



# CITY OF SOMERVILLE

## MASSACHUSETTS

**Joseph A. Curtatone, Mayor**

Office of Strategic Planning and Community Development (OSPCD)

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**Site:** 10-50 Prospect Street (alley)

**Case #:** PB 2019-03

**Date:** July 11, 2019

**Recommendation:** Conditional Approval

## STAFF REPORT

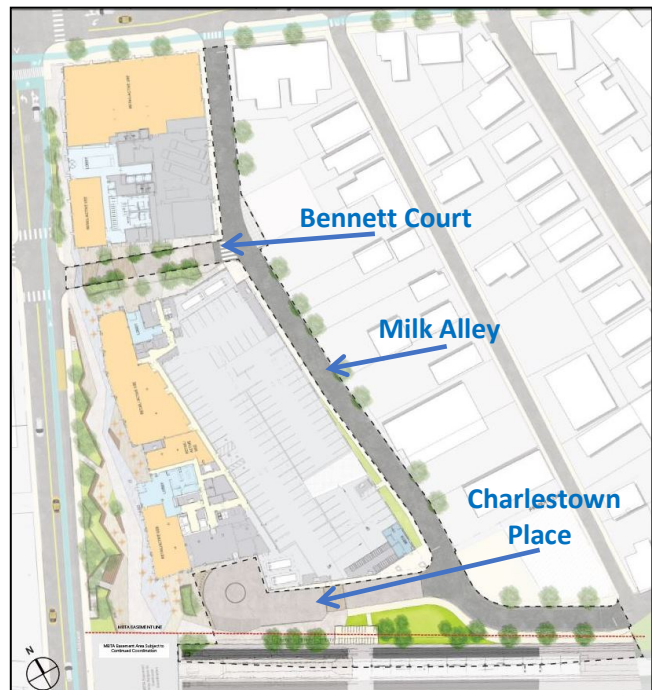
**Applicant Name:** Union Square RELP Master Developer LLC

**Owner Name:** City of Somerville & the Somerville Redevelopment Authority

**Agent Name:** N/A

**City Councilor:** Jefferson Thomas (J.T.) Scott

**Legal Notice:** Applicant, Union Square RELP Master Developer LLC and Owners, the City of Somerville and the Somerville Redevelopment Authority, seek Design & Site Plan Review under SZO §5.4 and SZO §6.8 to create an alley on Block D2 (as identified in the Union Square Revitalization Plan and the Union Square Neighborhood Plan) as proposed in the previously approved Coordinated Development Special Permit. TOD 100 and CCD 55-C underlying zoning district. Union Square Overlay District and CC7, HR, and MR4 sub districts. Ward 2.



*Alley area indicated with dashed lines.*

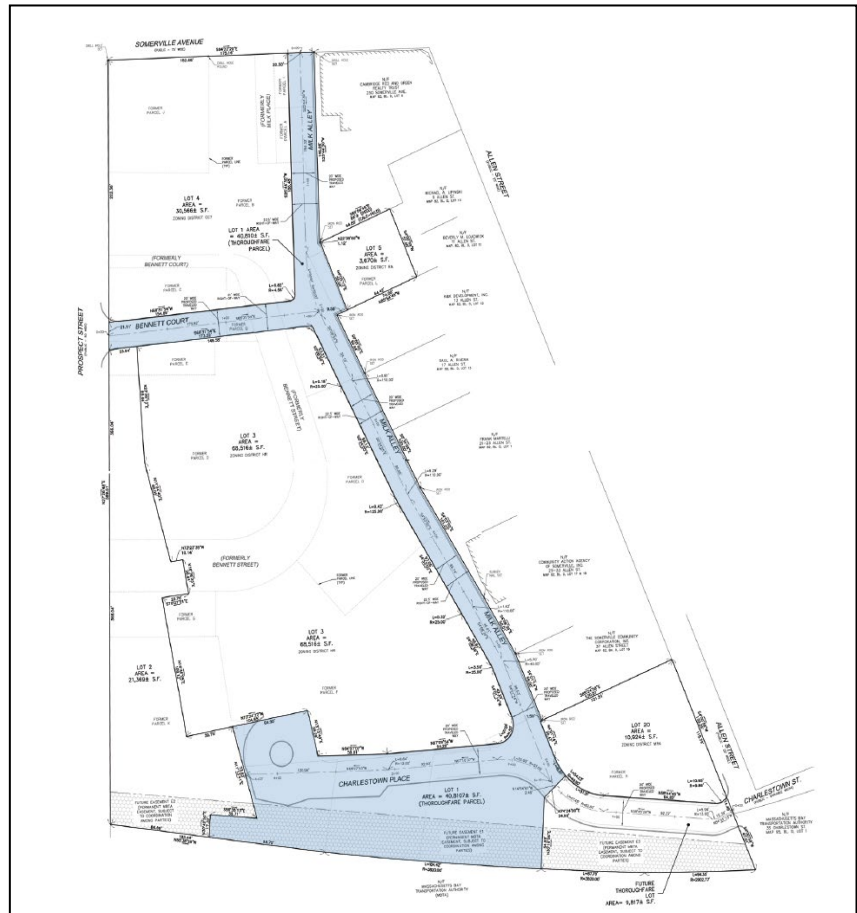
**Public Hearing:** Planning Board – opened April 18, 2019 with testimony heard April 18, May 2, June 13, and July 11, 2019

