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Project Description

In accordance with Article 15 of the City of Somerville Zoning Code (the “Zoning Ordinance”), Boynton Yards LandCo LLC (a joint venture between DLJ Real Estate Capital Partners and Leggat McCall Properties LLC, collectively the “Proponent”), respectfully submits this development review application (DRA) to initiate the Site Plan review and approval process for the third building in the approved Boynton Yards Master Plan Development (also known as the “Boynton Yards Project”) located on 7.93 acres of land in the Boynton Yards neighborhood (also referred to herein as the “BY Sub-Area”) of Somerville, Massachusetts (the “Development Site”).

This DRA is specifically to review and approve Building 3 (also known as “99 South Street”), which will be a pedestrian- and transit-oriented all-commercial development that includes up to approximately 360,000 gross square feet (GSF) of floor area (also known as “GFA”), of office, research and development, and lab enabled uses (“office/R&D/lab”), retail space, and approximately 280 parking spaces beneath the building (the “Project”). Building 3 will be constructed on Lot B3 at the southeast end of the Development Site (also known as the “Building 3 Site”, “99 South Street Site”, or “Project Site”).

The construction of the Project will be the third step in transforming Boynton Yards into an urban employment center and mixed-use neighborhood. The delivery of the Project will bring a myriad of benefits described in Section 1.9, including delivering a significantly upgraded streetscape and public realm with multiple new passive public spaces, creating permanent jobs relating to the office/R&D/lab, life sciences and retail uses, incorporating arts/creative enterprise (ACE) uses on the first floor in celebration of Somerville’s thriving arts community, and a substantial net positive fiscal benefit for the City of Somerville.

This chapter describes the existing 99 South Street Site conditions, the proposed Project and the Development Site, the Project’s public benefits, and the Project schedule.

1.1 Existing Conditions

The Boynton Yards Project is proposed on a 7.93-acre Development Site that is bounded by the Massachusetts Bay Transportation Authority (MBTA) Commuter Rail train tracks to the north, South Street to the south, Harding Street to the east, and the building at 561 Windsor Street (also known as the “Taza Building” or “Building 4”) to the west. The Development Site is bisected by an existing vehicular access drive, which is currently privately owned land with existing access and utility easements.

99 South Street will be located on Lot B3, an approximately 0.84 acre building lot in the southeast corner of the Development Site bounded by South Street, Harding Street, Earle Street, and Thoroughfare 1. The existing conditions on the proposed Building 3 Site include an approximately 40-space surface parking lot and a storage area for moving trucks, previously used by Gentle Giant Movers. To the east lies Harding Street and a mixture of low-rise industrial and residential buildings and to the west lies Earle Street and Building 1. Refer to Figure 1.1 for a Site Diagram, Figure 1.2 for a Neighborhood Context Diagram, Figure 1.3 for an Existing Conditions Plan, and Figures 1.4a-b for Existing Site Photos.

Refer to Appendix A for the plat plan.

1.2 Project Review History

On August 18, 2020, the Proponent filed a Master Plan Special Permit (MPSP) application with the City of Somerville to build up to 1.37 million square feet of commercial, retail, and residential development with 1,002 below-grade parking spaces on 6.55 acres of land. The Somerville Planning Board issued a decision approving the MPSP on February 4, 2021. Subsequently, the Proponent acquired the properties at 561 Windsor Street, known primarily as the headquarters for the Taza Chocolate company, and an existing parking lot at 0 Windsor Place north of 808 Windsor Street. On December 21, 2021, the Proponent filed a Master Plan Special Permit Amendment application with the City of Somerville to incorporate these lots and associated proposed development into the existing Master Plan, which was approved by the Somerville Planning Board on January 20, 2022. Table 1-1 below shows a comparison of the proposed development programs of the original and amended Master Plan Special Permit.

Table 1-1 Boynton Yards Master Plan Development Program Comparison Table

Use/Element	Original Project	Amended Project	Change
Development Site	6.55 acres	7.93 acres	+1.38 acres
Commercial	984,500 SF	1,363,000 SF	+378,000 SF
Retail	42,500 SF	49,000 SF	+6,500 SF
Residential	338,000 SF (330 units)	450,000 SF (440 units)	+112,000 SF (110 Units)
Total	1,365,000 SF	1,862,000 SF	+497,000 SF
Below-Grade Parking	1,002 spaces	1,117 spaces	+115 spaces

Buildout of the Boynton Yards development is underway. Building 1 at 101 South Street opened in November 2021 and construction of Civic Space 1 and Building 2 at 808 Windsor Street are ongoing. This Development Review Application continues the local review process for Building 3 located at 99 South Street. The process will run in tandem with the Site Plan Review process for Thoroughfare 1 located at 153 South Street.

Refer to Figure 1.5 for a Project Key Plan that illustrates the conceptual location of the approved buildings, civic spaces and thoroughfare on the Development Site.

1.3 99 South Street Description

99 South Street consists of the construction of one commercial-use building that comprises up to:

- › 355,000 GSF of lab/R&D/office uses;
- › 5,000 GSF of ACE/retail uses;
- › New landscaped public realm improvements; and
- › Project-related parking (up to 280 below-grade shared spaces).

