

DEVELOPMENT NARRATIVE

Property: 1 McGrath Highway
Applicant/Owner: Somerbridge Hotel LLC
Agent: Adam Dash, Esq.
Zoning Designations: High-Rise (“HR”) District/Half Mile Transit Area/Not in PSD
Case#: P&Z 21-028

Summary

The lodging project contemplated by Somerbridge Hotel LLC will be developed by XSS LLC and operated by Colwen Management Inc, two components of a fully integrated lodging team. The team has developed, designed, and built more hotel rooms in the Commonwealth over the past decade than any other enterprise and operate these hotels with award winning results, including the Row Hotel at Assembly Row in Somerville, named one of Travel & Leisure Magazine’s “Top 100 Hotels in the World”.

This project crosses the municipal boundary of Somerville and Cambridge. It was first permitted in 2017 as a 120-room extended-stay hotel. During permitting hearings, the developers discovered the site was uniquely located to provide a portion of the link necessary to accomplish a connection between the Community Path Extension and the Grand Junction Path. Due to unforeseen environmental complications, the original project did not proceed forward with the permits in a timely manner. As the environmental solution required a redesign of the project, 8’ of land along the Cambridge property line was reserved for a future ramp connection to the proposed Community Path.

Applicant previously received a special permit with site plan review and variances from the Somerville Zoning Board of Appeals (“ZBA”) for the construction of a 135- room, six-story hotel at the property in case #ZBA 2018-138 on March 12, 2019. That approval was extended by the ZBA on March 25, 2020, in case # ZBA 2018-138-E1.

The project has continued to evolve based on several factors. A larger project can be supported based on the Somerville Zoning Ordinance approved in December 2019. A larger project is needed to support the current cost of a complete environmental remediation of the site, rather than a more limited approach that would leave the property with an Activity and Use Limitation (AUL). A more elevated and contemporary lodging concept can now be supported by the evolution of the neighborhood and the promise of an even brighter future for this municipal gateway.

The property is currently a 32,806 sf lot, of which 17,316 sf are in Somerville and known as 1 McGrath Highway, and 15,490 sf are in Cambridge and known as 263 McGrath Highway/Monsignor O’Brien Highway. The Applicant intends to demolish the existing commercial car wash structures in Somerville, and the commercial structure in Cambridge, and then to construct a 199-room, six-story upscale dual- branded hotel prototype, collaboratively developed with Marriott International, Inc. combining an AC Hotel, arguably the strongest lifestyle brand, with a Moxy, a stylish casual brand with a playful atmosphere.

The property is located in the HR zoning district and is in the Half Mile Transit Area. It is not located in a Pedestrian Street District. The proposed project is in the Half Mile Transit Area which requires parking for commercial uses.

The building would be a total of 86,765 sf, with 63,560 sf in Somerville and 23,205 sf in Cambridge. The Building Type would be “General Building”.

During the development process, the proponent has become aware that the existing Boston & Lowell retaining wall is considered a noteworthy structure by the Massachusetts Historical Commission. Due to this, the development team has deemed this an important feature of the site. Therefore, the building footprint has been slightly reduced to eliminate the need for removal of the retaining wall. The retaining wall is now intended to be cleaned and preserved during construction to become a decorative element integrated with the overall development project, while being preserved for future generations.

In order to preserve the Boston & Lowell retaining wall, there will be no motor vehicle parking spaces provided on the Somerville portion of the property. All Somerville hotel parking needs are planned to be handled by underground parking at the lab building that is permitted, financed and underway at 15 McGrath Highway. The project has 13 motor vehicle parking spaces provided on the Cambridge portion of the property, plus 6 dedicated parking spaces in the adjacent garage as replacement for spaces lost in expanding the land area necessary to construct a 14 foot clear pedestrian/bicycle connector ramp in Cambridge. This is an excellent shared use of space as the two uses require parking at opposite times. All parking for the proposed hotel will be professionally managed, valet parking.

There will be bicycle parking on site for 9 short-term bicycles and 18 long-term bicycles to meet the Somerville requirements, and for 1 short-term bicycles and 3 long-term bicycles to meet the Cambridge requirements. With the property taken as a whole, the bicycle parking exceeds the Somerville bicycle parking requirement by 1 short-term bicycle parking spaces and 3 long-term bicycle parking spaces. At the suggestion of the Urban Design Commission (“UDC”), the bicycle parking has been grouped together.

Applicant will provide space for a 14 foot clear ramp to be built across the Cambridge portion of the property to connect the McGrath/O’Brien Highway with the Community Path Extension via a spur to be constructed on MBTA property at the rear of the site. The Applicant, along with the developers of the abutting property located at 15 McGrath Highway, are willing to design and fund the construction of the ramp, so long as the Community Path spur is designed and constructed by others and both projects receive permits and are completed.

Included in Applicant’s submittals are three site plan scenarios. The first shows the site plan as proposed with both 1 McGrath and 15 McGrath properties developed. The second shows 1 McGrath developed, but 15 McGrath not developed. The third shows the temporary situation during construction at 1 McGrath and 15 McGrath until both projects are completed. While Applicant’s application is a stand-alone project, the combined exit driveway depends on 15 McGrath being developed, such that Applicant wants to ensure that it has an approved site plan

whether 15 McGrath is developed or not. Applicant was encouraged by the City to provide such alternative site plan scenarios, which Applicant has done.

Relief Requested

Applicant now seeks the following relief:

- Special Permit under Somerville Zoning Ordinance Section 5.1.15 to establish a hotel use.
- Special Permit under Somerville Zoning Ordinance Section 5.1.17.g.i for relief from the parking standards to provide no on-site motor vehicle parking spaces that are required in Somerville.
- Site Plan Approval under Somerville Zoning Ordinance Section 5.1.6.b, 5.1.12.b and 15.3.2 for the new “General Building” type structure.

A. Special Permit for Hotel Use

A hotel use in the HR zoning district requires a special permit, per Somerville Zoning Ordinance (“SZO”) Section 5.1.15.

Per Section 15.2.1.e of the Somerville Zoning Ordinance:

In its discretion to approve or deny a Special Permit required by this Ordinance, the review board shall make findings considering, at least, each of the following:

- a). The comprehensive plan and existing policy plans and standards established by the City.*
- b). The intent of the zoning district where the property is located.*
- c). Considerations indicated elsewhere in this Ordinance for the required Special Permit.*

- a. Applicant’s proposal meets the requirements for a hotel as set forth in Section 9.2.9.b of the Somerville Zoning Ordinance.

Applicant seeks to retain the commercial use of this site, but with a cleaner and more aesthetically pleasing use and building than the old car wash which is on the site. This upscale dual-branded lifestyle hotel project will be a vast improvement over the current

car wash, which is an eyesore, and will enhance the neighborhood while fitting into and complimenting the future of this part of McGrath Highway.

A hotel brings not only real estate taxes into the City, but also personal property, lodging, and meals taxes, which benefit the Somerville municipal budget.

The proposed hotel is uniquely located to create a gateway arrival to Somerville. The location is also unique as it is the only site that can feasibly provide a pedestrian/cyclist ramp link between the McGrath/O'Brien Highway corridor and the Community Path, ultimately linking the Community Path and the Grand Junction Path and reinforcing the connectivity between Cambridge Crossing and Somerville's newly created HR zoning district and beyond to Boynton Yards. This project is particularly in line with the City's strategic goals by reducing the need for people to drive, promoting physical fitness, and allowing access for bicyclists and pedestrians to all of the commercial uses in the surrounding neighborhood.

The Applicant will also provide landscaping on a property which has essentially none at the present, which will improve the look and feel along the McGrath/O'Brien Highway corridor, as well as improve the environment in general. To that end, the Applicant is also proposing a green roof area.

The project will comply with the goals of the SomerVision strategic plan because it will "facilitate transit-oriented neighborhood in-fill development", create a "healthier, more prosperous and more attractive place to live, work, play and raise a family", and "preserve and enhance the character of Somerville's neighborhoods". This will ensure that "properties can adapt and change to meet the needs of residents, while respecting the character of the neighborhood".

- b. Per Section 5.1.2.b of the SZO, the purpose of the HR district is "to accommodate the development of areas appropriate for an intense mix of multi-story multi-unit, mixed-use, and commercial buildings; neighborhood-, community-, and region-serving uses; and a wide variety of employment opportunities." The HR zoning district allows hotel uses by special permit. This shows that the policy plans and standards as established by the City favor the creation of hotel uses, in general and in this particular area, and that Applicant has met such policy plans and standards.

The building will be entirely commercial, as is intended in the HR zoning district, and will be a "General Building" type, which is permitted in the HR zoning district.

The hotel use will serve the neighborhood, such as the proposed lab building next door and the Twin City Plaza shopping center across the street and beyond to Boynton Yards, as well as the community and the region.

The proposed building meets all of the dimensional requirements for a General Building type in the HR zoning district.

c. Per Section 9.2.9.b.iii of the Somerville Zoning Ordinance:

In addition to the review criteria for all Special Permits specified in §15.2.1.e. Review Criteria, the review board shall make findings considering the following in its discretion to approve or deny a special permit authorizing a hotel or hostel principal use:

a). Compatibility with the level of activity associated with the surrounding properties.

b). Capacity of the local thoroughfare network providing access to the site and impact on pedestrian, bicycle, and vehicular traffic and circulation patterns in the neighborhood.

c). Location and visibility of the principal entrance, guest drop-off area, taxi queuing station, outdoor amenity space for guests or employees, and pedestrian circulation from all exit points.

- a. There are several existing hotels on the McGrath/O'Brien Highway corridor, and this proposed hotel is certainly compatible with those surrounding properties. However, the proposed hotel will be significantly upscale in comparison to other lodging options nearby, speaking to the bright future of the area.

By allowing public access to the Community Path extension being built behind the property, and easy access to the new Green Line stations being constructed, the hotel will keep this stretch of the McGrath/O'Brien Highway active in a positive way, unlike the prior car wash use.

- b. This hotel will not be a negative impact on transportation capacity along the McGrath/O'Brien Highway corridor, and will actually be an improvement, for a number of reasons.

First, it will reduce the existing number of curb cuts at the property by two, thereby improving pedestrian safety and reducing vehicular conflicts.

Second, it is planned that the hotel will have a single combined exit with the 15 McGrath Highway abutter, which will also improve pedestrian safety, reduce vehicular conflicts and eliminate the need for two exits.

Third, the intent is that Mass. DOT will remove one cycle from the traffic light at the intersection of the McGrath/O'Brien Highway and Rufo Road, thereby reducing delays on the McGrath/O'Brien Highway for pedestrians, bicyclists and vehicles.

Fourth, by allowing a ramp across the property to connect the McGrath/O'Brien Highway with the to-be-built Community Path spur behind the property, this hotel project provides ways for the public to reach the area without having to drive a motor vehicle. It also provides easy and safe access to the new Green Line stations constructed nearby.

Fifth, the proposed hotel will allow for a wider, compliant sidewalk on the Somerville portion of the property for better pedestrian access and circulation.

With the property taken as a whole, the bicycle parking exceeds the bicycle parking requirements by having a total of 10 short-term bicycle parking spaces and 21 long-term bicycle parking spaces. It is also providing no motor vehicle parking spaces on the Somerville portion of the property. At the suggestion of the UDC, the bicycle parking has been grouped together.

In short, this hotel project does not negatively impact the capacity of the local road network, and actually improves the situation in a number of ways.

- c. There is a pedestrian entrance on the hotel's façade on the McGrath/O'Brien Highway with an urban revolving door to encourage the public to come inside. There is also a vehicular drop off and pick up entrance on the left side of the building. This allows for vehicles entering the property to pull onto the site and not queue up on the McGrath/O'Brien Highway. It also allows hotel guests and visitors to enter and exit the building under a covered area in the event of inclement weather. Variations in the surface materials in this covered area were suggested by the UDC and were incorporated by Applicant/Owner into the plans, to better define the vehicular and non-vehicular areas under the building.

The planned single combined exit will improve pedestrian safety and reduce vehicular conflicts by eliminating two of the curb cuts currently on the site

By allowing a ramp across the property to connect the McGrath/O'Brien Highway with the to-be-built Community Path behind the property, this hotel project provides ways for the public to reach the area without having to drive a motor vehicle. It also provides easy and safe access to the new Green Line stations being constructed.

The roof of the hotel will have a large outdoor terrace as a supportive amenity space for guests and employees, which will also be open to the public. The goal is to create an overall environment that nurtures guests and the community. This is also true in the public realm of the property, to not only provide space for the proposed ramp connection, but also contribute to an elevated pedestrian and bicyclist experience along the hotel street frontage.

Other changes were made to the façade of the proposed building at the recommendation of the UDC, such as:

-creating more visual interest on the façade by maximizing the façade shadows and potentially deepening the windows to make it feel less flat.

- incorporating additional species to the green roof areas.

-reducing the size of the cornice on the Sixth Floor to be more in scale aesthetically with the other building cornices on the floors below; and

-continuing the bump in the building on the Cambridge side of the municipal line between the two cities.

B. Special Permit for Relief from the Parking Standards

A Special Permit is required under Somerville Zoning Ordinance Section 5.1.17.g.i for relief from the parking standards to provide fewer motor vehicle parking spaces than required.

Per Section 15.2.1.e of the Somerville Zoning Ordinance:

In its discretion to approve or deny a Special Permit required by this Ordinance, the review board shall make findings considering, at least, each of the following:

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

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

c). Considerations indicated elsewhere in this Ordinance for the required Special Permit.

- a. Being in a Half-Mile Transit Area, Table 5.1.17 of Somerville Zoning Ordinance requires Applicant to have one motor vehicle parking space per two guest rooms. 145 of the 199 total guest rooms are located in Somerville. This requires 73 parking spaces. The hotel will lease 3,194 sf, entirely in Somerville, on the 6th floor to an ACE principal use entity as a cinema. This is 5% of GSF required to meet the Somerville ACE obligation. There is 604 sf of additional ACE space in Cambridge not calculated in the 3,194 sf Somerville ACE square footage. This required 4 additional parking spaces. This is a total of 77 parking spaces to meet the Somerville parking requirement. The hotel will operate a 1,600 sf food and beverage guest amenity space in Cambridge at the hotel lobby level.

It should be noted that, while the property is located in the Half-Mile Transit Area, it is right on the border of the Quarter-Mile Transit Area in which it would not have to provide any motor vehicle parking at all.

Applicant is proposing 0 parking spaces on the Somerville portion of the property and 13 parking spaces on the Cambridge portion of the property, for a total of 13 on-site parking spaces. The proposed hotel project has 6 additional dedicated parking spaces within the parking garage of the redevelopment of the 15 McGrath Highway project permitted, financed and beginning construction at this time. The 15 McGrath project is obliged, as is the hotel project, to provide public parking at market rate when parking spaces are unoccupied. As the 15 McGrath project is a primarily day use and the hotel is primarily night use, this is an outstanding opportunity to avoid creating unnecessary parking. The hotel parking will all be professionally valet parked. This is a strong parking deterrent as valet parking adds significant cost, inconvenience and delay of vehicle accessibility. Therefore, patrons will prefer to use readily available public transportation and car services such as Uber and taxis.