Zoning	Use	Surrounding Land Use	Property Metrics
USOD	Existing: Vacant Proposed: new thoroughfare	North: Prospect Hill neighborhood East: Target area and McGrath Highway South: Cambridge Street and Inman Square (Cambridge) West: Union Square	n/a

## I. PROJECT DESCRIPTION

The subject property is a portion of Block D2 (as identified in the Union Square Revitalization Plan and the Union Square Neighborhood Plan) and consists of the newly-platted “Lot 1” of the Subdivision Plat of Land approved by the Planning Board on March 21, 2019 (Case #PB2019-02). Lot 1 is comprised of all or portions of former parcels A, B, D, E, F, H, I, & K, along with portions of the discontinued Bennett Street.

amendment and approved the revision, per Section 5.4.8 of the Somerville Zoning Ordinance, on April 18, 2019. The revised Lot 1 is highlighted in the figure at right:



The proposal is to create a service and vehicular access alley that consists of three distinct lengths: Milk Alley, Bennett Court, and Charlestown Place. In its totality, this alley will allow for service and delivery vehicles to access loading bays proposed at the rear of the D2.1 building and those proposed for the D2.2/D2.3 buildings. Passenger vehicles will also be allowed use of the alley in order to access the proposed commercial vehicular parking facility integrated into the D2.2 and D2.3, proposed pick-up and

drop-off areas at the D2.2 general buildings along Bennett Court, and designated “T” pick-up/drop-off area at the western terminus of Charlestown Place. All intersections internal to the alley system and with Prospect Street and Somerville Avenue will be stop controlled. Pedestrian crossing signs are proposed for both sides of Bennet Court and Charlestown Place crosswalks. Parking enforcement signs are proposed for the short term drop-off/pick-up at Bennet Court and the turnaround of Charlestown Place.

Each segment of the alley is addressed individually below:

#### Milk Alley

Milk Alley will extend southward from its intersection with Somerville Avenue through to Charlestown Place. This 20-foot wide alley will allow for two-way traffic to-and-from Somerville Avenue. Although sidewalks exist on the rear of the D2.1, D2.2, and D2.3 buildings, pedestrian access will be discouraged along Milk Alley.

#### Bennett Court

Bennett Court will extend westward off of Milk Alley between the D2.1 Commercial Building and the D2.2 General Building, terminating at Prospect Street. As proposed, Bennett Court will be a 20-foot wide alley facilitating two-way vehicular and bicycle traffic between Prospect Street and Milk Alley. Bennett Court will provide access to a drop-off/pick-up area that is part of the D2.2 property. In total, with sidewalks provided as part of the D2.1 and D2.2 buildings, Bennett Court will be a shared space.

