



City of Somerville

PLANNING BOARD

City Hall 3rd Floor, 93 Highland Avenue, Somerville MA 02143

TO: Planning Board
FROM: Planning, Preservation, & Zoning Staff
SUBJECT: 50 Webster Avenue (Building), P&Z 21-060
POSTED: September 2, 2022

RECOMMENDATION: Approve with Conditions

Staff memos are used to communicate background information, analysis, responses to public comments, review of statutory requirements and other information from Planning, Preservation, & Zoning Staff to the Review Board members.

This memo summarizes the Site Plan Approval application submitted for 50 Webster Avenue, identifies any additional discretionary or administrative development review that is required by the Somerville Zoning Ordinance, and provides related analysis or feedback as necessary. The application was deemed complete on June 15, 2022, and was scheduled for a public hearing on August 4, 2022. The application has since been continued to the September 8, 2022, Planning Board meeting. Any Staff recommended findings, conditions, and decisions in this memo are based on the information available to date prior to any public comment at the scheduled public hearing.

LEGAL NOTICE

US Union Square D3.1 Owner LLC seeks to develop a nine (9) story Life Science Building in the HR zoning district, which requires Site Plan Approval.

SUMMARY OF PROPOSAL

The subject property is part of Block D3-1 of the Union Square Coordinated Development Special Permit (CDSP), case # PB2017-21. US Union Square D3.1 Owner LLC (the Applicant) is proposing to construct a nine (9) story Lab Building. The proposed development will produce 273,000 square feet of lab/office space, 7,000 square feet of retail space, 270 motor vehicle parking spaces, 71 long-term bicycle parking spaces, and bicycle racks that provide at least 18 short-term bicycle parking spaces.

ADDITIONAL REVIEW NECESSARY

This Application is subject to a previously approved Coordinated Development Special Permit (CDSP) issued pursuant to the Somerville Zoning Ordinance in effect on December 14, 2017 and is entitled to be developed subject to the provisions of the Union Square Overlay District (USOD) zoning, underlying zoning being the High Rise (HR) District. 50 Webster Avenue is located on a Pedestrian Street in a 0.25mi Transit Area in the Union Square neighborhood represented by Ward 2 Councilor JT Scott (who

has recused himself from the project due to his ownership of a property within the CDSP-permitted area).

Design and Site Plan Review (DSPR) is required for the development of any lot as a building, civic space, or thoroughfare, subject to the Union Square CDSP. For the purposes of this application, the current Site Plan Approval process is the direct equivalent of the Design and Site Plan Review (DSPR) required previously. Site Plan Approval is an administrative review and approval of a proposed building to address any potential impacts, as necessary. The Planning Board is the decision-making authority for all (non-variance) discretionary or administrative permits required by the Union Square Overlay District in effect on December 14, 2017

Prior to Site Plan Approval for this site, Subdivision Plan Approval is required to create a building parcel that is separate from the parcels for the proposed civic space and thoroughfare associated with this building. The Planning Board may only make a decision regarding the Site Plan Approval for the proposed building following approval of the related subdivision and subsequent recording of the land plat with the Middlesex Registry of Deeds. The Board voted at its August 4, 2022, meeting to approve a subdivision for this area.

No additional review is required following this Site Plan Approval process. However, the Application must comply with the requirements of the existing CDSP.

NEIGHBORHOOD MEETINGS

The first neighborhood meeting was hosted by Ward 3 Councilor Ben Ewen Campen and the applicant on August 25, 2021, via the Zoom meeting platform. A second neighborhood meeting was hosted by Ward 3 Councilor Ben Ewen Campen and the applicant on January 12, 2022, via the Zoom meeting platform. Ward 2 Councilor JT Scott had previously recused himself from the project and did not attend the meetings.

DESIGN REVIEW

The proposal was reviewed by Somerville Urban Design Commission via the GoToWebinar meeting platform on October 26, 2021 and November 19, 2021. The Commission provided its official recommendation on January 5, 2022.

ANALYSIS

The Urban Design Commission unanimously recommended approval of façade option #3, that all the relevant design guidelines were satisfied, and to make several recommendations for the final design of the building. The comments that were not incorporated into the design through the review process included recommendations to:

1. Reduce the prominence of the penthouse;
2. Further examine building “materiality” and pursue the use of red brick (with concern noted about switching from stone to concrete at the ground floor level);

3. Further develop the cut glass column and engage it more with the rest of the building and adjacent civic space; and
4. Look for opportunities to add variation to the long, repetitious north building elevation, such as adding screening like a green wall or art at the lower level facing the GLX station.

Along with summaries of the neighborhood meeting and design review processes, the Applicant has provided responses to each of the UDC's recommendations in their Project Narrative. Responses to the first two recommendations describe how the Applicant has already addressed these elements to the greatest extent possible; responses to the last two recommendations state that the design team will continue to explore options.

Staff notes that the proposed design features a curtain wall of spandrel glass on the south building elevation, which may impact compliance with CDSP Approval Condition #75, which states, in part, that "in accordance with the USQ zoning, large expanses of highly mirrored glass surfaces are discouraged." The Application has noted the use of bird-safe glass but, to ensure compliance with the aforementioned condition, Staff recommends that the Board should include a condition requiring that the glass used for the curtain wall will be treated to ensure that it is not highly mirrored or reflective, and does not cause undue glare.

As previously stated, the Application follows the approved Union Square Coordinated Development Special Permit (CDSP) in area that was – at the time of approval – zoned High Rise (HR) and Union Square Overlay District (USOD). The application must therefore comply with the Zoning Ordinance and USOD requirements in effect at the time of the CDSP approval. As part of their application, the Applicant submitted a Compliance Report detailing their compliance with both the relevant zoning and the approved CDSP. The Report reviews compliance with the review process for Design and Site Plan Approval. It also provides tabular and narrative details about compliance with use requirements; dimensional requirements; design and architectural elements; environmental performance; noise mitigation for mechanical equipment; sustainable development requirements; screening for loading facilities, services areas, and mechanical equipment; signs; and motor vehicle and bicycle parking requirements.

