

# **Town of Dedham Providence Highway District Improvement Financing Report**

## **Establishment of the DIF District and Invested Revenue District**



V7 DRAFT March 11, 2019

# Contents

- Introduction ..... 2
- About District Improvement Financing ..... 3
- About the Providence Highway Development District..... 8
  - Description of the Approval Process and Legislative Actions ..... 8
  - Providence Highway Development District and Program Information Summary..... 9
- Part I: The Development District ..... 10
  - Description of the Development District ..... 10
  - Statement of Findings ..... 10
  - Base Date for Assessment of Parcels ..... 10
  - Parcel Information..... 11
  - The Providence Highway DIF and Other Special Districts..... 11
- Part II: The DRAFT Providence Highway Development Program ..... 12
  - Statement of Means and Objectives ..... 12
  - Duration of the Development Program ..... 12
  - Projects to be Implemented ..... 12
  - Operation and Management of the DIF District and Development Program..... 14
  - DRAFT Invested Revenue District and Invested Revenue District Development Program ..... 14
  - Financial Plan ..... 14
    - Capital Plan ..... 14
    - Statement of the Retention of Tax Increment as DIF Revenues ..... 15
    - Tax Increment and DIF Revenue Flow of Funds ..... 16
    - Impact on Taxing Jurisdictions..... 18
    - DRAFT Estimates of Tax Revenues ..... 19
- Appendix A: Activities Authorized within a DIF District ..... 21
- Appendix B: Legislative Action..... 23
- Appendix C: Maps of the DIF District and Parcel List..... 24
- Appendix D: Assessor’s Certification(s)..... 29
- Appendix E: Existing Economic Development Strategy Information ..... 31
- Attachment 1: Details of Potential Projects ..... 32
- Attachment 2: Complete Parcel List..... 38

## Introduction

To address future infrastructure needs and facilitate improvements to their design, construction, and maintenance, the Town of Dedham (the "Town") designates the Providence Highway Development District and Invested Revenue District (the "DIF District"), as enabled by Massachusetts General Laws Chapter 40Q.

The Town anticipates that new development will occur in the area of the DIF District in 2019 and after, which will increase the assessed value, resulting in additional tax revenues. By adopting the DIF District at this time, the Town establishes a baseline of original assessed values in the DIF District as of the January 1, 2019 assessment date. This sets a lower baseline for assessments and allows the Town to capture more potential new tax revenue for future infrastructure projects. When new private investment in the DIF District results in increases to assessed values after this date, the Town can choose to designate some or all of the additional tax revenues generated those revenues for public projects that support the DIF District. Adopting the DIF District at this time does not adopt a Development Program and does not commit the Town to any projects, to any capital plan, or to any use of tax revenues.

This *Town of Dedham Providence Highway District Improvement Financing Report: Establishment of the DIF District and Invested Revenue District* (the "Report") describes the DIF District and its establishment. With the legislative actions undertaken and included in Appendix B, the following are established:

- ✓ The Providence Highway Development District, which identifies the part of the Town in which projects will be implemented; and
- ✓ The Providence Highway Invested Revenue District, which identifies the part of the Town from which Tax Increment Revenues will be captured, and which is coterminous with the Development District.<sup>1</sup> It also establishes the Base Date of January 1, 2019 and the Original Assessed Value of the Invested Revenue District. No assessed values are altered.

The Town will continue to evaluate the opportunity for growth and the needs of the DIF District and will identify potential infrastructure improvements and other projects. It will then finalize and adopt, at a future Town Meeting, a *Providence Highway Development Program* and a *Providence Highway Invested Revenue District Development Program* with project information, a capital plan, estimated tax revenues, and a plan for the use of the tax revenues to support projects. A DRAFT form of these programs is included in this Report solely to provide an overview of the type of projects that may be supported, estimates of potential revenues and financing plans, and a description of the proposed ongoing management of the DIF District.

### *About this Report*

*Part I: Providence Highway Development District*, describes the Development District boundaries, including the boundaries of the Invested Revenue District. It provides information about the parcels to be included. Improvements and activities will be implemented within the DIF District to generate economic growth and further strategic goals.

*Part II: DRAFT Providence Highway Development Program* presents a *draft form* of a Development Program and Invested Revenue District Development Program which will be created in the future and proposed for adoption at a future Town Meeting. Any and all information should be expected to change.

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<sup>1</sup> All parcels are included in both the DIF District and the IRD.

## About District Improvement Financing

A Development District and accompanying Development Program enable a municipality to identify and capture an anticipated stream of local property tax revenues expected to be generated by new development in a designated district. As economic development investments are made by public and private entities in a district, the assessed value of real property in that district is expected to increase, and tax revenues collected on the *increase* in the assessed value are used to pay for economic development. The method for designating a district and capturing tax revenues associated with increases in assessed value are established by statute.

Massachusetts General Law Chapter 40Q (the "DIF Statute") authorizes towns and cities in Massachusetts to create development districts ("DIF Districts") for the purpose of economic development. A DIF District has a defined boundary and includes commercial and residential real and personal property. All projects included in the Development Program will be implemented within the DIF District.<sup>2</sup>

A DIF District and Development Program are accompanied by an Invested Revenue District ("IRD") from which the town or city will collect and designate future incremental real and personal property tax revenues, and an Invested Revenue District Development Program ("IRDDP") that sets forth financial details and revenue estimates. The IRD may include all or a portion of the parcels within the DIF District. Together, the DIF District and Development Program, the IRD, and the IRDDP set forth how a community will implement DIF.

A DIF District and IRD only capture property tax revenue on any New Growth, as determined by Proposition 2 1/2<sup>3</sup>, that occurs after the Invested Revenue District is created. No special assessments or tax rate increases are implemented through the creation of a DIF District, an IRD, or a Development Program.

As New Growth occurs in a DIF District and the IRD, which includes all or a portion of the DIF District, incremental revenues generated by taxes collected *only on the assessed value of the New Growth* within the IRD are retained for use in the Development Program. The increase in assessed value resulting from New Growth is called the Tax Increment. Taxes collected on the amount of the assessed value prior to the establishment of a DIF District continue to flow to the municipality's General Fund; only taxes attributable to New Growth are retained and designated as DIF Revenues to be used to for projects in the Development Program. If no New Growth occurs, no Captured Assessed Value is created and no Tax Increment is collected; all taxes from the DIF District and IRD flow into the General Fund. Once New Growth on a parcel in a DIF District has been recognized, the value of that New Growth continues to be a Tax Increment and tax revenues attributable to that portion of the assessed value may be captured as DIF Revenues for the life of the DIF District and used by the DIF Development Program according to its terms.

Towns and cities are authorized under the DIF Statute to create DIF Districts, IRDs, Development Programs, and Invested Revenue District Development Programs, and may do so through local legislative processes. Approval by the Massachusetts Economic Assistance Coordinating Council is not required; nor is an

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<sup>2</sup> As per the statute, water and sewer projects may be implemented on parcels outside of the DIF District depending on the structure and composition of the water and sewer systems.

<sup>3</sup> For a definition of New Growth and reference to a detailed explanation, please see Appendix A, "Definitions."

application to the Economic Development Incentive Program.<sup>4</sup> However, a DIF District and IRD, and a Development Program and Invested Revenue District Development Program, are established within state statutory limits and must include certain information, as follows:

- Confirmation that the area of a DIF District does not exceed 25 percent (25%) of the total area of the community.
- The duration of the Development Program, which may not exceed 30 years, either from the date of the designation of its DIF District, or from a stabilization date that is defined in the Development Program.
- Establishment of the percentage of the Tax Increments to be designated as DIF Revenues and applied to the Development Program, either with a set schedule or by describing a method or formula that will be used each year.
- Estimates of the Tax Increments expected to be generated as a result of the creation of the DIF District and Development Program, with a comparison to tax revenues that would be expected to be generated in the absence of such a district and program.
- A plan to conduct an annual evaluation of the needs of the Development Program, the Tax Increments, and the DIF Revenues that are generated from the percentage of the Tax Increment that is retained, and return to the General Fund amounts in excess of those needed for the Development Program.

#### *Definitions from the DIF Statute<sup>5</sup>*

The following terms used in this Development District and Program have meanings as defined in Massachusetts General Law Chapter 40Q, Section (§) 1. (Capitalizations have been added for clarity.)

"Base Date", the last assessment date of the real property tax immediately preceding the creation of the district.

"Captured Assessed Value", the valuation amount by which the current assessed value of an invested revenue district exceeds the original assessed value of the district. If the current assessed value is equal to or less than the original, there is no Captured Assessed Value.

"Development District", a specified area within the corporate limits of a city or town which has been designated as provided in §2 and which is to be developed by the city or town under a Development Program.

"Development Program", a statement of means and objectives designed to improve the quality of life, the physical facilities and structures and the quality of pedestrian and vehicular traffic control and transportation within a development district. Means and objectives designed to increase or improve residential housing, both affordable and market rate, may also be addressed within a district and shall be considered part of a development program. The statement shall include:

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<sup>4</sup> Such approvals were previously required, but amendments removed that requirement as well as other administrative rules.

