



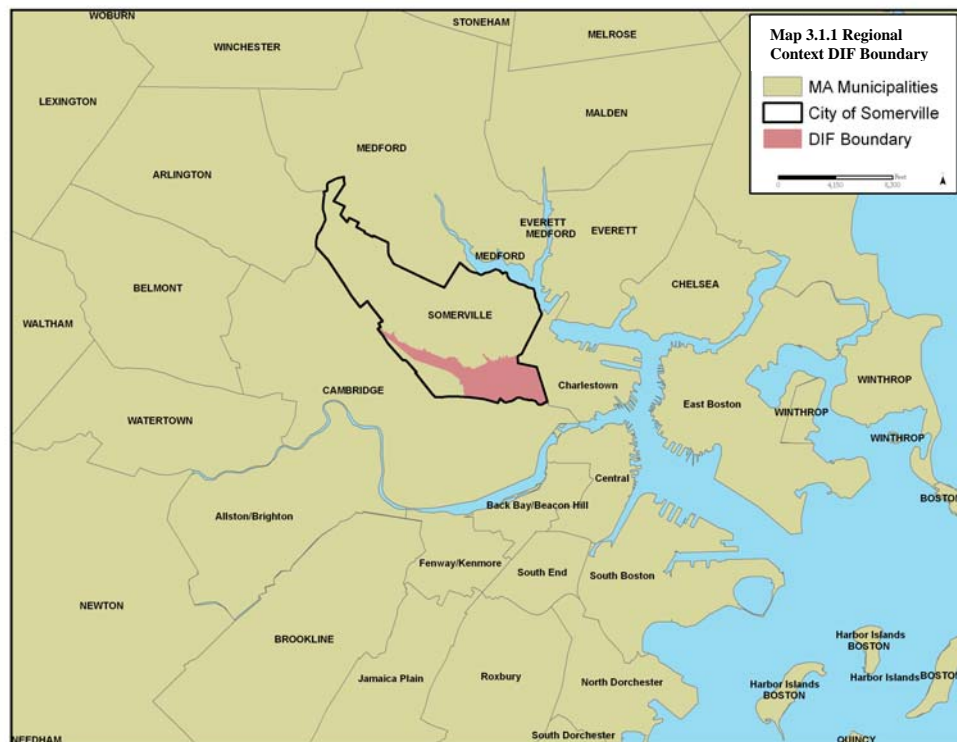
Section 3.1 District Description

A description of the District which must include its name, proposed duration and a general description of the District. The intent is to identify and familiarize EACC with the District and provide the background necessary to support a statement explaining why the Municipality has defined the District boundaries as proposed.

Summary

The Somerville DIF contains approximately 450 acres of contiguous mixed use land between Porter Square and Sullivan Square in southeastern Somerville. The district encompasses several recognized neighborhoods including Union Square, Inner Belt, Brickbottom, Twin City Plaza, Boynton Yards, Ames Campus and Wilson Square. The district contains significant portions of the Somerville's border with Boston and Cambridge and is located in close proximity to the commercial centers of both cities. The near tip of the Somerville boundary in Inner Belt is less than a half-mile from downtown Boston; the core of the district at Union Square is within two miles of Mass General Hospital/Beacon Hill. The district is also adjacent or in close proximity to Davis Square, Gilman Square and Broadway in Somerville and the East Cambridge, Kendall Square and Inman Square districts in Cambridge.

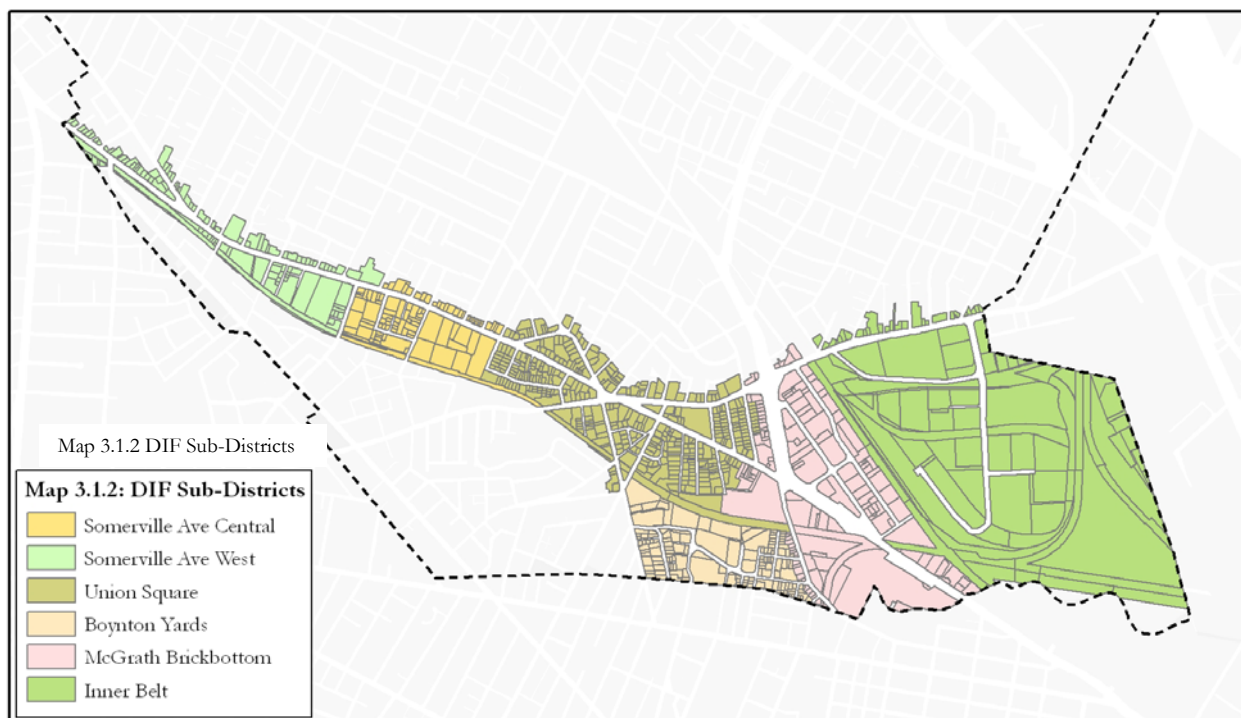
The district is bookended by rail transit with the MBTA Red Line stop at Porter Square on its western edge and the Orange Line stop at Sullivan Square on its eastern edge and will contain two stations within its borders – Union Square and Washington Street/Brickbottom when the Green Line Extension is complete. It is served by the three major corridors of Somerville Avenue, Washington Street and McGrath Highway/Route 28 and is adjacent a northbound exit off of Interstate 93.





The DIF district includes the areas of Somerville, outside of Assembly Square, most recognized as being opportune for future commercial development aside. Inner Belt, Brickbottom, Boynton Yards, parts of Union Square and Somerville Avenue were once home to vibrant commercial operations employing thousands. Over time, these areas have experienced declines as rail access was eliminated. Today, even though these areas are located near the most economically vibrant municipalities in New England, they are characterized by predominantly low rise structures with limited employment opportunities – with some exceptions – that underutilize the urban core land upon which they are located. As rapid transit service is increased in Somerville, these areas are prime for more intensive development, provided that the current challenges are addressed.

Specifically, the district faces challenges of inadequate infrastructure, inefficient transportation networks, inadequate availability of open space, underutilized commercial and industrial property, outmoded industry mix, limited housing options and unmet service needs. Somerville's goals (see Section 3.2) are to address these shortcomings across the entire DIF district. However, it is important to recognize that within the DIF district boundaries, several sub-districts exist that have their own existing urban character and planning and infrastructure needs. The six (6) identified sub-districts can be seen in Map 3.1.2 and are described below from west to east.



Somerville Avenue West

Geographic Context

This sub-district contains 37 acres currently valued at \$79.3 M. It centers on Wilson Square, a small cluster of commercial uses (mostly retail and auto services) that line the intersection of Somerville Avenue and Elm Street. The western tip of the Somerville DIF district includes the lowest intensity end of the Somerville Avenue corridor that terminates at Porter Square / Massachusetts Avenue.



Beacon Street, with connections to Inman Square and continuing to the East Cambridge waterfront, and Somerville Avenue are the arterial streets serving this sub-district. The Fitchburg rail right of way serves as the southern border. Park Street acts as the eastern border and the district includes one parcel deep of street frontage on the northern side of Somerville Avenue before entering the residential heart of the City.

History

Historically, Somerville Avenue (formerly known as Milk Row) was a major route for dairy farmers bringing products from as far north as Lexington and Concord into markets in Boston. Later the area was crucial again as transportation node along the Fitchburg railroad with the Porter Farm as a central depot for cattle ranchers (Porter House steak). Transportation remains a central function with the Red Line stop at Porter Square, the commuter line out to Fitchburg, multiple bus routes, substantial automobile traffic and a major thru-way for trucks heading to Route 2.

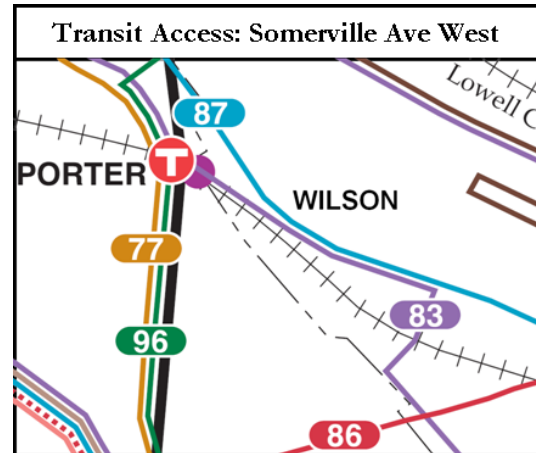


Figure 3.1.2b

Industry Mix

Wilson Square's prominence as a destination for industry was always secondary to its use as a through route. Never large to begin with, as economic trends shifted away from industrial and manufacturing uses, the mix of businesses came to be almost exclusively focused on serving residential needs.

Out of the 68 establishments in the sub-district there are only three that employ more than twenty people. Laronga Bakery is the largest employer with 58 jobs. The only non-retail/restaurant business in the area is A Audio and Video Productions with 50 jobs. The majority of businesses consist of retail, restaurant and services firms that have between 1 to 8 employees. The lone manufacturing use is Tri-Star Printing and Graphics on Park Street.



During the 30 year DIF period, Somerville Ave West is not expected to experience transformative development, but rather targeted infill development. However, there are urban amenities that this area lacks. The retail frontage along Somerville Avenue could benefit from physical upgrades and a

Somerville Ave West Employment

Industry	Establishments	Jobs
Retail	15	167
Business Services	16	99
Restaurant	9	76
Other Services	16	42
Auto Services	9	31
Manufacturing	1	6
Construction	2	3

larger customer base. Conway Park is significant amenity, but the sub-district could benefit from a more comprehensive plan for open space. The 'midblock' area including 588 to 644 Somerville Avenue has a more muddled industry mix than the rest of the corridor, but with relatively deep lots and willing owners who have already started developing a collective vision, this area could receive more substantive development. Much further in the future, potential exists for substantial transit oriented development if the Green Line was extended up the Fitchburg right of way to Porter Square.

Figure 3.1.2

68 424

Built Environment

The Somerville Avenue West district is a commercial corridor with a mostly continuous street wall. The majority of the buildings fall into three categories: residential structures, single story retail structures with parking in front or two to three story structures with ground floor retail/office and residential in the upper floors with sideyard, rear or no parking. With only one exception, the multi-story structures date from the 1920's or earlier. In contrast, the more recently constructed buildings are all single story with high parking/lot area ratios, except for the property at 622 Somerville Avenue. Residential properties are all multi-unit apartment buildings from late 19th/early 20th century and are clustered in the west end of the district. There are two single story industrial warehouse buildings located near the Fitchburg right of way, one each on Kent Street and Park Street.

Transportation and Infrastructure Needs

The soon to be completed Somerville Avenue reconstruction project has significantly upgraded the pedestrian environment, lighting and street surface in this area. It has also added a signalized intersection at Elm Street and Somerville Avenue and will update all pre-existing traffic signals. The project also very importantly addressed regular flooding issues that impacted residents and businesses alike through sub-surface storm water improvements. While increased transit service is not expected, the area already has adequate bus service and even the furthest site is within three quarters of a mile (15 minute walk) of the Porter Square Red Line stop. Hope exists that the Green Line spur at Union Square will eventually be extended along the Fitchburg right of way and connected to the Red Line at Porter Square. The area could benefit from creation of a shared use path along the Fitchburg rail right of way. This would be a significant infrastructure improvement and would open the door to new opportunities.

Major Parcels

As most of the sub-district already contains structures, there are few vacant sites ready for redevelopment. Instead, new economic growth will require site assemblage and demolition activities.



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Of particular interest is an “air rights” development opportunity above the MBTA Porter Square Station on the Fitchburg Commuter Rail Line. The parcel begins in Cambridge at the station head house and extends into Somerville to the Beacon Street bridge. The Somerville section measures approximately 600 feet in length and between 50 and 70 feet in width. Recent analysis shows that with a zoning upgrade this area could support up to 120 hotel rooms, associated parking, and ground floor retail. The site holds even more potential if the site were to incorporate three adjacent privately owned parcels fronting Roseland Street.

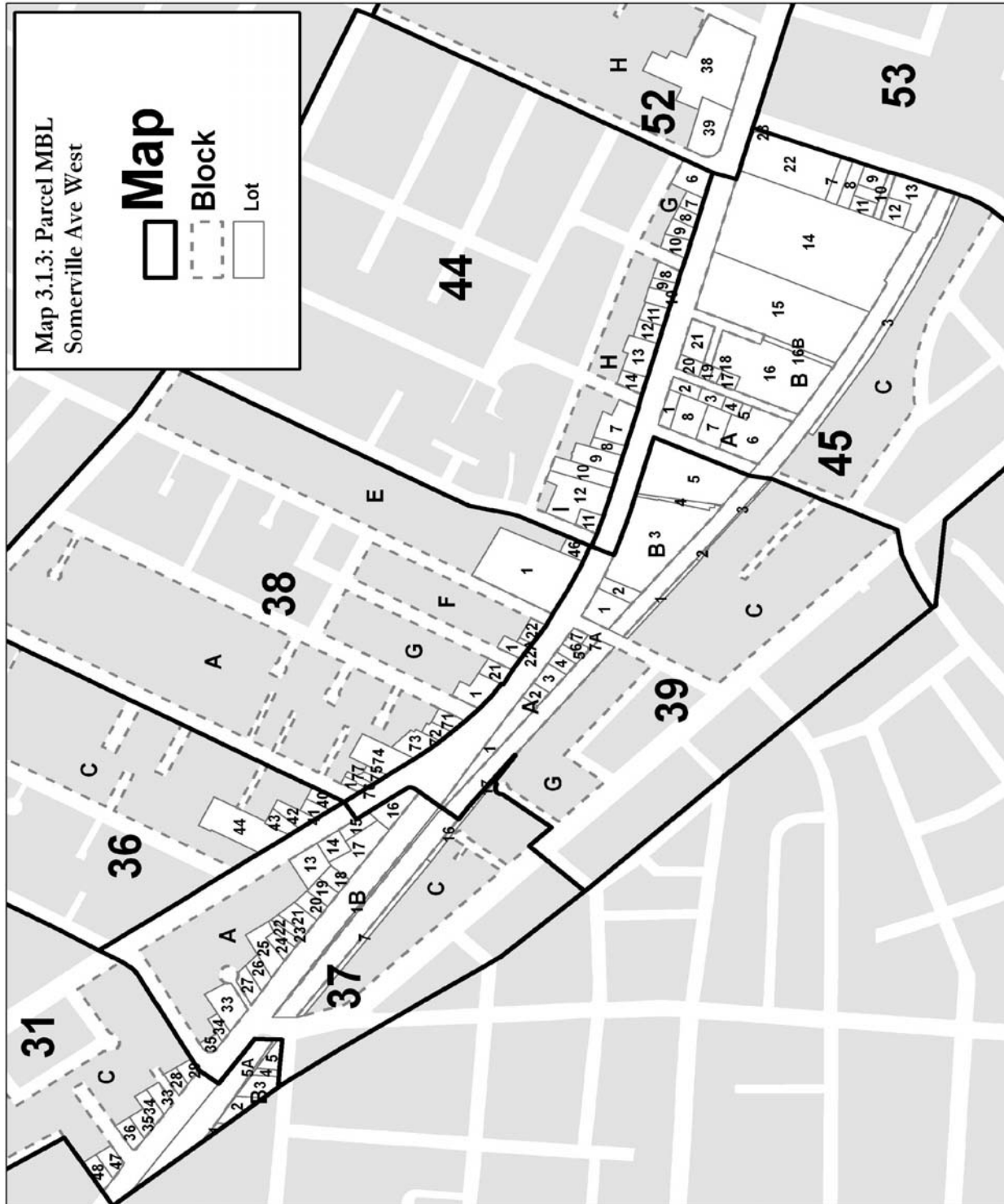
The Wilson Square Triangle, formed by the intersection Somerville Avenue and Elm Street, is another interesting assemblage and redevelopment opportunity. The site is roughly 27,000 sqft and currently is home to a gas station and suburban style strip mall with excessive surface parking. Additional parcels could include 20 and 24 Elm Street which would expand the site to 43,000 sqft.

East of Wilson Square and adjacent to Conway Park is a series of nine (9) parcels around 588-644 Somerville Avenue. In 2007, the property owners commissioned an architectural study of the site which showed that with an up zoning, the 200,000 sqft site, currently used for low intensity industrial and retail uses, could be redeveloped into 42,000 sqft of retail, 120,000 sqft of office, and 186,000 sqft of residential space.

At the eastern end of this sub-district is a 46,000 sqft lot at 515 Somerville Avenue. The City has been working with the property owner as environmental remediation of the property is completed prior to redevelopment. The owner is expected to submit a building permit application for a mixed use, retail/residential development in the fall of 2011.



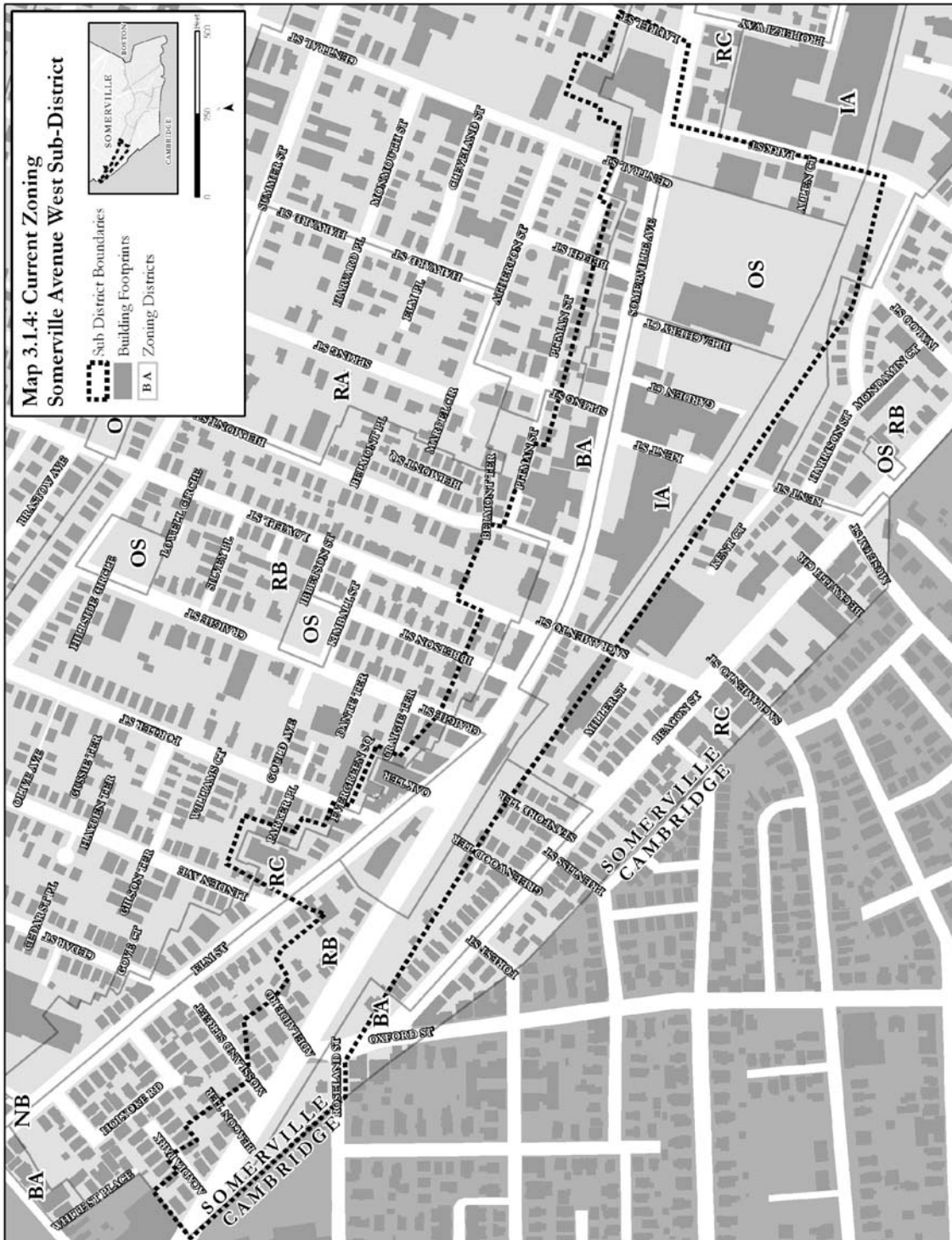
Somerville Avenue West – Parcel Map 3.1.3



