values of our properties. I strongly suggest you reconsider your plan..

Sincerely,

John P. Walsh

President

ELIZABETH GRADY

222 Boston Avenue

Medford, MA 02155

Tel: (781) 960-0112 Fax: (781) 391-7828

www.elizabethgrady.com

Eric,

We requested and suggested, relative to The Elizabeth Grady buildings at 222 and 230 Boston Ave expansion of the height of 230 Boston Ave and building structure at 222 Boston Ave.

However, it is not included in the plan.

Please advise,
John

From: Halvorsen, Eric [<mailto:ehalvorsen@mapc.org>]

Sent: Tuesday, November 22, 2011 3:25 PM

Subject: Mystic Valley Parkway Green Line Draft Report

Dear Green Line Friends,

MAPC is pleased to announce the release of the draft report for the Mystic Valley Parkway Green Line Extension Community Visioning Process. The report is now available on our [website](#). The public comment period for the draft report will begin on Wednesday, November 23rd and end on Friday, December 30th.

Printed copies of the draft report will also be made available at the following locations starting on Monday, November 28th :

- City of Medford, Community Development Department, 85 George P. Hassett Drive, Medford, MA
- City of Somerville, Community Development Department, 93 Highland Avenue, Somerville, MA
- West Medford Community Center, 111 Arlington Street, Medford, MA
- Walkling Court Community Center, Walkling Court, Medford, MA
- City of Somerville Library, 79 Highland Avenue, Somerville, MA
- City of Medford Library, 111 High Street, Medford, MA

Comments can be submitted to MAPC in any of the following ways:

- Email – glx@mapc.org
- Phone – 617-451-2770
- Written – MAPC, c/o Eric Halvorsen, 60 Temple Place, Boston, MA 02111

Thank you all for your continued interest and participation in this visioning process and we look forward to hearing your comments on the draft report.

Thank you,
Eric Halvorsen, AICP

MASS. DEPT. OF TRANSPORTATION
and
THE METROPOLITAN AREA PLANNING COUNCIL
PLANNING MEETINGS

SUBMITTED BY

Green Line Advisory Committee for Medford (GLAM)
c/o 25 Bussell Road
Medford, Mass. 02155

SUBMITTED TO

Metropolitan Area Planning Council
c/o Eric Halvorsen
60 Temple Place
Boston, Mass. 02111

Katherine Fichter
Executive Office of Transportation
Office of Transportation Planning
Room 4150
Ten Park Plaza
Boston, Mass. 02116

Richard A. Davey
Mass DOT Secretary and CEO and MPO Chairman
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, Mass. 02116-3968

Mayor Michael McGlynn
City of Medford
85 George P. Hassett Drive
Room 308
Medford, Mass. 02155

Amber Ontiveros
Federal Transit Administration
Re: FTA Complaint No. 09-0350
Office of Civil Rights
East Building, 5th Floor – TCR
1200 New Jersey Avenue, SE
Washington, D.C. 20590

December 20, 2011

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**GLAM's Public Comments on MAPC Mystic Valley Parkway Green Line
Extension Community Visioning Process, Draft Report, November 2011**

Preamble

Social inequity and government's role in creating this inequity has become the defining issue of our era. Whether it is the Occupy Wall Street movement in its various urban city names on the leftist side of politics or the Tea Party movement on the rightist side of politics, the common denominator is the distrust in local, state and federal government to protect its citizens from the inequalities that have manifested over the last thirty years from public social and economic policies whose origins are based in abstract academic theories. From these abstract theories have come the inequity impact of economic policies that seem to focus solely on influential and affluent special interests in making a dollar and profit at the expense of human development in our country where ordinary people have a chance at employment to provide their basic needs.

Social equity as we define it is not an abstract theory such as espoused by MAPC in its Executive Summary to its recently released The State of Equity in Metro Boston report where they state "all people have full and equal access to opportunities that enable them to attain their full potential". This is a great statement if it was true. Our comments will show you that most of this is theoretical by MAPC and not reality. So how did they come up with this statement? GLAM defines social equity with a much more robust, democratic activism that includes freedom of choice and freedom of speech for all in their authentic voice, the right of access to a livelihood, education and resources without regard to class, ethnicity, race, gender, religion, sexual orientation or disability, the right to full participation in community, political and cultural life and, most importantly, one's right to self determination in meeting one's fundamental needs.

On November 11, 2011, 24/7wallst.com announced its list of "The States Doing The Most (and Least) to Spread the Wealth". They noted three states with the greatest inequality in the country as New York, Connecticut, and Massachusetts. So when reading the MAPC Visioning report based upon our definition of social equity, GLAM must determine the Vision's intent to address the major issue of our day, social inequality, income inequality and true citizen participation.

Radical problems demand radical solutions, defined as getting to the route cause of problems. Is MAPC's vision of Smart Growth Development a relic of a past now denounced for its elitism, greed and corruption or is it a vision of future trends to rebuild the equality within our state that will provide ordinary people with a chance at employment?

We hope to answer that question with our public comments.

Executive Summary

Tufts University personnel at a recent meeting, seeking ADA variances for construction of its newest athletic building along the proposed Green Line Extension, stated they could not envision hiring a coach with disabilities or people with disabilities participating in their athletic programs. Therefore, they stated they were justified in seeking variances to waive ADA requirements. Thus the land development tone was set for the proposed Green Line Extension corridor. This is part of the public record at the AAB.

When an environmental justice member of GLAM was personally contacted by Mr. Eric Bourassa of MAPC to attend their May 17th meeting held in the heart of Tufts University, and the member refused because meetings were not being held in the neighborhood of impact, the MAPC response was that Tufts was the community. Thus, the tone was set on the "Community Visioning Process" on the proposed land development for Route 16.

As Harvard urban sociologist, Robert Sampson points out in the article, Think Local: Why don't Boston's great professors study Boston?"¹ he states how surprised he was in coming to Boston to find out how disconnected the Boston area universities are to the cities in which they are located. "It [meaning Harvard University where he is employed] seemed to be in, but not of, the community." Tufts University has called itself a separate community on many occasions and holds its own Community Day in Medford. Tufts University is one of those universities that is in, but not of, the community of Medford.

GLAM, in its role as an educational, citizen participatory group, has observed and researched the proposed Green Line Rte 16 Land Development Vision process and its tone. We have submitted prior public comments to MAPC on their process as well on March 30, 2011 and May 5, 2011 in this formal public comment process. (Copies available upon request.) For this report we documented comments and reflections from GLAM members who participated in the May 17th and June 23rd MAPC planning meetings regarding their experience in participating in these meetings and in the November 2nd meeting regarding MAPC's conclusion on the Recommended Report. We participated and/or commented on the Metropolitan Planning Organization (MPO) process, the Mass DOT's annual State Implementation Plan (SIP) report (recent and in the past) and on its going process and most recently in the NEPA public hearing of October 2011 and in our NEPA written comments of November 2011.

From this approach GLAM has witnessed a process that appears on the wrong side of history, pushed and bullied by advocacy groups based in the single focus of elitist "self interest" and sold in the package of economic development without

¹ Boston Sunday Globe, Leon Neyfakh, "Think local: Why don't Boston's great professors study Boston?", Ideas Section, page K1, October 9, 2011

regard to human development. This process has deteriorated into one of backroom politics of private meetings that appears to override the state legislative process and one that strikes of discrimination. A process that seems to have arisen from desperation of the city of Somerville who has built its future urban renewal development and spent thousands of dollars on zoning changes based upon projected future revenue from the land development plans surrounding the proposed Green Line Extension. This point is based upon Somerville Aldermen testimony at the recent NEPA hearing. The City of Somerville was forced to up front taxpayers dollars in DIF bonding efforts where elected state and congressional elected officials political rhetoric fell short in actual funding obligation promises from the federal government, precipitated by poor economics in the nation that leads to an uncertain future and greater scrutiny at the federal level regarding the funding and civil rights implementation in transit projects.

The MAPC Community Visioning Process of a supposed Vision of a "What If" exercise for land development opportunities at Route 16 has become a tainted process that has been used as a political football since its inception to undermine the citizen participation process of the proposed Green Line Extension. In May of 2011 the MPO proposed eliminating \$185,000,000 in funding for Route 16 from its Long Range Transportation Plan (LRTP). This was in light of financial deficits at the MBTA, a major backlog in maintenance needs, and the self evident delay of the proposed Green Line due to economic recession issues and the high risk of not receiving federal New Starts funding in the face of financial constraint conditions at the MBTA level. Former Mass DOT Sec. Jeffrey Mullan before his departure, which was much publicized in the Boston area media, previously warned of this situation.

When the MPO, of which the MAPC is a voting policy member, proposed this elimination the focal point of advocacy groups became that eliminating these funds would render meaningless the Rte 16 Community Visioning Process, supposedly in an effort to continue studies and a citizen participatory process to build consensus within that area. Yet when the annual SIP report was released in late July stating Mass DOT would be proposing delays in Phase I of the proposed Green Line Extension with a 90% chance of completion pushed to 2020, the advocacy movement moved in an ironic action to get Rte 16 incorporated into the SIP as a legally mandatory stop, exploiting the delay as a way to collapse the two phases together. Hence, the attempt to usurp the citizen participatory process at Route 16 through back door political pressure.

The implications of this action, to be yet ruled upon, was to make an optional phase (Route 16) mandatory in cost to the Commonwealth while over riding what was supposed to be an MAPC citizen participatory process in finding consensus at Route 16 as so it was presented by MAPC representatives to GLAM leaders in a meeting in July 2010. As a political football in the arena of political gamesmanship of the proposed Green Line Extension, the MAPC process has

been relegated to back room politics rendering the process less than transparent to the general public when you question the role of the MAPC and advocacy groups within the MPO process. This action only coincides with GLAM's previous public comments about a flawed MAPC public process at Route 16 that falls flat in its lack of progressive thought and new trends in research.

At the September 13th SIP public meetings Mass DOT outlined their intent to ask for a delay for the Phase I Green Line Extension project with offsetting mitigation measures to be identified and put in place. It also was revealed through GLAM's testimony that the FTA Office of Civil Rights was addressing GLAM's Title VI and ADA complaint/report issues through a broader perspective through a compliance review of Mass DOT. The immediate reaction of Somerville politicians and advocacy groups was then to lobby the MPO on September 22nd to vote to fund the proposed Green Line at the current schedule with state dollars and also to get a commitment to fully fund the proposed Green Line with 100% state bonding with the Governor's approval. The ironic action is only matched by the lack of political transparency by a Somerville delegation that previously claimed to the public in prior years the funding for the proposed Green Line has always been in place.

We are aware through confidential sources who were in attendance at the September 22nd Executive Session (See exhibit 1) of the Somerville board of alderman that Somerville's political strategy was a concerted effort to get this vote by the MPO before November 1st when it was required under its current MOU to open its membership to a broader spectrum of elected cities that would bring greater scrutiny and questions about such a vote and process. Hence, there appears to be a bad faith action regarding the Memorandum of Understanding (MOU) that was approved on July 7, 2011 by the MPO.

We also believe that the action goal of this effort was to push to get 100% Commonwealth funding commitment for this project in case the future renderings of the FTA OCR compliance review might determine violations took place regarding the citizen participation process for the environmental justice and disability communities to the current date of this project. In an East Oakland FTA OCR legal case in 2010, where such violations were found in regard to social equity, the FTA set a precedent by withdrawing \$70 million in federal stimulus funds from a San Francisco's BART project for the failure of BART to perform an equity analysis that demonstrated a fair and equal benefit to the environmental justice community.

Therefore, the question becomes whether in pushing for the state to fully fund the proposed Green Line without regard to social equity analysis impact, is the MPO setting up a battle concerning state rights versus federal rights to avoid the full force of federal law under Title VI and the ADA? Social equity demands that the strictest law be implemented to protect the environmental justice and disability community. And the strictest law often in legal cases is the federal law in our

experience. GLAM has been at the forefront of disability issues in the Green Line Extension project as witnessed in its FTA complaint, case number, No. 09-0350. These disability equal access issues are now arising again in the face of proposed fare increases and service reductions where riders with disabilities are upset over MBTA not making bus and train rides more accommodating.²

When you consider that the environmental justice and disability community were not actively encouraged to participate in the Route 16 Visioning process, and as witnessed by MAPC's own statistics and its insistence in having Community Vision meetings in non neutral locations, there is legal exposure to federal planning regulations that require that the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households who may face challenges accessing employment and other services, be sought out and considered.³ When you consider that current Secretary of Mass DOT and MPO Chairman, Richard Davey, has all ready prepared the public that there will be fare increases in 2012 with accompanying service reductions, one wonders whether such an equity analysis has been done, specifically on the proposed Green Line Extension project, and on the general issue of the undue burden impact of service to those most in need of transportation, the environmental justice and disability populations.⁴

And throughout this MPO process obscure to most of the general public, transit advocates and organizations dominate the process through boilerplate letters that rarely address this social equity issue. Instead you read letters from and hear from those professionals moving into the area (see Exhibit 2) for real estate speculation based upon the proposed Green Line Extension while outlining their personal options of lifestyle and economic choices while asking the Commonwealth of Massachusetts to make their financial speculative choices whole by building the proposed Green Line. Yet the impact to those protected by civil rights laws who may not have the same socioeconomic choices is rarely mentioned as a consideration. And when you read that the City of Somerville in the recent snapshot of August real estates sales, 2010 versus 2011 has seen a single family house price rise from a median price of \$519,000 to \$537,000 we need to question who actually needs to be made whole in this process?⁵

Why do we call the MPO process obscure? We contend that if you asked the average citizen about the MPO process they are primarily unaware of this planning level and we believe they assume that the state legislature controls the purse strings of such project funding. This does not appear to be the case when reading the Transportation Reform bill. Therefore, when politicians state there is funding or no funding for the proposed Green Line process you are to assume

² Refer to Metro Boston newspaper article, Steve Annear, "Advocacy group says T needs to improve services", December 13, 2011

³ Planning regulations 23 CFR 450.316 (a)(I)(vii).

⁴ Boston Globe, "Cash-strapped T warns of fare increases, service cuts by July", Metro, page B3

⁵ Boston Sunday Globe, "It's Becoming a buyer's market, Globe North, page 7

that the legislature is in control of the process. They are not. They must lobby the MPO to designate their district's project as a priority within the LRTP and TIP process. And the State Legislature Transportation Committee at the state legislature must follow the process carefully and perform fiduciary responsibility for the Commonwealth as a whole. When state legislatures who sit on this committee become lobbyist for the earmarking of projects at the MPO level to benefit their own district based upon abstract, theoretical and exploitative rhetoric of social equity while not encouraging the authentic participation of the environmental justice and disability representation in the process at the local level or demanding the requirement of an equity analysis, then motives become suspect.

Therefore, the citizen's individual voice becomes lost in a bureaucratic, obscure process where citizen's participation plans are dominated by transportation agencies dependent upon designers, planners, engineers and capital funding to justify their jobs. All this action goes on while special interests and advocacy groups and organizational lobbyists in conjunction with state agencies claim to represent the majority of people within a region including the environmental justice and disability community. We have seen no authentic representation of these populations in the process.

As noted in a Brookings Institute Report on MPO Planning organizations, which highlighted the state run Boston MPO among others in the nation, the Boston MPO had 100% board members who were white while there were 0% of board members representing the nonwhite residents of the Boston MPO.⁶ And in the FTA and FHWA's recent Transportation Planning Certificate Review of the Metropolitan Process for the Boston Transportation Management Area, dated July 2011, of the Boston MPO, they note in their recommendations on environmental justice and Title VI that the MPO cannot just establish a listing of Title VI/EJ agencies and organizations, they must have regular contact with these entities to ensure inclusive public participation to provide a meaningful ability to identify benefits and burdens to the Title VI/EJ communities at the earliest stages. There also are recommendations in the review that requires that the MPO provide appropriate language that encompasses all pertinent requirements pertaining to the participation of the disability population and LEP persons.

In other words, the MPO and its sub recipients, such as MAPC, cannot just be giving lip service to inclusiveness and diversity, it must live it and organize it and not expect the environmental justice and disability community to do it for them. The environmental justice and disability community rarely have the money or can take time from work or their families to organize. The disability community may have caregiver issues that need addressed. This is the failure of the MAPC's organizing techniques as well. The MAPC and the MPO expect these

⁶ The Brookings Institution Series on Transportation Reform, "An Inherent Bias?: Geographic and Racial-Ethnic Patterns of Metropolitan Planning Organization Boards, January 2006

populations to be the same as the white educated class. Cultural competency is a lesson not learned by planners and their cultural incompetence is a fact that has been shown in MPO meeting minutes as well as pertains to their implementation of Title VI and ADA. This is why two GLAM members filed a Title VI and ADA complaint against the MPO concerning a recent MPO Open House to the public. These members won this complaint with appropriate resolutions.

The MAPC, a permanent voting policy member of the MPO, also plays the dual role of its fiduciary agent according to the MPO's Memorandum of Understanding. The MAPC's implementing actions are limited to the implementing actions of the Boston MPO subject to the applicable federal, state and local laws, and regulations and to the availability of funds. We would assume these federal laws include Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act of 1973, and the Dept. of Transportation's (DOT) implementing regulations of 49 CFR Parts 21, 27, 37, and 38 and the Environmental Justice Presidential Executive Order of 1994 and Governor Patrick's Executive Order 478 enacted in 2007. Therefore, if the MPO were to have eliminated funding of the Route 16 Phase II in its LRTP, the MAPC would be void of any authority in continuing its land development process at Route 16.