Consistent with the Boynton Yards Urban Design Framework, refer to Figure 1.6 for an illustrative site plan depicting proposed buildings and site improvements. Refer to Figure 1.7 for a scaled site plan showing required lot dimensions.

Table 1-2 Program Table

Use/Element	Approximate Dimensions/Quantity^{1,2}
Office/Lab/R&D	355,000 SF
ACE/Retail	5,000 SF ²
Project Subtotal	360,000 SF
Below-Grade Parking	Up to 280 spaces
Building Height	185 feet ³

1 Inclusive of all building space on Levels 1-12. Net floor area not yet defined.

2 Consistent with Article 8.4.12. (e)(ii)(a) and the approved Master Plan Special Permit Amendment, 10 percent of the non-residential gross square footage in the overall Master Plan Development Area, approximately 141,200 SF, must be designated for ACE use and may be allocated to any building at the discretion of the Proponent.

3 Measured from average finished grade to the top of the structural roof.

1.3.1 Zoning Compliance Summary Table

The summary in Table 1-3 below outlines the Project's conformance to key provisions of the Approved Master Plan. Refer to Table 2-1 of Chapter 2, *Zoning Compliance Narrative* for a detailed summary of the Project's full compliance with massing and lot standards.

Table 1-3 Master Plan Special Permit Zoning Compliance Summary Table

Requirement	Approved MPSP	Proposed	Proposed %	Compliant
<i>Total Buildout SF</i>	381,000	360,000	n/a	Yes
<i>Building Type</i>	Lab	Lab	n/a	Yes
Maximum Height	None	185 ft.	n/a	Yes
Maximum Floorplate	31,750 SF	31,500 SF	n/a	Yes

1.3.2 Design Summary

The 99 South Street massing will reach a maximum height of 12 occupiable stories, (approximately 185 feet to the top of the structural roof). The first floor will house retail uses and arts/creative enterprise uses that are largely accessible to the public. Floors 2-12 will include office/R&D/lab uses. Building 3 anticipates two additional mechanical penthouse floors (reaching approximately 230 feet to the top of the mechanical penthouse). There will be four levels of below-grade shared parking beneath the building. Refer to Figures 1.8a-d for floor plans, Figures 1.9a-b for project views and Figure 1.10 for axon diagrams. Refer to Figure 1.11a-b for building elevations and Figure 1.12 for building sections.

Character and Exterior Materials

The massing and articulation of Building 3 conforms to the zoning envelope, while creating elements that scale down to the neighborhood to the south. A setback at the fifth floor on the south side of the building is connected by a stretched stepped aperture “zipper”, creating an elegant visual and scale transition between forms. The setback condition creates a large amenity terrace with views to the city skyline. The primary massing moves are used to break down the scale of the building facades, while preserving the simple elegance of the new industrial typology. The exterior design incorporates minor planar changes within the materials palette (terracotta, metal panel and glass) of the façade that reinforce and articulate the overall building concept.

The repetition and cadence of the façade openings reflect the simple and elegant industrial facades of the past. The façade frame pattern extends beyond the top occupied floor to ease the transition to the mechanical penthouse. Areas of glass wall are used in a series of “stepped” or “zipper” forms to break down the scale and visually connect the lower scale to the south with the taller scale to the north side of the building. The color tone and material palette are inspired by the deep rich warmth of the traditional materials re-imagined in terracotta and grey metal panel.

The high-performing exterior wall assembly will have thermal insulation properties that will retain indoor conditioning and reduce undesired heat gain and heat loss.

Refer to Figure 1.13 for character and exterior precedent images, and Figure 1.14 for a signage plan.

Refer to Appendix F for a summary of the Urban Design Commission's (UDC) key recommendations, and a description of any changes to the proposed development made because of the feedback.

Active Ground Floor Uses

The design inspiration for 99 South Street is rooted in creating a sense of place and an 18-hour neighborhood in what was once a derelict industrial scrapyard. As described in detail in Section 1.4, the Project proposes substantial public realm improvements that intertwine the design of the landscape, building and adjacent civic space which is part of the Boynton Yards Master Plan, with the goal of engaging the public from all four corners of the building. The ground floor plan takes it cues for the Boynton Yards Master Plan, continuing the vibrant and active uses/entries along South Street, Harding Street, and Thoroughfare One. Large setbacks along the South and North side of the building afford gracious pedestrian movement, outdoor open space and furnished plazas. The primary entry lobby is highly visible at the corner of South Street and Harding Street, with a secondary entry off Thoroughfare One. The retail/ arts and creative enterprise program affords the opportunity to animate and activate the ground floor around 99 South Street/Boynton Yards is consistent with the community uses and sentiments of SomerVision 2040.

Refer to Figure 1.15 for a circulation and access plan.

