
Section 5. Financial Plan – 760 CMR 12.02 (4)

Financial Plan: A financial plan for the implementation of the Bank Row URP has been prepared and is provided in Table 9. The plan was developed to enable implementation to take place over four phases and the budget reflects this phasing program. In addition, the financing plan was developed in accordance with 760 CMR 12.02 (4), which requires that the plan include:

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

One appraisal for the properties proposed for acquisition was obtained by the GRA and used to develop the acquisition cost estimate contained in the Bank Row URP budget. A second appraisal will be obtained by the GRA after the Department of Housing and Community Development approves the plan. The vacant Mill Street parcel proposed to be acquired under the Bank Row URP is owned by the Boston & Maine Railroad (Guilford Transportation) and is located adjacent to the rail line. This property will be acquired through negotiated acquisition, and an appraisal will be obtained once these negotiations have commenced.

The Garden Theater property, proposed to be acquired under the Bank Row URP, is owned by Ronald Goldstein and managed by GRA member George Gohl. Mr. Gohl has expressed informal interest in redeveloping this property should it be acquired by the GRA and made available for disposition. Mr. Gohl has refrained from taking part in any GRA board action or vote in connection with the Bank Row URP. There are no other properties in which any officer or employee of the municipality or of the GRA has or is believed to have any direct or indirect interest.

- *Detailed cost estimates for site preparation.*

Site preparation improvements are summarized in Section 7. The Bank Row URP contemplates the acquisition and redevelopment of five existing properties. There are no special site conditions, such as grading, drainage or soil issues,

anticipated in connection with these five structures. Other costs such as environmental testing, including subsurface testing and lead and asbestos surveys, as well as a detailed structural assessment of the buildings, could not be obtained due to lack of access provided by current owners to the properties, although a Historic Building Assessment was prepared for each property by Agricola Corporation. Environmental assessments will be undertaken upon acquisition of the properties by the GRA and appropriate offsets will be made to reflect any downward adjustment of appraisal pricing as a result of identified contaminants.

The Historic Building Survey of the five buildings did not identify any major structural defects and the cost estimates associated with any building defects or required upgrades are contained in the rehabilitation cost estimates for the redevelopment project rather than as a part of the implementation of the Bank Row URP.

The site preparation cost estimates for the development of the Franklin RTC will be refined as part of the preparation of a detailed master plan for the project. A preliminary estimate based on conceptual planning and site selection activities has been used for urban renewal planning purposes.

- *Detailed cost estimates for all proposed public improvements.*

Public improvements directly related to the redevelopment activities contemplated by the Bank Row URP will include sidewalk, street lighting and landscaping upgrades along Bank Row and Olive and Hope streets. In addition, trees will be planted along Hope and Olive streets, and decorative pedestrian-scale streetlights are planned. These improvements are summarized in Section 8.

Plans and cost estimates for public improvements associated with the development of the Franklin RTC will be prepared as part of the development of the master plan for the project. Improvements anticipated include traffic signalization, streetscape and signage, public spaces and enhanced accessibility. A cost estimate for any recommended public improvements for the transportation center will be included in the master plan.

- *Detailed cost estimates for relocation expenses.*

The cost estimates for relocation expenses are summarized in Section 9 and are based on other recently completed relocation projects. The Bank Row URP will involve the phased displacement of 20 occupants (one occupant during Phase 1, seven during Phase 2, one occupant in Phase 4 and the remaining occupants in a

future Phase). A Working Relocation Plan has been prepared. All relocation that is undertaken will comply with applicable state and federal regulations.

- *Detailed cost estimates establishing the total project cost.*

The total project costs are shown in Table 10.

- *Project budget including administrative expenses and reserves for contingencies.*

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

Project Budget: The total estimated gross cost of implementing the activities contemplated by the Bank Row URP, including public improvements, is estimated to be \$6 million. The net cost after deducting sale proceeds from property dispositions is expected to be \$5 million. A phased budget detailing all costs is provided in Table 9.

Funding for the implementation of the Bank Row URP will come from several sources as indicated in Table 9.