The proposed uses, including a laboratory building with retail on the ground floor, are consistent with the zoning and the CDSP. Consistent with the CDSP, ACE space will not be located on this site, and will instead be consolidated on another site at a future stage of the project. The CDSP proposes 271,000 SF of lab/office space and 9,000 SF of retail space, while this application proposes 273,000 SF of lab/office space and slightly under 7,000 SF of retail space.¹ However, Staff believe this change is negligible and the Application remains compliant with the CDSP.

¹ The original application states there will be exactly 7,000 SF of retail space. However, that number has been slightly reduced to accommodate at-grade long-term bicycle parking. Staff are in support of this change and believe it is compliant with the CDSP.

Environmental

As part of the application, the Applicant has submitted an Environmental Report including the Sustainable & Resilient Buildings Questionnaire, LEED Compliance Report, Shadow Study, Pedestrian Level Wind Analysis, and Solar Glare Analysis. Compliant with the zoning, the building is proposed to be LEED Gold Certifiable. Of the 270 proposed vehicle parking space, 15% of the spaces will be equipped with Level 2 Type EV Chargers, and all remaining available parking spaces will be EV Ready Spaces. The lab building will use gas heating, and as part of the Sustainable & Resilient Buildings Questionnaire the Applicant has described how the design should maximize heat recovery savings to minimize the overall load of the building. Responses to the Questionnaire also describe how the team is investigating Mass Save's program for energy use reduction. The Application states that, due to the building use and design, on-site renewable energy generation through rooftop PV installations will be infeasible. However, monetary contributions to off-site infrastructure are proposed to promote sustainability.

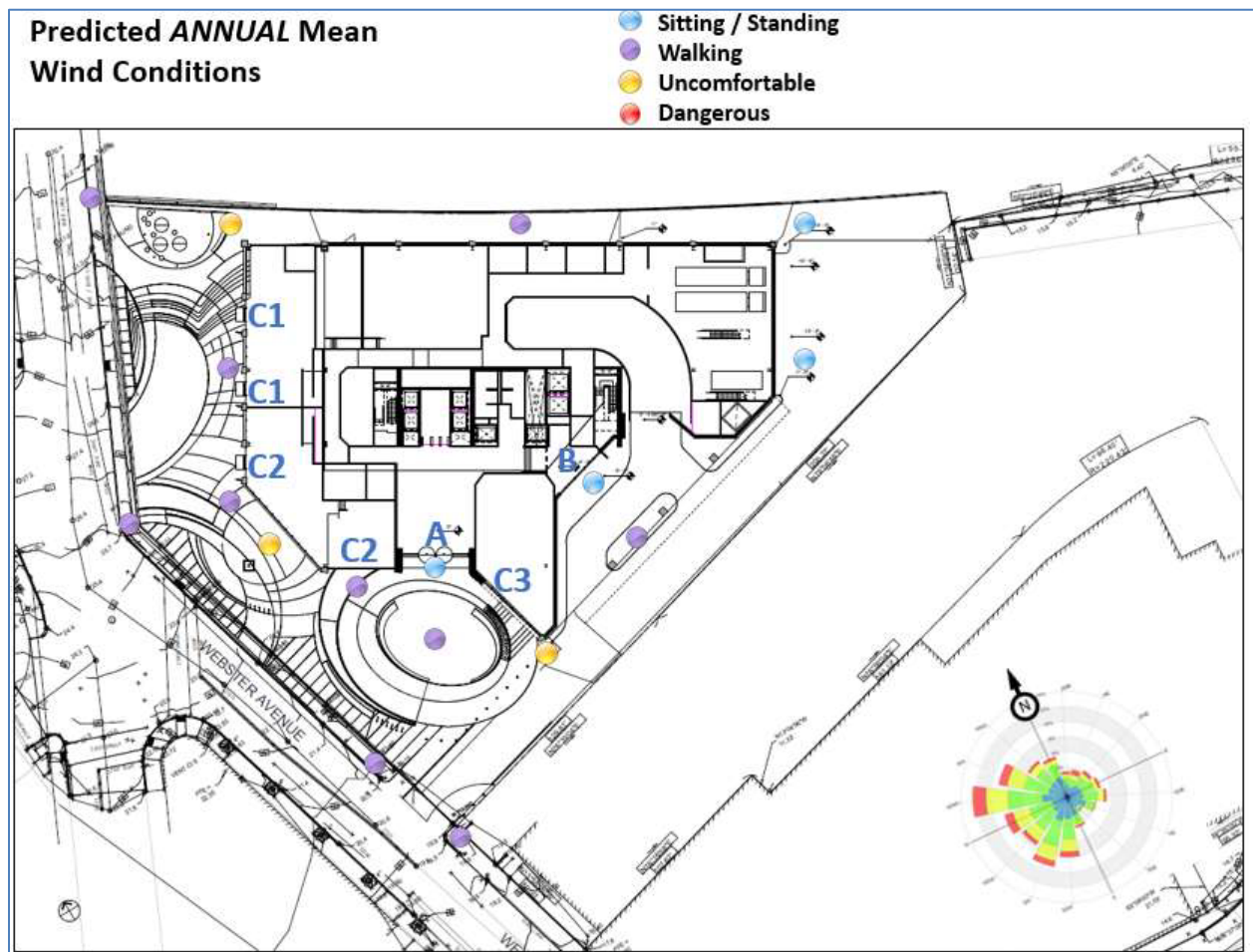
The site is noted as a high-priority risk location for inland flooding due to severe rain events. The Environmental Report describes how the first-floor elevation of the building is designed above 2070 10-year flood elevations, with grades sloping away from the building. The Report states that the property manager will create a flood/storm event plan to manage implementation of resiliency measures. Staff recommends a condition that such a Flood/Storm Event Plan be submitted and approved by relevant departments prior to the issuance of a building permit.