<sup>5</sup> M.G.L. Chapter 40Q §1, "Definitions"

- (1) a Financial Plan;
- (2) a complete list of public facilities to be constructed;
- (3) the use of private property;
- (4) plans for the relocation of persons displaced by the development activities;
- (5) plans, if any, for the development of housing, both affordable and market rate;
- (6) the proposed regulations and facilities to improve transportation;
- (7) the proposed operation of the district after the planned capital improvements are completed; and
- (8) the duration of the program which shall not exceed the longer of: (i) 30 years from the date of designation of the district; or (ii) 30 years from project stabilization, as defined in the development program.

"Financial Plan", a statement of the costs and sources of revenue required to accomplish the development programs which shall include: (1) cost estimates for the development program; (2) the amount of indebtedness to be incurred; and (3) sources of anticipated capital.

"Invested Revenue District", a type of Development District or portion of a district that uses tax increment financing<sup>6</sup> under §3.

"Invested Revenue District Development Program", a statement which, in addition to the information required for a Development Program, shall also include: (1) estimates of tax revenues to be derived from the Invested Revenue District; (2) a projection of the tax revenues to be derived from the Invested Revenue District in the absence of a Development Program; (3) a statement as to whether the issuance of bonds contemplated pursuant to this chapter shall be general or special obligation bonds; (4) the percentage of the tax increment to be applied to the Development Program and resulting tax increments in each year of the program; and (5) a statement of the estimated impact of tax increment financing on all taxing jurisdictions in which the district is located.

"Original Assessed Value", the aggregate assessed value of the Invested Revenue District as of the Base Date.

"Project", a project to be undertaken in accordance with the development program.

"Project Costs", any expenditure made or estimated to be made or monetary obligations incurred or estimated to be incurred by the city or town which are listed in a project plan as costs of improvements including, but not limited to, public works, acquisition, construction or rehabilitation of land or improvements for sale or lease to residential, commercial or industrial users within a development district plus any costs incidental to those improvements, reduced by any income, special assessments or other revenues, other than tax increments, received or reasonably expected to be received by the city or town in connection with the implementation of this plan.

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<sup>6</sup> Note: while the statute uses the term "tax increment financing" it refers here specifically to financings under M.G.L. Chapter 40Q and not to tax increment financing under M.G.L. Chapter 23L or any other program which imposes additional taxes, fees, or assessments a district.

Project costs shall include, but not be limited to:--

(1) "administrative costs", any reasonable charges for the time spent by city or town employees in connection with the implementation of a project plan;

(2) "capital costs", the actual costs of the construction of public works or improvements, new buildings, structures and fixtures; the demolition, alteration, remodeling, repair or reconstruction of existing buildings, structures and fixtures; the acquisition of equipment; and the grading and clearing of land;

(3) "discretionary costs", those payments made by the appropriate body of a city or town that in its discretion are found to be necessary or convenient to the creation of development districts or the implementation of project plans.

(4) "financing costs", including, but not be limited to, all interest paid to holders of evidences of indebtedness issued to pay for project costs and any premium paid over the principal amount of that indebtedness because of the redemption of the obligations before maturity;

(5) "improvement costs", those costs associated with developing new employment opportunities, promoting public events, advertising cultural, educational and commercial activities, providing public safety, establishing and maintaining administrative and managerial support and such other services as are necessary or appropriate to carry out the development program;

(6) "organizational costs", all reasonable costs relating to the conduct of environmental impact and other studies and informing the public about the creation of development districts and the implementation of project plans;

(7) "professional service costs", including, but not limited to, those costs incurred for architectural, planning, engineering and legal advice or services;

(8) "real property assembly costs", any deficit incurred resulting from the sale or lease by the city or town, as lessor, of real or personal property within a development district for consideration which is less than its cost to the city or town;

(9) "relocation costs", all reasonable relocation payments made pursuant to a condemnation;

(10) "training costs", costs associated with providing skills, development and training for employees of businesses within the development district; provided, however, that these costs shall not exceed 20 per cent of the total project costs and shall be designated as training funds within 5 years of the issuance of bonds pursuant to this chapter for the project or the designation of the district, whichever occurs later; and

(11) "water and sewer line costs", which shall include the costs related to the construction or alteration of sewage treatment plants, water treatment plants or other environmental protection devices, storm or sanitary sewer lines, water lines or amenities on streets or the rebuilding or expansion thereto so long as required by the project plan for a development district, whether or not the construction, alteration, rebuilding or expansion is within the development district;

Project costs shall not include the cost of a building or a portion of a building used predominantly for the general conduct of government, such as a city hall, courthouse, jail, police or fire station or other state or local government office buildings.

"Project revenues", receipts of a city or town with respect to a project including, without limitation, tax increments, investment earnings and proceeds of insurance or disposition of property.

"Tax increment", all annual increases in the municipality's limit on total taxes assessed pursuant to subsection (f) of section 21C of chapter 59 that are attributable to parcels within the district for fiscal years with an assessment date later than the base date. The tax increment shall also include the part of increases in the limit on total taxes assessed allowed pursuant to said subsection (f) of said section 21C of said chapter 59 that are attributable to such increases pursuant to said subsection (f) of said section 21C of said chapter 59 in prior years that were part of the increment in such prior years. In any year that the limit on total taxes assessed pursuant to said section 21C of said chapter 59 is lower than the prior year's limit on total taxes assessed, the tax increment shall be reduced in the same proportion as the limit on total taxes assessed.

*Additional Definitions:*

"DIF Revenues" means the portion of the Tax Increment that is collected as a result of New Growth in the DIF District that is deposited to the Development Program Fund and used as provided for in the Development Program. DIF Revenues may be all or a portion of the Tax Increment for any fiscal year and the percentage of each year's Tax Increment that becomes DIF Revenues is established by the Development Program and Invested Revenue District Development Program.

"New Growth" means increases to the assessed value of a property, as a result of development or other changes, as a result of the return of exempt real property to the tax role and new personal property, and new subdivision parcels and condominium conversions. For details of New Growth calculations, Please see *Levy Limits: A Primer on Proposition 2 ½*, Massachusetts Department of Revenue Division of Local Services, available online at <https://www.mass.gov/files/documents/2016/08/oq/levylimits.pdf>.

"Real Property" means all real and personal property that is taxable under M.G.L. Chapter 40Q §3 (b).

"Tax Increment Financing" means a method of creating investment incentives for private entities that is overseen by the Economic Assistance Coordinating Council. Tax Increment Financing may be used in a DIF District.

*DIF and Other Economic Development Tools*

The DIF Statute does not prevent municipalities from accessing other funding options such as grants or borrowing for the same project.

The DIF Statute does not specifically authorize municipalities to enter into public/private partnerships or to provide financial incentives to private parties. However, the DIF Statute does authorize municipalities to "make and enter into all contracts and agreements necessary in order to carry out the development program."<sup>7</sup>

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<sup>7</sup> M.G.L. Ch. 40Q §2 (3).

## About the Providence Highway Development District

The establishment and implementation of the DIF District and Development Program will promote key opportunities identified in the areas zoned for Research & Development and Highway Business, including improving transportation and connectivity for vehicles, bicycles, and pedestrians, better link the area to open space resources including Wigwam Pond and the Charles River, and encourage private development to fully realize the potential of that area to support employment, encourage business growth, and balance residential and commercial tax bases, and create positive economic effects throughout the Town.

Through the use of a DIF District and Development Program, the Town will capture tax revenues generated by expected economic development, and direct these revenues toward public projects that are both essential to the well-being of the community, and to making the area more attractive for businesses, residents, and visitors by:

1. Attracting new private investment by improving the physical infrastructure of the area and making it a more attractive place to locate and grow a business;
2. Capturing new tax revenues from private development and use the revenue stream to fund projects that support growth and investment in the district; and
3. Communicating that the Town of Dedham has targeted the district for strategic growth and is making its own investments.

Details of the projects, with cost estimates, are presented in Part II, Projects to be Implemented.

### Description of the Approval Process and Legislative Actions

*The establishment of a DIF District and Development Program enables a community to capture future incremental tax revenues that may be spent on projects designated in the Development Program. It does not authorize actual expenditures, and does not authorize the issuance of debt. Expenditures and debt issuance to implement the projects in the Development Program will be authorized through the same local approval processes that would be required if the projects were not part of a Development Program.*

The Providence Highway DIF District and Development Program are established through local approval processes. The Town of Dedham has:

- Presented the proposed Providence Highway DIF District and Development Program to the Town's Board of Selectmen for review and discussion during its meeting on \_\_\_\_\_.
- Held a Finance & Warrant Committee public hearing to review the proposed Warrant Article on \_\_\_\_\_.
- Adopted the Providence Highway DIF District and Invested Revenue District at Town Meeting on \_\_\_\_\_.
- Received an Assessor's Certification confirming that the percentage of total Town acreage in the Development District is within the statutory limits of 25% of total Town acreage.
- Received a *draft* Assessor Certification presenting the Original Assessed Value of parcels as of January 1, 2018, the latest assessment date for which data is available. This is an estimate of the Original Assessed Values. This Assessor Certification will be finalized when assessed values as of the Base Date of January 1, 2019 are confirmed.

