

**WELCOME TO THE 2024**

*American Planning Association -  
Massachusetts Chapter*

**PLANNING AWARDS**



***2024 APA-MA CHAPTER PLANNING AWARDS***

**COMMUNITY OF THE YEAR**





# COMMUNITY OF THE YEAR

**TOWN OF MEDFIELD**

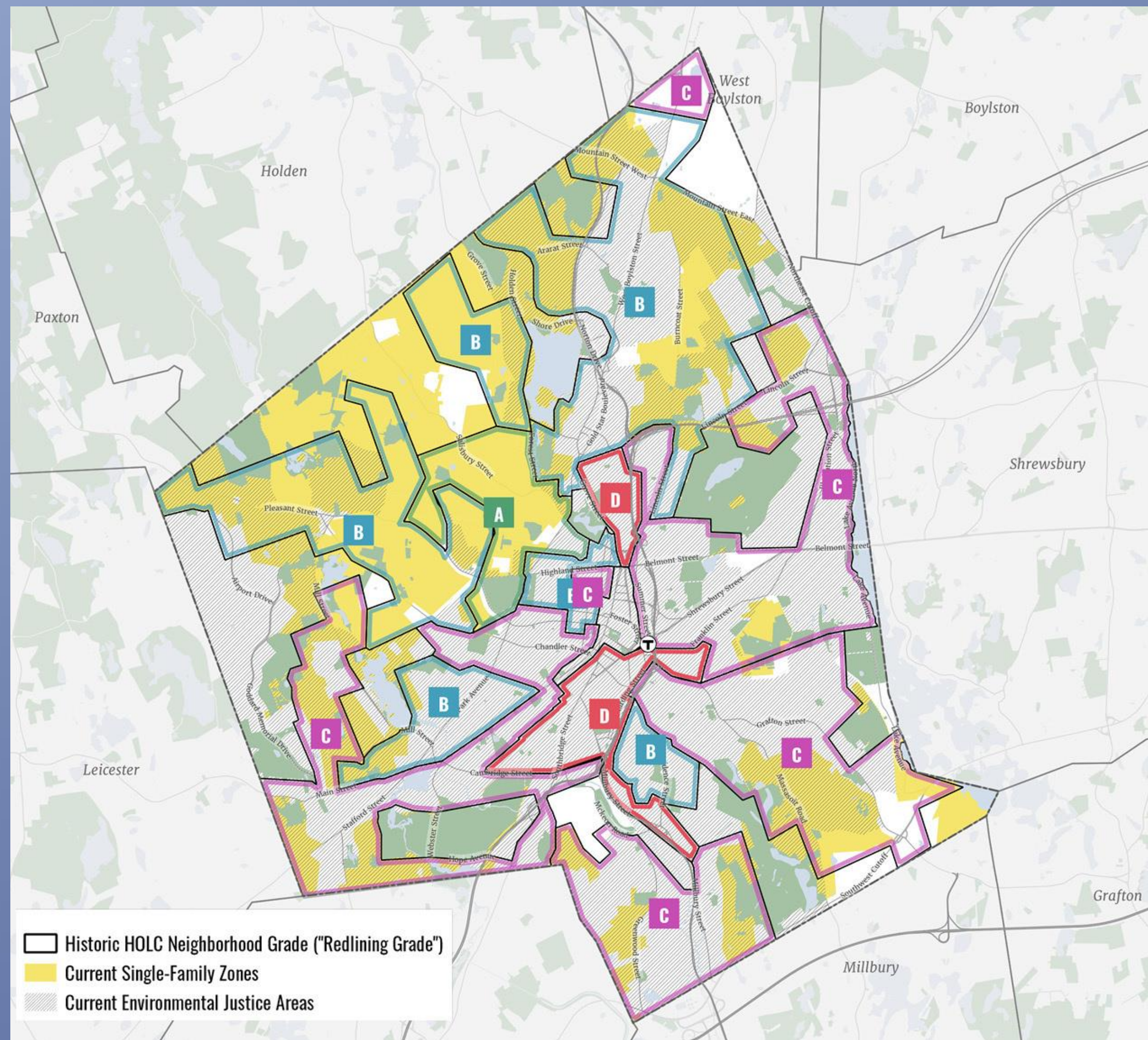


***2024 APA-MA CHAPTER PLANNING AWARDS***

**COMPREHENSIVE  
PLANNING AWARD -  
LARGE COMMUNITY**









## Engagement in Numbers

### Citywide Online Visioning Survey

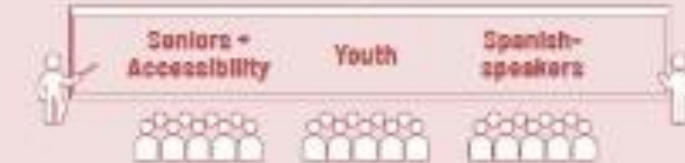
 **1,377** Participants  
 **1,241** Statements Submitted

### Public Visioning Workshops


 **100+** Attendees  
 **755** Comments Submitted

### Visioning Listening Tour

 **13** Community Event Pop-ups  
 **258+** Vision Cards  
**3** Focus Groups



### Priority Goals Questionnaire

 **1,030** Responses

### Public Draft Plan Workshops & Library Exhibit

 **113+** Attendees  
 **50+** In-person Attendees  
 **63** Virtual Registrations  
 **150+** Written Comments  
 **2,025+** Recommendation Sticky Dot Votes