#### Charlestown Place

As with the rest of the proposed alley area, Charlestown Place will also be 20-feet in width. This portion of the alley area will also extend westward off of Milk Alley at its southern terminus, culminating in a cul-de-sac where it meets the proposed D2 plaza. The cul-de-sac area will accommodate the MBTA’s paratransit service (“The Ride”) due to its proximity to the entrance to the Green Line Union Square “T” Station. The cul-de-sac area will allow for vehicular turnaround in order to exit the “T” drop-off/pick-up area. Bicycle parking will be provided along the cul-de-sac as well as near the ADA ramp to the “T” platform. Bicycle parking will be provided at the head of the cul-de-sac and along the ADA access ramp to the “T” platform. Pedestrian access to Charlestown place will be from the public plaza and Charlestown Street.

Further, the proposal also includes a “stub” that will permit the future extension of Charlestown Place in a south-easterly direction off of Milk Alley towards Charlestown and Allen Streets.

Lastly, the alley proposal also includes a required permanent public access easement along the lower portion of Charlestown Place where it abuts MBTA property (see **Fig. 1**).

### **C. Preliminary Review:**

Prior to Application submittal for Design & Site Plan Review, the Union Square Overlay District of the SZO requires Applicants to complete a number of Preliminary Review steps for the Application to be considered complete, including a pre-submittal meeting with staff, an initial neighborhood meeting, design review, and a follow-up neighborhood meeting. Preliminary review meetings are intended to provide the Applicant with guidance and advice on the selection of a specific schematic design among alternatives to advance toward design development, pending final approval of the DSPR by the Planning Board.

The following table presents the neighborhood and design review meetings held on this project:

Activity	Location	Date	Time
Initial neighborhood meeting	Public Safety Building, 220 Washington St.	April 19, 2018	6-8pm
Design Review meeting	Public Safety Building, 220 Washington St.	August 20, 2018	6:30-8:50pm
Design Review meeting	City Council Chambers	August 30, 2018	6:30-8pm
Design Review meeting	Somerville High School	September 27, 2018	6:30-8pm
Final neighborhood meeting	Argenziano School, 290 Washington St.	October 17, 2018	6-8pm
Planning Board Public Hearing	Council Chambers, 93 Highland Ave.	April 18, 2019	6pm-
Planning Board Public Hearing	Visiting Nurses Association, 259 Lowell St.	May 2, 2019	6pm-
Planning Board Public Hearing	Somerville High School	June 13, 2019	6pm-

All meetings were conducted in accordance with the timing and deadline requirements of the SZO. City Staff has met with the Applicant on a near-weekly basis since their original selection as the Union Square Master Developer by the Somerville Redevelopment Authority (SRA), which satisfies the pre-submittal meeting required by the SZO.

The first Design Review meeting was held at least fourteen (14) days after the first neighborhood meeting and the Design Review Committee (DRC) provided a written recommendation (in the form of a checklist with recommendations) within the forty-five (45) day deadline, as required by the SZO. Lastly, the final neighborhood meeting took place at least fourteen (14) days after the design review meeting and at least fourteen (14) days in advance of Application submittal.

## II. DEVELOPMENT IMPACTS

### A. Departmental Comments:

**Public Works:** None at this time.

**Engineering:** None at this time. Construction of the alley must comply with all City engineering requirements.

**Mobility<sup>1</sup>:** The Director of Mobility<sup>2</sup> raised concerns including the following:

- Volume of passenger vehicle traffic through Bennett Court
- Pave a portion of Lot 5 to accommodate WB40 transport vehicle turning radius to/from D2.2 loading bay
- Concern regarding WB40 transport vehicle access through Bennett Court
- Prohibiting pedestrian access to Milk Alley
- Require WB40 transport vehicles to exit D2 site onto Somerville Avenue only
- Develop limited delivery times to D-block buildings
- Need materials plan for paving
- Change paving in center of cul-de-sac on Charlestown place to better direct vehicles around the turnaround
- Limit idling of vehicles

<sup>1</sup> Formerly "Transportation & Infrastructure"

<sup>2</sup> Formerly "Transportation & Infrastructure"