To further reduce the need for motor vehicle parking and to take advantage of the adjacent bike paths, Applicant will be providing 21 long-term and 10 short-term bicycle parking spaces overall. Applicant will comply with the bicycle parking requirements in Somerville and Cambridge on each City's respective portion of the Property. There are 18 long-term and 9 short-term bicycle parking spaces required by the Somerville Zoning Ordinance, and those are being provided on the Somerville portion of the Property. The rest will be on the Cambridge portion of the Property.

The Applicant has extensive experience building and operating hotels. A significant number of projects were selected based on proximity to MBTA subway system stops including: Red Line (Alewife, North Quincy), Silver Line (Melnea Cass, Eastern Avenue, Chelsea Station), Blue Line (Beachmont), Orange Line (Assembly, Wellington), and Green Line (Cleveland Circle, Lechmere).

Based on experience in areas such as this, the proposed hotel will not need as much parking as the Somerville Zoning Ordinance requires. The proposed ramp to the Community Path and the Grand Junction Path, as well as the existing bus routes and nearby MBTA Green Line stops, the Property is well-served by modes of transportation other than single occupancy vehicles. In addition, hotel guests are also likely to travel to and from urban hotels like this via ride-sharing services and taxis.

A relevant example of actual parking per room use is the Fairfield Inn & Suites at Lechmere Station:

	<u>2019</u>	<u>2021</u>	<u>2022 through July</u>
Spaces per Occupied Room	0.18	0.36	0.27
Spaces per Available Room	0.15	0.17	0.19

A second example of actual parking use is the Row Hotel at Assembly Station:

Data for the Row Hotel at the Assembly Station was unreliable due to frequent parking changes until 2022, however, 2022 through the month of July supports a similar parking use pattern:

Spaces per Occupied Room	0.26
Spaces per Available Room	0.18

The Applicant believes parking use will return to pre-pandemic levels as travelers return to a higher comfort level with public transportation as evidenced by the drop in 2022 use through July. The improvements to MBTA reliability underway are expected to add to the downward trend for car use.

This project is particularly in line with the City's strategic goals by reducing the need for people to drive, promoting physical fitness, and allowing access for bicyclists and pedestrians to all of the commercial uses in the surrounding neighborhood.

The project will comply with the goals of the SomerVision strategic plan because it will "facilitate transit-oriented neighborhood in-fill development", create a "healthier, more prosperous and more attractive place to live, work, play and raise a family", and "preserve and enhance the character of Somerville's neighborhoods". This will ensure that "properties can adapt and change to meet the needs of residents, while respecting the character of the neighborhood".

- b. Per Section 5.1.2.b of the SZO, the purpose of the HR district is "to accommodate the development of areas appropriate for an intense mix of multi-story multi-unit, mixed-use, and commercial buildings; neighborhood-, community-, and region-serving uses; and a wide variety of employment opportunities." The HR zoning district allows hotel uses by special permit. This shows that the policy plans and standards as established by the City favor the creation of hotel uses, in general and in this particular area, and that Applicant has met such policy plans and standards.

As Applicant knows that a hotel in a location such as this does not need as much parking as the Somerville Zoning Ordinance requires, forcing Applicant to meet said parking standards would not serve the hotel or the community and would not be in keeping with the purpose of having a hotel use in the HR zone. It would be much more in keeping with the requirements of the SZO to use space on site for the proposed ramp to the Community Path than for un-needed parking.

c. Per Section 5.1.17.g.i of the Somerville Zoning Ordinance:

In its discretion to approve or deny a special permit authorizing relief from the parking standards of Table 5.1.17, the review board shall make findings considering the following in addition to the review considerations for all Special Permits specified in §15.2.1.e.

Review Criteria:

i). The supply and demand of on-street parking in the neighborhood, as determined through a parking study.

ii). Mobility Management programs and services provided by the Applicant to reduce the demand for parking.

- i. The McGrath/O'Brien Highway corridor in this location does not allow for on-street parking. Being entirely commercial on this block, there is no supply, nor is there any expectation of guests, that on-street parking will be available.

This hotel does not need as much parking as the Somerville Zoning Ordinance requires. The proposed ramp to the Community Path and the Grand Junction Path, as well as the existing bus routes and nearby MBTA Green Line stops, the Property is well-served by non-car modes of transportation. In addition, hotel guests are also likely to travel to and from urban hotels like this via ride-sharing services and taxis. As such, Applicant's vast experience building and operating hotels in areas such as this, including the Row Hotel at Assembly Row, has been that the number of motor vehicle parking spaces requested is all that will be required for the operation of the proposed hotel.

The Transportation Access Plan bears this out by showing the many different modes of transportation which will be used.

- ii. Per Applicant's Mobility Management Plan, Applicant is committed to providing a minimum of parking demand by virtue of the excellent access to public transportation, positive personal transportation deterrent measures, active promotion of enjoying the facility without or limited, personal transportation. The proposed on-site link of regional paths systems enables the public to better utilize pedestrian and bicycling options and to connect with public transportation, enjoying the region without the need for automobile transportation.

Long-term and short-term bicycle parking is to be provided for the hotel building per the City of Somerville Zoning Ordinance. Bicycle parking will be provided on site in accordance with the SZO for both short and long-term needs.

Applicant will reduce the existing number of curb cuts at the property by two, thereby improving pedestrian safety and reducing vehicular conflicts.

Applicant plans that the hotel will have a single combined exit with the 15 McGrath Highway abutter, which will also improve pedestrian safety, reduce vehicular conflicts and eliminate the need for two exits.

The intent is that Mass. DOT will remove one cycle from the traffic light at the intersection of the McGrath/O'Brien Highway and Rufo Road, thereby reducing delays on the McGrath/O'Brien Highway for pedestrians, bicyclists and motor vehicles.

By allowing a ramp across the property to connect the McGrath/O'Brien Highway with the to be built Community Path spur behind the property, this hotel project provides ways for the public to reach the area without having to drive a motor vehicle. It also provides easy and safe access to the new Green Line stations constructed nearby.

The proposed hotel will allow for a wider, compliant sidewalk on the Somerville portion of the property for better pedestrian access and circulation.

By bolstering these other modes of transportation, and due to an urban hotel's general lack of need for significant parking, Applicant requests a special permit to provide less than the required parking under the SZO.

C. Site Plan Approval

Per Section 15.3.2.e of the Somerville Zoning Ordinance:

The review board shall approve an 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.

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

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

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

- a. Applicant seeks to retain the commercial use of this site, but with a cleaner and more aesthetically pleasing use and building than the old car wash which is on the Somerville portion of the site. This upscale dual- branded lifestyle hotel project will be a vast improvement over the current car wash, which is an eyesore, and will enhance the neighborhood while fitting into and complimenting the future of this part of McGrath Highway.

A hotel brings not just real estate taxes into the City, but also personal property, lodging, and meals taxes, which benefit the Somerville municipal budget.

The proposed hotel is uniquely located to create a gateway arrival to Somerville. The location is also unique as it is the only site that can feasibly provide a pedestrian/cyclist ramp link between the McGrath/O'Brien Highway corridor and the Community Path, ultimately linking the Community Path and the Grand Junction Path and reinforcing the connectivity between Cambridge Crossing and Somerville's newly created HR zoning district and beyond to Boynton Yards. This project is particularly in line with the City's strategic goals by reducing the need for people to drive, promoting physical fitness, and allowing access for bicyclists and pedestrians to all of the commercial uses in the surrounding neighborhood.

The Applicant will also provide landscaping on a property which has essentially none at the present, which will improve the look and feel along the McGrath/O'Brien Highway corridor, as well as improve the environment in general. To that end, the Applicant is also proposing a green roof area.

The project will comply with the goals of the SomerVision strategic plan because it will "facilitate transit-oriented neighborhood in-fill development", create a "healthier, more prosperous and more attractive place to live, work, play and raise a family", and "preserve and enhance the character of Somerville's neighborhoods". This will ensure that "properties can adapt and change to meet the needs of residents, while respecting the character of the neighborhood".

- b. Per Section 5.1.2.b of the SZO, the purpose of the HR district is "to accommodate the development of areas appropriate for an intense mix of multi-story multi-unit, mixed-use, and commercial buildings; neighborhood-, community-, and region-serving uses; and a wide variety of employment opportunities." The HR zoning district allows hotel uses by special permit. This shows that the policy plans and standards as established by the City favor the creation of hotel uses, in general and in this particular area, and that Applicant has met such policy plans and standards.

The building will be entirely commercial, as is intended in the HR zoning district, and will be a "General Building" type, which is permitted in the HR zoning district.

The hotel use will serve the neighborhood, such as the proposed lab building next door and the Twin City Plaza shopping center across the street, and beyond to Boynton Yards, as well as the community and the region.

The proposed building meets all of the dimensional requirements for a General Building type in the HR zoning district.

- c. This hotel will not be a negative impact on transportation capacity along the McGrath/O'Brien Highway corridor, and will actually be an improvement, for a number of reasons.

First, it will reduce the existing number of curb cuts at the property by two, thereby improving pedestrian safety and reducing vehicular conflicts.

Second, it is planned that the hotel will have a single combined exit with the 15 McGrath Highway abutter, which will also improve pedestrian safety, reduce vehicular conflicts and eliminate the need for two exits.

Third, the intent is that Mass. DOT will remove one cycle from the traffic light at the intersection of the McGrath/O'Brien Highway and Rufo Road, thereby reducing delays on the McGrath/O'Brien Highway for vehicles, bicyclists and pedestrians.

Fourth, by allowing a ramp across the property to connect the McGrath/O'Brien Highway with the to be built Community Path spur behind the property, this hotel project provides ways for the public to reach the area without having to drive a motor vehicle. It also provides easy and safe access to the new Green Line stations being constructed nearby.

Fifth, the proposed hotel will allow for a wider, compliant sidewalk on the Somerville portion of the property for better pedestrian access and circulation.

With the property taken as a whole, the bicycle parking exceeds the bicycle parking requirement by having a total of 10 short-term bicycle parking spaces and 21 long-term bicycle parking spaces. It is also providing no motor vehicle parking spaces on the Somerville portion of the property.

In short, this hotel project does not negatively impact the capacity of the local road network, and actually improves the situation in a number of ways, thereby mitigating any impact of the improvements being proposed.

- d. Applicant's proposal meets the requirements for a hotel as set forth in Section 9.2.9.b of the Somerville Zoning Ordinance. Green roof areas will provide more nature in this dense, urban area. This increase in commercial space in a key commercial corridor such as this location is a better use of the Property, and is better for the area, than the prior motor vehicle-oriented car wash structure.

The building component being proposed for this new "General Building" type structure, being a lobby entrance, enhances the public's engagement with the building and is needed for the function of a hotel use. The pedestrian entrance on the hotel's façade on

the McGrath/O'Brien Highway will be an urban revolving door to encourage the public to come inside.

Arts and Creative Enterprises Narrative

AC Hotels are art centric. Applicant/Owner will install predominantly original art throughout the public space with focus on designated gallery space and art sales venues. Local art and artist will be showcased with events and website links to connect directly with the featured artists.

There will be an Arts and Creative Enterprises ("ACE") space on the sixth floor. The hotel will lease 3,194 sf, entirely in Somerville, on the 6th floor to an ACE principal use entity as a cinema. This is 5% of GSF required to meet the Somerville ACE obligation. There is 604 sf of additional ACE space in Cambridge not calculated in the 3,194 sf Somerville ACE square footage requirement. This ACE space will have four walls and a roof and will be dedicated for use as a cinema for showing art and other films. Patrons will be able to order and consume food and beverages in this space while watching the film. This ACE space will be operated by an entity which is not the entity which operates the hotel. The ACE entity will be an ACE use operator and will operate the ACE space as its principal use.

Conclusion

Applicant/Owner respectfully asks for approval of the requested relief on the grounds that its proposal meets all of the grounds set forth in the SZO, while providing additional benefits to the communities of both Somerville and Cambridge.



1359 Hooksett Road, #1
Hooksett, NH 03106

2022_0901

RE: Somerbridge Hotel – Design Updates

Rebrand Required

- The previously proposed brand pairing of AC Hotel and Element both by Marriott became untenable due to the Arts and Creative Enterprise (ACE) requirement of dedicated leased space. The 6th floor space, now a 3rd party ACE use, was intended to satisfy a branding requirement of two separate breakfast spaces as AC Hotel is a paid breakfast and Element is complimentary. Therefore, a brand change was necessary. The new proposed Marriott Moxy brand is also a paid breakfast, and both can be accommodated at the lobby level.

Building Footprint:

- During the development process, the proponent has become aware that the existing Boston & Lowell retaining wall is considered a noteworthy structure by the Massachusetts Historical Commission. Due to this, the development team has deemed this an important feature of the site. Therefore, the building footprint has been slightly reduced to eliminate the need for removal of the retaining wall. The retaining wall is now intended to be cleaned and preserved during construction to become a decorative element integrated with the overall development project, while being preserved for future generations.
- In order to preserve the Boston & Lowell retaining wall, the building square footage has been reduced from 94,380 down to 86,765 square feet. Building setbacks have been adjusted accordingly but still meet all zoning regulations.
- The overall design of the building remains the same. All previously reviewed design languages, materials, and concepts remain unchanged, including building height. The building footprint was reduced, for the benefit of a historic feature, in the rear of the site, unseen from the vehicular approach.
- Due to reducing the footprint and maintaining the retaining wall, the project now proposes ~2,114 square feet of quality green space above the Boston & Lowell retaining wall buffering the hotel with tall native species trees. This will assist the applicant in achieving the proposed green score in a meaningful way, by enhancing the esthetics of the rear façade view and environment for pedestrians, bicyclists and transit riders.

Building Key Count:

- The rebrand of the project introduced a smaller dimension guest room that allowed the project to increase the room count from 191 to 199. An increased room count is a welcome benefit toward successfully financing and long-term operation of the hotel.
- The site remains largely unchanged with the recent design updates, except for the necessity to relocate all on-site parking to the 15 McGrath site open-to-the-public garage with an internal driveway connection. All other items remain in the same locations, slightly adjusted to work with the new configuration.
 - This includes: bicycle parking simply shifted in front of the existing retaining wall, transformer, switch gear and sealed refuse compactor.
- The proposed path connection ramp also remains with the same 14'-6" proposed clear dimension being held from the front of the site, through the rear.



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Hooksett, NH 03106

- Pedestrian and vehicular experience remains the same, with an identical stamped concrete and paver layout, that was previously reviewed by UDC and approved.