1.4 Open Space

The Project's proposed open space design on the Building 3 Site includes features both on the building parcel as well as adjacent civic spaces and thoroughfare encompassing the larger Boynton Yards. The 15-foot wide landscape zone on the building's north edge includes some paved spill-out zones adjacent to the retail uses that are intended to be used for moveable furniture. There is also a planting area that will contain small flowering trees, shrubs, and perennial plantings along the less active edge of the building that contributes toward the project's green score. This area is bounded to the north by a public sidewalk and proposed Thoroughfare 1 landscape improvements. To the west, since Earle Street is intended as a service alley, the approximately 12-foot-wide landscape zone along the building mirrors the more utilitarian treatment of east side of 101 South Street. This zone includes planting areas along the edge of the building, a public sidewalk, and a portion of the planted street tree zone. To the east, along Harding Street, there is a six-foot-wide public sidewalk adjacent to the building and a 7.5-foot-wide furnishing zone that includes permeable paving, street lighting, bicycle parking, and street trees in a soil cell system. Along the building's southern edge is a 15-foot-wide arcade that is intended to be used for movable outdoor furniture associated with the building's ground floor ACE/retail uses. The 15-foot-wide area between the edge of the arcade

and the property line includes a permeable paving plaza area and four large shade trees. This paved plaza is intended to continue south into the civic zone beyond the building parcel.

Refer to Figure 1.16 for an illustrative landscape plan. Refer to Appendix A for scaled, stamped landscape plans.

1.4.1 Green Roof

The roof of the building will include an approximately 2,500 square foot inaccessible intensive green roof with approximately 10 inches of growing medium. The green roof helps contribute toward the project's green score and will include perennial and groundcover plantings.

1.5 Public Realm Improvements

The proposed street grid and public realm improvements associated with Building 3 are consistent with the Approved Master Plan. Refer to Figures 1.17a-c for landscape section plans.

The Project will create a well-furnished, shaded, and pedestrian-oriented streetscape surrounding the Building 3 Site. The following section summarizes the streetscape design and public realm improvements proposed on Thoroughfare 1, Harding Street, Earle Street, and South Street directly abutting the Project Site.

1.5.1 Thoroughfare 1

Thoroughfare 1 will be a commercial shared street on the north side of Buildings 1 through 3. The design of the shared street prioritizes pedestrian and bicycle users by discouraging and slowing vehicular traffic. The generous hybrid-use zones along the edges of the movement zones are intended to combine bio-infiltration and resilient planting zones, street trees, street lighting, seating and bicycle parking, and paved areas that can be used for parking, parklets, or pop-up stalls during events. In the section of Thoroughfare 1 along Building 3, the hybrid-use zone will include the public sidewalk, two bio-infiltration planters, a flexible paved area that can accommodate two standard size parked vehicles or a parklet for movable furniture.

1.5.2 Harding Street

Harding Street is a two-way neighborhood street with on-street parking along the building three edge. Streetscape improvements along the building three side of Harding include a 6-foot-wide public sidewalk adjacent to the building and a 7.5-foot-wide furnishing zone that includes permeable paving, street lighting, bicycle parking, and street trees in a soil cell system.

1.5.3 Earle Street

Earle Street is intended as a service alley with building utility access and vehicular building entrances located along this edge. A four-foot-wide planting area is included along the building edge abutting a five-foot-wide public sidewalk, and a six-foot-wide planted street tree zone that will also include shrub and perennial plantings mirroring the condition along 101 South Street across the street.

1.5.4 South Street

South Street is an important east-west connector road between Windsor and Medford Streets. South of the 15-foot-wide plaza area that forms part of building three parcel, the intent is that the permeable paving extends a further 15 feet toward South Street to become a spacious plaza with public seating and movable furniture.

To accommodate a potential future realignment of South Street, this plaza zone transitions to 17- to 28-foot-wide expanded sidewalk zone that could include some public shade trees. Consistent with master plan goals for South Street, this sidewalk zone then transitions to the six-foot-wide furnishing zone that includes permeable paving, street lighting, bicycle parking, and street trees in a soil cell system. A five-foot-wide raised, protected cycle lane is buffered by a three-foot-wide planting zone that transitions to the street vehicular travel zone.

1.6 Parking Summary

1.6.1 Vehicle Parking

The Approved Mobility Master Plan (MMP) for the Master Plan Amendment caps the number of off-street parking spaces at 1,125 which equates to a parking ratio of 0.6 spaces/1,000 sf of space. With the currently approved Boynton Yards Master Plan Amendment building program, 1,117 total spaces will be provided. 99 South will include the construction of up to 280 below-grade parking spaces. Vehicle parking spaces will comply with the dimensional specifications in the City's Zoning Ordinance.

1.6.2 Bicycle Parking

The Project will include short and long-term bicycle parking storage consistent with the City of Somerville's guidelines to encourage cycling as an alternative transportation mode. Based on the current design, the Project proposes 115 interior long-term secured bicycle parking spaces, as well as approximately 64 short-term bicycle parking spaces. The short-term bicycle parking spaces will be located in proximity to the commercial building lobby entrances and will comply with the dimensional specifications in the City's Zoning Ordinance. Refer to Figure 1.18 for a plan depicting the location of short-term bicycle parking. Additionally, a Bluebikes

bike-share station will be installed prior to the issuance of the Certificate of Occupancy (CO) for 99 South.

1.7 Sustainability Summary

Building 3 will be designed to comply with the requirements of the Zoning Ordinance as shown in Table 1-4.

Table 1-4 Sustainable Development Summary

Building	Required	Code Section	Proposed	Compliant
Building 3	LEED Platinum Certifiable	8.3.9.a.i	LEED Platinum Certifiable	Yes

Refer to Appendix D for the required sustainability documentation, which includes a preliminary LEED scorecard that identifies one potential path for the Project to achieve LEEDV4.1 BD+C Core and Shell Platinum certifiability. Appendix D also provides a preliminary LEED credit narrative, an affidavit signed by a LEED-Accredited Professional (LEED-AP), and the Sustainable and Resilient Building Questionnaire.

