



Section 4.1 Objectives / Goals

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.

Section 4.2 Written Record of Public Hearing

A copy of the Public Hearing Record can be found at Appendix 3.

Section 4.3 Certification of Compliance with the Local Approval Requirements

Certification of Compliance with the Local Approval Requirements can be found at Appendix 4.



Section 4.4 Approving Order

A certified copy of the Approving Order can be found at Appendix 5.

Section 4.5 Goal Attainment

Description of how the Applicant expects to achieve its objectives through the Program. This subsection should include:

- a) *A description of proposed development activities and projects within the District and under the Program. Specifically, identify which activities and projects will be undertaken by public entities and which will be undertaken by private entities.*

Given the impediments to future development that exist within the proposed DIF – i.e., aged infrastructure, small and irregularly shaped parcels with diverse ownership, extensive brownfields, and limited vacant land – the City does not anticipate identifying a master developer for the DIF District. As a result, the City is expected to be the predominant party undertaking predevelopment activities across the DIF. Unless otherwise indicated below, the City will be responsible for the described activities/projects. DIF funding may be utilized all, or in part, for any of the projects identified below:

Entire DIF District

Several programmatic activities are planned across the DIF district and specific sites and projects will be identified as opportunity exists..

Development Assistance Includes:

Storefront Improvement Program: The Storefront Improvement Program will provide direct and matching grants to businesses and property owners to make improvements to their storefronts.

Historic Building Program: The Historic Building Program will help property owners make appropriate repairs to the exterior of their historic buildings beyond typical storefront improvements. The Historic Building Program will provide direct and matching grants to businesses and property owners to make improvements to their facades.

Tenant Improvement Program: The Tenant Improvement Program will help businesses and property owners make limited internal renovations, including ADA improvements to facilitate the reuse of unoccupied upper floors. The Tenant Improvement Program will provide direct and matching grants to businesses and property owners to make improvements to their spaces.

Brownfield Assistance: The Brownfield Assistance Program will provide funding for brownfield assessment and remediation. Brownfield Assistance may come as grants or low interest loans to property owners.

Somerville Avenue West



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This sub-district is one of the beneficiaries of the \$20.7 million investment in infrastructure and streetscape improvements along Somerville Avenue that will be completed in fall 2010. The improvements have already alleviated regular flooding and the streetscape will make this route to the Porter Square Red Line Station much more conducive to the pedestrian. Minimal public investment is expected in this area in the near term.

Major Planning Efforts Include:

Porter Square and Wilson Square Rezoning Study: Prior to the end of 2010, the City will initiate a rezoning study in the vicinity of the Porter Square Red Line Station to investigate the feasibility of air rights development over the Fitchburg Line right-of-way and the appropriate zoning needed to facilitate such development.

Somerville Avenue Rezoning Study: As part of the citywide rezoning effort, zoning along Somerville Avenue will be reevaluated to determine if it remains appropriate for this corridor from Porter Square to Union Square and how future development can be promoted that will utilize the recent capital investment in the streetscape.

Somerville Avenue Central

This sub-district is also benefitting from the infrastructure and streetscape improvements along Somerville Avenue. One of the most significant challenges in this sub-district is the reuse of the Ames campus after the closing of the Ames Envelope operation and utilization of nearby buildings, especially in the former, American Tube Works sites which have little or no private parking available.

Planning Efforts Include:

Somerville Avenue Rezoning Study: As part of the citywide rezoning effort, zoning along Somerville Avenue will be reevaluated to determine if it remains appropriate for this corridor from Porter Square to Union Square and how future development can be promoted that will utilize the recent capital investment in the streetscape.

Ames Envelope Parking Study: Together with area property owners, the City will study the need for parking in the vicinity of the Ames Campus and former American Tube Works properties, while also identifying funding options to construct a parking facility. Optimally, such a parking facility would be privately financed, owned, and operated, but the City will consider public-private partnership or public parking if a private facility proves to be unlikely to be realized.

Union Square

Union Square, the largest and oldest commercial district in the City, has the good fortune to be the focus of several community organizations and many business owners and residents committed to its resurgence. The new Green Line Station to be built at the Prospect Street Bridge offers the opportunity to attract significant business investment to Union Square, together with housing that provides a substantial affordable component. In this sub-district, the City expects to invest in new municipal and cultural facilities, upgraded infrastructure and streetscape, open space, remediation of brownfields, and construction of public parking facilities among other activities.



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Many structures in the western side of the Square retain their proud historic character and this area is expected to return to its prior scale (some buildings have had upper stories removed) and pedestrian-oriented charm. Here the focus will be on the rehabilitation and re-tenanting of historic commercial structures together with select infill development that complements the neighborhood. Using multiple funding sources, the City intends to assist property owners refurbish their storefronts, make tenant and accessibility improvements, and where appropriate, facilitate redevelopment of economically obsolete sites.

Along the Prospect Street Corridor on the east side of the Square, where longstanding heavy industrial uses remain, they will be replaced by new commercial structures that will rise up to 100 feet. The Corridor will have bike lanes and extra wide sidewalks to connect the new Green Line Station with the center of the square. The ground floors will be filled with restaurant and retail uses that promote street life and an active community.

Tying it all together at the heart of the Square will be a new 34,000 sqft public plaza with new and rehabilitated municipal facilities on its east border, including the historic former fire station at 90-92 Union Square, a new public parking garage, and a planned performing arts center at the National Historic Register post office located at 237 Washington Street. Municipal investment in this location is intended to provide the catalyst for new commercial development throughout the square.

To realize the development opportunity in this area, substantial public investment in infrastructure is needed. Needed transportation improvements include the reconstruction and streetscape improvements of Webster Street, Prospect Street, Washington Street (extension through existing plaza), and Somerville Avenue (from Prospect to McGrath). In addition, the bridges over the Fitchburg rail line on Webster and Prospect Streets must be replaced to provide adequate space for bus stops, bicycle lanes, and adequate sidewalks. As part of the Accelerated Bridge Program, MassDOT is working on a design for the Webster Street bridge, but no funding has been identified for any aspect of Prospect Street bridge.

In addition to roadway improvements, significant upgrades to underground utilities are required. A new 78 inch, separated storm drain beneath Washington Street is needed travelling from the Fitchburg rail line to an existing vault under part of Union Square Plaza. This vault was constructed as part of the MDOT Somerville Avenue reconstruction completed in 2010 and is where stormwater from Somerville Avenue is held before it rejoins the undersized combined sewer system at Stone Avenue. The current combined Washington Street line carries waste and stormwater from as far as Davis Square in west Somerville. Beginning at the recently constructed vault on Somerville Avenue and Stone Avenue, a new separated storm drain that will travel down Somerville Avenue to the MWRD sanitary line on Medford and Poplar Streets needs to be laid. Upgrading of sanitary sewer and water services throughout the square is necessary to support future development.

