

APPENDIX B: Development Review Reports

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NEIGHBORHOOD MEETING REPORT

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Neighborhood Meeting Report Boynton Yards, Thoroughfare 1

Date: April 6, 2022

Introduction & Presentation:

- City Councilor J.T. Scott (Ward 2) introduced the meeting and acknowledged Andrew Graminsky, Planner for the City of Somerville.
- Ian Ramey (Copley Wolff) presented an overview of the Thoroughfare 1 project.

Questions and Answers/Comments:

Question: Is there a way to share the trees in excess of the zoning minimum with another neighborhood that needs more trees?

Response: (J.T. Scott, City Councilor): Everyone should have trees, but this is a bigger question and a topic for community discussion.

Comment: Crosswalk markings have been impacted by construction and are deteriorated. The city should repaint these for safety.

Response: (Kevin Roche, City of Somerville): Crosswalk treatments have been on hold due to the weather and will resume in the spring. There is no specific date for these to be repainted, but it is on our radar.

Comment: There is trouble with cars, mainly from construction workers, exiting too fast from the parking lot near Harding Street.

Response: (John Fenton, DLJ): We will work with our contractor to bring this to their attention.

Comment: Likes the interactive green spaces. The project should include more species of native plants such as the paw paw tree which attracts the zebra swallowtail butterfly and fruiting shrubbery to feed migratory birds in the fall (see the list prepared by the Union Square Neighborhood Council). The team should present to the Urban Forestry Committee and think about what could be included in the community benefits agreement, such as the previous suggestion to plant more trees in another neighborhood that needs them.

Response: Thank you for the comments. We do intend to plant native species.

Question: Is there a Thoroughfare 2 planned?

Response: (J.T. Scott, City Councilor): There is another street. South Street will be straightened and extended to Webster Street. (Andrew Graminsky, City of Somerville): The alley at Thoroughfare 1 and Windsor Street/Windsor Place, adjacent to 600 Windsor, potentially could be a landing spot for a pedestrian right-of-way over the MBTA tracks.

Question: When Thoroughfare 1 is under construction will it be open to pedestrians to Ward Street, which provides the easiest access to the Union Square T Station?

Response: (Ian Ramey, Copley Wolff): The construction area will be fenced off, but we will provide a walking path through the area.

Comment: Want to encourage 3-inch caliper trees.

Question: Is the direction of South Street between Medford and Harding being reversed?

Response: (Rola Idris, Leggat McCall Properties): We will be reversing the direction of South Street and have already submitted the permit. Hoping at the end that Webster to Medford is a 2-way once straightened.

Question: (J.T. Scott, City Councilor): Can you explain the curb design?

Response: (Ian Ramey, Copley Wolff) The curb is a flush condition, so the street becomes the same level as the sidewalk for the extents of the thoroughfare.

Question: (J.T. Scott, City Councilor): Have you talked with the City's Commission on Disabilities?

Response: (Ian Ramey, Copley Wolff): We have had discussions with them and the Engineering department on how to incorporate visual cues on the transitions from different areas.

Comment: Should not use brick for the thoroughfare since it becomes uneven.

Response: (Ian Ramey, Copley Wolff): We are exploring the use of cast-in-place concrete as much as possible.

Neighborhood Meeting Report Boynton Yards, Thoroughfare 1

Date: June 25, 2022

Introduction & Presentation:

- City Councilor J.T. Scott (Ward 2) introduced the meeting.
- Ian Ramey (Copley Wolff) presented an overview of the Thoroughfare 1 project.

Questions and Answers/Comments:

Question: Bill Shelton: Agreeably up to DLJ's standard of excellence. Jan Gehl did a plan for mobility that relied heavily on public transportation and now the MBTA has proposed cutting 5 lines that serve Union Sq. Will you join with city and community to appeal to T?

Response: (John Fenton, DLJ): We have internally analyzed the proposed/revised bus system. The impact on our development is mostly negative, but it seems to serve the equity and equality goals of the MBTA to serve neighborhoods to the north and south. Our employee core is primarily to the west. We have a consultant on board who analyzed this for us and we're hoping to engage in some discussion.

Question: If different stakeholder groups laid out concerns, would you sign on?

Response: (John Fenton, DLJ): Definitely, contingent on what they are. In terms of development in general, the buses get a broader cross section of people riding them while showing greater distribution of the economics of riders.

Question: (JT Scott, Ward 2): Ton of people in neighborhood digging into bus network redesign. Hearing that you hired a consultant, there could be a partnership to bring some of the neighbors into that process.

Response: (John Fenton, DLJ): The consultant is just looking at the mobility playbook for Boynton Yards. We're happy to share the analysis and work with community on goals/objectives.

Question: Why are you calling it T1 and not Archibald Query Way on the presentation slides?