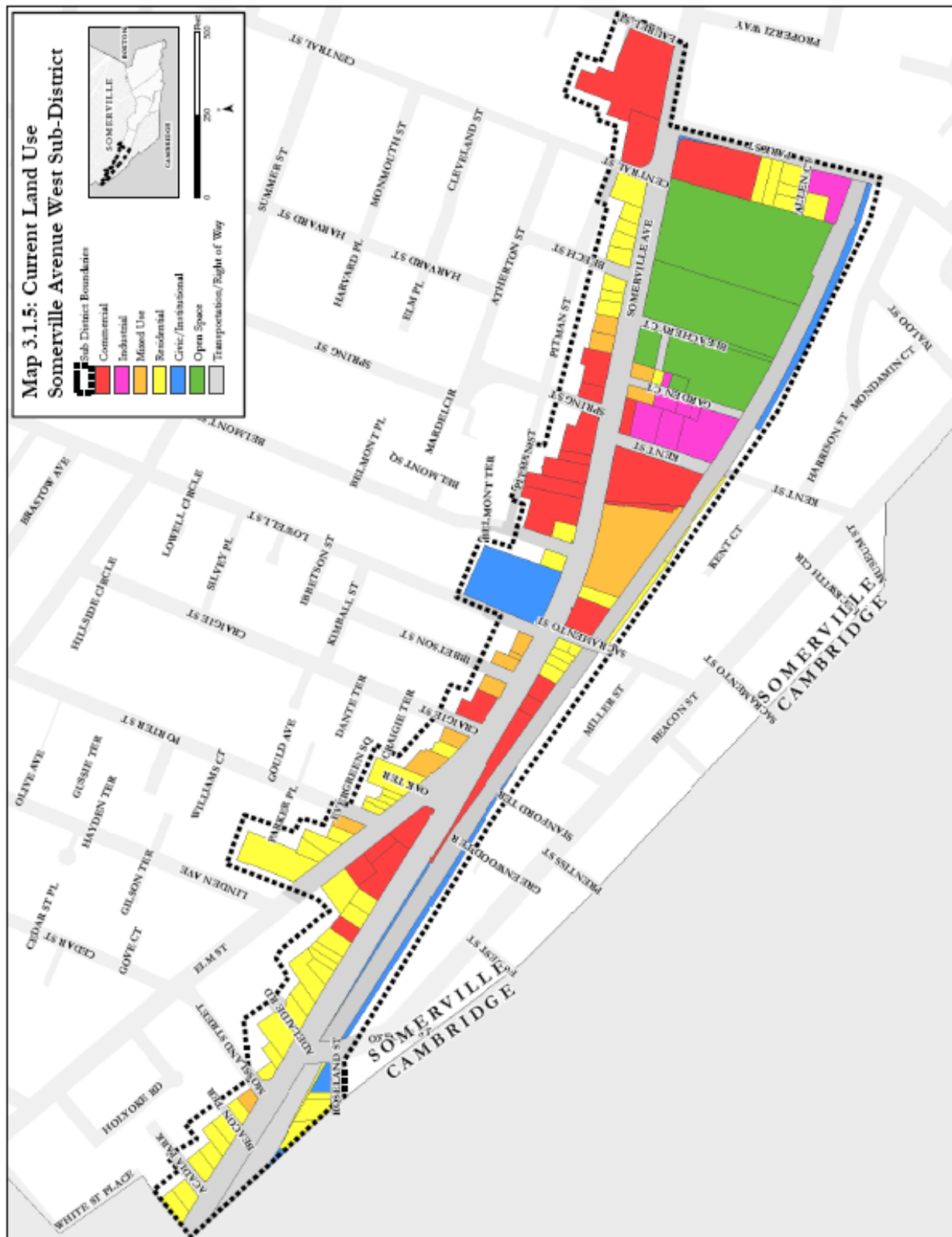


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Somerville Avenue West – Current Zoning & Building Footprint 3.1.4



Somerville Avenue West – Current Land Use 3.1.5





Somerville Avenue Central

Geographic Context

This sub-district contains 27 acres of land with a current assessed value of \$67.3 M. This includes properties on both sides of Somerville Avenue with the MBTA Fitchburg Commuter Rail line, Park Street and Church Street forming the other boundaries. Somerville Avenue was surveyed and laid out in the 1680's as a way of connecting the "Road to Newtown" (now Washington Street) to the Powder House in west Somerville and on to the Medford Turnpike.

History

The area was originally settled by the Ireland and Tufts families in the early 1790's as large farming estates. The first of a growing number of industrial activities began in circa 1820 when Osgood Dane opened a quarry at what is now Granite Street. The opening of the Fitchburg Railroad in 1836 led to larger scale industrialization of the district, with small factories and coal bunkers located along the rail right of way. The most prominent of these firms was the American Tube Works, which opened in 1852 and Ames Safety Envelope that moved into the district in circa 1935 as the Tube Works was closing its doors.

In the winter of 2010, Ames announced that it was selling its business operations and equipment to a firm from Wisconsin, thus ending an almost 200 year history of heavy manufacturing in the sub-district. However, as Ames moves out, the campus of buildings is now available to be repositioned for other opportunities. Current tenants include First Act, a boutique manufacture of custom guitars and Hemlock Ink, a silk screening and embroidery firm. The Ames complex is a jumble of interconnected, custom built buildings that will need close attention as they are subdivided and repurposed. Particular attention will need to be paid to the provision of parking since parking resources are quite limited relative to total square footage to be leased.

Somerville Avenue, outside of the Tube Works complex, is lined with a series of residential and mixed use buildings with retail space on the first floor and residential units on the second, third and often forth floors. Most of these buildings are in less than optimal condition.

Two institutional uses have a large impact of Somerville Avenue. The first, St. Anthony's Catholic Church and School at Properzi Way sits adjacent to the Ames complex. The second, the City owned, Milk Row Cemetery is trucked between the remaining Tube Works buildings and the Market Basket, a major regional grocery store. The Market Basket, which was constructed in 1970 on part of the Tube Works complex, sits behind an overcrowded surface parking lot that dramatically breaks the rhythm of the street. The recent closing of St. Anthony's school and the underutilization of its numerous surface parking lots may provide an opportunity for the redevelopment.

The recent reconstruction and streetscape improvements on Somerville Avenue will greatly improve this sub-district's economic viability. As part of this project, the combined sanitary/storm sewer was separated and enlarged which has eliminated flooding and will provide additional capacity for future redevelopment. Additionally, two new traffic signals were installed at School Street and Dane Street, which will improve traffic flow and circulation. Dane Street is one of the few roads in this district that cross the Fitchburg Railroad. Park Street crosses the railroad but is an "at grade" crossing. Park Street is also the location of a major fiber optic telecommunications line that serves the metro area including Boston's financial district, and Harvard University and MIT.



Industry Mix

Until recently, the Somerville Avenue Central sub-district was dominated by the former Ames Safety Envelope. Vacated in 2010 by the paper manufacturer, the roughly eight acre site is a contiguous set of warehousing and light industrial buildings. The business mix is characterized by the now largest employer - Market Basket, the remaining light industrial in the Ames Campus, and the business services and auto uses establishments fronting Somerville Avenue. Market Basket, a regional food grocery chain employs hundreds of workers and is the generator of the most trips in the sub-district. It has a conventional suburban mall urban form with a large one story building setback behind a 65,000 SF parking lot.

Somerville Ave Central Employment

Industry	Establishments	Jobs
Retail	3	403
Business Services	12	83
Auto Services	8	38
Other Services	13	31
Restaurant	2	15
Manufacturing	3	14
Construction	2	13
	43	597

Figure 3.1.3

employees lived a short walk from work, there are very limited parking options. Provision of parking will need to be addressed before this sub-district can thrive.

Built Environment

Most of the industrial buildings in the sub-district are built from lot line to lot line leaving very little room for horizontal growth. Potential rezoning of the area could allow for more vertical development or could allow additional floors to be dropped into some of the structures with very high ceilings. However, since most of the structures were built when Somerville was served by streetcars and most

Transportation and Infrastructure Needs

As a result of the significant investment in Somerville Avenue, infrastructure needs in this sub-district are modest. However, the area could benefit from the creation of a new shared use path along the MBTA Fitchburg Commuter Rail line and construction of shared parking facilities to support the redevelopment of the campus.

Major Parcels

Major opportunity sites include the Ames Safety Envelop complex and the remaining American Tube Works buildings. The Tube Works buildings are of significant historic value and are being considered for designation as a Local Historic District, which could attract federal and state rehabilitation tax credits. The series of independently owned buildings, constructed between 1890 and 1915 as part of Somerville's first major industrial expansion, all suffer from a lack of parking which make optimizing the usable space extremely difficult. Opportunity also exists to create a campus environment for the sub-district using streetscape and architectural elements to tie the disparate buildings together, creating a sense of place that would be attractive to a number of businesses, including start ups and tech firms.





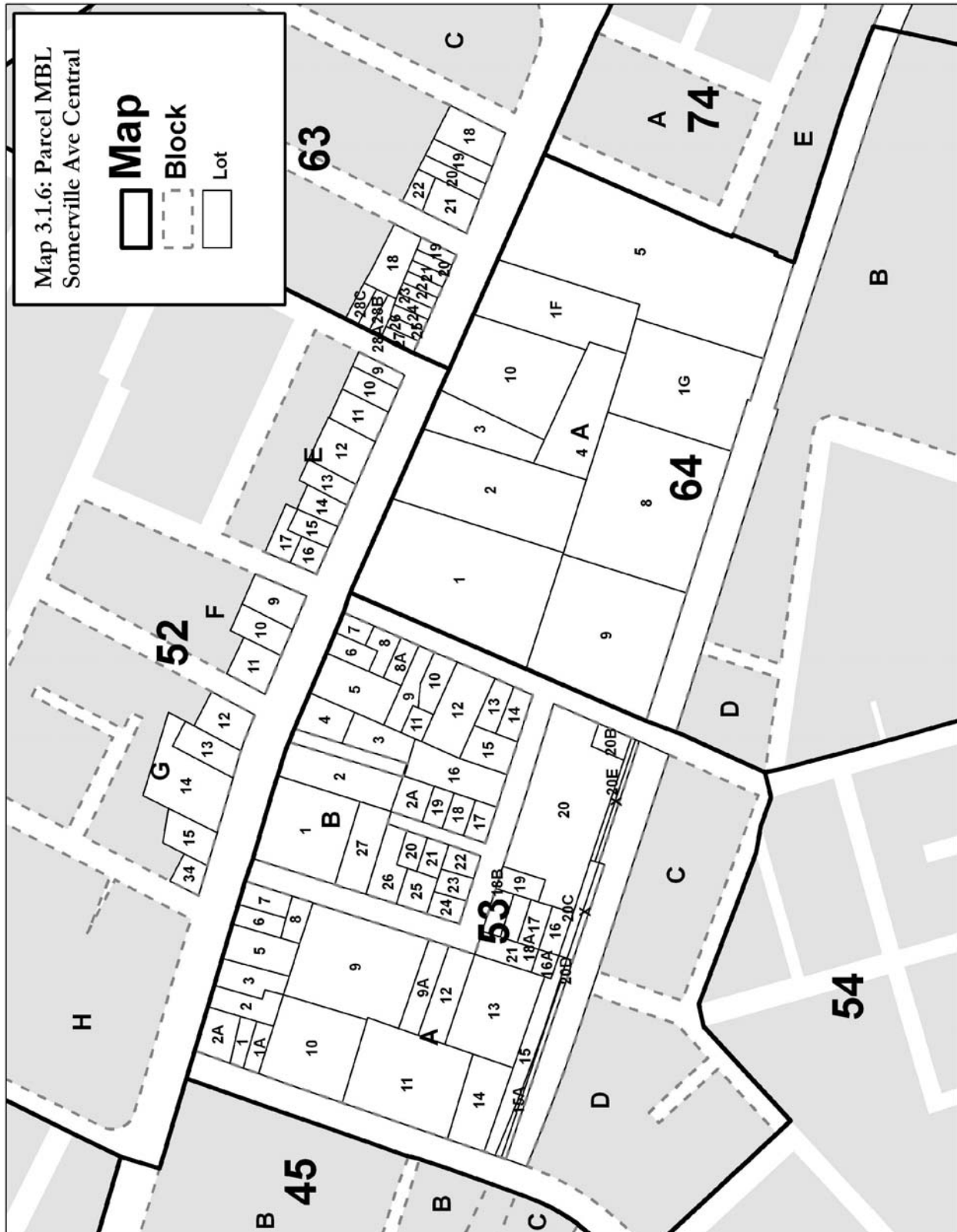
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The Ames Safety Envelope site is one of the biggest opportunities in Somerville with over seven acres under single ownership. The site is a series of interconnected industrial buildings constructed over the past 50 years and incorporates manufacturing, warehouse and distribution, and office space tucked between Somerville Avenue and the Fitchburg Commuter Rail Line.

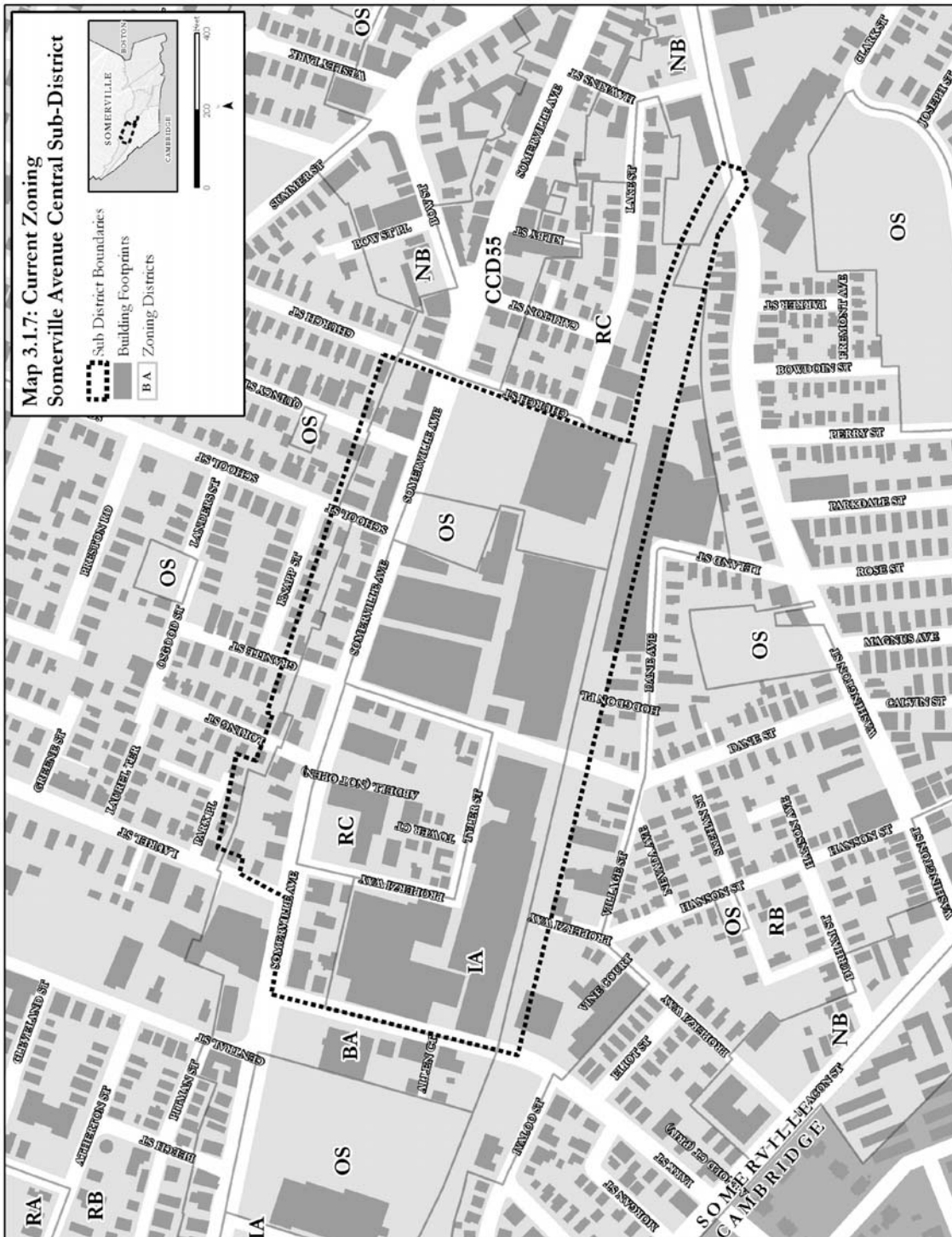
The City hopes to work with the owners of Ames and the Tube Works buildings collectively to develop a comprehensive strategy to unlock their sites' economic potential.



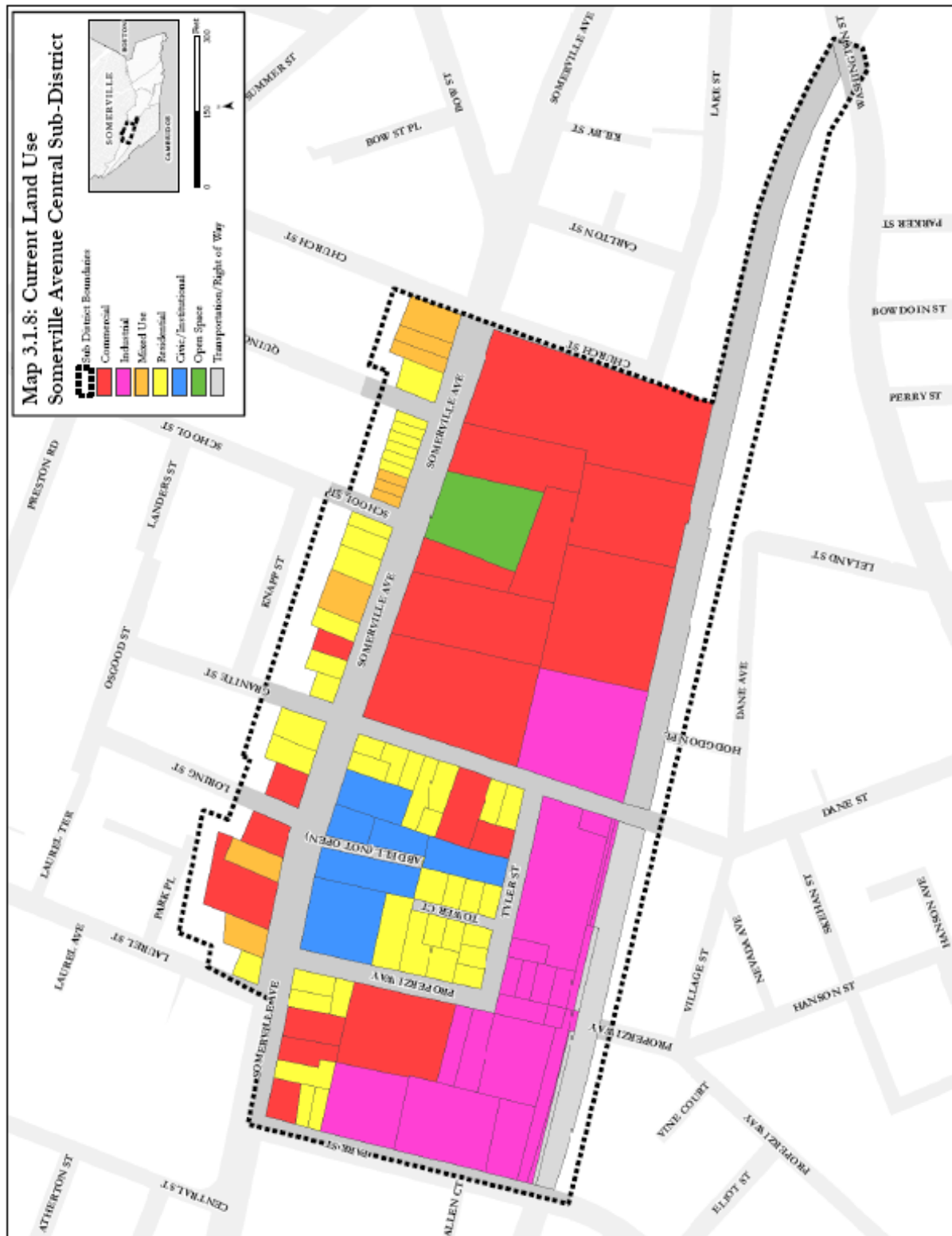
Somerville Avenue Central – Parcel Map 3.1.6



Somerville Avenue Central – Current Zoning & Building Footprint 3.1.7



Somerville Avenue Central – Current Land Use 3.1.8





Union Square

Geographic Context

The Union Square sub-district includes approximately 70 acres of land currently valued at \$201.6 M. Union Square is at the base of Prospect Hill nestled along the northern bank of the long filled Millers River. Since the pre-colonial period, this flat plain of relatively dry land has served as a crossroads. Early in the history of Somerville, Union Square served as a significant juncture, connecting Charlestown, New Town (Harvard Square), Boston and Medford. The Union Square sub-district is bound on the south by the Fitchburg Commuter Rail Line and on the north by Prospect Hill. The eastern edge is formed by the elevated McGrath Highway and the western end terminates at Church Street.