In addition to streetscape and public utility infrastructure, investment in public parking is needed to ensure adequate facilities exist to meet demand. As part of the Union Square rezoning study, certain properties can offer a payment in lieu of parking that can help offset the cost of public parking will allowing them to better utilize their private properties. Lastly, as a key landholder, the City will be working to identify developers for its sites in Union Square.

Planning Activities Include:



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Union Square Roadway and Streetscape Design: The City proposes to advance the Union Square Roadway and Streetscape Design plans to 100% construction plans with bid sets. In addition to the surface work, underground utilities will also be designed at this time.

Union Square Area Plan: The City will update the Union Square Master Plan to reflect the new zoning and roadway and transit improvements. The plan will identify key opportunity sites and strategies as well as set specific development goals to maximize benefit from the City's infrastructure investment.

Infrastructure Projects Include:

Somerville Avenue Reconstruction and Streetscape: Somerville Avenue will be reconstructed from its intersection with Washington Street and Webster Avenue through Union Square Plaza to McGrath Highway. Included in this work are improvements to the streetscape, extension of the 109 inch storm drain, separation of the combined sewer, improved pedestrian amenities, and improvements to other underground utilities.

Washington Street Reconstruction and Streetscape: Washington Street will be reconstructed from the Fitchburg Rail right of way to McGrath Highway. New separated sewer and stormwater lines will be constructed on the western approach of Washington Street and connect into those coming from Somerville Avenue. The Washington Street stormwater line will be of a sufficient size as to accommodate the eventual connection of the proposed Beacon Street storm drain. Included in this work are improvements to the streetscape and other underground utilities.

Webster Avenue and Webster Avenue Viaduct Reconstruction and Streetscape: Webster Street will be reconstructed from its intersection with Washington Street/Somerville Avenue to Prospect Street. Webster Avenue will also be converted from one-way travel to two-way travel with an uphill bike lane and downhill sharrow. The viaduct over the MBTA Fitchburg line is to be reconstructed by MassHighway to support truck traffic. The viaduct will also need to be lengthened, to accommodate a potential Green Line extension to Porter Square, and widened to support expanded sidewalks approaching the Union Square Green Line station. A new public plaza may be constructed over the MBTA Green Line right of way to facilitate pedestrian access to the new Green Line Station and activate Webster Avenue. The intersection of Webster Avenue and Prospect Street will be reshaped to improve bus and truck turn movements. Included in this work are improvements to the streetscape and underground utilities. The parcel at 48 Webster Avenue may need to be acquired to accommodate this design.

Prospect Street and Prospect Street Viaduct Reconstruction and Streetscape: As the main access to the new Union Square Green Line station, Prospect Street will be widened and reconstructed from Washington Street to Webster Avenue. Prospect Street will also be converted from one-way travel to two-way travel. The new Prospect Street will feature two bike lanes, on street parking, 15' sidewalks, and bus turn outs at the new Union Square Green Line station. The City proposes that the station have two entries on either side of Prospect Street to keep pedestrians from having to cross the street at the top of the viaduct. Included in this work are improvements to the streetscape and underground utilities. Additional right of way will be required to construct this project.

Bow Street Reconstruction and Streetscape: The entire length of Bow Street will be reconstructed with new plazas at Warren, Summer and Carlton Streets. Included in this work is



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the widening of sidewalks with streetscape improvements and the separation of storm and sanitary sewer lines.

Union Square East Parking Structure: Construction of a public parking facility on the east side of Union Square will provide improved parking resources for that side of the square. Land acquisition will be required for this project.

Union Square West Parking Structure: Construction of a public parking facility on the west side of Union Square will provide improved parking resources for that side of the square. Land acquisition will be required for this project.

Fitchburg Shared Use Path: A new path is proposed to extend from the Inner Belt, connecting to the Union Square MBTA Green Line Station (and a potential future station at Medford Street) along the Fitchburg right of way. Ultimately, it is hoped the path will extend to Porter Square. The landscaped path would form a new backbone for pedestrians and cyclists that runs the length of the DIF district. Additional right of way will be required to construct this project.

Open Space Projects Include:

Union Square Plaza: A new 34,000 square foot plaza will be constructed south of Washington Street. The plaza will include landscaping, streetscape improvements and an east bound Somerville Avenue Woonerf. Other amenities, such as a performance space, public art, or a play structure, will be planned as part of a community process.

Somerville Avenue/Bow Street Open Space: New open space of 9,500 square feet will be created as part of the plaza improvements. The open space will include landscaping and streetscape improvements. Other amenities will be planned as part of a community process.

Allen Street Playground: The City will seek to identify land for an additional park in the Allen Street area to serve area residents and provide improved access to the Green Line Station at Union Square. Site acquisition will be required for this project.

Lake Street Park: The City will seek to identify land for an additional park in the Allen Street area to serve area residents and businesses.

Prospect/Newton Triangle Park: A new green space is proposed to be constructed at 35-37 Prospect Street. Modifying access from Newton Street onto Prospect Street is required when Prospect Street is made two way. Adding green space is an opportunity made possible with this modification. Site acquisition will be required for this project.

Rehabilitation or Development Projects Include:

Union Square Post Office: The City is currently evaluating whether to acquire its building at 237 Washington Street which is being sold by the U.S. Postal Service.. Potential exists to redevelop the current structure into a performing arts center that will attract more visitors to the square.



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90-92 Union Square: At the heart of Union Square is the historic former fire station owned by the City at 90-92 Union Square. Redevelopment of this space into retail, restaurant or other commercial uses will bring new vitality to the plaza. The two story structure will require accessibility improvements as well as general rehabilitation.

Prospect Street-North: This 50,000 sqft site includes the Kiley Barrel property and adjacent lots, is bound by Somerville Avenue and Prospect Street and is a key redevelopment site that is 50% controlled by the City. Zoning on the site would support a 160,000 sqft of development up to 100 feet high. Pedestrian oriented ground floor uses are required in the zoning to ensure that the building supports an active street life. Site acquisition will be required for this project.

Prospect Street-South: This 94,000 square feet site, includes the Empire Granite and Prospect Iron and Steel properties, is directly adjacent to the Union Square Green Line station. The zoning would support a 376,000 square foot development up to 100 feet high. As with the rest of Union Square, ground floor pedestrian oriented uses are required to promote an active street life. Site acquisition would be required for this project.