Documentation of the legislative actions is included in Appendix B. Assessor Certification(s) are included in Appendix D.

When the Town of Dedham is prepared to adopt the Providence Highway Development Program and Invested Revenue District Development Program, it will undertake the following:

- Present the proposed Providence Highway DIF District and Development Program to the Town's Board of Selectmen for review and discussion.
- Hold a Board of Selectmen meeting to review the proposed Warrant Article.
- Adopt the Providence Highway DIF District and Invested Revenue District at a Town Meeting.
- Receive when available the Assessor Certification with assessed values as of the Base Date of January 1, 2019.

### Providence Highway Development District and Program Information Summary

Development District Name	Providence Highway Development District
IRD Name	Providence Highway Invested Revenue District
Development Program Name	Providence Highway Development Program
IRDDP Name	Providence Highway Invested Revenue District Development Program
Date of Development District and IRD Establishment	To be confirmed.
Date of Development Program and IRDDP Establishment	To be determined. Will be established at a future Town Meeting.
Base Date for Assessed Values in the DIF District and IRD	January 1, 2019
Acceptance of Chapter 653	Yes: New Growth between January 2 and June 30 recognized as of January 1
Certified, Original Assessed Value in the DIF District as of the Base Date	To come when 1/1/19 assessed values are confirmed, anticipated to be late fall, 2019.
Certified, Original Assessed Value in the IRD as of the Base Date	To come when 1/1/19 assessed values are confirmed, anticipated to be late fall, 2019.
Total Acres in the DIF District	484.39
Term of the DIF Program	To be finalized with the adoption of the Development Program.
Tax Increment to be Captured	To be finalized with the adoption of the IRDDP.
DIF District Operation	To be finalized with the adoption of the Development Program.

# Part I: The Development District

## Description of the Development District

The DIF Statute provides for the establishment of two districts when a development improvement district and program are undertaken:

A *Development District* which includes the parcels on or around which development projects, public or private, will be undertaken. A Development District is established in advance of or at the same time as the Development Program.

An *Invested Revenue District ("IRD")* which includes the parcels from which a Tax Increment will be calculated and incremental revenues (DIF Revenues) will be collected when New Growth occurs. The Providence Highway IRD is coterminous with the DIF District, sharing all boundaries and parcels.

The Providence Highway Development District and the Providence Highway Invested Revenue District (the "DIF District") will encompass the parcels as summarized in "Parcel Information," below, and attached as Appendix C. A map is also included in Appendix C.

## Statement of Findings

The Town finds that the designation of the Providence Highway Development District will further the public purpose of encouraging increased residential, industrial and commercial activity in the commonwealth.<sup>8</sup> It additionally finds that the future adoption of the Providence Highway Development Program will also further these public purposes.

## Base Date for Assessment of Parcels

### *Base Date for Assessment of Parcels*

The Base Date for the Providence Highway DIF District is January 1, 2019. The Original Assessed Value of the DIF District is the assessed value as of this Base Date.

The Town of Dedham is a "653 community." Therefore, while January 1 is and will always be the assessment date for all parcels in the community and the DIF District, New Growth occurring between each January 2 and June 30 will be added to the assessed value as of January 1 of that year.

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<sup>8</sup> According to the DIF Statute, in order to establish a Development District "The city or town shall find that the designation of the development district is consistent with the requirements of this section and will further the public purpose of encouraging increased residential, industrial and commercial activity in the commonwealth." M.G.L. 40Q §2 (a).

## Parcel Information

The table below summarizes the parcels that will be included in the DIF District and IRD, by current use type. Appendix C includes more detailed information and a map.

<b>Table 1: DIF District Parcels by Use Type</b>			
<b>Use Type</b>	<b>Parcels in DIF District</b>	<b>Acres in DIF District</b>	<b>Percent of Acreage in DIF District</b>
Commercial	118	352.88	72.8%
Residential	8	10.37	2.1%
Tax Exempt, Any Use	24	121.14	25.0%
<b>Totals</b>	<b>150</b>	<b>484.39</b>	<b>100.0%</b>

*Totals may not add because of rounding.*

## The Providence Highway DIF and Other Special Districts

The establishment of the DIF District does not impose a special assessment or other increased tax on any parcel. The same property tax rates that are applied to parcels outside of the DIF District are applied within the DIF District. Parcels that are in the DIF District, and also in another special district, are noted in the table included in Appendix C.

The establishment of the DIF District does not prevent the collection and distribution of fees, special assessments, or other monies from parcels in any other special districts. Owners of property in the DIF District will continue to be responsible for all obligations, actions, and payments associated with other special districts.

The DIF Statute establishes that the aggregate area of all development districts within a city or town may not exceed 25% of the total area of that city or town. As shown in the table below, the acreage in the DIF District and all prior DIF districts is below the state maximum.

<b>Table 2: DIF Districts as a Percent of all Acreage in the Municipality</b>	
Town of Dedham, Total Acres	6,784.0
Existing DIF Districts, Total Acres	0
Providence Highway Corridor, Total Acres	484.39
All DIF Districts, Total Acres	484.39
Total Acres in all DIF Districts as a Percent of Total Acres in the Municipality:	7.1%

The Assessor's Certification is included in Appendix D.

## Part II: The DRAFT Providence Highway Development Program

*This is a DRAFT of a Development Program, included for explanation and understanding. The Town of Dedham anticipates undertaking further analysis and review, which will result in revisions to this DRAFT.*

### Statement of Means and Objectives

The establishment and implementation of the DIF District and Development Program will promote key opportunities identified in the Research & Development district and Highway Corridor, including improving transportation and connectivity for vehicles, bicycles, and pedestrians, better link the area to open space resources including Wigwam Pond and the Charles River, and encourage private development to fully realize the potential of that area to support employment, encourage business growth, and balance residential and commercial tax bases, and create positive economic effects throughout the Town.

The DIF District and Development Program create the vehicle through which private investment can be converted into the public investment necessary to facilitate the growth.

The creation of the Development Program will promote the above goals and objectives by:

1. Designating a DIF Advisory Committee to administer the DIF District and Invested Revenue District (IRD) and the Development Program and Invested Revenue District Development Program (IRDDP);
2. Capturing a portion of the Tax Increment generated by New Growth in the Invested Revenue District ("IRD") to create an anticipated revenue stream (the DIF Revenues) dedicated to fund these projects;
3. Providing funding for improvements to the DIF District which will encourage new business and commercial activity by making the DIF District a more attractive place to live, work, and engage in leisure activities. This activity will generate new private investment and additional (incremental) tax revenues, which may be designated as DIF Revenues as described in this Development Program, and which will fund such improvements in whole or in part;
4. Communicating to residents and businesses in the community, the region, and beyond, that the Town of Dedham is encouraging and supporting the development of the DIF District.

### Duration of the Development Program

The term of the Providence Highway Development Program will be for 30 years from project stabilization. Project stabilization will be [TBD], and the Development Program will be in effect through [TBD].

### Projects to be Implemented

*This DRAFT Providence Highway Development Program presents an overview of the public facilities that may be constructed and the planning and design studies that may be undertaken. This overview is for informational purposes and is not the final Development Program.*

These projects, costs, and funding sources are expected estimates and final costs are likely to be different, either lower or higher than these estimates. Inclusion of these estimates in the *Report* does not represent an appropriation or legal commitment to spend these amounts on these projects and, as noted in the *Introduction*, does not authorize either expenditures or debt.

***Public Facilities to be Designed or Constructed***

The Town would like to improve intersections along the Providence Highway. These major long-term projects offer significant benefits to the region as well as to local residents and businesses. The projects would be prioritized through a public process. Potential improvements are included in Attachment 2. The Town will use DIF Revenues to fund the planning and design stage of these projects. The Town anticipates working with MassDOT on these projects since the Providence Highway (Route 1) is within MassDOT’s jurisdiction.

The Town will also implement projects to improve connections to greenspace in the Town, enabling greater use of these spaces by residents, businesses, and visitors, improving the quality of life in the Town and enhancing its competitiveness as a location for business. These projects could include two paths for bicycle and pedestrian use, enabling access to the Wigwam Pond watershed and to the Charles River. Details of the proposed paths are included in Attachment 2. The Town could use DIF Revenues to construct these paths.

Table 3, below, lists these projects and the estimated costs. Details of the projects are included as Attachment 1.

<b>Table 3: Public Facilities to be Constructed</b>	
<b>Project</b>	<b>Estimated Costs</b>
Providence Highway Intersections planning and design	
Wigwam Pond Path	
Charles River Path	
<b>Estimated Total Cost of Public Facilities</b>	

***Private Facilities to be Constructed and Use of Private Property***

It is not anticipated that projects will be constructed on private property or that private property will otherwise be used to implement projects.

***Plans for Relocation of Displaced Persons***

The Providence Highway Development Program will not eliminate any residential units or displace any residents.