# COMPREHENSIVE PLANNING AWARD - LARGE COMMUNITY

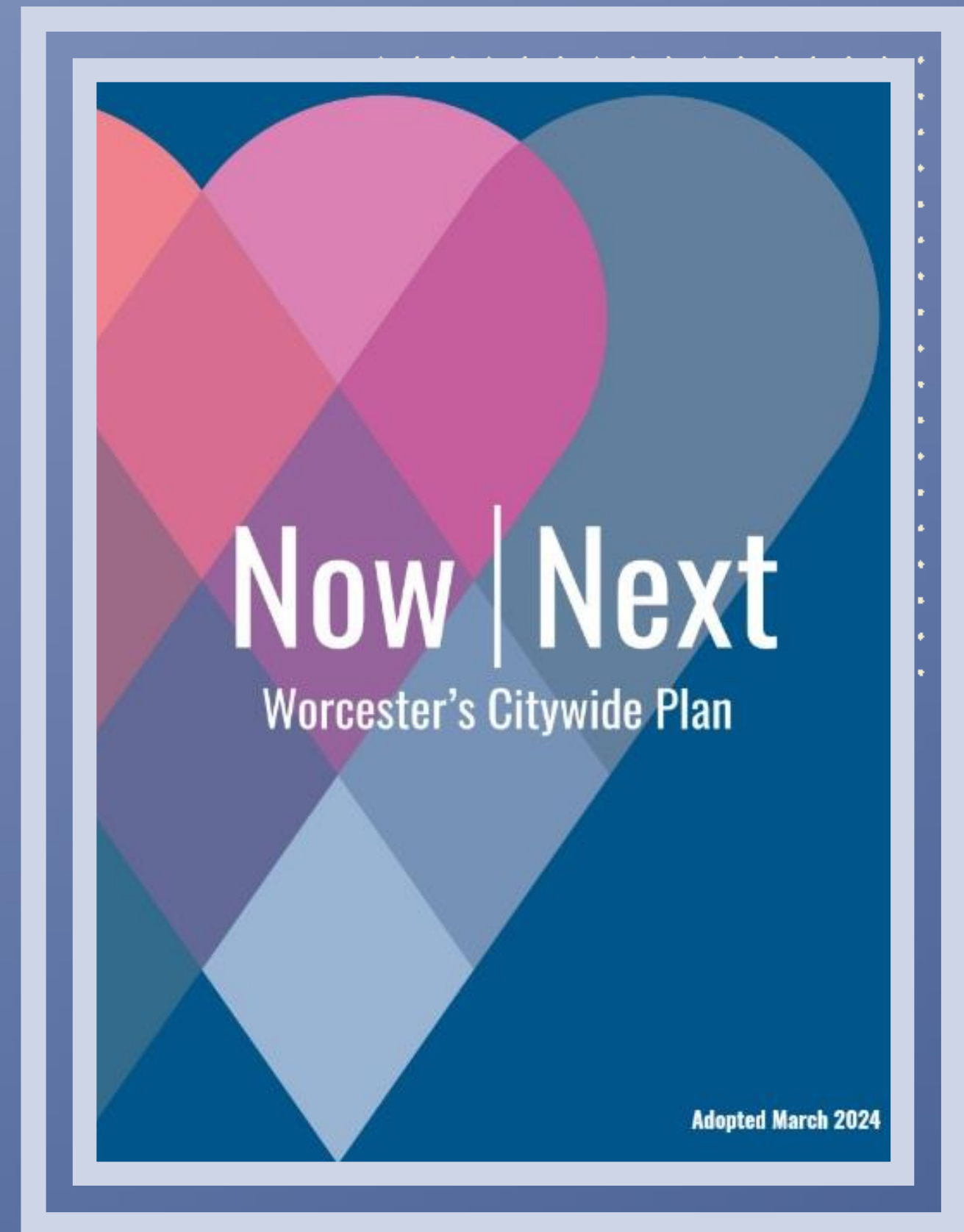
## WORCESTER NOW | NEXT

CITY OF WORCESTER

in consultation with

UTILE

with sub-consultants HR&A, Nelson\Nygaard



utile+

***2024 APA-MA CHAPTER PLANNING AWARDS***

**COMPREHENSIVE  
PLANNING AWARD -  
SMALL COMMUNITY**















# COMPREHENSIVE PLANNING AWARD - SMALL COMMUNITY

## TISBURY MASTER PLAN

TOWN OF TISBURY

in consultation with

BARRETT PLANNING GROUP

with sub-consultants Dodson & Flinker,  
Horsley Witten Group, BETA, FXM Associates



**BARRETT**  
PLANNING GROUP LLC



Prepared for the Tisbury Planning Board and Master Plan Steering Committee  
Barrett Planning Group LLC | Dodson & Flinker | Horsley Witten Group | BETA | FXM Associates



***2024 APA-MA CHAPTER PLANNING AWARDS***

**ELECTED OFFICIAL  
OF THE YEAR**





# ELECTED OFFICIAL OF THE YEAR

**MAYOR GINA-LOUISE SCIARRA**  
CITY OF NORTHAMPTON



***2024 APA-MA CHAPTER PLANNING AWARDS***

# **EMERGING PLANNER AWARD**















# EMERGING PLANNER AWARD

**SARAH O'BRIEN, AICP**  
CENTRAL MASSACHUSETTS  
REGIONAL PLANNING COMMISSION



*2024 APA-MA CHAPTER PLANNING AWARDS*

**JOURNALISM +  
COMMUNICATIONS  
AWARD**





+

# JOURNALISM + COMMUNICATIONS AWARD

***MARK FAVERMANN***



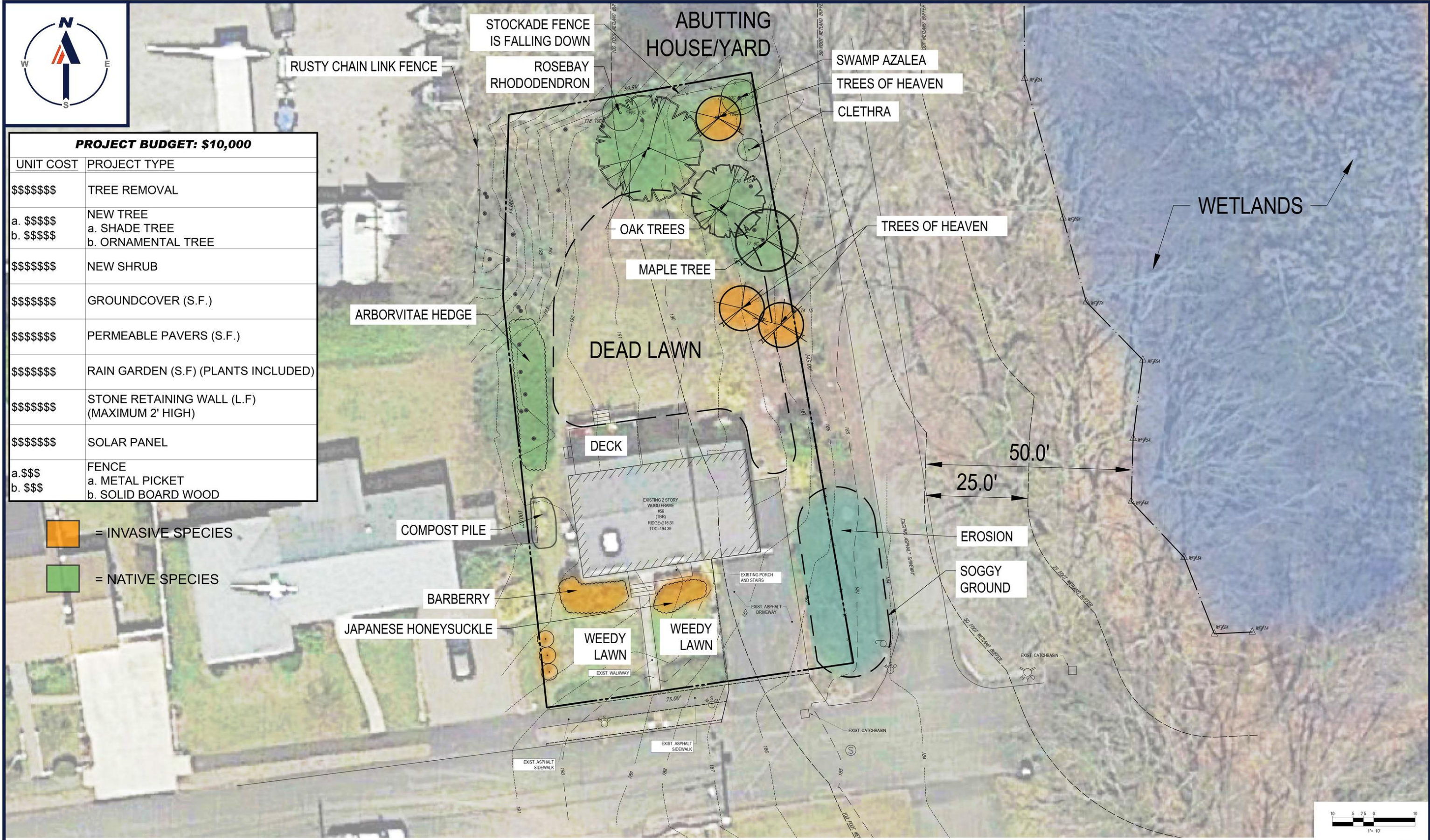


*2024 APA-MA CHAPTER PLANNING AWARDS*

# LARGE COMMUNITY - PLANNING PROJECT AWARD







PROJECT BUDGET: \$10,000	
UNIT COST	PROJECT TYPE
\$\$\$\$\$\$\$	TREE REMOVAL
a. \$\$\$\$\$	NEW TREE
b. \$\$\$\$\$	a. SHADE TREE
	b. ORNAMENTAL TREE
\$\$\$\$\$\$\$	NEW SHRUB
\$\$\$\$\$\$\$	GROUNDCOVER (S.F.)
\$\$\$\$\$\$\$	PERMEABLE PAVERS (S.F.)
\$\$\$\$\$\$\$	RAIN GARDEN (S.F) (PLANTS INCLUDED)
\$\$\$\$\$\$\$	STONE RETAINING WALL (L.F) (MAXIMUM 2' HIGH)
\$\$\$\$\$\$\$	SOLAR PANEL
a. \$\$\$	FENCE
b. \$\$\$	a. METAL PICKET
	b. SOLID BOARD WOOD

- = INVASIVE SPECIES
- = NATIVE SPECIES









# LARGE COMMUNITY - PLANNING PROJECT AWARD

## ***SUSTAINABLE LANDSCAPE GUIDEBOOK***

Towns of Arlington, Stoneham, and Winchester  
in consultation with

Kim Lundgren Associates  
and Bohler Engineering

### SUSTAINABLE LANDSCAPE HANDBOOK

Developed with and for the towns of  
Arlington, Stoneham, and Winchester



A Guide to Sustainable Landscaping for Amateurs and Pros

THE TOOLS YOU NEED TO DESIGN A SPACE, CONSTRUCT THE  
PROJECT, AND MAINTAIN YOUR SUSTAINABLE LANDSCAPE.