As a permanent member of the MPO, the MAPC is not an elected member or representative of the citizen participatory process. Its existence solely is based as an agency whose goal is setting planning objectives in coordination with the MPO on a regional basis and they control the research arm, the Central Transportation Planning Staff (CTPS), regarding studies connected to planning and who are defined legally as employees of the fiduciary agent.⁷

As we set the stage further regarding the MPO process, the City of Somerville is an elected member (meaning by fellow municipalities) of the Inner Core sub region, of which Medford falls within. Therefore, Medford's representation is at the will of the City of Somerville whose focus should be on the broader goals and benefit of those cities within the inner core. As a long-term member of the Boston MPO, Somerville's push to have the Commonwealth 100% fund this project and to include Route 16 into the Phase I may not be in the best interest of the City of Medford when equity analysis is not required or evident. With the release of the recent MAPC recommendation report for Route 16, full studies have not been presented to identify full cumulative effects, both direct and indirect on the environmental justice and disability communities.

The proposed Green Line process and its accompanying planning action at Route 16 has grown to be a case study in why there is discontent with how government works. A governmental process that is dominated by special interest

⁷ Reference the Memorandum of Understanding Relating to The Comprehensive, Continuing and Cooperative Transportation Planning Process in the Boston Metropolitan Area, July 7, 2011.

groups while subverting the individual citizen's voice utilizing behaviorist and authoritarian tactics at MAPC meetings to squelch open dialogue to speak to both positive and negative impacts of the environmental and human conditions. A project supported by Somerville leaning politicians even before impact studies are complete as they use the project to get themselves re-elected. A process that reflects politicians who use political rhetoric over civil discourse, who refuse to be flexible, or change their regressive techniques in the face of growing demand for fuller, direct democratic, citizen participation in a more robust transparent environment. Instead as funding becomes more precarious for this project, we see a regression in technique that relies on closed-door meetings and backroom politics to possibly avoid the implementation of Title VI and the ADA in a project that should be benefiting these underserved populations. Therefore, when speaking to the Route 16 visioning process, we have seen the same ilk by the MAPC. And in this season of political posturing for re-election, politicians are playing all sides against the middle while stuck in the mud of provincial politics.

The only futuristic vision we have seen in the Green Line Extension and Route 16 land development process is the same old revenue enticing call to municipalities of the "potential of highest and best use theories in land development" used in other development such as the West End and Kendall Square without a concrete plan to address the gentrification and displacement that has been documented in those areas. Highest and best use exploited under the term of Smart Growth with a focus on university expansionism is a limited vision stuck in 20th century thinking and not one that address the growing social inequity income gap issues of the 21st century nor the trends that are being seen for the future.

As Mayor Michael Bloomberg warned and urban historian, Joel Kotkin, addresses in his article on Forbe.com "The U.K. Riots and the Coming Global Class War" (August 15, 2011), the recent spread of class rage is not unique to the United Kingdom and is based in social inequity that can and now has spread to the United States since many of the same forces are in play here. Mr. Kotkin notes that expensive cities, which have become increasingly bifurcated between the rich and poor, are particularly vulnerable to this rage. The Boston area is the perfect candidate with its rise of poverty rates in cities such as Somerville and the growing social gap. These issues are reflected in the action of the Occupy Wall Street protestors who have now taken root in Boston as well. How does the proposed Green Line Extension address the 99%, by not addressing its underlying cause of social inequity?

As seen in the case of the Max Pak property in Somerville, we must be wary of claims of affordability and job opportunities in land development as pushed by planners. A developer's dream has ended up in broken promises around number of jobs awarded to Somerville residents, the lack of union jobs and now the

question of affordability of the units pertaining to this development project.⁸ As one Somerville alderman, Bruce Desmond, pointed out, this project is a precursor to Assembly Square. "It will be utterly disgusting if there is a multimillion dollar project in Somerville and there is no union work and few Somerville people working." This housing project is not only a precursor to the many development projects planned in Somerville, but also a precursor for the City of Medford.

Politicians and planners who accept the "new normal" as being diminished prospects and high unemployment for those who do not meet university and advance degreed job requirements while only promoting the research and development opportunity side of planning do so at the risk of continuing to promote social inequity and social unrest. Land Development that proclaims job development is forthcoming based upon assumptions must be forced to identify the quantity, the quality and educational requirements of these jobs and their ability to sustain an upward mobility in our community for everyone, especially those communities who experience disparate unemployment figures in comparison to the total, such as the environmental justice and disability communities.

For example, in the U.S. Dept. of Commerce current population report of September 2011 entitled Income, Poverty, and Health Insurance Coverage in the United States 2010 based in the U.S. Census, they note that the poverty rate for people with disabilities increased in 2010. Persons with disabilities represented 9.5% of households in the country, yet represented 15.9% of total people in poverty. And when you consider people with disabilities within their own population, 27.9% live in poverty while the non-disability rate is at 12.5%. The income of households maintained by a person with a disability (aged 18-64) declined by 8.5%. Yet MAPC in its The State of Equity in Metro Boston Executive Summary does not address this issue or even speak to the disability community's poverty, unemployment or educational needs in any meaningful way.

Nor does MAPC address trends for the middle class, blue collar worker, as seen by academics such as urban historian, Joel Kotkin, as he speaks to the over supply of college-educated workers in high end services, such as law, and "creative" professions, such as software-writing and systems design in contrast to the growing shortage of skilled manufacturing workers needed to run sophisticated, globally competitive factories, where he states "...the factory worker is less Joe Six-Pack and more Renaissance man. . ."⁹ This shortage of skilled factory workers in jobs that can bring back middle class wages and benefits is blamed on the wide gap between the American education system where the middle class has been propagandized that trade/craft work is a dead end and "... that the only real way to improve opportunities for the country's

⁸ Boston.com/yourtown/news/Somerville, Matt Byrne, correspondent, "Tension escalates over hiring for Somerville MaxPak development", March 3, 2011

⁹ The City Journal, Joel Kotkin, "Wanted: Blue-Collar Workers", December 9, 2011

middle class is to increase its access to higher education.” As the Occupy Wall Streeters have found, this policy comes at a high price of the burden of student loans that benefit tax exempt universities, such as Tufts University, while diminishing the student’s own future job opportunities. Unions such as the Boston Pipefitters Union and Vocational Technical Schools have long been training grounds for blue collar upward mobility in providing highly technical skills accompanied by apprenticeship programs for those who find their job opportunities in non traditional academic settings.

When you couple this issue with economist Philip Mirowski’s recent assessment where he believes the American Science system that once supported science as a long-term, collective enterprise that helped foster American industrial progress for the public good in a mutual equitable fashion, no longer exists in a society where profits for economic growth override the human development aspect of science.¹⁰ Therefore you begin to see the root cause and effect of where social inequity derives. Are universities absorbing federal and state subsidies at the expense of the middle class when the public good is overshadowed by investors in businesses such as biotech and bioscience that work for short term gain and approach science as a marketplace instead of a way to develop products that benefit the populace and hence create jobs for the ordinary worker? As economist Mirowski states about the current status of American Science, “The goal isn’t to create an institution or a lab with longevity, but to develop something specific enough to be bought by a tech firm or drug company” in the pursuit of money for the 1%.

In the face of these questions, MAPC’s planning report seems retrograde as it promotes the subsidization of Tufts University through land development plans at Route 16 for the purpose of research and development opportunities while not addressing job opportunities needs that match the diversity of workers in Medford’s community. As economist Mirowski states, “You can’t have a huge subsidy if the whole purpose is just to go make some money – if that’s true, let them go pay for it themselves.” And subsidies are what it appears MAPC is advocating in its recommendations.

It appears that the Commonwealth of Massachusetts and its regional planners such as MAPC are moving toward the bifurcation of the state with plans that focus the Boston area on an over saturation of research and development jobs through university expansionism for those with elite education while moving blue collar jobs out to the Worcester/Springfield area with the movement of freight transportation to the same area. The latter strategic policy that could increase Boston area costs for food and other goods as transport costs increase through truck travel from Worcester instead of by train to Beacon Yards. Again, these are social equity questions not assessed through the MAPC regional planning process. In fact, their Metro Future plan dismisses manufacturing as never

¹⁰ The Boston Sunday Globe, page K3, interview by Joshua Rothman, Why American science isn’t working, September 25, 2011

returning to the state even though MIT has just received one of the largest grants for creating manufacturing systems in the Boston area. Is MAPC futuristic enough to see the future?

Social Equity and the Land Development Process around the GLX

Dear Holly, I work at U-Haul 600 Mystic Valley Parkway for 10 years is the MBTA going to take the building I need to know. Will I have a job or not with the extension plans. [sic]

FEIR public comment to Holly Johnson by James Martin, June 26, 2010 regarding Route 16 impact

While concerns about development of the current renters are appropriate, there is significant time to find new homes for the residents and a new retail location for Well Foods in Union Square. (Reference redevelopment of 380 Somerville Avenue)

Somerville Journal, June 2, 2011, Somerville Avenue redevelopment 'worthy of public support', editorial submitted by The Union Square Main Streets Board of Directors, of whom Mass DOT Station Design group member, James McGinnis is involved.

Unfortunately, tenants will not become only temporarily displaced from their homes through this project, rather most will become permanently displaced as a result of the conversion of their rental units to condominiums. Condominiums that continue to exist as rental units will inevitably have significantly increased rents post redevelopment. Most of the families living in these properties are low income, many are also disabled. The "affordable" units created through the inclusionary zoning process will likely not create rental opportunities, but rather homeownership units that will be beyond the means of existing and long term tenants, even at the "affordable rates". While development always involves trade-offs, all should be clear about the human costs that development projects such as these entail. [sic]

Public comment from Somerville resident Ellen Shacheter, May 4, 2011 in response to the Union Square Main Street editorial

The above quotes highlight the major issues of our time, as social inequality becomes the main topic on the streets of protest. And as we see in the quotes above the economic growth advocates try to over power the human development issues of a community. The fear of job loss at a time of high unemployment and the question of where does an ordinary employee go if pushed out of their job after ten years with skills focused in one industry. The economic development advocacy group statement on displacement seems to consider relocation of the low income and disabled residents to be as simple as packing your suit case and not letting the door hit you on the way out, instead of what it is in reality, the breaking up of a community without acknowledgement of human costs and the psychological trauma of being forced from the connection of a sense of place after many years of residency and the loss of local support systems that impact familial, community and health well being as the displaced are pushed further and further away from those connections in the pursuit of affordable housing. Are such abstract statements as made by the Union Square Main Street association concerning their definition of economic success really represent progress and progress for whom? Is this the bias of white middle class professionals or a statement reflective of the unexamined conscience as pertains to the human condition and social inequity in our time and era? From past

historical experience, land development plans only set up to address benefit of a white, educated class creates social ills and social inequity to those impacted negatively such as the environmental justice and disability communities. These mitigation issues need to be addressed earlier on and we do not believe that MAPC has addressed them properly in their report.

MAPC in its Community Visioning must historically remind itself of the role of planners in the urban renewal diabolical known as the West End, the pushing out of the working class from Kendall Square for MIT development, and the dismantling of the environmental justice population in Cambridge by Harvard from Harvard Square to Davis Square. In Marc Fried's essay, *Grief and Adaptation: The Impact of Relocation in Boston's West End*, then Professor Emeritus of Psychology and Research Professor of Human Sciences at Boston College, he writes that "people feared most desperately, most poignantly the loss of the web of community affiliations . . . close relationships with neighbors, friends and kin were among the most salient features of daily life . . . The same people met one another time and again on the streets, at church, in the schoolyard . . . in the stores." And where did those relocated go? Based upon Professor Fried's study, they located in the working class suburbs immediately outside of Boston, such as East Cambridge, Somerville and Medford, coincidentally cities of the proposed Green Line Extension Corridor.¹¹ As Secretary of State Hillary Clinton stated in the past, it takes a village to raise a child, a philosophy mirrored in the Urban Village known as the West End, and as described in Professor Fried's essay.

How has MAPC addressed these human condition and social equity issues within its Route 16 land development visioning process? It has consistently presented its planning based upon its self interest goals issued within its regional Metro Future plan as if all communities fit into the same cookie cutter pattern. We are at an impasse at this point on the lack of attention to social equity issues and its mitigation as now arising in the multiple redevelopment projects along the proposed Green Line corridor as seen in the quotes above and in the many articles now forthcoming in Somerville newspapers about Union Square displacement. MAPC in its recommendation report points to mitigation recommendations that are all ready in place in Somerville, yet these approaches are not stemming the tide of gentrification and displacement that are occurring in that city. Should not this Metro Plan be re-examined in the face of discontent today as it favors the 1% today?

Glam has brought these complicated social issues into question and educational play so they may be recognized, validated and addressed, both the good and bad points. In this way cities and their citizens can make informed decisions and understand the social implications to theirs and others quality of life.

¹¹ The Bostonian Society, *The Last Tenement: Confronting Community and Urban Renewal in Boston's West End*, essays on the history of the West End, edited by Sean M. Fisher and Carolyn Hughes with introduction by Herbert Gans, 1992

So the question arises if you have citizen participation as a goal claimed in earlier reports, why haven't certain groups such as the environmental justice and disability communities been called to actively participate in your formal meetings, especially when these groups are being pinpointed in social equity reports as being overburdened within this economy? When STEP and MGNA, both transit and development advocacy groups, bring forth people to meetings there appears to be no environmental justice or disability community appearing and these are the residents most impacted by urban renewal. This could be seen in the recent NEPA hearing where those presenting testimony were white and middle class. It then becomes the state's responsibility to ensure the environmental justice and disability community are represented in their authentic voice.

Yet, we contend MAPC has marginalized these groups to the sidelines and only involved the African American community of West Medford at the very end of their process (October 19th) after their recommendations were all ready in place. These attendees were not provided the same equal process as seen in MAPC's formal meetings as Mr. Eric Halvorsen, MAPC facilitator, notes in his email to GLAM (Exhibit 3). In this "informal" setting MAPC representatives tried to mislead the African American community that Route 16 was a mandated project when it is not under the Commonwealth's SIP plan. GLAM environmental justice members in the room quickly countered this information with the facts.

During the October 19th meeting at the West Medford Community Center (WMCC), the President of the Mystic Valley Regional NAACP, a GLAM member, requested that the comments from the October 19th meeting be relayed to decision makers to ensure documentation of their comments were treated as equally as those in the formal MAPC meetings. This issue also was noted by members of the West Medford African American community leaders who attended the November 2nd MAPC meeting held at Medford City Hall and at the Committee of the Whole Meeting (November 15th) with the Medford City Council where there was objection that MAPC withheld the feedback from the African American community to the City Council. Although Mr. Halvorsen told one of our environmental justice leaders that he had developed twelve pages of notes from the West Medford Community Center (WMCC) meeting, he has repeatedly left these comments out of any public viewing and provided GLAM a one page summary of the meeting prompted by our request. Unlike other meetings held by MAPC where comments are published to the proposed Green Line website, no such posting has occurred for the African American community viewpoint. Therefore, we are including the comments provided to us of the WMCC meeting in our comments to ensure they receive their proper respect and acknowledgment in this process. (Exhibit 4)

On the other hand, if you are organizing your scope of work, which requires you to address the elderly, environmental justice and disability community participation in your planning process, but there is consistency in the non

attendance by these groups because the meetings are inaccessible or not within the area of impact, this leads to the question of how much of MAPC's time is based upon the community's input and not on what they, the planners, think the community should look like based upon their predetermined Metro Future Plan. It appears MAPC wishes the community to look like its agency, marginalizing the environmental justice and disability community since they can't even get the people they claim to work with in the past to attend their formal meetings. This is especially true when the MAPC has been paid to organize these groups. And if they did, why then did the environmental justice and disability communities turn them down?

Now to the question that arises, is this process just a job to keep planners employed or is it a political ploy with support of the state to keep the environmental justice and disability communities out of the process? These questions are paramount in planning today as they have been throughout the history of 5-10 year plans. We need planning, but we do not need discrimination and this is what appears to be happening. And this is the action GLAM has witnessed and observed with the MAPC and GLX process.

Social inequity has been the heart of GLAM's reports and public comments for the last six years regarding the proposed Green Line Extension. And it was this serious issue outlined in the comments above regarding development that GLAM brought forth in its meeting with the MAPC in July of 2010. Yet it has been given scant attention as MAPC continued to hold meetings in a non-neutral setting, essentially catering to Tufts University, who appears to be the one to receive the most benefit from this project. As one of our Executive Committee members observed the question that arose from a member of their MAPC discussion group at the June 23rd meeting, what are you going to do about the "White Elephant" (meaning Tufts University) in the room when it comes to land development at Route 16? Of course, the facilitator had no answer for that question as reported by our Executive Committee member. But as one attendee states on MAPC's comment card summary, "individual comments and opinions are not recorded in the new process at this meeting #4," meaning the small discussion groups. How convenient for MAPC.

A recent Pew Research Center report highlights that the equity gap has grown to the widest level in a quarter century between whites and minorities in the country. Much of this gap according to the Pew study was associated with the housing bubble where minorities lost much home equity because they were "far more likely sold a high-cost, sub-prime loan, regardless of their credit histories" than the white population. This information is coupled with the recent Urban League report released this summer, *The State of Black Boston*, where it was noted that "Blacks with the same income as whites were denied home loans at a rate nearly twice as high." It also was noted in this same report that black students from Boston remain underrepresented in college classrooms, a fact that appears true to Tufts University as well.