History

Union Square includes Somerville's oldest commercial business district at its center and several surrounding close-knit residential neighborhoods. Nearby are many industrial and warehouse properties that had historically located near the Fitchburg Branch rail line located immediately south of the Square. Some of Somerville's major arterial streets – Washington Street, Somerville Avenue and Prospect Street – meet on the east side of Union Square. The square includes the Bow Street Local Historic District, also on the National Register, and the historic Prospect Hill monument (outside of the DIF boundaries), which commemorates the location where the Revolutionary War's first colonial flag was raised. Over the years, Union Square's fortunes have risen and then declined. Today, Union Square is stable but has not reached its full potential.

Throughout the past century, Union Square has served multiple roles, often simultaneously – as a commercial business district, an employment center for blue-collar manufacturing businesses, and as an entry portal to waves of international immigrants. The Square's current retail mix, best known for its many diverse restaurants and food markets, does not fully meet the shopping needs of surrounding neighborhoods, and the currently attainable rent levels in the Square do not yet financially support new commercial construction (although new housing development under certain conditions appears to be financially viable). The Square's streets are congested with pass through regional traffic; and although the Square is well-served by buses, it is not served by rapid transit – which puts the Square at a competitive disadvantage compared with other nearby better-served squares and commercial centers. Because of the diverse and multiple roles the Square has played in the past and still plays today, its current identity is not entirely clear.

In 2009, the Board of Aldermen adopted new zoning for Union Square in acknowledgement of the impending Green Line Station that will be built under the Prospect Street bridge. This zoning increased the floor area ratios (FARs) throughout the area, thereby allowing substantially more development opportunity than existed prior. Green building incentives, design guidelines, reduced parking requirements, and incentives to dedicate land for public infrastructure were all components of the new zoning.

Industry Mix

Union Square has a strong concentration of restaurant, retail and non-profit establishments. Including both sides of the street of its major corridors, Union Square contains three linear miles of active storefront. Along with Davis Square and Broadway it is one of the most vibrant commercial areas in the city. Within the DIF district, the Union Square sub-district has the greatest number of establishments.



Union Square Employment

Industry	Establishments	Jobs
Other Services	65	524
Business Services	50	364
Restaurant	30	159
Retail	38	146
Construction	12	70
Auto Services	12	36
Manufacturing	3	4
	210	1303

Figure 3.1.5

to occupy single story buildings utilizing a large portion of their lots for garage bays and outdoor display, thereby negatively impacting the visual quality of the Square. Most of these auto uses are no longer allowed by zoning and are therefore likely to eventually convert to other uses.

Built Environment

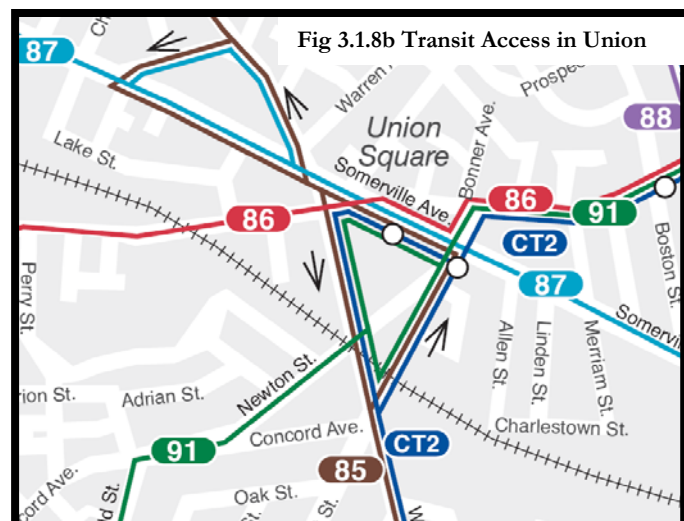
Of the approximately one million square feet of space in Union Square, one third is allocated to office use (much of which is occupied by government users, non-profits, social service providers, and charitable organizations), one third to retail, and the balance to services and manufacturing. This mix of uses serves residents, employees, and customers from the neighborhoods as well as the region. On the other hand, the mix of businesses unique to Union Square has particular problems which limit the vitality and growth of commercial activity. Restaurants, for example, are not sufficiently supported by the patronage that expanded office and service uses could provide and therefore limit daytime operations. Likewise, some of the convenience and shopping goods sectors lack breadth and depth or have not adjusted to the changing residential character.

Transportation and Infrastructure Needs

The City is in the middle of a multi-phased Union Square Transportation and Utility plan funded through a federal earmark with the City providing the 20% local match. The project's goals are to balance the needs and demands of all modes of transportation while reclaiming right of way for pedestrian and bicycle use. The siting of a Green Line Station at Prospect Street and the Fitchburg Line creates an opportunity to rethink the Square and improve the public realm.

The purpose of the Union Square project is to identify and accommodate existing and future transportation needs, enhance the urban landscape, and make Union Square

Other dominant uses in the Square are services and manufacturing. These are uses not found in a typical commercial center at the scale to which they exist in Union Square. Some of these uses are compatible with the district's retail theme. However, many others are inconsistent with maintaining a viable retail business district. In particular, the twenty auto and related establishments have tended to detract from the quality of the retail center. These auto uses tend





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plaza a distinctive destination. Today, the 2 intersections in the heart of Union Square—Somerville Avenue/Prospect Street and Somerville Avenue/Washington Street/Webster Avenue—operate with constrained capacity and long delays and queues. The sidewalks around the Square are similarly constrained, averaging approximately eight (8) feet. Whether in a car or on foot, getting around Union Square is difficult.

Sub-surface infrastructure is also constrained in this area, as seen by the recent flooding on July 10, 2010 which inundated many properties in the Union Square and East Somerville area. All sanitary sewers, storm drains and combined sewer systems along Somerville Avenue, Washington Street, Beacon Street and Elm Street, serving most of southwestern Somerville, including portions of Davis Square, meet in Union Square into a single combined sewer conduit that was constructed c 1870. The capacity of this system, as seen on July 10, 2010 is grossly inadequate. Capacity improvements and the continued separation of storm and sanitary sewer lines will diminish the threat of flooding, reduce unnecessary processing at Deer Island and cost to the City, and improve environmental quality. All other utilities are being analyzed to determine the upgrades needed to support the development anticipated under the new zoning.

Major Parcels

While the northern and western edges of the sub-district contain several historic structures, opportunity for new development and reuse in these locations. The approximately 27,000 sq. ft. Union Square Post Office at 237 Washington Street is an example of future adaptive reuse. The Post Office will be transferring their carrier operations to Chelsea and has indicated that the building is available for sale. The building sits at the terminus of the Prospect Street view corridor and will be a major landmark for people exiting the Union Square Green Line Station.

Similarly, the historic and City-owned former fire station at 90/92 Union Square holds potential for commercial reuse. The building is a focal point of the square as is currently the home of Somerville Community Access Television, the nation's first cable access channel, and the Massachusetts Alliance of Portuguese Speakers. Reuse of this site will require extensive historic renovations and second floor ADA accessibility improvements.

Sites for wholesale redevelopment include the one- and two-story buildings at 241 and 255 on the north side of Washington Street directly across the street from 90/92 Union Square. This location currently contains several quality restaurants, but if combined, this 17,000 square foot site could support 50,000 square feet of new, mixed use space where the restaurants could be supported by residents or workers above

Another site in this area is 41-55 Union Square, currently the home of Citizens Bank, Reliable Market and the Union Smoke Shop. With approximately 45,000 square feet, the site is one of the largest sites on the north side of the square. The site consists of one and two story retail buildings front Somerville Avenue with excessive surface parking behind them. This has been identified as the possible location for a future parking structure with ground floor retail.

The southern and eastern edges of Union Square hold the most potential for transformative development. A 68,000 square foot lot commonly referred to as the “Kawasaki Block” can be created by combining eight of the parcels on the south side of Somerville Avenue between Webster Avenue and Prospect Street. Zoning will allow over 200,000 square feet of mixed use development



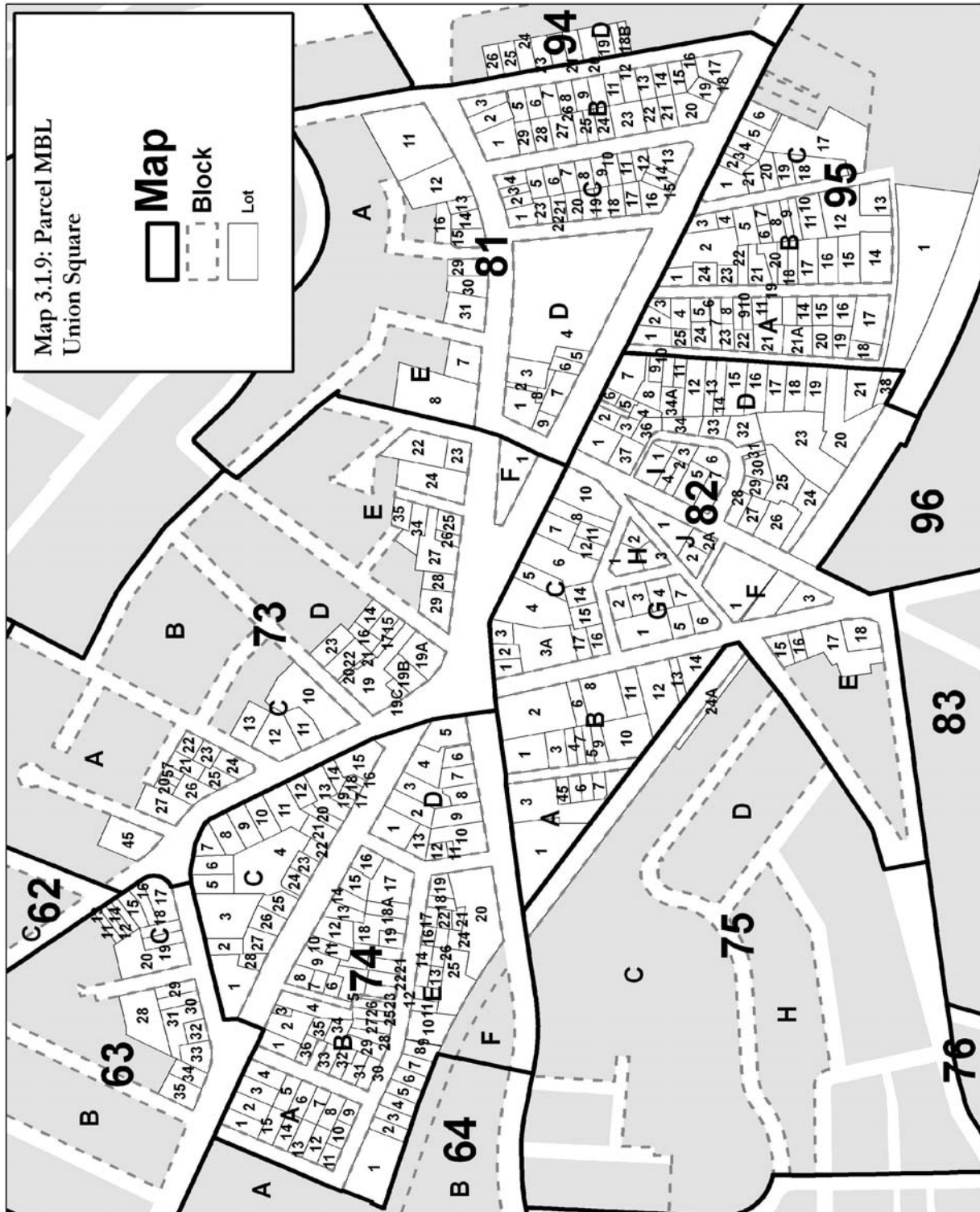
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on this site. The site contains several one story buildings hosting mostly restaurants and automobile maintenance shops.

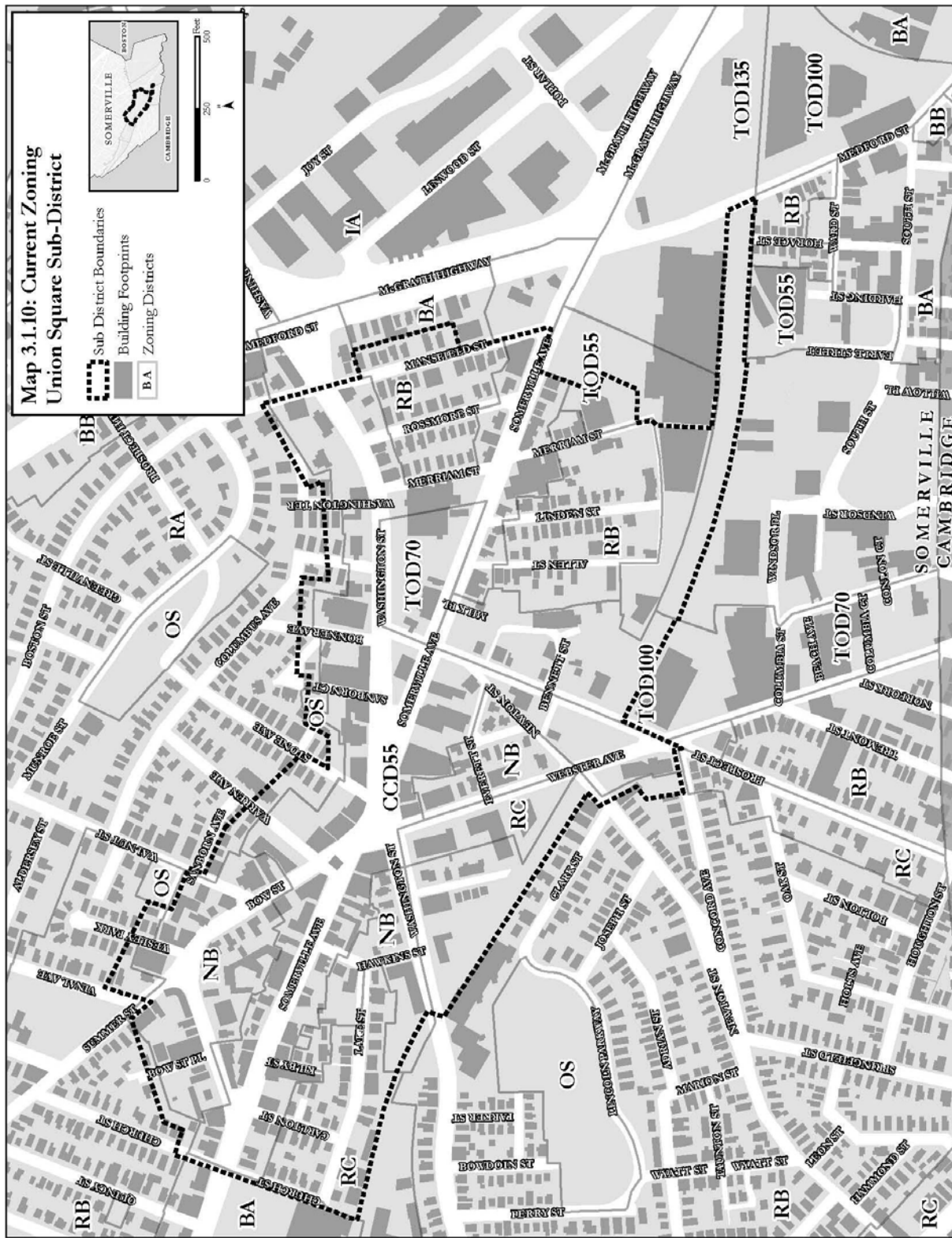
The Kiley Barrel lots and parcels along Prospect Street present the greatest redevelopment opportunity in Union Square (referred to as Prospect North and Prospect South in Section 4.3 Goal Attainment). The site spans the distance between new Union Square Green Line Station and Union Square Plaza, and future development at this location is needed to link the two in a pedestrian-friendly way. At over 165,000 square feet, the site will support approximately 660,000 square feet of office and retail space. The City and Somerville Redevelopment Authority currently own the Kiley Barrel site. The remaining parcels are split between three private owners. It is important to recognize that this area of Prospect Street has a long history of heavy industrial use and will need to undergo significant environmental investigation and remediation before it can be redeveloped.

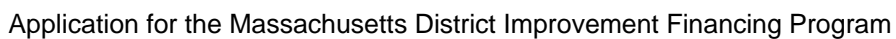


Union Square – Parcel Map 3.1.9



Union Square – Current Zoning & Building Footprint 3.1.10







Boynton Yards

Geographic Context

This sub-district includes approximately 30 acres of land tucked between the MBTA Fitchburg Commuter Rail line right of way and the Cambridge border with Prospect Street on the west and Medford Street on the east. The current value is \$66.9 M. Often overlooked, Boynton Yards is strategically located south of Union Square and north of Inman Square. Its proximity to the proposed Union Square Green Line Station will allow the City to reposition this sub-district for significant growth.

History

A majority of Boynton Yards was a tidal estuary of the Boston Harbor known as the Millers River that showed little promise for development. In 1836, the opening of the Fitchburg Railroad saw the beginning of its industrial character as portions of the river were filled for right of way. As late as 1852, there were only four buildings in this area - four homes along the Medford Road. In the mid 1850's on the eve of the Civil War, the banks of the river became home to the Union Glass Company and several meat packing and rendering businesses, most prominent among them was Boynton Packing.

The meat packing industry used the Millers River as a disposal site and by 1872 the river was such a significant quality of life and health issue that the City, under order of the Joint Commission for the Abatement of the Millers River charged by the State Legislature, began filling the waterway. This filled land quickly became stockyards for the meat packers and railroad depots. As a result of the mostly un-engineered filling of the river, the area suffers from flooding and a high water table.

The last rendering plant closed in 1992 and was by the Somerville Redevelopment Authority in 1998 as part of an urban renewal project. The Authority controlled over nine acres in the center of the district, remediated significant soil contamination, and made roadway and sanitary sewer upgrades in the area. Initially the redevelopment efforts attracted new businesses to the area, namely Royal Hospitality, DHL Express, and RCN Cable, but ultimately the district failed to catch hold. Today, only Royal Hospitality remains. Contributing to the lackluster performance of Boynton Yards is its inaccessibility and unattractiveness.

Given the area's close proximity to the future Union Square Green Line Station, significant development opportunity exists in this location. In recognition, in April 2009, the Board of Aldermen approved a significant rezoning of the eastern three quarters of Boynton Yards. The new Transit Oriented Development Districts allow for buildings ranging in height from 85 to 135 feet with Floor Area Ratios of up to 5.5 for a LEED Gold Certified building. The zoning includes incentives for developers to donate land for much needed right of way and for park space. It is the City's goal to see the dedication of a 40,000 square foot park at the center of the district.

Industry Mix

At present, Boynton Yards houses scrap metal recyclers, auto salvage facilities and several industrial services firms that collectively employ over 760 people. Largest among them are Gentle Giant Moving Company, Royal Hospitality laundry, and Green Cab Company which recently relocated into the neighborhood. One of the newest businesses is Green City Growers, which helps residents plant and harvest vegetables at home. The multi-tenant building at 561 Windsor Place is home to several small start ups and artisanal manufacturers like Taza Chocolate, Motobidia, and Fiore di



Nonno . A “new economy” cluster with businesses like XL Hybrids, Scientific Research Laboratory, and Smart Surfaces is also emerging within the area.

Boynton Yards Employment

Industry	Establishments	Jobs
Retail	4	372
Other Services	18	103
Business Services	17	97
Manufacturing	8	90
Auto Services	12	81
Construction	3	18
Restaurant	0	0
	62	761

Figure 3.1.7

after being sold by the Somerville Redevelopment Authority. On the far eastern edge of the district along Ward and Horace Streets and to the south along the Cambridge border are a series of two and three family residential structures fronting or outright surrounded by industrial and commercial uses. New multi-family development, Union Place, now lines Webster Avenue with 131 units that include a sizeable affordable component.

Transportation and Infrastructure Needs

Unlike other sub-districts, there is no single road that traverses Boynton Yard, and that greatly diminishes the redevelopment potential of the area. The roadway network is a series of undersized public and private rights of way that make cross district travel nearly impossible. The most famous is the intersection of South Street and Harding Street where three one-way road segments converge at a four way stop causing east bound vehicles on South Street to back up a full city block before being able to turn around. The sub-district also suffers from a lack of underground infrastructure and is subject to flooding.

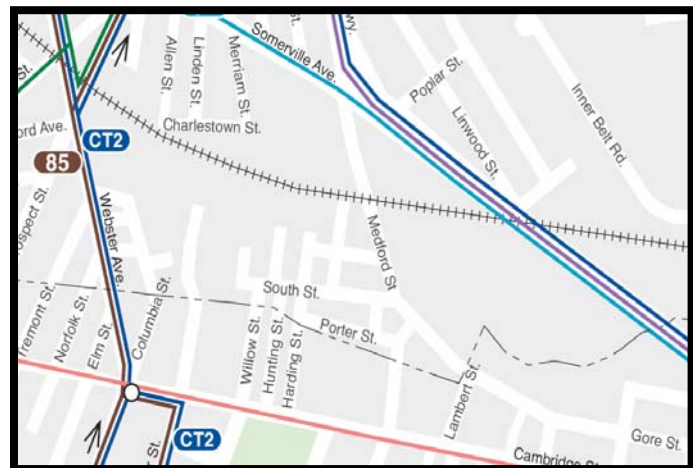


Figure 3.1.11b Transit Access in Boynton Yards

The City recently initiated a major Transportation and Utility Study of the Boynton Yards sub-district to improve vehicle and pedestrian access and circulation, facilitate a rational development pattern to maximize development potential, and provide proper municipal utility capacity to support dense mixed use redevelopment. The study will build upon the Union Square Transportation Study and the planned reconstruction of Webster Avenue and Prospect Street, on the western edge of the sub-district. The intent of the study is to create a network of roads, walkways and utilities that improve circulation and promote redevelopment.