The site is also designated as a High Heat Exposure Area. The Environmental Report describes the high efficiency building envelope and use of deep surrounds at window openings and additional window treatments will help reduce demand for indoor cooling. The Report describes how the proposed plaza civic space will host several landscaped areas, green infrastructure, and new large trees to combat urban heat island impacts, and that the location of the civic space to the west of the building and species selection of trees will improve shade access during summer months.

The Environmental Report's Sustainability Affidavit details how the building will be LEED Gold certifiable, with the ability to achieve 66 points where the minimum for Gold level certification is 60 points. A LEED Scorecard and narrative are provided as part of the report.

The presented shadow study for the site demonstrates shadowing caused by the D3.1 building at the spring and fall equinoxes and at the summer and winter solstices, as well as the cumulative new shadows cast on adjacent sites. From the spring to fall equinox, when visitors are most likely to use the plaza civic space adjacent to the D3.1 building, the civic space will be shadowed during the morning, and in mostly sun in afternoon and early evening hours (with some shadow in the early evening hours due to the building across the street to the west). Shadowing will be most pronounced during winter months, and even then, either the northern or the southern portion of the civic space will receive sun at most times of the day.

The Applicant has presented a pedestrian level wind study prepared by Rowan Williams Davies & Irwin Inc. (RWDI). The City requires a wind analysis to determine the suitability of various locations for outdoor activities and requires that mean wind speed and effective gust speeds not be exceeded for particular activities more than one percent (1%) of the time without mitigation. The report concludes that no dangerous winds are expected at the site at full build, nor is there any expectation that wind will exceed effective gust criteria. The lobby entrances have appropriate comfort conditions, and the public sidewalks and the majority of on-site walkways are predicted to be comfortable for walking. The report does note that location of proposed retail entrances and some building corners will be exposed to less than desirable winds, but mitigation strategies have been suggested. The pedestrian level wind study recommends several mitigation strategies to address wind levels, including landscaping, canopies, and screening. The proposed shade trees and anticipated future development are both noted as measures expected to have a sufficient mitigating effect on wind on the site.



Predicted Annual Mean Wind Conditions at 50 Webster Avenue and 62 Prospect Street

A solar glare analysis (solar reflection study), also prepared by RWDI, was submitted as the final portion of the Environmental Report. The analysis used computer modeling to evaluate sunlight reflecting from the D3.1 building as it relates to the potential heat

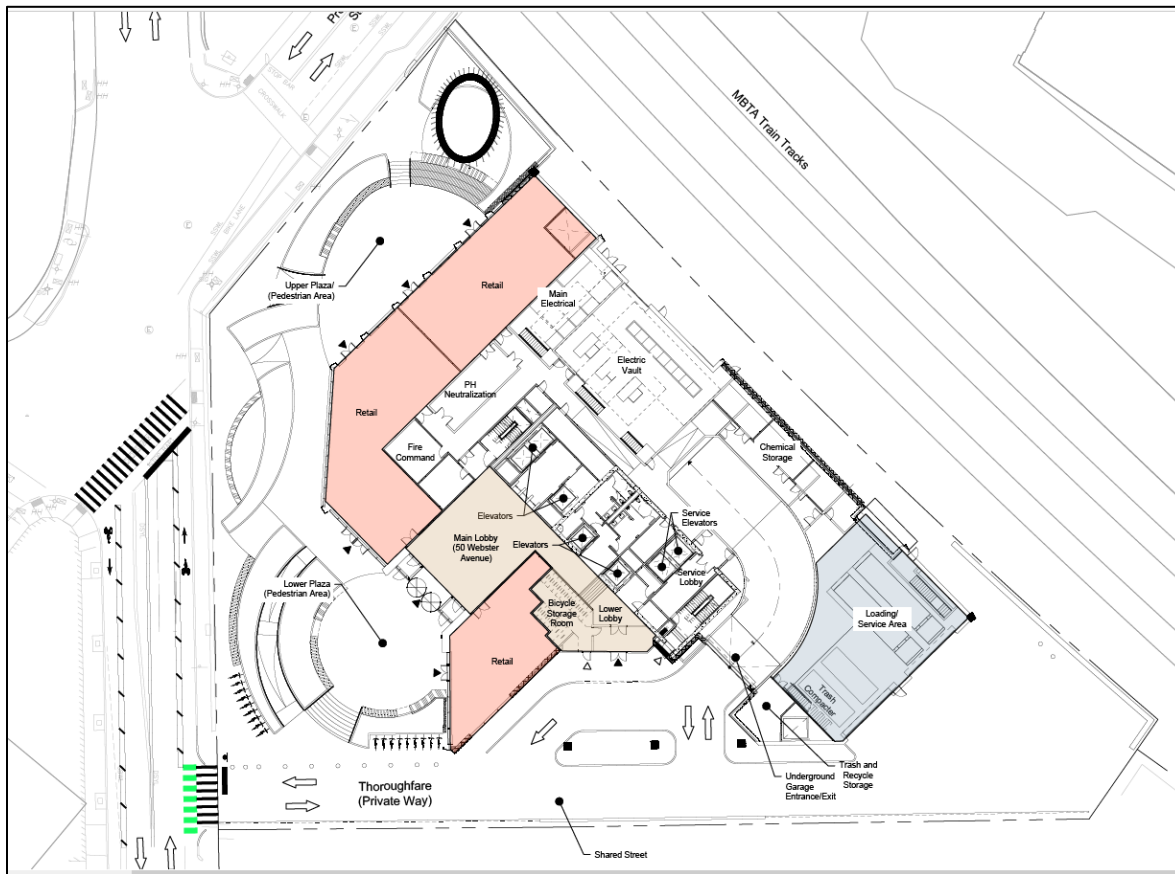
impacts on people and facades of other buildings and the potential visual glare impacts on drivers, pedestrians, and façades. The study finds that the thermal impacts on people and property will be minimal, and the impacts are not expected to lead to significant additional cooling load for surrounding buildings. Increased visual glare on drivers is predicted for less than 2% of the daytime annual, which the report notes is typical in an urban space. Typical levels of visual glare are predicted for pedestrians and façades (individuals within surrounding buildings). The report notes that reflections may affect pedestrians more frequently, up to 25% of the daytime on an annual basis, specifically in areas south of the building, including the southern portion of the proposed adjacent civic space as well as within the northwest glass tower sculpture.