Yet, in its most recent polling statistics in its June 23rd meeting concerning the answer of how you identify yourself, there were 0% of African Americans who responded out of a total of 34 respondees. When you consider that Medford has 6% of African Americans within its community according to the most recent American Community Survey, and that 30% of these African Americans live within impact of the Route 16 proposed station and urban renewal development proposed project according to the Medford HUD Action Plan, one sees that this community was not outreached to in any meaningful way regarding "Community Visioning". This is especially true when MAPC leaders continued to hold meetings in a non neutral environment despite being told repeatedly by leaders of the African American community and disability community that meeting at Tufts University represents a place of elitism, racism and phobia disabilism. It is not a place where the average environmental justice or disabled citizen would feel comfortable attending meetings. Yet, at the end of the MAPC process when a meeting was held within the West Medford Community Center the African American community came out in equal numbers as those who attended the June 23rd meeting to express their deep concern.¹²

Why is the environmental justice community being marginalized? We may find our answer in the Brookings Institution Policy Brief on Transportation Reform entitled, "An Inherent Bias? Geographic and Racial-Ethnic Patterns of Metropolitan Planning Organization Boards." In this policy brief the Boston MPO, of which the MAPC is a planning arm, showed zero representation of non-white members. Has this status changed since 2006? We have not seen it in the MAPC and MOP staffing representation at the Community Visioning meetings. Nor have we seen it in MPO meetings where two GLAM disability members have had to recently file an ADA complaint regarding lack of ADA minimum standards at MPO meetings and where one is met with condescending attitudes to those with disabilities.¹³ As stated in the Brookings policy brief "The issue of under-representation pervades policy and decision making at nearly every level and function of government" as they speak to the scale of the report where there are direct and observable impacts on the underrepresented in decision making.

The impact of all these reports point to the environmental justice and disadvantaged whites experiencing a backward turn in achievement in economic and educational gains through exploitation based in middle class white bias. Yet, the MAPC in its Community Visioning process has not addressed how they will

¹² We do find MAPC attendee numbers regarding public participation in their report substantially different than the top number of those participating in the keypad polling results. For example they speak to over 80 people at the March-30th meeting; while only 64 participated in the polling results. This is the same with the May 17th meeting where they state over 80 people attended while the top number participating in the polling results was 50. One wonders if MAPC is not flushing its numbers to embellish participation with non-voters such as facilitator or persons with vested interests in the outcome, visitors, or potential hired cheering section.

¹³ An MPO complaint resolution was recently issued on October 21, 2011 to address the identified non-compliance issues under the Americans with Disabilities Act.

turn the tide of this widening equity gap as they "sell" the proposed Green Line to Route 16. While the PEW Research Center analysis speaks to the housing crisis hitting Hispanics and African Americans much harder than the white population, MAPC refuses to address mitigation issues concerning a social economic equity analysis concerning the environmental justice population in West Medford and the disability community.

The MAPC and its partner, Mass. Office of Public Collaboration, avoidance of addressing social inequity issues within its process, do not surprise us. When speaking to Lorraine Dell Portia of MOP at U Mass in November 2010, she expressed wanting to "explore" our issues with us on the telephone. A phone call she prompted that was to become substantially meaningless as her constant personal distractions interrupted the ability to have a dedicated time to speak to major issues such as gentrification and displacement. When her attention was brought to the focus of years of discrimination in this project due to the lack of authentic voice representation by the environmental justice and disability communities within years of the Green Line process, she laughed and stated she could not be expected to correct racial and disability disparities. This showed an attitudinal problem on the lack of understanding the participatory rights of groups under Title VI and the ADA. This attitude led to the first MAPC public meeting being a civility meeting trying to stop authentic voices and it did.

Yet the 1964 Civil Rights Act and the 1991 American with Disabilities Act (ADA) have been enacted for many years without the acknowledgement by groups such as the MAPC, the MPO, and the MOP. Civil rights and the ADA are much more than rhetoric; they are the basis of constitutional rights for groups that have been noted to be disenfranchised within this country. Yet Ms. Della Portia and her cohorts at MAPC developed meeting agendas based in authoritarian, behaviorist techniques and educational bias. The MOP implemented civility codes that illustrated cultural incompetence whose intent appeared to be to suppress free speech, transparency and accountability within this process.

The MAPC and MOP demonstrated in our opinion the inherent bias as described in the Brookings Institute's policy paper. This is especially true when we note that one of our members in a subsequent conversation contacted the MOP to investigate their experience in working with the environmental justice and disability community and received a written response that the MOP was not trained in working with these populations. This lack of understanding of these populations leads to disparities between groups of people and what the future should hold for them. Government funding on such projects should be an even playing field that is open to benefiting all the population, not just a select few who live vicariously through institutions of learning, such as Tufts University. By doing so only leads to social disparities. It is not politicians, but regulators and planners who misunderstand the intent of the ADA as both Democratic and Republicans in Congress within the last few years censured the Supreme Court by amending the ADA to enforce the intent of civil rights.

Despite rhetoric at the MAPC March meeting that the MAPC would go further into detail on ways to address social inequity issues of displacement and gentrification at their May meeting, this agenda item was never brought forth. As we described in our previous public comments on the Visioning process, the MAPC uses the political tactic of holding marathon meetings where the free form section of the meeting that provides opportunities for question and answer sessions to speak one on one with speakers at the end is given the bum rush. This occurred in the March meeting where the Housing specialist, Jennifer Raitt, used the excuse to run from the meeting so she wouldn't have to pay a parking fee to Tufts University. Does the MAPC not pay its employees for parking?

This avoidance tactic was so politically obvious that our Executive Committee members still discuss in wonderment at MAPC's cultural ineptitude in dealing with the general public. This shallowness in being able to step outside of their usual audience of special interest and lobbyist groups to deal with real questions from the general public is palpable.

Therefore, in the May 17th planning meeting when the gentrification and displacement agenda did not materialize as MAPC stated in its March meeting, Glam leadership used parliamentary procedure under Roberts Rules of Order to question why this item was not on the agenda for the evening and why the MAPC was not putting the project into full context for those in the audience who had never attended prior to this meeting. The usage of Roberts Rules of Order¹⁴ visibility infuriated the facilitators and housing presenter as it became apparent that there was to be no questioning of their authority. The MAPC and MOP showed they had no respect for the very agreement and no understanding of meeting procedures that are used by cities, states and the federal government and umpteenth service agencies. The MAPC created a vision of ruling behavior and not one of open and transparent democracy.

As Thomas Sowell describes in his book, *The Vision of the Anointed: Self Congratulation as a Basis for Social Policy*, the "selling" of their pre-determined vision of its Community Visioning was more important to MAPC and its facilitators, then addressing head on the reality of the issues of the community and the community's preference.

As Professor Sowell states in his book, "Dangers to society may be mortal without being immediate. Once such danger is the prevailing social vision of our time – and the

¹⁴ Provides common rules and procedures for deliberation and debate in order to place the whole membership on the same footing and speaking the same language. The conduct of ALL business is controlled by the general will of the whole membership - the right of the deliberate majority to decide. Complementary is the right of at least a strong minority to require the majority to be deliberate - to act according to its considered judgment AFTER a full and fair "working through" of the issues involved. Robert's Rules provides for constructive and democratic meetings, to help, not hinder, the business of the assembly. Under no circumstances should "undue strictness" be allowed to intimidate members or limit full participation. Reference www.robertsrules.org

dogmatism with which the ideas, assumptions, and attitudes behind that vision are held. . . Today, despite free speech and the mass media, the prevailing social vision is dangerously close to sealing itself off from any discordant feedback from reality. Even when issues of policy are discussed . . . often the conclusions reached are predetermined. To a remarkable extent . . . empirical evidence is neither sought beforehand nor consulted after a policy has been instituted . . . What is at stake for the anointed in their discussion and public policy issues is their whole image of themselves as people whose knowledge and wisdom are essential to the diagnosis of social ills and the prescriptions of solutions. They believe that they know - and that they know better than others."

By using parliamentary Roberts Rules of Order, GLAM revealed not through its own action, but through MAPC's reaction that there was no transparency within the project and there was to be no inter-dialogue with the community. There was a pre-determined vision that was not to be questioned within an inflexible meeting structure. It was to be a one-way street. But there were those in attendance, a few attendees from the environmental justice community, who stood and began to ask free form questions as well. Yet MAPC would not address these questions, suppressing dialogue to continue their presentation that focused on the Route 16 area that was to be sold to the public.

Instead their presentation focused on non-like kind properties that were development projects that had occurred in what MAPC called blighted, industrial and/or brown field areas. Yet the Route 16 area contains a quite viable grocery store called Whole Foods, an elderly and disability public housing program called Walkling Court and a sustainable small business community in the Cummings Property and Elizabeth Grady buildings, along with abutting single and two family housing for residents, and the U-Haul business which caters to the transient university population as MAPC mentioned in one meeting. Nor was mentioned the historic environmental justice population in West Medford impacted by Route 16.

Blighted is a controversial term and is noted at its most abusive in the infamous Kelo vs. New London, Ct. eminent domain case¹⁵. Blighted has been noted, especially in the Kelo Case as a way of designating and pushing out working/moderate income neighborhoods to justify urban development, hence, the concern in the Route 16 neighborhood area regarding displacement and gentrification. And for the disability and environmental justice population, it is now greatly documented the burden redevelopment places upon them. In fact, Portland, Oregon the touted Smart Growth and noted transit project in the country was recently found to be dwindling in diversity based upon its 2010 Census.¹⁶ In fact, the MAPC Metro Future plan theory seems to point to a focus more on reversing white flight from urban areas through forcing out other populations by what appears to be pushing university expansionist plans to solve

¹⁵ KELO V. NEW LONDON (04-108) 545 U.S. 469 (2005) 268 Conn. 1, 843 A. 2d 500, affirmed.

¹⁶ Oregon Live.com, Pacific Northwest News, April 30, 2011, In Portland's Heart, 2010 Census shows diversity dwindling"

social inequity issues. Yet, it is all ready noted that minorities and people with disabilities are under represented within the university environment.

And as noted recently in a Boston Globe article, university expansion business is heavily dependent up on federal dollars and vulnerable to the inevitable cuts forthcoming as the nation and Congress work to address the Great Recession. The Globe article warns of the negative impact cuts could have to the Massachusetts economy, an economy where ARRA funds went heavily to research and development, while the average citizen not tied to educationalist faces unemployment and housing foreclosures. This can be evidenced in Tufts University's A-133 report of 2010 where millions of dollars were provided through ARRA, but the average Medford resident would be hard pressed to see how the studies funds benefited them. Yet Tufts University raises \$10 million through benefactors to build an athletic facility where they can envision not hiring a coach with disabilities or having athletes or their families in the audience with disabilities. We call this economic theory the trickle down effect or socialism for the rich.

The proposed Green Line and its land development process and recommendation as conducted by MAPC symbolizes much of the political dialogue at the national level regarding government's role in the lives of its citizens and the role of those who wield government's power for the benefit of the more influential while those at the street level carry the burden of the social inequity gap, which has been growing for over twenty years despite the enactment of civil rights and ADA laws. We contend that this is because of the inherent discrimination as seen in agencies such as the MAPC, MOP and MPO.

Yet in its May 17th small group process, MAPC allowed real estate lobbyists and self identified state OCD¹⁷ staff to abuse their positions within the group by allowing their dominance of the discussion, trying to sell abutters on making the area like Davis Square, Somerville, and imposing OCD plans on the group. This tactic was met with a blunt and direct statement by a GLAM member, which then allowed the abutters in the room to feel comfortable in confronting these lobbyists and more forcefully stating their own positions. In fact, one MGNA supporter forcefully agreed with the GLAM member that she did not want the large scale of urban development MAPC was imposing upon the group, although she supported the Route 16 transit stop. Another MGNA member repeated this sentiment in the Committee of the Whole Meeting as well.

This is the role GLAM members have had to play in meetings, taking on the role of confronting the authority of the government (MAPC) to force full citizen participation, allowing authentic representation, as it should be conducted under civil rights and ADA laws. By confronting these issues, this has provided

¹⁷ It should be noted that the Office of Community Development (OCD) is an ex-officio member of the MAPC committee and its role should have been disclosed within this process.

residents the freedom to put forth their true opinions once we force transparency within the process. This includes the supporters of the proposed Green Line.

Government should not be a paternalistic force that imposes its power and influence on its people. It should play the role of the great equalizer. But it appears that government and its agents cannot accept the educational role of critics and skeptics who push to bring the community, state and local government to the promise of what it can be for its citizens if it is truly working for its people.

Yet to play this role has taken a toll on GLAM members as pertains to inherent discrimination of which they have been on the receiving end. In the May 17th meeting a MAPC planner tried to detain one of our hearing impaired members from returning from a bathroom break to the lecture room area after the member had used Roberts Rules of Order to confront the agenda issues. He was forced to speak loudly since MAPC did not provide minimum standards of asking for his rights under Roberts Rules of Order and ADA, which was described earlier. It leads to the question, if you can't use Roberts Rules of Order and there is a secret rule of government of how you control a meeting, where is the transparency? Where is the freedom of speech? Is civility gained by forcing everyone to perform under the rules of Obedience to Authority?

This MAPC planner used his physical size to intimidate the GLAM member by standing in front of him blocking the only exit and stating/infering the GLAM member should not bring these issues up. There was discrimination of a person associated with this disability member that occurred as well when a MAPC member took from this GLAM member's hand the randomly selected group assignment she received when first coming to the meeting and then instead told her she needed to go to another room, where the GLAM member found herself and other GLAM members segregated off from other discussion group attendees.

What do you think the person with the disability felt like? It has been reported to us that our hearing impaired member felt as if he was in some type of disability prison unable to use Roberts Rules of Order and accosted for speaking out. Directly after the May 17th meeting was adjourned, the MAPC head transit planner then used private, disability information provided him in confidentiality so MAPC could meet ADA accommodation needs and used it as a tool to character assassinate the GLAM member he had intimidated earlier in the meeting with yet again another GLAM member. This GLAM member on the receiving end of this "information" felt compelled to "warn" the chair of GLAM of this tactic. Would this be considered under ADA a hostile environment? The reader can make up his or her own mind.

If the intent of MAPC was to break up the alliances that were built among the environmental justice, disability and the abled bodied, it failed. It only made GLAM members more aware of the problem inherent discrimination

environmental justice and people with disabilities go through. Everyone recognized that MAPC was not being transparent about its agenda and they also recognized the need to speak loudly to a room as large as the lecture hall without a proper sound system in place. In fact, MAPC did not provide standing microphones for audience participation in their meetings to allow comments or questions from their audience. This control mechanism limits participation.

The actions spoken about herein were a form of anticipated discrimination of which GLAM predicted in our meeting two public comments. This is why we hope that the FTA OCR office will broaden its compliance review audit of Mass DOT to both the MPO and MAPC as a sub-recipient of federal and state dollars. The FTA OCR has seen enough prima facie evidence in our 2009 complaint/report that it has notified us that it is taking the unusual step of coming to Boston in 2011 for a compliance review. Since that time, GLAM members have filed an MPO complaint similar to much of the complaint about MAPC. GLAM members were found to be correct in our interpretation of ADA. Corrective action is supposedly being taken. Since MAPC works for the MPO as a fiduciary agent, we can only wonder if they will follow through with their contractual agreements to fulfill Title VI and the ADA requirements.

But we do know that we have been effective as we look at public comments from that May 17th meeting where citizens speak to concerns of meeting in non-neutral settings instead of area of impact and the lack of transparency in the process by shutting down free form questions. In leaving the lecture room to attend the small group settings, GLAM members were approached by many residents who asked to be included on our information list and processed their comments with us regarding MAPC's inability to answer citizen's questions and the lack of putting development into context of the Route 16 neighborhood and its direct impact to them. MAPC's actions showed a lack of honesty and transparency in the project and showed the lack of full participation of the disability community, which is written in ADA. It was as if MAPC had something to hide from the general public. And in subsequent actions, MAPC had to publicly through email meeting notices explain their unilateral decision to not address the agenda of displacement and gentrification. But the issue is that it was their unilateral decision, not the public's.

Although we can appreciate the MAPC finally using the Reverse 911 feature in Medford to notify the public of its last two meetings, May 17th and June 23rd at our members suggestions, and for taking the suggestion to hold pre meetings to put the project in full context for those new in the process at their June 23rd meeting, this action in our mind was too little too late. Marginalizing the environmental justice and disability community as a potential key source of information in a public outreach meeting and consequently foreclosing their role as a partner in the community process is another example of culture incompetence and failing to fulfill basic obligations of equitable community participation. But as the MOP

facilitator stated earlier in her introduction to GLAM, she is not hear to rectify civil rights injustices.

Socio-economic impacts of a proposed development on a community may actually begin the day the project is proposed. From the time of the earliest announcement of a pending policy change or development project, attitudes toward the project are formed, interest groups and other coalitions prepare strategies, speculators may lock up potentially important properties, and politicians can maneuver for position. We have seen all of these affects in both the proposed Green Line and MAPC Visioning process. Yet we did not see MAPC involve community members who might be affected by the development nor did we see MAPC hold meetings within the community to be impacted. We did see real estate interests and state OCD employees given priority while the environmental justice and disability communities were marginalized and treated in a dismissive manner.

A socio economic assessment can help communities avoid creating inequities among community groups. Depending upon the type of development, the social impact on the community may affect one group of residents more significantly than another (e.g. the elderly, environmental justice and disability communities). Therefore we believe it is critical to devote attention to the potential impacts of development on vulnerable segments of the human population. In thinking about vulnerable populations it is also useful to examine the consequences of a no development option. Yet, MAPC did not allow a no development option to be discussed or chosen at the MAPC June 23rd meeting as our members who attended reported.