Major Parcels

The 65,000 Sqft Beacon Materials site will be adjacent to the new Union Square Green Line Station on Prospect Street. The City has already rezoned this parcel in advance of the Green Line Expansion to TOD 100 which provides for a FAR of 4 (with a green building) and a maximum height of 100 feet. Redevelopment of this site is the key to linking Boynton Yards to the Green Line and making the whole sub-district attractive to redevelopment.

Green Cab has recently purchased the 60,000 sqft property at 600 Windsor Place. The City has entered into a Development Agreement with Green Cab that allows them to operate their taxi service in the existing building for a period of 10 to 15 years, at the end of which the parcel will be redeveloped to reflect the zoning of TOD-135. The TOD-135 zone allows a FAR of 5.5 and a maximum height of 135 feet.

The City has also entered into a Development Agreement with the owners of the Royal Hospitality commercial laundry facility. The Agreement allows them the temporary expansion of the laundry use for 10 years before it will be redeveloped to the TOD-100 standard.

The property at 0 Windsor Place is a 70,000 square foot parking lot that was formerly rented by RCN Cable. The lot is zoned TOD-135.

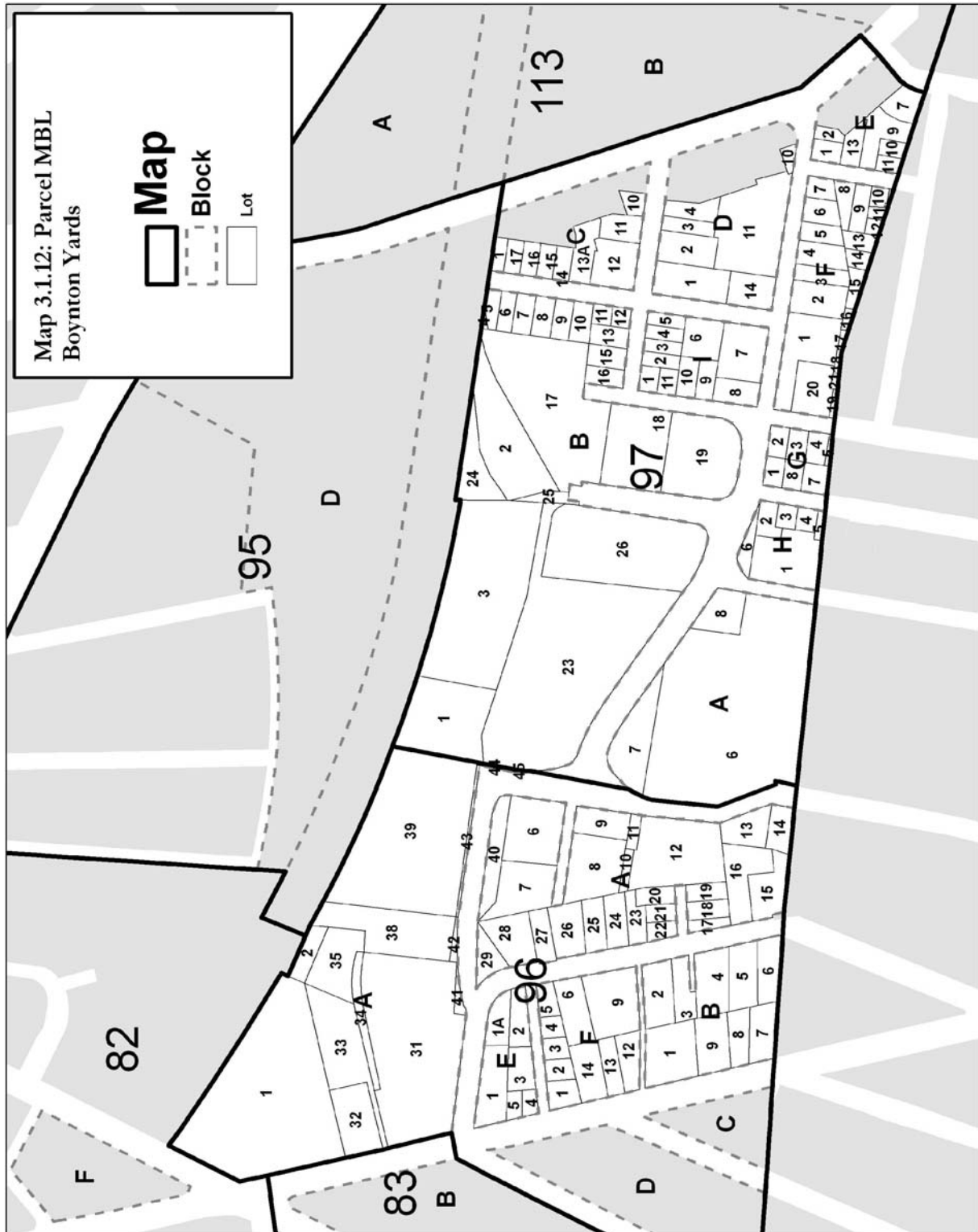
Gentle Giant owns an 81,000 square foot property that is currently zoned TOD-55 as it buffers a residential block. The City will be conducting a zoning study for the eastern end of Boynton Yards, adjacent to the McGrath sub-district and an increase in FAR is possible.

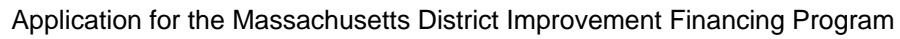
An 86,000 square foot parcel fronting South Street is owned by Nissenbaum Auto Parts. Most of the site is unimproved. The site is zoned TOD-135.

The largest property in the sub-district is the 150,000 square foot site owned by J.J. Vacarro. This site has one single story building and one two story buildings on it. The property is zoned TOD-135.



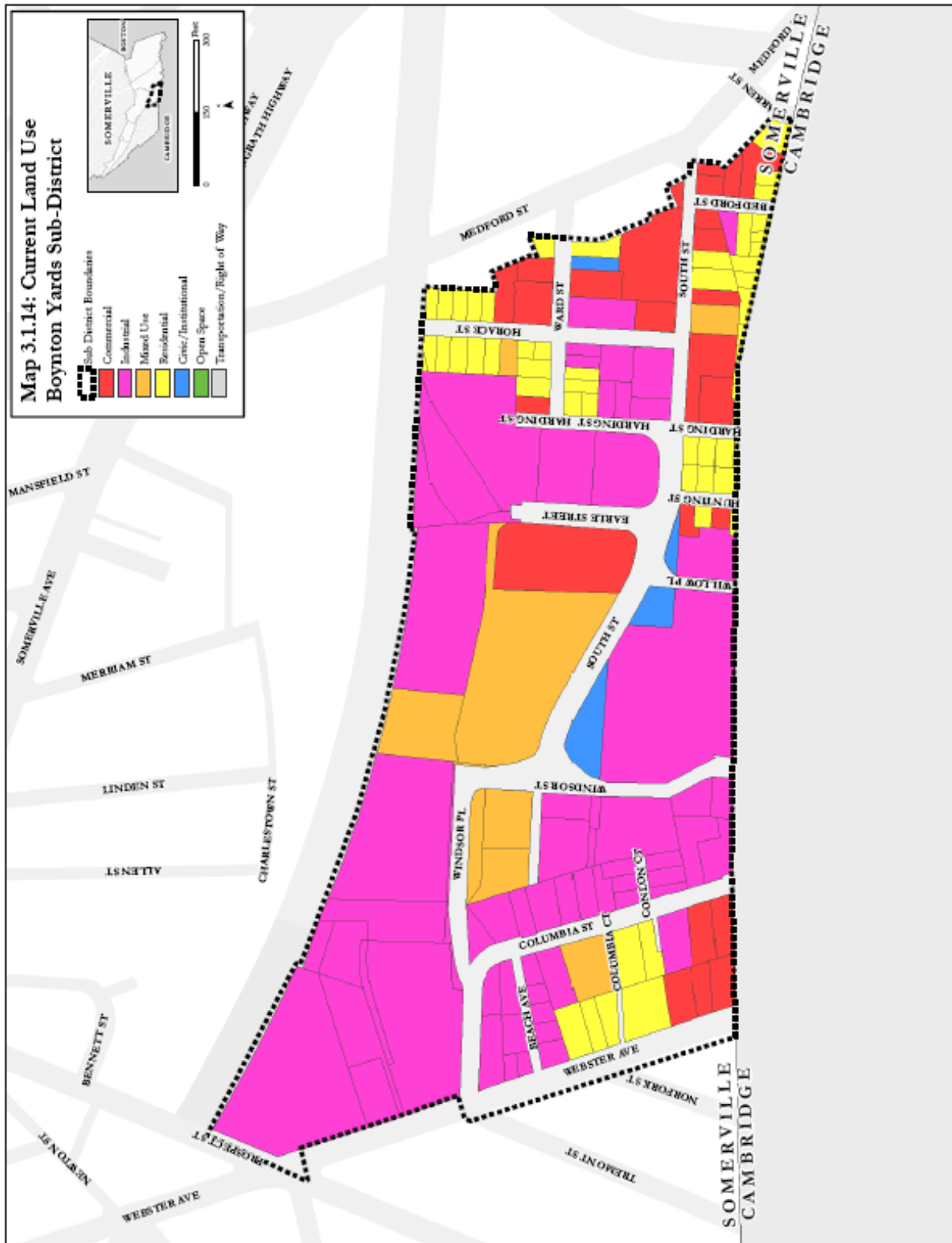
Boynton Yards – Parcel Map 3.1.12



[illegible]



Boynton Yards – Current Land Use 3.1.14





McGrath Corridor / Brickbottom

Geographic Context

This sub-district contains 85 acres of land between Union Square and Inner Belt sub-districts and has an assessed value of \$207 M. Massachusetts Route 28 (McGrath Highway) forms a natural spine for the Corridor. However, due to its elevation, it serves more as barrier to development than an organizing feature. The eastern boundary of this district is the future right-of-way for the Green Line Extension which separates the Brickbottom from Inner Belt. Washington Street forms the northern boundary and provides access to Charlestown and Chelsea to the east and Massachusetts Avenue (via Somerville Avenue) and Massachusetts Route 2 to the west. The southern boundary of the sub-district is the Cambridge city line.

History

Located just north of the former Millers River tidal estuary, this flat lowland between Cobble Hill and Prospect Hill has been an active trade route since shortly after the founding of Charlestown in 1625. The “Road to New Town” (now Washington Street) connected Charlestown to a new settlement called New Town (just south of Harvard Square in Cambridge). Another route, from the ferry terminal and later a bridge between Lechmere Point (Cambridge) and Boston to Medford snaked its way across the city. As the road crossed the Millers River, it split into two, with the Milk Row branch (now Somerville Avenue, Elm Street, and Collage Avenue) running west before crossing the other branch at the Old Powder House on its way west to Arlington.

By the 1840’s, the area became home to several of the regions’ brickyards, taking advantage of rich clay deposits. At the same time, the area was crisscrossed by a series of rail lines that connected Boston with the north and west and which fed Somerville’s industrialization. Like in Boynton Yards, the meat packing industry took advantage on the improved rail service and the reclaimed land from the filling of the Millers River to construct stockyards and slaughterhouses. North of the Fitchburg Line was Sturtevant and Hadley Beef Company. South of the Grand Junction Line was John P. Squire and Company. While most of the Squire buildings were raised to construct the Twin City Shopping Center, a large seven story windowless refrigeration building from 1916 still remains.

As the brick industry relocated out of Somerville, the neighborhood between the Lowell Line and Medford Street became populated with immigrants from Ireland, Eastern Europe and later Greece, occupying two and three story residential buildings crammed around older industrial buildings. These residential buildings were acquired and raised in the 1950’s by the Massachusetts Highway Department in advance of the Inner Belt Expressway, leaving the industrial buildings intact. When the highway construction project was finally halted in the 1970’s, the vacant property was sold off to private owners.

The City is beginning an area planning process for the Brickbottom and Inner Belt Districts to evaluate development potential, identify needed infrastructure improvements and financing mechanisms, create an internal street network within the Inner Belt, and determine how to improve connectivity within the two areas and how to reconnect both to the broader Boston metro region. The process will also provide the foundation for future rezoning. A consultant will be identified in September 2010 for the 10-12 month planning process.



Industry Mix

The variety of industries in the McGrath/Brickbottom sub-district can be loosely grouped into two areas, retail and services. The retail component including big-box retailers like Target, AJ Wright and, in Twin City Plaza, Shaw's, Rite Aid and Marshalls, all located on the west side of McGrath.

McGrath Employment

Industry	Establishments	Jobs	
Retail	35	681	Service employers are found mostly in the Brickbottom section of the sub-district east of McGrath, and in a small triangle of land between the major retail centers on the west side of McGrath. Within the Brickbottom, there are three major anchors, the Brickbottom Artists Cooperative, Herb Chambers Mercedes-Benz dealership, and the Waste Management Waste Transfer Facility. Also in this area are U-Haul, Cataldo Ambulance
Business Services	36	403	
Other Services	35	352	
Restaurant	7	124	
Auto Services	17	91	
Manufacturing	5	65	
Construction	6	32	
Figure 3.1.9	141	1748	

Service and National Grid. In the triangle, between the Fitchburg right of way and Twin City Plaza can be found a Genzyme storage facility, 1 Beyond, and Thermedical making use of old meat packing buildings.

Built Environment

Today, the Brickbottom neighborhood of this sub-district is a series of parking lots and one and two story buildings constructed of brick, concrete block, or steel, with the exception of the Brickbottom Artist's Cooperative building which is a five story concrete block former warehouse. Most of the buildings date to the early 1970's when the development of the Inner Belt Expressway was halted and sold the land. A key feature of Brickbottom is the former Municipal Incinerator and current Waste Transfer Facility at 1 Poplar Street, a City-owned parcel. On the other side of McGrath Highway is a residential neighborhood of two and three unit buildings built in the traditional Somerville style. Small commercial building, including reconfigured residential structures with first floor retail, line Somerville Avenue and Washington Street as they lead into Union Square. South of Somerville Avenue on a site that was one a stockyard and meat packing plant is a large 1960 style shopping center, now home to Target and AJ Wright, with a sea of surface parking separating it from the street.

Transportation and Infrastructure Needs

The six lane elevated McGrath Highway and the surface lanes of Medford Street sever different parts of this sub-district from each other. The south bound lanes of the viaduct are elevated from north of Washington Street to the far side of the Fitchburg Commuter Line. The north bound lanes are elevated over the Fitchburg Line, drop to the surface at Poplar Street and then rise back up midway between Poplar and Washington Street. Under McGrath is a maze of lanes that coral traffic from Somerville Avenue and Washington Street to various points. This area is confusing, dark, dingy and unpleasant for motorist, bicyclists and pedestrians alike. The viaduct has been graded as structurally deficient and the Department of Transportation has initiated a de-elevation study to evaluate removal of the viaduct and replacement with a at grade urban boulevard rather than reconstructing the existing structure.



Under Somerville Avenue, a 103 inch brick combined sewer flows from Union Square to Poplar Street. Prior to Poplar Street, flow is added at Medford Street coming from two additional combined lines – from the south serving Boynton Yards and from the north serving the residential neighborhoods to the north and east of Prospect Hill. At Poplar Street, the Somerville Avenue line intersects a major MWRA Sanitary line coming from Cambridge via Medford Street and then traverses the sub-district under Poplar Street, before continuing through Inner Belt on to Deer Island. The 72 inch brick combined sewer continues from Poplar Street under McGrath Highway into Cambridge increasing in size to 130 inches. Separation of the combined sewer system is needed to reduce stormwater flow to Deer Island and eliminate sewage discharge at the Combined Overflow Outlets on the Charles and Mystic Rivers.

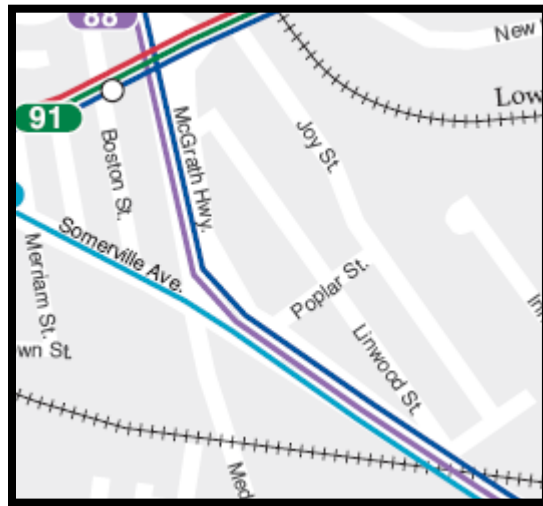


Figure 3.1.14b Transit Access in McGrath/Brickbottom

The planned Washington Street/Brickbottom Green Line Station and extension of the Community Path will greatly improve access to Brickbottom and the surrounding area. At present, the path is planned along the Inner Belt side of the Green Line, but Somerville believes potential exists for another shared use path on the Brickbottom side. In addition, roadways that connect Brickbottom to Inner Belt are needed through the future Green Line right of way. Somerville has already discussed this with MassDOT and all are looking at ways to keep the rail line as elevated as feasible within this area to allow the berm to be punctured by roadways that are not severely depressed, in contrast to Washington Street which is flooded regularly.

Major Parcels

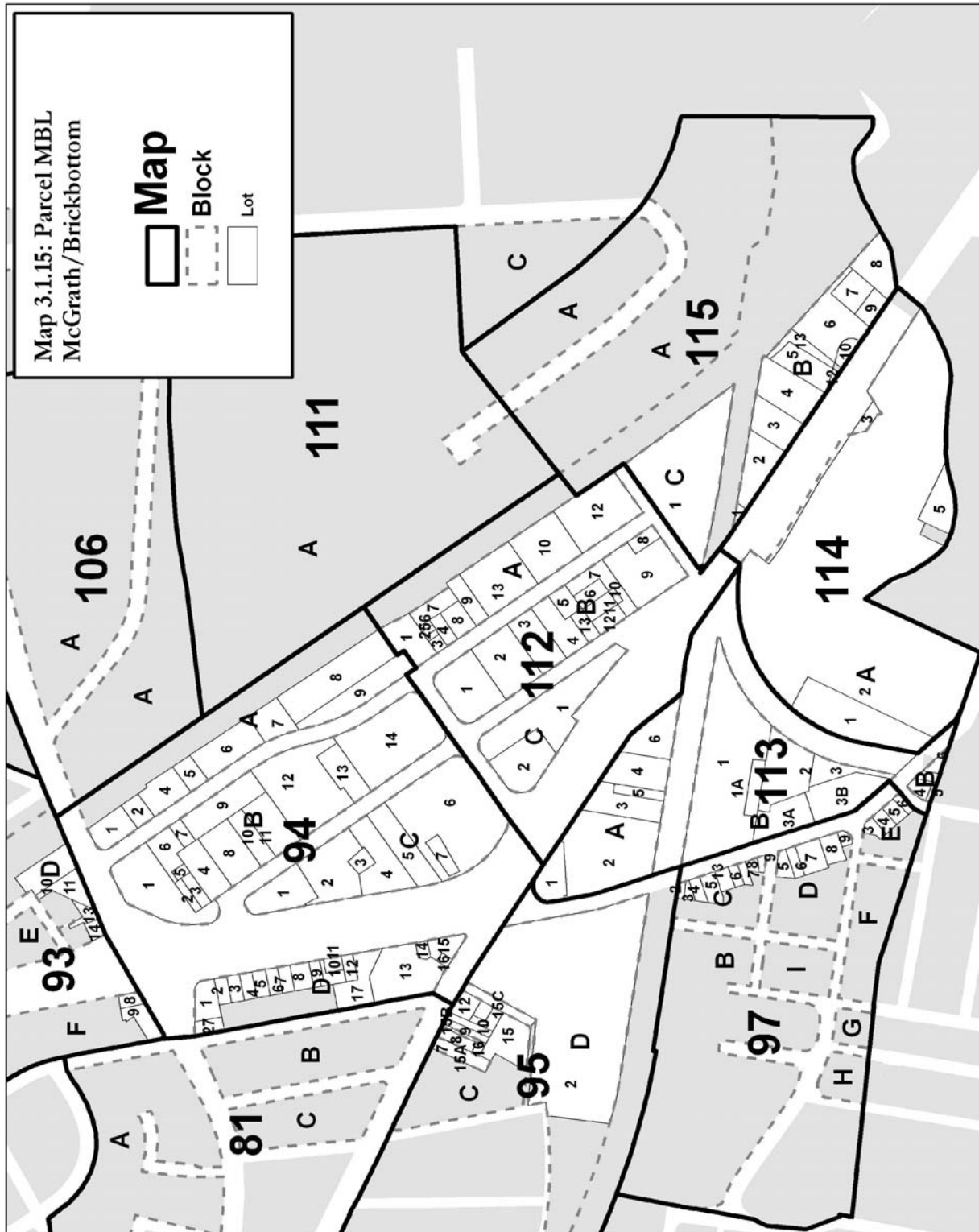
Ten Poplar Street is a City owned parcel currently leased by Waste Management for a Waste Transfer Facility. This 91,616 sqft site has significant development potential under the current zoning and potentially more if rezoned.

With the exception of the Brickbottom Artists Collaborative, which is expected to remain, significant development opportunity exists throughout the remainder of Brickbottom. The area planning process will establish the foundation for future development including providing a foundation for rezoning and determining infrastructure needs.

West of McGrath Highway is the Target/A.J. Wright site at Somerville Avenue and Medford Street. This 333,000 sqft site was rezoning for TOD-135 allowing for a maximum height of 135 feet and a Floor Area Ratio of 5.5 for a green building. The Target store is one of the smallest in the chain and lacks many of the amenities other Target's provide.