Table 10. Project Budget - Bank Row Urban Renewal Plan

<u>Project Sources:</u>	<u>Total</u>	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>	<u>Future</u>
Greenfield Redevelopment Authority - Equity	50,000	50,000	0	0	0	0
Greenfield Redevelopment Authority - Disposition Proceeds	750,400	65,240	574,800	110,360	0	0
Local Bonding, State Appropriation, Tax Improvement Financing	2,208,139	600,000	600,000	0	0	1,008,139
PWED/CDAG Grant (Phase 3 Public Improvements)	850,000	0	0	850,000	0	0
MA Economic Development Fund (Site Assembly)	650,000	400,000	0	250,000	0	0
Federal Transit Administration (Transit Center)	1,380,287	0	0	0	1,380,287	0
Executive Office of Transportation (Transit Center)	<u>345,072</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>345,072</u>	<u>0</u>
Total Sources:	\$6,233,898	1,115,240	1,174,800	1,210,360	1,725,359	1,008,139
Project Costs:						
Site Assembly:						
Acquisition (Per Budgetary Appraisals)	2,495,000	515,000	460,000	200,000	800,000	520,000
Appraisals (Acquisition/Disposition)	70,000	30,000	10,000	10,000	10,000	10,000
Surveys (Acquisition/Disposition)	30,000	15,000	5,000	5,000	2,500	2,500
Titles/Title Insurance	57,500	30,000	10,000	10,000	4,000	3,500
Legal	120,000	40,000	40,000	20,000	10,000	10,000
Other Engineering	22,500	12,000	5,000	3,000	1,250	1,250
Insurance	<u>30,000</u>	<u>10,000</u>	<u>10,000</u>	<u>5,000</u>	<u>2,500</u>	<u>2,500</u>
<i>Sub-total:</i>	<i>2,825,000</i>	<i>652,000</i>	<i>540,000</i>	<i>253,000</i>	<i>830,250</i>	<i>549,750</i>
Relocation:						
Business Payments (Consultant Estimate)	650,000	40,000	210,000	0	300,000	100,000
Relocation Management Services (Consultant Services)	<u>100,000</u>	<u>20,000</u>	<u>40,000</u>	<u>0</u>	<u>25,000</u>	<u>15,000</u>
<i>Sub-total:</i>	<i>750,000</i>	<i>60,000</i>	<i>250,000</i>	<i>0</i>	<i>325,000</i>	<i>115,000</i>
Demolition/Site Preparation:						
Demolition (21,648 SF @ \$6.00/SF)	129,888	0	0	0	82,560	47,328
Asbestos Removal Allowance (21,648 SF @ \$3.00/SF)	64,944	0	0	0	41,280	23,664
Allowance for Environmental Conditions	<u>65,000</u>	<u>25,000</u>	<u>15,000</u>	<u>0</u>	<u>15,000</u>	<u>10,000</u>
<i>Sub-total:</i>	<i>259,832</i>	<i>25,000</i>	<i>15,000</i>	<i>0</i>	<i>138,840</i>	<i>80,992</i>
Environmental Site Assessments:						
Site Assessments	<u>65,000</u>	<u>30,000</u>	<u>10,000</u>	<u>10,000</u>	<u>7,500</u>	<u>7,500</u>
<i>Sub-total:</i>	<i>65,000</i>	<i>30,000</i>	<i>10,000</i>	<i>10,000</i>	<i>7,500</i>	<i>7,500</i>
Property Management and Maintenance:						
Property Management Services	71,000	30,000	30,000	5,000	3,000	3,000
Property Management - Supplies	<u>60,000</u>	<u>10,000</u>	<u>35,000</u>	<u>5,000</u>	<u>2,500</u>	<u>7,500</u>
<i>Sub-total:</i>	<i>131,000</i>	<i>40,000</i>	<i>65,000</i>	<i>10,000</i>	<i>5,500</i>	<i>10,500</i>
Project Cost Sub-total:	4,030,832	807,000	880,000	273,000	1,307,090	763,742
Program Administration @10% of Sub-total	403,083	80,700	88,000	27,300	130,709	76,374
Contingency @20% of Sub-total plus Administration	<u>886,783</u>	<u>177,540</u>	<u>193,600</u>	<u>60,060</u>	<u>287,560</u>	<u>168,023</u>
<i>Sub-total:</i>	<i>5,320,698</i>	<i>1,065,240</i>	<i>1,161,600</i>	<i>360,360</i>	<i>1,725,359</i>	<i>1,008,139</i>
Public Improvements	<u>900,000</u>	<u>50,000</u>	<u>0</u>	<u>850,000</u>	<u>0</u>	<u>0</u>
Gross Project Cost Total:	6,220,698	1,115,240	1,161,600	1,210,360	1,725,359	1,008,139
Projected Disposition Proceeds	950,000	250,000	400,000	200,000	0	100,000
Net Project Cost:	5,270,698	865,240	761,600	1,010,360	1,725,359	908,139