***Plans for Housing***

The Providence Highway Development Program does not propose to use DIF Revenues or other public funds to add to or renovate any housing structures.

***Proposed Regulations and Facilities to Improve Transportation***

A goal of the Providence Highway Development Program is to improve traffic and transportation in the area. Publicly-funded infrastructure projects are included in this Development Program as shown in Table 3, above, and the accompanying narrative.

## Operation and Management of the DIF District and Development Program

The Town of Dedham may, but is not required to, create a DIF Advisory Committee, (the "DAC") which would be responsible for the ongoing operation and management of the DIF District and Development Program for the term of the Development Program, including periodic reporting to the Town Manager and the Board of Selectmen.

The responsibilities of the DAC, if created, may include but may not be limited to activities such as administering or overseeing capital projects, administering or overseeing other economic development projects and any public/private partnerships, and ensuring that the annual tax increment and resulting DIF Revenues are correctly calculated and deposited into the funds and accounts established by the Development Program and IRDDP.

District policy formation and project prioritization will be within the purview of Town Meeting, regardless of whether a DAC is established or any other operation and management plan is implemented.

## DRAFT Invested Revenue District and Invested Revenue District Development Program

### Financial Plan

This Financial Plan includes information required for both the Development Program and the IRDDP. This Financial Plan sets forth the expectations as of the time of the establishment of the DIF District and Development Program.

The Development Program includes the construction of projects as described in Tables 3 and 4, above.

To support these projects, the Town of Dedham will calculate and collect revenues from the Tax Increment and retain a percentage that will be deposited to the Development Program Fund as DIF Revenues. DIF Revenues may be used to repay debt obligations, if any, and to fund projects on a pay-as-you-go basis.

### Capital Plan

#### *Amount of Indebtedness to be Incurred*

The Town of Dedham may issue debt in support of the projects in the Development Program and may choose to issue notes or other short-term financing in anticipation of a bond issuance. Issuance will not exceed \$ [TBD] and will be in the form of General Obligation Bonds. DIF Revenues will be used to pay all or some of the debt service on such bonds and notes

As noted in the *Introduction*, this DIF District and Development Program does not authorize the issuance of debt. Any debt will be approved through established processes of the Town of Dedham.

#### *Additional Sources of Capital*

The Town of Dedham may seek grant funding from state and federal resources. As of the date of this document, no such funding has been secured. The Town may use General Fund money for the projects as a gap financing tool to cover borrowing costs to pay bonds prior to the time when the DIF District will generate Tax Increment Revenues.

*Cost Estimates for the Development Program and Sources of Anticipated Capital*

The Town’s capital plan includes seeking grant funding, using the proceeds of General Obligation Bonds and short-term debt as needed, and pay-as-you-go funding of project costs through the use of annual DIF Revenues, as shown in Table 4, below.

<b>Table 4: Cost Estimates and Anticipated Sources of Capital</b>				
<b>Project Name</b>	<b>Project Cost Estimate</b>	<b>Grant</b>	<b>G.O. Bond Proceeds</b>	<b>DIF Revenues “Pay as You Go”</b>
Providence Highway Intersections planning and design				
Wigwam Pond Path				
Charles River Path				
Providence Highway Intersections planning and design				
<b>Totals</b>				

**Statement of the Retention of Tax Increment as DIF Revenues**

The percentages of Tax Increment revenues to be designated as DIF Revenues and deposited to the Development Program Fund each year are set forth in the table below, “Percentages of Tax Increment Retained as DIF Revenues.”

<b>Table 5: Percentages of Tax Increment Retained as DIF Revenues</b>		
<b>Year(s) of DIF Term</b>	<b>Fiscal Year Ending</b>	<b>Percentage</b>

Each year the Assessor will certify the amount of the Tax Increment to the Town. Throughout the term of the DIF District, projects within the Development Program will be funded, as follows:

- As long as debt obligations to which DIF Revenues are pledged remain outstanding, the percentages of the Tax Increment to be retained and deposited as DIF Revenues to the Development Program Fund shall be at least sufficient to meet the pledge of DIF Revenues toward the obligations on that debt for the subsequent year, including ensuring that any reserve balances required by such debt obligations are also funded;

- As long as a contractual agreement with a private party that provides for the provision of DIF Revenues to such party for implementation of a project remains in effect, and the private party is in compliance with all tax payments and other obligations under the agreement, the percentages of Tax Increment to be retained and deposited as DIF Revenues to the Development Program Fund shall be at least sufficient to meet any obligations under each such agreement with a private party for the subsequent year.
- The Town will review the capital costs and maintenance costs for infrastructure within the DIF District, including but not limited to the infrastructure constructed as part of the Development Program, and will deposit to the Development Program Fund, then to the Project Cost Account, and then to the Municipal Cost Sub Account(s) funds needed to maintain and make improvements to infrastructure within the DIF District for the subsequent year.

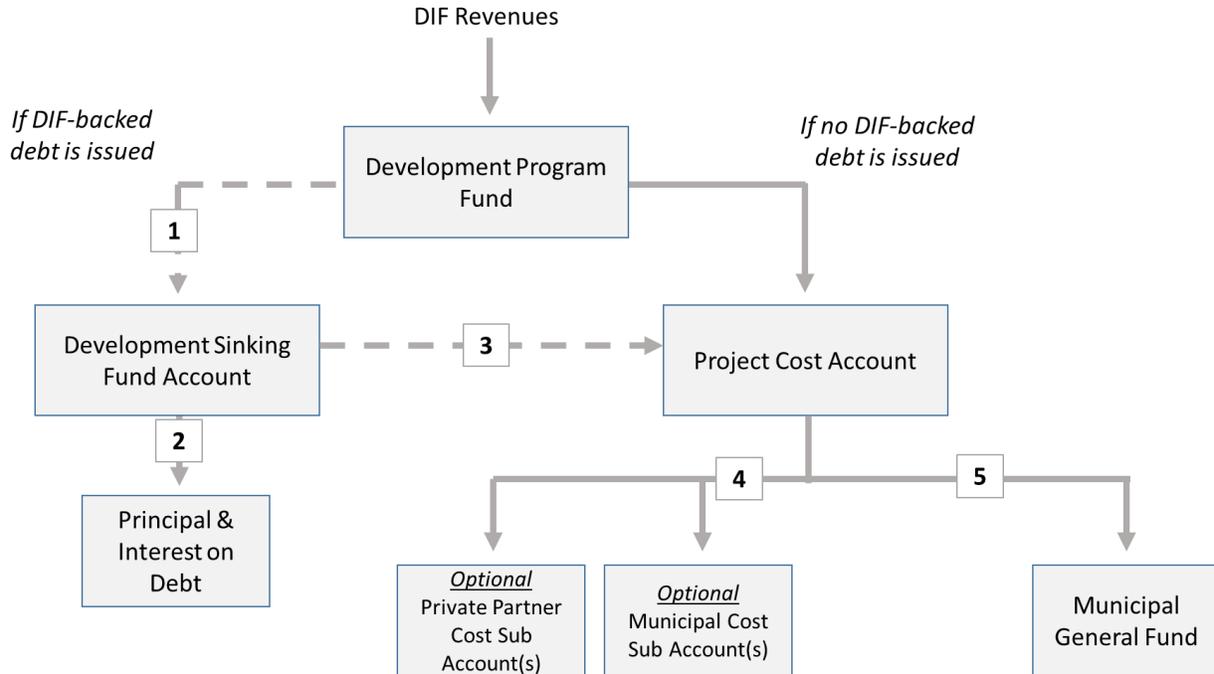
The amount of DIF Revenues to be captured may be amended through the regular local legislative processes by amending the Development Program and IRDDP.

### Tax Increment and DIF Revenue Flow of Funds

Each fiscal year the Tax Increment will be calculated and, using the percentages of such increment to be captured for that year, the amount of DIF Revenues will be determined.

The Financial Plan establishes a Development Program Fund, a Development Sinking Fund Account, and a Project Cost Account, as required by the DIF Statute. The priority of the deposit of DIF Revenues into the accounts is established by the DIF Statute and is shown in the graphic below and described in the narrative that follows.

The municipality may return to the General Fund any DIF Revenues in excess of the amount estimated to be required to satisfy the obligations of the Development Program Fund and accounts.



Development Program Fund

The Development Fund will include (1) a Project Cost Account that is pledged to and charged with the payment of project costs that are outlined in the Financial Plan; and (2) in instances of indebtedness issued by the municipality to finance or refinance Project Costs, and to which DIF Revenues have been pledged as a source of repayment, a Development Sinking Fund Account.

DIF Revenues shall be deposited first to the Development Program Fund and then to the:

Development Sinking Fund Account

For as long as any municipal indebtedness to which DIF Revenues are pledged is outstanding, to the Development Sinking Fund Account in amounts sufficient to make payments in the amount of the pledge, on any such debt issued by the municipality to finance or refinance Project Costs, including the following: (ii) payment of the costs of providing or reimbursing any provider of any guarantee, letter of credit, policy of bond insurance or other credit enhancement device used to secure payment of debt service on any such indebtedness; and (iii) funding any required reserve fund, and otherwise to the:

Project Cost Account

The Project Cost Account that is pledged to and charged with the payment of project costs as outlined in this Financial Plan.