Although the report notes that no glare impacts are expected to pose safety risks, the Planning Board may consider the potential need for additional mitigation measures to render the proposed civic space more usable. The Planning Board may recall that, on page 3 of this Memo, Staff reviews the proposed design including a curtain wall of spandrel glass on the south building elevation and recommends conditioning approval on the requirement that the glass used for the curtain wall will be treated to ensure that it is not highly mirrored or reflective, and does not cause undue glare. This condition is intended to ensure that the Application complies with CDSP Approval Condition #75, which states, in part, that “in accordance with the USQ zoning, large expanses of highly mirrored glass surfaces are discouraged.”

The Applicant has received their Certification of Required Materials (CRM) from the Somerville Office of Sustainability and Environment for this project. Staff have determined that the Application meets the CDSP Conditions #68 and 69, requiring the identification of vulnerabilities and resiliency, and documenting how the proposed development will support the City’s sustainability goals. With the proposed condition for the submission and approval of a Flood/Storm Event Plan, Staff also believe that the Application meets CDSP Condition #83, requiring the buildings on the D3 Block to be designed for flood tolerance to every extent practicable.

Mobility and Parking

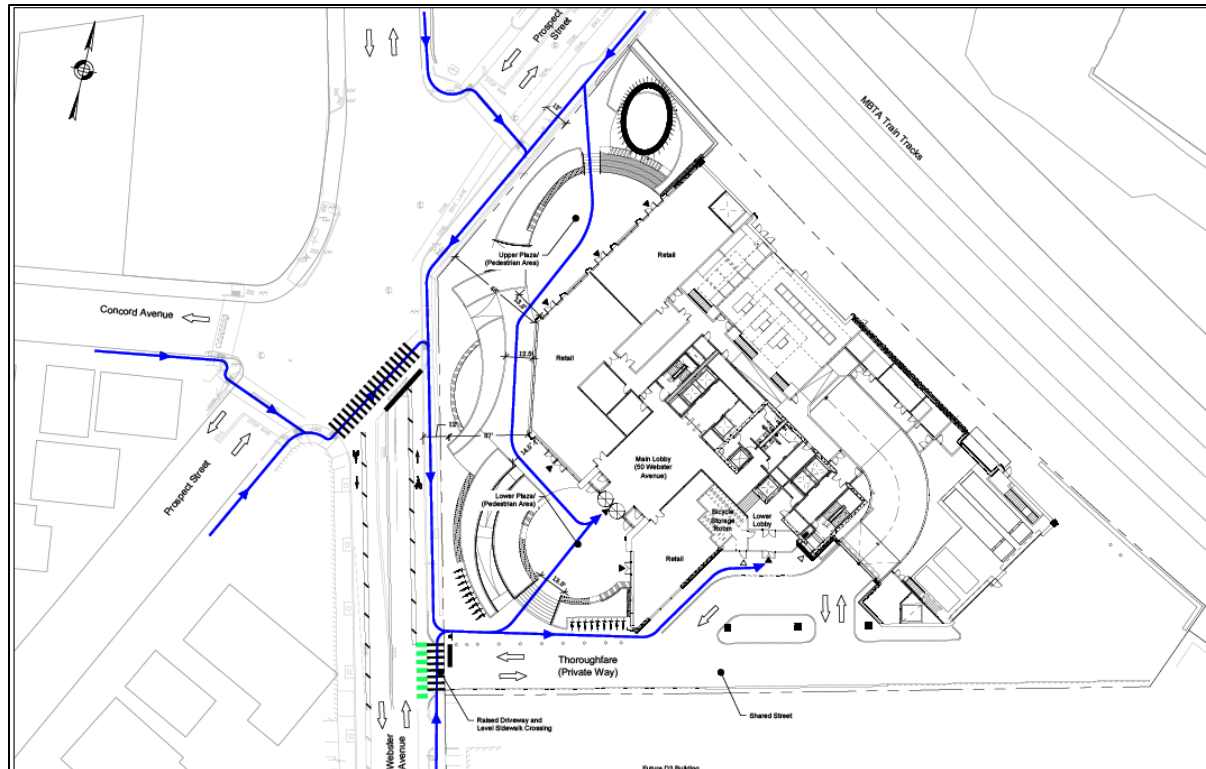
The Applicant has submitted a Transportation Access Plan (TAP) and accompanying narrative prepared by Howard Stein Hudson (HSH) for the redevelopment of 50 Webster Avenue. A Mobility Management Plan was also submitted as part of this Site Plan Approval application. The Application proposes 270 vehicle parking spaces and 71 long-term bicycle parking spaces in an underground garage, as well as outdoor bicycle racks (located on the adjacent civic space parcel) for at least 18 short-term bicycle parking spaces. The underground, four-level parking garage will be accessed via the proposed thoroughfare from the south-eastern end of the site. The Application also proposes a loading/service area to be accessed from the proposed thoroughfare at the eastern end of the site.