Our members report that the tone was that the state was all ready going to build to Route 16. In fact, in the November 15th Committee of the Whole meeting with the Medford City Council, GLAM relayed a similar sentiment from a local clergyman who asked that we put his "two cents" in on the MAPC proposal and Route 16 extension. (See Exhibit 5). This means that the MAPC was only brought in to "sell" Route 16 and development, not to build consensus as they led the environmental justice and disability community to believe. This has been an issue of non-transparency. Mass DOT and MAPC have not brought forth any impact studies or practical mitigation identification regarding Route 16. The process used by MAPC has been one of regression, not one of critical social consciousness. Instead they have used intransitive and semi-transitive thought, where injustices are viewed simplistically as discrete acts disassociated from larger social structures of cumulative impact.¹⁸

Consensus Decision Making is defined as a broad or general widespread agreement/opinion among all members of a group and should be a process that seeks not only the agreement of most participants, but also the resolution or

¹⁸ InformeDesign, Newsletter, Volume 06, Issue 11, Kyle D. Brown, Ph.D., Justice in the Context of Environmental Sustainability

mitigation of minority objections. There should be agreement seeking to help everyone get what they need. It should be a collaborative process whereas participants contribute to a shared proposal and shape it into a decision that meets the concerns of all group members as much as possible. This did not happen at MAPC meetings where MAPC determined the choices and controlled the sound system where free form questions could be prevented.

Consensus blocking within the process should allow for forms of dissent. All members should be afforded equal input into an egalitarian process and should be inclusive of as many stakeholders (including the environmental justice and disability community) as should be involved in the decision making process. It should not have been a competition for MAPC's personal preferences as many of our members felt the process was in the June 23rd exercise without consequence to social economic impact. In trying to achieve consensus decision-making, meetings should have been participatory and should actively have solicited the input and participation of all decision makers. It should not be an imposed pre-determined plan as it obviously became.

Participants should be aware of what is known the "Abilene paradox", which is the susceptibility to group think. A group can unanimously agree on a course of action that no individual member of the group desires because no one individual is willing to go against the perceived will of the decision making body. This is particularly true if the MAPC or MPO facilitator in this case was pushing for a consensus vote where there was none. The latter statement reflects what many of our members reported they felt about the MAPC process held on June 23rd.

Instead our members experienced the following as they provided feedback both through email communication and at GLAM Executive Committee meetings.

Medford resident, Richard Grant's quote: "I attended the meeting. It was the usual dog and pony show and stacked with tufts people or people from parts unknown. As you entered you were assigned to sit at a table with two of them and five alleged local people. You could only ask questions to the moderator sitting at your table. No general questions were allowed. You were presented four options and had to vote on one of the options no matter what. Then they would say ok the vote of this table is 4-1 and the recommendation of the table was the option with the most votes. Dissenters were left in the cold." [sic] Was this issue described in comments to the MPO when deciding upon funding for Route 16? We think not since citizens such as Mr. Grant were not made aware of the obscure process at MPO. Yet the MPO made its decision to fund Route 16 based upon boilerplate letters from advocacy groups they believed representative of the process.

The break down into small groups as described by Mr. Grant seemed similar in other groups as well according to our members with a mix of neighborhood

residents and people from Arlington and Somerville (Teele Square) who were not directly impacted by the Route 16 development proposal.

Although some members reporting on their feedback felt they were allowed to talk freely at their table, all reported that the status quo scenario (or no development option) could not be a choice even though most reported that there were more at their table that wanted status quo as the majority vote. It should be noted these folks were sitting at different tables and not with each other. As a participant, you were led to believe the state was going to build the Rte 16 transit station yet transport and its impact did not come up at the meeting.

One GLAM member stated that their table refused to come up with a consensus vote since there was no agreement, which defaulted them to the status quo. Though the facilitator told them they could not move forward in the exercise without a vote, they stuck with the status quo. An Arlington woman in attendance at this member's table summarized attendees' thoughts with the following: "This is a big mistake and disrupting to the neighborhood. Who are we to decide?" Was this person told about the MPO meeting and was her comment recorded by MAPC for the MPO?

Another member reported she felt at her table she had to agree with one scenario despite the fact that the majority vote was to stay with status quo. The facilitator would not allow them to move forward to the next scenario without a forced agreement, using his software program as the excuse. Again, was this comment captured for the MPO by the MAPC for their decision making process? Yet the MPO takes into account boilerplate letters crafted by one person instead of real people talking about real problems.

There was concern many direct abutters may not have been in the room to understand that their properties were open to be taken by the vagaries of a process that seemed slanted. While another member reported that one owner of single family home on Boston Avenue walked out upset when it was identified that her property rights might be taken in eminent domain for development at the whim of a public vote.

The major concern amongst GLAM members reporting was their concern and distrust that MAPC in forcing votes to assist their software, programming exercise was actually going to be used in the recommendations of MAPC's report as a consensus of what the community wanted when in fact it was not at their tables. This latter concern, as we discussed in previous public comments, hark back to the techniques described in the study, Obedience to Authority. The software program and its results became more important than the input from the public. The technician and facilitator at each table was no better than those in the scientific study where through authoritarian and behaviorist technique environment research subjects were forced to take action they would not necessarily perform under non authoritarian means. The MAPC facilitators and

technicians became the "white coat" authorities in the room. You were a "bad disruptive person" if you questioned authority and you did not allow the process to move forward as the facilitators required.

As Mr. Grant intuitively picked up in his comments, the discussion groups were set up to push for certain results. Although others could not conclude as certainly as Mr. Grant, they spoke to similar feelings and make up within their groups. This speaks to the Abilene paradox of susceptibility to group think, especially if you are involved in an exercise where options are limited by facilitators and you feel you will be punished if you do not acquiesce.

The process used by MAPC is not a healthy situation when facilitators contrive processes through authoritarian, behaviorist means. They might not even be aware of this flaw in their educational background. With such a process can this be truly thought of as the true intent of the Civil Rights and ADA laws, where governmental bodies suppress true opinions of citizens? And when by its own polling results, MAPC showed very little attendees in the room, 34, and no African American representation at all in the meeting, the process reflects little citizen participation in a city of 55,000 or a project that entails a population of an estimated 200,000 when considering the three cities involved in this extension process.

And if this is how government truly works, why should we be surprised at the current state of our political affairs where government and its politicians are not trusted to work for the benefit of all its citizens? But as the MOP director states, they should not be held accountable to correct these civil rights issues. Is this inherent discrimination?

The proposed Green Line Extension has become a boondoggle with the government using special interest groups as cover to continue its charade of funding. By opening up the candy store to special interest groups and lobbyists, around promises of station design and promises of urban development on a grand scale without regard to social equity, the government has shown itself to be unreliable in intent and common sense.

Somerville leaning politicians, who support the project without a sense of the complexity of the project and demonstrate a sense of disregard toward both constitutional and social issues of social inequity, used rhetoric that funding was there for the proposed Green Line from the beginning when it was not, a good tool for beneficial re-election processes. Yet the general public in Medford remained skeptical of such claims because they were being told on the local Medford political level there was no money for the proposed Green Line based on reports they were receiving by Mass DOT. Yet, Mass DOT or its political supporters did not respect this empirical knowledge. Was the media publicity that there was no money for the project used to discourage participation and to

keep people in a state of apathy or one of manipulation within the governmental process of the MPO and MAPC?

Now we find there are those who speculated in buying housing along the proposed Green Line who cry foul at the recent delay announcements even though to the critical eye these delays were self evident when observing the process from a less abstract, less self interested perspective and one based more in reality. The real estate speculation is a symptom of the pressure to be put on affordable housing from those who are no better than gamblers playing at the craps table.

While the same state delegation that abhor gambling for the less affluent at casinos and vote against this industry coming to the Commonwealth, they appear to state it is okay for the affluent to real estate speculate upon the moderate to low income communities that will be impacted by the proposed Green Line. Speculators push up the price of housing while these government bodies refuse to address the issues of social inequity with mitigation that address the cause and effect of this widening gap in our society.

Land Development Studies

While local political leaders awaited studies on Route 16, it has never really been determined what those studies would entail or even if they would materialize within the MAPC recommendations. And they have not. There is, of course, environmental assessment impact and engineering studies that need to be done to reveal the impact of putting a transit station at Route 16 at the local level. This impact has never been identified at the MAPC meeting and has been strangely absent in the speaking of the transit stop. What are the true identified land takings, the air quality impact at the local level both direct and indirect, the traffic mitigation issues, natural resource, cultural and historic implications? Although both Mass DOT and MAPC spoke on Route 16 in regional benefit terms, they have yet to identify the local impacts to the surrounding neighborhoods required for a community to make an informed decision.

Yet, the Chair of GLAM was told by Mr. Eric Bourassa of the MAPC in an encounter in Boston that Medford Mayor, Michael McGlynn, was being unrealistic in his demands on studies for the Route 16 area since MAPC would not be performing engineering or EIS studies on Route 16. This is likely why MAPC has avoided speaking to the impact of a transit stop at Route 16, as it would add complications to its "sell" of land development in the same area.

They also have not spoken to the characteristics of the local neighborhood and the differences between quality of life in an urban setting and in one that is primarily inner suburban. In fact, MAPC writes much of its report in political subtext, suggesting mitigation for Medford as if it is a large urban city with substantial financial resources. MAPC's vision is to treat Medford as if it is a bedroom community geared to university expansionist's goals, likening it to Kendall Square and Boston's Innovation Zone (page 30 of report). And again, the question of the "White Elephant" in the room, Tufts University, whose Master Plan was never transparently addressed. Do residents and the city want to set up what can become an eventual College demarcation zone within the city and what of its social impact upon the quality of life within the community?

In their faculty minutes of 2005 on their master plan¹⁹, The Tufts President and their architects presented their planning ideas about the surrounding community. Yet the cumulative impacts, both social and non social, were not addressed in any MAPC meeting although Tufts' plans point to university expansionism.

Then Tufts President, Lawrence Bacow, and their architects in these minutes point to their Master Plan that describes university expansionist plans for the Medford community whose goal is to be built around the proposed Green Line Extension project. We quote from their meeting notes found online.

¹⁹ ARTS, SCIENCES AND ENGINEERING FACULTY MEETING COOLIDGE ROOM, BALLOU HALL WEDNESDAY, OCTOBER 19, 2005

"One was the entire stretch of the Boston Avenue corridor, which for years really has not been an identity-defining sector of the campus. But we think that with careful development of pieces particularly around the Boston Avenue and the College intersection that that stretch of Boston Avenue, both east and west, could become a future kind of growth corridor for the university." [sic]

They speak of taking air rights above the tracks at College and Boston Avenue and creating a major new kind of urban plaza to unite their campus. Around that they state, "there would be the new ILC to the south, and two new buildings. One would be an academic building north of the plaza, along the tracks, and then this building, which would be a combination much like Dowling is, a parking structure below parallel to the tracks, and then additional building space, probably academic space above that.

The idea is to build that parking structure parallel to the tracks here to replace parking that is currently in the Cousins lot right along College Avenue here so that, in fact, rather than having parking as your image and sort of at the front door of this gateway to the campus, move that parking deeper into the tracks, use the natural grade of the hill there to camouflage or to -- not camouflage, but to put parking where it would be less obtrusive than right out on the street in front of one of your gateways." They then go on to speak about all the property they are buying up on Boston Avenue toward Route 16.

Why have these development plans not been transparently presented to the community at large through either the Mass DOT or MAPC recommendation? Tufts Master Plan has cumulative effects upon the whole community, both direct and indirect. Will these plans create a situation that creates a social equity gap within the city?

Community Development and appropriate study requirements.

There are many questions that have been left unanswered by MAPC facilitators within their recommendation report based upon our research of other more informed approaches. These are the same facilitators who controlled the agendas and defined the conversation. They controlled the scenarios and did not allow questions to be asked nor did they allowed free flow discussion regarding critical or skeptical issues at meetings that would have allowed the project to be put in full context so that residents could make fully informed decisions before being sold scenarios. There cannot be just political rhetoric around recommendations.

We are outlining below some issues we believe should have been brought to a fuller transparency and due diligence disclosure within a process that has had none to date. We believe these issues warranted answers before there was any involvement at the local level of presenting any recommendation from MAPC.

Land Development Issues and Community Impact:

A social equity analysis should have been identified pertaining to those who will be impacted by the MAPC scenarios. Such a social equity analysis should have been elaborated upon on both a qualitative and quantitative basis.

There was no disclosure of any Reciprocal Agreement between the Cities of Somerville and Medford within this report recommendation. The status of this agreement, if any, should have been identified at the beginning. The public was led to believe by Mayor McGlynn at the first MAPC meeting that there was a partnership between Medford and Somerville regarding this process. Yet the political maneuvering we described in our Executive Summary says there is not such an agreement and concern arises as to Somerville's intentions in this area if there is not neighborhood agreement.

Somerville's plans for Rte 16 should be identified with or without the proposed Green Line Extension. These plans have not been discussed. What will happen if reciprocal zoning changes are not agreed upon between the two cities at this location? Will Somerville force development upon this neighborhood as they infringe on the City of Medford? And what are the measures of recourse the City of Medford can take if they feel infringed upon?

Cummings Property is planning to expand its building on the side of 200 Boston Avenue, not the front, as per the public hearing notice recently in the local newspaper and is currently seeking variances. This recognized expansion is different than described in the MAPC visioning recommendation report nor has there been a Mass DOT's engineering review as to its impact on any extension of the light rail system on this property. MAPC states Cummings Property has bought into MAPC's scenario proposals for its property (see page 55 of report). Yet in the November 2nd meeting at Medford City Hall the Cummings Property representative stated they were neutral in this process when asked.

Mayor McGlynn wrote in his June 1, 2011 letter to Sec. Mullan that he was expecting the MAPC Land Use process to provide a study that provides findings on technical information that minimize property takings and impacts and identifies where growth should happen. MAPC has provided no such technical information concerning the impact regarding the physical build of extension of the proposed Green Line to Route 16.

Recently in meetings regarding the redistricting of Medford's ward districts the Secretary of State's office only planned for growth in the next ten years in the Wellington Circle/River's Edge area for Medford. MAPC's information appears to differ from what the Sec. of State's office has predicted based upon the Medford Office of Community Development information. MAPC has failed to provide information on growth factors occurring in other parts of the city of Medford and

Somerville that will have cumulative impact on Route 16, both direct and indirect impact.

Environmental Impact Analysis and Assessment

MAPC in their report did not identify the deficiencies or tradeoffs between possible development alternatives, which includes a no build scenario that outlines natural growth versus forced growth. They also did not identify all courses of action and the environmental impacts associated with each focus area recommendation. Their report did not provide specifics of which groups in the community may be directly or indirectly affected by the project or action, such as the environmental justice or disability community. Their report did not identify the potential environmental cumulative impacts associated with any proposed scenario development.

Areas concerning long-term environmental cumulative impacts that should have been identified such as follows:

- (1) The potential impact of development on runoff from impervious surfaces, increased pollution loadings and decreases in available water supply
- (2) The type and magnitude of off-site and out of community impacts such as Somerville's current plan to build housing units at the old Waterworks building directly adjacent to Route 16.
- (3) Direct impact disturbances that may cause change in temperatures, light, moisture and nutrient levels within land resources.
- (4) Indirect impact disturbances around loss of plant communities that can result in decrease water quality (e.g. loss of filter function associated with plant communities) and a reset of the water table.
- (5) Their report did not identify the loss of wildlife and wildlife habitat that may be impacted by both direct and indirect activities associated with development. That includes all species both native and migratory that arrive at different times of the year.
- (6) Their report did not identify in scenarios changes in or new construction of impervious surfaces such as parking lots, roads and buildings, increases in the volume of rate of runoff that can result in habitat destruction, increased pollutant loads and flooding.
- (7) Noise pollution from new development can have a significant impact on both human health and quality of life for residents of a community. Their report should have identified level of noise pollution increase expected with each focus area scenario with and without the proposed Green Line. In fact, GLAM's independent reviewer of the NEPA Environmental Assessment found that Mass DOT has not taken into consideration

development impact changes to the environmental throughout the GLX corridor.

MAPC's report should have identified the connection of land use in the area to history and culture. For example, the Route 16 area is connected historically to the Abigail Adams family and the Middlesex Canal.

Their report should have identified a time of scarcity of the community's natural resources and should have identified the effects new development would contribute to the potential for scarcity.

Their report should have identified Land Resources and the changes the development would make in drainage patterns. MAPC's report should have identified such environmental assessment impact such as areas of flood plain and whether land development would exasperate this problem.

Their report should have assessed Water Resources and the impact of development on the Mystic River. Their report should have identified the impact on the watershed from both current and cumulative development projects.

Their report should have identified Biological Resources and the impact to animal and bird habitat. Their report should have identified impact to trees along the path of the Green Line extension that currently acts as a filter to diesel particulates.

The most significant environmental effects may result not from the direct effects of a particular action, but from the individual effects of multiple actions over time. Therefore, their report should have identified impact of other development beyond just the Route 16 area.

Fiscal Impact Analysis

The purpose of fiscal impact is to estimate the impact of development or land use change on the costs and revenues of governmental units serving the development. The costing methodology is important and should have been identified in any land development recommendation.