1.8 99 South Street Schedule

Building 3 will be developed and constructed over three to four years. This timeframe may be extended depending on market conditions. The following summarizes associated activities during each phase of construction.

- › Demolition and site enabling work – Q3 2022;
- › Construction commencement Building 3 – Q4 2022;
- › Substantial completion of Building 3 (core/shell) – Q1 2024; and
- › Tenant Fit-out work at Building 3 – Market-dependent; likely commencing – Q1 2024.

1.9 Summary of Project Benefits

Urban Design and Public Realm

- › The Project will revitalize an underutilized urban site with a well-designed and thoughtful building and activated public realm.
- › Along with the construction of Building 3 the Proponent will provide a significantly upgraded streetscape along South Street, Harding Street, Earle Street, and Thoroughfare 1, including new sidewalks, new lighting, landscaping, and other public amenities to enhance the pedestrian experience.
- › The first floor of Building 3 will house retail uses and arts/creative enterprise uses that will be publicly accessible and will encourage a vibrant pedestrian environment.

- › The Project will create passive public spaces with flexible seating, including an arcade space.
- › The Project will improve accessibility by creating a 6-foot unobstructed pedestrian zone along Thoroughfare 1, Windsor Street and South Street that will comply with all accessibility requirements.
- › The Project proposes below-grade structured parking, replacing the existing surface parking that is located on the Building 3 Site today.

Sustainability/Environmental

- › The Project focuses on reducing carbon output, minimizing energy usage, and implementing resiliency initiatives in alignment with the City's goals to be carbon neutral by 2050.
- › The Project will comply with the Zoning Ordinance, which requires that new laboratory buildings meet the minimum requirements to achieve a LEED Platinum Certifiable level through sustainable and high-performance building strategies.
- › To mitigate the future risk of flooding, the Proponent proposes to construct Building 3 FFE above the forecasted 2070 precipitation-based flood events, increasing the resiliency of the Project for the next 50 years. Specifically, Building 3 will be designed to a Finished Floor Elevation of 10.25 NAVD88.
- › The Project will incorporate design features that will keep occupants and visitors safe and comfortable during extreme heat, such as using an efficient mechanical cooling system, triple-pane glazing, and window shading that will reduce solar heat gain in the summer.
- › Critical life safety equipment will be placed above a designed flood elevation of 10.25 NAVD88, making it resilient to the 2070 100-year storm event flood level.
- › Runoff from the Building 3 roof will be collected by internal roof drains and conveyed to a series of Best Management Practices. Subsurface water will be collected by an under-slab drainage system and directed to a series of infiltration wells under the sidewalk along Harding Street. The system would terminate in a shallow infiltration chamber with an overflow to the storm system.
- › The Somerville Water and Sewer Department (SWSD) requires all new sewer connections or expansions of existing connections that exceed 2,000 gallons per day of wastewater to mitigate the impacts of the development by removing four (4) gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. The Proponent will comply with this requirement and develop an I/I mitigation plan through coordination with SWSD.

Transit and Transportation

- › The Development Site's perimeter streets will be improved to meet the City's goals of providing a pedestrian-friendly, walkable environment in the area.
- › Construct Thoroughfare 1 as a pedestrian thoroughfare with a flush curb condition and traffic calming measures.

- › The Project will include short and long-term bicycle parking storage in compliance with the City of Somerville’s guidelines to encourage cycling as a strong alternative transportation mode.
- › The Project will include the installation of a Bluebikes bike-share station to further encourage cycling as a strong alternative transportation mode.
- › The Project will provide preferred parking for low-emitting fuel-efficient vehicles and/or electric vehicle (EV) charging stations within the garage. The Project is targeting 15-percent of spaces to have installed EV infrastructure and the remaining 85-percent of spaces to be EV ready.
- › The Project will implement a robust program of Transportation Demand Management (TDM) strategies to take full advantage of its proximity to multiple mobility options and to reduce vehicles traveling to and from the Development Site. Refer to the Certified Mobility Management Plan (MMP) for a description of specific TDM measures to be implemented for the Project.

Social and Economic Benefits

- › The approved Boynton Yards Master Plan will incorporate 10 percent of the total commercial floor as leasable floor area for uses from the Arts & Creative Enterprise use category. The majority of these spaces at Building 3 will be located at the first level of the building to foster a unique and vibrant art-focused experience to emphasize Somerville’s artistic and creative culture.
- › The Boynton Yards Project as a whole will create over 4,000 on-site jobs relating to the office/R&D/lab, life sciences, retail, and parking uses, and over 800 construction jobs in a variety of trades.
- › Based on current projections, the Boynton Yards Project as a whole will contribute approximately \$24 million in community benefit contributions including but not limited to contributions to the affordable housing trust, the Green Line Extension, and employment linkage.
- › Upon stabilization, the Boynton Yards Project as a whole will generate approximately \$12 million annually in new real estate tax revenues for the City of Somerville and significant State sales and business tax revenue to the Commonwealth.

2

Zoning Compliance Narrative

This chapter briefly describes how 99 South Street complies with applicable provisions of the Ordinance.