The municipality may from time to time establish subaccounts within the Project Cost Account which may consist of (1) one or more Private Partner Cost Sub Accounts (the "Private Partner Cost Sub Accounts") pledged to and charged with payment of the costs of payments or reimbursement consistent with each approved public/private partnership agreement, if any, and (2) one or more Municipal Cost Sub Accounts

(the "Municipal Cost Sub Accounts") pledged to and charged with the payment of the municipality's project costs. DIF Revenues deposited to the Project Cost Account will be transferred first to the Private Partner Cost Sub Accounts, if any, and then to the Municipal Cost Sub Accounts.

#### *Private Partner Cost Sub Accounts*

Should the municipality enter into any public/private partnership agreements in which DIF Revenues are made available through a contractual agreement with a private entity, in which that private entity undertakes the implementation of a project in this Development Program, a Private Partner Cost Sub Account will be established by that agreement. Amounts to be paid to the private entity under the agreement will be deposited into the Private Partner Cost Sub Account and payments to the private entity will be made from the Private Partner Cost Sub Account established by that agreement. The municipality's obligation to make a periodic payment under any agreement will only arise to the extent the municipality receives incremental real property tax revenue (the DIF Revenues) from properties in the Invested Revenue District. In any agreement, the municipality shall not obligate itself to make payments without receiving DIF Revenues. Furthermore, according to the terms of any such contracts, the municipality is not obligated to make payments if the private partner does not fulfill its obligations under the contract.

#### *Municipal Cost Sub Accounts*

Deposits to any Municipal Cost Sub Accounts will be made after the municipality makes contractual payments pursuant to any public/private partnership agreements. Expenditures for public facilities, improvements, and programs (i.e., any expenditures of DIF Revenues for purposes other than public/private partnership agreements) will be made by payments from the Municipal Cost Sub Accounts.

#### General Fund

The municipality shall annually return to the General Fund DIF Revenues in excess of the amount estimated to be required to satisfy the obligations of the Development Sinking Fund Account.

The municipality may make transfers between Development Program Fund accounts, provided that the transfers do not result in a balance in either the Development Sinking Fund Account that is insufficient to cover the annual obligations of that account.

#### **Impact on Taxing Jurisdictions**

The establishment of the DIF District and IRD, and the implementation of the Development Program and the IRDDP, will not have an impact on the taxing jurisdictions within the DIF District and the IRD.

## DRAFT Estimates of Tax Revenues

*Preliminary estimates have been created for information and understanding purposes only. These estimates use assessed values as of January 1, 2018 and tax rates for Fiscal Year 2019.*

These are estimates. Changes in tax rates, in uses of the properties including whether the properties are tax exempt, and in assessed values are also estimates. Actual tax revenues will be different.

*Assumptions used in these estimates:*

1. Parcel values are as of 1/1/18 for estimation purposes. Final Original Assessed Values will be as of the Base Date, 1/1/19.
2. Tax rate for all taxable residential property is 14.15 per \$1,000 of assessed value.
3. Tax rate for all taxable commercial property is 29.79 per \$1,000 of assessed value.
4. Tax rate does not change for either residential or commercial property.
5. No interest or other earnings are assumed on balances in the Development Program accounts.
6. [TBD] of the available Tax Increment is captured as DIF Revenues and the remainder is deposited to the General Fund for the duration of the Development Program.

The table below, "DRAFT Comparison of Estimated Tax Revenue" compares tax revenue estimated to be received if no New Growth occurs in the DIF District, with tax revenue estimated to be received if the implementation of the DIF District and Development Program induce New Growth. It calculated the anticipated benefit of adopting the DIF District and Development Program.

*All values in this table are DRAFT estimates and are for and informational purposes only.*

**DRAFT Comparison of Estimated Tax Revenue**

End of FY	Baseline: No DIF	With DIF & Development Program			DIF Benefit
	Deposit to General Fund (All Receipts)	Deposit to General Fund (Baseline Revenues)	Incremental Tax Revenues from DIF-Induced New Growth	Total Receipts: Baseline + Incremental Revenues	Incremental Revenues as a Result of DIF
6/30/2021	\$ 18,831,457	\$ 18,831,457	\$ 509,409	\$ 19,340,866	\$ 509,409
6/30/2022	\$ 18,831,457	\$ 18,831,457	\$ 1,152,873	\$ 19,984,330	\$ 1,152,873
6/30/2023	\$ 18,831,457	\$ 18,831,457	\$ 1,855,917	\$ 20,687,374	\$ 1,855,917
6/30/2024	\$ 18,831,457	\$ 18,831,457	\$ 2,186,586	\$ 21,018,043	\$ 2,186,586
6/30/2025	\$ 18,831,457	\$ 18,831,457	\$ 2,219,355	\$ 21,050,812	\$ 2,219,355
6/30/2026	\$ 18,831,457	\$ 18,831,457	\$ 2,252,124	\$ 21,083,581	\$ 2,252,124
6/30/2027	\$ 18,831,457	\$ 18,831,457	\$ 2,255,103	\$ 21,086,560	\$ 2,255,103
6/30/2028	\$ 18,831,457	\$ 18,831,457	\$ 2,258,082	\$ 21,089,539	\$ 2,258,082
6/30/2029	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2030	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2031	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2032	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2033	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2034	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2035	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2036	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2037	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2038	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2039	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2040	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2041	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2042	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2043	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2044	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2045	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2046	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2047	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2048	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2049	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
6/30/2050	\$ 18,831,457	\$ 18,831,457	\$ 2,261,061	\$ 21,092,518	\$ 2,261,061
<b>Totals</b>	\$ 564,943,721	\$ 564,943,721	\$ 64,432,791	\$ 629,376,512	\$ 64,432,791

## Appendix A: Activities Authorized within a DIF District

According to the DIF Statute, a municipality may "acquire, construct, reconstruct, improve, preserve, alter, extend, operate, maintain or promote development intended to meet the objectives of the development program." In addition to the powers granted by any other law, for the purpose of carrying on a project as authorized by this chapter, a city or town may:"<sup>9</sup>

"(1) incur indebtedness as hereinafter provided and pledge tax increments and other project revenues for repayment thereof;

(2) create a department, designate an existing department, board officer, agency, municipal housing or redevelopment authority of the city or town or enter into a contractual agreement with a private entity to administer the activities authorized by this chapter;

(3) make and enter into all contracts and agreements necessary in order to carry out the development program;

(4) receive from the federal government or the commonwealth loans or grants for, or in aid of, a project and receive contributions from any other source to defray project costs;

(5) purchase or acquire by eminent domain pursuant to chapter 79 or chapter 80A, insofar as those laws may be applicable, and pursuant to all preliminary requirements prescribed by law, such property or interests therein within a district as the city or town may deem necessary in order to carry out the development program; provided, however, that any taking of property by eminent domain for any purpose for which the taking by the city or town could not be made in the absence of this chapter shall be authorized by a two-thirds vote as defined in section 1 of chapter 44;

(6) make relocation payments to persons, businesses or organizations that may be displaced as a result of carrying out the development program;

(7) clear and improve property acquired by it pursuant to the development program and construct public facilities thereon, or contract for the construction, development, redevelopment, rehabilitation, remodeling, alteration or repair of such property;

(8) cause parks, playgrounds or schools, water or sewer drainage facilities or any other public improvements that it is otherwise authorized to undertake, to be laid out, constructed or furnished in connection with the development program;

(9) lay out, construct, alter, relocate, change the grade of, make specific repairs upon or discontinue public ways and sidewalks in or adjacent to the development district;

(10) cause private ways, sidewalks, ways for vehicular travel and similar improvements to be constructed within the development district for the particular use of the development district or those dwelling or working therein;

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<sup>9</sup> M.G.L. 40Q §2 (c)

(11) adopt ordinances or by-laws under section 5 of chapter 40A, or repeal or modify the ordinances or by-laws or establish exceptions to existing ordinances and by-laws, regulating the design, construction and use of buildings;

(12) sell, mortgage, lease as lessor, transfer or dispose of any property or interest therein acquired by it pursuant to the project plan for development, redevelopment or rehabilitation in accordance with the development program;

(13) invest project revenue as hereinafter provided; and

(14) do all things reasonably necessary or convenient to carry out the powers granted in this chapter."<sup>10</sup>

The municipality will engage in some or all of these activities to further its goals for the DIF District. These are described in the Development Program.