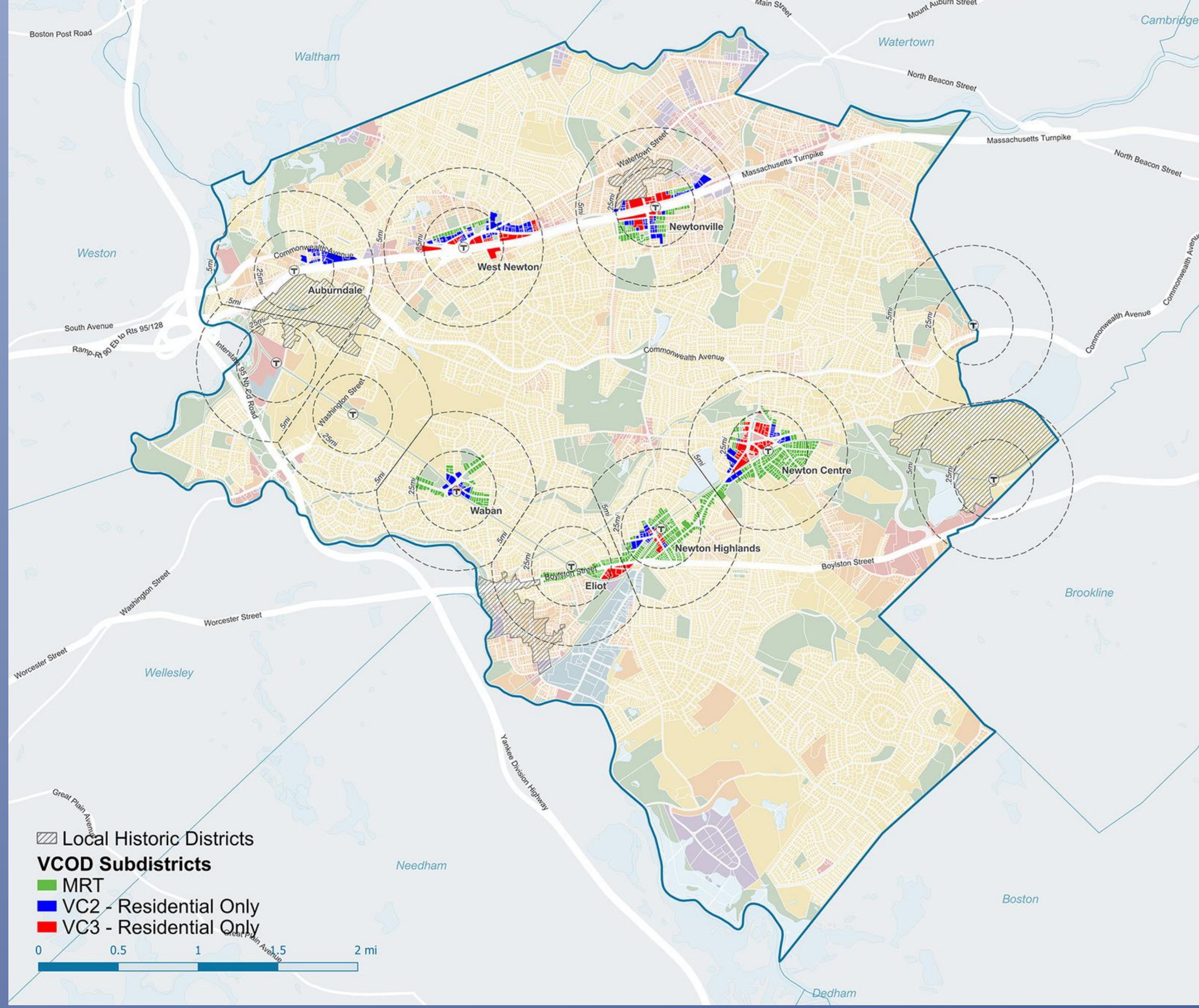


*2024 APA-MA CHAPTER PLANNING AWARDS*

# MID-SIZED COMMUNITY - PLANNING PROJECT AWARD











## Walnut St, Newtonville



Existing Context



Potential VC3 Development





# MID-SIZED COMMUNITY - PLANNING PROJECT AWARD

## ***NEWTON ZONING REDESIGN - VILLAGE CENTERS***

CITY OF NEWTON

in consultation with

UTILE

with subconsultant Landwise  
Advisors

utile



*2024 APA-MA CHAPTER PLANNING AWARDS*

# SMALL COMMUNITY - PLANNING PROJECT AWARD















# SMALL COMMUNITY - PLANNING PROJECT AWARD

## ***LONGMEADOW CLIMATE RESILIENT LONG-RANGE PLAN***

TOWN OF LONGMEADOW  
in consultation with

Barrett Planning Group

with subconsultants BETA Group and  
Pioneer Valley Planning Commission



**Climate Resilient Long Range Plan (FINAL)**  
**Town of Longmeadow, Massachusetts**  
**June 2024**





***2024 APA-MA CHAPTER PLANNING AWARDS***

# **PRESIDENT'S AWARD**







# PRESIDENT'S AWARD

**ALYSSA SANDOVAL, AICP**





***2024 APA-MA CHAPTER PLANNING AWARDS***

# **PROFESSIONAL PLANNER AWARD**















# PROFESSIONAL PLANNER AWARD

**JEFF SPECK, FAICP**





***2024 APA-MA CHAPTER PLANNING AWARDS***

# **STUDENT PROJECT AWARD**









# ABOUT

Lynn, A Greater Gateway - Spring 2023

In the framework of the joint initiative of the City of Lynn and the Master of Urban Planning at the Harvard University Graduate School of Design, students worked with the city and community-based organizations to identify how to make Lynn a gateway city that welcomes, integrates, and supports immigrants and refugees.

This was an opportunity to better understand and quantify the social and economic benefits that immigrants and refugees bring to Lynn, take stock of how Lynn's built environment helps immigrants and refugees integrate and thrive, and make physical, policy-based, or programmatic recommendations aimed at making Lynn a greater gateway city.

Today, we are showcasing the first annual series of project proposals developed by students, resulted from engagement, research and feedback phases of the course during the Spring Semester.

# ENGAGEMENT

Assignment 1 - Listening from:

**Business Owners**  
The City is leveraging life sciences + manufacturing to provide high-paying jobs.  
Small businesses in Lynn are community anchors.  
Community-based support is critical to entrepreneurship and information-sharing.

**Community-based Organizations**  
Immigrant and refugee challenges are not felt in isolation, as they also range from housing to discrimination, literacy, and beyond.  
Lynn has a high concentration of CBOs offering a range of services, yet funding, capacity, and navigating complex cultural dynamics are challenges to their work.