2.1 ARTICLE 8: OVERLAY DISTRICTS

8.4 Master Planned Development (MPD)

8.4.5 Development Review

a. General

(i) Development entitlement under this section requires one of the following:

(a). Master Planned Development: A Master Plan Special Permit issued prior to an as a prerequisite to any Subdivision Plan Approval, Site Plan Approval, or Special Permit required elsewhere in this Ordinance.

The Project Site is located within the Development Site of the Boynton Yards Master Plan Special Permit (#P&Z 21-097) as amended and approved by the Planning Board on January 20, 2022.

8.4.8 Development Standards

a. Sustainable Development

(i) Laboratory buildings must be LEED Platinum certifiable.

Building 3 is being designed to comply with the Ordinance. This Project will follow the LEEDv4 BD+C Core and Shell (CS) rating system.

Refer to Appendix D for a preliminary LEED scorecard which shows the potential path for the Project to achieve LEEDV4 BD+C for Core and Shell Platinum certifiability. Appendix D also provides a preliminary LEED credit narrative, and an affidavit signed by a LEED-Accredited Professional (LEED-AP).

In compliance with the Ordinance, an updated LEED scorecard and narrative description outlining compliance will be submitted prior to the issuance of the Building Permit, and prior to issuance of the Certificate of Occupancy.

(iii) All new principal building types must include a green roof, photovoltaic (PV) devices, or both for 100% of the roof area not

occupied by building systems equipment or required outdoor amenity spaces.

Mechanical systems will take up most of the Project's roof space to accommodate the intensive HVAC requirements for lab use, which precludes the incorporate of PV devices. However, the roof will include an approximately 2,500 SF intensive green roof with approximately 10-inches of growing medium. Though it will be inaccessible to building occupants, the green roof will help contribute toward the project's green score and will include perennial and groundcover plantings.

8.4.12 Boynton Yards (BY) Sub-Area

c. Applicability

(ii) Zoning districts shown on map 8.3.12(a) supersede those shown on the maps of the Official Zoning Atlas of the City of Somerville for development complying with the provisions of the BY sub-area

The superseding zoning district for the Project Site is the high-rise zoning district.

e. Master Planned Development

(ii) At least seventy-five percent (75%) of the gross floor area of any building type must be reserved for non-residential uses.

(a) At least ten percent (10%) of the total proposed non-residential gross floor area must be reserved for Arts & Creative Enterprise principal uses.

Consistent with the approved Master Plan Special Permit Amendment, 10 percent of the non-residential gross square footage, approximately 141,200 SF, in the overall Master Plan Development Site, must be designated for ACE use and may be allocated to any building at the discretion of the Proponent. Building 3 will contain ACE uses contributing to the total 10 percent required in the Master Plan. No tenant has been secured to date.

i. Building Standards

(i) The standards of Table 8.3.12 (a) supersede specific dimensional standards for building types permitted by the zoning district shown on the regulating maps of this Section.

As noted in Table 2-1 below, the dimensional standards in Table 8.3.12(a) prescribe no maximum height or number of stories for a Lab type building within the Boynton Yards Sub-Area. Section 8.4.12 (b)(ii), states that the purpose is to allow taller and denser development than would otherwise be permitted in the High Rise district. In addition, Table 8.3.12(a) requires no minimum open space although the Master Plan is required to provide 20% civic space.

2.2 ARTICLE 5: HIGH RISE DISTRICT

5.1.6 Building Types

a. One (1) principal building type is permitted on each lot.

The Proponent proposes to construct only one principal building type on the Project Site. The Project is most consistent with the lab building type as described in Section 5.1.9 of the Ordinance.

5.1.9 Lab Building

The Development Site is located within the high-rise zoning district. The proposed building will be designed in accordance with the City's defined lab building type as defined in Section 5.1.9 of the Ordinance and superseded by the dimensional standards of Table 8.3.12(a) of the Zoning Ordinance, including building height and number of stories.

Requirements related to the number of stories and building height are superseded by, as indicated below. The table below provides a summary of the average lot and building dimensions for the proposed building.

Refer to Figure 2.1a-b for a massing diagram, and Figure 2.2 for an overall massing zoning diagram.

Table 2-1 Dimensional Summary Table

	Permitted	Proposed
Proposed Building Type	Lab Type	
Lot Dimensions/Coverage		
Lot Width (min) (ft.)	30 ft.	134 ft., 8 in.
Max. Lot Coverage (%)	100%	86%
Green Score		
Minimum	0.20	0.209
Ideal	0.25	0.209
Building Setbacks ¹		
Primary Front Setback (min/max) (ft.) - South Street	2/15 ft.	15 ft.
Secondary Front Setback (min/max) (ft.) - Thoroughfare 1	2/15 ft.	15 ft.
Secondary Front Setback (min/max) (ft.) - Earle Street	2/15 ft.	4 ft.
Side Setback (min) - Harding Street	0 ft.	0 ft.
Main Massing		
Building Width	240 ft.	240 ft
Min. Façade Build Out (Primary Front)	80%	97%