Illustrative Site Plan (from updated TAP, revised August 2022)

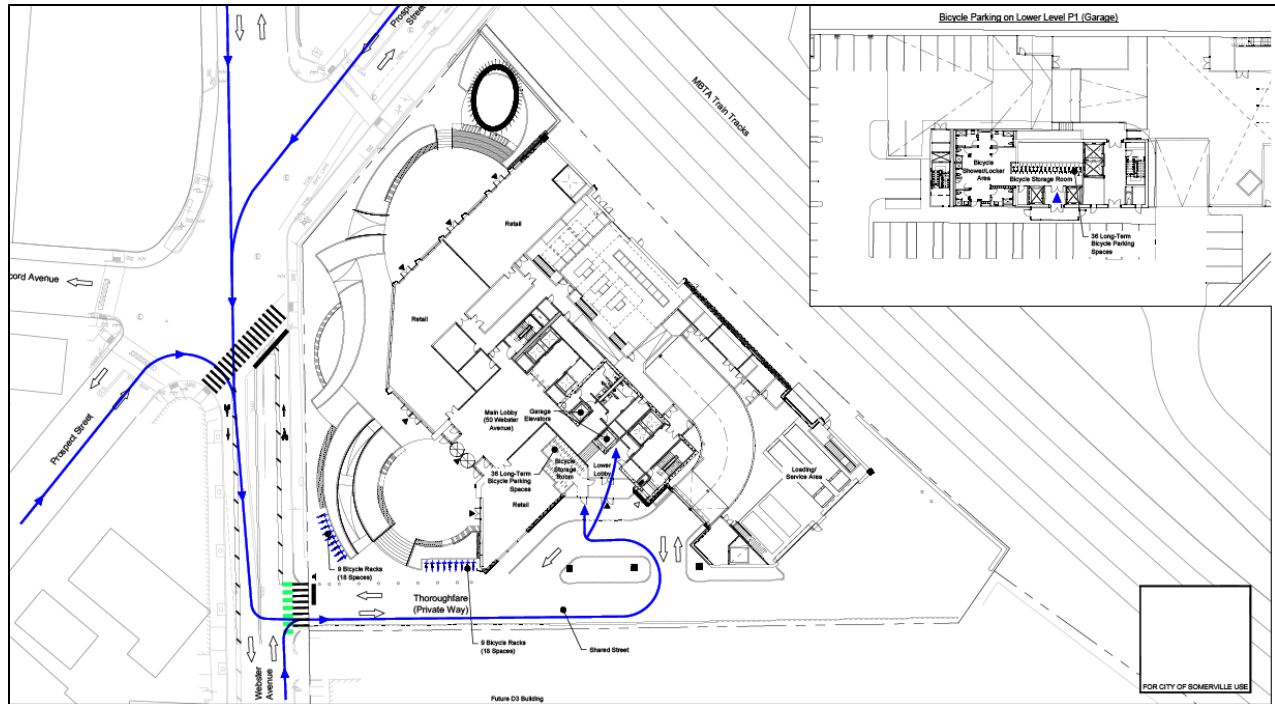
The Illustrative Site Plan (above and within the included updated TAP) shows how the building's ground floor integrates with the proposed civic space and thoroughfare. Retail spaces and the main lobby are accessible via the civic space, while the lower lobby, grade-level long-term bicycle parking, parking garage, garage-level long-term bicycle parking, and loading/service area are accessible via the thoroughfare.

Pedestrians have access to the main lobby and retail areas through the civic space and can access the lower lobby and other portions of the site through the thoroughfare. The Application proposes constructing sidewalks adjacent to the civic space along the southeast side of Prospect Street and northeast side of Webster Avenue to be twelve (12) feet wide, compliant with the SZO. All sidewalks related to this site are adjacent to the proposed civic space and are not adjacent to the building site.



Pedestrian Access Plan (updated TAP, excluding legend)

The updated TAP's Bicycle Parking Plan describes how the project will provide at least 18 short-term bicycle parking spaces and 71 secure, long-term bicycle parking spaces, as required by zoning. The short-term bicycle parking will be provided in outdoor bicycle racks within the civic space near the building's primary entrances, and the long-term bicycle parking spaces will be within the building, half at grade level via an entrance next to the lobby, and half on the garage level. The TAP states that cyclists will access the underground bicycle storage room from the lobby using designated elevators. Bicycle parking spaces to be accessible without lifting or carrying a bicycle over any steps or stairs.



Bicycle Access Plan, excluding legend (updated TAP)

Mobility Staff have received and approved a Mobility Management Plan submitted by the Applicant. Mobility Staff have stated that, in order to mitigate transportation impacts caused by the project, the Applicant needs to improve adjacent bus and bicycle facilities along its frontage to be consistent with the Union Square Neighborhood Plan and the Union Square Overlay District. Mobility and PPZ Staff have recommended conditions of approval to ensure the appropriate improvement of adjacent bus and bicycle facilities, consistent with the Union Square Neighborhood Plan and the Union Square Overlay District.

The Application proposes 270 motor vehicle parking spaces, the same proposed number of spaces for the site as described in the CDSP. The parking will be provided in a three-story underground garage will be unbundled from any commercial tenant leases. As noted above, 15% of the parking will be Level 2 EV charging spaces, and the remaining spaces will be EV-ready. Per CDSP Conditions #47 and 48, two (2) parking spaces will be reserved for care-share vehicles, and fourteen (14) spaces (or 5% of spaces) at preferential locations will be reserved for carpool/vanpool on weekdays before 10:00 a.m. Vehicular access to the parking garage will be accommodated curb cut on the thoroughfare, and the garage will have two-way circulation throughout.