Union Square Parking Facilities: Two off street municipal parking facilities, one east, one west, are planned for Union Square to serve commercial growth. Preliminary analysis has been done as part of the Union Square Transportation & Infrastructure study to determine the number of spaces needed and the optimal locations. The first will likely be located at the Prospect Street-North site and the second behind what is now the Reliable Market. Site acquisition will be required for both parking facilities.

Miscellaneous Assistance Includes:

Business District Management: The City may grant funds to Union Square Main Streets or a similar organization to assist it in managing the business district. The Business District Manager will provide for enhanced services to the district including marketing, programming, cleaning and security.

Boynton Yards

Boynton Yards was once home to the most intensive industrial uses found in Somerville including brickmaking and meat processing. No historic structures of that time remain and through brownfields funding in the 1990's, the City has remediated some of the worst properties in the area. That said, substantial additional remediation will likely be needed, especially related to the auto salvage yards. In the future, Boynton Yards will become a major commercial mixed use neighborhood with complimentary residential and street level retail.

The current zoning in the western two-thirds of the district allows for buildings of 70 to 135 feet in height with floor area ratios of 3.0 to 5.5 for LEED Gold green buildings. A new zoning study for the eastern third of the district will likely expand this area of economic opportunity. To support this scale of redevelopment, the roads and public utilities in Boynton Yards will need to be substantially reconfigured. Creation of a street grid, increased/improved access from Webster Avenue and Medford Street, and increased infrastructure capacity will need to be planned and completed before the full opportunity of the area is realized.

Planning Activities Include:



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Boynton Yards Transportation and Utility Study: The City plans to advance the Boynton Yards Transportation and Utility conceptual design to 100% construction plans with bid sets. These will include the preferred roadway network, streetscape improvements, and public utility infrastructure.

Boynton Yards Area Plan: The City will use DIF funds to create a Boynton Yards Area Plan that reflect the new zoning and roadway and transit improvements. The plan will identify key opportunity sites and strategies as well as set specific development goals to maximize the City's infrastructure investment.

Infrastructure Projects Include:

South Street: South Street will be realigned, reconstructed, and possibly extended to Webster Avenue, allowing for cross district, east/west access, from Medford Street. Included in this work are improvements to the streetscape and underground utilities. The two blocks closest to Medford will be converted from one way to two. Additional right of way will be required to construct this project.

Ward Street: Ward Street will be extended from its current terminus at Harding Street to Webster Avenue with the exact location of the extension to be determined. Included in this work are improvements to the streetscape and underground utilities. Additional right of way will be required to construct this project.

Twin Cities/Medford Street MBTA Green Line Station: Future construction of an additional MBTA Green Line Station on the Union Square spur at Medford Street is proposed to serve eastern Boynton Yards, Twin City Plaza, Brickbottom and the McGrath Corridor. This will greatly enhance the economic attractiveness of the sub-district. Responsibility for design and construction of a new station are to be determined. Additional right of way may be required to construct this project.

Fitchburg Shared Use Path: See Union Square Sub-district.

Medford Street: Improved access to the Boynton Yards sub-district will be achieved with the reconstruction and widening of Medford Street from Somerville Avenue to Lambert Street (Somerville/Cambridge border). To facilitate this project, the MBTA Fitchburg/Green Line rail viaduct will need to be reconstructed to allow additional road and sidewalk width and widened to accommodate the Fitchburg Shared Use Path. Included in this work are improvements to the streetscape and underground utilities. Responsibility for the viaduct design and reconstruction has yet to be negotiated. Additional right of way may be required to construct this project.

Webster Avenue: Webster Avenue is proposed to be rebuilt from Prospect Street to the Somerville/Cambridge border. Intersection upgrades will be required at Columbia Street and the proposed South Street extension. Included in this work are improvements to the streetscape and underground utilities. No additional right of way is anticipated to construct this project.

Interior Boynton Yards Network Streets: Columbia, Windsor, Willow, Earl, Hunting, Harding, and Horace Streets are to be rebuilt to support the development of Boynton Yards. Addition new roads may also be required pending completion of the Boynton Yards study. Included in



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this work are improvements to the streetscape and underground utilities. Additional right of way may be required to construct these projects.

Open Space Projects Include:

Central Park and Plaza: The City envisions the construction of a 40,000+ square foot park in the center of the Boynton Yards sub-district. Land acquisitions may be required.

Other Open Space: Additional open space will be required in this sub-district including connections to the Fitchburg Shared Use Path and pocket parks. Sites for these amenities have yet to be determined. Land acquisitions may be required.

Rehabilitation or Redevelopment Projects Include:

56 Webster Avenue/520 Columbia Avenue: The City has entered into a development agreement with the owners of the property that will see the institutional laundry facility redeveloped into a mixed use project shortly after the opening of the Union Square Green Line Station. The zoning will allow the construction of a 448,000 sqft structure(s).

600 Windsor Place: The City has entered into a development agreement with the owners of this 59,000 sqft lot that would see this parcel, currently the home of a taxi cab service, redeveloped following the opening of the Union Square Green Line Station. The zoning would allow the construction of a 325,000 sqft structure(s).

Development Assistance Includes:

Geostructural Assistance: As the site of the former Miller River and poorly engineered urban filling, the City may choose to assist private development by providing funding for Geostructural engineering and subsurface construction. Geostructural Assistance may come as grants or low interest loans to property owners.

Site Assemblage: Many of the parcels in Boynton Yards fail to meet the minimum lot area requirements for a buildable lot. The City would provide technical assistance to property owners who would want to merge or otherwise reconfigure their parcels to allow for an optimal development site and provide right-of-way for important roadway improvements.

Miscellaneous Assistance Includes:

Business District Management: The City may seek to grant funds to a non-profit organization to assist it in managing the business district. The Business District Manager will provide for enhanced services to the district including marketing, programming, cleaning and security.

McGrath Corridor / Brickbottom

In close proximity to the future Washington Street/Brickbottom Green Line Station, the McGrath Corridor / Brickbottom sub-district contains a preexisting roadway network that can be easily enhanced to support large scale commercial development. Needed infrastructure improvements include street rehabilitation and streetscape improvements throughout the sub-district. If the McGrath Highway is de-elevated as a result of the study that is being initiated, it is expected that the roadway will benefit from improved streetscape and landscaping.



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Redevelopment of this area will likely only require modest private property improvements aside from construction of new buildings. The City currently owns one of the key parcels for redevelopment at 10 Poplar Street will work with private land owners seeking to optimize the value of their properties.