Sustainability:

- (3) sustainability documents have been updated with the new proposed footprint. Although these documents have changed, the changes are minimal and do not affect the performance of the building. Due to the updated square footages in the OSE narrative, the building is anticipated to perform better than our previously proposed building.
- Sustainaville Document
 - Updated square footage
 - Removed EV charging stations in Somerville. There are now zero parking spaces located on the Somerville side of the site
- OSE Narrative
 - Updated square footages
- LEED Narrative
 - Updated parking requirements
 - Updated brand information

Mobility:

- (2) Mobility documents have been updated. All context remains unchanged, however backgrounds were modified to included the latest building footprint and site layout.
- Mobility Management
 - Updated background figures
- TAP
 - Updated background figures

Sincerely,

A handwritten signature in red ink that reads 'Jason T. Diorio'.

Jason T. Diorio, AIA

FIRST NEIGHBORHOOD MEETING REPORT

Property: 1 McGrath Highway
Applicant: Somerbridge Hotel, LLC
Agent: Adam Dash, Esq.
Zoning District: High-Rise (“HR”)
Case#: P&Z 21-028

Neighborhood Meeting Date: July 1, 2021

This is the required First Neighborhood Meeting Report regarding the above-referenced Application.

The July 1, 2021 neighborhood meeting was held via remote participation at 6:00pm and was recorded by Councilor J.T. Scott.

The slides used at the meeting are filed herewith.

Flyers were mailed on or about June 18-21, 2021 to the abutters of the property as stated on the abutter’s list filed herewith. Flyers were also hand delivered to properties at the following streets on June 18-21, 2021:

McGrath/O’Brien Highway from Brickbottom to North First Street
Twin City Plaza
Brickbottom
Metro 9 Condominium
Gore Street from Twin City Plaza to Third Street
Third Street from O’Brien Highway to Gore Street
Sciarappa Street from O’Brien Highway to Gore Street
Winter Street
Mullins Court
5th Street from Winter Street to Gore Street
Bacon Court
Rufo Road
Morgan Avenue from East Street to the End behind the Superior Nut Company
Water Street from O’Brien Highway to Morgan Avenue

Notice by email was also provided to the Friends of the Community Path, the Friends of the Grand Junction Path, and Leggat McCall Properties which is developing 15 McGrath Highway.

Attendees:

J.T. Scott, Ward 2 Councilor
Sarah Lewis, City Planning Director
Christine Thomas from the Applicant
Eben Tormey from the Applicant

Adam Dash, Esq., Attorney for the Applicant
Jason Diorio, project architect
Michael Malynowski, project civil engineer
Beth Dermity, project civil engineer
Alan Green
Carl Alexander
Ron Newman
Lynn Weissman
Audrey Cunningham
Josh Tenenbaum
Alan Moore
Bill Valetta
Tim Buntle
Alison Schwartz
Chris Casa
Benita Bascar
Ryland Bennett
Bobby Halliday
Ramon Bueno

Councilor Scott mentioned that about three dozen people attended the meeting, but Applicant was not able to view who was present. The above list of attendees were just those who Applicant was able to identify because they spoke or wrote questions in the chat.

Councilor Scott explained the process, then Attorney Dash went through the project details, history, and relief sought. Mr. Diorio showed photos, plans and renderings. Ms. Thomas introduced the hotel team and concept, and explained the hotel operation.

Public Comment can be summarized as follows:

-many residents asked about the details of the ramp through the property and up to the new Community Path behind the site, as well as the bicycle and pedestrian crossings of the McGrath/O'Brien Highway and the connection to the Grand Junction Path. A resident asked whether there could be crossings on the Cambridge side of the property. Members of the project team explained how the connections and ramp would work, and explained that the path connections and crossings required the approval of the MBTA and the Massachusetts Department of Transportation. Residents were predominantly supportive of the Path access and crossing proposals.

-members of both the Friends of the Community Path and the Friends of the Grand Junction Path attended the meeting, were supportive of the project, and offered to explain the path connections to interested residents.

-some residents stated that the property has been in a state of disrepair for a long time and asked the Applicant to keep it maintained and clean going forward. Ms. Thomas explained that the site

is contaminated, which limits what can be done there prior to the clean up as part of the construction process, but that Applicant would seek to clean the property up.

-a resident asked about the shared parking with the proposed lab building at 15 McGrath Highway. Ms. Thomas explained that the six parking spaces lost due to adding the ramp to the Path are being relocated in the proposed parking garage at 15 McGrath Highway, which is also open to the public when not in use.

-a resident was concerned about the density of development along the McGrath/O'Brien corridor and that the area is a heat island. Mr. Diorio explained that the proposed hotel would address climate issues by being LEED Platinum certifiable, having a light-colored roof, and having landscaping on the site which currently has none. He said that having a green roof could be explored.

-a resident asked about the traffic flow, and Mr. Malynowski explained the expected traffic counts from the project.

-a resident asked whether Applicant could contact the Cambridge Neighborhood Planning Group. Ms. Thomas said that it was already on Applicant's list to do that.

-a resident asked about traffic changes on McGrath Highway during construction. Mr. Malynowski and Ms. Thomas explained that utility work could disrupt traffic during construction but that it would be done in the evening hours to minimize the impact. They also explained that traffic calming measures and jersey barriers would be needed during construction for safety, and that there would be no dumpster or laydown area located on the McGrath/O'Brien Highway.

-a resident asked about how trees could be kept alive on the McGrath Highway, as they died in front of another hotel there. Ms. Thomas explained that a water system and hardy trees were being investigated to avoid that because dead trees make for an uninviting hotel.

-a resident asked about the plans for snow removal. Ms. Thomas explained that it would mostly be removed from the site.

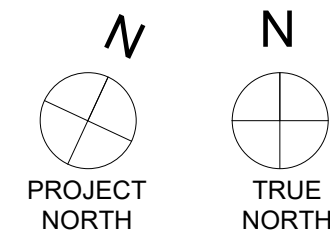
-a resident asked about having solar panels on the roof. Mr. Diorio said that Applicant would look at that, but that the roof area was not large enough to have a useful solar array. Councilor Scott suggested looking into stormwater controls and a green roof instead. Mr. Dash explained that the ramp to the Path across the property was a major way to combat climate change on this site.

-Councilor Scott explained that the matter would go to the Urban Design Commission, then there would be another neighborhood meeting, then there would be a Planning Board meeting.

The meeting was adjourned at 7:40 pm.



1 SITE LOCATION
1/2" = 1'-0"



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



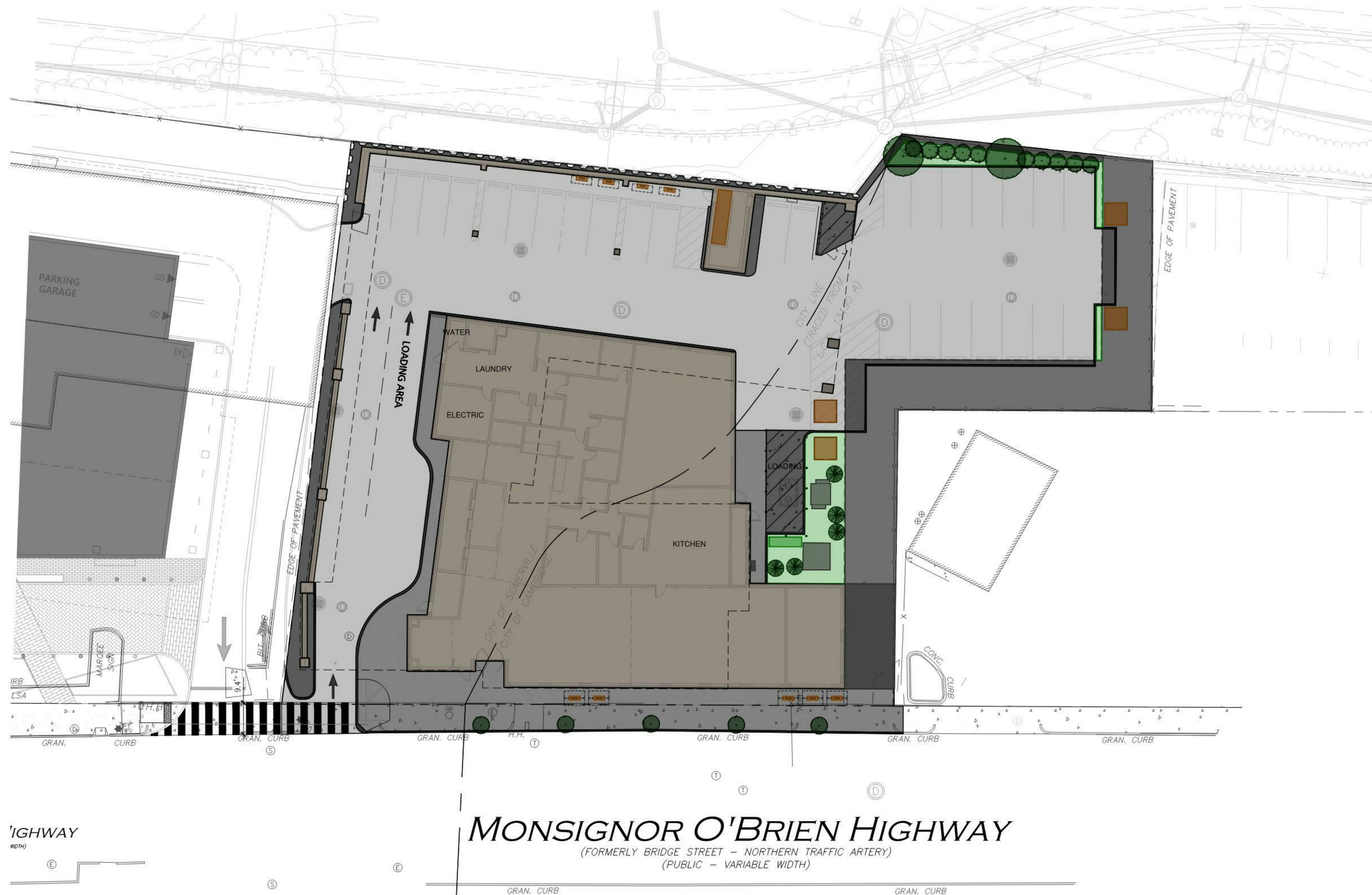
1 3D BIRDS EYE VIEW
1/2" = 1'-0"



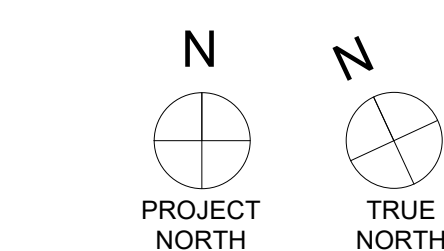
10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



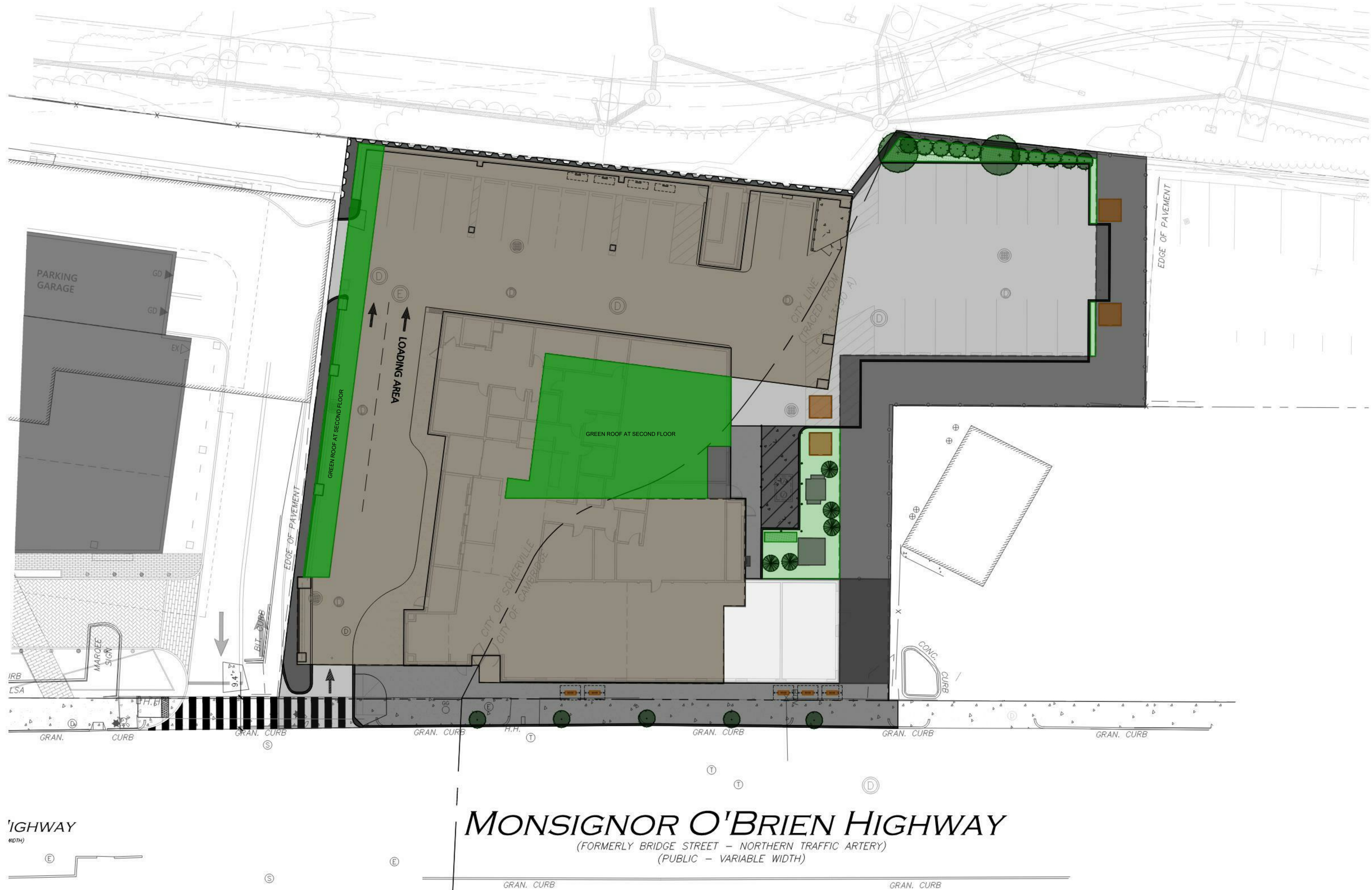
1 SITE PHOTOGRAPH
1/2" = 1'-0"



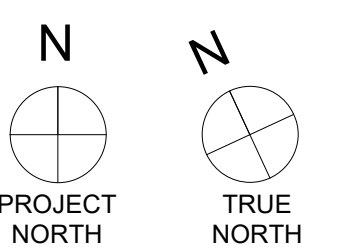
1 Colored Site Plan GROUND
3/32" = 1'-0"