**The Digital**

Lynn's need for affordable housing, education, and a sense of belonging would improve their lives.  
Critical concerns focused on issues of affordable housing, crime, and cleanliness.  
Selected residents, immigrants and refugees were largely absent from Facebook discussions.

**Intercept Surveying**

Residents love Lynn Beach, YMCA, Lynn Woods, and Lynn Commons and want to see improvements in public spaces, schools, and Downtown.

**Local Government**

Immigrant populations need more than translation services to connect to facilities.  
City departments are grappling with growth in Lynn.  
There is energy and passion to sustain and create a better Lynn.

**Property Owners and Developers**

The Waterfront is an area of great interest for developers and planners.  
Immigrant and refugees have unique housing needs.  
Developers do not see zoning as a major barrier to development.

# RESEARCH

Assignment 2 - Request for Proposals around:

**Transportation**

1. Improving wayfinding and mobility
2. Making streets safer and more livable
3. Ensuring that transit-oriented development is equitable

**Public Facilities**

4. Expanding on and enriching the capacity of Lynn's public facilities along the following dimensions:
  - Community
  - Health
  - Utilities
  - Emergency Response
  - Culture
  - Education
  - Recreation

**Open Space + Recreation**

5. Connecting open space through a nodal network.
6. Creating a recreational third space at Central Square.
7. Framing new ways for public art to express Lynnians' heritage.

**Natural Systems**

8. Improving people's health today.
9. Mitigating climate change effects in the future.
10. Working with the ecological system defining the city.

**Housing**

11. Ensuring residents equitable access to neighborhood opportunities.
12. Providing safe, affordable, high-quality housing that is sensitive to local needs.
13. Neighbourhood improvement Plan.
14. Prevention and Harm Reduction Center.

**Economic Development**

15. Strengthening existing businesses and supporting the development of a skilled workforce.  
The city to provide for high earning jobs.  
Regional ties along the North Shore.  
Opportunities for inclusive economic



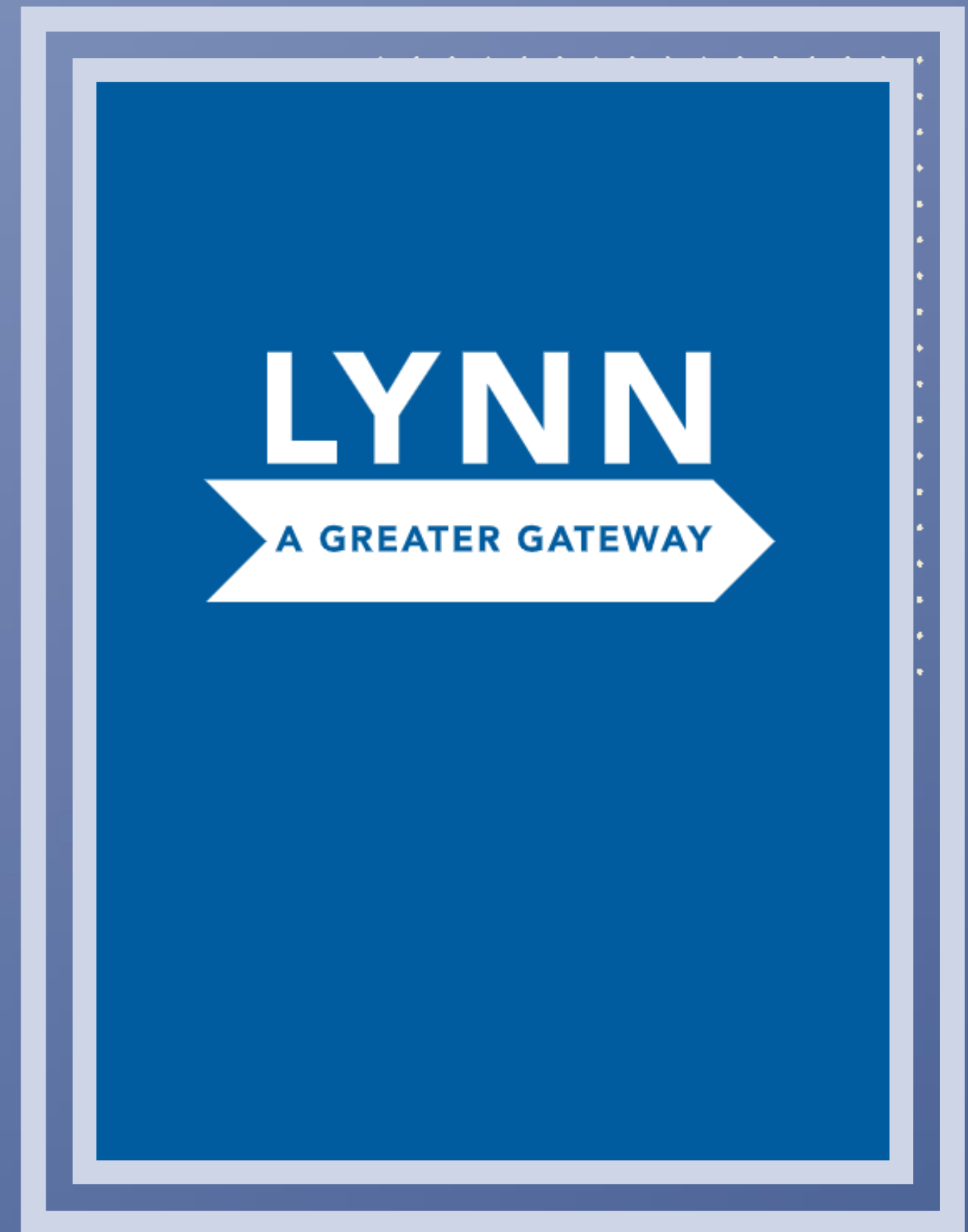


# STUDENT PROJECT AWARD

***LYNN: A GREATER GATEWAY***

HARVARD UNIVERSITY

Graduate School of Design, Department of Urban Planning and Design





***2024 APA-MA CHAPTER PLANNING AWARDS***

# **SUSTAINABILITY + RESILIENCY AWARD**







# Climate Pollution Reduction Targets



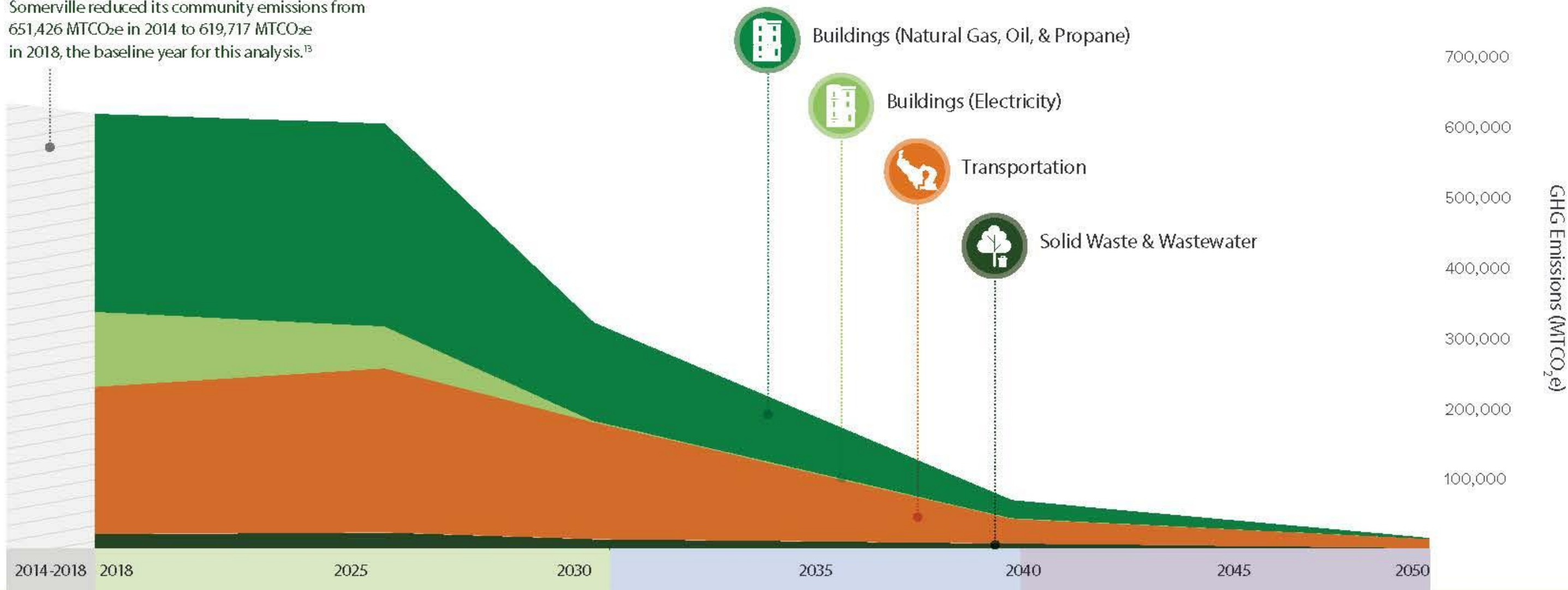
As members of the Somerville Community, the city and schools have established the following GHG reduction targets.