Loading and service operations are proposed in a designated loading area at the northeast corner of the building, accessible from the proposed thoroughfare. A trash room, elevated loading dock, freight elevator, and service corridor are also proposed as accessible from the loading area. The location of loading and underground parking facilities varies slightly from the CDSP Plan, which show above-ground parking facilities that would be shared with the D3.3 site. However, Staff believe that this change provides additional benefit to the city, with underground instead of above-ground

parking and a screened loading area that will ultimately be shared with the D3.3 site. The Applicant has provided a plan set (titled “D3 Block Screening Plan and CDSP Compliance 2022 0831”) that further demonstrates how the Application remains compliant with the CDSP, and details how the loading area will be visually screened from those entering Union Square from the Green Line Extension. Staff believe that this updated plan set sufficiently demonstrates compliance with the CDSP. However, Staff also recommend a condition of approval that the screening feature be increased in height to match the height of the first floor of the building at 50 Webster Avenue, and that materials and final designs be submitted to appropriate City departments prior to the issuance of a building permit.

CONSIDERATIONS & FINDINGS

The Planning Board is required by the Somerville Zoning Ordinance to deliberate each of the following considerations at the public hearing. The Board must discuss and draw conclusions for each consideration but may make additional findings beyond this minimum statutory requirement. Please note that due to the existing Union Square CDSP, the considerations and findings must be made consistent with the previously approved Somerville Zoning Ordinance §5.4 – Design and Site Plan Review.

Design and Site Plan Review Findings and Compliance

Pursuant to Somerville Zoning Ordinance Union Square Overlay District and §5.4.6 Findings and Compliance, the Planning Board shall approve an application for Design and Site Plan Review (in this case, defined as a Site Plan Approval) upon verifying that the submitted plan conforms with the provisions of this Ordinance and demonstrates consistency to the following criteria:

1. Compliance with the standards of §5.4 Design & Site Plan Review [including consistency with the following:
 - a. The adopted comprehensive Master Plan of the City of Somerville, existing policy plans and standards established by the City, or to other plans to be deemed appropriate by the Planning Board;
 - b. The purpose of this Ordinance in general;
 - c. The purpose of the district where the property is located; and
 - d. Considerations indicated elsewhere in this Ordinance for the required Design and Site Plan Review.]
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.

Information relative to the required considerations is provided below:

Design & Site Plan Review

1. *Compliance with the standards of §5.4 Design & Site Plan Review:*

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

Staff believes that the proposed lab building and SPA Application is consistent with the goals laid out in the SomerVision 2040 Comprehensive Plan. Specific goals that will be supported include the following:

- Invest in the growth of a resilient economic base that is centered around transit, generates a wide variety of job opportunities, creates an active daytime population, supports independent local businesses, and secures fiscal self-sufficiency.
- Add jobs and encourage more economic development.
- Promote sustainability in commercial development. Ensure that commercial development uses sustainable design, technology, and practices.
- Promote Somerville as a forward-thinking place to do business. Enhance Somerville's reputation as a center for technological and environmental innovation.
- Reduce demand [for parking and personal vehicle use.]
- Prioritize walking, biking, and transit access [by using] more space dedicated to people than cars.

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

Staff believes that the proposed lab building and SPA Application is consistent with the purpose and intent of the Somerville Zoning Ordinance, including the following:

- To require a strong connection and gradual transition between the public realm (sidewalks, thoroughfares, and civic spaces) and private realm (yards and building interiors).
- To encourage contemporary architectural design for new construction that compliments the established character of existing buildings.
- To increase commercial tax base in support of the fiscal health of the City.
- To protect and promote a diverse mix of businesses.
- To increase accessibility to diverse employment opportunities within Somerville.
- To capture a fiscal return on investments made in transportation infrastructure by locating higher intensity development, employment opportunities, and a broad mix of uses along major corridors and within walking distance of transit stops.
- To encourage the use of public transportation, bicycling, and walking in lieu of motor vehicle use when a choice of travel mode exists
- To ensure that off-street accessory parking for motor vehicles is provided in a manner consistent with the objectives and policies of the comprehensive plan of the City of Somerville.

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

Staff believes that the proposed lab/office building and SPA Application is consistent with the intent of the HR zoning district which is, in part, “To accommodate neighborhood-, community-, and regional-serving uses.” Staff also believes that the proposed lab/office building and SPA Application is consistent with the intent of the Union Square Overlay District, which is to “facilitate the coordinated redevelopment of multiple parcels located within close walking distance to the future Union Square T-station and accommodate mixed-use, mid-rise and high-rise development that will support the transformation of Union Square into urban employment center.”

d. Considerations indicated elsewhere in this Ordinance for the required Design and Site Plan Review.

Please see the additional review criteria cited below.

2. Consistency with the approved Coordinated Development Special Permit and any previously approved Special Permits, as applicable.

Staff believes that the proposed building is consistent with the Coordinated Development Special Permit and any previously approved Special Permits. The CDSP Decision (Case #PB2017-21) was approved with conditions on December 14, 2017. Relevant conditions and compliance are described below:

- Per Condition #3, the lot was platted in a form substantially consistent with the Block and Lot Key Plan dated 10-07-2017 of the Application materials.
- Per Condition #6, the D3.1 parcel is being developed as a Commercial Building/Lab Building/Lined Parking Garage.
- Per Condition #7, the vehicular parking is provided as illustrated in Figure 66: Parking Location Map.
- Per Condition #13, subdivision of land identified in the application materials is being undertaken via Site Plan Approval (stated in the Decision as Design and Site Plan Review), with application materials allowed to be processed simultaneously with SPA applications required for development on the lots resulting subdivision.
- Per Condition #14, the Applicant is seeking approval for the development of the lot as a building via Site Plan Approval (stated in the Decision as Design and Site Plan Review).
- Per Condition #15, the building has undergone design review per the SZO prior to the submittal of an application.
- Per Condition #16, the SPA (DSPR) application may be processed simultaneously with SPA (DSPR) applications for the adjacent civic space and thoroughfare on the D3-1 Block.
- Per Condition #33 the Applicant has assumed responsibility for the installation of all necessary private infrastructure and utility improvements, both on and off the site, needed to support the proposed development.
- Per Condition #34, infrastructure has been designed to meet all requirements and standards of the City and its relevant departments. This condition will continue to be reviewed through the building permit and construction stages.