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



1 Colored Site Plan UPPER
3/32" = 1'-0"



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



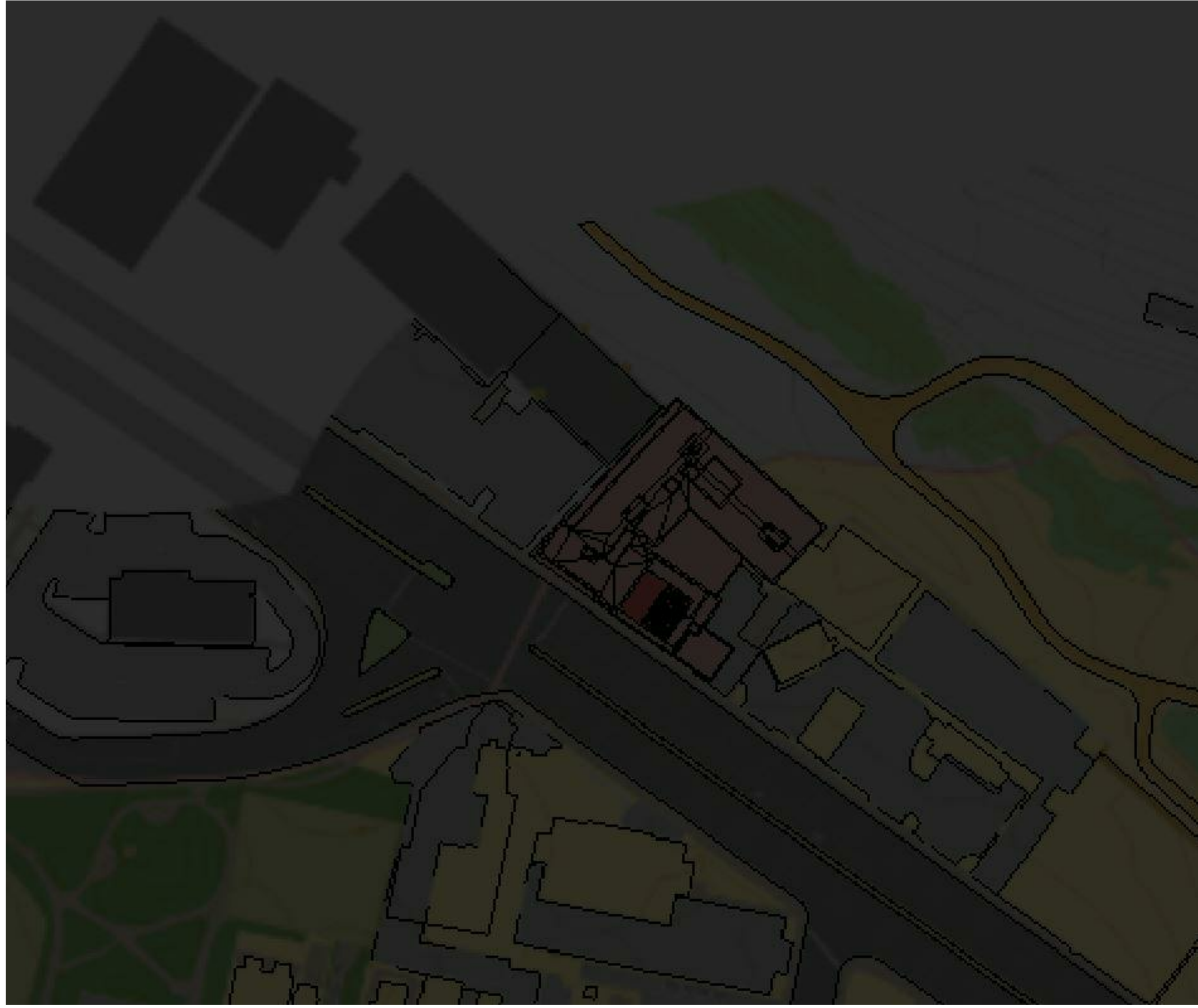
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12:00 PM



3:00 PM

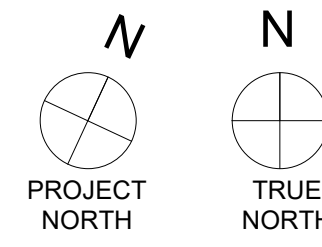


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VERNAL EQUINOX - SHADOW STUDIES

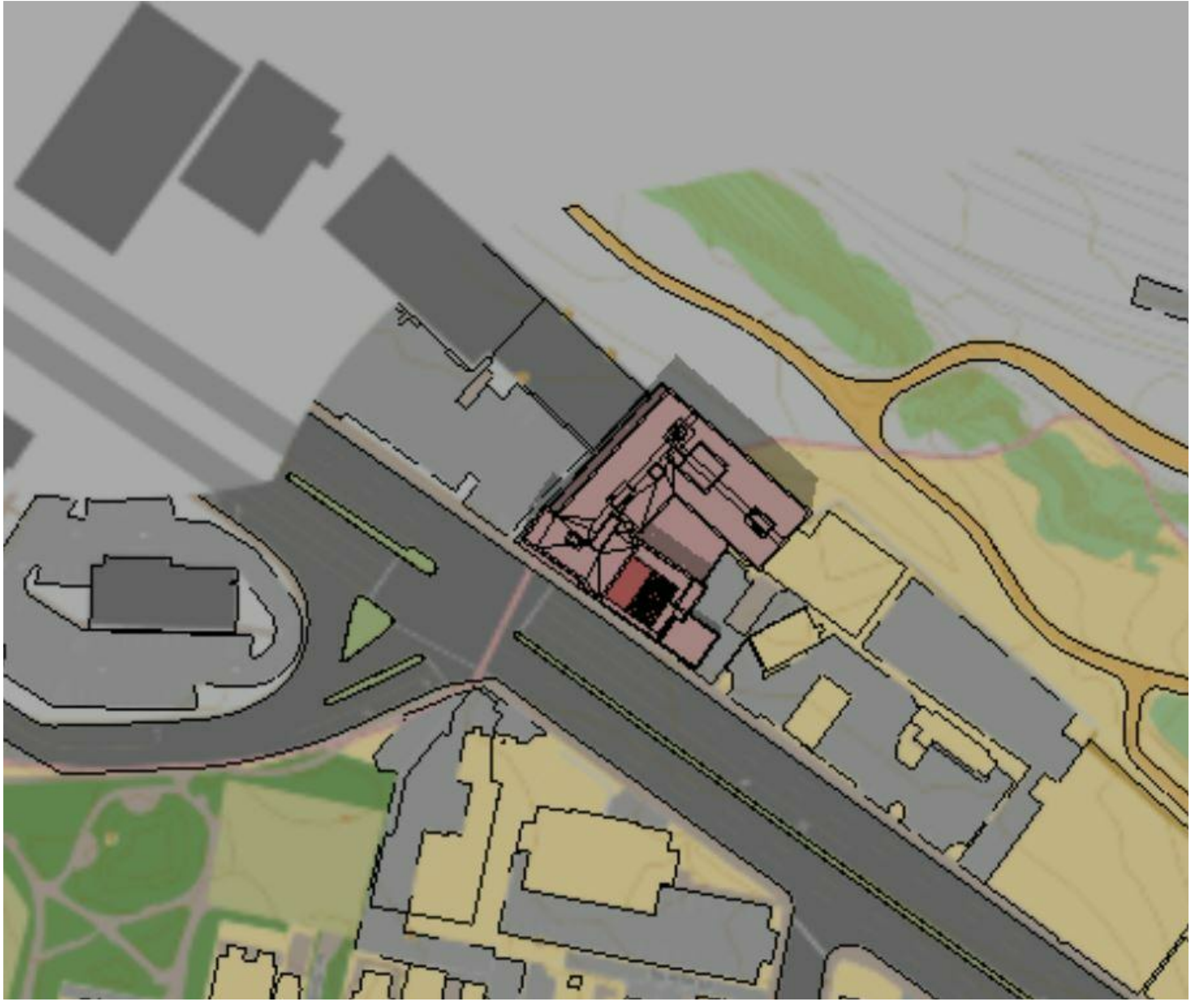
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MEDFORD, MA 02155



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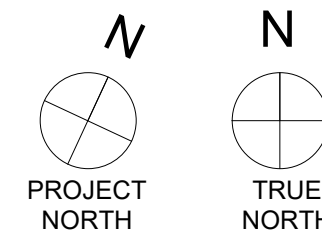


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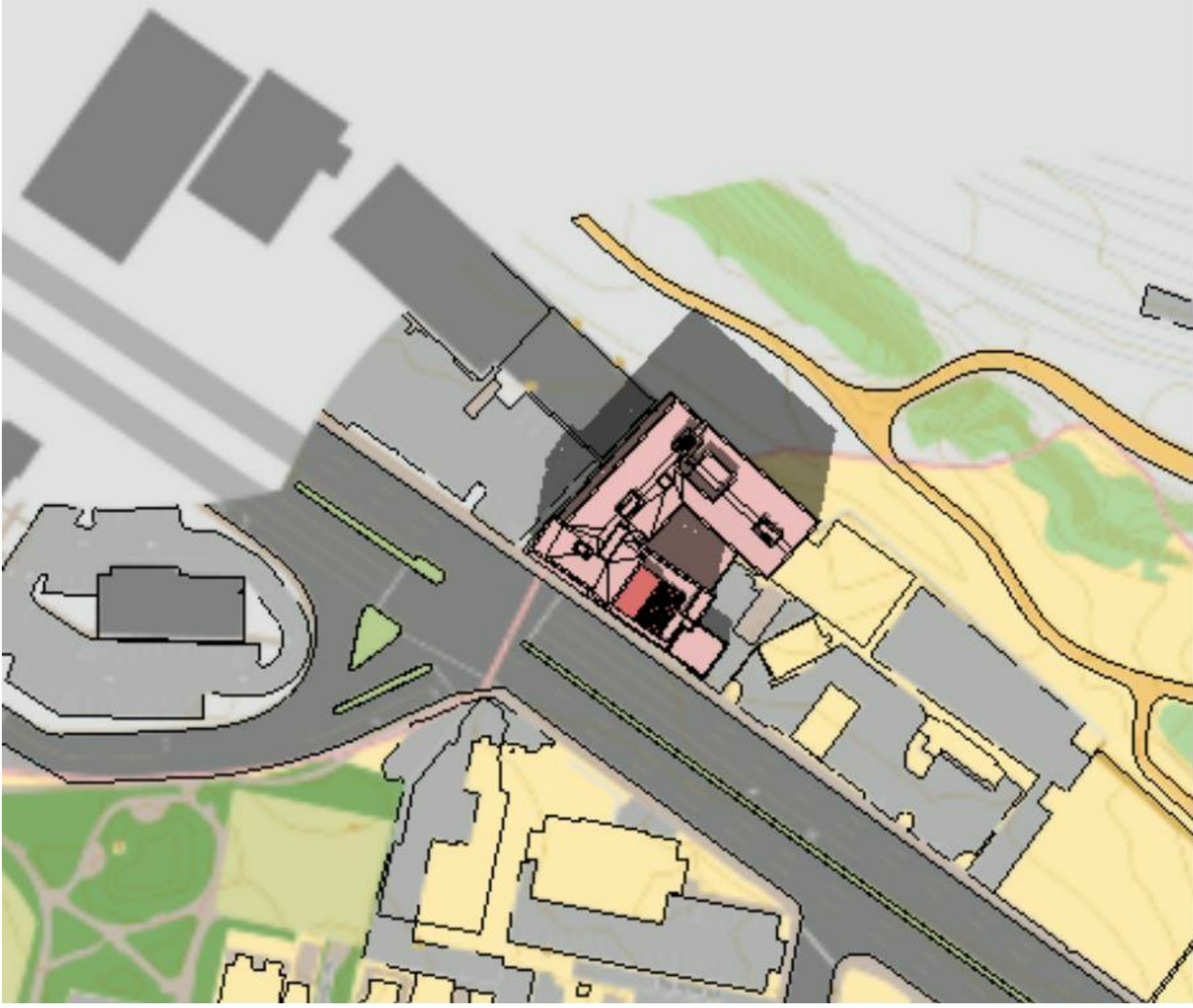
1 SUMMER SOLSTICE - SHADOW STUDIES
1/2" = 1'-0"



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MEDFORD, MA 02155



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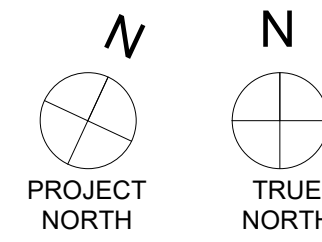


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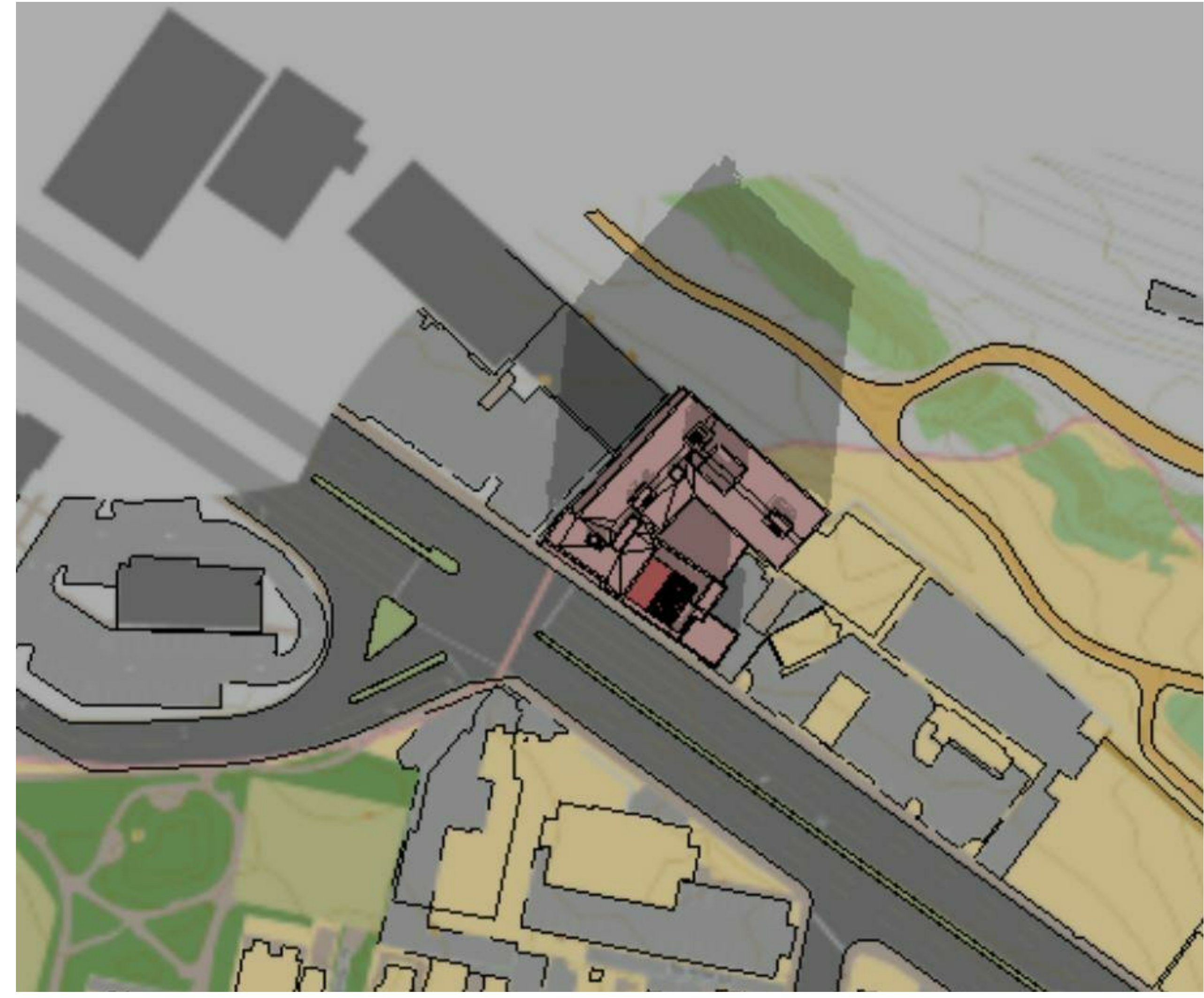
1 AUTUMNAL EQUINOX - SHADOW STUDIES
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10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