- Assign Uber/Lyft pick-up/drop-off locations

**Ward City Councilor:** Ward 2 Councilor J.T. Scott has recused himself as an abutter to the proposed building.

#### B. Public Comments

Staff received feedback during the official comment period for case #PB 2019-05, which began with oral testimony at the public hearing held on April 18, 2019 and further heard on May 2 and June 13, 2019. The primary concerns raised about the alley are summarized as follows:

- Alley will blight the Allen St. neighborhood, will create financial losses for long-time residents, and hamper future development plans for the Allen Street-to-Target lot on Medford Street.
- The alley (and parking) cuts Allen, Linden, and Merriam Street residents off from being fully integrated into the D2 design.
- Busy alley runs along backyards of Allen Street residents.
- Bennett Court will be a congested thoroughfare.
- Bennett Court will become a cut-through.
- Allen Street will be facing a busy street and should be facing a park.
- Alley will present a safety risk due to a high volume of vehicles interacting with pedestrians and bicycles.
- Green space on Bennett Court should be improved.
- Bennett Court should be closed to traffic; better traffic calming and safety measures needed.

#### C. Impact Analysis

The proposed use of the new D2 alley creates a number of impacts that must be carefully coordinated to reduce pedestrian-cyclist-driver conflicts both within the alley system itself and within the larger street network of Union Square. The alley system is proposed to provide motor vehicle access to a proposed commercial parking facility on D2.2 and D2.3, service & delivery access to all three proposed new D2 buildings by a variety of medium to large trucks, access to Union Square Station by cyclists, and as a drop-off at Union Square Station by the MBTA's paratransit service. Conditions have been proposed at the end of this staff report to address some of these concerns.

The demand for parking by employees, residents, customers, and visitors for all three (3) buildings proposed for the combined D2 site will be accommodated by the two hundred and sixty-nine (269) space commercial vehicular parking facility proposed for D2.2 and D2.3.

Vehicular access to the commercial vehicular parking facility is at the D2.2 end of the structure. Primary access for the parking facility is proposed to enter the alley system to and from Somerville Avenue using Milk Alley. Bennet Court is also proposed to accommodate access to and from Prospect Street for trips arriving from the north (Washington Street) or south. Concerns exist related to the volume of passenger vehicle traffic that is proposed to traverse Bennet Court since the Applicant proposes to design that portion of the D2 alley as a shared space. Permitted turning movements along Somerville's streets are entirely under the City's control but not within the jurisdiction of the Planning Board. However, the City is investigating restricting turns from Prospect Street into Bennett Court to address this concern. Turning movements within the proposed alley system do fall under the jurisdiction of the Planning Board and preventing vehicles exiting the commercial vehicular parking facility from turning onto Bennet Court is likely necessary to achieve the intent of designing Bennet Court as a shared space. This would make all trips exiting the parking facility exit the alley system using Milk Alley onto Somerville Avenue in either

direction or through a future extension of Charlestown Place to meet Charlestown Street at the intersection of Allen Street.

Loading and service for D2.1 will occur through a three (3) bay loading dock accessible from Milk Alley. The loading dock accommodates two WB-40 (wheel base 40') tractor semi-trailer trucks to service commercial tenants on upper stories and one smaller bay for a single unit box truck to service ground floor uses. Waste pick-up will also occur through the loading dock. Primary access for the loading dock is proposed to enter the alley system to and from Somerville Avenue. Bennet Court is proposed to accommodate access to and from Prospect Street, but deliveries are intended to be coordinated by the owner or future property management firm to occur at off-peak hours.

Single unit box trucks are able to enter and exit the alley system at Bennet Court or Milk Alley with little interference to opposing traffic on Prospect Street and Somerville Avenue. Tractor semi-trailer trucks are able to enter the alley system without crossing into oncoming traffic lanes by making a left turn into Milk Alley from Somerville Avenue when traveling west, a right turn into Bennett Court when traveling north on Prospect Street, and a left turn into Bennett Court when traveling south on Prospect Street. In all cases, the WB-40 type truck will need to reverse into the D2.1 loading dock. Turning right into Milk Alley when traveling east on Somerville Avenue requires the WB-40 truck to infringe both the west-bound travel and turning lanes of Somerville Avenue. When exiting the loading dock, the this truck type will have to turn left and exit the alley system through Bennet Court, or use Bennett Court to turn around and exit the system onto Somerville Avenue. In each case, this truck type will infringe on traffic movements in opposing lanes for both Prospect Street and Somerville Avenue. All of these potential impacts are intended to be resolved (eventually) with a future upgrade to Charlestown Street that will also accommodate redevelopment in the Union Square East area. There are no infringement issues concerning the turning movements of passenger vehicles or the MBTA's paratransit service vehicles.