- Per Condition #37A, the Mobility Management Plan (MMP) has provided a report on bus transit. SPA conditions have been proposed to improve and coordinate bus transit around the site in question.
- Per Condition #38A, the Applicant is providing sheltered and secure bicycle storage facilities in strategic locations.
- Per Condition #46, the MMP provides an implementation schedule for programs and services conditioned as part of the approved plan.
- Per Conditions #47 and #48, appropriate numbers of vehicular parking spaces will be made available for car share and carpool/vanpool options.
- Per Conditions #49 and #50, the proposed commercial garage will be operated by an agency independent of the other tenants of the building, and a sign will be placed at the vehicular entrance to the parking structure that identifies the number of available spaces in real time.
- Per Condition #65, approval of a building pursuant to the SPA (DSPR) approval process acts as certification that the building complies with the findings, limitations, and conditions of the CDSP.
- Per Condition #66, the Applicant has consulted the Engineering Department and received approval for the street address of 50 Webster Avenue for the proposed building lot.
- Per Conditions #68 and 69, the Application identifies the climate vulnerabilities and documents how the proposed development supports the City's sustainability goals.
- Per Condition #70, the Applicant has coordinated with Engineering, and the Application will comply with the City's Stormwater Management Policy. Staff recommend a condition that an updated Stormwater Management Report will be submitted and must be approved by the Engineering Department prior to the issuance of a building permit.
- Per Condition #72, Staff recommend condition of SPA approval that, prior to the issuance of a building permit, the Applicant must submit plan drawings clearly showing all existing municipal fire alarm and related communications infrastructure to be impacted by proposed construction, including but not limited to underground conduit, above-ground alarm boxes and control cabinets. The Applicant shall submit plan drawings clearly showing temporary and permanent relocation of all impacted fire alarm and communications infrastructure necessitated by private construction. Applicant shall meet with Lights and Line Division to discuss plans and address conflicts to avoid service interruption during construction and occupancy phases.
- Per Condition #73A, the Applicant has continued to share plans with the city and OSPCD. Pursuant to this condition, Staff recommend a condition of SPA approval that the Applicant must share the retail plans with Union Square Main Streets and Director of Economic Development and, if requested by those entities, must meet to review the retail plans for the site.
- Per Condition #75, the Applicant has provided material samples to Planning Staff and the design committee (Urban Design Commission) for review, comment, and approval prior to the SPA application.

- Per Condition #77, the Applicant is responsible for maintenance of all buildings and on-site amenities.
- Per Condition #83, the building at D3.1 has been designed for flood tolerance, with elements explained in the application materials.
- Per Condition #84, Engineering and PPZ staff propose a condition of SPA approval that the Applicant will further coordinate with Engineering regarding the evaluation of the proposed Western Avenue sewer and drains systems and their potential relocation prior to the issuance of a building permit.

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

Staff believes that the proposed lab/office building and SPA Application is consistent with the 2012 Union Square Revitalization Plan and the 2016 Union Square Neighborhood Plan. Specific goals and objectives that will be supported include the following:

- Infill development should contribute to the fiscal health of the city (Union Square Neighborhood Plan and SomerVision).
- The City should utilized land use planning and zoning to increase the commercial tax base (Union Square Neighborhood Plan and SomerVision).
- The City should promote job creation, with a goal of reaching a one-to-one ratio between jobs and resident workforce in Somerville within the next 20 years (Union Square Neighborhood Plan and SomerVision).
- The City should promote growth in strategically targeted economic sectors (Union Square Neighborhood Plan and SomerVision).
- The City should establish policies and regulations that support neighborhood development with a strong relationship to transit (Union Square Neighborhood Plan and SomerVision).
- The City should prepare for the desired level of business and residential development in transformational areas, in terms of power and connectivity capabilities (Union Square Neighborhood Plan and SomerVision).
- The City should implement transportation policies and programs that reduce automobile use (Union Square Neighborhood Plan and SomerVision).
- Generate at least 4,300 new jobs and 850 new housing units in the Union Square Revitalization Area in order to provide employment and housing opportunities for Somerville residents of all socio-economic levels (Union Square Revitalization Plan).
- To improve traffic circulation, manage the extensive flow of through traffic, reduce automobile congestion for destination trips to the Square, and provide centralized parking, all designed to spur economic activity (Union Square Revitalization Plan).
- To link the Medford/McGrath Corridor and Boynton Yards to the Webster/Prospect Corridor and the heart of Union Square in order give the Revitalization Area a cohesive identity and make it a regional destination (Union Square Revitalization Plan).

- To alleviate the problems of flooding, environmental contamination, and industrial blight in the Revitalization Area (Union Square Revitalization Plan).
- To increase the commercial tax base in the Revitalization Area to finance public improvements in the short term and secure fiscal self-sufficiency for the City in the long term (Union Square Revitalization Plan).

4. Conformance with all applicable provisions of [the] Ordinance.

Staff believes the proposed building conforms with all applicable provisions of the Somerville Zoning Ordinance and Union Square Overlay District.