9:00 AM



12:00 PM

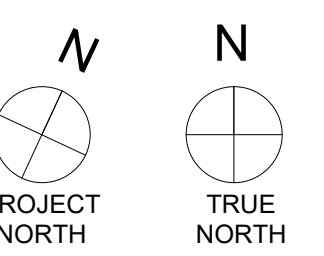


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6:00 PM

1 WINTER SOLSTICE - SHADOW STUDIES
1/2" = 1'-0"



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155

SECOND NEIGHBORHOOD MEETING REPORT

Property: 1 McGrath Highway
Applicant: Somerbridge Hotel, LLC
Agent: Adam Dash, Esq.
Zoning District: High-Rise (“HR”)
Case#: P&Z 21-028

Neighborhood Meeting Date: October 19, 2021

This is the required Second Neighborhood Meeting Report regarding the above-referenced Application.

The October 19, 2021 neighborhood meeting was held via remote participation at 6:01 pm and was recorded by Councilor J.T. Scott.

The slides used at the meeting are filed herewith.

Flyers were mailed on or about October 8-11, 2021 to the abutters of the property as stated on the abutter’s list filed herewith. Flyers were also hand delivered to properties at the following streets on October 8-11, 2021:

McGrath/O’Brien Highway from Brickbottom to North First Street
Twin City Plaza
Brickbottom
Metro 9 Condominium
Gore Street from Twin City Plaza to Third Street
Third Street from O’Brien Highway to Gore Street
Sciarappa Street from O’Brien Highway to Gore Street
Winter Street
Mullins Court
5th Street from Winter Street to Gore Street
Bacon Court
Rufo Road
Morgan Avenue from East Street to the End behind the Superior Nut Company
Water Street from O’Brien Highway to Morgan Avenue

Notice by email was also provided to the Friends of the Community Path, the Friends of the Grand Junction Path, and Leggat McCall Properties which is developing 15 McGrath Highway.

Attendees:

J.T. Scott, Ward 2 Councilor
Charlotte Leis, City Planner
Christine Thomas from the Applicant

Adam Dash, Esq., Attorney for the Applicant
Jason Diorio, project architect
Robert Clarke, project civil engineer
Carl Alexander
Lynn Weissman
State Rep. Michael Connolly
Max
Ethan

13 members of the public attended the meeting, but Applicant was not able to view the names of who was present. The above list of attendees were just those who Applicant was able to identify because they spoke or wrote questions in the chat.

Councilor Scott explained the process, then Attorney Dash went through the project details, history, and relief sought. Mr. Diorio showed photos, plans and renderings, and explained the changes to the project since the first neighborhood meeting on July 1, 2021 which arose from public comment, the Planning Staff, and the meetings with the Urban Design Commission. Ms. Thomas explained the hotel concept and operation.

Public Comment can be summarized as follows:

-a resident asked when the hotel would open, whether there would be a rooftop bar, and would that bar be open to the public. Ms. Thomas said that the target opening is the Second Quarter of 2024, and that there would be rooftop food and drink service which would be open to the public.

-some residents who work with the Friends of the Community Path and the Friends of the Grand Junction Path stated that the groups were supportive of the project, and that they appreciated the Applicant's work with them and willingness to allow for the ramp to the path to be located on the Property. One of them explained that the ramp still requires a spur at the top of the retaining wall across the MBTA's property to connect with the path.

-some residents stated that they would like more trees along McGrath Highway. Mr. Clarke said that five trees were being added along McGrath in front of the hotel.

-Rep. Michael Connolly said that he was encouraged and appreciative of the work that all parties were putting in on the path and ramp, and that he would work to keep the state focused on them to make sure that they get done.

-Councilor Scott explained that the matter would go to the Planning Board.

The meeting was adjourned at 6:49 pm.

1 McGRATH HIGHWAY, SOMERVILLE, MA 02143
263 MONSIGNOR O'BRIEN HIGHWAY, CAMBRIDGE, MA 02141

OWNER:
SOMERBRIDGE HOTEL, LLC

ATTORNEY:
ADAM DASH & ASSOCIATES

OWNERS REPRESENTATIVE:



ARCHITECT / STRUCTURAL ENGINEER:



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155

CIVIL / LANDSCAPE ENGINEERS:



GEOTECH ENGINEERS:



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



1 McGRATH HIGHWAY
SOMERVILLE, MA 02143

263 MONSIGNOR O'BRIEN HIGHWAY
CAMBRIDGE, MA 02141

Google Earth



1 McGRATH HIGHWAY
SOMERVILLE, MA 02143

263 MONSIGNOR O'BRIEN HIGHWAY
CAMBRIDGE, MA 02141

Google Earth



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



PROPOSED LAB BUILDING SITE AT
15 McGRATH HIGHWAY

1 McGRATH HIGHWAY
SOMERVILLE, MA 02143

263 MONSIGNOR O'BRIEN HIGHWAY
CAMBRIDGE, MA 02141

Google Earth





10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



SOUTH FACADE



EAST FACADE



WEST FACADE



NORTH FACADE



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



SOUTH WEST PERSPECTIVE



SOUTH EAST PERSPECTIVE



NORTH WEST PERSPECTIVE



NORTH EAST PERSPECTIVE



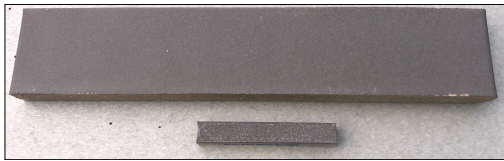
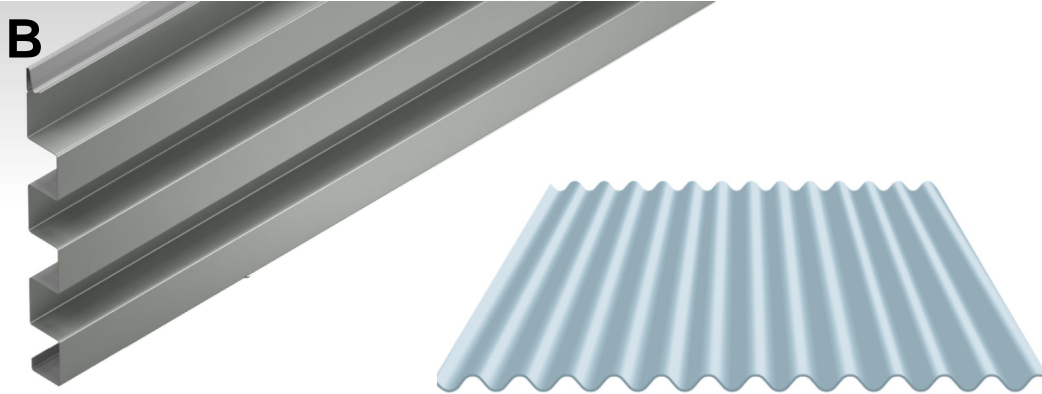
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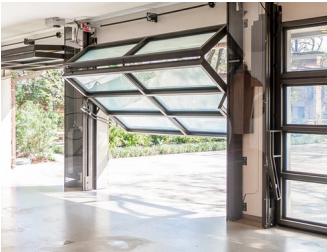
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MEDFORD, MA 02155



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



- A = 'WOOD LOOK' ACCENT PANEL
- B = CORRUGATED METAL, HORIZONTAL AND VERTICAL
- C = GREY BRICK AT BASE
- D = VERTICAL CORRUGATIONS
- E = HORIZONTAL CORRUGATION, BLACK WINDOW FRAME
- F = WINDOW SURROUNDS, BLACK WINDOW FRAME
- G = OVERHEAD OPERATING WINDOW AT UPPER LEVEL



1 McGRATH HIGHWAY, SOMERVILLE, MA 02143
263 MONSIGNOR O'BRIEN HIGHWAY, CAMBRIDGE, MA 02141

QUESTIONS?



ADAM DASH & ASSOCIATES
ATTORNEYS AT LAW

48 GROVE STREET, SUITE 304
DAVIS SQUARE
SOMERVILLE, MA 02144

TELEPHONE (617) 625-7373
FAX (617) 625-9452
www.adamdashlaw.com

ADAM DASH
MEGAN KEMP
PAUL METSCHER

VIA EMAIL ONLY TO agraminski@somervillema.gov

August 16, 2021

Urban Design Commission
City Hall
93 Highland Avenue
Somerville, MA 02143

ATTN: Andrew Graminski, Planning and Zoning Division

RE: 1 McGrath Highway
P&Z 21-028

Dear Mr. Graminski:

Enclosed please find the Urban Design Commission Application regarding the above-referenced property for the UDC meeting on August 24, 2021.

If you have any questions, please feel free to contact me.

Thank you.

Very truly yours,



Adam Dash

cc: Charlotte Leis, via email only
Sarah Lewis, via email only

URBAN DESIGN COMMISSION NARRATIVE

Property: 1 McGrath Highway
Applicant/Owner: Somerbridge Hotel, LLC
Agent: Adam Dash, Esq.
Zoning District: High-Rise (“HR”)
Case#: P&Z 21-028

Proposal Summary

Applicant previously received a special permit with site plan review and variances from the Zoning Board of Appeals (“ZBA”) for the construction of a 135- room, six-story hotel at the property in case #ZBA 2018-138 on March 12, 2019. That approval was extended by the ZBA on March 25, 2020 in case # ZBA 2018-138-E1.

The project has continued to evolve based on several factors. A larger project can be supported based the Somerville Zoning Ordinances approved in December 2019. A larger project must be supported based on the current cost of a complete environmental remediation of the site rather than a more limited approach that would leave the property with an Activity/Use Limitation (AUL). A more elevated lodging concept can now be supported by the evolution of the neighborhood and the promise of an even brighter future for this municipal gateway.

The property is currently a 32,806 sf lot, of which 17,316 sf are in Somerville and 15,490 sf are in Cambridge. The Applicant intends to demolish the existing commercial car wash structures and construct a 191-room, six-story upscale dual- branded hotel prototype, collaboratively developed with Marriott International, Inc. as the first time combining an AC Hotel, arguably the strongest lifestyle brand, with an Element, an upscale extended-stay brand with a tranquil atmosphere.

The property is located in the HR zoning district and is in a Transit Area. It is not located in a Pedestrian Street District. As the proposed project is in a Transit Area, a maximum number of parking spaces is applicable, but not a minimum.

The building would be a total of 93,801 sf, with 70,738 sf in Somerville and 23,063 sf in Cambridge. The Building Type would be “General Building”.

There will be 13 parking spaces provided on the Somerville portion of the property, 14 parking spaces provided on the Cambridge portion of the property. Six of the 13 spaces provided in Somerville will be allocated to the Cambridge parking count as an offset to 6 spaces lost in expanding the land area necessary to construct a 14 foot clear pedestrian/bicycle connector ramp in Cambridge.

There will be bicycle parking on site for 10 short-term bicycles and 20 long-term bicycles on the Property. With the property taken as a whole, the bicycle parking exceeds the Somerville bicycle parking requirement by 2 short-term bicycle parking spaces and 4 long-term bicycle parking spaces.

Applicant will provide space for a 14 foot clear ramp to be built across the Cambridge portion of the property to connect the McGrath/O'Brien Highway with the Community Path Extension via a spur to be constructed on MBTA property at the rear of the site. The Applicant, along with the developers of 15 McGrath Highway, are willing to design and fund the construction of the ramp, so long as the Community Path spur is constructed by others and both projects receive permits and are completed.

Building Context

The existing car wash and industrial building is bordered by the Sav-Mor Liquors store on the left and the Superior Nut Company property to the right. Behind the Property is the railroad, next to which is being constructed the Green Line Extension and Community Path. Across the McGrath Highway is the Twin City shopping center. The Property is partly in Somerville and partly in Cambridge, along the commercial McGrath/O'Brien Highway corridor.

There are a number of hotels on the McGrath/O'Brien Highway corridor, and this proposed hotel is certainly compatible with those surrounding properties. However, the proposed hotel will be significantly upscale in comparison to other lodging options nearby, speaking to the bright future of the area.

Sustainability

This hotel will not be a negative impact on transportation capacity along the McGrath/O'Brien Highway corridor, and will actually be an improvement, for a number of reasons.

First, it will reduce the existing number of curb cuts at the property by two, thereby improving pedestrian safety and reducing vehicular conflicts.

Second, it will have a single combined exit with the 15 McGrath Highway abutter, which will also improve pedestrian safety and reduce vehicular conflicts.

Third, the intent is to remove one cycle from the traffic light at the intersection of the McGrath/O'Brien Highway and Rufo Road, thereby reducing delays on the McGrath/O'Brien Highway and for pedestrians.

Fourth, by allowing a ramp across the property to connect the McGrath/O'Brien Highway with the to be built Community Path spur behind the property, this hotel project provides ways for the public to reach the area without having to drive a motor vehicle. It also provides easy and safe access to the new Green Line stations being constructed nearby.

Fifth, the proposed hotel will allow for a wider, compliant sidewalk on the Somerville portion of the property for better pedestrian access and circulation.

With the property taken as a whole, the bicycle parking exceeds the bicycle parking requirement by having a total of 10 short-term bicycle parking spaces and 20 long-term bicycle parking

spaces. It is also providing 13 motor vehicle parking spaces on the Somerville portion of the property.