The loading and service dock for D2.2 is located in the northeast (rear) corner of the building near the intersection of Milk Alley and Bennett Court. The tandem two bay loading area is designed for WB-40 tractor semi-trailer trucks, but will also be able to accommodate single unit box trucks and waste pick-up vehicles. Primary access for the loading dock is proposed to enter the alley system to and from Somerville Avenue. Bennett Court is proposed to accommodate access to and from Prospect Street, but deliveries are intended to be coordinated by the owner or future property management firm to occur at off-peak hours.

Single unit box trucks are able to enter and exit the alley system at Bennet Court or Milk Alley with little interference to opposing traffic on Prospect Street and Somerville Avenue and can easily reverse maneuver into the loading dock.

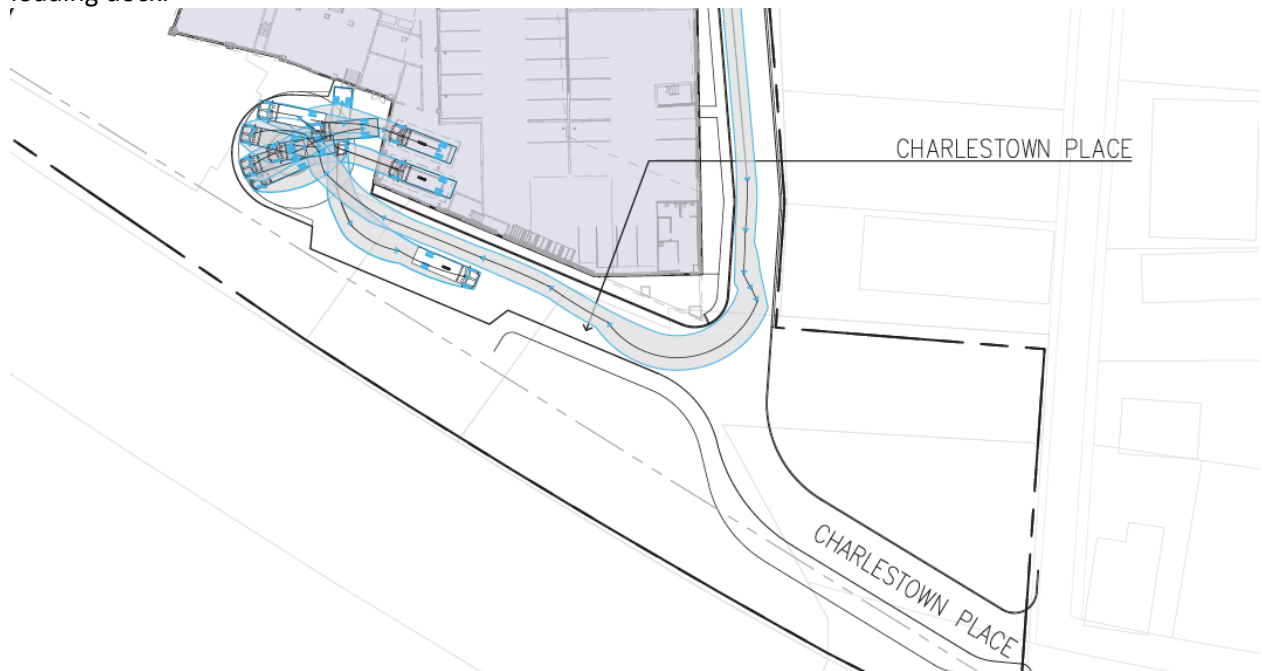


Tractor semi-trailer trucks are able to enter the alley system without crossing into oncoming traffic lanes by making a left turn into Milk Alley from Somerville Avenue when traveling west, a right turn into Bennett Court when traveling north on Prospect Street, and a left turn into Bennett Court when traveling south on Prospect Street. Turning right into Milk Alley when traveling east on Somerville Avenue requires a WB-40 truck to infringe both the west-bound travel and turning lanes of Somerville Avenue. To enter the loading dock of D2.2 from southbound travel on Milk Alley requires the WB-40 type truck to make a complex four-point turn to reverse direction using Bennett Court. To enter the loading dock from Bennet Court requires a less complex reverse maneuver into the loading dock.