Planning Activities Include:

Inner Belt/Brickbottom Urban Streetscape and Adaptive Reuse Area Plan: The City plans to advance the Inner Belt/Brickbottom Urban Streetscape and Adaptive Reuse Plan from concept to 100% construction plans with bid sets. The plan will identify needed infrastructure improvements including improved access and an internal roadway network in the Inner Belt together with a proposed use mix that can help facilitate the provision of public funds to support the development.

Inner Belt/Brickbottom Rezoning Study: As part of the rewrite of the Somerville Zoning Ordinance, the Inner Belt/Brickbottom will be rezoned to acknowledge its location in close proximity to the new Washington Street/Brickbottom Green Line Station and the existing Orange Line Station at Sullivan Square.

Infrastructure Projects Include:

Infrastructure projects will be identified in the above mentioned planning efforts. Should the City choose to allocate DIF funding to this activity, the DIF and IRD plan will be amended, as appropriate.

Open Space Projects Include:

Open Space Projects will be identified in the above mentioned planning efforts. Should the City choose to allocate DIF funding to this activity, the DIF and IRD plan will be amended, as appropriate.

Rehabilitation or Redevelopment Projects Include:

Fire Station/Somerville Avenue: To support new growth in Union Square, Boynton Yards and the McGrath Corridor/Brickbottom, the City proposes to relocate the existing fire station at the existing Public Safety Building. The project could also include air rights development above the new fire station. DIF funds will not be used to construct municipal facilities, but could be used for site acquisition, clearance and remediation activities and to support private development on the same parcel.

Police Headquarters: To facilitate the redevelopment of the functionally obsolete Public Safety Building, the City proposes to relocate the Police Headquarters currently located at 220 Washington Street to a new location where it could be co-located with private development. DIF funds will not be used to construct municipal facilities, but could be used for site acquisition, clearance and remediation activities and to support private development on the same parcel.

Development Assistance Includes:

Appropriate Development Assistance will be identified in the above mentioned planning efforts. Should the City choose to allocate DIF funding to provide assistance, the DIF and IRD plans would be amended, as appropriate.



Inner Belt

The Inner Belt sub-district is largest single opportunity area in Somerville outside of Assembly Square, provided its potential can be unlocked. At present, the sub-district is separated from other parts of Somerville and the Boston metro region by rail and highway infrastructure. With improved transit access, the potential development opportunity is significant.

Planning Activities Include:

Inner Belt/Brickbottom Urban Streetscape and Adaptive Reuse Area Plan: See McGrath Corridor/Brickbottom Sub-district.

Inner Belt/Brickbottom Rezoning Study: See McGrath Corridor/Brickbottom Sub-district.

Major Infrastructure Projects Include:

Infrastructure projects will be identified in the above mentioned planning efforts. Should the City choose to allocate DIF funding to this project, the DIF and IRD plans will be amended, as appropriate.

Open Space Projects Include:

Open Space Projects will be identified in the above mentioned planning efforts. Should the City choose to allocate DIF funding to this project, the DIF and IRD plans will be amended, as appropriate.

Development Assistance Includes:

Appropriate Development Assistance will be identified in the above mentioned planning efforts. Should the City choose to allocate DIF funding to provide assistance, the DIF and IRD plans will be amended, as appropriate.

- b) *Plans or maps illustrating changes to be made to the District pursuant to the proposed Program and identifying:*
- (1) *Proposed property lines and the foot-print of buildings and parking areas on each parcel within the District*

A map of the District with property lines and building foot-prints can be found in Section 3.7.C above.

- (2) *Proposed uses and zoning of all parcels*

A map of the proposed uses and areas for future zoning analysis can be found in Section 3.7.F. and 3.7.H. above.

- (3) *Proposed thoroughfares, public rights of way and easements*

A map of existing thoroughfares, public rights of way and easements can be found at Section 3.7.I. above. As the City more fully analyzes infrastructure needs, expansion of some thoroughfares and public rights of way is possible. No specific dimensions or locations are available at this time.



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(4) *Those parcels to be acquired by the Municipality (if any)*

A map of those parcels to be acquired by the City of Somerville can be found at Appendix 7.

(5) *Those parcels to be sold or disposed of by the Municipality (if any)*

A map of those parcels to be sold or disposed of by the City of Somerville can be found at Appendix 7.

(6) *Buildings or structures to be demolished rehabilitated or constructed (if any).*

A map of those buildings or structures to be demolished, rehabilitated or constructed can be found at Appendix 7.

c) *A list of buildings or structures to be constructed or renovated in connection with the Program, with a description of such construction or renovation, including who will be undertaking it. If none, indicate same.*

The City of Somerville anticipates significant redevelopment and renovation within the DIF district. At this time, the City has identified the below-listed projects that will be partially or entirely publicly owned/operated:

Address	Activity	Use	Actor
Union Square Post Office, 237 Washington Street	Rehab	TBD	TBD
Historic Union Square Fire Station, 90/92 Union Square	Rehab	Restaurant, retail, and/or other commercial	TBD
41, 45, 51 Union Square	New Const	Public parking structure w/ground floor retail	City of Somerville
238 Washington Street, 259, 261, 269, 273 Somerville Avenue	New Const	Public parking structure	City of Somerville
TBD	New Const	Fire Station with air rights commercial or residential development	City of Somerville/ private
TBD	New Const	Police Station with commercial development	City of Somerville/ private

Figure 4.5.1

The following new structures are expected to be privately constructed owned and operated:

Address	Activity	Use	Actor
220 Washington Street	New Const	Commercial Mixed Use	TBD
Prospect Street North	New Const	Commercial Mixed Use	TBD
Prospect Street South	New Const	Commercial Mixed Use	TBD



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56 Webster Avenue/520 Columbia Street	New Const	Mixed Use	TBD
600 Windsor Place	New Const	Mixed Use	TBD

Figure 4.5.2

- d) *A list of buildings or structures to be demolished, either in whole or in part, in connection with the Program and by whom. If none, indicate same.*

The following buildings/structures may be demolished by the City of Somerville:

4 Milk Place
269 Somerville Avenue
261 Somerville Avenue
41 Union Square
45 Union Square
51 Union Square
26/28 Prospect Street
30 Prospect Street
50 Prospect Street
27 Bennett Street (26-28 Prospect Street)
40 Bennett Street
252 McGrath Highway (*is incorrectly addressed as 52 McGrath Hwy in Assessors data*)
254 McGrath Highway
181 Somerville Avenue
48 Webster Avenue

Should other buildings/structures be identified, the City will amend the DIF Plan, as appropriate.

- e) *A description of how public ways and other infrastructure will be affected. If none will be affected, indicate so.*

The following list is intended to identify and describe as many infrastructure projects as are currently known. Other projects within the District may be added in the future. Detailed descriptions of these projects can be found in Section 4.5 above:

Fitchburg Shared Use Path: See Section 4.5, Union Square.