A green roof will provide more nature in this dense, urban area.

Additional sustainability features are described in the attached Design Narrative filed herewith.

Historic Preservation

See attached Design Narrative filed herewith.

Overview:

Surrounding built context:

- Option 1 (preferred option)
 - The most modern of the (3) options, this building will provide a beautiful gateway both into and out of Somerville. Our intent with this option is to show the revitalization of the surrounding context and the exciting growth and development in the very near future. This building is a mixture of metal panel, accent panel and brick. The brick at the base grounds the building and gives a hierarchy to the much lighter metal panel above. The horizontal corrugated metal panel wraps the end of the building while the lighter vertical panel spans the main façade. These corrugations are also seen in a similar material on 262 Monsignor O'Brien Highway, a condominium building. This façade is broken up by groupings of windows that are surrounded with a window fin and encompass a vibrant accent panel. This accent panel is once again carried to the upper level of the building truly defining the top of the structure and the change of use group, to hotel amenity, in lieu of the repetitive nature of the guest room windows below. This modern approach will be more in keeping with the future of the up-and-coming neighborhood.
- Option 2
 - The most traditional of the (3) options, this building will also provide a beautiful gateway both into and out of Somerville. The darker brown bricks will speak to the existing brick structures around the neighborhood while bring in a modern center with the metal panel. This panel is flat compared to Option 1, which keeps it more traditional. We've maintained the same vibrant accent panel on this building to create excitement and movement across the façade. This is carried to the amenity space again. The windows on the 1st floor are much larger than on option 1 which is much more traditional than the more regimented pattern of the previous.
- Option 3
 - Option 3 provides a modern approach while still maintaining the traditional brick on the building. This brick on floors 2 – 5 is proposed to be a dark brick with hues of maroon and purple throughout. It's a very handsome brick which will give homage to the previous use of brick, while providing a more modern color. The metal panel is a flat panel, similar to option 2 with a linear corrugation between windows. This helps make the building read taller while not producing overwhelming shadows on the surrounding context. The accent panel has been removed from this option, and the top of the building has been finished with a darker metal panel. This design scheme is slightly more muted than the accent panel which we feel will similarly create a gateway whether passer byers are coming into or out of the City of Somerville.



Sustainability: The project will be designed and built with sustainability being a top priority. The entire project will be certifiable to the LEED Platinum level upon completion.

Location and Transportation:

- Due to the location of our site, in this Urban Renewal area joining Somerville and Cambridge, we are intending to pursue all 16 points in the Location and Transportation category of LEED. We feel these credits are achievable especially with the removal of the AUL on the site, which the applicant plans to achieve with the EPA.

Sustainable Sites:

- We are currently planning on pursuing a minimum of 6 credits in this category. We plan to achieve this with the use of a white roof and light fixtures with minimal light spill. Additionally, the applicant has committed to purchasing the Protect or Restore Habitat credit.

Water Efficiency:

- All fixtures in the building will be low flow and efficient. We are intending on pursuing 9 out of a possible 11 credits in this category. We will also be using a cooling tower and plan on water metering.

Energy and Atmosphere:

- These credits will be very important in achieving our LEED Platinum certifiable level. We are currently pursuing 24 out of 34 possible credits. Below is a description of the systems that are currently being designed for the building. In addition, we will be going through an enhanced commissioning process and also purchasing green power and carbon offsets.
 - **Corridor HVAC:**
 - Each wing of the building corridor space is proposed to be heated/cooled and pressurized using an Energy recovery ventilation unit with enthalpy wheel. Energy is recovered from the guest unit bathroom exhaust which is then transferred to the supply air side of the system. Typically 10% more supply air than exhaust is provided for building pressurization.
 - **Guest Room HVAC:** Water source heat pump system (proposed).
 - Two High efficiency condensing boilers and a 250 ton fluid cooler will maintain 80°F condenser water temperature for use with the guest unit water source heat pumps.
 - The 750 GPM pumps for both the hot side and cold side of the condenser water loop will be provided with variable frequency drives which will ensure optimal efficiency.
 - The Fluid cooler fans will be provided with variable frequency drives which will ensure optimal efficiency.
 - Boilers are selected at 97-98% efficiency.

- Climate Master water source heat pumps are selected with ECM motors to provide up to 14.3 EER during design conditions.
- Heat pump control: During un-occupied hours as sensed by the guest room occupancy sensor the temperature shall be reset to 85°F (adj) cooling and 55°F (adj) heating
- **Common / Back of House (BOH) spaces:**
 - The common area and back of house spaces are proposed to be provided with a variable refrigerant flow (VRF) all electric cooling, heating and ventilation systems with ventilation being provided through air to air energy recovery units. VRF system will be provided with low ambient operation for maximum efficiency.
- **Kitchen Equipment:**
 - Is proposed to be provided with highest efficiency possible kitchen exhaust fan with ECM motors and sealed combustion make-up air unit with VFD and high efficiency furnace.

Materials and Resources:

- All products used during the construction of the proposed project will be sourced from recycled materials to the greatest extent possible. In addition, all demolition and debris from the construction project will be separated and recycled. We are currently anticipating 5 out of 13 credits in this category.

Indoor Environmental Quality:

- 12 out of 16 credits will be pursued in this category. All materials will be low emitting and all systems will be properly protected during construction and also cleaned and run prior to building occupancy. Lighting is designed to be 100% LED and acoustical performance will be critical with the hotel use.

Innovation:

- We plan to pursue all 6 credits in this category

Regional Priority:

- We are eligible for 2 out of 4 credits in this category due to site location.

Historic Preservation: This project is new construction and will be removing two (2) non historic, dilapidated structures, which will be replaced with the new hotel. The car wash structure, located in Somerville, was built in 1950. The warehouse located in Cambridge was built in 1983. In addition, the property is not located in an Historical District. Due to this, historic preservation of the existing structures is not applicable.

General Building Requirements for High-Rise Districts

5.1.7.a & b

For all (3) façade designs to be reviewed during our first Urban Design Commission meeting, the massing will remain the same. A chart, which is shared below, has been put together by our Civil Engineer, Allen and Major Associates, Inc. which demonstrates our compliance with all applicable zoning dimensional regulations.

CITY OF SOMERVILLE - (HR) HIGH-RISE DISTRICT			
ITEM	EXISTING	REQUIRED/ ALLOWED	PROPOSED
LOT WIDTH (MIN)	30 FT	54 FT	54 FT
PRIMARY FRONT SETBACK (MIN/MAX)	6.8'	2 – 15 FT	9.8 FT
SIDE YARD SETBACK (ABUTTING ANY NON-NR OR -LHD)	29.8'	0 FT	1.1 FT
REAR YARD SETBACK (ABUTTING AN ALLEY OR R-ROW)	17.1'	0 FT	1.3 FT
PARKING SETBACKS PRIMARY FRONT SETBACK (MIN)	N/A	30 FT	144 FT
LOADING ZONES (MIN) ⁽¹⁾	N/A	1	0
LOT COVERAGE (MAX) ⁽³⁾	29.9%	100%	82.0%
LANDSCAPED AREA (MIN)	12.5%	15%	17.2%
BUILDING HEIGHT (MAX)	15'±	80'	69'-11 3/4"
GREEN SCORE	–	0.20	0.58 ⁽²⁾

5.1.7.a & b

- The building width is ~160'-7" with ~51'-2" located in Somerville. The maximum allowed width is 200'-0". This is the same on all (3) options.
- The floor plate is ~16,805 square feet at the largest floors (2nd – 5th), with ~13,000 square feet located in Somerville. The maximum allowed floor plate is 30,000 square feet. This is the same on all (3) options.
- Our ground story height is proposed to be 18'-0", which matches the 18'-0" minimum requirement. Upper floors vary in height, with the minimum dimension being 10'-0" which matches the 10'-0" minimum floor to floor requirement. This is the same on all (3) options
- The proposed hotel is 6 stories, 69'-11 3/4" which is below the maximum requirement of 6 stories or 80'-0". This is the same on all (3) options.
- The roof type of the hotel is flat on all (3) options. There are 2 low roofs, located on the second floor, in the courtyard and along the West property line that are designated to be green roofs. Both of these low roofs are directly outside guest windows.

5.1.7.f.i & ii

- Building fenestration calculations are as follows below for all (3) options. 1st floor is taken at 2'-0" A.F.F. to a height of 12'-0" A.F.F. for a minimum of 70% fenestration. Upper levels are taken floor to floor and are between the 15% and 50% requirement. Per **2.4.5.a.i & ii**

Option 1 Preferred:

- 1st Floor = 70% fenestration
- 2nd Floor = 30% fenestration
- 3rd & 4th Floor = 33% fenestration
- 5th Floor = 32% fenestration
- 6th Floor = 46% fenestration

Option 2:

- 1st Floor = 70% fenestration
- 2nd Floor = 30% fenestration
- 3rd & 4th Floor = 33% fenestration
- 5th Floor = 32% fenestration
- 6th Floor = 46% fenestration

Option 3:

- 1st Floor = 73% fenestration
- 2nd Floor = 30% fenestration
- 3rd & 4th Floor = 33% fenestration
- 5th Floor = 32% fenestration
- 6th Floor = 46% fenestration

- There are no areas of façade, on any of the (3) options, that have a blank wall of 20' or more

5.1.7.f.i

- All windows will have window treatments on the interior of the building, both shear and black out to ensure privacy both into and out of the hotel.

5.1.7.f.ii

- Outdoor amenity spaces will have railings set back off the roof edge and also have planters located along the railing to ensure there isn't a direct view from an elevated vantage point to the neighboring properties.

Building Components

5.1.12.b.i

- A minimum of 1 storefront is required for each ground story commercial space. The hotel lobby is the only commercial use on the ground story, thus, only 1 storefront is required. This is the same on all (3) options.

5.1.12.g & h

- Lobby Entrance and Storefront are considered to be the same for a single occupancy commercial space like a hotel use. The width and height dimensions of this feature are both within regulations of 15'-0" to 30'-0" in width and 80% of the ground story height, at 4'-5"

Façade Design

5.13.a

- Option iii is utilized for all (3) options, using a flat wall above and to either side of a void of punched opening. The single storefront will be set back from the brick façade a minimum of 4" with brick returns to provide shadow line and building depth at this feature.

5.13.b

- The single storefront / lobby entrance is set within the same brick that composes the remainder of the solid wall on the 1st floor façade. This is the same on all (3) options.

5.13.c

- All (3) options will utilize a brick material at the first floor which will frame the storefront, returning back into the frame providing a 4" shadow line.

5.13.d

- The base of the building in all (3) options will be significantly different from the upper stories. The ground floor windows are taller with a modern mullion pattern, opposed to the more residential looking window above. Materials will also change color and / or coursing and texture between the base and upper level on all options, with brick, the heaviest and darkest material, remaining on the base of the building. All (3) options are also separated by an eyebrow band and canopy that creates a linear element between the base and upper levels. This canopy is used for wayfinding, shelter from the weather and a signage opportunity for both hotel brands.

5.13.e

- The building massing on all (3) options is 6 stories and above the 5 story requirement for this design suggestion. Due to the hotel use, and the window language of the residential units compared to the commercial lobby space on the 1st floor, this design language is not applicable

for this building type. In addition, due to FAR restrictions in Cambridge, the 2nd floor footprint is narrowed along the street façade compared to the 1st floor. This would not allow us to achieve the requirement of not shifting up or down across the façade language in the City of Cambridge.

5.13.f

- By definition, a façade is any exterior wall of a building oriented in whole or in part towards a front lot line, or civic space, excluding the exterior walls of any roof element. With this, the proposed project only has one façade. This requirement is not applicable to the project.

5.13.g

- With use of different thickness and style of materials, all (3) options will have materials separated in plane by at least 4". This will be accomplished as follows:

Option 1 Preferred:

- Façade is broken up with different types of both vertical and horizontal corrugated metal panels. Between metal panel types, is a dark reveal, recessed into the building. Windows are grouped together with surrounds that project out from the building façade creating a rhythm across the façade. There is an accent panel language carried throughout floors 2-5 and then tied back in on the 6th floor amenity space. The entire 6th floor amenity space is stepped back from the façade below creating a shadow line and an appearance that the upper level is not as tall.

Option 2:

- Brick and metal panel make up the upper levels of the hotel in this scheme. Metal panel will be recessed back a minimum of 4" from the brick, with brick returns. Brick and metal panel returns will also be used at windows. The windows are separated with an accent panel horizontally. Brick on the ends of the building creates pilasters, while the metal panel between the windows creates the look of continuity moving across the façade of the building. The entire 6th floor amenity space is stepped back from the façade below creating a shadow line and an appearance that the upper level is not as tall.

Option 3:

- Brick pilasters frame the center of the façade, with an archway of metal panel over the brick center. This design language helps to make the building read taller and more refined between floors 2-5. All brick on upper levels is capped with an eyebrow creating a shadow on the brick. The entire 6th floor amenity space is stepped back from the façade below creating a shadow line and an appearance that the upper level is not as tall.

Architectural Design Guidelines

5.14.i

- All (3) design options are broken into bays naturally due to the structural bay spacing of the hotel guest rooms. The guest room sizes are very regimented which keeps a clean, symmetrical look in the layout of the windows and exterior façade design.

5.14.ii

- Piers, Pilasters or other features defining each architectural bay all stop at the top of the 2nd floor band and terminate at the 6th floor, floor. There is a horizontal articulation of a 2nd floor band and a roof termination at the 6th floor in all (3) options. This creates a distinctive hierarchy to the building with a base, middle and top.

5.14.iii

Option 1 Preferred:

- Bays of guest room windows and accent panels align with ground floor windows below. All ground floor windows are directly centered below, between two guest room windows above.

Option 2:

- Bays of guest room windows are centered over ground floor windows below. 1 guest room window is centered, and the ground floor window below ends at the edge of the next starting window above.

Option 3:

- Guest room windows and ground floor windows are directly centered over each other on all floors creating a distinct vertical pattern in the building façade. The ground floor windows are 18" larger than the guest room windows above in either direction creating a distinct base on the building.

5.14.iv

Option 1 Preferred:

- The two main piers in this option are on the end of the building, in the darker horizontal corrugated panel. These panels will be separated in plane by a minimum 4" recess panel being used as a dark shadow line

Option 2:

- Brick piers frame the building with an addition of a brick pier centered on the building breaking up the jog along the façade. These piers are connected with a small section of brick above, which frames out the metal panel and accent material along the main field of the facade

Option 3:

- The 3 main piers in this option are brick and will project out a minimum of 4" from the metal panel beyond.

5.14.v

- All (3) options are clearly broken up into a tripartite division. The options all have a solid brick base, which is capped with a horizontal band and canopy element. Above this is a mixture of brick, metal panel, and accent panels from 2nd – 5th floor. In option 1 and 2, the accent panel is continued at the 6th floor, but as a more defined element. Option 3 darkens the metal panel at the top of the building, giving a hierarchy to the element.