PERMIT CONDITIONS

Should the Board approve the required Site Plan Approval for the nine (9) story Life Science Building and accompanying site improvements, Planning, Preservation & Zoning Staff recommends the following conditions:

Permit Validity

- This Decision must be recorded with the Middlesex South Registry of Deeds.
- This Decision is not valid unless a land plat approved to establish the 50 Webster Avenue lot (Lot 1 on the approved Subdivision Plan Approval) is recorded with the Middlesex South Registry of Deeds.

Public Record

- Physical copies and one (1) digital copy of all development review submittal materials, as permitted by the Planning Board, must be submitted to the Planning, Preservation & Zoning Division for the public record.
- A copy of the recorded Decision stamped by the Middlesex South Registry of Deeds must be submitted to the Planning, Preservation & Zoning Division for the public record.

Legal Agreements

- Development must comply with the Development Covenant by and between the City of Somerville and Union Square Station Associates LLC dated June 8, 2017, as amended.

Construction Documents

- Prior to the construction of the Building, construction documents must be submitted for review and approval by relevant City departments as part of the Building Permit application for construction.
- Construction documents must be substantially equivalent to the Site Plan Approval plans and other materials submitted for development review.

Architecture and Design

- Prior to the issuance of a building permit, the Applicant must submit documentation demonstrating how the glass on the curtain wall of spandrel glass will be treated to ensure it is not highly mirrored or reflective or cause undue glare.
- The screening feature at the northeast end of the site shall be increased in height to match the height of the first floor of the building at 50 Webster Avenue, and that materials and final designs be submitted to the Director of PPZ for review and approval prior to the issuance of a building permit.

Public Space

- Development of the building must not preclude the development of a future shared use path adjacent to the MBTA rail line and along the northern edge of 50 Webster Avenue. Coordination with appropriate City departments for review and approval must be completed prior to the issuance of a building permit for the site.
- Frontage area provided for a widened sidewalk along Webster Avenue and Prospect Street must be designed and paved to properly correspond with any sidewalk improvements approved within the public right-of-way.

Infrastructure

- The capacity of the proposed Webster Avenue sewer and drain systems must be evaluated, and the connections for D3 may need to be relocated to the Boynton Yards system. The Applicant shall coordinate with the Engineering Department prior to the approval of a building permit.
- The Applicant is responsible for the installation of all necessary private infrastructure and utility improvements, both on and off-site, needed to support the proposed lab building, as approved and conditioned.

Sustainability and Resilience

- A Flood/Storm Event Plan for the building and corresponding systems and infrastructure must be submitted and approved by relevant departments prior to the issuance of a building permit.
- An updated Stormwater Management Report will be submitted and must be approved by the Engineering Department prior to the issuance of a building permit.
- All Stage 2 documentation required by the Office of Sustainability & Environment's LEED Certifiability Requirements.
- All Stage 3 documentation required by the Office of Sustainability & Environment's LEED Certifiability Requirements.

Mobility

- The Applicant will provide at least fifty percent (50%) of the required long-term bicycle parking at-grade or via a ramp with a slope of less than 5% or less than 8% with a landing every thirty (30) feet, as demonstrated in the updated Transportation Access Plan.
- To mitigate transportation impacts, the east side of Webster Avenue along the frontage of the site shall be improved with a curb-separated bikeway or its

substantial equivalent. This bikeway shall be interconnected with existing and proposed bikeways on Prospect Street and shall not preclude a substantially equivalent bikeway on the west side of Webster Avenue. Final design must be approved by relevant City departments prior to the issuance of a building permit.

- To mitigate transportation impacts, the east side of Prospect Street along the frontage of the site shall be improved with a curb-separated bikeway or its substantial equivalent. This bikeway shall be interconnected with the bikeway on Webster Avenue and shall not preclude a substantially equivalent bikeway on the west side of Prospect Street. Final design must be approved by relevant City departments prior to the issuance of a building permit.
- To mitigate transportation impacts, the east side Prospect Street along the frontage of the site shall be improved with design enhancements the existing busway, including the possibility of curb separation. This busway shall be interconnected with the existing and proposed busways on Prospect Street. Final design must be approved by relevant City departments prior to the issuance of a building permit.
- To mitigate transportation impacts, the intersection of Webster Avenue and the proposed alley thoroughfare must be improved with, at least, a raised pedestrian and bicycle crossing across the alley. Final intersection design must be approved by relevant City departments prior to the issuance of a building permit.
- The design of the project shall not preclude the City of Somerville's Union Square plaza and streetscape project design and construction work along Webster Avenue and Prospect Street. Coordination with the appropriate City departments must be completed prior to the issuance of a building permit.
- The property owner and applicable future tenants shall comply with the Mobility Management Plan submitted May 3, 2022, as approved and conditioned by the Director of Mobility.
- The underground structured parking must be operated as a Commercial Parking facility principal use.

Economic Development

- The Applicant must share the retail plans with Union Square Main Streets and Director of Economic Development and, if requested by those entities, must meet to review the retail plans for the site.

Construction

- To the extent feasible, bicycle and pedestrian travel access should be maintained on the east side of Prospect Street and Webster Avenue during construction.
- Prior to the issuance of a building permit, the Applicant must submit plan drawings clearly showing all existing municipal fire alarm and related communications infrastructure to be impacted by proposed construction, including but not limited to underground conduit, above-ground alarm boxes and control cabinets. The Applicant shall submit plan drawings clearly showing temporary and permanent relocation of all impacted fire alarm and communications infrastructure necessitated by private construction. Applicant

shall meet with Lights and Line Division to discuss plans and address conflicts to avoid service interruption during construction and occupancy phases.

General Conditions

- Development must comply with the approved Coordinated Development Special Permit dated November 7, 2017.
- A written narrative or descriptive checklist identifying the completion or compliance with permit conditions must be submitted to the Inspectional Services Department at least ten (10) working days in advance of a request for a final inspection.