Response: (John Fenton, DLJ): have requested through OSPD that the City consider another name. We feel like it's a mouthful and might be a better name for park rather than street. We've raised that concern with the naming committee, but have not received a response. We're hoping to have some dialogue about it.

Question: (JT Scott, Ward 2): Did it go to Jesse Moos or was it brought up in committee meeting?

Response: (John Fenton, DLJ): I'm not sure if it came up in committee, but they are aware of our concerns. We are putting a lot of money into it and giving the City the land for it and we don't love the name nor were we consulted. We'd like to have some dialogue and see if there's another way to celebrate Fluff even within the development. The street eventually will extend from Webster to Ward and include currently public land. Our section is currently a private entity that will be deeded over to city. This will be major street and we are concerned about the identity of neighborhood as it relates to that street.

Question: Luciana: Live on Willow St. Like green areas around Building 1. Development will bring a lot of life to neighborhood. Concerned about MBTA bus service cuts since a lot of planning for Boynton Yards assumes people will make use of public transit. Another concern is that Cambridge has been cutting parking to encourage bike lanes, which has affected a lot of people who have families and compete to find parking on street; not all houses have a driveway or much parking. Trying to encourage people to stay in neighborhood and raise families, but it is difficult because of the price but also competition for

parking. Are you cutting all the parking from South Street? We don't have a (public transit) system that supports being car-free yet. The CT2 is a lifeline for the neighborhood. How are you disseminating information on parking being open to public?

Response: (Ian Ramey, CWDG): When reconfigured, South Street will have parking on both sides.

Response: (John Fenton, DLJ): T bus lines are not fully determined, public process will go through the summer, maybe the fall. CT2 is an important line. Whatever bus lines are intended to continue will be high frequency, but lines themselves are proposed to be reduced dramatically. We're working on an MMP that will include proposed private shuttles, depending on cost, and how that can be shared that could hopefully extend beyond Boynton Yards to Kendall, Inman, and Central Square. We'll be working on that as part of the Boynton Yards South project and the pedestrian bridge from the existing Union Square station over into Boynton Yards. We're looking preliminarily at some plans and service providers that can help us do that. The current shuttle system goes to Kendall with less demand for Sullivan Square, but it is an ongoing process. After 5 pm, parking is available to the public beneath the buildings, shared parking after hours. When it becomes a night life place, the underground parking should offset the need to park on street. First building, company called portico brewery will go in soon. Unsure of after-hours pricing for parking

Question: (JT Scott, Ward 2): All underground parking is supposed to be a public garage. Need to make sure it stays open to the public and there is signage to let people know about it.

Response: (John Fenton, DLJ): It's always available to the public, but there are some people who pay for parking during business hours, so the supply of available parking is greater in the evenings.

Question: Mike Getz/(JT Scott, Ward 2): Once this is complete, will it be up to city to maintain the beds/bioswales along street?

Response: (Ian Ramey, CWDG): With the civic spaces, the development team has agreed to care for those. We haven't gotten to those details with city on Thoroughfare 1.

Question: (JT Scott, Ward 2): Are there a total of 26 vehicular spots with 3 of those van accessible?

Response: (Ian Ramey, CWDG): 20 vehicular and 66 for bike parking.

Question: (JT Scott, Ward 2): Can you describe the shallow saw cut areas?

Response: (Ian Ramey, CWDG): Those are integral color concrete; color is added to concrete when it is poured, so the color runs throughout the concrete, not just on top. For the joint treatment, we prefer to let the concrete cure over time and then do crisp saw cuts.

Question: (JT Scott, Ward 2): Is the grey solid area a regular sidewalk?

Response: (Ian Ramey, CWDG): That area will be the city-standard concrete accessible route, not textured.

Question: (JT Scott, Ward 2): What is the width of the accessible concrete path?

Response: (Ian Ramey, CWDG): The city standard is at least 6 ft. In some areas it will probably be 8 feet.

Question: John: T1 intended to be shared street, but in terms of actual ability of cars to traverse, is there a limitation or are we making it easier for people to come in from Windsor and move to South Street?

Response: (Rola Idris, LMP): We had this conversation with UDC and they wanted to see a plan that shows the circulation zoomed out to discourage cars and direct them to South St. Through what's happening on Windsor Place, cars are meant to come on Windsor Place and make the turn down Windsor Street and then turn onto South Street. We are discouraging drivers from going on Thoroughfare 1 with pavers, etc.

Thoroughfare 1 will be focused on pedestrians and bikes. It extends to Ward St to create a buffer from the north side. Hopefully all cars will be pushed to South Street.

Response: (Andrew Graminski, Planning and Zoning): After the Site Plan Approval process, this project will go through technical permitting. This is more of a design and programming process.