Somerville Avenue Reconstruction and Streetscape: See Section 4.5, Union Square.

Washington Street Reconstruction and Streetscape: See Section 4.5, Union Square.

Webster Avenue and Webster Avenue Viaduct Reconstruction and Streetscape: See Section 4.5, Union Square.

Prospect Street and Prospect Street Viaduct Reconstruction and Streetscape: See Section 4.5, Union Square.



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South Street: See Section 4.5, Boynton Yards.

Ward Street: See Section 4.5, Boynton Yards.

Twin Cities/Medford Street MBTA Green Line Station: See Section 4.5, Boynton Yards.

Medford Street: See Section 4.5, Boynton Yards.

Webster Avenue: See Section 4.5, Boynton Yards.

Interior Boynton Yards Network Streets: See Section 4.5, Boynton Yards.

- f) *A description of streetscaping measures that are to be undertaken under the Program including, but not limited to, coordinated signage, façade and sidewalk improvements, beautification steps, and coordination plans. If none, indicate same.*

Streetscape: The construction, reconstruction or resurfacing of any roadway in the District will trigger streetscape improvements. The amenities include, but not limited to, decorative roadway and pedestrian lighting, street trees, benches, waste receptacles, bike racks, textured pavement treatments, ADA ramps, and public art.

Storefront Improvement Program: The City will make grants and matching grants to property owners and tenants that invest in the beautification of their storefronts in accordance with the City's Storefront Guidelines.

Banners and Flowers: Somerville will make permanent and seasonal beautification efforts using artistic and structural banners and decorative landscaping materials.

Public Space Programming: Funding will be made available to Business Improvement Groups like the Union Square and East Somerville Main Streets groups to underwrite administrative and programming costs for activities like farmers markets, festivals, lunchtime concert series, and business after hours events.

- g) *A description of how transportation facilities and resources will be affected. If none, indicate same.*

Union Square will be served by a spur of the new MBTA Green Line due to open in 2015. Similarly, Inner Belt and the McGrath Corridor will share the benefit of a new Green Line station at Washington Street. The City is currently working with the School of Civil and Environmental Engineering at MIT to develop a model of the whole city that will assist in identifying bus route improvements in the District. The City also anticipates that development in Boynton Yards, Inner Belt, and McGrath Corridor will create that need for two new transit stations. Preliminary analysis has identified a potential station location on the Union Square spur at Medford Street which would serve Boynton Yards, Twin City Mall, and the McGrath Corridor / Brickbottom, while a future Orange Line and/or Green Line station could serve future development in the Inner Belt.

- h) *A description of provisions which exist or which will be established to govern densities, land coverage, land uses, setbacks, off-street parking and loading, and building height and bulk.*



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All land uses and dimensional requirements are governed by the Somerville Zoning Ordinance as amended by the Board of Aldermen. In all zoning districts except those within the Assembly Square Mixed-Use District (ASMD), Commercial Corridor District (CCD) and Transit Oriented District (TOD), the Zoning Board of Appeals is the Special Permit Granting Authority (SPGA). For projects within the ASMD, CCD and TOD districts, the Planning Board is the SPGA. The Planning Board also reviews and approves Planned Unit Developments.

The Zoning Ordinance is amended from time to time by the Board of Alderman with the advice of the Planning Board. A comprehensive re-write of the zoning ordinance will begin after completion of the comprehensive plan, an effort that is presently underway.

- i) *A statement describing how the Program will improve:*
(1) *The overall quality of life within the District*

The quality of life within the District will be greatly improved. Residents and visitors will noticeably appreciate the new or rebuilt multi-modal road network with vibrant streetscapes that improve circulation and access within and to the District. Sidewalks will be installed or reconstructed where needed with special attention paid to improved accessibility for limited mobility residents. Separated sanitary sewers and storm drains will eliminate street and basement flooding. New parks and open spaces will become popular gathering places with a mix of passive recreation and programmed activities. Renovated storefronts and restored historic buildings will host a variety of retail, restaurant, office and consumer service companies. Older commercial buildings will become handicapped accessible. Residents will enjoy a variety of housing options and choices. Underutilized land and incompatible uses will be converted to employment and tax generating properties that create a sustainable economy and improve the livability of the District. In general, the DIF plan will help the City of Somerville grow into one of the great cities of the twenty-first century.

- (2) *The physical facilities and structures within the District*

The DIF will allow the City to improve the physical facilities of the District by removing or mitigating the barriers that have artificially separated its sub-districts for decades and that make them less desirable locations for business development. These barriers include the MBTA's Lowell and Fitchburg Commuter Rail Lines, and the McGrath Highway.

Redevelopment of structures within the Somerville DIF will be based upon the principles of sustainability, new urbanism, and transit oriented development. The City of Somerville seeks to nurture a dense, walkable, urban village clustered around mass transit. New development will be encouraged through zoning to incorporate LEED or similar standards into their design by providing density incentives. Development Standards and Design Guidelines have been codified to inform the developers what Somerville expects and to set an example for the community.

- (3) *The quality of pedestrian and vehicular traffic control within the District*



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The City is currently developing a new transportation plan for Union Square and is about to begin planning for the Boynton Yards, Inner Belt and Brickbottom sub-districts. The philosophy underlying these plans is the need to enhance the pedestrian realm, promote equity between transportation modes, create more public open space, provide intermodal connectivity, and improve wayfinding.

(4) The transportation facilities and resources within the District.

Union Square will be served by a spur of the new MBTA Green Line due to open in 2015. Similarly, Inner Belt and the McGrath Corridor/Brickbottom will share the benefit of a new Green Line station at Washington Street. The City is currently working with the School of Civil and Environmental Engineering at MIT to develop a model of the whole city that will assist in identifying bus route improvements in the District. The City also anticipates that development in Boynton Yards, Inner Belt, and McGrath Corridor will create that need for two new transit stations. Preliminary analysis has identified a potential station location on Union Square spur at Medford Street which would serve Boynton Yards, Twin City Mall, and the McGrath Corridor, while a future Orange Line and/or Green Line station could serve future development in the Inner Belt.

j) An estimate of the number of jobs that will be created, retained and eliminated as a result of the Program, and the wages and benefits associated with such jobs. If no impact, indicate none.