When exiting the loading dock, a WB-40 truck type will have to turn left and exit the alley system via Milk Alley onto Somerville Avenue. Regardless of exiting direction, this truck type will infringe on traffic movements in opposing lanes temporarily.

The loading and service dock for D2.3 is located in the southwest (bottom left) corner of the building near the turnaround at the western end of Charlestown Place. The loading and service area is a two-bay loading dock designed for single unit box trucks and waste pick-up vehicles. Only residential move-ins and waste pick up are anticipated for this loading dock. All service vehicles using the loading area will turn onto Charlestown Place from Milk Alley or a future connection with Charlestown Street and use the turnaround at the western end of Charlestown Place to reverse into the loading dock. Single unit box trucks are able to enter and exit the alley system at Bennet Court or Milk Alley with little interference to opposing traffic on Prospect Street and Somerville Avenue and can easily reverse maneuver into the loading dock.



### III. FINDINGS

The Planning Board must approve a development review application requiring Design and Site Plan Review (DSPR) upon verifying that the application is compliant with the review criteria required for all Design & Site Plan Reviews and for the additional criteria of §6.8.5.D.5 of the Union Square Overlay District. The Planning Board may add conditions to any approvals and/or have the Applicant make alterations to the alley proposal.

#### Standard Review Criteria of §5.4.6:

1. Consistency with the adopted comprehensive Master Plan of the City of Somerville, existing policy plans and standards established by the City, or to other plans deemed to be appropriate by the Planning Board;
2. Consistency with the purpose of this Ordinance in general;
3. Consistency with the purpose of the district where the property is located; and
4. Considerations indicated elsewhere in this Ordinance for the required Design and Site Plan Review. (See §6.8.5.D.5)

#### Additional Review Criteria of §6.8.5.D.5:

1. Compliance with the standards of [Section 5.4](#) Design and Site Plan Review (see above)



2. Consistency with the approved Coordinated Development Special Permit and any previously approved Special Permits, as applicable;
3. Consistency with the 2012 Union Square Revitalization Plan and the 2016 Union Square Neighborhood Plan, as amended; and
4. Conformance with all applicable provisions of this Ordinance.

The Planning Staff proposes that the Planning Board make the following findings:

#### **SZO §5.4.6**

- 1. Consistency with the adopted comprehensive Master Plan of the City of Somerville, existing policy plans and standards established by the City, or to other plans deemed to be appropriate by the Planning Board.**

*Staff finds that the Application is consistent with SomerVision, the comprehensive Master Plan of the City of Somerville in that the development will help to achieve the following plan Goals:*

- a) Increase active and alternative transportation options; reduce congestion; and promote workplace-based policies and incentives for mode choice, work hours, and employment location by implementing an aggressive Mobility Management Plan for the building and requiring future tenants of significant size to implement their own mobility management plans.*

- 2. The purpose of this Ordinance in general.**

*Staff finds that the Application is consistent with the purpose of the Somerville Zoning Ordinance, including to provide for and maintain the uniquely integrated structure of uses in the City, to lessen congestion in the streets, and to encourage the most appropriate use of land throughout the city.*

- 3. The purpose of the district where the property is located.**

*Staff finds that the Application is consistent with the purpose of the Union Square Overlay District, including the redevelopment of a parcel located within close walking distance to the future Union Square T-Station, accommodating high-rise development that will support the transformation of Union Square into an urban employment center, and fulfilling the goals of SomerVision, the 2003 Union Square Master Plan, the 2012 Union Square Revitalization Plan, and the 2016 Union Square Neighborhood Plan, as amended.*

- 4. Considerations indicated elsewhere in this Ordinance for the required Design and Site Plan Review.**