Min. Façade Build Out (Secondary Front)	65%	89%
Max. Floor Plate	35,000 SF	31,500 SF
Min. Ground Story Height	18 ft.	18 ft.
Min. Upper Story Height	10 ft.	15 ft.
Min. Building Height (stories)	6 stories ³	12 stories
Max. Building Height (feet)	None ³	185 ft.
Façade Composition		
Ground Story Fenestration (min)	70%	72%
Upper Story Fenestration (min/max)	15/70%	40%
Max. Blank Wall	20 ft.	20 ft.
Building Components		
Entry Canopy	Permitted	
- Width (max)	N/A	N/A
- Depth (max)	3 ft.	N/A
- Clearance (min)	8 ft.	N/A
- Front Setback Encroachment (max)	100%	N/A
Lobby Entrance		
- Width (min/max)	15/30ft.	21 ft.
- Recessed Entrance Width (max)	N/A	N/A
- Recessed Entrance Depth (max)	N/A	N/A
Storefront	Permitted	
- Width (min/max)	15/30 ft.	29 ft., 4 in.
- Display Window Height (min)	8 ft.	11 ft., 6 in.
- Recessed Entrance Width (max)	15 ft.	N/A
- Recessed Entrance Depth (max)	5 feet	N/A
1	Per 8.4.12 (l)(i)(a) development of any building type may deviate by up to five percent (5%) from the numeric value of the dimensional standards for Front building setbacks (min), Façade build out (min), and Floor plate (max).	
2	This measurement is taken from the building façade to the edge of the sidewalk abutting the flush granite curb condition along Thoroughfare 1.	
3	Represents requirements for the number of stories and building height provided by the dimensional standards of Table 8.3.12(a) of the Zoning Ordinance.	

5.1.12 Building Components

b. Building components are permitted by Site Plan Approval as specified on Table 5.1.12.

Refer to Figure 2.3 for a depiction of the Project's compliance with the requirements for storefront and entry building components.

5.1.13 Façade Design

The exterior design incorporates minor planar changes within the materials palette (terracotta, metal panel and glass) of the façade that reinforce and articulate the overall building concept. Refer to Figures

2.4a-d for a depiction of the Project's compliance with the requirements for façade composition.

5.1.14 Architectural Design Guidelines

Refer to Figure 2.1 for a massing diagram, and Figure 2.2 for an overall massing zoning diagram. Refer to Figure 2.3 for a depiction of the Project's compliance with the requirements for storefront and entry building components and Figures 2.4a-d for a depiction of the Project's compliance with the requirements for façade composition, including fenestration.

5.1.15 Use Provisions

a. Permitted Uses

The Project proposes uses that are "Permitted Uses" as defined by Table 5.1.15 of the Ordinance.

c. Required Uses

(i) A minimum of five percent (5%) of the gross leasable commercial floor space in any building must be provided as leasable floor area for uses from the Arts & Creative Enterprise use category.

This provision is superseded by Section 8.4.12(f)(ii)(a), as noted above, which requires that at least 10 percent of the non-residential gross square footage in the overall Master Plan Development Site is designated for ACE use and may be allocated to any building at the discretion of the Proponent.

5.1.16 Development Standards

c. Roof-Mounted Mechanicals

(i) Roof-mounted mechanical equipment must be screened or enclosed with a rooftop penthouse.

Enclosed mechanical penthouses are provided for levels M1 & M2. The cooling towers are located in an open well on level M2 and enclosed with a screen wall that is constructed of the same metal wall panels as the mechanical penthouse.

5.1.17 Parking and Mobility

b. Type

(i) Motor vehicle parking may be provided as above ground structured parking, or underground structured parking. Surface parking is prohibited.

The Project does not propose any new surface parking on the Project Site.

c. Driveways

(ii) Driveways are not permitted in the frontage area between a building and the front lot line.

The Project does not propose a new driveway.

Loading and garage access for 99 South Street will be from Earle Street.

(f) Unbundled Parking

(i) Motor vehicle parking spaces must be rented or leased as an option rather than a requirement of the rental, lease or purchase of a dwelling unit, rooming unit or non-residential floor space.

The Project will comply with this requirement. The Proponent will provide unbundled parking with all rental, lease, or purchase agreements of building space so that parking is used as an optional amenity instead of a required/allocated benefit.

(ii) Bicycle parking must be provided at no cost or fee to customers, visitors, employees, tenants and residents.

The Project will include short- and long-term bicycle parking storage consistent with the City's guidelines to encourage cycling as an alternative transportation mode. Based on the current design, the bicycle parking needs for the Project will be accommodated through the provision of long-term secured and short-term bicycle parking within and around the proposed building. Employees will have secure access to a bike parking storage room with capacity for approximately 115 bicycles, lockers for personal belongings, changing rooms, and showers. Outside the building, 64 bicycle parking spaces will be installed for the building's users and visitors under the cover of the building overhang near the building's east entrance.

Please refer to Figure 1.8b of Chapter 1, *Project Summary*, for a plan depicting the location of the long-term interior bicycle parking on the ground level. Please refer also to Figure 1.18 for a plan depicting the conceptual location for short-term bicycle parking.

5.1.18 Public Realm

a. Sidewalks

(i) For any lot abutting a sidewalk that is less than eighteen (18) feet in width, the frontage area must be paved to provide a sidewalk that is at least eighteen (18) feet in total width.