It should be noted that average costing does not take into account excess or deficient capacity to deliver services and it assumes that average costs of municipal services will remain stable in the future. Marginal costing on the other hand relies on analysis of demand and supply relationships in public services, recognizing growth as a more cyclical process in terms of the impact on municipal expenditures. This is important to the impact of municipal budgets and to the city's taxpayers. Yet these impacts were not identified in MAPC's selling of their recommendations.

Their report should have identified in a fiscal impact analysis the threshold where surplus capacity in the land use study is eventually depleted. In other words, they should have identified the point where new development proposed or new growth identified would require new infrastructure investment and the marginal cost of where serving a new resident may actually be higher than the average cost.

Their report should have identified and quantified the demand upon local services by new residents and new workers. Fiscal impacts vary with the type of development; therefore, MAPC should have identified with each scenario present demand upon local services, such as police and fire, and increased demand. Their report should have identified the fiscal cumulative affects over time with each land scenario they presented. Their report should have identified the major spending categories in a municipal budget that development will impact and any new services that will be necessary to serve the development. Their report should have identified if development will prompt any change in the delivery of the existing level of municipal service and identified any additional staff required to provide the same level of service.

Their recommendations should have identified if development affect service quality, such as police and fire response time and if the development will be served by new sewer and water lines or existing lines. Their report should have identified if there will be user fees and charges required to cover the costs of such services.

A fiscal analysis should include the interaction of land uses when development occurs (i.e. increased traffic congestions that may require greater street maintenance and repair, or the impact on property values outside of the direct development area. They should have identified the distributional impacts in how land use scenarios affect different groups in different ways. They should have identified if new residents associated with the development will move in from outside the community or will they relocate from within the community. They should have identified the number of new residents expected in each scenario. They should have identified if there is the expectation that new employees will be relocating or commuting in to work in the community. They should have identified any and all infrastructure facilities necessary to accommodate new growth.

Funding Mechanisms

MAPC did identify one recommended funding mechanism to be used by the city of Medford to pay for Route 16 development, called a TIF or DIF bonding mechanism. Yet, they did not identify debt service requirements or the sticking point of how much up front costs for this project the Medford taxpayer would be footing the bill. Nor did they mention the tax exemptions that will be offered to

developers, a factor in recouping costs for the taxpayer. TIFs or DIFs are based upon "potential" revenue.

TIFs, a strategy used in California to fund development projects, are one factor attributable to that state's current fiscal crisis and the reason that Governor Jerry Brown recently eliminated Redevelopment Authorities in the state. Somerville recently found itself caught in the web of a similar controversy when it had to unexpectedly go out for a TIF bond for \$25 million dollars to complete Assembly Square when promised federal money was pulled away and developers balked. There appears in MAPC's recommendation no consideration of the affect on bonding authority and bond ratings for the city of Medford in such a recommendation in consideration of other city priorities.

What qualifications does MAPC have to recommend this type of financial instrument? This is where planners are weak. They are not financial people and not humanistic trainers and most of them are not inter disciplinarians in their thinking. Hence, you only get one disciplines point of view. That is why they call it a vision, since they have little experience in areas outside of planning. This brings another question as to whether they have the expertise to give recommendations outside of their own field, such as financial, inter workings of cities, political strategy, traffic concepts, zoning adjustments and small business approaches. They have not identified any experts in these fields with their recommendations. What is their expertise in these areas? How many years have they worked in it? Yet when a group of people expresses their expertise such as in the field of finance, the field of traffic, the field of political strategy and zoning change, and the direct knowledge of small business, the planner puts on a deaf ear. We have all of those people with that expertise in GLAM and access to more.

MAPC did not identify capital investment items in their recommendation to accommodate their proposed new growth. They should have identified any new social services, such as a library, park space, that an increased population will generate. This includes identifying the current surplus capacity as to these social services and the current capacity of infrastructure requirements, sewer and water and any new or changed road requirements. They should have also identified if new or increased population will generate a need for any more public safety or public works vehicles.

Again, MAPC should have identified the cumulative impacts of other development in totality upon the city of Medford such as outlined in Tufts Master Plan and in Somerville's Master Plan. They remain silent on these issues. The incremental impact of each development when added together may be significant. And in their polling of participants at meeting they did not and should have identified the threshold condition, beyond which change would be unacceptable to our community. In fact, at the Committee of the Whole Meeting with the Medford city council, even a member of MGNA complained that MAPC

did not listen to their discussion group at the June 23rd meeting where they did not want such high-density development. The question becomes, whom was MAPC listening to?

Nor did MAPC identify the cumulative impact on the city of Medford school district and costs associated with it and whether current facilities are able to absorb new residents with family. And most importantly they did not identify the cumulative impact on the city of Medford's operating budget.

Cost of Community Services (COS)

COS allows for an assessment of the cost-revenue impacts of broad land use categories on a community. This analysis differs from a fiscal impact analysis, which focuses on one specific land use project. Such a COS study may provide more precise information in terms of allocating costs and revenues to non residential and residential use projects within the city as currently exists in this point and time. Such a study would have helped inform around choices of scenarios if one is aware of the best value to the community on overall cost of residential versus commercial versus retail land use. Although this requires local data collection, it should be required to know the current costs and revenue identified with current land use projects in the city now (incorporating old and new projects, the latter including Station Landing and Rivers Edge).

Such a study if it had been performed would have identified an allocation of current expenditures by land use category that includes:

- i) Public Safety
 - (1) Number of police calls to land use categories
 - (2) Number fire calls to land use categories
 - (3) Number of ambulance calls to land use categories
 - (4) Local records detailing specific sites of inspection
- ii) Public Works:
 - (1) Identify street maintenance and where it occurred
 - (2) Identify cost of refuse/garbage collection
 - (3) Identify costs of solid waste disposal
 - (4) Identify costs of recycling program
- iii) Identify costs of health and human services within city
- iv) Identify costs of culture, recreation and educational costs within city
- v) Identify costs of conservation/development in city
- vi) Identify current cost of debt service
- b) Identify an allocation of current revenue by land use category that includes:
 - i) Property Tax Revenue attached to each land use category
 - ii) State Shared Revenue
 - (1) Transportation funding
 - (2) Local aid

- (3) Licenses and Permits
- (4) Fines/Defaults
- (5) Public Charges
 - (a) Recycling fees
 - (b) Solid waste disposal fees
 - (c) Cemetery income
 - (d) Parks income
- (6) Miscellaneous income

Traffic Impact Analysis:

All development generates traffic and as MAPC identified in its report will generate enough traffic to create congestion and to compel the community to invest more capital into the transportation network. Traffic impact analysis is important in assisting public agencies in making land use decisions. It should include a traffic impact analysis that includes development at Route 16 without the proposed Green Line station at Route 16 and with the proposed Route 16 station.

A true traffic impact study would help forecast additional traffic associated with new development. It would assist in land use decision-making. Assist in allocating scarce resources to areas that need improvement. Identify potential problems with proposed development. Help to ensure safe and reasonable traffic conditions on streets after the development is complete.

A traffic impact study should include trip generation data that the development will generate during an average day or during peak hour traffic. A traffic impact study should identify high traffic volumes on surrounding roads that may affect movement to and from the proposed development area. It should identify inadequate sight distance at access points. It should identify the proximity of the proposed access points to other existing drives or intersections. It should identify the ability to make left or right turns from the point of access of the development. A pass by factor should be incorporated into any traffic impact study. Pass by trips are made by traffic already using the adjacent roadway and enter the development site as an intermediate stop on the way from another destination.

Currently, MAPC's recommendation that extending signal time would better accommodate pedestrian circulation is unrealistic when speaking to such busy traffic on Route 16. Traffic idling at longer red lights will only exasperate the pollution from cars and trucks and frustrate motorists even more in a heavily congested roadway. Where is the study on diesel particulates and car and train pollution?

There has been no true and full identification on how the American with Disabilities Act requirements fit into access by people with disabilities in such busy scenarios.

MAPC's recommendation that some on street commuter parking can be accommodated because residents will be away at work during the day flies in the face of hypocrisy (see page 41 if report). Isn't the proposed Green Line to encourage local residents to take the Green Line? Therefore, why would they be driving their cars to work so others can park in their place within the neighborhood during the day? When one commuter parks in the neighborhoods others are soon to follow.

MAPC has not dealt realistically with the fact that cars will drive from 5 miles away to reach a transit station, while walkers will come within 1/2 of a mile and bicyclist within two miles according to federal transit reports.

Socio-Economic Impact Assessment

A socio-economic impact assessment is designed to assist communities in making decisions that promote long-term sustainability, including economic prosperity in a balanced and equitable fashion, promoting a healthy community, and social well-being. Assessing socio-economic impacts require both quantitative and qualitative measurements of the impact of proposed development and we asked for such an assessment. Assessing community perceptions about development requires the use of methods capable of revealing often complex and unpredictable community values that are consistent with the commitment to preserve the character of the community.

A socio economic assessment can help communities avoid creating inequities among community groups. Depending upon the type of development, the social impact on the community may affect one group of residents more significantly than another (e.g. the elderly, environmental justice and disability communities). Therefore we believe it is critical to devote attention to the potential impacts of development on vulnerable segments of the human population, not a general brush stroke. In thinking about vulnerable populations it is also useful to examine the consequences of a no development option.

Determination of impact to small businesses is also a critical factor as development generates competition that lures consumers away from current businesses within the area. Socio-economic impact should not take a backseat to other studies and is critical.

Therefore MAPC should have identified in their recommendations a socio-economic assessment focus prepared on the following:

Demographic Impacts:

- 1) That identified the estimated population change with land development
- 2) That identified the percentage change in age, ethnicity, race and disability

- 3) That identified whether there is an influx or out flux of temporary workers
- 4) That identified how many children expected per housing unit

Housing Market Impacts:

- 1) That identified whether the development helps to satisfy current or projected housing needs
- 2) That identified specifically whether rents and housing prices will be affordable to the current or new segments of the population
- 3) That identified if the development results in further concentrations of one type of housing

Retail Development Impacts:

- 1) That identified economic issues currently facing local retailers
- 2) That identified the specific proposed retail of the proposed development project
- 3) That identified how this development would affect competition for other retail businesses within the impact area, particularly West Medford Square and Medford Square where the primary plan of the city is focused

The impacts on Employment and Income

- 1) That identified the current unemployment rate in the community and in what skill areas
- 2) That identify what it has been historically
- 3) That identified how the proposed development would influence the unemployment rate and distribution of employment among different groups
- 4) That identified what is the average, maximum and minimum overall income of workers in the community and its comparative changes with new development
- 5) That identified the range of income and wage rates of jobs associated with the new development and that should identify what will be the educational achievement level requirement
- 6) That identified whether the new development will offer temporary or permanent jobs with specifics in number and type of job.
- 7) That identified whether the new development will require additional workers to move in from outside the community or will the current population fill available positions

Assess the Current Accessibility of Public Services

- 1) That identified the present level of services in the community
- 2) That identified the anticipated needs and accessibility to services of future populations
- 3) That identified the current distribution of services in the community (to social groups or to neighborhoods)

- 4) That identified if there are organizational or coordination problems currently being encountered by service organizations or agencies. That identify if such problems will be encountered in future service delivery. And if so, should have identified what they were.
- 5) That identified the implications of future service and facility requirements and revenue sources on tax levels, net fiscal balance and service quality

Conclusion: Human Development versus Economic Development

On November 2nd the MAPC put forth its draft recommendation, and although they claim it does not include a Route 16 transit station decision, the tone has already been cast toward selling a Route 16 terminus. At a MAPC meeting with the African American community MAPC claimed Route 16 was a "mandated station", which cast doubts on the accuracy of the process since it is not a mandated station under the SIP nor has the state concluded that it is Medford Hillside, which is contended by supporters. This is the political situation that has arisen from this project that Medford Hillside is now Somerville by the conclusion of those who support the proposed Green Line. Though a slice of land is in Somerville, the project over burdens Medford and to get to that point with light rail you must go through Medford. This is a process tainted by Somerville leaning politicians who are involved.

In a letter written to Mass DOT Sec. Davey on November 16, 2011, Mayor McGlynn clarified the position of what Medford wanted. Mayor McGlynn stated "The approach to the project with an initial terminus at College Avenue and the lack of advancement of study and design to Route 16 is a missed opportunity." He goes on to state, "The provision of sufficient information and a sound public process could have achieved consensus amongst the people with varied priorities." GLAM believes that no consensus was really built since several members of the Medford community were discriminated against, a deaf man, a member of GLAM who in the past ran for public office never returned to MAPC meetings due to improper ADA minimum standards. His argument was echoed throughout the process. An Italian American member, who objected to the academic facilitator's concept of civility as stopping his free speech never came back and asked us to keep him informed instead. He is willing to testify to what he said. Other members of the community who would not go to Tufts were identified by GLAM to MAPC and when meetings continued to be held at Tufts, these residents would not come since they had been arguing with Tufts for years over community versus university control. Of these groups, no consensus was built and each of these members described are leaders in the community of Medford.

As we stated earlier in this report, once land development is pinpointed and put on the table, it now becomes a significant issue at the local level, causing real estate speculation to begin as we have all ready seen based upon similar letters of people crying foul at the delay in the Green Line to their choice of housing purchases in Medford, similar as seen in Somerville. And what of the role of the City of Somerville and the pressure it is putting upon the communities surrounding it? This was never addressed in the MAPC vision meetings as they compartmentalized the view of development, omitting these cumulative affects.

There are, of course, the pretense of mitigation measures that can be taken regarding gentrification and displacement. But as noted in the essay, "Grief and adaptation: The Impact of Relocation in Boston's West End", public discussion of plans for urban renewal will happen several years before the actual land takings and local pressures will develop in the meantime from entities such as Tufts University. And during that time, the land development plans will undergo many changes. As in the case of The West End and other similar projects, there will likely be a gradual decrease and eventual elimination of all talk of low cost or even middle income rental housing, which in the case of the West End included promises of opportunities for local residents to continue living in the area. And as we have seen in the Max Pak land development in Somerville, these Community Agreement promises are often broken as developers move to save costs and go for highest and best use in housing pricing.

And although the West End urban renewal project is noted as one of historic notoriety in planning and caused public policy reform changes in the dialogue on urban renewal and social equity, it appears that it is still relevant today in the largeness of scale of urban development planned for the proposed Green Line Extension corridor as proposed by the predetermined vision of MAPC. And although government planners may have paid lip service to this reform over the years to appear as if there is more citizen participation within the planning process, the boosterism aura that surrounded "urban renewal" in that era is back with a vengeance as seen in comments such as from the Union Square Market Association. And there seems to not be any willingness to comprehend the costs of what is defined as "progress" and identifying the disparity between who the beneficiaries will be and who the victims will be.

In Lessons for Urban Planners, an essay written by Chester W. Hartman, a city planner, an essay also in the book "The Last Tenement: Confronting Community and Urban Renewal in Boston's West End", he writes that traditional planners are seen as those serving specific political goals and class interests, and the official planners, wittingly or unwittingly, serve those needs instead of dealing in alternative proposals more suited to neighborhood needs and desires. We have observed and reported on such a process by the MAPC and within the proposed Green Line Extension process as they defined and controlled the dialogue.

On October 19, 2011 on a fall afternoon, MAPC finally met with the environmental justice community at the West Medford Community Center in the 11th hour of putting forth their draft recommendations. The West Medford Community Center is known as the historic center of social interaction for the African American community in that area. GLAM was provided an invitation to this meeting by members of the West Medford Community Center. Also present, who can verify our interpretation of the meeting, was the President of the Mystic Valley Regional NAACP. And as we reported to MAPC, the members of this environmental justice community were greatly concerned about gentrification and displacement, the lack of outreach to their community and meetings held in non-

neutral settings instead of in neighborhoods of impact. This can be seen in the notes MAPC took at the meeting of which we requested, but are not posted on their website and it is questionable as to whether MAPC considers this meeting part of their formal process. In regards to the NAACP President's concern that his community was not being treated equally to the Tufts community, we have provided copies of the comments of those participating at the WMCC to ensure they are on public record at the request of GLAM environmental justice members. This again goes to the planners' inability to recognize different members of a community and their lack of cultural sensitivity to historically disenfranchised populations.

Since GLAM was formed to represent all members of Medford and has a diversity of members within it that speak with different methods of communicating, it becomes apparent those different methods appear not to have been wanted at the MAPC meetings. Trying to get the state to recognize that environmental justice members have rights to not want to participate in places far from their homes and that people with disabilities have rights to have required minimum ADA standards followed and that people with different backgrounds in life, do not always want to be lectured to and sold a project was difficult in the face of a predetermined vision. Citizens want real facts. They want the truth of what the project will do, not a vision on grandiose style. This is where MAPC fell down. By not producing an equal vision of what the community wants and by not recognizing that Medford was a much better educated community around equity and diversity than Somerville, this leads to the point that GLAM has put forth to the FTA Office of Civil Rights requesting that they step into the GLX process.

For MAPC to tell the political structure and planning department of Medford that they should look more like Somerville is an insult to the environmental justice and disability populations. While Medford stayed on the course in wanting more studies and a more organic process with the community, and while Medford went out and got true authentic representation as part of their comments, Medford made a decision they could not make a decision on studies that did not identify impact. Which community are the better planners? The one that involves all its people or leaves them out? Which community is more progressive? The community that recognizes the fullness of its diversity, including its educational diversity, and recognizes free speech rights without being tainted by planners and allows them to participate along with environmental justice and disability community in equal partnership to make joint decisions on transportation? Or those that leave them out? Throughout this process, it has been shown that this is Medford, not Somerville. Somerville is driven by political means and by political rhetoric and not by facts. Any good scientist would take a look at this planning and see that all that is requested by Medford is a fair process, and the planners of Medford have been keeping that goal, not the goal of political expediency.