DESIGN REVIEW REPORT

Boynton Yards – Thoroughfare 1
Design Review Report
Revised September 13, 2022

The Project team presented to the Urban Design Commission on April 26, 2022 and May 10, 2022. The following provides a summary of comments received during the meetings and the UDC's key recommendations as outlined in the final Design Review Recommendation, and a description of any changes made to the proposed development because of this feedback.

MEETING COMMENTS

- **Comment 1:** Applicant should explain how the heights of the buildings on the south side will inform design development and species to be planted on the south side of Thoroughfare 1.
 - **Response:** Shade-loving plants will be planted in areas with limited access to light. Between buildings, on the north/south axis, there is good access to light. The species will change based on the area in which they are being planted and the location of the Sun. Water can still be infiltrated on the south side. Some species can be more shade tolerant and function in bioretention areas. The Proponent may prioritize more parking spaces in shady areas and provide active usage in solar areas.
- **Comment 2:** Explain the street lighting concept.
 - **Response:** Traditional City Standard fixtures will be used for street lighting. Photometric levels will be designed to achieve adequate lighting levels on the adjacent vehicular and pedestrian routes. Lights located between planter masses will be distributed to allow for safety.
- **Comment 3:** Street should prioritize pedestrians and landscape. Applicant should explain implications of the Traffic impact analysis done for the Project specific street.
 - **Response:** The Proponent has conducted Traffic Impact Analysis for the overall development but has not participated in any for T1. Bulk of the traffic is anticipated to come from the west (Union Square side). Signage, asphalt markings, and other measures may be provided at the west end of T1 to encourage cars to stay on Windsor Place and Windsor Street.
- **Comment 4:** Bikes. More details on bike parking and speed limit.
 - **Response:** Bikers will be able to go through the entire thoroughfare which should deter vehicles. Bikers should go slow and be cognizant of pedestrians and fellow bikers. The speed limit has not been decided yet; speed limit sign will be installed. Bike parking is located along the entire length of the Thoroughfare with additional locations at the southern end of Building 1 and Building 2.
- **Comment 5:** Circulation and Connectivity. Explain how rideshare will happen.
 - **Response:** Most of rideshare is anticipated on South Street for Building 1 and for Building 3. As is typical for a shared street, there will not be designated rideshare drop-offs. Drop-offs for Buildings 5 and 6 have not been designed until date. All car traffic

may be diverted down south via Windsor Street. Thoroughfare 1 will be bike/ped focused. Raised bicycle tracks will be provided on South Street up to Webster Avenue. Three 19-bike Bluebike station docks will likely be located in proximity to the civic spaces. Most of the ground floor active uses will front the thoroughfare. Building 3 has retail activation on north side along with Buildings 1 and 2. Building 5 will be active on the south side similar to Buildings 6a and 6b with a courtyard fronting T1 as well.

DESIGN REVIEW RECOMMENDATIONS

- **Recommendation 1:** Study the end conditions of the thoroughfare, looking at ways to deemphasize motor vehicles coming into the thoroughfare, especially where the thoroughfare meets Ward Street.
 - **Response:** Following careful study the design team wrapped the east edge of Thoroughfare 1 around the corner onto Harding Street. The Thoroughfare 1 condition now terminates just before the Ward Street intersection. The ramp transition up to the Thoroughfare condition discourages vehicular traffic through a change in grade and materiality. Signage will also be implemented to discourage vehicular traffic turning onto Thoroughfare 1.
- **Recommendation 2:** Placement of furniture can be further developed in relation to the location of the building entrances.
 - **Response:** Where 2 buildings shall be an existing condition or proposed building entry design concepts were sufficiently developed, the design team adjusted the placement of seating and site furniture along Thoroughfare 1 to best respond to these entrances. Because building 5 and 6 are not yet designed, the entrances to those buildings will need to accommodate the placement of Thoroughfare 1 site furniture. As the design progresses, in some cases it may be necessary to adjust the design of the Thoroughfare site furnishings to best accommodate the building entrances.
- **Recommendation 3:** Explore and study how ride share will function along the thoroughfare.
 - **Response:** The design team studied adding designated rideshare drop-offs marking by change in material or signage. However, best management practices (BMPs) for commercial shared streets discourage modal hierarchy and as such dedicated rideshare drop-offs are inconsistent with the shared street concept. The UDC agrees with this approach.
- **Recommendation 4:** Paving patterns should have a hierarchy to emphasize spaces where pedestrians will gather vs. spaces where pedestrians may occasionally gather.
 - **Response:** The design team has studied the Thoroughfare 1 paving/materiality in-depth and prepared several paving pattern options that consider pedestrian and cyclist safety as well as and the intensity of anticipated pedestrian activity. However, consistent with the BMPs for shared streets, the paving design deemphasizes user/modal hierarchy.

- **Recommendation 5:** Paving patterns should incorporate additional color and warmth.
 - **Response:** The design team has studied the Thoroughfare 1 paving/materiality in-depth and prepared several paving patterns options that distinguish the Thoroughfare from traditional streets and incorporate warm tones.