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<sup>10</sup> Ibid

## Appendix B: Legislative Action

*To come: Legislative actions.*

*Currently available: Warrant Article.*

ARTICLE #: By the Economic Development Director

To see if the Town will vote, in accordance with the provisions of G.L. c.40Q, to create a development district within the Town to be designated and known as the "Providence Highway Development District," as shown on a plan of the same name dated March 11, 2019, on file in the office of the Town Clerk, as a first step in creating a so-called DIF, a district improvement financing program, which program, to be voted at a future Town Meeting, would include using a portion of the District's "new growth" tax revenues for design, construction and maintenance of certain roadway, traffic, pedestrian, bicycle, landscaping, drainage, lighting and other infrastructure improvements in the district, all for the purpose of improving the quality of life, physical facilities and structures, and aspects of pedestrian and vehicular traffic control and transportation within the district; provided, however, that such DIF shall be presented to Town Meeting for action only after analysis of fiscal and other potential impacts, including but not limited to holding of public meetings to seek feedback from and engage with the community, property owners, and other stakeholders and prioritization of infrastructure improvements; and, further, to authorize the Board of Selectmen to take such additional action as it deems necessary or appropriate to present a proposed DIF to a future Town Meeting, or take any other action relative thereto.

## Appendix C: Maps of the DIF District and Parcel List

The Providence Highway DIF District is geographically long and narrow. To provide images of sufficient detail, the DIF District is shown in a series of three maps: North, Middle, and South. Please note that there are some parcels in the DIF District which appear in both the map of the Middle and the map of either the North or the South.



# Providence Highway DIF District, MIDDLE





## List of Parcels in the DIF District

All parcels are within both the DIF District and the Invested Revenue District, which are coterminous. No parcels are intended to be acquired by the municipality. There are no parcels in a Tax Increment Financing (TIF) District.

The establishment of the DIF District and IRD identifies these parcels as being located with both districts. The parcels and the acres of each parcel and of the districts will not change.

The Taxable Assessed Value of the parcels in the DIF District and IRD as of the Base Date of January 1, 2019, is not yet known because of the assessment processes for the Town and the State of Massachusetts. The DIF Statute allows for the adoption of a DIF District and IRD prior to the availability of the assessed values as of the Base Date; the Assessor must then provide a certification of values when the information is available. This is expected to be in the fall of 2019. For information purposes, assessed values as of 1/1/18 are provided.

A complete list is included as Attachment 2. Summary information is presented below.

<b>DIF District and IRD Parcel Summary</b>				
<b>Use Category</b>	<b># of Parcels</b>	<b>Total Acres</b>	<b>Total Assessed Value</b>	<b>Taxable Assessed Value as of 1/1/18</b>
<b>Commercial</b>	118	352.88	\$ 631,143,600	\$ 631,143,600
<b>Residential</b>	8	10.37	\$ 2,098,200	\$ 2,098,200
<b>Tax Exempt, Any Use</b>	24	121.14	\$ 11,100,600	\$ 0
<b>Totals</b>	<b>150</b>	<b>484.39</b>	<b>\$ 644,342,400</b>	<b>\$ 633,241,800</b>

# Appendix D: Assessor's Certification(s)

**Town of Dedham  
Board of Assessors  
Assessor's Certification of Acreage**

**Providence Highway Development District and Invested Revenue District**

Under the requirements of M.G.L. Chapter 40Q, §2, Development districts (a) the municipality must certify that all Development Districts, both existing and proposed, do not exceed 25% of the total area of the municipality.

I certify that the existing and proposed districts (DIF) do not exceed 25% of the Town's total area.

<b>DIF Districts as a Percent of all Acreage in the Municipality</b>	
Town of Dedham, Total Acres	6,784.0
Existing DIF Districts, Total Acres	0
Providence Highway Corridor, Total Acres	484.39
All DIF Districts, Total Acres	484.39
Total Acres in all DIF Districts as a Percent of Total Acres in the Municipality:	7.1%

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Kevin Doyle  
Assistant Director  
Assessor's Office

---

Date

Town of Dedham  
26 Bryant Street  
Dedham, MA 02026

**Town of Dedham  
Board of Assessors  
DRAFT Assessor's Certification Original Assessed Value**

**Providence Highway Development District and Invested Revenue District**

Under the requirements of M.G.L. Chapter 40Q, §1, the assessor must certify the Original Assessed Value of an Invested Revenue District (IRD) as of the Base Date. The Base Date for the Providence Highway Development District and Invested Revenue Development District is January 1, 2019, which is the last assessment date prior to the adoption of the IRD, which is \_\_\_\_\_.

Assessed values as of January 1, 2019 will be available during the Fall of 2019 and are not currently available. Therefore, this DRAFT Assessor's Certification presents the assessed values as of January 1, 2018 for estimation purposes only.

When assessed values as of the Base Date are confirmed, an Assessor's Certification will be provided.

For the purposes of the estimates in this document, values as January 1, 2018 have been used, as follows:

<b>DIF District and IRD Parcel Summary</b>				
<b>Use Category</b>	<b># of Parcels</b>	<b>Total Acres</b>	<b>Total Assessed Value</b>	<b>Taxable Assessed Value as of 1/1/18</b>
<b>Commercial</b>	118	352.88	\$ 631,143,600	\$ 631,143,600
<b>Residential</b>	8	10.37	\$ 2,098,200	\$ 2,098,200
<b>Tax Exempt, Any Use</b>	24	121.14	\$ 11,100,600	\$ 0
<b>Totals</b>	<b>150</b>	<b>484.39</b>	<b>\$ 644,342,400</b>	<b>\$ 633,241,800</b>

\_\_\_\_\_  
Kevin Doyle  
Assistant Director  
Assessor's Office

\_\_\_\_\_  
Date

Town of Dedham  
26 Bryant Street  
Dedham, MA 02026

## Appendix E: Existing Economic Development Strategy Information

Urban Land Institute *Dedham Technical Assistance Panel Report* October 13, 2016

<https://boston.uli.org/wp-content/uploads/sites/12/2012/04/Dedham-TAP-Report-.pdf>

Urban Land Institute *Dedham Technical Assistance Panel (presentation)* October 11, 2016

<https://boston.uli.org/wp-content/uploads/sites/12/2016/10/Dedham-TAP-Presentation-FINAL.pdf>

Town of Dedham Master Plan

<http://www.dedham-ma.gov/government/master-plan-implementation-committee/master-plan>

Town of Dedham Open Space and Recreation Plan

<http://www.dedham-ma.gov/departments/parks-and-recreation/2017-master-plan>

# Attachment 1: Details of Potential Projects

## Improvements to Providence Highway Intersections

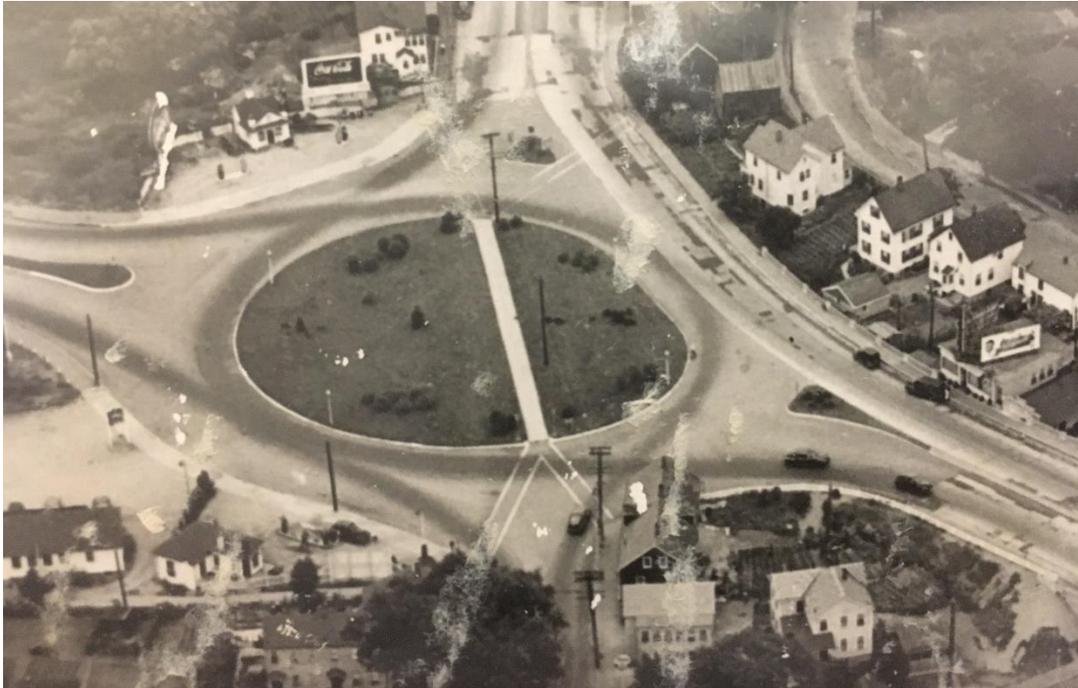
**The Marine Rotary (Washington Street).** The rotary constructed at this location in 1932 as part of the Providence Turnpike project, was an unbroken circle and traffic islands, all landscaped, with street lamps, a sidewalk, and crosswalks.

Sometime after World War II, the Highway Department blazed four lanes of traffic directly through the Providence Turnpike rotary, ostensibly to speed up the flow of commuter traffic into and out of Boston. Signalization of the intersection made the rotary cease functioning as a rotary, with backups during rush hours.