Was this equal treatment of the environmental justice community? Only time and court challenges may tell. But if the human historic aspect of West Medford is eradicated through gentrification and displacement, the "Village" as it is known historically may disappear from the landscape much as the struggle seen between Columbia University and Harlem.

Where do the environmental justice comments fall within the schedule of the MPO and MAPC process? This question brings the onerous upon the current city administration to address this issue only with the heightened pressure from the environmental justice and disability community. With the marginalization of both the environmental justice and disability communities in the MAPC process, it puts the focus on local leadership even higher due to Somerville's ability to root people toward a vision that is only Somerville centristic.

Therefore, we cannot support the Vision of the MAPC as it now stands. And it appears based upon a recent Boston Globe article on the November 2nd meeting that there are others with the same sentiment as the report states, "During about an hour of questioning, only one resident spoke up in praise of the project..." (See Exhibit 6). Many GLAM members were anticipating supporting this process until they came to a civility meeting. We watched carefully with the resulting observations that if this is the way free speech is being handled and this is the way the environmental justice and disability community are to be handled, how far has Somerville really achieved social equity?

The late legal scholar, Derek Bell who taught in lesson parables wrote about "The Space Traders" from his 1992 book, "Faces at the Bottom of the Well: The Permanence of Racism". That parable describes promises made to a white community to solve its debt issues, its energy and resource issues in exchange for one thing: its black population, which would be sent to outer space. The white population in the parable accepts the offer by an overwhelming margin. We hope that city leadership based upon promises of economic development does not arrive at the same overwhelming margin at the sacrifice of the environmental justice and disability populations within our community. And now with Mayor McGlynn's comments we see the progress that has been made in the community of Medford over equitability and planning. Planning for Medford equitability overrides Somerville's years of achieving higher poverty rates and being designated as a city of income inequality by many studies and reports.

This report was co-authored by GLAM member's Carolyn Rosen and Dr. William Wood who worked with its GLAM membership in ethnographic and action heuristic research on the MAPC land development process. GLAM's Executive Committee with a full unanimous decision has approved this report at its December 14, 2011 Executive Committee meeting. The Executive Committee membership consists of the environmental justice, disability and able-bodied population of Medford.

Sincerely yours,

Carolyn Rosen
Chairperson
GLAM

Respectfully Submitted by GLAM's Executive Committee Members:

<p>Ms. Carolyn Rosen, MBA, MTS ADA Coordinator/CFO Chairperson of GLAM Elected member of the Medford Democratic Party and officer Member of the Zonta Club of Medford 25 Bussell Road Medford, Mass. 02155</p>	<p>Ms. Mary Anne Adduci Secretary of GLAM Board of Director of Arthur D. Little Alumni Association 2 North Street Medford, Mass. 02155</p>
<p>William Wood, M.S., M. Ed., Ph.D. Retired Business Owner, Wood & Associates Elected Medford Democratic Party member and Ward Chair Kiwanis Club board member Disability Advocate 25 Bussell Road Medford, Mass. 02155</p>	<p>Mr. Henry Milorin Elected Member of the Medford Democratic Party Disability Advocate 8 Temple Street Medford, Mass. 02155</p>
<p>Neil Osborne, Esq. President of NAACP Mystic Valley Area Branch 122 Boston Avenue Medford, Mass. 02155</p>	<p>Mr. Bernie Green Chairperson of the Medford Republican Party Elected state representative for the state Republican Party 608 Main Street Medford, Mass. 02155</p>
<p>Gwen Blackburn Retired Dir. Of Multi-Cultural Dept. SPED & Harassment liaison, Civil Rights Officer Medford Public Schools 233 Arlington St. Medford, Mass. 02155</p>	<p>Mr. Felix Blackburn EEO/Affirmative Action Officer State Transportation Authority, Retired Commission Member of the Medford Traffic Commission 233 Arlington Street Medford, Mass. 02155</p>
<p>Paul Morrissey Business owner, Aerocycle 642 Boston Avenue Medford, Mass. 02155</p>	

Exhibit One

Needs

everything we ask and recommend of a robbery victim," said Suffolk County District Attorney Daniel F. Conley. "He didn't resist. He gave up everything he could. He kept his hands in the air and presented no threat. And this defendant shot him in the chest, killing a peaceful man from half a world away whose only goal was to build a better life for his family."

Jurors convicted Corliss of first-degree murder under the theories of deliberate premeditation and felony murder.

Jurors additionally convicted him of armed robbery while masked and unlawful possession of a firearm.

A sentencing hearing has been scheduled for Thursday at 2 p.m. Because Corliss was convicted of first degree murder, he will automatical-

ly be sentenced to life without possibility of parole.

Dangol, who is originally from Nepal, leaves behind a wife and daughter.

"I only hope they can take some small comfort in the knowledge that Edward Corliss will now spend the rest of his life in prison, a place he never should have left in the first place," Conley said. "The terrible, terrible tragedy is that it took another senseless murder to achieve that end."

According to a press release, Assistant District Attorney Patrick Haggan said Corliss lurked outside the Tedeschi's Food Shop at 779 Centre St. on the day after Christmas, waiting until there were no customers. At about 3 p.m., wearing a hat, wig, and scarf as a disguise, he en-

tered and robbed Dangol at the point of a .380 caliber semiautomatic handgun.

He had reportedly complied with everything Corliss asked him to do during the midday robbery, but Corliss apparently thought he was lying when he said he didn't have access to a store safe. Dangol was shot once through in the chest and later died at Brigham and Women's Hospital.

Corliss had previously been convicted of murdering another store clerk during another armed robbery in Salisbury in 1971.

While jailed, he allegedly tried to orchestrate the assassinations of murder witnesses, including his wife who drove the getaway car and reportedly died of natural causes.

enough. Check out our Fluff Festival photo gallery online.

TELL US WHAT YOU THINK

Is the city doing enough for affordable housing needs? Take the poll online.

ELECTION CENTRAL

Now that the city's only preliminary election this year is over, our eyes are on November. Stay tuned on our blog for all the election news, endorsements, and announcements along the way.

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CITY HALL

Somerville Journal 9/29/11

Aldermen notes

By Andy Metzger | ametzger@wickedlocal.com

The Board of Aldermen met for about 1 hour and 45 minutes on Sept. 22. Ward 3 Alderman Tom Taylor was absent, as he is recovering from surgery.

Green Line strategy

The aldermen met in a closed-door executive session for about 45 minutes to discuss legal options they could take to force the state to speed up construction of the Green Line Extension. The state's Department of Transportation is currently planning to miss the court-mandated completion deadline of Dec. 31, 2014 by about four or five years, though it still needs approval from the state Department of Environmental Protection.

Hire Somerville or else

The Committee on Legislative Matters is considering a local hiring ordinance that would require companies to hire a certain percentage of

development that received city funding. The city has funded the redevelopment of Max Pak and Assembly Square, the two biggest developments.

Alderman at Large Bill White said the draft ordinance runs into some issues with the U.S. Constitution because it discriminates against people from out of state.

Un-paving the way

The aldermen are scheduling a joint public meeting with the Committee on Land Use and the Planning Board to discuss planned changes to the city's zoning law that would require about 30 percent of land in residential areas to be pervious - meaning, unlike asphalt, water can seep through it.

Shrub thugs

Alderman at Large Dennis Sullivan took aim at the overgrown bushes down by the Mystic River, near his Ten Hills home, and said they are a refuge for outdoor booz-

especially down by the river and there is activity going on down by the bank which is shielded by the overgrowth," said Sullivan. "Obviously there's been partying going on in there. There are alcohol bottles and it's being hidden from the street because of the overgrowth."

Hazmat has problems

Ward 7 Alderman Bob Trane called on the city to put up roadblocks to hazardous chemical trucks that could be routed through Somerville due to a Boston proposal that would ban them from Boston's city streets.

The proposal would limit hazardous material trucks to interstates 93 and 95, according to a letter to the editor written by Somerville state legislators in opposition to the proposed route change.

"I think it's very important that we get proactive here," said Trane. "We can't sit idly by and allow Boston and Cambridge to push hazardous materials into our

ROAD RACE Homeles Coalition Annual 5

The Somerville Homeless Coalition is holding the 16th Annual 5K Race Oct. 1 with support from our lead sponsor Whole Foods and City Property Solutions. The race will start and end at Davis Square. After the race, there will be a brunch provided by restaurants, awards for top finishers in each category, including a special prize for the person who fundraises the most on behalf of the coalition. T-shirts will be provided for the first 500 registrants and music provided by the HONK! Fest which gets underway at noon. All proceeds benefit the SHC's programs and services provided to the homeless and near-homeless.

Exhibit Two

Exhibit Three

GLAM

From: "Halvorsen, Eric" <ehalvorsen@mapc.org>
To: "GLAMTWO" <GLAMTWO@comcast.net>
Sent: Thursday, October 27, 2011 10:30 AM
Attach: WMCC meeting notes_10.19.11.pdf; WMCC_Presentation_101911.pdf
Subject: RE: MAPC meetings

Carolyn,

Please find attached a copy of the presentation and meeting notes from the October 19, 2011 meeting at the West Medford Community Center.

I did not include key pad results or formal comment summaries because we did not use keypad polling devices nor did I hand out formal comment cards. This meeting was hosted by the West Medford Community Center and was not intended to be at the scale of our other five larger public meetings. This was intended to be a smaller neighborhood-focused conversation between MAPC and residents in the community and a chance to answer questions and listen to comments.

Thank you,
 Eric Halvorsen

From: GLAMTWO [mailto:GLAMTWO@comcast.net]
Sent: Wednesday, October 26, 2011 9:58 PM
To: Halvorsen, Eric
Subject: MAPC meetings
Importance: High

Dear Eric:

This is to notify you that Dr. Wood and myself will be attending the November 2nd meeting at Medford City Hall.

Also, I am requesting a copy of the minutes taken at the afternoon meeting on October 19th at the West Medford Community Center and a copy of the presentation given to attendees that day. I also am requesting a copy of all key polling results and comment summary reports taken at the meeting that day.

Sincerely yours,

Carolyn Rosen
 Chairperson
 GLAM

GLAM website <http://glam.medford.tripod.com>

Please be advised that the Massachusetts Secretary of State considers e-mail to be a public record, and therefore subject to the Massachusetts Public Records Law, M.G.L. c. 66 § 10.

12/17/2011

Exhibit 4

Notes from October 19, 2011 Meeting at West Medford Community Center
Staff Person Present: Eric Halvorsen

Comments Made During Meeting

Displacement and Gentrification:

- This area of Medford has already begun to see socio-economic change, worried that the Green Line Extension will accelerate change
- Concerned about rising property values in the neighborhood which could lead to higher property taxes
- Concerned that individuals living on a fixed-income may not be able to afford additional housing costs and may be displaced as a result
- Concerned about being able to pass on their homes to children and grandchildren
- Concerned that their children already can't afford to purchase a home in the neighborhood
- Concerned about the displacement of an historic African-American community
- Meeting participants indicated they do not want to move from their current residence into new affordable housing that might be developed in the area
- Meeting participants indicated an interest in learning more details about what policies or programs are/could be made available to help limit impacts of displacement on the neighborhood
- Concerned about the expansion of Tufts University further into the neighborhood and the results that any possible expansion may have on existing residents

Outreach:

- Concerned that not enough meetings were held in the West Medford community, or at the Community Center
- Meeting participants commented they had not been aware of the MAPC visioning process
- Meetings have not been held that specifically outreach to or include the disability community
- Concerned that meetings were held at Tufts University during evening hours, also one meeting was held in the winter

Other Comments:

- Will the Green Line Extension negatively impact tax payers in Medford?
- Want to ensure the comments provided at this meeting are relayed to decision makers
- Concerns expressed about parking on residential streets around the potential Green Line station

Exhibit 5

GLAM

From: "Patrick McLaughlin" <frpatmcl@att.net>
To: "Carolyn Rosen" <GLAMTWO@comcast.net>
Cc: "David Kilpatrick" <dkilpat1@juno.com>
Sent: Tuesday, November 15, 2011 10:55 AM
Subject: Green line extension from College Ave to MVP

Dear Carolyn, thank you for you update. However I cannot be present tonight at Medford City Hall (r.207) to add my two cents of concern about the proposed (one really wonders if it proposed or really is it a "done-deal") extension to the parkway. The present infrastructure is in-capable of handling of all of the traffic at this point. Are we becoming another Brockton that takes a half hour to cross town or Waltham which has the same problem. Who are the beneficiaries of all of this. Some argue that it will not happen for another 8 or 10 yrs. To which, one has to ask, what are we doing to our children? ... Even the sudden call for a meeting raises concern. For one, I cannot support such an extension. Sincerely, Fr. Pat McLaughlin

12/17/2011

Exhibit 6

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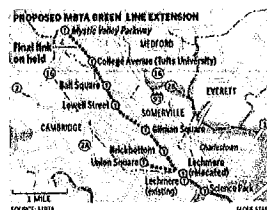
- Project Manager

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Medford residents fear impact of Route 16 T stop

November 03, 2011 | By Matt Byrne, Town Correspondent, Globe Staff

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By Matt Byrne, Town Correspondent

In 25 years, urban planners foresee a West Medford revitalized by surging commercial and retail development, boosted property values, and access to easy transportation to downtown Boston -- all clustered around the proposed extension of the Green Line to Route 16.

But as Medford residents turned out last night to hear the pitch by the Metropolitan Area Planning Council, some expressed concern that the station would draw unwanted vehicular traffic, jack up property taxes, and push out longtime residents of the African American community in the area.

"There will be gentrification, we know that," said Gwen Blackburn, who for 48 years has lived on Arlington Street, steps from the proposed station site. She was among a small chorus of doubters who questioned whether the station would irreversibly change the fabric of the neighborhood.

"We have some concerns about what that Route 16 station will do for us," Blackburn said.

The meeting was the final installment in a series of five listening sessions commissioned by the Massachusetts Bay Transportation Authority to gauge residents' wants and needs as agency officials plan the \$1.2 billion project. The discussion will not dictate changes in the look, design, or scope of the station, but was intended to hear residents' reactions to the plan.

Those comments will become part of recommendations made to the state, which are set for release next month. A two-week public comment period will follow, according to the planning council.

"I think there is more support now than there was at the beginning," said Kate Fichter, project manager for the extension.

During an extended question and answer session attended by more than 100 Medford residents, some expressed fear that Boston-bound T riders from surrounding towns will treat residential streets near the new terminus as a de-facto commuter parking lot. Others called for the preservation of open space, and some speakers said the project should include greater bicycle and pedestrian access.

During about an hour of questioning, only one resident spoke up in praise of the project, calling it a boon to the entire city.

Some of the features would require extensive rezoning and coordination by Medford officials, but Doug Carr, a resident of Boston Avenue, said he doubted the city could pull it off.

"I see a lot of things here that need to be put on Medford's plate," Carr said. "I don't see the capacity here to do it."

Matt Byrne can be reached at mbyrne.globe@gmail.com.

ADS BY GOOGLE

Halvorsen, Eric

From: Maureen Barillaro [lucyneptune@hotmail.com]
Sent: Wednesday, December 21, 2011 7:23 AM
To: GLX
Subject: FW: Green Line Extension Public comment

Dear MAPC,

I believe the Green Line extension to Rt 16 in Medford/Arlington will be extremely beneficial to the people of those towns. Today, these residents have very little neighborhood access to the T. Having public transportation access will reduce traffic along the new Green Line corridor as people leave their cars at home and ride the T to their destination. I live in Porter Sq and most of the stations around here- Harvard, Porter and Davis- do not offer long term parking so there is not traffic increase with people driving to the station- except to drop people off. There should be a safe driving area for buses and pick up and drop off- large enough to turn around and a traffic light that responds only if cars are pulling out of the station or if pedestrians push the button. There needs to be plenty of safe bicycle parking as well.

Traffic may increase on Rt 16 due to added stop lights but drivers need to find other ways to get around if they don't like traffic. That is the whole point of the T and exactly why it needs to be extended to Rt 16.

Sincerely,

Maureen Barillaro
Craigie St
Somerville, MA

Halvorsen, Eric

From: Blever3043 [blever3043@aol.com]
Sent: Wednesday, December 21, 2011 12:23 PM
To: Halvorsen, Eric
Subject: Re: Mystic Valley Parkway Green Line Draft Report

Mr. Halvorsen,

I would like to express my strong support for the extension of the Green Line to West Medford at Route 16. I had always hoped that the extension would go to Route 60 as it seems to be a natural end joining up with the existing commuter rail station and existing bus lines as well as the village center, however since that is no longer an option I strongly urge support for the extension to route 16.

Both my wife and myself have used the existing commuter rail and bus services to commute to Boston. We find them crowded, inconvenient, and at times extremely unreliable. Most people who work in Boston need to get to the Park Street station as it is the transit hub, which means the majority of commuters who take the train have to go the long way around through North Station or use a bus and subway combination that in rush hour can take significant time. The train cars in the morning are often dangerously overcrowded with passengers standing in between cars and next to open doors. On several occasions, I have had one to two hour commutes home to Medford only a few miles from Boston.

A Green Line extension offers a dedicated track without the traffic interference that buses have, the infrequent times the commuter rail has and a convenient destination at Park Street. Aside from servicing commuters to Boston, the extension will offer other transit opportunities to the Cambridgeside Galleria Mall and other local destinations. This project will be a substantial benefit to the community with minimal impacts on the existing properties and owners.