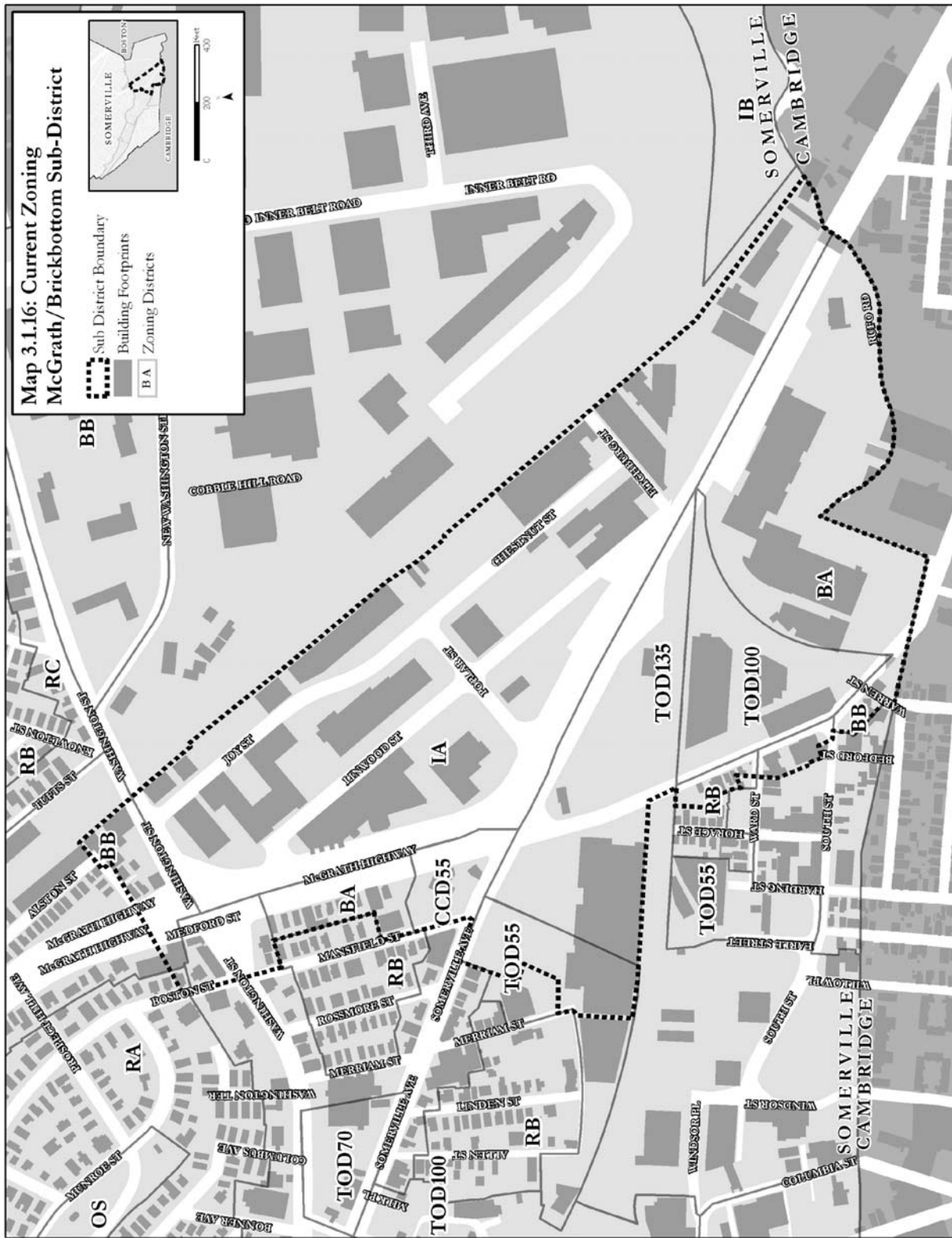


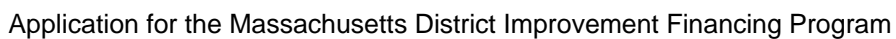
McGrath / Brickbottom– Parcel Map 3.1.15





McGrath / Brickbottom – Current Zoning with Building Footprints 3.1.16



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Inner Belt

Geographic Context

This 195 acre sub-district provides the greatest opportunity for wholesale redevelopment and the greatest obstacles to redevelopment. The total current valuation is \$275 M. The Inner Belt is predominately a manufacturing and warehouse district located in southeast section of the city and bordering the Charlestown neighborhood of Boston. It is sandwiched between I-93, Route 28 and Fitchburg Commuter Rail Line. The district is bisected by Lowell Commuter Rail Line and the Pan Am Yard 10 lead, creating northern and southern sections. Although the sub-district is adjacent to the McGrath Corridor, North Point in Cambridge and Sullivan Square in Charlestown, it is isolated from them by highways and rail lines.

The only access to the southern section of Inner Belt is through a 25 year-old underpass, referred to as the “Tubes”. Although designed to be temporary structures decades ago, MBTA engineers have classified the tubes as structurally sound and in good condition. This is despite the fact that large trucks get stuck in the tubes with some regularity.

History

In its early history, the Inner Belt was common range land for the colonists of the Charlestown glacial drumlin (Somerville was originally part of Charlestown but separated by an isthmus known as the “Neck”). Following the battles at Lexington and Concord in 1775, the Cobble Hill drumlin was fortified by colonial troops because of its strategic location overlooking Boston Harbor and Charlestown to the east and the Millers River to the south. Cobble Hill, and the larger fortifications on Prospect Hill, is where the colonial troops retreated after the disastrous losses at Bunker Hill. At the end of the war, the district became the country estate of Joseph Barrell, a successful Boston merchant who made a fortune as a privateer and smuggler during the war. Following Barrell’s death the estate was purchased from his heirs by Massachusetts General Hospital to be the future home of the McLean Asylum for the Insane.

The McLean Asylum operated from 1811 to 1895. The advancement of the railroad north out of Boston soon cut Cobble Hill off from Millers River and the tidal estuary of Boston harbor and the Charlestown Mill Pond. Slowly the land between the rail lines was filled to make way for stockyards, meat packing, rail yards and other noxious industrial uses until the noise and environmental quality became so bad that the Asylum was forced to relocate to a more pastoral setting. When the Boston and Maine Railroad purchased the land, they cleared it of buildings and trees, and raised the hill to fill in the remaining wetlands between Somerville and Charlestown.

By the 1930’s, the whole sub-district, with the exception of the strip of land between Washington Street and what is now New Washington Street, was completely taken over by the Boston and Maine Railroad. The remaining portion of land south of Washington Street was heavy industry that was rail dependent. In the late 1940’s, freight transportation began to shift away from rail to the open roads and once-valuable rail yards were slowly removed to make way for new industrial uses. A new industrial park was planned for the Yard 10 in the space between what is now New Washington Street and the Lowell Line. An access point into the southern district was created when two corrugated metal tubes were jacked under the Lowell Line and a new road was extended south from Washington Street.



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By the mid 1950's, a new regional expressway called the Inner Belt was planned that would bisect the site between the older industrial buildings on Washington Street and the new industrial buildings on the former Yard 10 land. Called the Inner Belt Expressway, it would have connected I-93 on the east with Route 2 in the west following the path of the Fitchburg Railroad through Porter Square. After years of protest and community organizing, plans for the Inner Belt Expressway were withdrawn and the right of way that is now New Washington Street was transferred to the City. In 1968, the Somerville Redevelopment Authority created an Urban Renewal District for the land between Washington and New Washington Streets. In 1982, Corcoran and Jennison constructed the Cobble Hill Apartments, a 224 unit low income senior complex and strip mall on 10 acres, and a hotel and parking garage were constructed at the corner of Washington Street and Inner Belt Road.

The last in a series of short sighted infrastructure decisions was the construction of the Boston Engine Terminal at the southern end of the Inner Belt. Its rail operations further separate Somerville and Cambridge and took approximately 20 acres of developable land permanently off the tax rolls

New hope for revitalization came in the form of fiber optic infrastructure. In 2001, installation of major telecommunications infrastructure along the Inner Belt Road was intended to attract jobs and investment from the telecommunication industry; however, a drastic downturn in the economy brought the telecom movement to a halt across the region. Thus, despite the fiber optic infrastructure in place and the development of new buildings, the area suffers from isolation due to lack of vehicle and pedestrian access.

City plans call for the continuation of the Community Path from Davis Square to Boston on a right of way that would run parallel with the Green Line extension. Additional shared use paths could be built along the Fitchburg Commuter Line through Union Square to Porter Square, and along the Grand Junction rail line into Cambridge to connect with Kendall Square and MIT.

Industry Mix

The Inner Belt sub-district is zoned Industrial A (IA) and has attracted a number of manufacturing and warehousing firms in the past. The largest employer in the sub-district is Angelica Textile Services, a commercial laundry facility that provides and cleans linens for local hospitals and hotels. Angelica occupies half of a former Sweetheart Cup factory. South of the Lowell Line are two major internet hotels at 50 and 70 Inner Belt Road, which are located there to take advantage of the ultra high capacity fiber. Neither of these firms provides much in the way employment but are both large contributors of property tax revenue. Near the end of Inner Belt Road businesses such as Partners Health Care (which operates a records management facility), VDA Events Design Group, and United Refrigeration.

Inner Belt Employment

Industry	Establishments	Jobs
Other Services	20	3127
Retail	17	523
Business Services	14	212
Restaurant	10	58
Manufacturing	1	22
Construction	2	10
Auto Services	3	5
Figure 3.1.11	67	3957



Built Environment

The Inner Belt sub-district is predominately comprised of one and two story industrial buildings built between 1950's and 1970's. The properties were constructed by private owners without the aid of a master development plan promulgating inefficient land use and poor infrastructure investments. The one exception to this is the relatively new four story structure at 200 Inner Belt Road which was build for telecom uses just as the tech bubble burst. The building has sat largely vacant until just recently and is approximately 50% occupied. At 150 Inner Belt, the twin building to 200 Inner Belt has a zoning permit, but the permit has not yet been exercised.

On the northern edge of the sub-district is the Cobble Hill Apartments, a three and four story suburban style apartment complex. The tallest building in the sub-district is the Holiday Inn at nine (9) stories, which was built in 1973.

Opposite the Cobble Hill Apartments and Holiday Inn is a series of residential and commercial structures that front Washington Street. Among the storefronts and scattered residences are two historic properties at 113 and 117 Washington Street. The Ireland house at 117 Washington Street is the oldest building on Washington Street and dates from 1792. Also north of Washington is a narrow strip of land that runs between the Lowell Line and Tufts Street. At the far end of this strip is a one store warehouse and former dry cleaning processing facility that is the source of a contaminated ground water plumb that extends several blocks down gradient.

Transportation and Infrastructure Needs

The Inner Belt is severely impacted by railroad and automobile infrastructure that separates it from its surroundings. Future redevelopment of the Inner Belt requires improved access through these barriers. Specifically, the elevated railroad berm that will become the right of way for the Green Line extension separates Inner Belt from Brickbottom. The Lowell Commuter Line, also on an elevated berm, divides Inner Belt north from south and allows connectivity only through the two tubes. I-93 and the Orange Line/commuter rail right of way on the east separates Inner Belt from Charlestown. In addition, along its southern border, Inner Belt is separated from Cambridge and the North Point Development by the Fitchburg Commuter Rail Line and the Boston Engine Terminal lead tracks. The City has supported a plan, now associated with the Urban Ring, of extending Inner Belt Road by viaduct over the rail lines and connecting to North Point and Rte. 28 (O'Brian Highway).

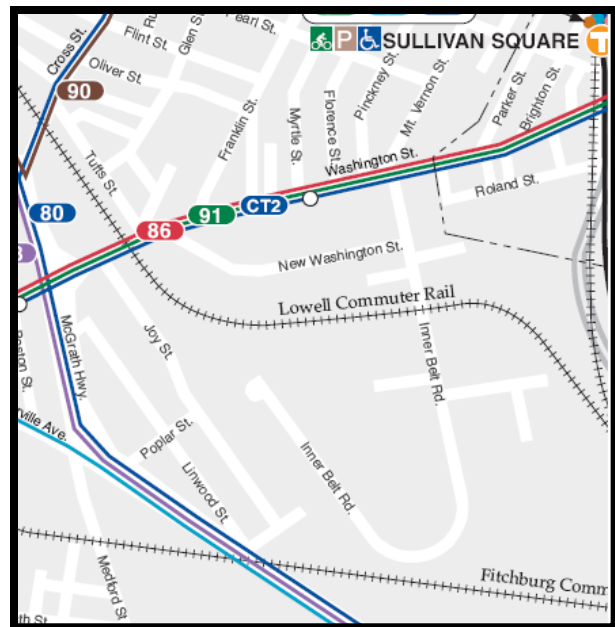


Figure 3.1.1b Transit Access in Inner Belt

Inner Belt Road forms the spine of the sub-district. The “J” shaped road travels from Washington Street on the north, through the tubes, to the BET where it turns west, continues an additional 1,000 feet before stopping just shy of the Lowell Line. Branching off of Inner Belt Road are New Washington Street and 1st Avenue, north of the Lowell Line, and 2nd and 3rd Street, south of Lowell.



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Branching off of New Washington is Cobble Hill Road which crosses the Yard 10 lead to service buildings just north of the Lowell Line. All of these roads, with the exception of New Washington Street, are undersized and in need of reconstruction.

The Inner Belt sub-district is regularly subject to stormwater flooding. A major storm drain was constructed in the 1920's as part of the Boston & Maine's filling of the estuary. It runs east from Inner Belt Road on the north to a point under the Yard 10 Lead before turning south to run parallel with I-93, under the BET to the Millers River Outfall on the Charles River downstream from the Dam. The lack of maintenance on this line has allowed sediment to build up to where there is no capacity to deal with storm events, thereby causing surface flooding on a regular basis.

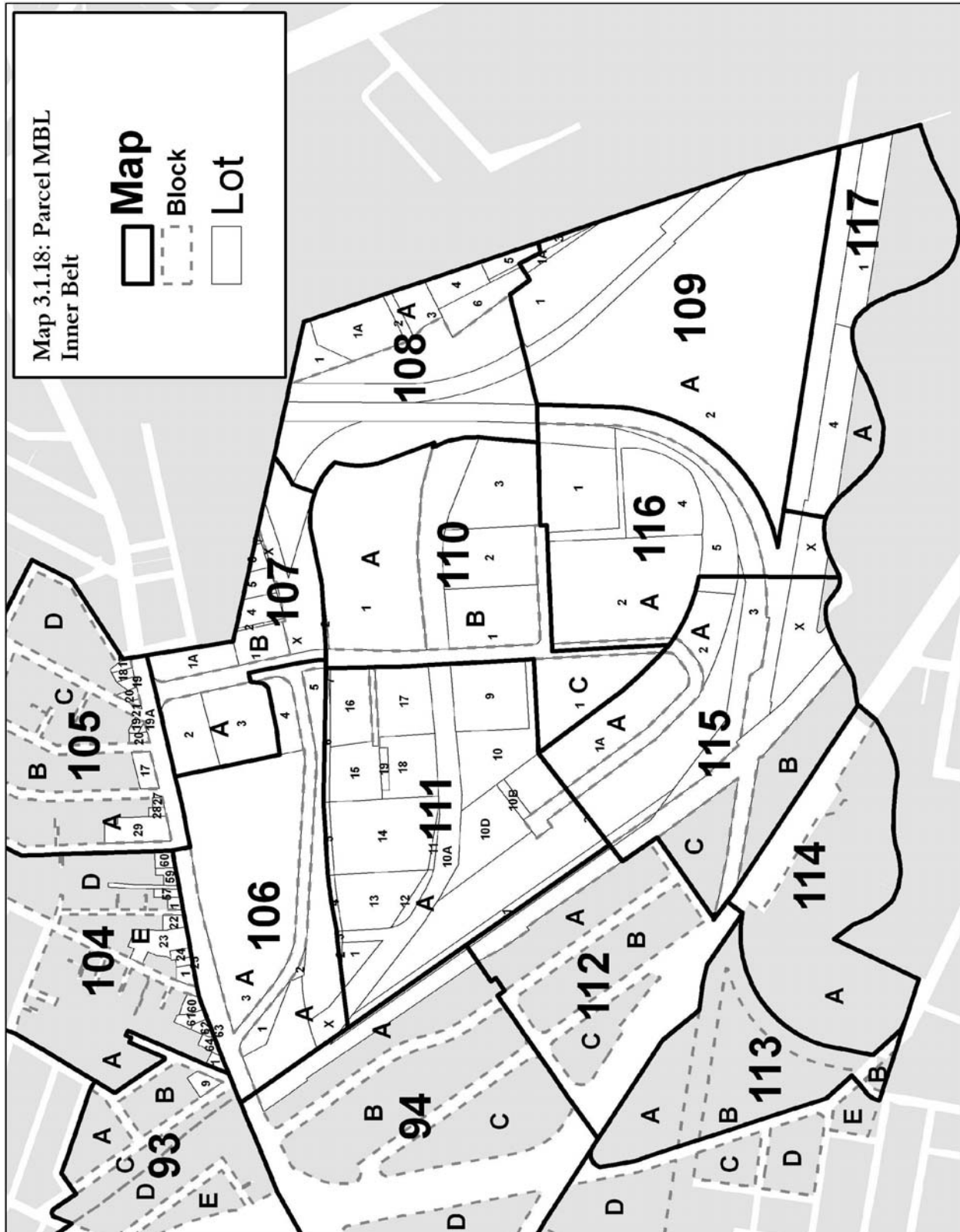
Major Parcels

The Inner Belt sub-district has been targeted by the City for transformative development. A wholesale reworking of the sub-district would require a new road network to create buildable blocks for private development. A recent Scoping Study conducted by CBT/Greenburg estimates up to 5 million square feet of mixed use commercial, residential and, tech/lab space could be developed on the site.

The vacant land at 150 Inner Belt is over 184,000 sqft and currently has a Special Permit to construct a 190,000 s.f. structure that mirrors the existing four story building at 200 Inner Belt.