2030	2040	2050
50%	90%	100%

## Pathways to Net Zero

The chart to the right represents emissions from the Somerville community, not including emissions from city and school operations. Achieving net zero emissions by 2050—as aligned with the Commonwealth’s Decarbonization Roadmap—means reducing emissions to as close to zero as possible. In Somerville, achieving net zero will require decarbonizing all buildings, homes, and passenger vehicles; transitioning commercial vehicles to zero-emission models; fuel switching; eliminating all natural gas leaks; and diverting at least 90% of waste from incineration. In addition, the regional electrical grid must transition to 100% carbon-free sources of electricity (e.g., solar, wind, geothermal, etc.). Reducing community emissions at the pace illustrated by this [Pathways Assessment](#)<sup>12</sup> will involve a rapid overhaul of building systems and transportation infrastructure, and participation from all parts of the community.

Somerville reduced its community emissions from 651,426 MTCO<sub>2</sub>e in 2014 to 619,717 MTCO<sub>2</sub>e in 2018, the baseline year for this analysis.<sup>13</sup>



Through Climate Forward, Somerville is setting the course for achieving net-zero emissions by 2050 and meeting interim targets along the way. The above chart shows how emissions are projected to decrease over time. Eliminating the small amount of emissions that are currently projected to remain in 2050 will likely come from improvements and efficiencies in heavy-duty vehicles and large industry and equipment—sectors where emissions solutions are not yet available. In addition to setting climate pollution reduction targets for emissions sourced from the community, Somerville has set interim targets for municipal and school emissions, aiming for a 50% reduction by 2030 and 100% by 2050.

### By 2030, Somerville will aim to...

- Electrify 55% of residential homes and 50% of commercial buildings
- Electrify 40% of passenger vehicles and 10% of commercial vehicles
- Source 100% of electricity from renewable energy in the Community Choice Electricity program
- Reduce natural gas leaks by 25%

### By 2040, Somerville will aim to...

- Electrify 90% of residential homes and commercial buildings
- Electrify 90% of passenger vehicles and 80% of commercial vehicles
- Source 100% of electricity from renewable energy in the Community Choice Electricity program
- Reduce natural gas leaks by 50%

### By 2050, Somerville will aim to...

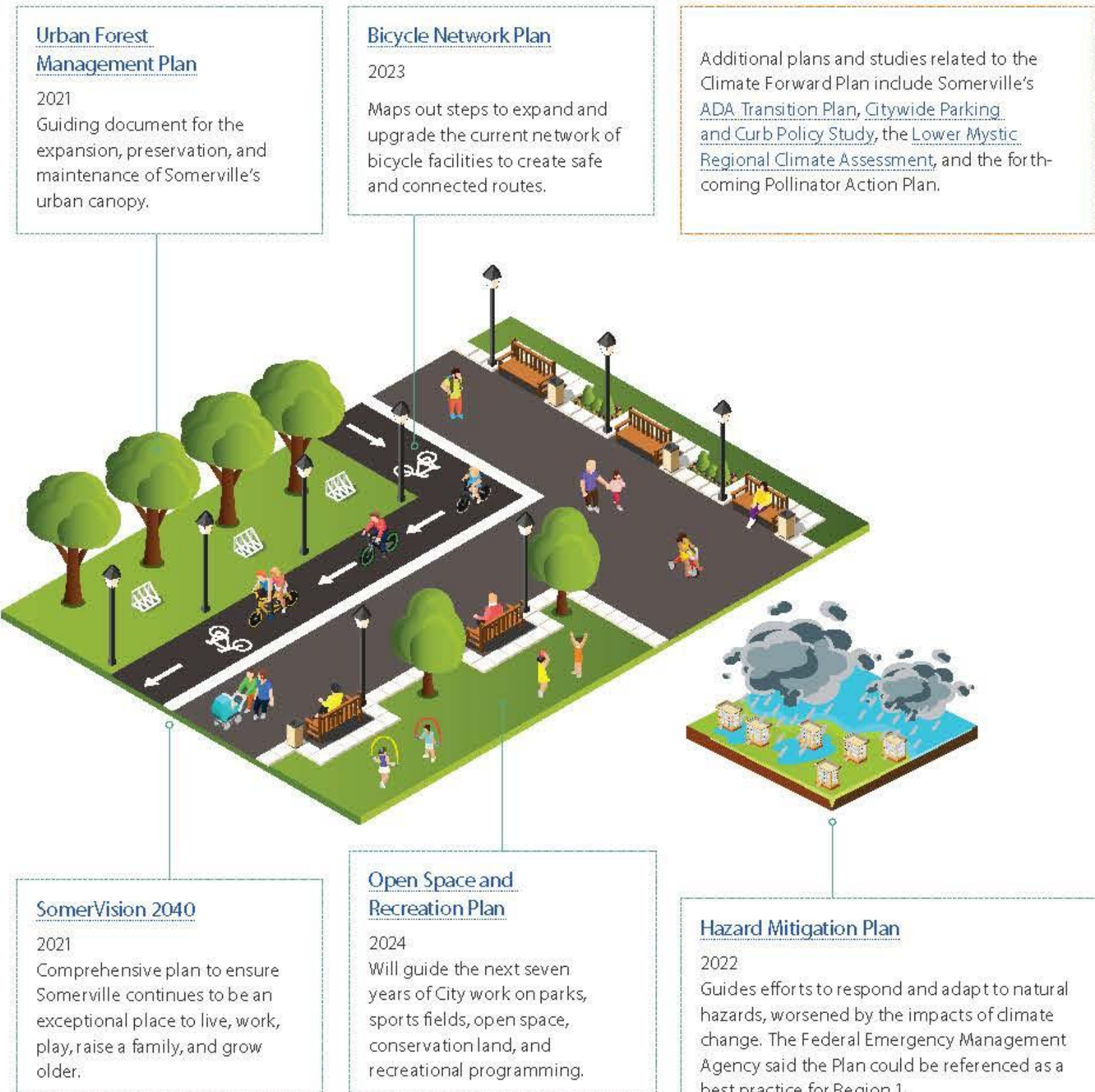
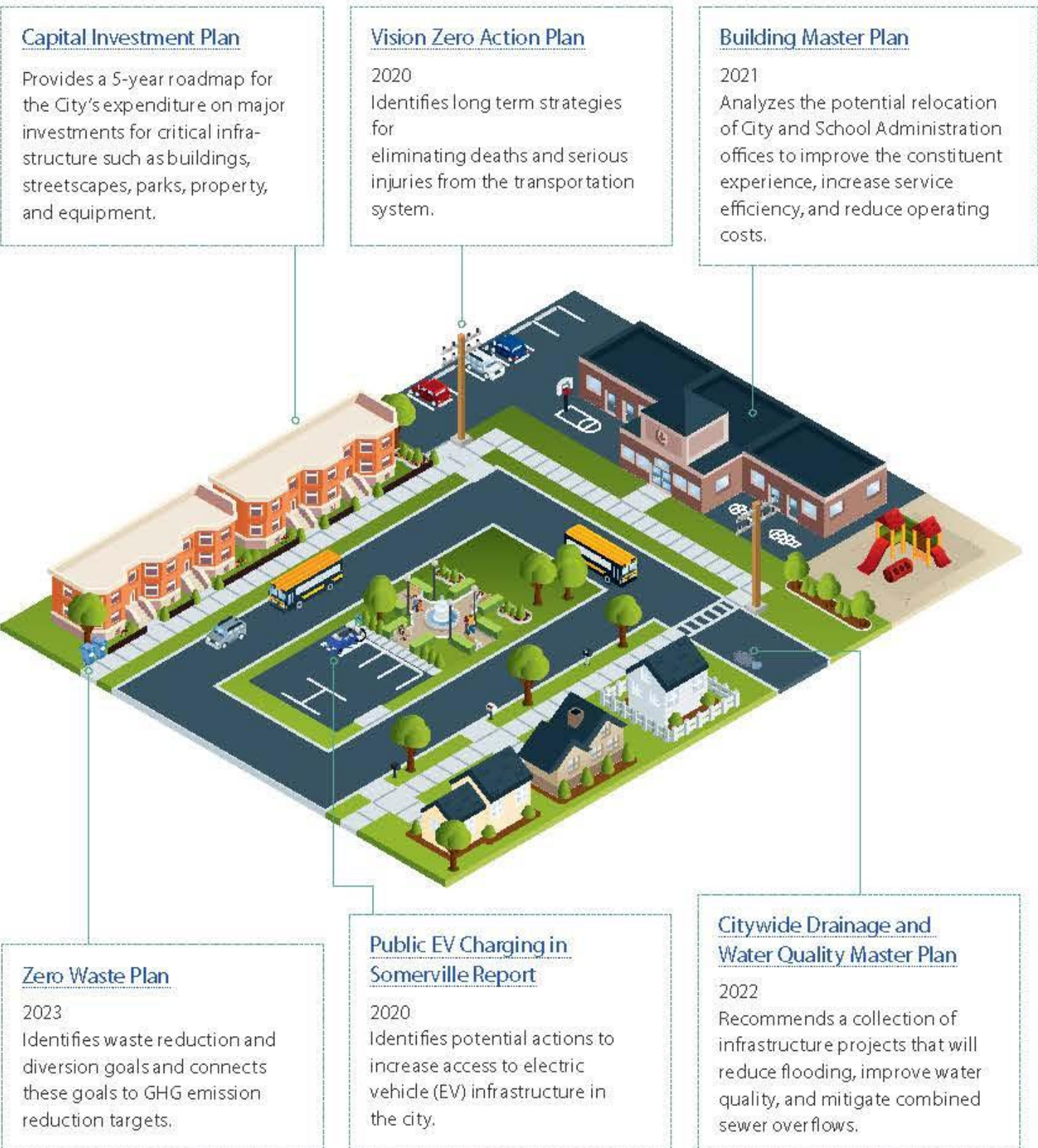
- Electrify 100% of residential homes and commercial buildings
- Electrify 100% of passenger vehicles and 90% of commercial vehicles
- Source 100% of electricity from renewable energy in the Community Choice Electricity program
- Reduce natural gas leaks by 100%