There are two categories of employment impact associated with the development program of the Somerville DIF. The first is the direct expenditures of the DIF increment on projects. There are a range of activities this supports from planning and engineering to construction. The second impact comes as a result of district improvements that add value to the land. Roadway, transit, and infrastructure investments will yield private investment in the form of new office, lab, retail, and other mixed use space and the jobs that go with it. The City calculated that with the new zoning in Union Square and Boynton Yards an additional 8,000 entry level and high skilled jobs could be developed. An additional 18,000 jobs could also be created in Inner Belt and the McGrath / Brickbottom sub-districts with incentivized Transit Oriented zoning.

k) A statement describing whether, and to what extent, proposed projects to be undertaken within the District would be in compliance with existing zoning laws and ordinances. With respect to proposed development that would not be in compliance with existing zoning laws and ordinances, the Applicant should explain how such compliance will be achieved, including a specification of the zoning changes that will be necessary prior to implementation.

The City recently completed a rezoning of Union Square and the western two thirds of Boynton Yards to support the scale of development envisioned. Additional rezoning proposals are anticipated for Somerville Avenue West, Somerville Avenue Central, the eastern third of Boynton Yards, McGrath Corridor/Brickbottom, and Inner Belt. The Mayor, Board of Alderman, and residents of Somerville are strongly supportive of the rezoning efforts that will generate a variety of housing and employment options.



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- l) A detailed financial plan. The financial plan must explicitly identify sources of revenue that are sufficient to pay all project costs and demonstrate that, under various scenarios, there is a reasonable probability that the Applicant will achieve its goals in creating the District and Program. The plan should include the following (as applicable):*
- (1) Estimates of the captured assessed values including the original, certified assessed value and projected assessed values after 1 year, 5 years, 10 years, 15 years, 20 years, 25 years, and 30 years, as applicable. Provide underlying assumptions*

Assessed Value and Tax Increment Projections for Somerville DIF

DIF Year	FY	Assessed Value Level
Base	2010	\$ 825,975,184
1	2011	\$ 836,299,874
5	2015	\$ 973,513,266
10	2020	\$ 1,242,477,033
15	2025	\$ 1,511,663,288
20	2030	\$ 1,839,169,527
25	2035	\$ 2,184,356,461
30	2040	\$ 2,594,330,255

Figure 4.5.3

See section 4.5.L.3 for complete discussion of tax increment projection methods and assumptions.

- (2) The portion of the captured assessed value to be applied to the Program and projected tax increments in each year of the Program. Provide underlying assumptions*

Pursuant to Chapter 44, Section 32 of Massachusetts General Law, the Mayor is required by law to submit budget and appropriation orders to the Board of Aldermen. If excess incremental revenues are accrued, the Mayor's budget can: 1) retain excess incremental revenue in the fund balance to be appropriated in the future or secure against future unanticipated expenditures or revenue shortfalls; 2) recommend that the Board of Aldermen appropriate the funds to an existing project and/or new project; and/or 3) reallocate the excess revenues to the City's general fund operating budget.

- (3) Describe the method of calculating tax increments together with any provisions for adjustment to the method of calculation*

In accordance with the amendment of 40Q by Chapter 240 of the Acts of 2010, An Act Related to Economic Development Reorganization, Section 103, the City of Somerville elects that the original assessed value not be increased by the adjustment factor.



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The methods used by the City of Somerville for the estimation of tax increment can best be characterized as a structural model of the city tax levy that incorporates discrete scenarios for individual components of the tax model. The reasons for this approach are threefold:

- (1) In reviewing existing approaches to tax increment estimation there are two basic approaches: project specific build out estimates and average growth estimates. The project specific approach derive tax estimates based on hypothetical assessed values of specific buildings according to their expected use and build out and aggregate the building values of the entire district. As the Somerville DIF includes over 1,000 parcels and numerous sites with limitless potential build out scenarios, this approach would require too many simplifying assumptions. Additionally, recommendations from financial officers of other cities using comparable programs spoke to the perils of forecasts that operate at the project (instead of the district-wide) level. This exercise was attempted for reasons of feasibility and contrast and can be found in the appendix.
- (2) In exploration of the mechanics of the DIF program, it became apparent that basic growth assumptions on assessed value were not sufficient to accurately estimate tax increment. The need for a responsive tax rate requires the modeling of the entire city tax levy.
- (3) Given the variation in not just development scenarios, but also in environmental factors, the structural approach allows the City to analyze tax increment scenarios in a range and to see how specific factors affect expected capture over time. This makes the analysis useful not just as a means for application estimates, but to direct DIF policy going forward.

Tax Model

The critical element of the Massachusetts DIF program is that it operates on changes to levels of assessed value, not on changes to a base tax level. This is important for many reasons, foremost that the role of tax rates and how they change will be highly influential on the levels of tax increment collected by the DIF. Mill rates in Somerville have historically trended together as City assessors have made consistent use of the maximum commercial burden, and only in isolated occasions not set the non residential mill rates less than 175% of residential rates.

This does not mean that

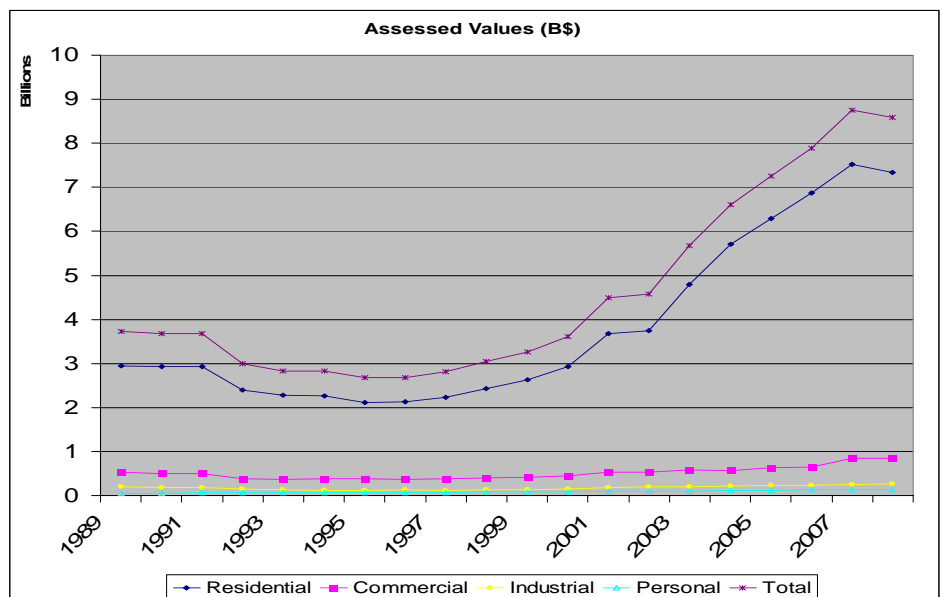


Figure 4.5.4



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Somerville hasn't seen considerable variation in tax rates over the available historically observed period. From 1990 to 2010, nonresidential rates have oscillated from as much as 29.00 to 16.51 (nearly 100%). Similarly residential rates have moved between 7.64 and 15.03 during this same period.