I understand that funding is a concern, but if the state and MBTA wish to have ridership, they have to service patrons with reasonable transit options. Aside from commuters, ridership on evenings to events in Boston would be available to the communities of Medford, Arlington, and Somerville. Simply put, if I can walk out my door and not have to wait an hour or more for a train or bus and hop on the Green Line I will do it instead of driving and dealing with the hassle of parking in Boston. Thousands of people reside near the proposed Route 16 station in Medford, Arlington, and Somerville, this could be a great community asset and spur economic development. I urge the MAPC to support this project, aside from environmental and planning benefits, the extension will serve a community that primarily working class and needs reliable transportation to and from work.

Thank You,

Brian Lever
40 Tyler Avenue
Medford, MA
781-646-1336

-----Original Message-----

From: Halvorsen, Eric <ehalvorsen@mapc.org>
To: undisclosed-recipients;;
Sent: Wed, Dec 21, 2011 10:57 am
Subject: Mystic Valley Parkway Green Line Draft Report

Dear Green Line Friends,

This is a reminder that the public comment period for the draft Mystic Valley Parkway Green Line Extension Community Visioning Process report will come to a close on Friday, December 30th. The report is available on our [website](#).

Printed copies of the draft report are also available at the following locations:

- City of Medford, Community Development Department, 85 George P. Hassett Drive, Medford, MA
- City of Somerville, Community Development Department, 93 Highland Avenue, Somerville, MA

- West Medford Community Center, 111 Arlington Street, Medford, MA
- Walking Court Community Center, Walking Court, Medford, MA
- City of Somerville Library, 79 Highland Avenue, Somerville, MA
- City of Medford Library, 111 High Street, Medford, MA

Comments can be submitted to MAPC in any of the following ways:

- Email – glx@mapc.org
- Phone – 617-451-2770
- Written – MAPC, c/o Eric Halvorsen, 60 Temple Place, Boston, MA 02111

Thank you to those who have already submitted comments.

Thank you,
Eric Halvorsen, AICP

Eric Halvorsen, AICP

Transit Planner
Metropolitan Area Planning Council (MAPC)
60 Temple Place
Boston, MA 02111
P: 617-451-2770 ext. 2018
E: ehalvorsen@mapc.org
www.mapc.org



Please be advised that the Massachusetts Secretary of State considers e-mail to be a public record, and therefore subject to the Massachusetts Public Records Law, M.G.L. c. 66 § 10.

Halvorsen, Eric

From: Patrick McLaughlin [frpatmcl@att.net]
Sent: Thursday, December 22, 2011 9:00 PM
To: GLX
Cc: Carolyn Rosen

I have serious concerns about the extension going all the way to Mystic Valley Parkway unless some serious consideration is give to developing a better intrastructure. Route 16 cannot handle the traffic it already has at peak hours. Quite simply, it is a mess. I walk @ 6 AM and can almost keep up with the traffic coming from W. Medford to the lights at Winthrop Street. To justify the extension by saying it will not happen for years to come is seems to disregard what the present children of Medford will be facing. Or does anyone really care about the future of our children? Fr. Patrick J. McLaughlin

Halvorsen, Eric

From: Adrienne Landau [adriennelandau@yahoo.com]
Sent: Wednesday, December 28, 2011 2:42 PM
To: GLX
Subject: Weighing in on extending to 16

Dear GLX people,

It has been pointed out to me that the MAPC report does not provide design or preliminary engineering information on impact to those, like myself, who live along the current railroad tracks from College Avenue down to Route 16. This is a large void of data when considering the human and environmental costs to our community.

Whom is to benefit from the proposed land development recommendations and will that benefit provide an equitable and balanced approach to the whole of Medford?

I don't think I'm for this added piece AT ALL.

Warmly, Adrienne Landau, 124 Brookings St, Medford (4th house in from the tracks)

Halvorsen, Eric

From: GLAMTWO [GLAMTWO@comcast.net]
Sent: Wednesday, December 28, 2011 7:20 PM
To: GLX
Cc: LoneCe26@aol.com
Subject: Fw: A make sense public comment. - Mystic Valley Parkway Report

Dear Mr. Halvorsen:

Mr. Carl Cincotti reported to us that he was having technical computer problems connecting to your email site today. He has requested that we forward his public comments to you regarding the Mystic Valley Parkway Land Development Report to ensure their submission. His public comments are articulated below.

We are copying Mr. Cincotti on this email so that he knows we have completed the task he requested of us. Mr. Cincotti resides at 2 Yeomans Avenue in Medford and can be contacted at 781-391-5679 if you have any questions.

Sincerely yours.

Carolyn Rosen
GLAM website <http://glam.medford.tripod.com>

----- Original Message -----

From: LoneCe26@aol.com
To: glamtwo@comcast.net
Sent: Wednesday, December 28, 2011 1:00 PM
Subject: A make sence comment.

I would strongly , oppose . any extension of transit to the Medford boarders, Mainly the tax burden on medford of the supposed (betterments,) for all eternity ! and these will never come off the tax sheet ever, there is not a great need for this project in any of medford , is felt by the greater population here! how ever, a study and funding of these mon eys would greatly benefit quality if life in Medford by upgrading the Wellington circle area. as well as the 10's of thousands that cross through that Medford roadway every month , So I would hope who. ever may read this will take it to the table and apply if to good common scene, Carl T Cincotti Medford resident .



UNIVERSITY RELATIONS

Mary Jeka, Senior Vice President

December 29, 2011

Mr. Eric Halvorsen
Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111

Dear Mr. Halvorsen:

On behalf of Tufts University, I want to express our strong support for the extension of the Green Line to Route 16. We are pleased that a station at the intersection of Boston and College Avenues will provide members of the campus community and the residents of our neighboring communities with rapid transit access to downtown Boston. We also support the extension to Route 16 as it will add important additional access to members of the Tufts community as well as to the residents of the Medford and Somerville neighborhoods.

A terminus at Route 16 will provide public transportation to the employees of the university who reside at 200 Boston Avenue (where the university leases space). The new station will benefit the environment by enabling the occupants of 200 Boston Avenue to use public transportation rather than bringing their own vehicles to the site. In addition, the Route 16 terminus would allow faculty and staff at 200 Boston Avenue better access to the Medford/Somerville and Boston campuses, allowing for greater cross-disciplinary research and inter-laboratory explorations.

The Green Line extension will benefit all the residents and businesses along its path. Tufts University is a major employer in the Medford/Somerville area and is integral to the economy of this region. We are pleased that the Green Line extension will vastly improve the transit needs of our community and the entire region.

We have recognized the importance of the Green Line project from its inception. We support the project and hope that it can move forward expeditiously.

Thank you for your consideration.

Sincerely,

Mary R. Jeka
Senior Vice President for University Relations

Mike Korcynski
149 Burget Ave.
Medford, MA 02155

December 30, 2011

Eric Halvorsen
60 Temple Place
Boston, MA 02111

Dear Mr. Halvorsen,

Thank you for the opportunity to comment on the MAPC's *Mystic Valley Parkway Green Line Extension Community Visioning Process Draft Report* dated November 2011. My comments are fairly brief, as I've found the report itself to be representative of what was discussed during the visioning process, and I concur with many of the conclusions. The vision for the future MAPC presents here, echoes much of what was said in the small group exercises I participated in as part of this process. I'm glad to see the consistency between what went on in the public input process and what you've put out in this report.

If there is one thing missing from this report I believe that you fail to project how the existing conditions could change if the rest of the Green Line is built from Lechmere to College Ave., while leaving Rt. 16 out of the project. The report starts to capture the likely scenario in the Office Market section: "Somerville will likely be looking to position itself as a lower cost Cambridge alternative for office space in conjunction with the extension of the Green Line within the city." I believe Somerville will be successful in doing this and the risk for Medford and the Rt. 16 area is not that it will be left to conduct business as usual, but that it will struggle just to maintain the market as a flood of Office and Commercial spaces suddenly become more desirable and T accessible. While I understand that much of this process is based on the vision of what "could be" if a station were built, I think examining the economic risk of major changes all around this area without changes here would have been a worthwhile effort. Many of the concerns I heard amounted to "I want things to stay as exactly as they are from now until forever." Therefore, examining the effects on the focus area if the rest of the extension were to be built without the Rt. 16 station may be a way to determine if there is economic impact (negative or positive) to the area, which would make it easier to engage concerned residents.

I support this project to Route 16 for many reasons. Pragmatically, there is nothing Medford plans to do or is capable of doing that presents the prospects of "Doubling the tax revenue in the station area" without the Green Line Extension to Rt. 16. My concern again is that if the rest of the extension is built and Rt. 16 is left out, Medford could bear a tax burden with deflated values in that area.

Again, I'd just like to say thank you for putting on a well-organized, engaging visioning

process that managed to reach such so many residents. To a degree, I think MAPC's efforts suffered in part because of the extensive environmental and station design process MassDOT has done for Rt. 16, especially having already flushed out all of the same concerns you heard during this project. The GLX has an uncanny way of driving away its own supporters at times with its bizarre desire to keep resetting the game and making those who support the project play again. That said, I've found the MAPC process to provide more clarity around the economic opportunities possible at Rt. 16. Looking at the outcome of this MAPC project combined with the extensive environmental analysis completed by MassDOT, to me the only acceptable outcome is to see the GLX project built to completion to Rt. 16 with the rest of the Green Line Extension.

Sincerely,

Mike Korcynski

Laurel Ruma
149 Burget Ave.
Medford, MA 02155

December 30, 2011

Eric Halvorsen
Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111

Dear Mr. Halvorsen,

Thank you for the opportunity to comment on the Metropolitan Area Planning Council's *Mystic Valley Parkway Green Line Extension Community Visioning Process Draft Report* dated November 2011. I participated in many of the MAPC's meetings and found them to be models of how all public meetings should be run. They were civil, well-attended, approachable to people who are new to the Green Line Extension (GLX) project and a welcome change from the highly charged, combative MassDOT GLX meetings. It was great to meet neighbors and work in a collaborative environment to imagine "what if" for Rt. 16/Mystic Valley Parkway (MVP). However, I feel there was some confusion in the final meeting. It was apparent that many attendees did not realize that this was just a visioning process and there are many things that need to happen before anything is built.

As a participant at the MAPC meetings, I found the report to be consistent and comprehensive of the issues, concerns, and opportunities discussed at the public meetings. I agree with a majority of the report, especially the overwhelming evidence that a GLX station at Rt. 16/MVP is an incredible, rare, and exciting opportunity for both Medford and Somerville and the citizens of each city (as well as surrounding towns). The visioning in the report represents a perfect opportunity to build transit-oriented development (TOD) at Rt. 16/MVP. Without that critical transit piece, the likelihood of a successful redevelopment of the area is put into question. Considering the current and future economic realities, municipalities will have to be very careful and smart about development, but the possibilities outlined in the report create a tangible and realistic economic boon for the cities and residents.

It is clear that building the GLX to Rt. 16/MVP creates numerous opportunities that cannot be found at the current GLX terminus sighting at College Ave./Boston Ave. in Medford. These economic opportunities include, but are not limited to:

- retail development
- housing, including senior and low-income housing
- mixed-use development

- office/business development, including biotech labs
- building the GLX terminus in an area already zoned for commercial use

As a direct abutter to the current proposed terminus at College Ave/Boston Ave. in Medford, I am most concerned with the GLX ending in a residential neighborhood. Although the report does not talk about the current terminus at College Ave./Boston Ave., it is clear that there are no opportunities like those listed above at this location because Tufts University owns a majority of land surrounding the station. Having a terminus in residential neighborhood is not ideal for a number of reasons, but it also limits the economic development opportunities. Extending the GLX to Rt. 16 will serve a larger number of citizens in Medford, Somerville, and Arlington. It also fulfills MassDOT/MBTA's legal commitment to extend rail service into the Medford Hillside--a legal requirement that is not achieved by ending the GLX at College Ave./Boston Ave.

I hope the MAPC's report (along with the extensive studies MassDOT has done for the project area) satisfies Mayor McGlynn's request for more information so he can publicly and definitively support not just the building of the Green Line Extension into Medford, but also the extension to Rt. 16/Mystic Valley Parkway. Building the extension to Rt. 16/MVP fulfills the legal requirement to serve the Medford Hillside, and also provides an amazing opportunity for economic and housing development, as well as a unique and valuable service to citizens for future generations.

Thank you,
Laurel Ruma

cc

Mayor Michael McGlynn
Mayor Joseph Curatone
Carl Sciortino
Katherine Fichter

Medford City Council:
Breanna Lungo-Koehn
Robert Maiocco
Paul Camuso
Fredrick Dello Russo
Michael Marks
Robert Penta
Richard Caraviello

Halvorsen, Eric

From: John Roland Elliott [JohnRolandElliott@Comcast.net]
Sent: Friday, December 30, 2011 1:24 PM
To: GLX; Halvorsen, Eric
Cc: mayor@medford.org; mayor@somerville.ma.gov; Katherine.Fichter@state.ma.us; Carl.Sciortino@state.ma.us; rpenta@hotmail.com; michael@marksformedford.com; info@dellorusso.net; camusop@aol.com; rmaiocco@aol.com; blungo2001@yahoo.com; rickformedfordcouncil@gmail.com
Subject: MVP GLX Community Visioning Public Comment

Dear Mr Halvorsen:

Thank you and your team for your efforts and congratulations on reaching this important milestone. As someone who attended all five of the public meetings and who has attended literally dozens of meetings related to the Green Line Extension, I am relieved that you managed to succeed at this critical task, especially in light of the difficult and often contentious climate that exists in my community (Medford).

I found your process to be

1. Inclusive. You managed to collect and accept input from people who had been absent from the GLX process during the many years it has been underway. You managed to hear from everyone, even people who would have been content to be passive observers.
2. Fair. Notwithstanding a broad range of support and opposition to the subject of your investigation, you succeeded in hearing all and synthesizing the opinions into a coherent conclusion.
3. Professional. Your methods struck the delicate balance required to a) keep to an agenda, b) thwart attempts to derail the process and c) all the while, give opportunities for all to be heard.
4. Effective. The outcome of the process is a sketch of what this part of our city could become given adequate interest from our populace, new-found vision in our City Government and a modicum of imagination from the business community.

I accept your "*Chapter 4: Vision for the Future*" as a practical starting point for determining what would be best for the Medford Hillside / West Medford / Central Medford neighborhoods. I suspect there will be further discussion to refine the details in *Focus Area Recommendations*. (Will there be 195 units or 215 units? Will there be six stories or just four?) I suspect that refinement must come from a local government and business consortium using the work you've done as a springboard.

All that though is a hypothetical exercise until we can establish plans for fulfilling the mandate to bring the Green Line to Medford Hillside – Mystic Valley Parkway / Route 16 – since none of the development can be undertaken at the current "temporary" terminus – College Avenue / Tufts. It is my unqualified belief that the biggest obstacle to be overcome is not the question of how many units and how many stories. The biggest obstacle is not even the non-trivial sum required to fund this advancement. The biggest obstacle is the political will of the Medford City Government.

Given that our local government has for several years been reserving judgment, citing a need for further study and information, we Medford residents, armed with the benefit of the *MVP GLX Community Visioning Process Draft Report*, should be in a better position to expect action from our representatives. Will the City of Medford continue to rely on its existing tax base to fund the continued growth of the city's financial needs? Or will it recognize that introduction of new revenue streams is necessary – revenue streams that can come from Transit Oriented Development?

Thank you, again, for your hard work.

Sincerely,

John Roland Elliott
Medford Hillside

Halvorsen, Eric

From: sh.lipsky@comcast.net
Sent: Friday, December 30, 2011 3:41 PM
To: GLX
Subject: Comments on Mystic Valley Parkway Green Line Extension Community Visioning Process report

December 30, 2011

Eric Halvorsen, AICP

Transit Planner

Metropolitan Area Planning Council (MAPC)

60 Temple Place

Boston, MA 02111

ehalvorsen@mapc.org; glx@mapc.org

Dear Mr. Halvorsen:

I am submitting my comments on the Mystic Valley Parkway Green Line Extension Community Visioning Process report, issued in November, 2011.

I am opposed to the proposed development along the Mystic River at the intersection of Boston Avenue and Mystic Valley Parkway. First, increased traffic and the number of traffic accidents along Boston Avenue and Mystic Valley Parkway are particular problems. Traffic accidents at this major intersection were not included in your report. There are numerous accidents at this intersection as well as some pedestrian fatalities that have occurred here and at the intersection of Boston Avenue and Irvington Rd. In just the past month, a traffic signal at the intersection has been knocked down in an accident. Most importantly, there are three elderly housing complexes that are situated near these intersections along Boston Avenue: Walkling Court in Medford, Somerville's VNA consisting of 99 units, and Somerville's Elderly Housing at Capen Court, which consists of 95 units. Pedestrian safety in this area needs to be reviewed closely because of the number of elderly pedestrians. Your report advocates a parking structure at the site. During the MBTA Green Line Extension meetings, this site has always been described as a pedestrian and bicycle destination and has been specified to not include a parking structure. An additional parking structure will impact the safety of the many elderly residents.

At no point in your report do you address that the proposed development abuts a site on the National Register of Historic Places, Mystic Valley Parkway, nor the historic neighborhood of West Medford. The resulting environmental devastation to this largely residential neighborhood and the historic parkland, designed by Charles Eliot and the Olmstead brothers in 1893, would be undeniable. The parkland follows the footprint of the Middlesex Canal and some of the park's historic trees date from this time. Your report does not address what steps you will take to mitigate the historic and environmental impacts on the parkland when you talk about plans to build pedestrian and bicycle walkways. You also need to address the impact of your proposal on the largely residential and historic neighborhood of West Medford with homes and historic churches that line Boston Avenue.