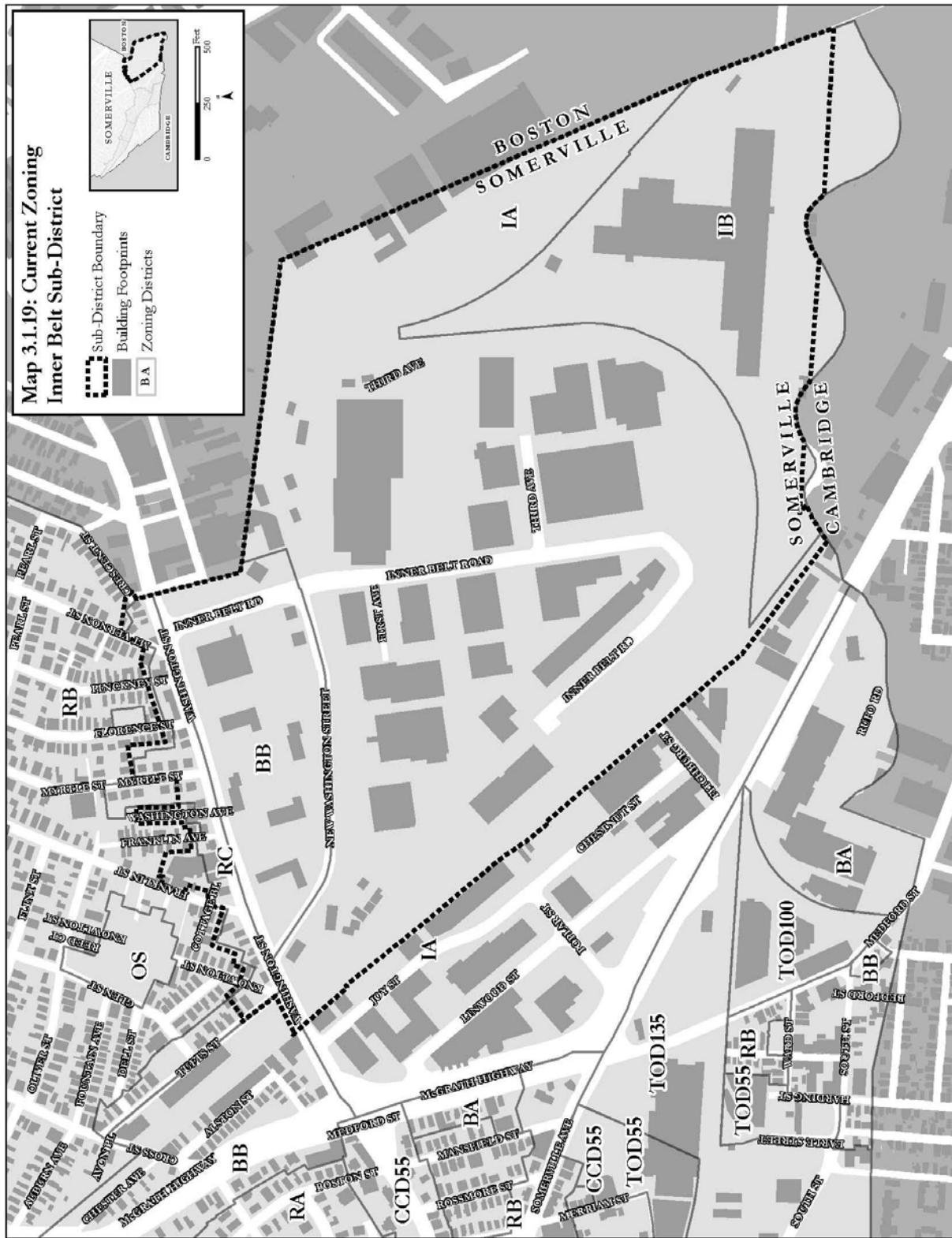


Inner Belt – Parcel Map 3.1.18



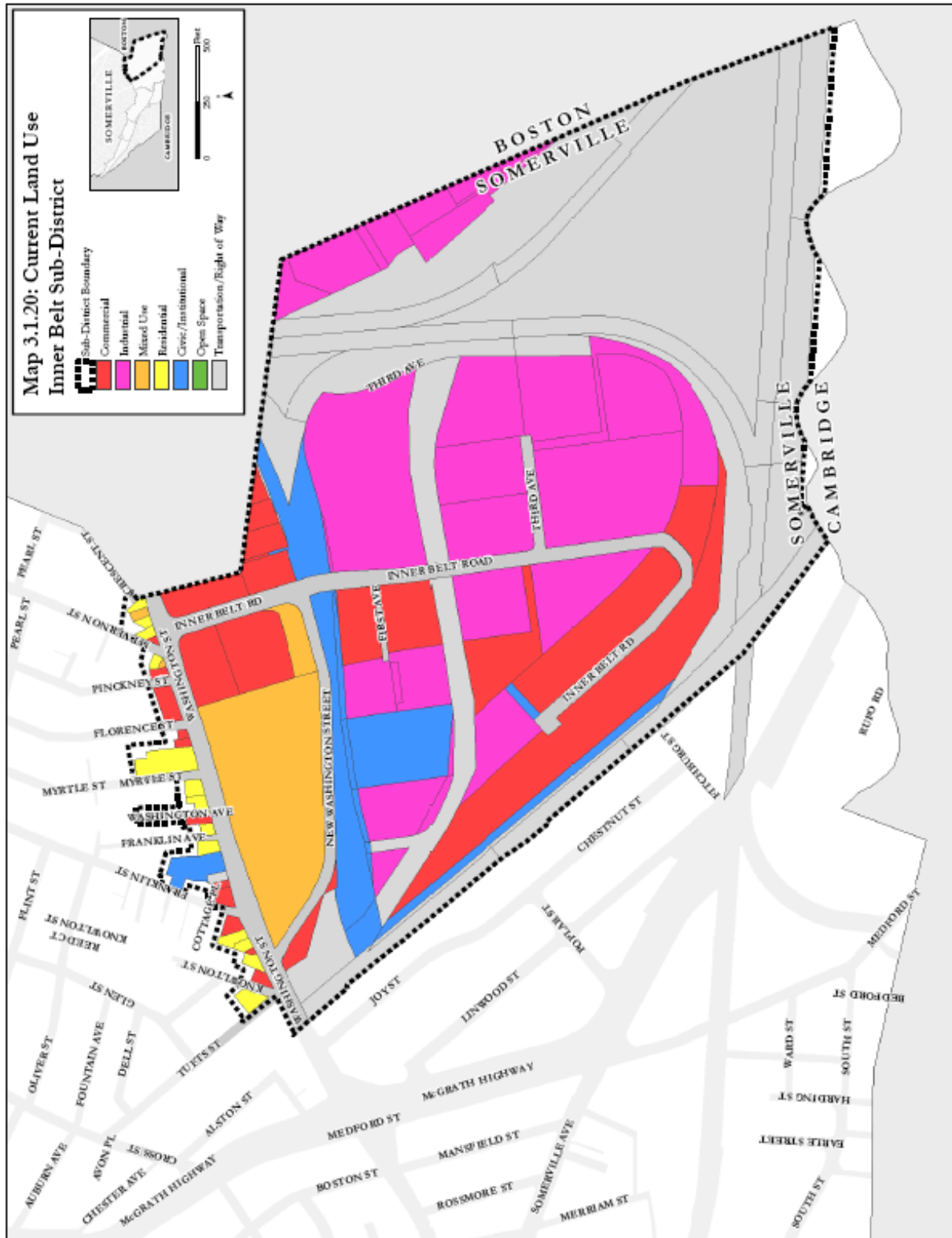


Inner Belt – Current Zoning with Building Footprints 3.1.19





Inner Belt – Current Land Use 3.1.20





Section 3.2 Objectives / Goals

A description of the Applicant's objective or goal in creating the District. This subsection should include information which the Applicant believes will be helpful to the EACC in arriving at its conclusion that it is reasonably probable that the Applicant will achieve its goals in creating the District.

Somerville has developed eight (8) goals that will guide activities within the DIF District. These are:

- Ensure the provision of adequate infrastructure (e.g., sewer, drainage, water, communications, electricity, gas, telecommunications and roadways) to support growth anticipated throughout the district.
- Strengthen the multi-modal transportation network so that it accommodates anticipated traffic demand while being accessible, inviting and safe for pedestrians, bicyclists, and transit riders.
- Create an inviting urban streetscape and public realm that improves connectivity and promotes a strong sense of community through physical improvements, events and programming.
- Catalyze development and promote land transformation of underutilized parcels through site preparation and development activities such as brownfield remediation, property acquisition, new construction, and thoughtful restoration of existing buildings, as appropriate, in a manner respectful of the area's historic character.
- Focus on business development activities that produce a vibrant urban environment with an emphasis on daytime foot traffic and a complimentary mix of industries and job types.
- Maintain a diversity of housing options while increasing the overall supply of affordable units.
- Provide a range of services to residents that will improve health, offer educational opportunities and training for low and moderate income persons, increase ADA accessibility, and benefit the young and old.
- Develop processes and regulations that promote active community engagement, ensure transparency in government, and encourage private interests to be stewards of the public good.

Somerville's DIF goals are building blocks designed to stimulate the local economy and capitalize on the impending transit investment that will bring six new stations to Somerville. By breaking down the tasks needed to prepare for transit into manageable components – e.g., infrastructure, catalyst projects, affordable housing, etc. – they can each be planned for, managed, and tracked in a systematic manner. A plan such as the DIF plan and the citywide comprehensive plan, which is presently being drafted, will help the DIF Administrators make thoughtful decisions about how to deploy resources to make the goals into reality.



Section 3.3 Public Notice

Documentation of the public notice procedures used during the District approval process. Include a copy of the notice and a copy of the mailing or distribution list. In addition to the general notice, notice must be given to taxpayers located in the District, the chief elected officers and the chairpersons of the legislative bodies of abutting cities and / or towns, and the EACC. The public may also include underlying and overlapping governmental entities, the Applicant's own planning department and conservation commission, and any other parties the Applicant considers important to the reasonably probable success of the DIF program. A transparent and all inclusive process is the end goal.

A copy of the Public Meeting Notice, legal ad, and mailing/distribution list can be found at Appendix 2.

Section 3.4 Written Record of Public Hearing

A copy of the written record of the public hearings relating to the District and any written comments that have been provided to the Applicant by members of the public concerning the District. The Applicant may provide a summary to facilitate the EACC's review but is not required to do so.

A copy of the written record of the public hearing can be found at Appendix 3.

Section 3.5 Certification of Compliance with the Local Approval Requirements

A certificate from the Municipality stating that it has fully complied with the local approval requirements specified in 402 CMR 3.00, Section 3.04 with regard to the proposed District. These include:

- a) Designation or creation of an entity that will be responsible for the District*
- b) A public hearing prior to adoption of the District and a written record of such hearing*
- c) Notice to the public of the public hearing and the opportunity to comment in writing on the proposed District*
- d) Evidence that all information required in 402 CMR 3.06(a-j) {and, if the Program was approved concurrently, Section 3.08(3) regarding the Program} have been provided to the municipal governing body prior to its approval of the District {and Program}.*

Certification from the City of Somerville stating that it has fully complied with the local approval requirements can be found at Appendix 4.

Section 3.6 Approving Order

A certified copy of a formal, duly enacted order of the city or town council of the Applicant (with evidence of approval by the mayor or city manager where such approval is required by law) or vote of the town meeting of the Municipality, whichever is applicable, identifying and approving the proposed District. In addition, include the following:



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- a) *The entities and / or individuals (including their titles, qualifications and contact information, if not already identified on the contact sheet) who may act on behalf of the Municipality in implementing the Program within such District*
- b) *Describe where policy control rests, whether staff is dedicated or shared and their respective powers*
- c) *Itemize administrative costs and provision for payment of administrative expenses*
- d) *Any other information which is necessary to understand the administration and operations of the District.*

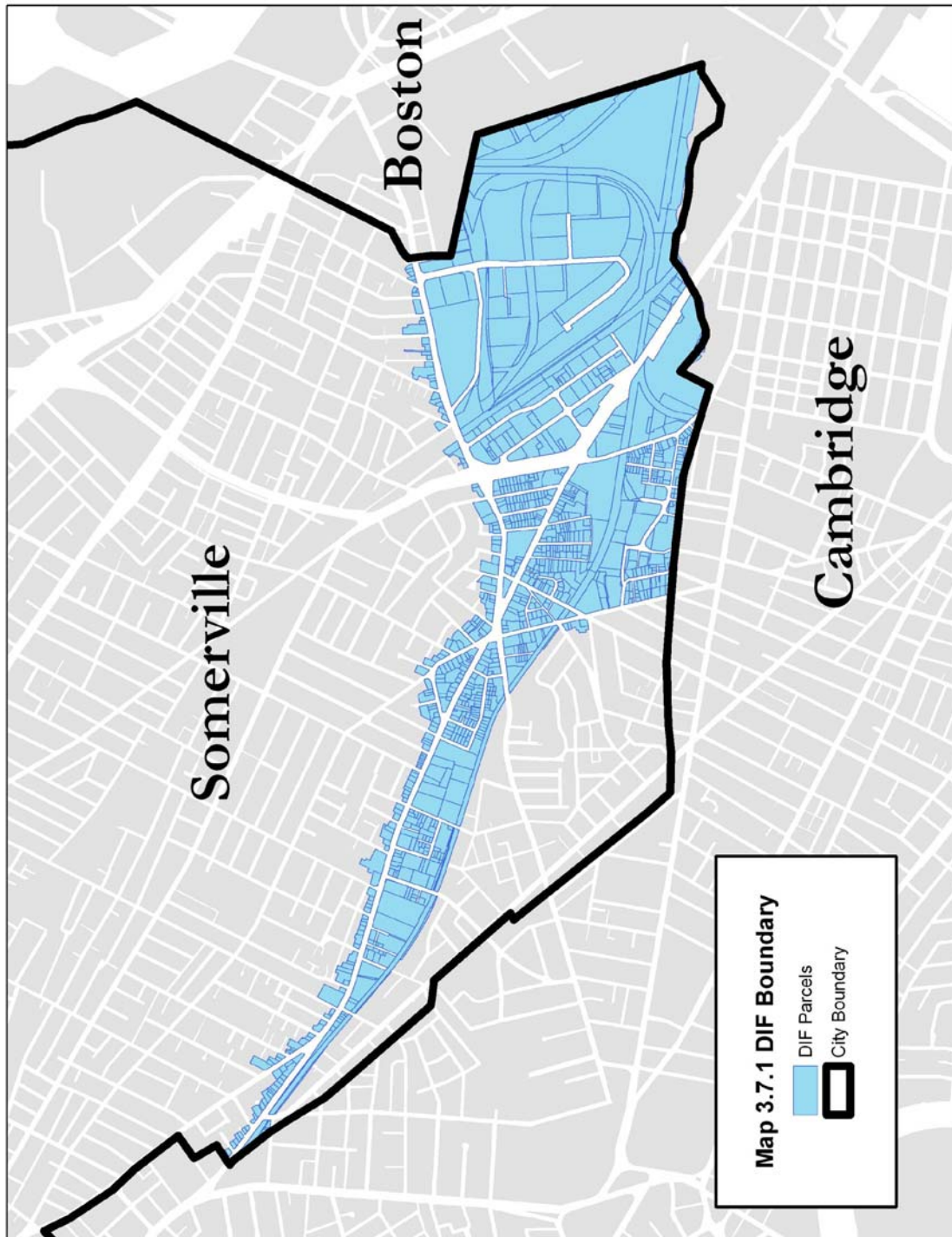
A certified copy of the Board action identifying and approving the proposed District can be found at Appendix 5.



Section 3.7 Maps

Maps and / or plans of the proposed District and the surrounding area showing:

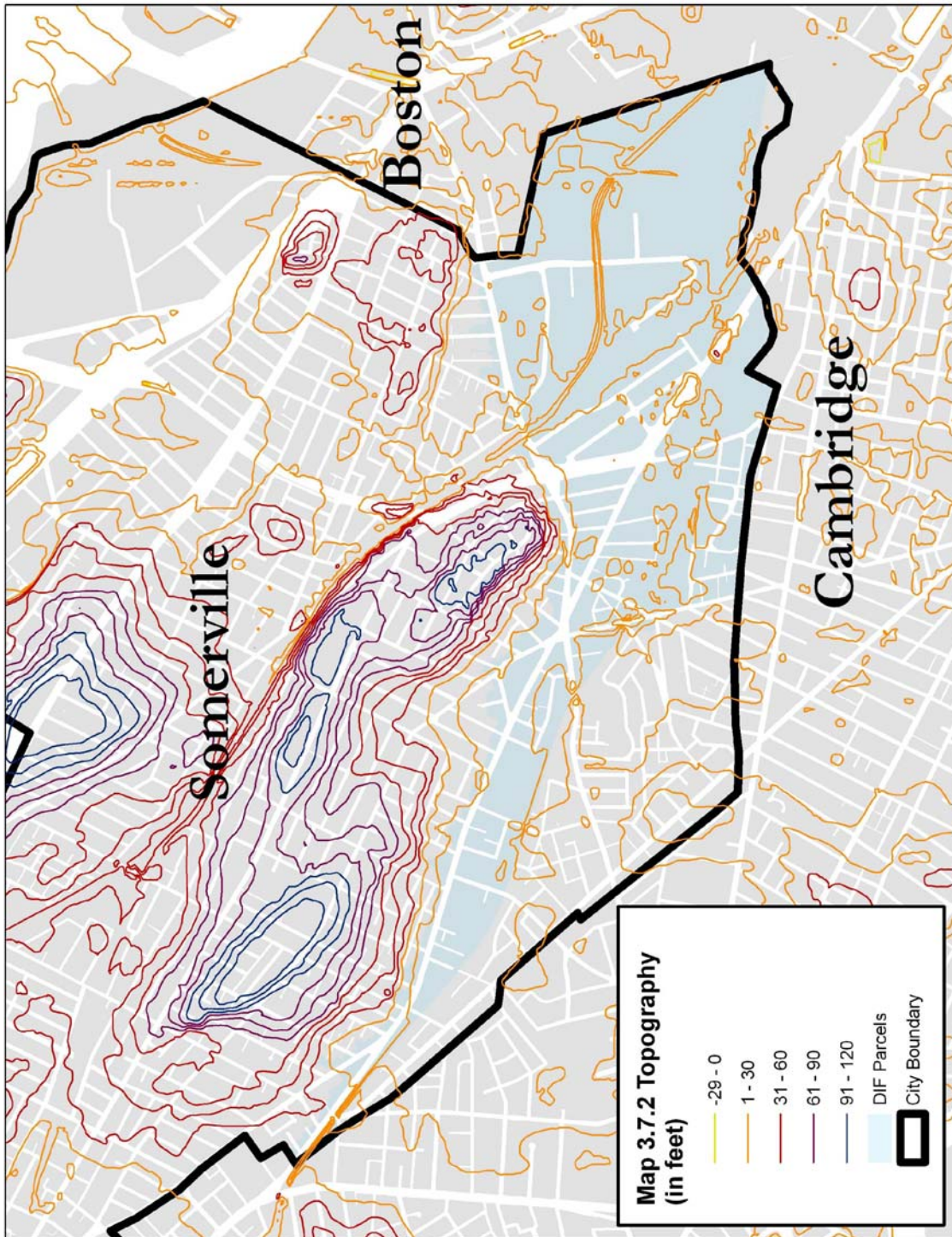
a) *District boundaries*





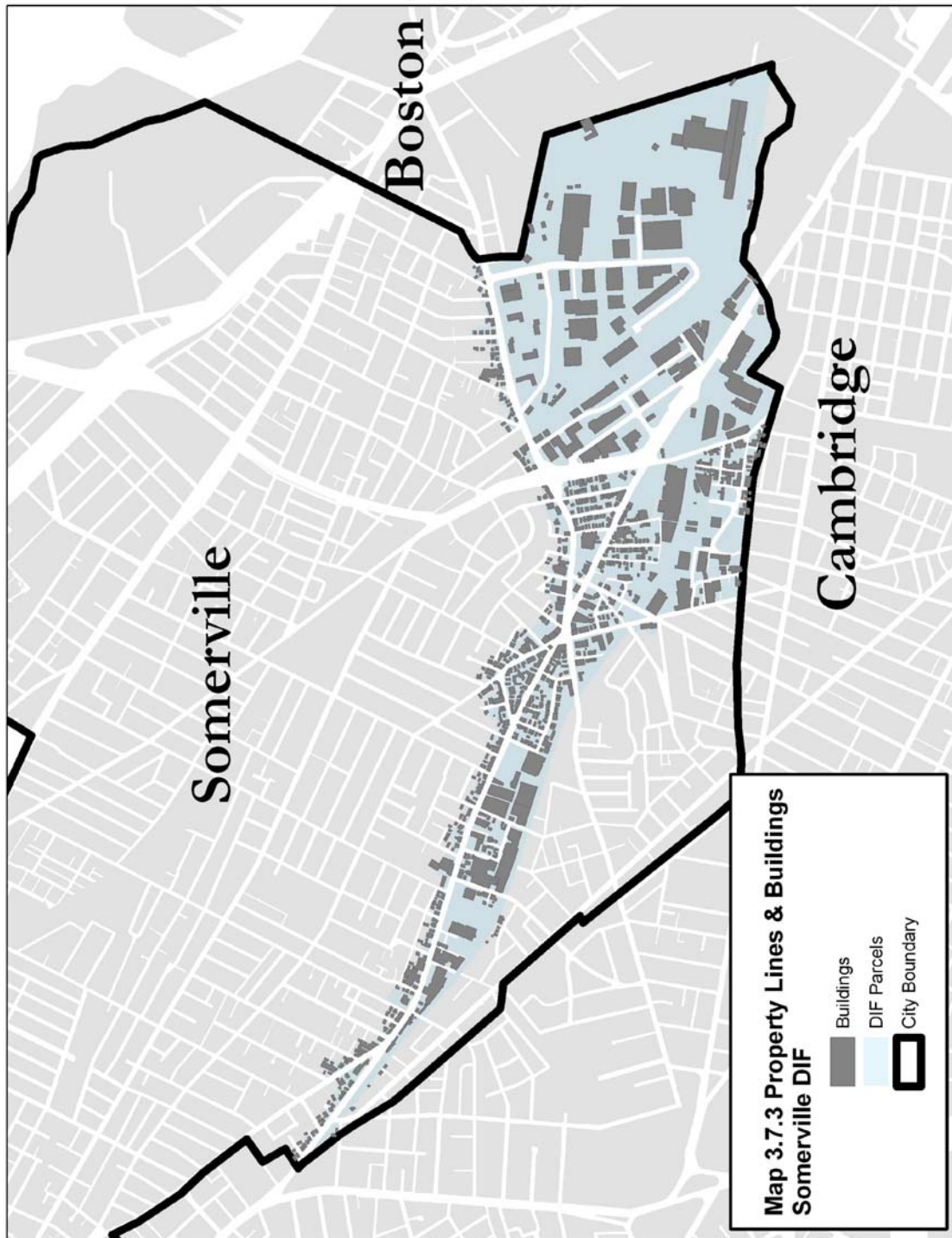
Application for the Massachusetts District Improvement Financing Program

b) *Any significant District features that help define the nature and scope of the District which may include topographical, natural or hazardous environmental features*