# Connected Efforts

In addition to the actions included in this plan, the City has also committed to taking action through other many other related initiatives. These efforts create an interconnected network of projects to make Somerville healthier, safer, and more sustainable.







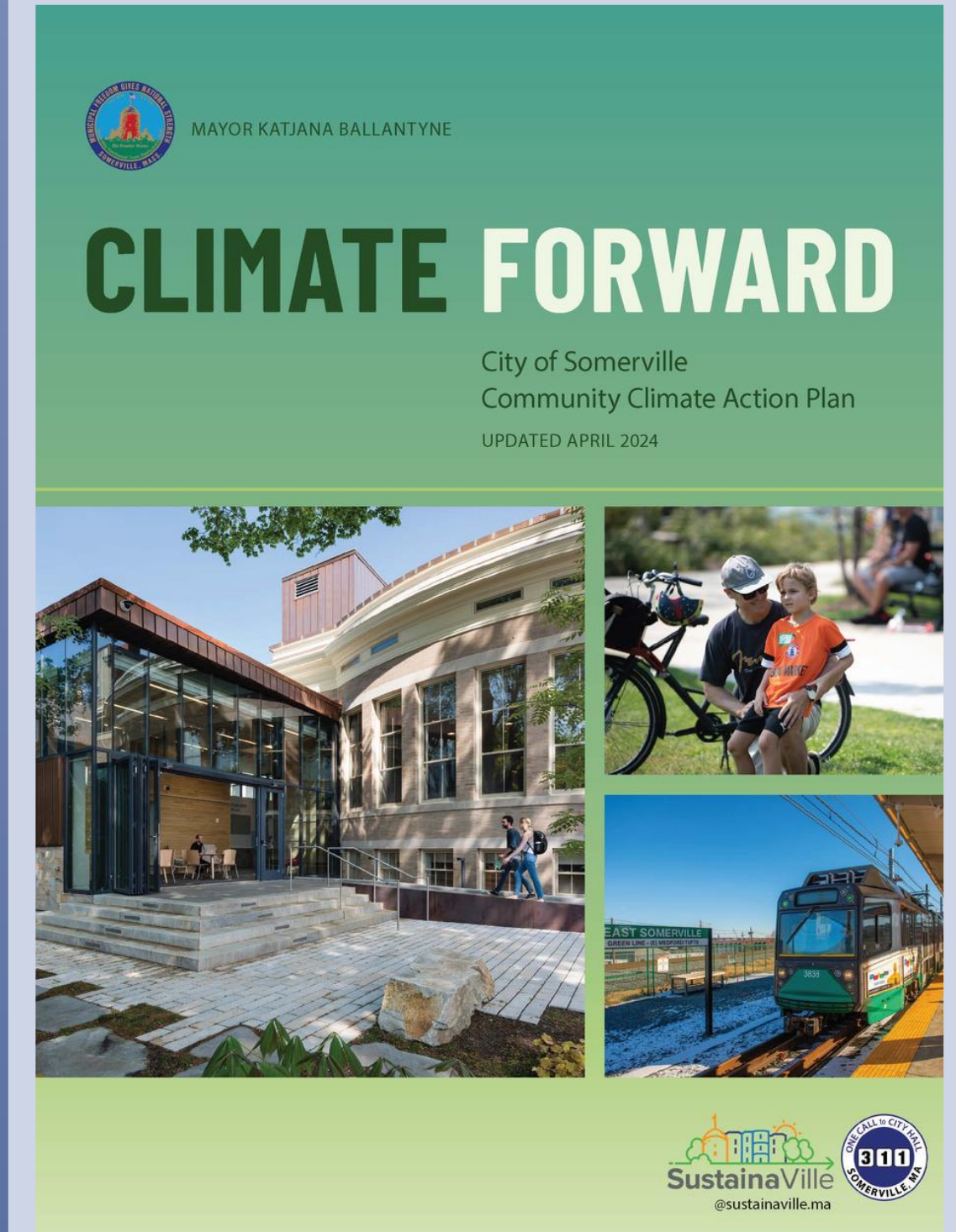
# SUSTAINABILITY + RESILIENCY AWARD

## ***CLIMATE FORWARD COMMUNITY CLIMATE ACTION PLAN***

CITY OF SOMERVILLE

in consultation with

ARUP, John Buldoc & Kim Lundgren





*2024 APA-MA CHAPTER PLANNING AWARDS*

**TRANSPORTATION +  
MOBILITY  
PLANNING AWARD**





# Introduction

The purpose of the Silver Line Extension Alternatives Analysis (SLXAA) project has been to explore the feasibility and utility of various corridor and service options to extend the Silver Line 3 from its current terminus in Chelsea through Everett and on to Somerville, Cambridge and/or Boston.