While repeated comparisons to the mixed used development in Wellington Circle in Medford were made during the presentations, unlike Wellington Circle, this area was not originally largely industrial. It is mixed use and most of the structures along the Boston Avenue and in West Medford are two and a half story residential housing. To develop this project, there are five Somerville residences along Boston Avenue that are being proposed to be taken so that mixed use four-story buildings will be built. In the Whole Foods area, the height that is being proposed is even higher. I am opposed to the zoning and height changes that you are seeking to increase the height of these buildings.

Another area of concern is the increase in particulate matter in air quality due to increased traffic in this area. There will be an increased number of buses and cars traveling along Boston Avenue on both sides of the Mystic River. In addition, there will be increased traffic traveling south along Mystic Valley Parkway and crossing the bridge opposite Whole Foods as cars exit from Rte. 93 to reach the Green Line. From the opposite direction, there will be increased traffic on the parkway as cars travel north from Massachusetts Avenue and east along Mystic Valley Parkway from Arlington.

An area that needs to be addressed but that is not in your report is the management and erosion control of increased storm water from the new buildings in the four focus areas emptying into the Mystic River. In the last page, the report states that further engineering and design studies will need to be done to address noise quality, vibration issues, and any mitigation steps. Preliminary studies around storm water, noise, and vibration should be done around the proposal of the development of all of the four focus areas in your plan.

To summarize, I am strongly opposed to the current proposal and vision to develop the site at Mystic Valley Parkway/ Boston Avenue. I am concerned about the deterioration of healthy air quality due to increased traffic along Boston Avenue and Mystic Valley Parkway. I am concerned about the five homeowners on Boston Avenue in Somerville who will lose their homes. I am also concerned about storm water management in the Mystic River and environmental and erosion damage done to the National Historic Site of the Olmstead-designed parkland and its historic trees along the Mystic River. I believe that further environmental, historical, and traffic analysis will need to be done in this area.

Sincerely,

Kenneth J. Krause
50 Mystic Street Medford, MA 02155
781-396-0920 kenneth.krause@comcast.net

December 30, 2011

Eric Halvorsen
Transit Planner
Metropolitan Area Planning Council
10 Temple Place
Boston, MA 02111

Re: Mystic Valley Parkway Green Line Extension Community Visioning Report

Dear Mr. Halvorsen,

Thank you for the opportunity to comment on the Metropolitan Area Planning Council's Mystic Valley Parkway Green Line Extension Community Visioning Process Draft Report.

First, I wish to compliment the MAPC and the Massachusetts Office of Public Collaboration for the professional manner in which the Visioning Process was conducted. The public meetings were well administered, informative, engaging, and allowed everyone to participate no matter their level of familiarity with the project.

The cities of Medford and Somerville, and particularly the residents and other stakeholders in the Mystic Valley Parkway (Route 16) station vicinity, are fortunate that this Visioning Process took place. One could make the case for the need for similar studies for each of the stations on the Green Line Extension, in particular Lechmere, Union Square and Washington Street – the three station areas in addition to Mystic Valley Parkway deemed to have “high” transit-oriented development (TOD) potential in the Green Line Extension Draft Environmental Impact Report (DEIR) – and Ball Square and Gilman Square, rated as having “moderate” TOD potential.

However, while the Visioning Process was a useful exercise that produced a wealth of information and ideas about the Mystic Valley Parkway station area, it is important to not overweight “development potential” when assessing the merits of the proposed Green Line station there.

The DEIR clearly demonstrated that a Route 16 terminus station strengthened the Green Line Extension project in all criteria measured: regional mobility, ridership, environmental benefits, cost effectiveness, and environmental justice neighborhoods served, in addition to economic development opportunity. That is why the Massachusetts Department of Transportation has chosen the Route 16 terminus station as its “Preferred Full Build Alternative,” and the findings of the MAPC Route 16 study provide yet another confirmation of the wisdom of that decision.

Nevertheless, it is important that any associated private or municipal development that might follow MassDOT's introduction of Green Line service to the Route 16 area be carefully considered, and be of a scale that is suitable and complementary to the surrounding area.

The MAPC report captured this sentiment in describing the "common vision" for the area offered by residents and stakeholders during the study process:

"A well-connected, walkable, bike-able, neighborhood scale transit-oriented development node that provides new opportunities for mixed-income housing, job creation, increased tax revenue, and access to quality public transit. New development must knit into the fabric of the existing neighborhood and provide opportunities for increasing access to affordable housing and quality jobs. Connectivity from the surrounding area is critical in making the potential station a part of the neighborhood."

For the most part, the MAPC study recommendations conform to this vision. The emphasis on connectivity, particularly for safe walking and bicycling to and from the station, is paramount. With no parking to be provided on-site, 90 percent of the riders are expected to access the station without the use of a car, so safe and convenient access to the station – and bicycle parking facilities – are crucial to the success of the station. Further, these connectivity improvements will benefit everyone who visits the area, whether or not their destination is the Green Line station.

The MAPC study makes numerous other sound recommendations that would be beneficial to the community with or without the addition of the Green Line, including:

- Modifying zoning regulations to introduce a mixture of uses, including retail, that currently are not permitted
- Developing policies and procedures for on-street parking management and enforcement
- Expediting the execution of Mystic River Master Plan, in particular the construction of a continuous river corridor trail system that will provide a safe, off-street path directly to the Route 16 station and many other destinations in Medford
- Instituting techniques and policies to preserve and create additional affordable housing for both home owners and renters
- Increasing the amount of public housing available for the rapidly growing senior population
- Increasing open space in the station area as a tie-in to the adjacent Mystic River Reservation
- Retaining the Whole Foods Market as a neighborhood anchor

Perhaps most significantly, the MAPC study quantifies – for the first time – the estimated benefits from any development and/or redevelopment associated with the Green Line station at Route 16. The data includes:

- 117 additional market-rate housing units, 55 additional senior housing units, and 4 additional low-income family housing units
- 15,000 square feet of added commercial/retail space, and 67,000 square feet of added office space
- 240 new jobs
- Nearly doubling the annual tax revenue in the station area, an increase of \$435,000.

This data only further confirms the value of the Green Line Extension to the cities of Medford and Somerville, as well as the desirability of these communities to live and work.

Overall, the MAPC study presents reasonable parameters backed by sound policy for implementing redevelopment in conjunction with the Green Line Extension.

I took issue with only a very few statements or recommendations in the study:

Focus Area 1: The recommendations for this parcel are reasonable, but future evaluation and planning should not be limited to its current configuration. If as intended MassDOT purchases the U-Haul parcel, it will have much more property than needed for the Green Line station and its amenities. It will also need to provide vehicular access to the station without intruding on the neighboring 196/200 Boston Avenue complex. So, it would be useful to look at opportunities to integrate Focus Area 1 and the U-Haul parcel for maximum benefit, rather than design and develop them independently.

Focus Area 2: Owner Cummings Properties' revelation during the study process that it is interested in redeveloping the 200 Boston Ave. parking structure into additional office/retail space confirms the MAPC's recommendation. My suggestion is that the redevelopment analysis not be confined to the existing footprint of the parking facility, on which a 3-story building might be somewhat unwelcomed by the residents across Boston Avenue. An addition perpendicular to the 200 Boston Avenue building – creating an L-shaped structure that fronts other commercial buildings – might be more pleasing and still allow for low-rise (one or two stories) development along Boston Avenue.

Focus Area 3: As noted in the study, the Walkling Court complex is badly outdated, not handicap accessible, and in deteriorating condition. Reconstruction and expansion of the facility should be a high priority for the city of Medford. Reducing the number of buildings makes sense, but the proposed configuration moves a higher number of residents much closer to the commuter rail tracks. Further refinements should consider a layout that does not so closely abut the commuter rail tracks and provides room for a

visual buffer of trees between the complex and the tracks; realigning the circular driveway from its present location could help accommodate this.

Focus Area 4: A six-floor edifice is too tall for this parcel and not in keeping with the scale of the neighborhood (especially if the 5-story U-Haul building – which itself is out of scale – is replaced with a lower-rise Green Line station). A four-story building (three floors residential) with additional retail should be a financially feasible model. Also, rather than a rectangular box structure, a curving façade to the building would soften its appearance and complement the Mystic River it faces. A green roof would also be a welcomed addition.

Traffic/Ridership Data: As with all of the previous MassDOT/CTPS studies, the MAPC study cites only data for journey to work trips and peak hour auto volumes, ignoring non-work and weekend auto trips, which have a much higher volume. The average U.S. household makes 12 car trips a day, and 85 to 90 percent of them are non-work trips. Further, half of all residential auto trips are 3 miles or less, and 28 percent are one mile or less. There is enormous potential for the Green Line, which will provide access to numerous destinations in Medford, Somerville, Cambridge, Boston and beyond, to capture many of these auto trips that are unaccounted for in the commuter trip ridership modeling, further decreasing traffic congestion, improving air quality, and increasing the return on investment in the GLX.

Existing Bus Service: It was surprising that the MAPC study reported that “people spoke highly of bus service in the study area.” While the area is served by three bus lines, none of them meet the MBTA’s Service Reliability Standard. In fact, their level of service is abysmal, unreliable, and infrequent at night and on weekends. The estimated peak hour trip times from the study area to Harvard Station (15 minutes) and to Lechmere Station (20 minutes) were extremely generous. The dedicated light rail Green Line service will provide infinitely more timely, reliable, frequent and accessible service than the existing bus lines.

Underground Parking: The recommendation for underground parking at Focus Area 4 will need further study and should not be presumed as feasible. In addition to the existence of water and sewer easements on the property that was noted in the study, there could be restrictions on borings and other underground activity due to the proximity to the Mystic River.

Conclusion

The MAPC is at least the sixth report since 2005 evaluating the Green Line Extension, following the Beyond Lechmere Northwest Corridor study, the Expanded Environmental Impact Report, the Draft Environmental Impact Report, the Final Environmental Impact Report, and the Environmental Assessment. Without fail, each of these reports have characterized and supported the Green Line Extension as exactly the type of project that the Commonwealth must undertake to meet the transportation demands of a

growing population and workforce, and reduce the harmful effects of greenhouse gas emissions.

In that time, the Commonwealth has had six Secretaries of Transportation – Dan Grabauskas, John Cogliano, Bernard Cohen, James Aloisi, Jeffrey Mullan and Richard Davey – who all have steadfastly supported the Green Line project, as well as the terminus station at Route 16. The project also has the unanimous support of the state legislators from Medford and Somerville, the mayors of both communities, and the public (comment letters consistently support the project, including the Route 16 terminus station, by a ratio of better than 9 to 1).

Only a stated lack of available funding for the College Avenue-to-Route 16 leg of the extension forced MassDOT to relegate that portion of the project to a second phase, a situation rectified by the Boston Metropolitan Planning Organization, which “flexed” discretionary funding from highway projects to the Route 16 Green Line station in the MPO budget for 2016-2020.

But now that the projected completion date for the first phase of Green Line construction (to College Avenue) has been pushed back to July 2019, what becomes of Phase 2, the extension to Route 16?

Further delaying Phase 2 only further delays the tremendous benefits the project will bring, benefits never more quantified than through the MAPC’s Mystic Valley Parkway Community Visioning Process.

Two years ago, MassDOT established the GreenDOT program, whose primary goals are to prioritize transportation projects that:

- Reduce greenhouse gas emissions
- Promote the healthy transportation options of walking, bicycling and public transit
- Support smart growth development.

No project in the Commonwealth exemplifies these goals better than the Green Line Extension to Route 16 and its associated improvements planned for the walking, biking and roadway environments. The economic benefits outlined in the MAPC study are icing on a cake with a perfect recipe.

It is time for the Commonwealth to re-commit to the Route 16 terminus station and to construct the full extension in a single phase.

Thank you for your consideration.

Ken Krause

Ken Krause

Halvorsen, Eric

From: Elisabeth Bayle [ebayle@comcast.net]
Sent: Friday, December 30, 2011 5:25 PM
To: GLX; Halvorsen, Eric
Cc: mayor@medford.org; mayor@somervillema.gov; Katherine.Fichter@state.ma.us; Carl.Sciortino@state.ma.us; rpenta@hotmail.com; michael@marksformedford.com; info@dellorusso.net; camusop@aol.com; rmaiocco@aol.com; blungo2001@yahoo.com; rickformedfordcouncil@gmail.com
Subject: Public comment on the draft Mystic Valley Parkway Green Line Extension Community Visioning Process report

Congratulations to the Metropolitan Area Planning Council on accomplishing the seemingly impossible. Your public meetings and draft report on the potential benefits and impacts of extending the Green Line to Mystic Valley Parkway are, to my mind, a wonderful model of how to include the public in envisioning a transportation project. The level of professionalism and effectiveness in conducting the research and analysis in this Visioning Process deserves kudos, especially since it followed years of contentious meetings and dysfunctional processes that fueled anger and mistrust among those who participated.

By contrast, your process was inclusive, open, fair, calm, engaging, and conducive to collaboration. Your report illuminates the salient points concerning the history, demographics, and current land use in the study area, and provides a factual basis for recommendations for development in the four focus areas.

The report is comprehensive, detailed, and worthy of careful study. Far from ignoring areas of concern, it contains thoughtful recommendations and strategies for averting or mitigating their effects.

I cannot praise your work highly enough, and only hope that our local public officials, businesses, and developers will take advantage of this critically important groundwork to build on the opportunities you have outlined.

As you have made clear, our community can benefit tremendously from bringing light rail to Medford Hillside with a Mystic Valley Parkway station. It is time to bring this promise, which has been held out tantalizingly since it was first proposed decades ago, to fruition.

Sincere thanks for your excellent work,

Elisabeth Bayle
Medford Hillside resident



200 West Cummings Park • Woburn, MA 01801 • 781-935-8000 • fax 781-935-1990

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December 30, 2011

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Medicine at Tufts University (ret.)

Metropolitan Area Planning Council (MAPC)
c/o Eric Halvorsen, AICP
60 Temple Place
Boston, MA 02111

Re: Mystic Valley Parkway Green Line Draft Report (the "Report")

Dear Mr. Halvorsen:

Cummings Foundation, Inc. (CFI), a Massachusetts not-for-profit corporation, is the beneficial owner of the properties at 196 and 200 Boston Avenue, Medford. CFI appreciates MAPC's interest in receiving input concerning the Draft Report and offers the following comments.

CFI supports the proposed extension of Green Line MBTA service into Somerville and Medford, but is decidedly *neutral* with respect to whether the terminus station should be located at College Avenue or at Route 16 in Medford. Although a rail station at Route 16 would be especially convenient for tenants, employees, and visitors at 196 and 200 Boston Avenue, CFI believes that a College Avenue station would also be close enough to provide reasonable accessibility for those commuters who elect to ride the Green Line.

Given the current possibility for MassDOT to locate a station at Route 16; however, CFI echoes a critical concern raised by MAPC in the Report, and strongly endorses MAPC's associated recommendation. We have copied the applicable text below for your convenient reference.

"One critical point of concern for future consideration, however, is that the current version of the conceptual plan for a potential station shows all incoming traffic to the station traveling through the middle of the 196/200 Boston Avenue complex over its private driveways and parking areas. Mass DOT should carefully evaluate the entire issue of providing access to the station during the station design process to create an access plan that will not negatively impact any existing or future development at the 200 Boston Avenue property."

Report, at p. 55. As identified by MAPC, the private driveways serving 196 and 200 Boston Avenue were never designed for anything like the volume and type of traffic (i.e., buses, taxis, private vehicles, bicycles, and pedestrians) attendant to and associated with a commuter rail station. Although a travel easement exists over a portion of the Foundation's property, any attempt to exploit that easement for public rail station access would grossly overburden the driveways and materially infringe upon the dominate estateholder's rights.

Mr. Eric Halvorsen
December 30, 2011
Page 2

Further, encumbering the driveways and parking areas of the two large office and research buildings at 196 and 200 Boston Avenue, which currently serve more than two dozen tenant firms, would effectively cripple the operation of, and severely devalue, this thriving business complex. Such a result would directly undermine the Green Line Extension project's goals of increasing the economic vitality and volume of high quality commercial real estate within this neighborhood.

In the Report, MAPC also recommended the possible redevelopment of the 200 Boston Avenue parking deck from a single-story structure into a three-story office and research building with neighborhood-scale restaurant and retail uses on the ground floor. CFI concurs that sufficient market demand for such rental space exists, even now without a neighborhood train station, to support such a proposed new building. CFI further agrees that transforming the garage into a mixed-use building, if done properly and thoughtfully, would enhance the overall site and the surrounding neighborhood. Any expansion on the site would of course not be feasible, however, if it becomes the access way for a rail station.

If you have any questions concerning the above comments, please contact Cummings Foundation's Executive Director Joel Swets or me. Thank you for your attention to this matter.

Sincerely,

CUMMINGS FOUNDATION, INC.



Dennis A. Clarke
Pro Bono Advisor

Halvorsen, Eric

From: William Hamlen Jr. [wthamlenjr@me.com]
Sent: Friday, December 30, 2011 11:01 PM
To: GLX
Subject: Green line at Lechmere.

Is there a possible plan for directing the mall traffic above the roadway on a pedestrian bridge from the elevated T platform? The way the pedestrian traffic is now is terrible. They don't obey the do not walk signs and that causes major risk for pedestrian and driver.

William Hamlen