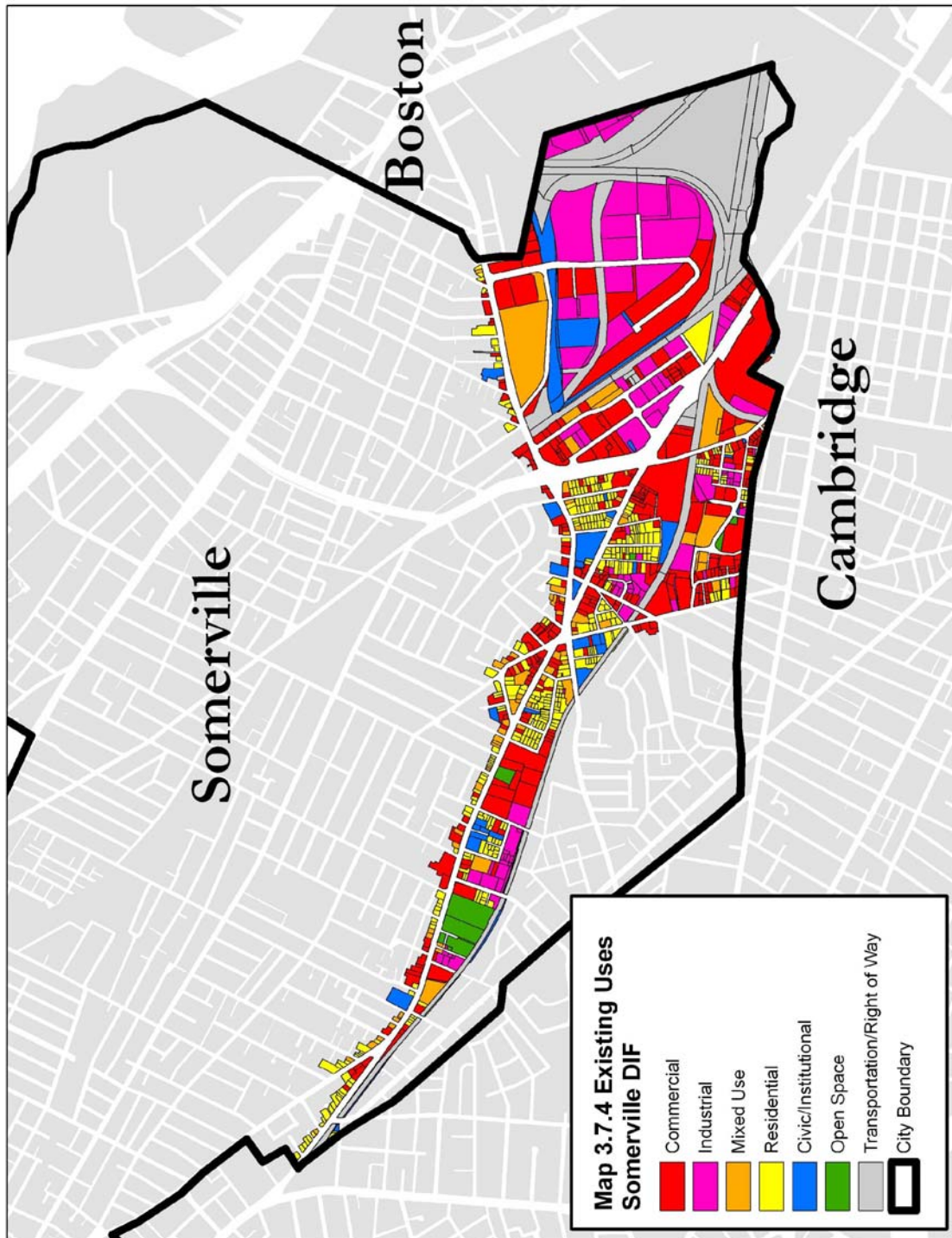
c) *Property lines, building foot prints and parking areas*



Parcel maps are also available in greater spatial detail in section 3.1. These maps include building footprints and parking areas.



d) Existing uses and ownership of each parcel (Identify land in mixed use and public land)

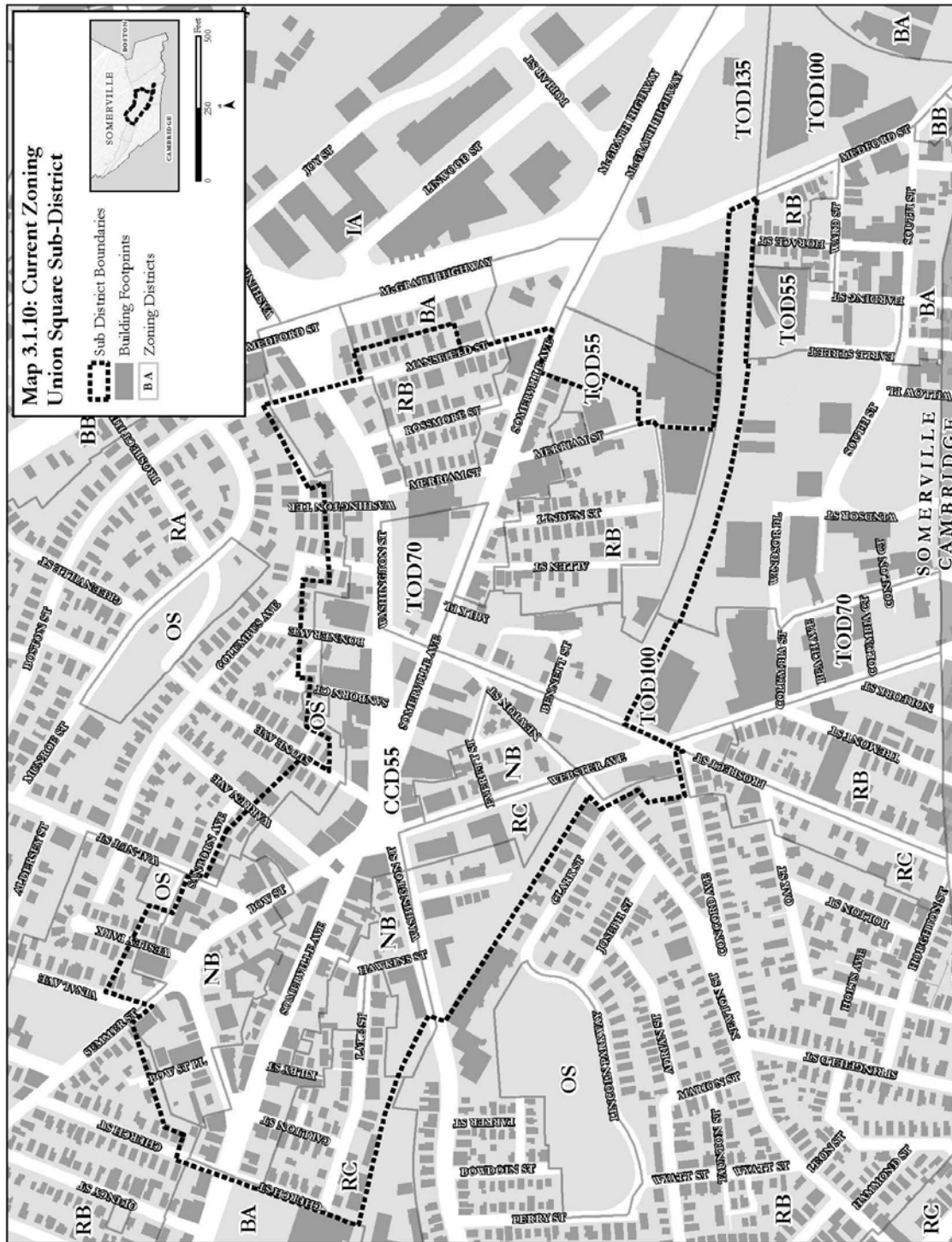


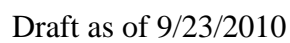
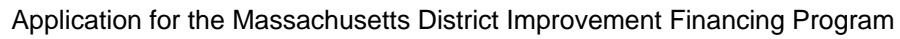
The ownership list is available in Appendix 6. Land use maps are also available in greater spatial detail in section 3.1.

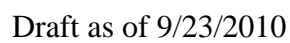
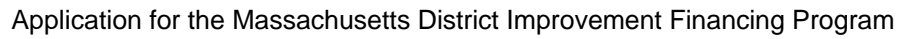


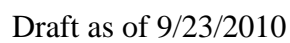
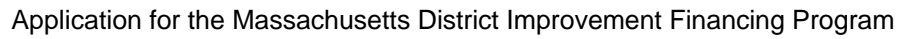
e) *Current zoning*

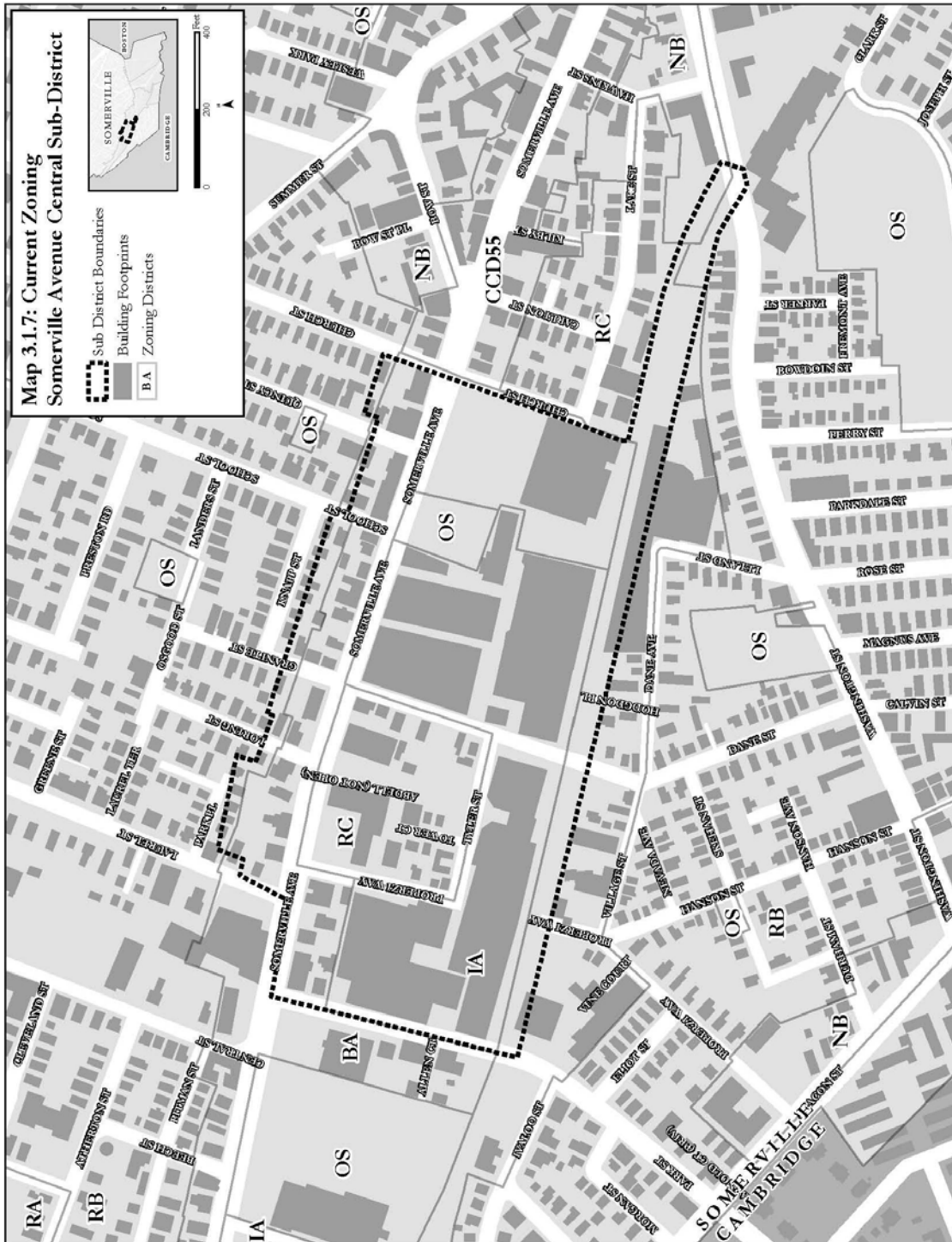
Current zoning maps are broken up into sub-districts to show detail of zones.