*See findings 2-4 for SZO §6.8.5.D.5 below.*

#### **SZO §6.8.5.D.5**

- 1. Compliance with the standards of [Section 5.4](#) Design and Site Plan Review**

*See findings 1-4 for SZO §5.4.6 above.*

- 2. Consistency with the approved Coordinated Development Special Permit (CDSP) and any previously approved Special Permits, as applicable.**

*The Staff finds that, as-proposed, the Application is consistent with the approved Coordinated Development Special Permit (CDSP) that was approved by the Planning Board on December 14, 2017, and any previously-approved Special Permits. Specifically, the proposal complies with the following conditions set forth in the December 14, 2019 CDSP (case # PB 2017-21) approval:*

#	Condition	Timeframe for Compliance	Responsible Party(ies)
4	New thoroughfares must be developed as detailed on p122-123 and illustrated in Figure 62 of the application materials both as to the general location and specific dimensions of the new alleys and reconfiguration of Everett Street. The Board also approves, in concept, the proposed 50' scale new thoroughfares plan provided to the City digitally on November 7, 2017. The Applicant shall work with City staff to finalize the details of each proposed new thoroughfare to ensure proper design and intersection with the existing thoroughfare network.	DSPR	T&I/Planning/Engineering
14	The development of any lot as a building or civic space and the construction or reconstruction of any thoroughfare requires DSPR	DSPR	Planning
15	Each building, civic space, and thoroughfare (including streetscape details) and associated physical improvements requires design review per the SZO prior to the submittal of a DSPR application. Design review will take into account not only the parcel under review, but also the larger context in terms of relationships, sight-lines, compatibility of materials, pedestrian access, and consistency with the intent of the Neighborhood Plan.	DSPR	Planning
16	DSPR applications for thoroughfares, civic spaces, and buildings may be processed simultaneously with DSPR applications for adjacent thoroughfares, civic spaces, and buildings on the same D-Block.	DSPR	Planning
81	The street-facing portions of D2.1 and the alley way to the east of D2.2 and D2.3 should make accommodations for flooding during extreme storm events. These accommodations must be coordinated with the Engineering Department.	DSPR	Planning/Engineering

**3. Consistency with the 2012 Union Square Revitalization Plan and the 2016 Union Square Neighborhood Plan, as amended.**

*The Staff finds that the Application is consistent with the 2012 Union Square Revitalization Plan and the 2016 Union Square Neighborhood Plan, as amended, by providing a service alley to facilitate redevelopment of parcels abutting Prospect Street, Somerville Avenue, and Allen Street.*

**4. Conformance with all applicable provisions of this Ordinance.**

*The Staff finds that the Application is conforming to all applicable provisions of the Somerville Zoning Ordinance.*

#### IV. RECOMMENDATION

This recommendation by the Staff is based upon a technical analysis of the application materials submitted by the applicant and testimony and public feedback provided during the public hearing process. The Staff recommends **CONDITIONAL APPROVAL** of the required **DESIGN AND SITE PLAN REVIEW (DSPR)** as follows:

#	Condition	Compliance Timeframe	Verification	Notes						
A. Overall										
1	<div>Development must comply with the plans and other application materials submitted by the Applicant:</div> <table><tr><th>Date (Stamp Date)</th><th>Submission</th></tr><tr><td>February 13, 2019</td><td>Initial application submitted to the City Clerk’s Office</td></tr><tr><td>March 26, 2019</td><td>Revised application submitted to Planning Staff</td></tr></table> <div>Any changes to the submitted plans and other materials, as approved and conditioned, that is not determined to be <i>de minimis</i> by the Planning Director are considered a Major Amendment to the approved plans and must be processed as a revision to previously approved plans.</div>	Date (Stamp Date)	Submission	February 13, 2019	Initial application submitted to the City Clerk’s Office	March 26, 2019	Revised application submitted to Planning Staff	Perpetual	ISD/ Plng.	
Date (Stamp Date)	Submission									
February 13, 2019	Initial application submitted to the City Clerk’s Office									
March 26, 2019	Revised application submitted to Planning Staff									
2	This approval certifies that the proposed alley (comprised of Milk Alley, Bennett Court, and Charlestown Place), if constructed and operated in conformance with this decision, as conditioned, complies with the previously approved CDSP Decision ( <i>Case# PB2017-21</i> ) issued on December 14, 2017.	Perpetual	ISD							
3	This approval absolves all previous approvals and conditions related to 50 Prospect Street with the exception of the CDSP for case # PB2017-21.	Perpetual	ISD							
B. Legal Agreements										
1	Development must comply with the Development Covenant by and between the City of Somerville and Union Square Station Associates LLC dated June 17, 2017, as amended.	Perpetual	ISD/ Plng.							
2	Development must comply with the Master Land Disposition Agreement by and between the Somerville Redevelopment Authority and Union Square Station Associates LLC dated May 2, 2017, as amended.	Perpetual	ISD/ Plng.							