The design also causes confusion, as drivers making lefts from either direction of Washington Street are often confused about which lane to turn into. Pedestrian crossing of the highway through this area is unfriendly and hazardous. This intersection should be a gateway into the eastern side of Dedham Square's historic town center and instead verges on blight.



The Town would like to, while accommodating current traffic loads, reconfigure this intersection back into a traditional rotary, reduce signalization to improve flow, mitigate traffic speeds, place overhead utilities underground, create safe pedestrian crossings, and design landscaping and a form that establishes a sense of place.



*The rotary when completed in 1932. Photo courtesy of the Dedham Historical Society.*



*The Circle, Uptown Normal (Ill.) by Hoerr Schaudt Landscape Architects 2002-2010.*

**Eastern Avenue.** This intersection should provide a visual gateway into the southwestern edge of historic Dedham Square. Instead, it thwarts pedestrian crossings between the town center and the residential neighborhoods, schools, and public parks to the south. The highway here is wide and sparsely landscaped.



Solutions may include some reconfiguration of the intersection and traffic flow. This might include repositioning right and left turns from the eastbound lanes to Mah Way (blue arrows) and adding a landscaped center lane in place of the existing turn lane (green rectangle), moving overhead utilities underground, and buffering sidewalks from vehicular traffic.

Urban designers and transportation engineers have suggested the Town consider a pedestrian bridge or a (less expensive) signalized at-grade pedestrian crossing from the municipal parking lot on the north to the soccer field and parks to the south (red arrows), which would remove pedestrians from the vehicular activity—especially right and left turns—at the intersection.

**Elm Street.** Wide expanse of highway here is especially treacherous to the retail and food service and other employees at the large shopping center Legacy Place, many of whom commute on the MBTA's 34E bus, whose Washington Street route ones one block north of this intersection. The distance of the highway crosswalk could be dramatically shortened by making the crossing perpendicular to the traffic lanes (blue arrow).



In fact pedestrians make opt for the most direct route to cross these 8 lanes of traffic. This is the most direct route to Legacy Place from the closest 34E bus stop.



Pedestrians cannot help but appear out of place here, as the intersection prioritizes automotive throughput and provides wide travel lanes.



The three pedestrian islands (at the southwest, northwest, and northeast corners) are devoid of vegetation. These conditions could be improved significantly.

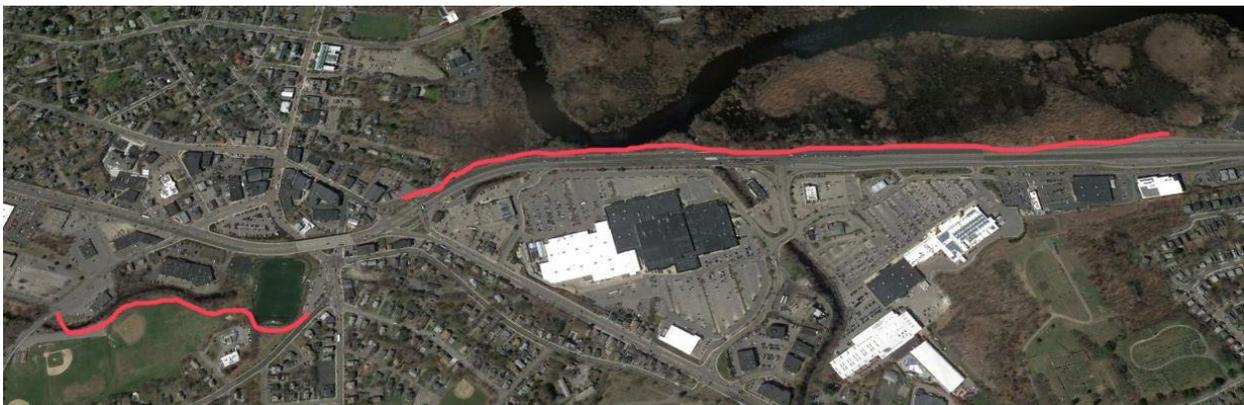


## Improvements for Open Space Connections

**Wigwam Pond Path:** A bicycling-pedestrian path and boardwalk along the Wigwam Watershed using Town-owned land and/or easements on private parcels. In the aerial photo below, the Wigwam Path's general location is colored blue. This path would terminate in the east at Eastern Avenue, near Dedham Square and the terminus of a proposed Charles River Path (colored red). The path would run west, following the watershed behind the commercial properties fronting the Providence Highway, then turn southwest along the pond, crossing through a wetland area as a boardwalk, and terminate at the municipal baseball field on Rustcraft Road. [Path would be approximately 6,000 linear feet.]



**Charles River Path:** A bicycling-pedestrian path adjacent to the Providence Highway and providing improved access to the Charles River, utilizing Town-owned land and/or easements on private and federal parcels. This path could conceivably run from the Boston line southwest along the riverside to Dedham Square. It might terminate once it reaches the Washington Street intersection or continue on to Barnes Memorial Park and, potentially, connect with the Wigwam Pond Path's terminus at Eastern Avenue. We would envision this path being similar to other riverside paths along the Charles in Newton, Watertown, and Boston (e.g., Soldiers Field Road). [Path would be approximately 6,000 linear feet.]



## Attachment 2: Complete Parcel List

Town of Dedham Providence Highway DIF District Parcel List				
Parcel ID	Location	Parcel Use	Land Acres	Total Assessed Parcel Value as of 1/1/18
108-1	22 MAH WAY	Commercial	1.09	\$1,469,300
108-104	530 PROVIDENCE HWY	Commercial	1.45	\$3,040,100
108-109	26 EASTERN AVE	Exempt	0.28	\$429,400
108-111	10 EASTERN AVE	Exempt	1.10	\$646,500
108-3	550 PROVIDENCE HWY	Commercial	1.11	\$2,402,000
108-4	580 PROVIDENCE HWY	Commercial	3.43	\$2,768,800
109-2	50 EASTERN AVE	Exempt	1.23	\$383,000
109-24	11 CECIL PL	Commercial	1.69	\$747,700
109-25	351 EAST ST	Exempt	2.33	\$315,000
109-3	456 PROVIDENCE HWY	Commercial	2.15	\$5,368,200
109-4	62 EASTERN AVE	Commercial	0.14	\$513,800
109-5	66 EASTERN AVE	Commercial	0.18	\$377,000
109-57	84 EASTERN AVE	Exempt	1.53	\$1,046,900
109-58	150 EASTERN AVE	Exempt	14.51	\$910,300
109-59	119 EASTERN AVE	Exempt	1.69	\$247,700
109-6	70 EASTERN AVE	Residential	0.11	\$464,300
109-60	436 PROVIDENCE HWY	Commercial	0.50	\$810,800
109-61	152 EASTERN AVE	Exempt	0.38	\$220,900
109-62	176 EASTERN AVE	Exempt	0.05	\$14,600
109-7	72 EASTERN AVE	Residential	0.09	\$219,300
122-1	725 PROVIDENCE HWY	Commercial	18.01	\$36,745,700
122-3	685 PROVIDENCE HWY	Commercial	1.05	\$1,003,000
123-15	688 PROVIDENCE HWY	Commercial	15.40	\$25,995,800
123-16	600 PROVIDENCE HWY	Commercial	6.48	\$5,500,000
123-18	3 BLUE HILL PKWY	Exempt	3.73	\$105,000
123-22	95 EASTERN AVE	Commercial	4.80	\$4,300,000
135-69	21 JOHNSTON LN	Residential	0.36	\$15,500
135-70	738 WASHINGTON ST	Residential	0.68	\$15,900
136-10	33 JOHNSTON LN	Residential	0.82	\$16,000
136-11	835 PROVIDENCE HWY	Commercial	7.42	\$75,800
136-12	825 PROVIDENCE HWY	Commercial	0.66	\$1,608,800
136-14	750 PROVIDENCE HWY	Commercial	7.20	\$2,478,100
136-15	800 PROVIDENCE HWY	Commercial	1.29	\$2,034,000
136-19A	75 MCNEIL WAY	Commercial	2.28	\$3,169,200
136-20	820 PROVIDENCE HWY	Commercial	4.75	\$5,869,900
136-21	840 PROVIDENCE HWY	Commercial	1.60	\$2,673,200