The variable trend for tax rates is the primary reason to necessitate the modeling of the entire tax levy. Using basic assessing principles and Department of Revenue guidelines, the tax model incorporates elements (and assumptions) of base assessment for all property types, tax exemptions, new growth, impacts of Proposition 2 ½, levy capacity, tax rates for all property types, inflation factor (DIF), general price inflation and optional pass through/capture rates to estimate tax increment.

The Somerville tax model is represented pictorially in Figure 4.5.5:

Once the structural elements of the tax model were determined a rigorous investigation of the historical trends of valuation and growth within the City of Somerville was conducted. The patterns of assessed value changes in Somerville illustrate the highly residential character of its property base as well as the impacts of the nationwide housing boom in the early 2000's.

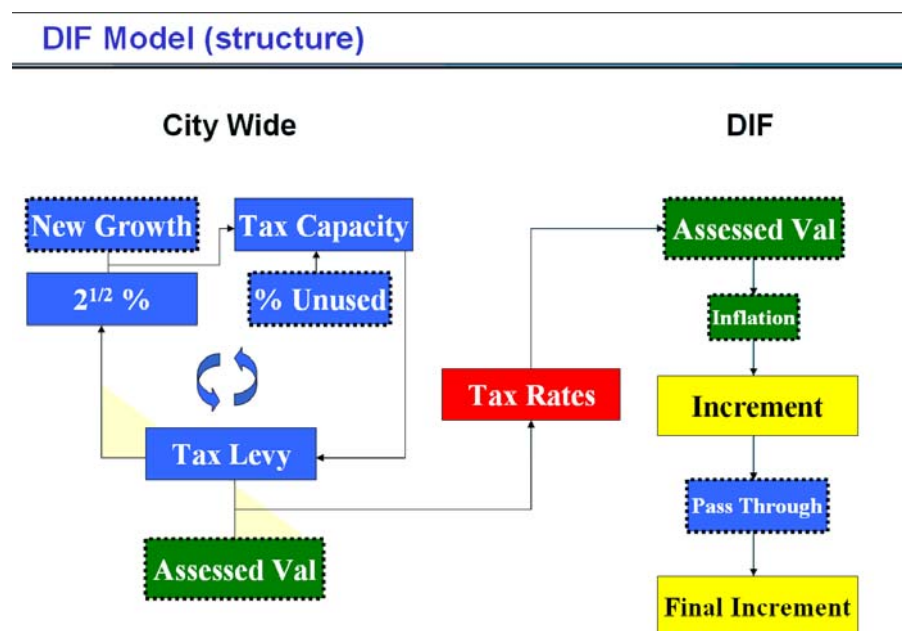


Figure 4.5.5

DIF Financial Parameters

The base year for the DIF is FY 2011. The DIF term is 30 years, or between 2012 and 2041.

(4) *Provide a projection of the tax revenues to be derived in the absence of the Program*

The use of a conservative district wide constant growth rate in conjunction with a development program focusing on infrastructure investment as opposed to direct site redevelopment make the idea of a counter factual growth scenario a non-sequitur. Per 4.5.1.(3) the choice to avoid a structural approach to growth estimation was deliberate; it avoids the typical growth model pitfalls of (1) reliance on historical patterns for



Application for the Massachusetts District Improvement Financing Program

transformative development and (2) conflating new growth with price inflation. Especially given the DIF's calculation being based on assessed values (which contain price appreciation) instead of taxes levied, a counterfactual to the current assumptions is as likely to produce similar or greater tax revenues as it is to produce less or 0.

- (5) *Identify specific projects that will be funded by the tax increments, the timing and amount of such funding through tax increments, and what percentage portion of each project will be funded through tax increments*

See Section 4.1 Goal Attainment above for a listing of specific projects. As the DIF Administrator adopts the DIF budget each year, specific projects to be funded that year will be identified and the amount of DIF funding will be determined. All of the projects listed can be funded all or in part with DIF funds; the only exception is for construction of municipal facilities.

- (6) *The board or officer of the city or town responsible for calculating the tax increment.*

The Board of Assessors will be responsible for calculating the tax increment based upon the certified assessed value.

- (7) *Allocation, if any, of excess incremental revenue(s) which accrues in any year.*

If the DIF receives revenue in excess of the amount expected at the beginning of the fiscal year, it will accrue to the fund balance for the DIF Fund. The DIF Administrator could elect to: 1) allow the funds to remain in the fund balance to secure against future unanticipated expenditures or revenue shortfalls; 2) appropriate the funds to an existing project or new project; and/or 3) reallocate the excess revenues to the City's general fund operating budget.

- m) *If a municipality intends to acquire property in connection with its Program, a statement identifying:*

- (1) *All properties to be acquired by the Municipality within the District*
- (2) *The method of acquisition of each property, including whether the property will be acquired by eminent domain, negotiated sale, or other means*
- (3) *The owner of such properties*
- (4) *The estimated cost of property to be acquired and the basis for such estimate*
- (6) *The current and planned use of properties to be acquired*

A chart with all the proposed acquisitions, current ownership, assessed value, method of acquisition, current and future land uses can be found at Appendix 7.

- (5) *Identification of any property to be acquired by the Municipality in which any officer or employee of the Municipality who, on account of an interest in the acquisition, would be required to make disclosure under chapter 268A*



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None of the properties to be acquired by the Municipality are owned by an officer or employee of the City of Somerville

- (7) *Plans for the relocation of persons displaced by the Municipality's acquisition of such properties. Such plans shall conform to all applicable requirements in M.G.L. c. 79A and 80, the regulations and guidelines there under.*

All relocation plans will conform to all applicable requirements in M.G.L. c. 79A and 80, the regulations and guidelines there under.

- n) *If the Applicant proposes to take property by eminent domain, it must provide a statement as to why the property will be acquired in this manner. The Applicant may not take property by eminent domain unless there is a public purpose warranting such taking. The EACC may require, at the expense of the Applicant paid for in advance, the written opinion of qualified independent counsel as to whether the Application establishes the requisite public purpose.*

The City will not take property by eminent domain unless there is a public purpose warranting such taking.