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UDC DESIGN RECOMMENDATIONS

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City of Somerville

URBAN DESIGN COMMISSION

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

DESIGN REVIEW RECOMMENDATION

153 South Street/BY Thoroughfare 1

May 19, 2022

The Urban Design Commission (UDC) met virtually via GoToWebinar on April 26, 2022 and May 10, 2022 to review a **Commercial Shared Street** proposed at 153 South Street in the High Rise (HR) zoning district within the Boynton Yards sub area of the Master Planned Development overlay district and the Boynton Yards neighborhood of Somerville. The purpose of design review, as established by the Somerville Zoning Ordinance, is for peers in the professional design community to provide advice and recommendations during the schematic design phase of the design process. In accordance with the UDC's adopted Rules of Procedure and Section 15.1.4 Design Review of the Somerville Zoning Ordinance, this recommendation includes, at least, the following:

1. Identification of the preferred schematic design option
2. Identification if applicable design guidelines are satisfied
3. Guidance and recommended modifications to address any design issues or concerns

Design review was conducted over the course of two meetings and the Commission guided the Applicant through various recommendations and suggestions to the applicants preferred design concepts. Recommendations that were incorporated into the design through the review process included the following:

- Conduct shadow studies of the surrounding buildings and make design considerations for the thoroughfare based on those studies.
- Provide circulation plans to the Commission to inform design.
- Explore materiality and lighting concepts.
- Explore moving bicycle parking at the civic space entrances.

Following a presentation of the design by the Applicant and review of the design guidelines for the NACTO design guidelines for a commercial shared street, the Commission provided the following final guidance and recommended modifications:

- Study the end conditions of the thoroughfare, looking at ways to deemphasize motor vehicles coming into the thoroughfare, especially where the thoroughfare meets Ward Street.
- Placement of furniture can be furthered developed in relation to the location of the building entrances.
- Explore and study how ride share will function along the thoroughfare.

- Paving patterns should have a hierarchy to emphasize spaces where pedestrians will gather vs. spaces where pedestrians may occasionally gather.
- Paving patterns should incorporate additional color and warmth.

The Commission voted unanimously (3-0) to that the street design meets the NACTO design guidelines for a commercial shared street, and voted unanimously (3-0) to incorporate further design guidance into the final design for the thoroughfare.

Attest, by the voting membership:

Tim Talun
Deborah Fennick
Tim Houde

Attest, by the meeting Co-Chairs:

Cortney Kirk
Sarah Lewis



Sarah Lewis,
UDC Co-Chair
Director of Planning & Zoning

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NACTO Design Guidelines – Commercial Shared Street		
LANGUAGE	SATISFIED?	NOTES
Textured or pervious pavements that are flush with the curb reinforce the pedestrian-priority operation of the street and delineate a non-linear path of travel or narrow carriageway	YES (3-0)	
Special pavements, especially unit pavers, may be subject to additional maintenance costs and should be selected based on regional climate and long-term durability.	YES (3-0)	
Selection of snowplow-compatible materials is recommended for colder climates.	YES (3-0)	
Drainage channels should be provided either at the center of the street or along the flush curb, depending on existing conditions and the overall street width.	YES (3-0)	
Drainage channels are often used to define the traveled way from the clear path.	YES (3-0)	
Commercial shared streets should be accessible by single-unit trucks making deliveries.	YES (3-0)	
Where commercial alleys are non-existent, it may be advantageous to design a shared street to accommodate large trucks, though significant changes to the design should be avoided.	YES (3-0)	
Designated loading and unloading zones may be defined through differences in pavement pattern or use of striping and signage.	YES (3-0)	
Street furniture, including bollards, benches, planters, streetlights, sculptures, trees, and bicycle parking, may be sited to provide definition for a shared space, subtly delineating the traveled way from the pedestrian-exclusive area.	YES (3-0)	
Shared streets may be closed to through traffic for specific portions of the day.	YES (3-0)	
Use movable planters and time-of-day restrictions to regulate the shared space.	YES (3-0)	
Provide tactile warning strips at the entrance to all shared spaces. Warning strips should span the entire intersection crossing.	YES (3-0)	
Commercial shared streets restrict transit access. For pedestrian streets that provide direct transit access, consider the application of a transit mall.	YES (3-0)	

NACTO Design Guidelines – Commercial Shared Street		
LANGUAGE	SATISFIED?	NOTES
Depending on the overall street width, designers may consider providing a 3–5-foot-clear path protected from traffic. The clear path should be defined using planters, bollards, and street furniture, as well as detectable warning strips or textured pavers. For narrower shared streets and alleys, use of a clear path is discouraged.	YES (3-0)	

Thoroughfare Design Perspectives Commercial Shared Street