<b>Town of Dedham Providence Highway DIF District Parcel List</b>				
<b>Parcel ID</b>	<b>Location</b>	<b>Parcel Use</b>	<b>Land Acres</b>	<b>Total Assessed Parcel Value as of 1/1/18</b>
136-22	748 PROVIDENCE HWY	Commercial	0.28	\$393,700
137-40	0 WIGWAM POND	Exempt	4.60	\$112,100
148-28	985 PROVIDENCE HWY	Commercial	1.75	\$2,645,200
148-29	55 ELM ST	Commercial	2.50	\$4,667,300
148-29A	35 ELM ST	Commercial	0.92	\$464,300
148-30	858 WASHINGTON ST	Commercial	2.08	\$6,848,100
148-33	876 WASHINGTON ST	Commercial	0.28	\$140,100
148-34	874 WASHINGTON ST	Commercial	0.19	\$101,200
148-35	22 ARIADNE RD	Commercial	0.34	\$326,100
148-38	55 ARIADNE RD	Commercial	6.18	\$10,081,400
148-41	888 WASHINGTON ST	Commercial	2.33	\$7,122,000
148-42	910 WASHINGTON ST	Commercial	1.32	\$4,436,000
148-69	1 ARIANDE	Commercial	0.47	\$21,000
148-70	983 PROVIDENCE HWY	Commercial	1.32	\$1,872,000
149-1	850 PROVIDENCE HWY	Commercial	2.15	\$3,372,100
149-11	81 LEGACY BLVD	Commercial	0.34	\$620,400
149-12	910 PROVIDENCE HWY	Commercial	0.79	\$847,200
149-13	900 PROVIDENCE HWY	Commercial	0.90	\$1,956,700
149-14	888 PROVIDENCE HWY	Commercial	1.00	\$2,367,900
149-15	870 PROVIDENCE HWY	Commercial	0.54	\$1,277,800
149-16	858 PROVIDENCE HWY	Exempt	0.01	\$9,700
149-17	928 PROVIDENCE HWY	Commercial	0.50	\$749,900
149-18	930 PROVIDENCE HWY	Commercial	0.90	\$1,041,200
149-19	940 PROVIDENCE HWY	Commercial	0.15	\$961,100
149-2	25 MCNEIL WAY	Commercial	1.00	\$2,131,700
149-20	946 PROVIDENCE HWY	Commercial	0.31	\$806,000
149-3-1	30 STERGIS WAY 1	Commercial	1.10	\$668,100
149-3-2	30 STERGIS WAY 2	Commercial	0.00	\$854,300
149-34	875 PROVIDENCE HWY	Commercial	0.68	\$1,693,600
149-35	865 PROVIDENCE HWY	Commercial	0.40	\$1,291,400
149-3A	60 STERGIS WAY	Commercial	1.02	\$1,796,400
149-3B	110 STERGIS WAY	Commercial	1.27	\$1,832,600
149-3C	45 STERGIS WAY	Commercial	2.08	\$2,911,800
149-41	872 PROVIDENCE HWY	Commercial	0.02	\$5,400
149-42	948 PROVIDENCE HWY	Commercial	0.32	\$138,400
149-6	124 QUABISH RD	Commercial	8.40	\$1,572,500
149-7	2 LEGACY BLVD	Commercial	2.14	\$54,700

<b>Town of Dedham Providence Highway DIF District Parcel List</b>				
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150-12	125 QUABISH RD	Commercial	2.05	\$1,855,900
150-13	135 QUABISH RD	Commercial	1.98	\$50,600
150-14	133 QUABISH RD	Commercial	0.11	\$15,300
150-3	0 BLUE HILL PKWY	Exempt	2.25	\$78,600
150-4	200 LEGACY BLVD	Commercial	16.57	\$13,959,300
150-5	119 QUABISH RD	Commercial	6.97	\$3,102,200
150-7A	125 STERGIS WAY	Commercial	2.57	\$3,264,600
150-7B	75 STERGIS WAY	Commercial	1.25	\$1,069,600
151-53	169 RUSTCRAFT RD	Exempt	14.10	\$467,000
162-1	110 ELM ST	Commercial	26.13	\$104,482,900
162-3	200 ELM ST	Commercial	3.09	\$29,325,300
162-4	250 ELM ST	Commercial	9.49	\$52,243,100
162-43	25 FOX DR	Commercial	4.99	\$13,297,000
162-44	210 ELM ST	Commercial	2.69	\$925,500
162-45	214 ELM ST	Commercial	1.22	\$523,100
162-5	259 ELM ST	Commercial	2.20	\$7,020,000
162-7	235 ELM ST	Commercial	3.94	\$9,213,900
163-1	300 LEGACY BLVD	Commercial	12.08	\$802,900
163-2	1000 PRESIDENTS WAY	Commercial	11.66	\$53,493,800
163-3	198 LEGACY BLVD	Commercial	1.02	\$37,500
164-6	10 CAREMATRIX DR	Commercial	2.81	\$5,779,300
164-7	237 RUSTCRAFT RD	Commercial	3.46	\$267,200
164-8	20 CAREMATRIX DR	Commercial	3.37	\$5,016,100
175-1	333 ELM ST	Commercial	1.66	\$3,821,100
176-2	122 ALLIED DR	Commercial	2.50	\$4,809,900
176-4	100 ALLIED DR	Commercial	2.30	\$1,303,900
176-5	85 ALLIED DR	Exempt	5.48	\$1,362,500
177-1A	55 ALLIED DR	Commercial	2.72	\$2,822,600
177-2-1	25 ALLIED DR	Commercial	13.80	\$13,691,500
177-2-1	3 ALLIED DR	Commercial	0.00	\$12,723,400
177-3	40 ALLIED DR	Commercial	2.89	\$5,149,200
57-1	205 PROVIDENCE HWY	Residential	7.71	\$329,700
57-11	174 PROVIDENCE HWY	Commercial	1.23	\$3,093,600
57-12	186 PROVIDENCE HWY	Commercial	1.05	\$1,313,900
57-2	135 PROVIDENCE HWY	Exempt	56.08	\$2,784,800
57-3	115 PROVIDENCE HWY	Exempt	4.24	\$58,000
57-4	160 PROVIDENCE HWY	Commercial	6.93	\$10,319,700

<b>Town of Dedham Providence Highway DIF District Parcel List</b>				
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57-4A	140 PROVIDENCE HWY	Commercial	1.40	\$1,634,400
57-4B	120 PROVIDENCE HWY	Commercial	1.44	\$604,500
57-4C	100 PROVIDENCE HWY	Commercial	2.38	\$4,020,100
57-4D-1	24 PROVIDENCE HWY	Commercial	1.65	\$6,002,700
57-4F	190 PROVIDENCE HWY	Commercial	0.88	\$777,600
57-9	150 PROVIDENCE HWY	Commercial	3.13	\$80,500
75-17	267 PROVIDENCE HWY	Exempt	0.20	\$41,900
75-4	327 PROVIDENCE HWY	Exempt	0.06	\$185,400
75-5	319 PROVIDENCE HWY	Exempt	0.30	\$13,100
75-6	275 PROVIDENCE HWY	Commercial	0.89	\$36,600
75-7	267 PROVIDENCE HWY REAR	Exempt	0.65	\$226,700
76-1	300 PROVIDENCE HWY	Commercial	34.93	\$47,500,000
76-20	306 PROVIDENCE HWY	Commercial	10.72	\$12,742,900
77-68	5 INCINERATOR RD	Exempt	0.85	\$1,250,100
92-21	30 OLD RIVER PL	Commercial	4.27	\$458,700
92-32	345 PROVIDENCE HWY	Exempt	3.85	\$98,400
92-33	365 PROVIDENCE HWY	Commercial	0.28	\$14,900
92-53	405 PROVIDENCE HWY	Commercial	0.11	\$480,800
92-54	395 PROVIDENCE HWY	Commercial	0.37	\$929,900
92-54A	9 STAR LN	Residential	0.28	\$619,500
92-55	385 PROVIDENCE HWY	Commercial	0.32	\$869,400
92-58	22 HARRIS ST	Commercial	0.55	\$587,100
92-67	547 HIGH ST	Commercial	0.09	\$567,400
92-68	541 HIGH ST	Residential	0.31	\$418,000
92-70	531 HIGH ST	Commercial	0.25	\$574,200
93-1	350 PROVIDENCE HWY	Commercial	3.50	\$4,936,600
93-115	520 HIGH ST	Commercial	0.20	\$161,600
93-117	21 HARRIS ST	Commercial	0.12	\$340,000
93-118	320 WASHINGTON ST	Commercial	0.16	\$575,100
93-119	27 HARRIS ST	Commercial	0.03	\$13,800
93-120	25 HARRIS ST	Commercial	0.05	\$347,100
93-121	322 WASHINGTON ST	Commercial	0.05	\$421,700
93-122	326 WASHINGTON ST	Commercial	0.11	\$371,700
93-2	370 PROVIDENCE HWY	Commercial	0.26	\$929,000
93-3	380 PROVIDENCE HWY	Exempt	1.67	\$93,000
93-4	287 WASHINGTON ST	Commercial	0.43	\$1,198,200
93-5	269 WASHINGTON ST	Commercial	0.15	\$648,000

<b>Town of Dedham Providence Highway DIF District Parcel List</b>				
<b>Parcel ID</b>	<b>Location</b>	<b>Parcel Use</b>	<b>Land Acres</b>	<b>Total Assessed Parcel Value as of 1/1/18</b>
93-6	265 WASHINGTON ST	Commercial	0.11	\$443,600
93-7	263 WASHINGTON ST	Commercial	0.11	\$345,000
93-8	259 WASHINGTON ST	Commercial	0.53	\$715,800
<b>Totals</b>			<b>484.39</b>	<b>\$644,342,400</b>