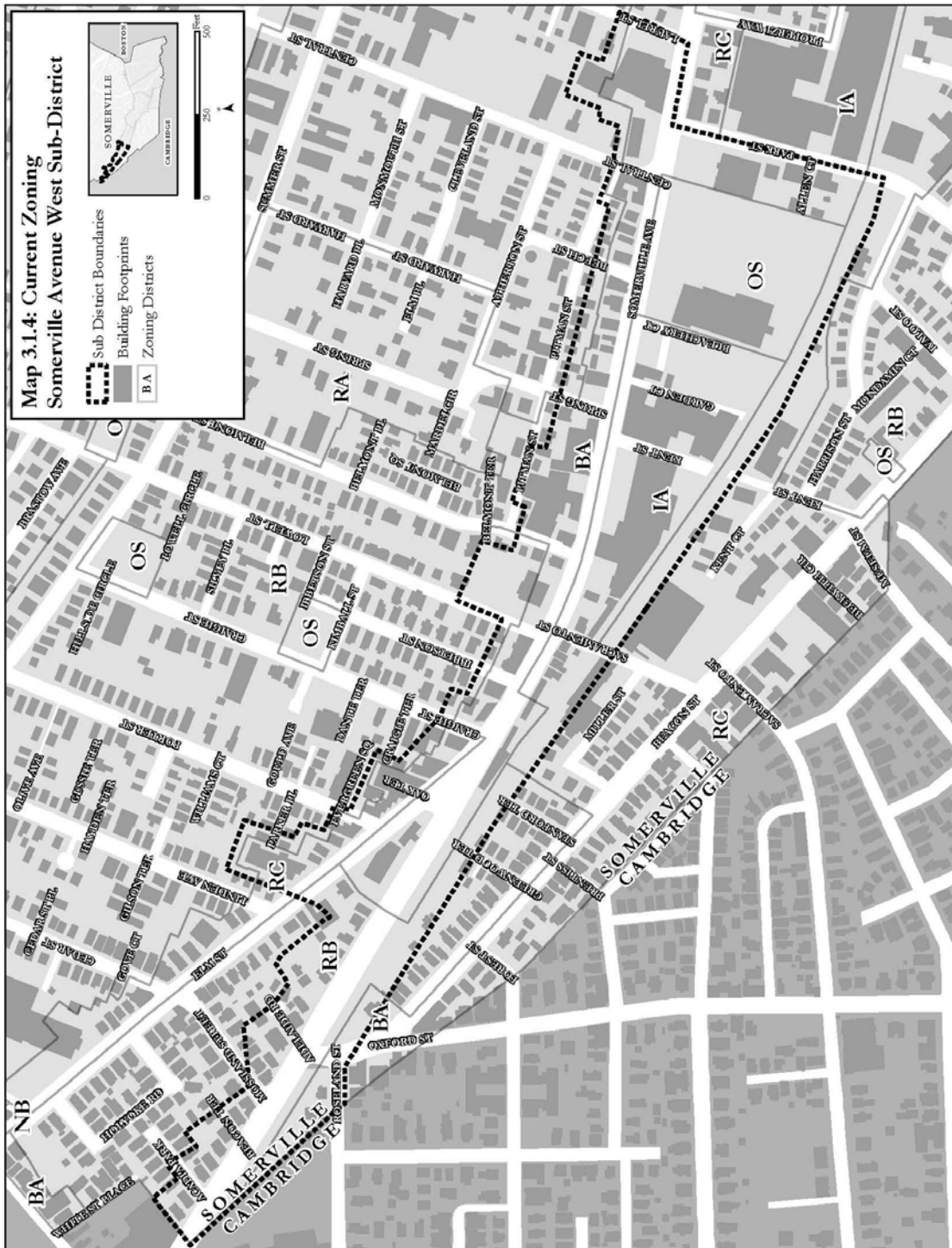






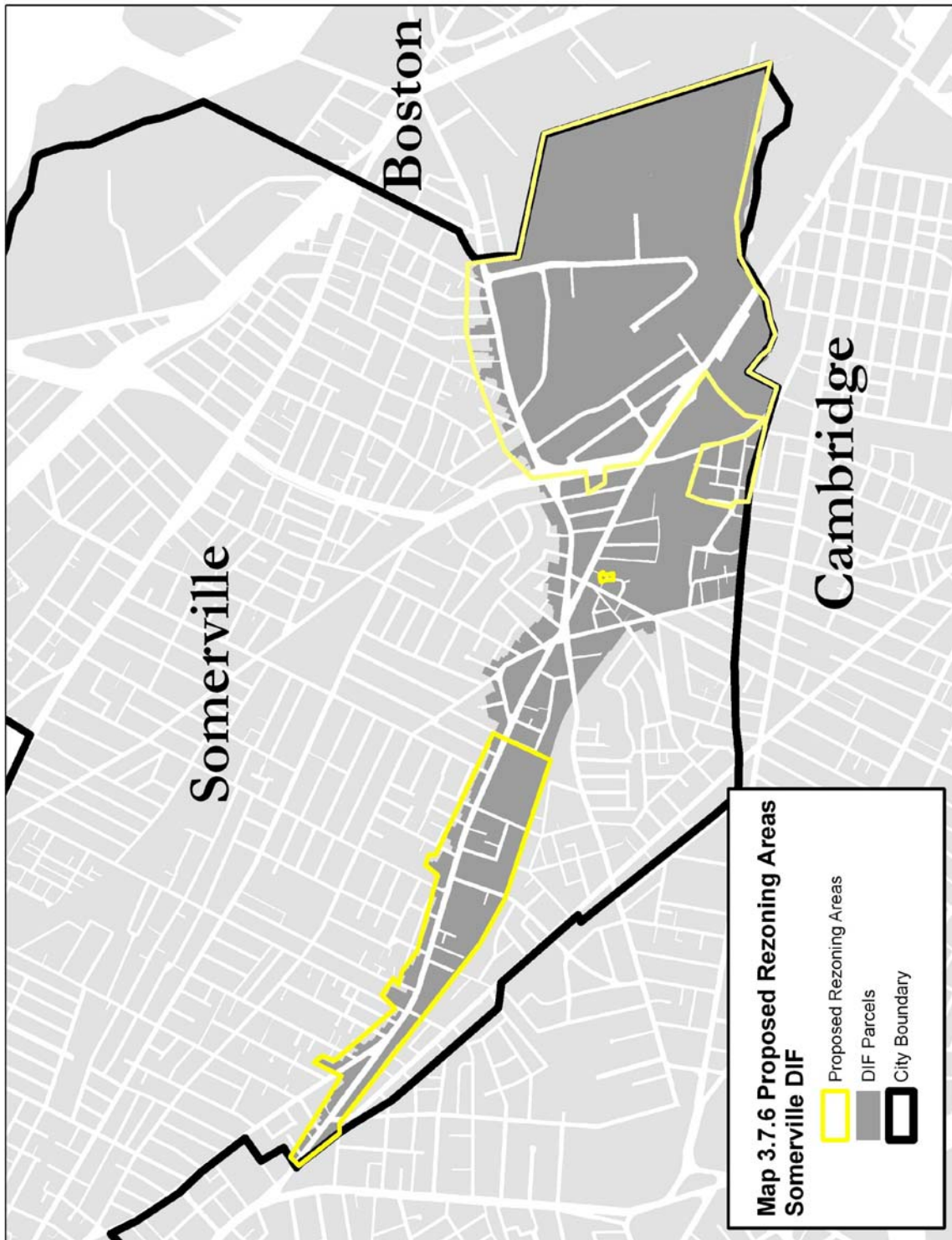






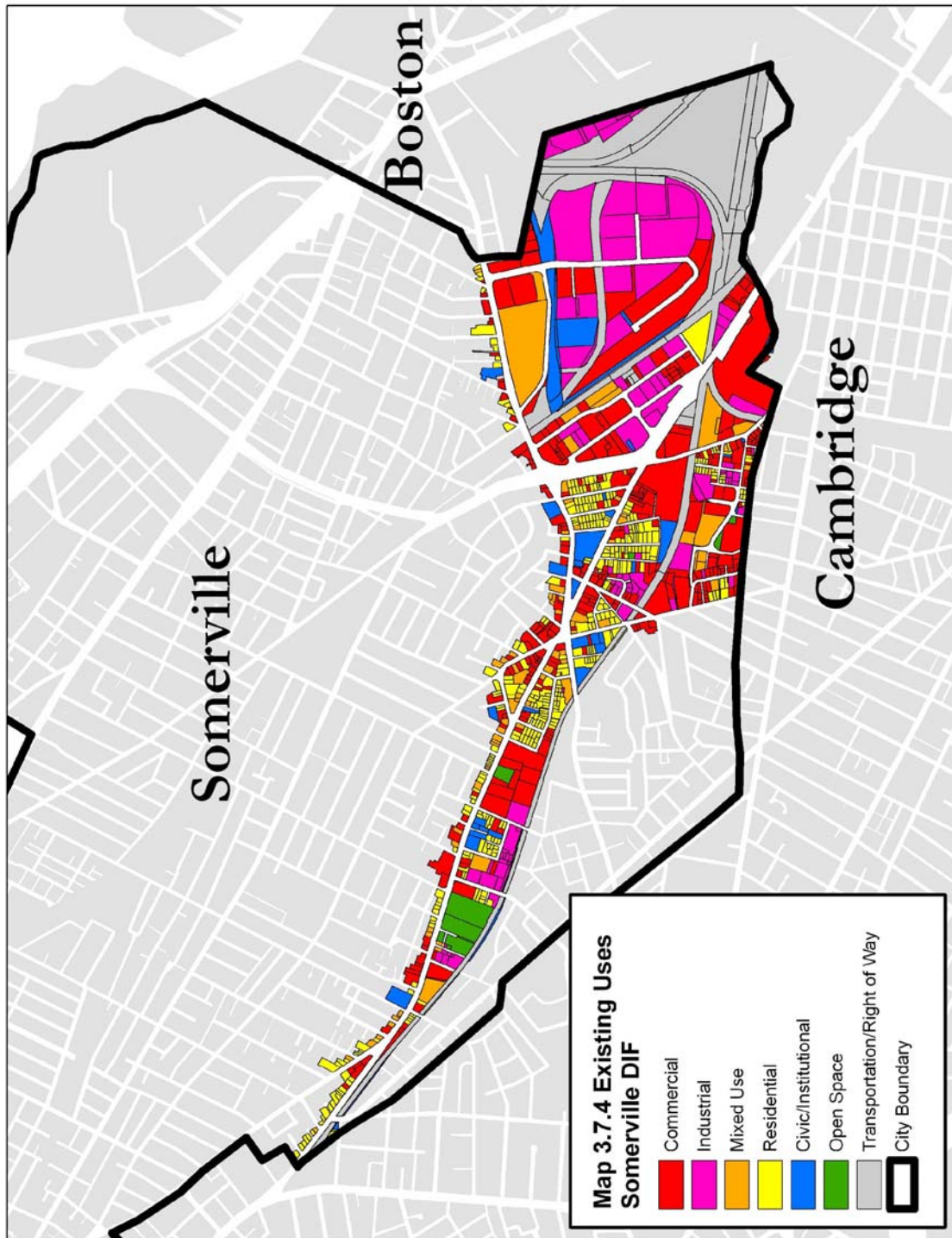


f) *Areas for future zoning study*





g) *Existing Land Use*

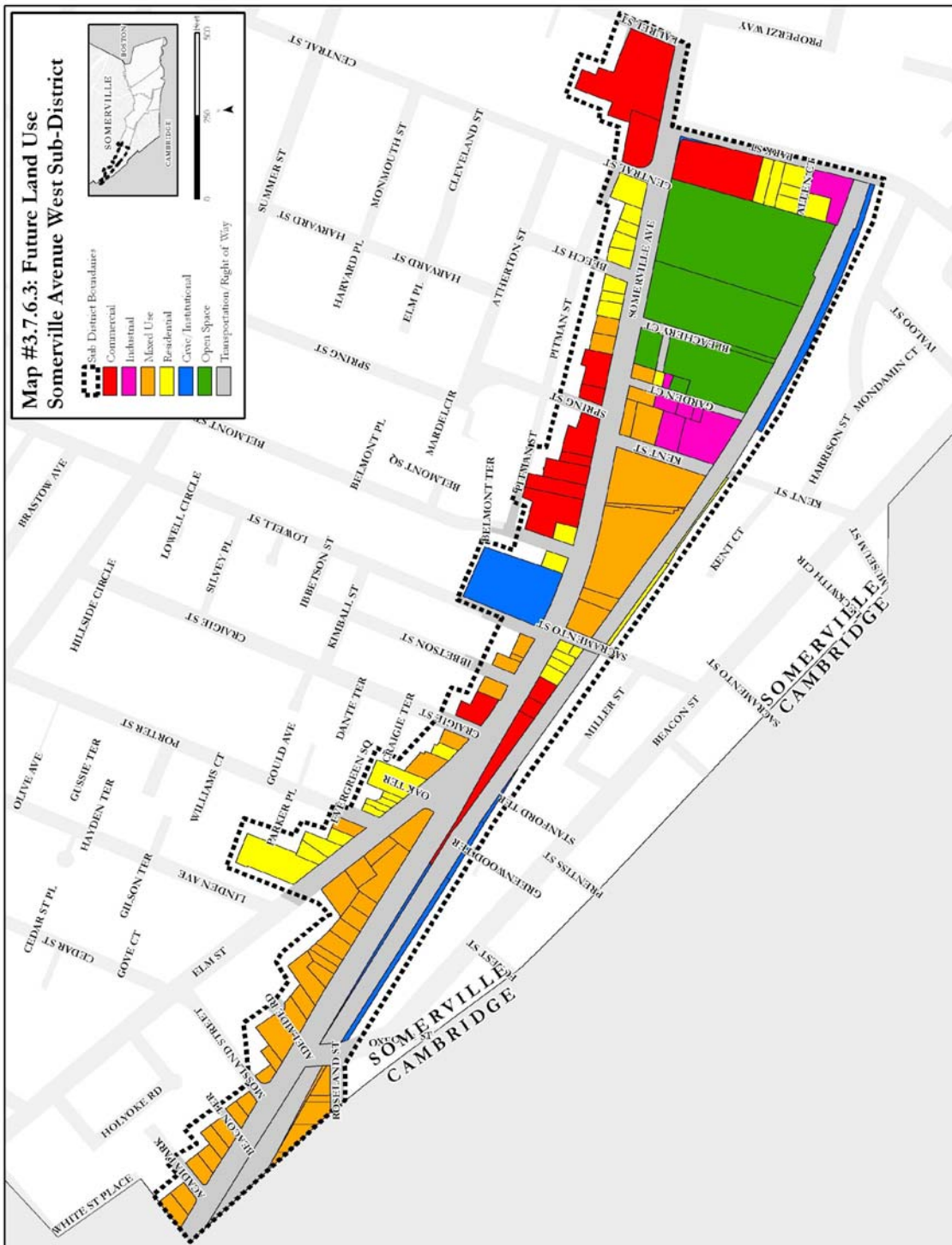


Land use maps are also available in greater spatial detail in section 3.1.



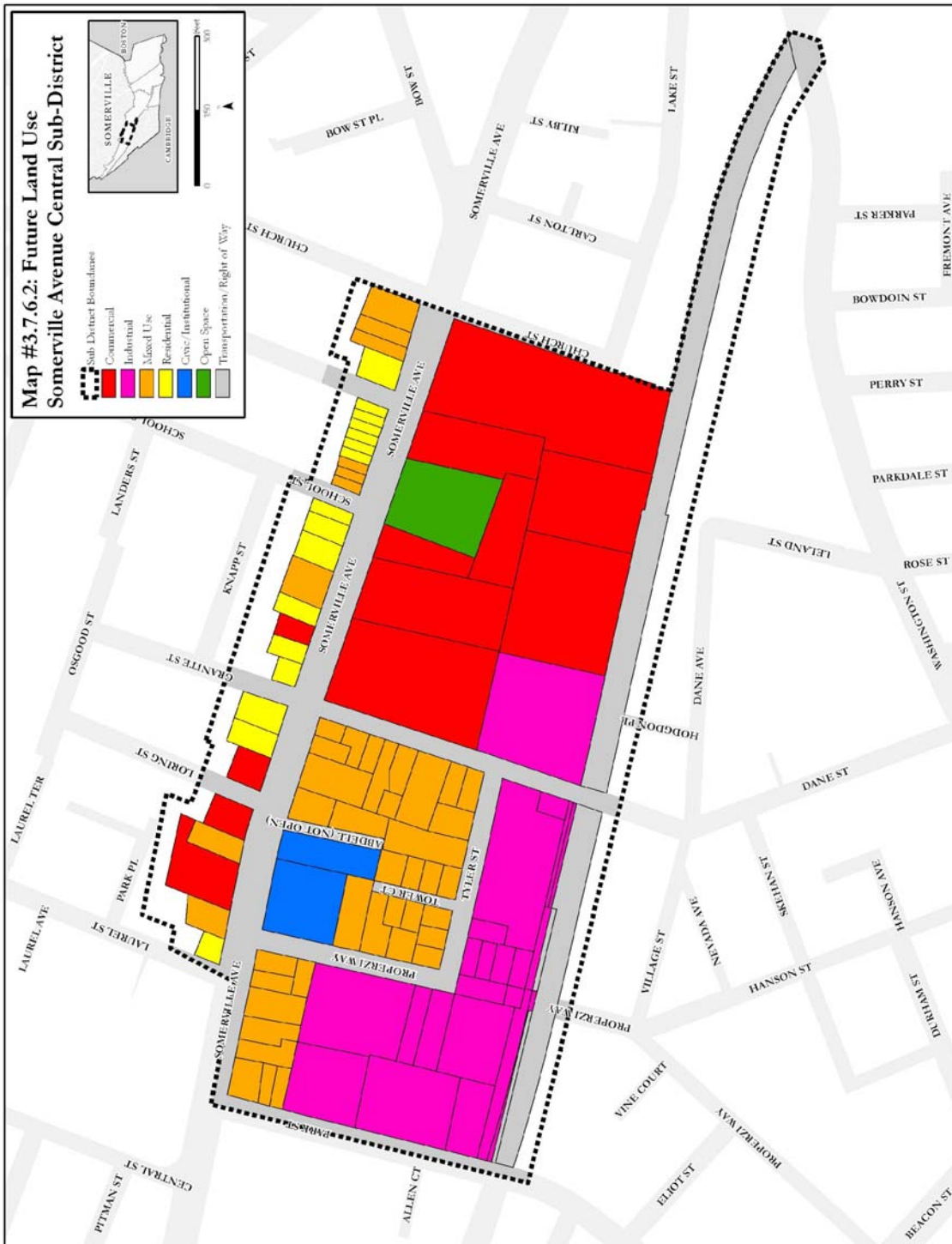
b) *Future Land Use*

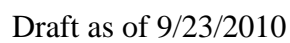
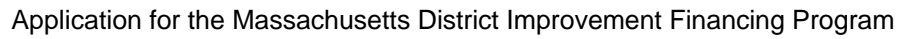
Future land use maps are broken up into sub-districts to show detail of zones.





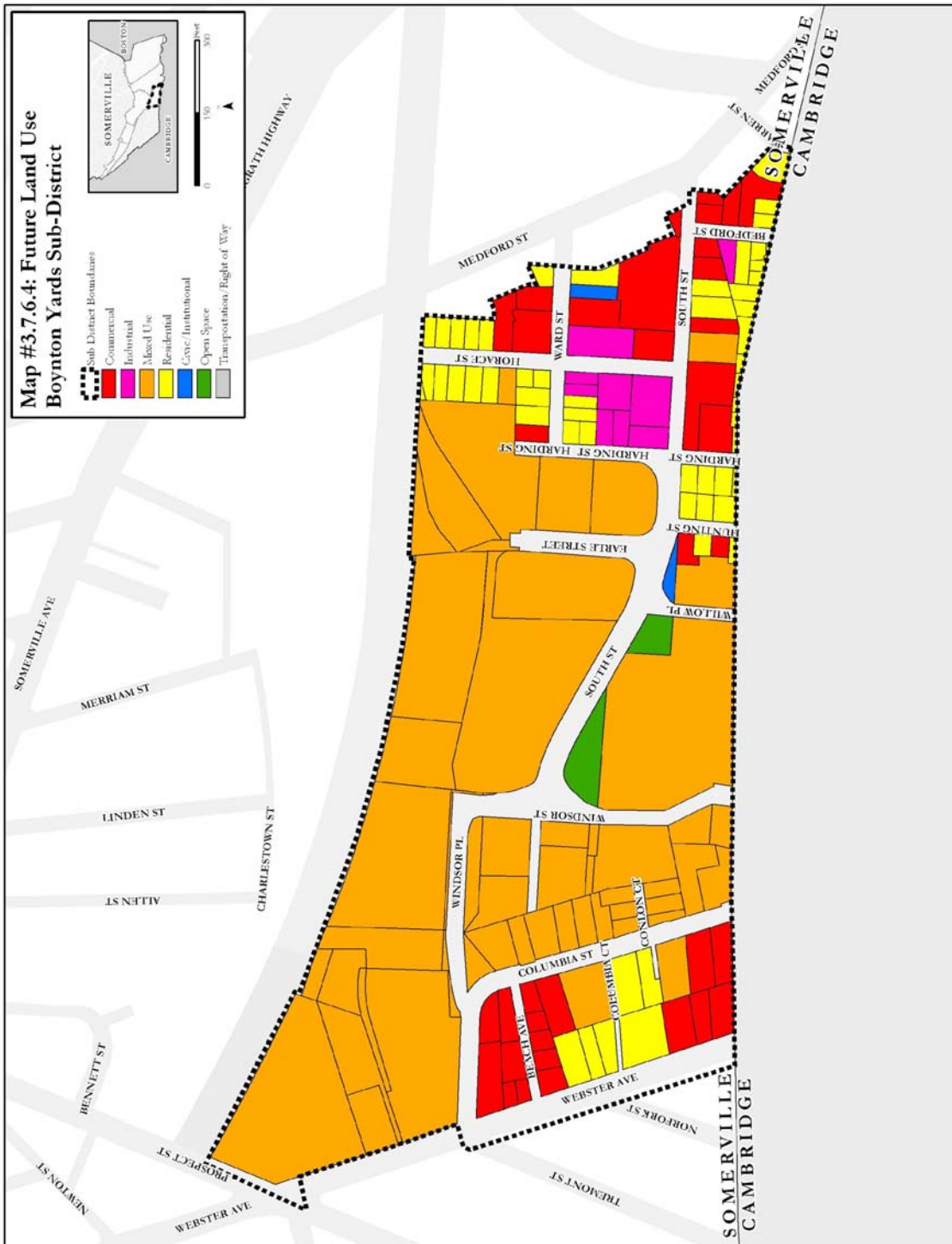
Application for the Massachusetts District Improvement Financing Program





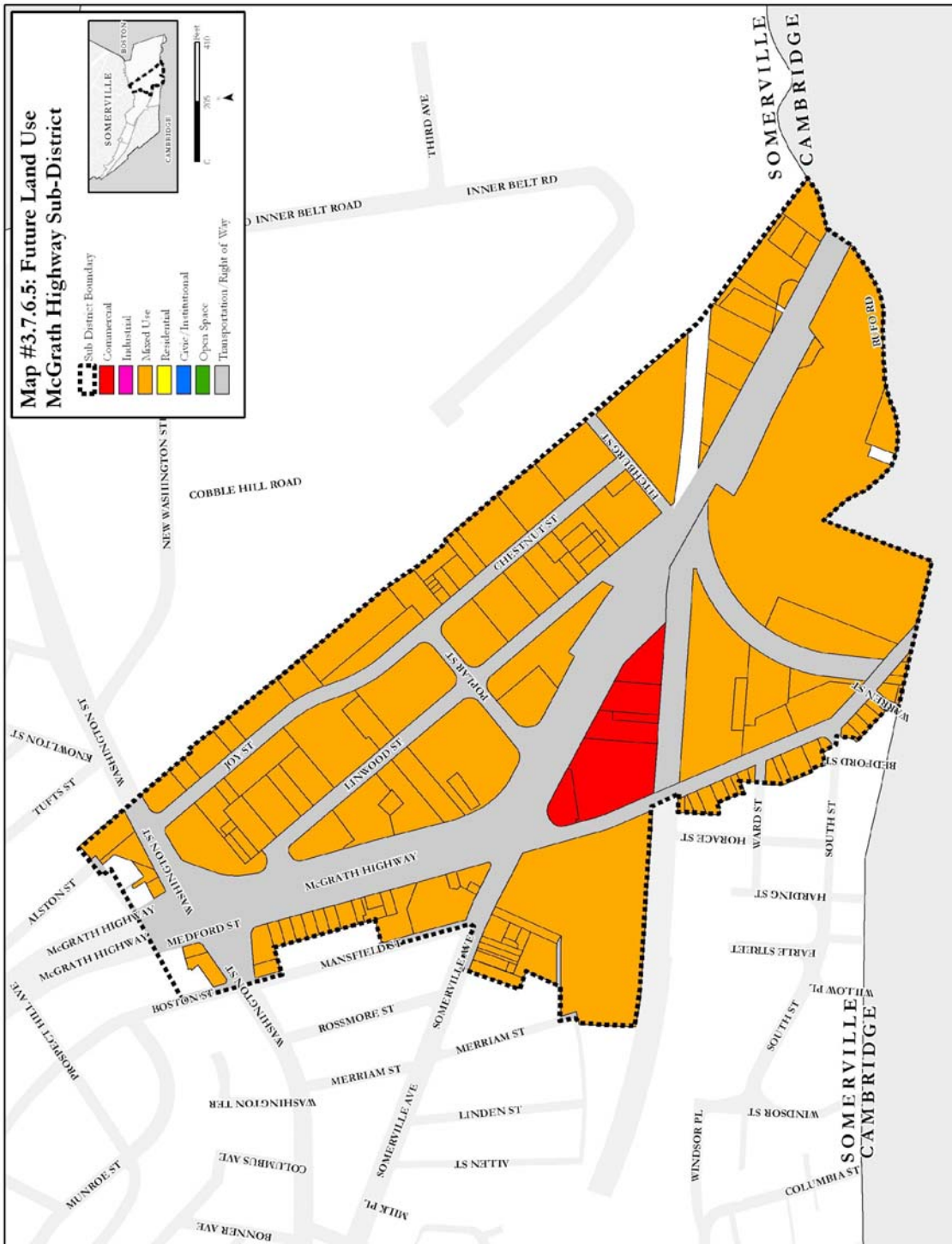


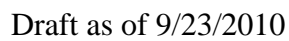
Application for the Massachusetts District Improvement Financing Program





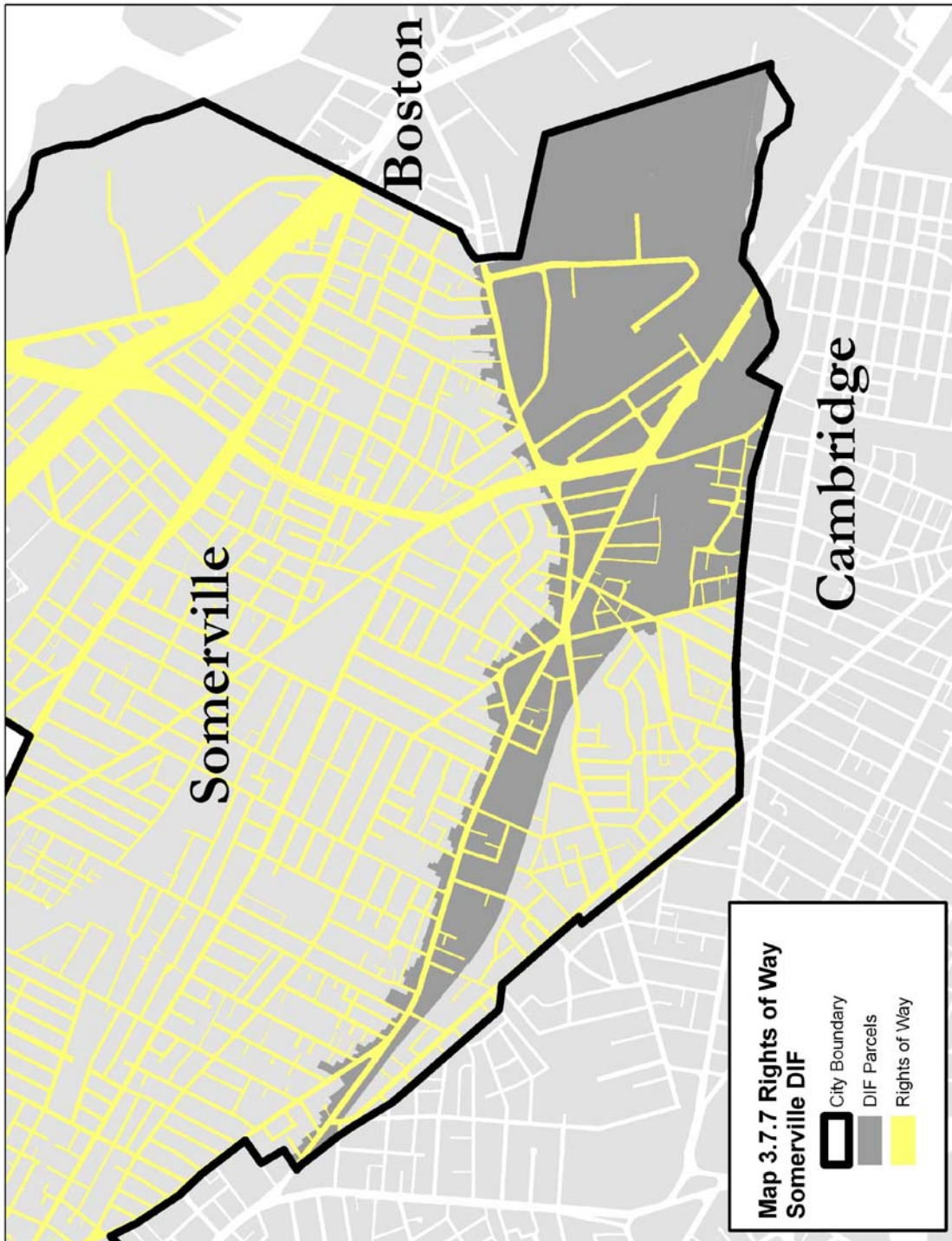
Application for the Massachusetts District Improvement Financing Program







i) *All thoroughfares, public rights of way and easements.*





Section 3.8 Assessed Value Information

AV information including, but not limited to:

a) *A copy of the Assessor's certification of the original, base AV of the taxable real and personal property within the District*

Total Assessment in the Somerville DIF District: \$933,534,500 as of January 1, 2010. A copy of the Assessor's Certification can be found in Appendix 6.

b) *The AV of each parcel of real estate within the District*

The Assessed Value of Each Parcel can be found in Appendix 6.

c) *The most recent annual property tax levy on each parcel within the District*

A copy of the Most Recent Annual Property Tax Levy can be found in Appendix 6.

d) *Past due taxes as well as any significant* historic delinquencies for each parcel*

A copy of Past Due Taxes and Significant Historic Delinquencies can be found in Appendix 6.

e) *Any pending appeals or significant* historic appeals for each parcel*

A copy of the Pending Appeals and Significant Historic Appeals can be found in Appendix 6.

f) *Any significant* personal property or concentrations in personal property*

A copy of the Significant Personal Property or Concentrations in Personal Property can be found in Appendix 6.

g) *Any District major taxpayers and their percent of the District's AV*

A copy of the Major Taxpayers and Percent of District's AV can be found in Appendix 6.

**Note: "Significant" should be defined in the context of current character of the District as well as in its improved, future nature. In any event, a delinquency or concentration equal to or over 5% should be reported. Consideration of the previous 5 years is sufficient for historic reporting.*



Section 3.9 IRD Information

- a) *A statement identifying parcels, if any, within the IRD that are subject to a Tax Increment Financing (TIF – EDIP Program) agreement, an Urban Center Housing Tax Increment Financing (UCH-TIF) agreement or a special tax assessment pursuant to M.G.L. c. 23A, § 3E(3)*

None.

- b) *A copy of the TIF or UCH-TIF agreements impacting parcels in the IRD*

None.

- c) *A statement describing the impact of this IRD on existing and future economic development agreements including the Economic Development Incentive Program.*

N/A