5.14.vi

- The only vents on the front façade of the building of all (3) options will be 6" x 6" grilles, which are designed to be aligned with the mullions in the guest room windows. These will be finished to match the surrounding material they are in, in all options. There will be no other vents or louvers on this façade of the building.

5.14.vii

- This project is not located at a Terminated Vista and is not applicable

5.14.viii

- All fenestration glazing will be set back from the material they are in, a minimum of 4". This will be applicable in all (3) options.

5.14.ix

- Ribbon windows have been avoided in all (3) options.

5.14.x

- There is only 1 storefront / lobby entrance on the façade. This is the same on all (3) options.

5.14.xi

- The storefront / lobby entrance on all (3) options are under cover with a canopy above

5.14.xii

- Upper story uses in all (3) options are directly tied to the use in the lobby. The guest rooms and roof top amenity space are all intended to be directly accessed through an activated lobby. Thus, a separate entrance would not be applicable for this building use.

5.14.xiii

- Due to hotel use, the entire street frontage is designated as lobby space. Oversized ground floor windows will help blend the interior space with the exterior. Decorative floor tile on the inside of the lobby along with art displays and seating groupings will make the lobby visual and materially distinctive

5.14.a.i

- On all (3) options, the materials will be strategically connected using a minimum of a 4" plane change along with a smooth transition. The options all read harmonious with the clear distinction between uses on the ground story and 6th floor becoming an accent, or focal point of the design.

5.14.a.ii

Option 1 Preferred:

- There are 3 distinct types of materials in option 1; brick, metal panel and accent panel. Brick composes the base of the building where metal panel and accent panel make up the middle, and accent at the top. The metal panel has both vertical and horizontal corrugations as well as flat between the two. Accent panels create a rhythm with the windows which ties into the amenity space on the 6th floor.

Option 2:

- There are 3 distinct types of materials in option 2; brick, metal panel and accent panel. Brick composes the base of the building which changes color on the upper floors. Metal panel and accent panels create a rhythm across the façade of the building which is framed with the brick.

Option 3:

- Option 3 only has 2 distinct materials; brick and metal panel. The accent panel is replaced with a darker colored metal panel compared to the main field of the building. This gives interest and creates a shadow at the top of the building showing difference between uses on the hotel rooms below and the amenity space at the upper floor.

5.14.a.iii

- All materials, on the (3) options are combined to only have one above the other

5.14.a.iv

- In all (3) options, the base of the building is a darker colored brick than the rest of the building. This creates a heavier weight compared to the brighter colored brick above on option 2 and 3, and the metal panel on option 1.



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5.14.a.v

- There is no vertical board siding or shingles on any of the (3) options

5.14.a.vi

- Brick composes the base of all (3) design options

5.14.a.vii

- EIFS is not used in any of the (3) design options



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PROPOSED LAB BUILDING SITE AT
15 McGRATH HIGHWAY

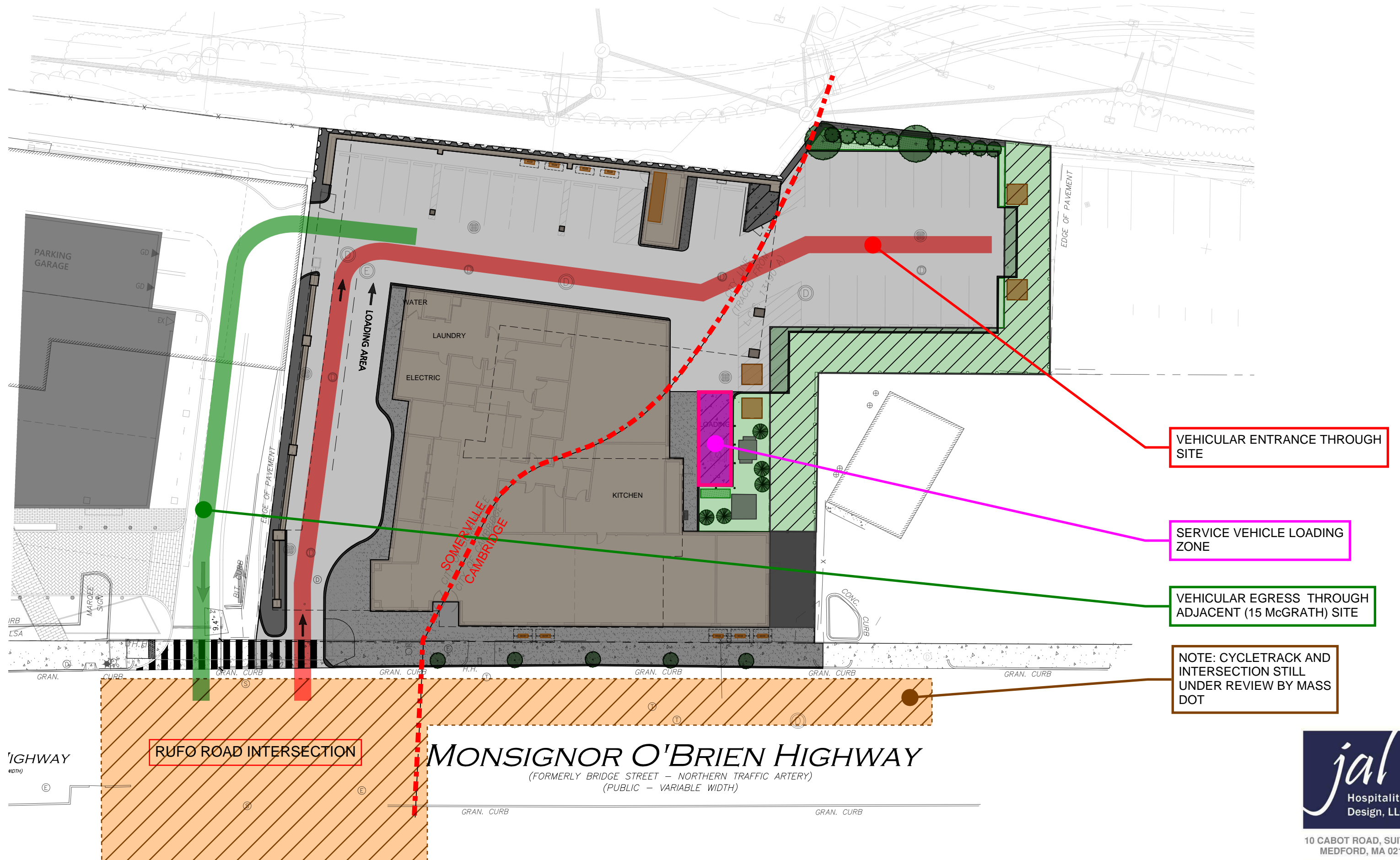
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SOMERVILLE, MA 02143

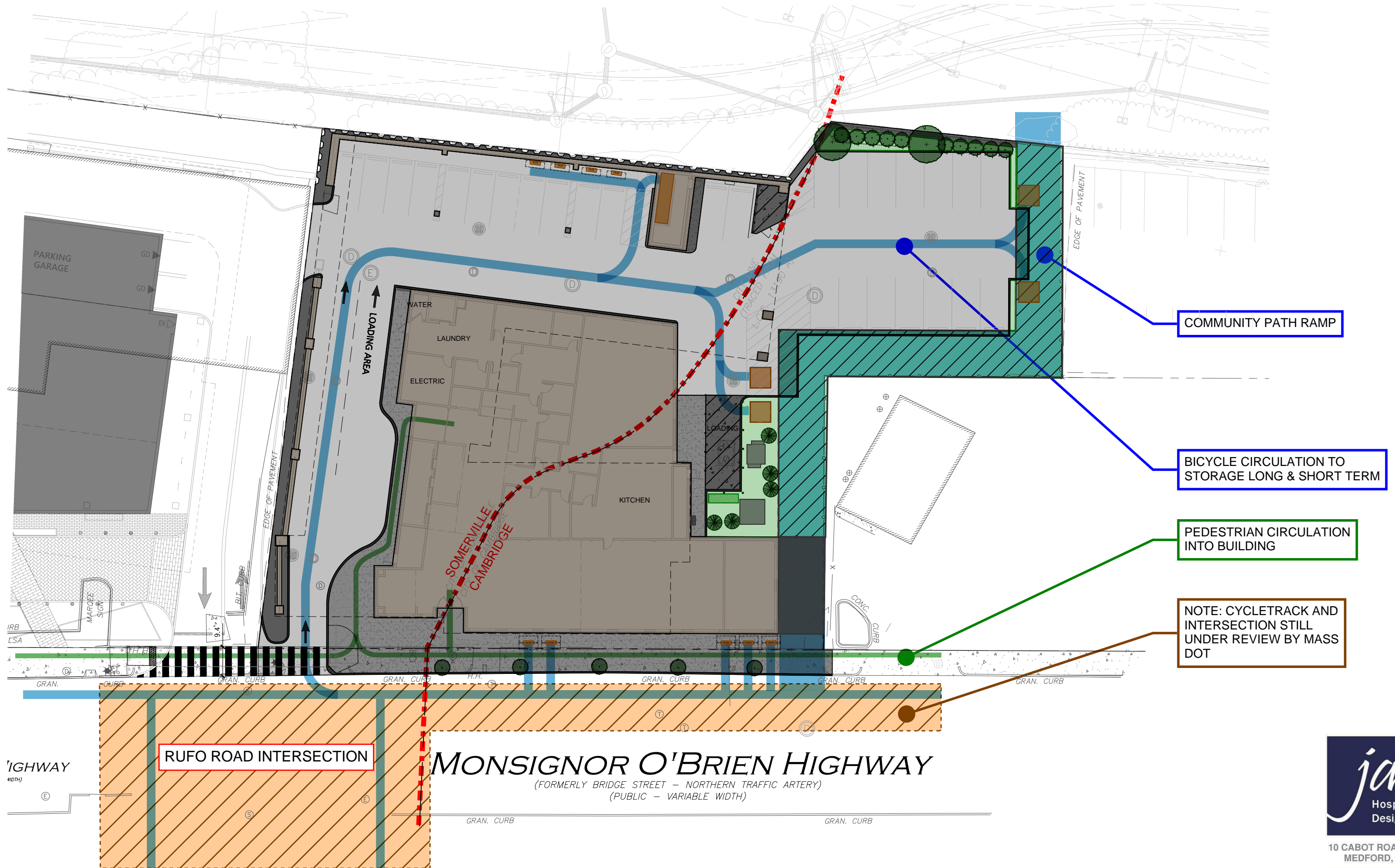
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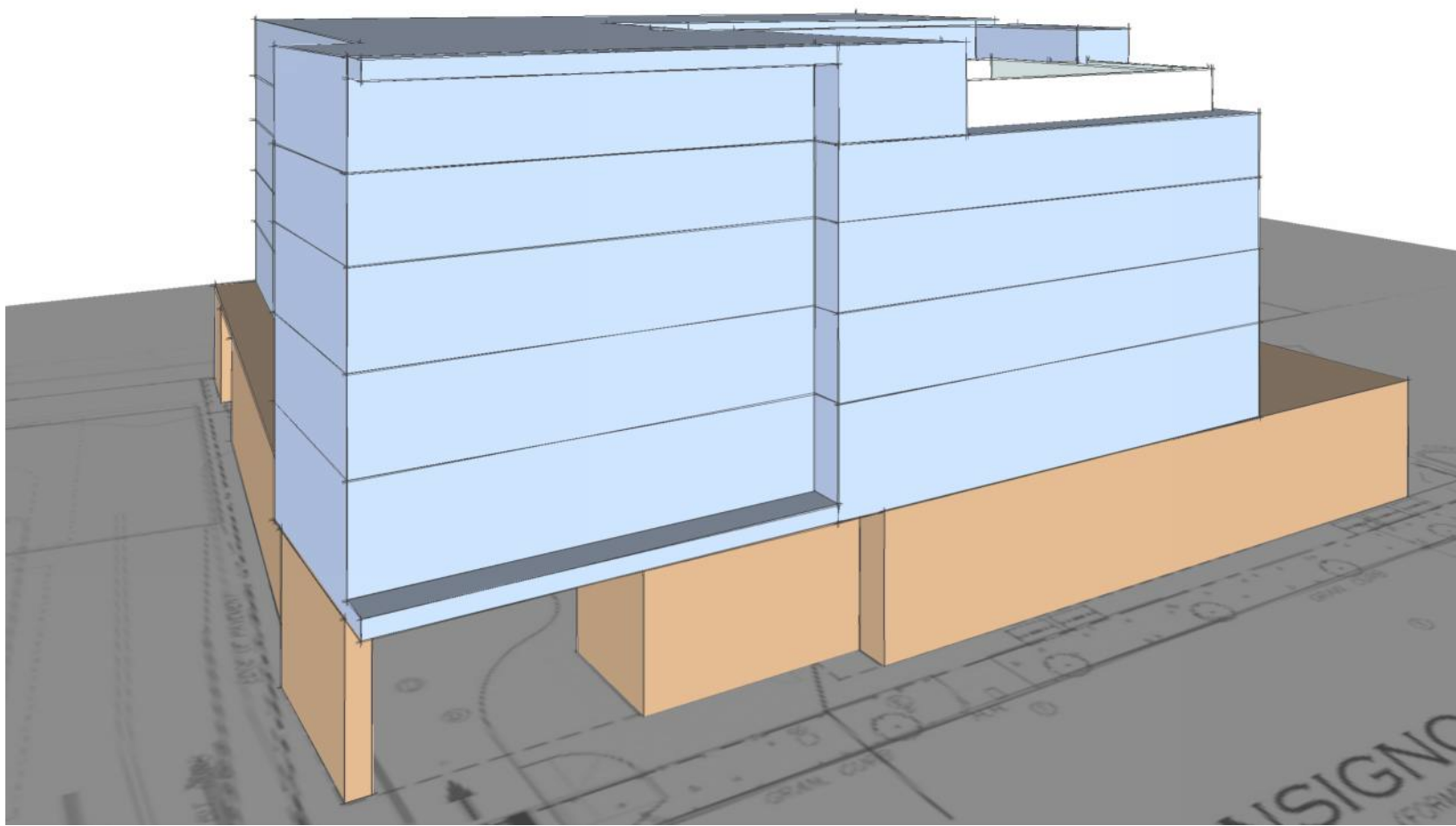
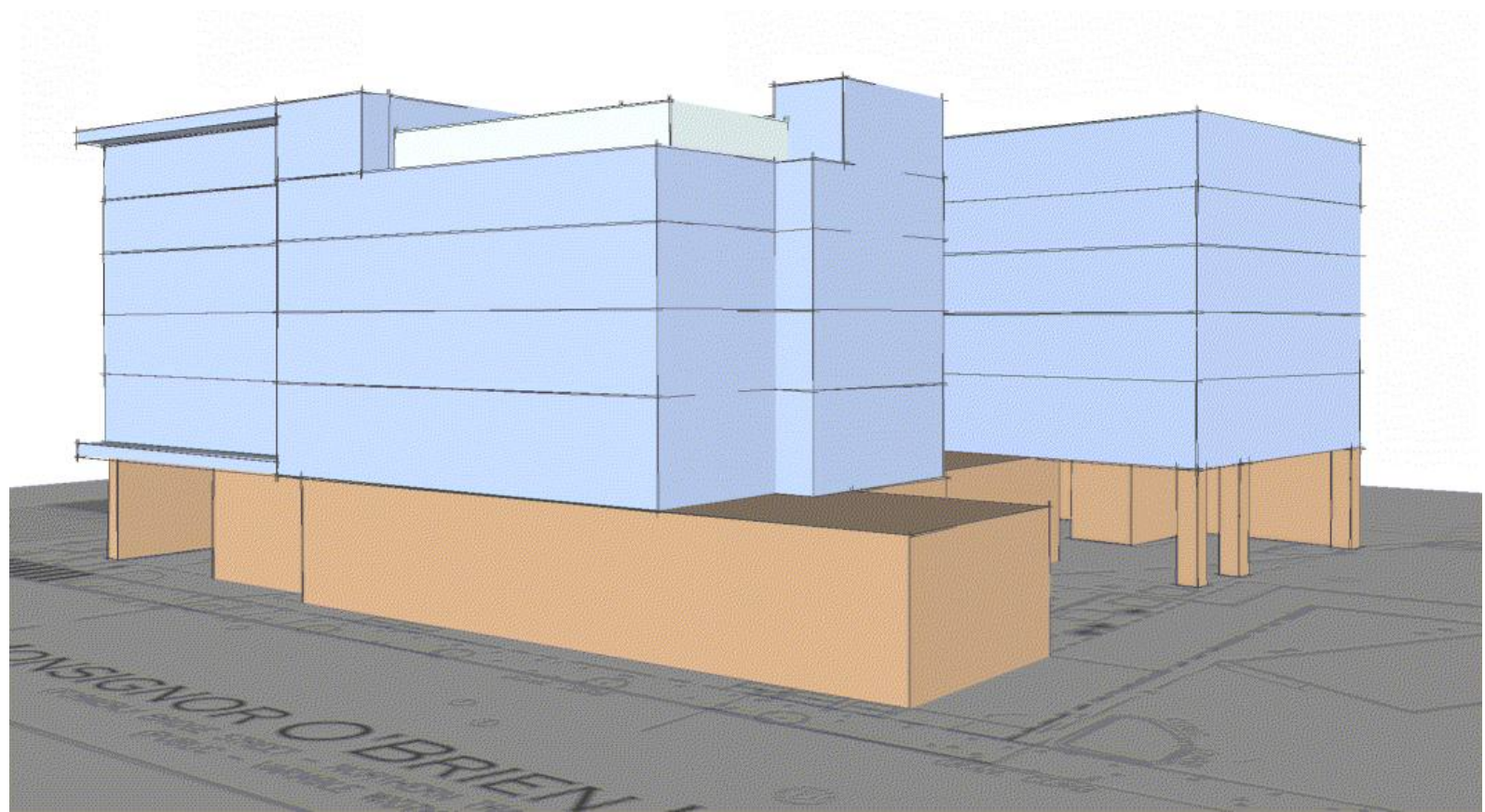
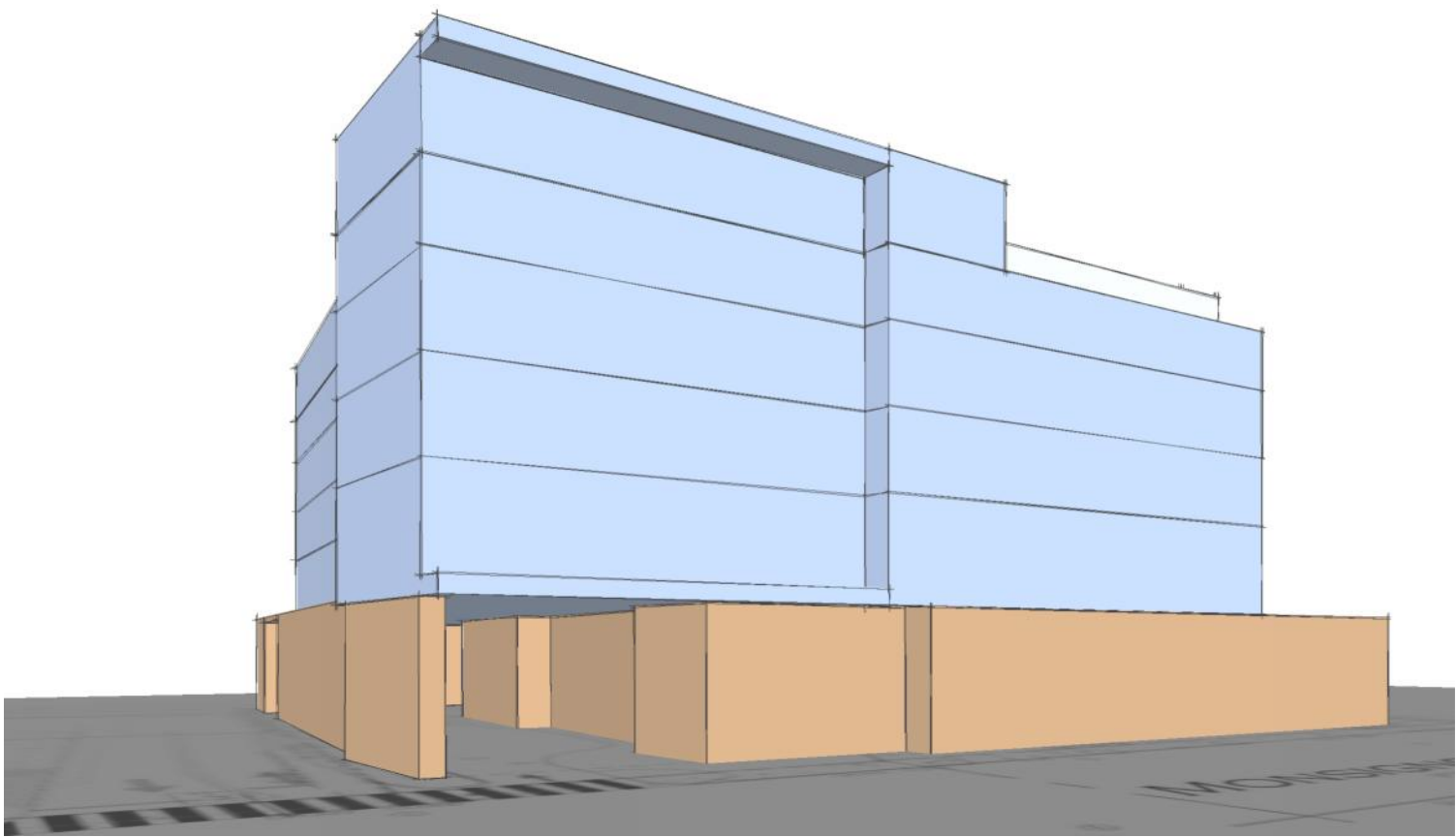
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OPTION 1