The primary recommendation from this study is to extend the Silver Line to the Sullivan Square MBTA station, providing a connection to the Orange Line and a dozen MBTA bus routes. This project is projected to increase daily ridership on the SL3 by over 15,000 riders, with a full daily ridership of over 27,800 riders, which is higher than many of the BRT projects in receipt of federal funding and in project development around the country. Furthermore, this extension will benefit transit-dependent riders by increasing frequencies outside of traditional peak commute hours and expanding access to an average of 345,000 jobs via a 45-minute transit commute.

The recommended alignment has the potential to provide transit service with exclusive bus transit right of way along 80% of the 6 1/3-mile extension and could be operated with the existing SL 3 bus fleet, with minimal impact to current service frequency. Other MBTA buses already in operation along portions of this alignment, including the routes 104, 105, and 109, could avail themselves of dedicated transit right of way investment and as a result see a total of 2.9-minute reduction in travel time delay per trip on a daily basis. The recommended alignment traverses three municipalities, Chelsea, Everett, and Boston, which have been actively engaged in the SLXAA process, and endorse this recommendation. Due to their endorsement and the ability of the existing SL3 fleet to serve this extension, implementation is anticipated to be achievable in a relatively short timeframe.

This study also assessed the feasibility of extending Silver Line service beyond the Orange Line. The Alternatives Analysis showed a ridership benefit to providing service to either Kendall Square or downtown Boston. This service, referred to as the SL6 in this process to differentiate it from SL3 extension alternatives, assumed that the SL3 extension was in place to Everett Square and produced an additional 20,000-23,000 riders/day<sup>1</sup> for alignments to Kendall Square and 11,000-13,000 riders/day<sup>2</sup> for alignments to downtown Boston.

While extending Silver Line service beyond the Orange Line to either Kendall Square or downtown Boston provides potential ridership benefits, further study and the completion of ongoing planning efforts by others is required to determine the feasibility of implementing a Silver Line service to either location. Moreover, this study found that procuring additional

Silver Line vehicles, and expanding vehicle maintenance and storage capacity would be required. A future study should consider the following:

- The ridership analysis should model the potential ridership using the Redesigned Bus Network that is currently being implemented by the MBTA;
- Further work be done on the Rutherford Ave. redesign effort and the Gilmore bridge project to better understand the potential for bus priority lanes within roadway infrastructure right of way; and
- More work be done to evaluate transit priority initiatives within Kendall square specifically.

<sup>1</sup> when compared to the no build.  
<sup>2</sup> Ibid.





# Background

MassDOT and the MBTA began the SLXAA process in 2021. Since that time the agencies have analyzed dozens of potential operational and corridor alignment options against a discrete set of goals and objectives, developed in concert with a Working Group of municipal and advocacy partners and the general public.

Following an analysis of needs, opportunities, and constraints, which featured Working Group discussions and a public meeting, MassDOT developed a universe of potential ideas. These were then narrowed over a course of three steps, illustrated below.

The first step broadly screened ideas against the project purpose, with ideas not meeting the purpose removed from further consideration. The second step evaluated concepts at a geographic scale – organized by logical breaking points. The most promising of these concepts were combined as end-to-end route alternatives for the third evaluation step. There were seven of these shortlisted route-level alternatives organized into two groups as follows:

- A set of three alternatives extended the SL3 to the Orange Line (called SL3 extension alternatives, Alternative 1: SL3 to Malden Center, Alternative 2: SL3 to Wellington, Alternative 3: SL3 to Sullivan)
- A set of four alternatives that provide a new service (called the SL6 for evaluation purposes) extending from Everett into Kendall or downtown Boston (Alternative 4: SL6 to Kendall via McGrath, Alternative 5: SL6 to Kendall via Rutherford, Alternative 6: SL6 to Boston via Rutherford, and Alternative 7: SL6 to Kendall from Chelsea)

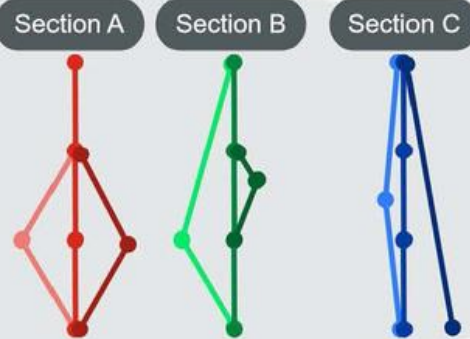
This final analysis step featured a robust evaluation including running the CTPS regional model. This work is now complete and results have been presented broadly to stakeholders and the public. MassDOT and the MBTA have selected the Locally Preferred Alternative (LPA) for SL3 Extension from its current terminus at Chelsea Station to the Sullivan Square Orange Line Station (Alternative 3), and recommend further modeling be done on the SL6 alternatives in the near future.