#	Condition	Compliance Timeframe	Verification	Notes
3	The property owner shall, for no additional compensation, grant a permanent public access easement over the full width of the sidewalk that abuts the southern portion of Charlestown Place. Easement language must be approved by the City Solicitor and recorded with the Middlesex County Registry of Deeds prior to the issuance of the first Certificate of Occupancy for the building.	CO	City Solicitor/ISD	
<b>D. Engineering</b>				
1	The Applicant shall comply with all Engineering Department requirements relative to alley construction and associated drainage.	Paving Permit	Eng.	
<b>E. Transportation</b>				
1	Pedestrian and vehicular access (particularly for the MBTA's paratransit service) must not be impeded due to construction of the D2.1 Laboratory Building once revenue service begins at Union Square Station. In such a circumstance, the Applicant shall provide detailed plans of proposed interim vehicular, pedestrian, and bicycle access to Union Square Station (including any access to be provided from the Prospect Street Bridge) to the Director of Mobility for approval prior to the issuance of a building permit. Particular care must be taken to provide a legal and fully accessible path to Union Square Station during construction so that safe, convenient, and uninterrupted access is provided to the Station at all times.	BP/CO	Mobility/ISD	
2	To satisfy Condition #38 of the previously approved CDSP, the Applicant must purchase and install a bike-share docking station with at least fifteen (15) docks and nine (9) shared bicycles. The station must be installed in a location approved by the Director of Mobility in relative proximity to the MBTA's bike cage proposed along Charlestown Place.	CO	Mobility	
3	The Applicant, in coordination with the Director of Mobility and the Director of Engineering, shall install signage at the Somerville Avenue entry points to Milk Alley to direct pedestrians to the front of the building for access to the T via the proposed new plaza.	CO	Mobility/Engineering	
4	The Applicant, in coordination with the Director of Mobility and the Director of Engineering, shall develop and implement a paving plan for a portion of Lot 5 in order to improve turning abilities for WB-40 transport vehicles into and out of the D2.1 and D2.2 loading and service docks.	Paving Permit	Mobility/Engineering	

#	Condition	Compliance Timeframe	Verification	Notes
5	The Applicant, in coordination with the Director of Mobility and the Director of Engineering, shall install signage (internal or external to the D2.2/D2.3 commercial vehicular parking facility) directing passenger vehicles to exit the site only from Milk Alley onto Somerville Avenue.	Paving Permit	Mobility/Engineering	
6	The Applicant, in coordination with the Director of Mobility and the Director of Engineering, shall install signage prohibiting left turns onto Bennett Court for north-bound traffic on Milk Alley (such as traffic exiting the D2.2 parking garage).	Paving Permit	Mobility/Engineering	
7	The Applicant, in coordination with the Director of Mobility and the Director of Engineering, shall determine the number and location of speed limit signs along Milk Alley. Vehicular speed shall be limited to 10 mph.	Paving Permit	Mobility/Engineering	
8	The Applicant, in coordination with the Director of Mobility and the Director of Engineering, shall design an alternate paving pattern or other device for the center of the Charlestown Place cul-de-sac to properly route traffic around the turnaround while still allowing for box trucks and waste pick-up vehicles to enter and exit the D2.3 loading bay.	Paving Permit	Mobility/Engineering	