The Project will comply with this requirement. Including the plaza area, the sidewalk zone on the south side of building three varies between 33- and 37-feet in width.

b. Sidewalk Curb Cuts

(i) A curb cut requires a permit from the City Engineer and must be compliant with all City Ordinances.

The Project will comply with all City requirements, as necessary. Loading and garage access for 99 South Street will be from Earle Street.

2.3 ARTICLE 10: DEVELOPMENT STANDARDS

10.3 Landscaping

10.3.5 Site Landscaping

Materials and plant selection will comply with the provisions of Sections 10.3, *Landscaping*.

Plant materials will be selected for their tolerance of urban conditions, year-round interest and reduced water usage. As such, native and adapted species will be utilized throughout. Additionally, species that offer habitat value and are pollinator-friendly will be given greater priority in planting design.

Shade trees will be located to provide canopy cover over hardscape surfaces to help reduce heat island effect. Street trees are proposed to be spaced 40 feet on center and will be equipped with guard-protected planter beds with ample uncompacted growing medium set in suspended pavement or structural planting cell systems below the hardscape to allow the trees to flourish. Irrigation, where provided, will employ Water Sense practices, making use of smart technologies and efficient watering products to provide the optimal amount of water when needed.

The Project team is committed to working with the PSUF to advance the landscape plan going forward.

10.4 Green Score

10.4.4 Compliance & Enforcement

a. Real property must comply with the Green Score indicated for each building type. See the standards for each building type in each zoning district for more information.

This Project will comply with this requirement. A preliminary accounting of the Green Score indicates that the Project will achieve a Green Score of 0.209, which in compliance with the required .20 score. Refer to Appendix E for the Green Score Plan and required supporting plans.

10.8 Commercial Signs

As details of the Project are refined, all commercial signs will be consistent with the requirements outlined in the Zoning Ordinance.

10.10 Sustainable Development**10.10.1 Green Buildings**

b. New construction or modification of any principal building type greater than fifty thousand (50,000) square feet in gross floor area must be LEED Platinum certifiable.

Building 3 is being designed to comply with the Ordinance, which requires all new building construction over 50,000 GSF to be LEED Platinum certifiable. This Project will follow the LEEDv4 BD+C Core and Shell (CS) rating system.

Refer to Appendix D for a preliminary LEED scorecard which shows one potential path for the Project to achieve LEEDV4.1 BD+C for Core and Shell Platinum certifiability. Appendix D also provides a preliminary LEED credit narrative, and an affidavit signed by a LEED-Accredited Professional (LEED-AP).

In compliance with the Ordinance, an updated LEED scorecard and narrative description outlining compliance will be submitted prior to the issuance of the Building Permit, and prior to issuance of the Certificate of Occupancy.

10.10.2 Green Roofs & Storm Water Management

a. To every extent practicable, storm water should be reused on-site for irrigation or other purposes.

The Proponent and the Project team will analyze the feasibility of stormwater reuse during the design phases of the Project.

The Project will require a City of Somerville Site Construction Permit for design and construction of a stormwater management system prior to issuance of a building permit.

b. The review boards may authorize the City Engineer to grant a credit to properties, against which any storm water impact fees are imposed, equivalent to the quantity of storm water that is removed from entering the system through the use of green roofs or other onsite storm water management practices.

The Proponent's intent is to capture stormwater runoff from on-site impervious areas, direct it to a detention or infiltration basin in order to manage stormwater runoff from the Development Site and recharge stormwater into the ground. The Proponent and Project team are incorporating an approximately 2,500 SF extensive green roof area on the

north side of the mechanical penthouse, as previously noted, and will review other opportunities for green infrastructure, where feasible, during the design phases of the Project.

10.10.3 Heat Island Reduction

a. Roofs and parking covers must have a Solar Reflectance Index as specified on Table 10.11.1 for a minimum of seventy five percent (75%) of the roof area or parking spaces.

Roofing materials will comply by having a Solar Reflectance Index (SRI) at or above the requirement.

10.10.4 Environmental Performance

a. The review boards shall establish submittal requirements for development review applications to ensure the following:

(i) That shadows cast by high-rise buildings do not substantially and adversely limit ground level access to sunlight on sidewalks and Civic Spaces.

Refer to Appendix B for the Project's shadow studies. Based on the shadow studies conducted for the Project, the shadows cast will not substantially and adversely limit ground level access to sunlight on sidewalks, the public realm, and publicly accessible open spaces. The majority of net new shadows will be cast to the north, northeast and east towards the existing residential and commercial development and paved areas. Incremental net new shadows produced by the Project on the residential neighborhood to the east and northeast of Harding Street, are largely limited to the mid-afternoon hours during the spring, summer and fall, and are not expected to have any noticeable effect on pedestrian use or enjoyment of the pedestrian realm around these existing buildings.

Refer to Appendix B for the Project's shadow studies, and a summary of the net new shadows created by the Project.

(ii) That by high-rise buildings pedestrian level wind velocities do not exceed acceptable levels for various activities existing or proposed at particular locations.

Refer to Appendix B for the results of the Project's pedestrian wind comfort analysis. The analysis results indicate that suitable pedestrian wind comfort conditions are anticipated throughout the year in the Build and Full-Build conditions at the Project's main entrance and other sheltered locations.