Silver Line Extension Alternatives Analysis Evaluation Process

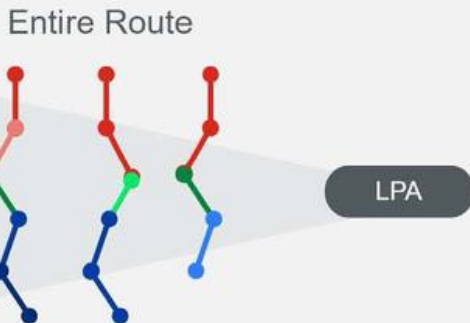
## Screening



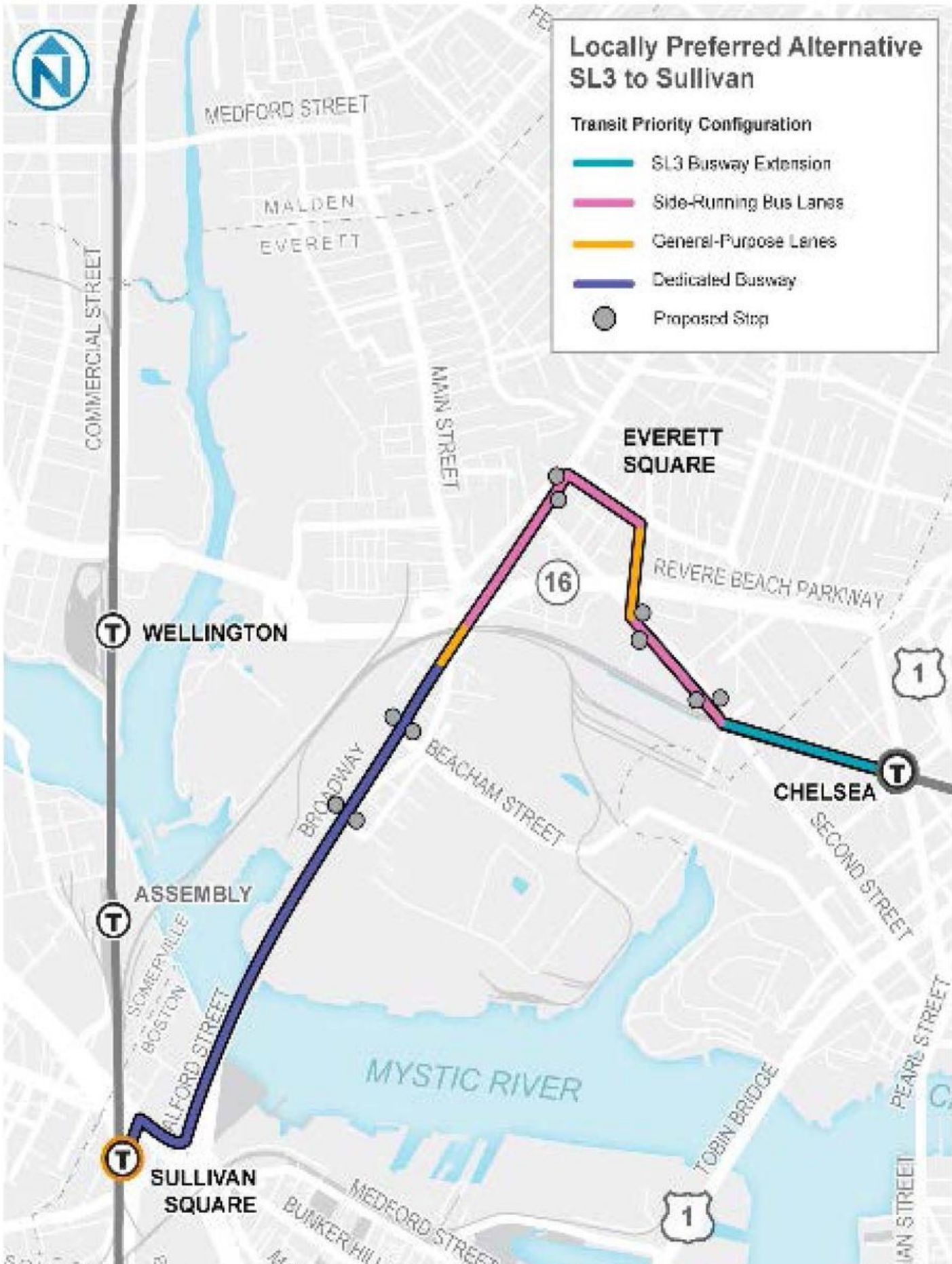
## Tier 1 Evaluation



## Tier 2 Evaluation



# Locally Preferred Alternative





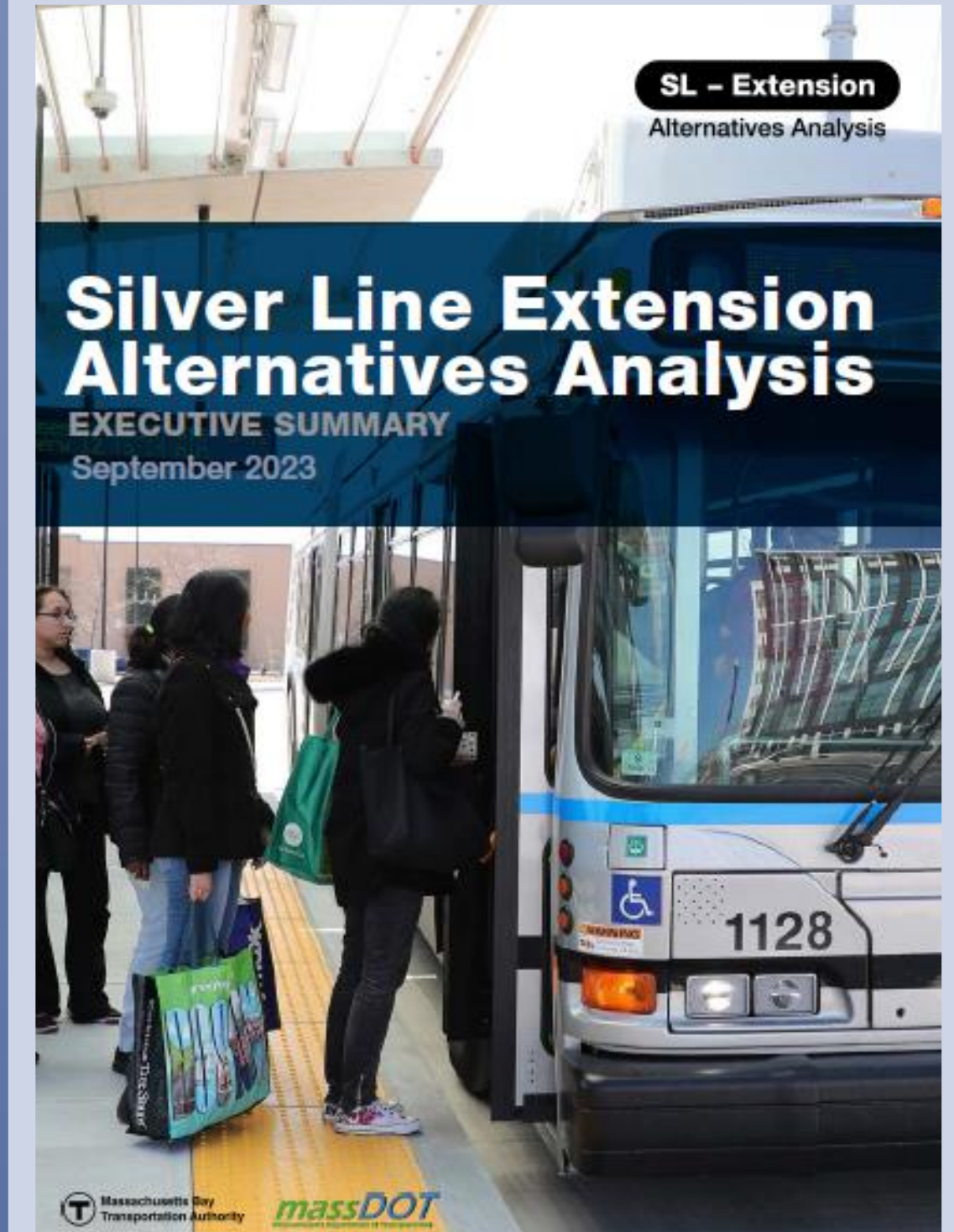


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# TRANSPORTATION + MOBILITY AWARD

## ***SILVER LINE EXTENSION ALTERNATIVES ANALYSIS***

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
in consultation with  
Nelson\Nygaard









# The CPM Carol Thomas Award for Lifetime Achievement

2024 is given to:



**CONSULTING PLANNERS OF MASSACHUSETTS**



The CPM  
Carol Thomas  
Award for  
Lifetime  
Achievement  
2024



**Judi Barrett**



# Judi Barrett

- Consulting Planner, Founder of Barrett Planning Group
- Leader and Mentor
- Veteran CPTC instructor
- Chair, MA-APA's Housing Committee
- Author of Affordable Housing Permitting Guide under 40B
- Award-Winning Plans
- Experience as local, state, & consulting planner



# IN MEMORIAM

## DAN CRANE

FORMER DIRECTOR OF THE OLD COLONY PLANNING COUNCIL AND  
TOWN PLANNER, TOWN OF ABINGTON

## GEORGE MANSFIELD

FORMER TOWN PLANNER, TOWN OF CARLISLE

## PHIL HERR

PLANNING CONSULTANT, NEWTON





# RETIRING/RETIRED PLANNERS

**CHRISTINE BRESTRUP**

PLANNING DIRECTOR  
TOWN OF AMHERST

**ROBIN CARVER**

TOWN PLANNER  
TOWN OF PLYMOUTH

**SUE BROWN**

TOWN PLANNER  
TOWN OF WEST NEWBURY

**MARK RACICOT**

DIRECTOR OF LAND USE PLANNING  
METROPOLITAN AREA PLANNING COUNCIL

**CARA SEIDEMAN**

TRANSPORTATION PROGRAM MANAGER  
CITY OF CAMBRIDGE





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**Massachusetts Chapter**

*Creating Great Communities for All*





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