- o) *A description of plans, if any, for the development of housing (both affordable and market rate) as part of the Program. Include the number of housing units that will be retained, renovated and / or created as a result of the Program.*

The City does not have specific plans for the development of housing within the District. The development of housing (both affordable and market rate) by private entities is permitted either by right or with a Special Permit throughout most of the District. Additionally, the City has established a city-wide Linkage requirement that requires commercial development over 30,000 gross sqft to pay into a fund for the development of Affordable Housing. Furthermore, the new TOD zoning districts require a greater number of inclusionary housing units than other zoning districts. At present, Somerville does not propose to provide direct financial support for the creation of market rate housing. If in the future the City wishes to provide direct financial support to market rate housing, the DIF Plan will be amended, as appropriate.

- p) *A description of workforce training or workforce development activities, if any, to be undertaken in connection with the Program.*

The City has not developed a workforce program as of this date. However, the City reserves the option to develop the appropriate programs and incentives necessary to attract and retain businesses in Somerville. As such, the City may choose to allocate DIF funds to future workforce development and training initiatives.

- q) *A schedule for implementing the Program containing a description of anticipated events during each of the first 5 years of the Program, and for each five-year period thereafter, and a statement identifying the duration of the Program.*

The City is planning for a 30 year DIF program. The Program Schedule is as follows:



Application for the Massachusetts District Improvement Financing Program

Years 1 – 5

In the early years of the DIF program, the City will use its increment to complete the Union Square and Boynton Yards Transportation and Utility Plans and finalize the construction drawings with MassDOT approval. Additional increment will be used for administrative costs and programmatic investments. Toward the end of this period, once a predictable flow of increment can be calculated, the City anticipates issuing a bond to finance the Prospect Street, Webster Avenue, and Somerville Avenue reconstruction and streetscape projects.

Development Assistance Activities

- Storefront Improvement Program
- Historic Building Program
- Tenant Improvement Program
- Brownfield Assistance

Planning Activities

- Union Square Transportation and Utility Plan
- Boynton Yards Transportation and Utility Plan
- Boynton Yards Zoning Study
- Tube Works Zoning Study
- Somerville Avenue/Porter Square Zoning Study
- Inner Belt/Brickbottom Zoning Study

Infrastructure Projects

- Webster Avenue Reconstruction and Streetscape
- Prospect Street Reconstruction and Streetscape
- Somerville Avenue Reconstruction and Streetscape

Redevelopment Projects (planned or City involved)

- Union Square East Parking Garage
- 90-92 Union Square Redevelopment Project (historic fire station)
- Property acquisition, site preparation activities and private development associated with new Fire Station on Somerville Avenue
- Property acquisition, site preparation activities and private development associated with new Police Headquarters

Years 6 – 10

In the second five years of the DIF program, the City anticipates completing the Inner Belt/Brickbottom Transportation and Utility Plans and construction documents. Infrastructure work in Union Square should also be substantially completed within this timeframe with the construction of two public parking garages, the reconstruction of Washington and Bow Streets, and the opening of the new Union Square Plaza. If any opportunity exists to accelerate construction of Union Square infrastructure and move projects listed below into Years 1-5, the City will do so. Construction is also expected to



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begin on a new roadway and utility network in Boynton Yards. Increment will be used for administrative costs and programmatic investments.

Development Assistance Activities

- Storefront Improvement Program
- Historic Building Program
- Tenant Improvement Program
- Brownfield Assistance

Planning Activities

- Inner Belt/Brickbottom Transportation and Utility Plan

Infrastructure Projects

- Union Square West Parking Garage
- Washington Street Reconstruction and Streetscape
- Bow Street Reconstruction and Streetscape
- Union Square Plaza
- Boynton Yards Network Phase I

Redevelopment Projects (planned or City involved)

- 220 Washington Street (former Public Safety Building) 50,000 sqft lot
- Prospect Street-North (Kiley Barrel and Radiator Site) 48,000 sqft lot
- Prospect Street-South (Prospect Iron & Steel and Empire Marble) 85,000 sqft lot

Years 11 – 15

The third five year period should see the completion of the Boynton Yards Roadway and Utility Network and the addition of a second public parking garage in Union Square. Efforts will be underway in the McGrath Corridor/Brickbottom and Inner Belt, but specific projects to be undertaken in these sub-districts will be defined at a future date.

Infrastructure Projects

- Boynton Yards Network Phase II

Redevelopment Projects (planned or City involved)

- 56 Webster Avenue/520 Columbia Street – 112,000 sqft lot
- 600 Windsor Place – 59,000 sqft lot

Years 16 – 20

Specific projects are to be determined.

Years 21 – 25

Specific projects are to be determined.

Years 26 - 30



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In the final 5 year period, the City will make the final payments on any bond financing.

- r) *The names and addresses of persons or entities that may have a direct interest in whether the proposed Program is approved by the EACC. If it is not practicable for the Applicant to name these persons or entities individually, the municipality may refer to groups of persons or entities, provided that this is accomplished with a reasonable degree of specificity.*

There are no City officials with a direct interest in whether the proposed Program is approved by the EACC. The City of Somerville does not have any Development Agreements that are contingent upon approval of the District.

Section 4.6 Execution

A description of expected public participation during the execution of the Program. Include disclosure of competitive bidding, fair wage or other similar requirements.

The Somerville Board of Aldermen, with the Mayor presiding, shall be the Administrator of the Somerville DIF and Somerville IRD. It shall conduct all meeting in compliance with the public meeting statutes of the Commonwealth. The Mayor's Office of Strategic Planning and Community Development shall be responsible for DIF and IRD Program Management.

After receiving the Mayor's budget, the Administrator shall annually approve a five-year (5) budget consisting of a detailed one year budget making appropriations and authorizing line item expenditures of captured increment to pay for all debt service and program personnel services and ordinary maintenance costs. The five-year (5) budget shall include projections for revenues and expenditures for years 2-5, but the funds will not be appropriated and expenditures will not be authorized for these years.

After receiving the Mayor's request, the Administrator shall be responsible for reallocating increment in excess of project expenses.

The Mayor's Office of Strategic Planning and Community Development, as Program Manager, is authorized by the Administrator to execute Program objectives as approved in the five-year budget. The Program Manager is also authorized to negotiate, on behalf of the City, Development Agreements with third parties that advance Program Goals.

The Program Manager may, as described in the Program, and appropriated in the budget, may provide Grant of financial assistance to eligible private parties. Grants made in excess of \$50,000 require the approval of the Administrator.

The City Auditor shall maintain the appropriate accounts and financial records to provide the Administrator with an accurate and up to date accounting of program costs and expenditures.

Each year, the City's outside auditor shall review all DIF and IRD related expenditures and report to the Administrator their findings.



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All City managed construction projects will be awarded through a competitive process in compliance with M. G. L Chapter 40 B. All City contractors are required to pay a living wage in accordance with Somerville Municipal Code. The use of MBE/WBE firm will be strongly encouraged.