The effective gust criterion is shown to be generally met on an annual basis in the existing No Build configuration. The addition of the proposed building is not anticipated to lead to the exceedance of the effective gust

criterion, on an annual basis, compared to the No Build configuration. At the Full Build configuration, the effective gust criterion is anticipated to be met at all assessed locations on an annual and seasonal basis.

The existing mean wind speeds in the No Build condition are generally comfortable for the intended usage on and around the project site, which is not anticipated to change with the addition of 99 South Street in the Build condition. At the completion of the Full Build configuration, with the sheltering offered by the future surrounding buildings from the prevailing winds, wind speeds are reduced in most areas around the proposed building. Reduced wind speeds comfortable for passive usage are predicted at the outdoor seating areas on the south side of the proposed building.

The Proponent is committed to designing a pedestrian environment that is generally comfortable for its intended uses.

(iii) That buildings do not cause visual impairment or discomfort due to reflective spot glare and solar heat buildup in any nearby buildings.

Refer to Appendix B for the results of the Project's preliminary solar glare and heat loading analysis. The results of the solar glare analysis indicate that pedestrians and drivers in the vicinity of the project and occupants of nearby buildings may experience infrequent and intermittent building reflections, which will not pose a safety risk. Drivers traveling in the vicinity of the building are expected to experience the most amount of glare, on average, for periods between 6 to 12 minutes. The design of the build facades reduces the continuity of the reflections much of the time, resulting in multiple discrete instances compared to a single long duration instance generally caused by more glassy buildings.

Heat gain from reflected solar energy is predicted to be low intensity and short duration. The planar nature of the facades of the building prevents reflections from concentrating in any particular area and is not expected to create any thermal impacts on people or property.

2.4 ARTICLE 11: PARKING AND MOBILITY

11.1 Bicycle Parking

Refer to Figure 1.18 for a depiction of the Project's compliance with the requirements for bicycle parking.

11.4 Mobility Management

11.4.3 Mobility Management Plan Required

a. A mobility management plan (MMP) is required for all development and for Master Plan Special Permits.

The MMP was submitted to the Mobility Division on April 22, 2022. An approval letter was issued on July 8, 2022. Refer to Appendix C for a copy of the MMP and approval.

2.5 ARTICLE 15: ADMINISTRATION

15.3.2 Site Plan Approval

a. Purpose

(ii). The Site Plan Approval process provides an Applicant with the opportunity to submit architectural, site, landscape, and engineering plans so that compliance to the provisions of this Ordinance can be determined prior to preparation of construction documents.

The Project complies with this requirement. Illustrative and scaled plans are provided herein this application.

d. Procedure

(ii). The review procedures required for a Site Plan Approval may, at the discretion of the designated review board, be conducted simultaneously with the review procedures required for other discretionary or administrative permits.

A concurrent DRA has been submitted for the construction of Thoroughfare 1 at 153 South Street, which is located immediately north of 808 Windsor Street (Building 2).

e. Review Criteria

(i). The review board shall approve a development review application requiring Site Plan Approval upon verifying that the submitted plan conforms with the provisions of this Ordinance and demonstrates consistency to the following:

a). The comprehensive plan and existing policy plans and standards established by the City.

Building 3 is a component of the Approved Master Plan which is located within the Boynton Yards Sub-Area. The Boynton Yards Project is consistent with the Union Square Neighborhood Plan and the Boynton Yards Urban Design Framework. According to the guiding city planning documents, the urban design goals for Boynton Yards include, but are not limited to: *create a street network with blocks appropriately sized for commercial buildings; design complete streets; provide 2.59 acres of open space; and build enough residential development to create a vibrant, mixed-use neighborhood.*

Additionally, the Project is consistent with SomerVision, which aims to guide future growth and development in Somerville with the primary

goals to enhance existing squares and commercial corridors; emphasize pedestrian and transit-oriented planning and design; transform opportunity areas on the eastern and southern edges of Somerville; and focus development around new pedestrian-oriented public places.

b). The intent of the zoning district where the property is located.

The Project is located within the BY Sub-Area, which is presently characterized by industrial uses, including automotive, vehicle storage for Gentle Giant Moving Company, and commercial laundry services, as well as one- to three-family structures, warehouse buildings, and parking lots. The intent of the BY Sub-Area zoning is to provide for a greater variety, density, and intensity of land uses with mid- and high-rise buildings, and to establish a new street grid/thoroughfare and civic space.

The superseding zoning district for the Building 3 Site is the high-rise zoning district, which is intended to accommodate a variety of moderate to large floor-plate high rise buildings that create a wide variety of employment opportunities. The district is envisioned primarily as commercial uses, which is consistent with the office/lab/R&D uses proposed in Building 3.

c). Mitigation proposed to alleviate any impacts attributable to the proposed development.

Building 3 will be LEED Platinum certifiable using the LEEDv4 BD+C Core and Shell (CS) rating system and will be designed to mitigate storm-water run-off. The stormwater management system will be designed to release flows less than or equal to the existing condition and will integrate BMPS to improve water quality.

The Project's MMP outlines detailed TDM measures to promote alternative modes of transportation and reduce single-occupancy vehicle trips to the Project Site.

d). Considerations indicated elsewhere in this Ordinance for the required Site Plan Approval.

The Project is consistent with all considerations in the Zoning Ordinance required for Site Plan approval.