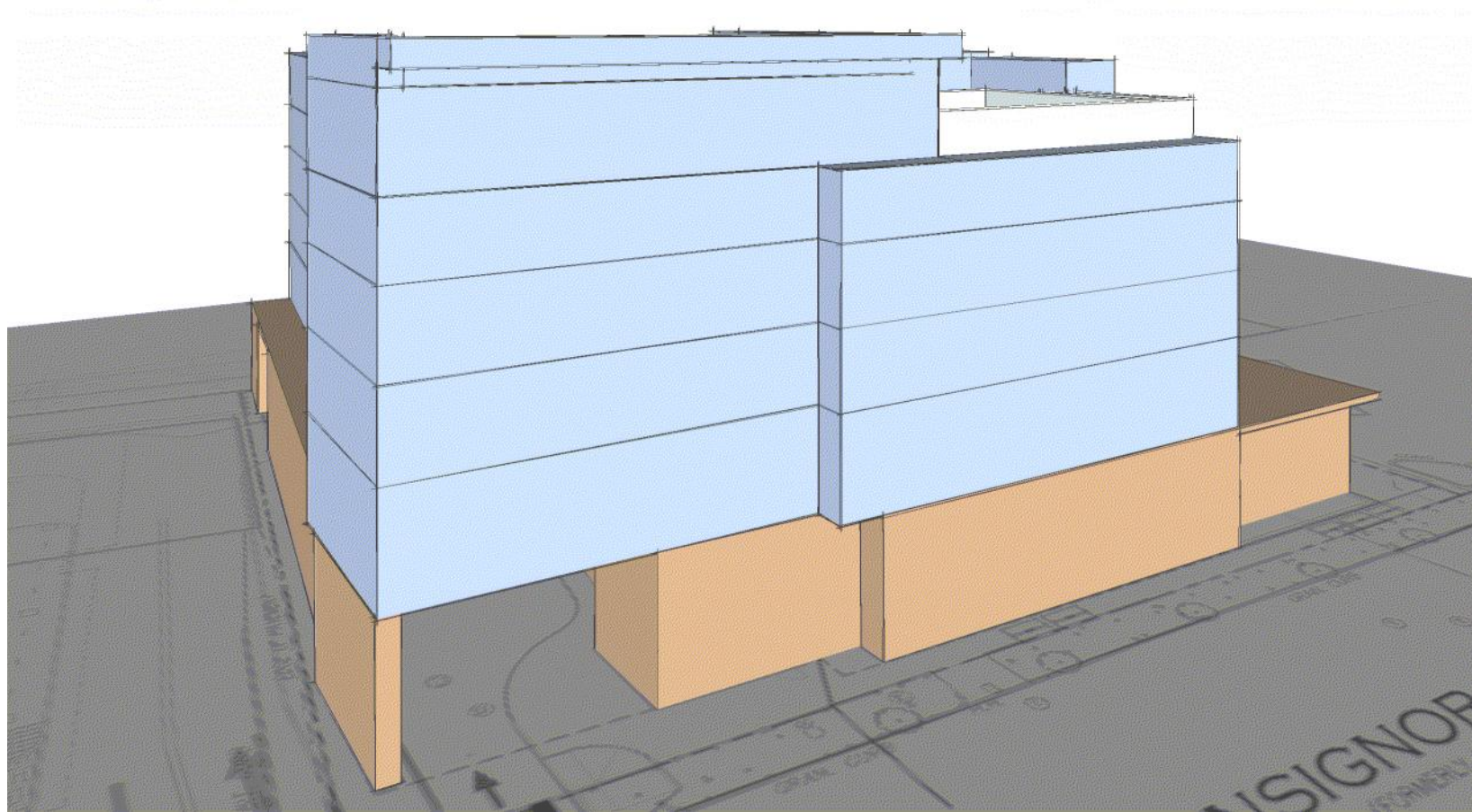
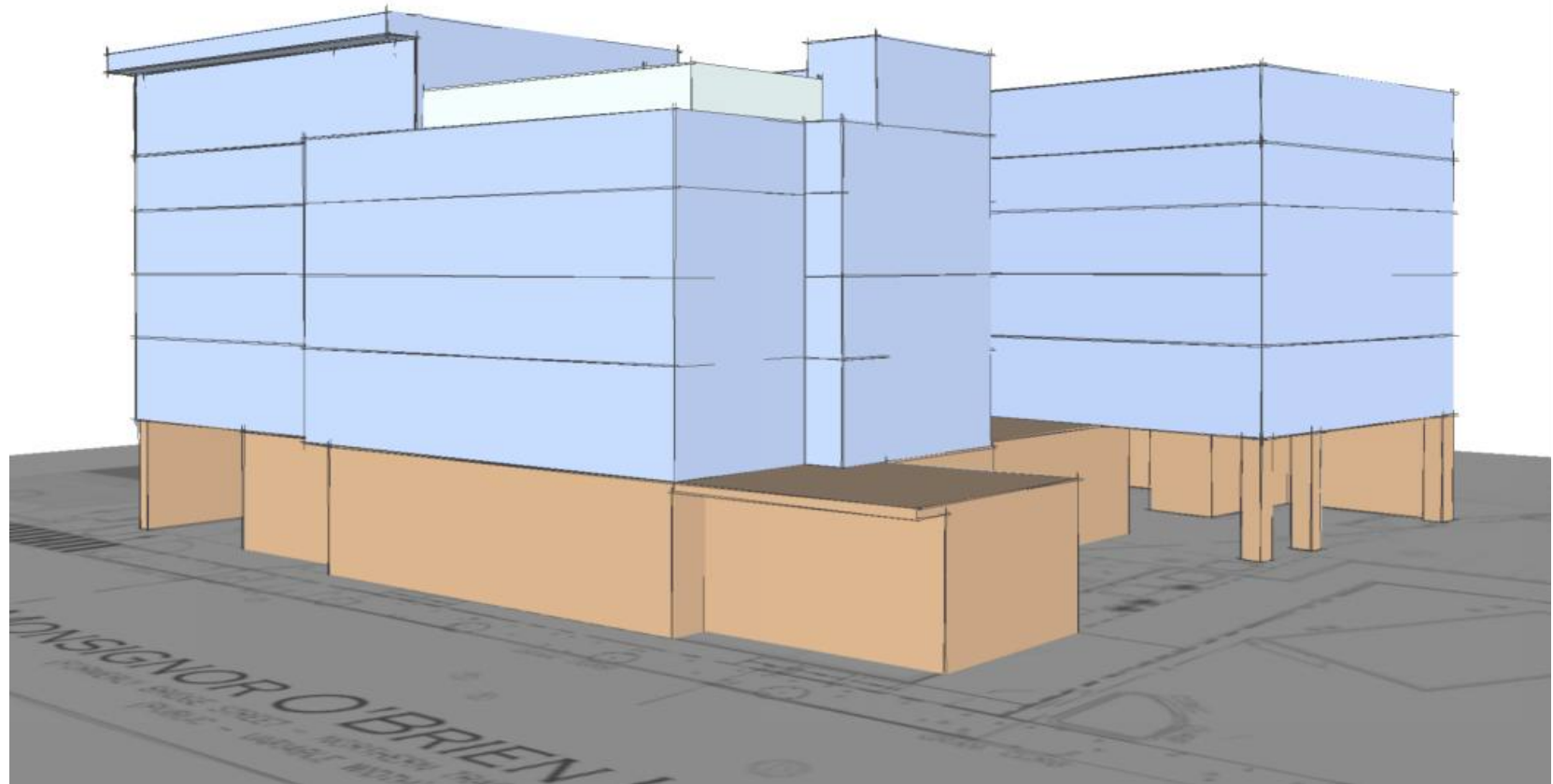
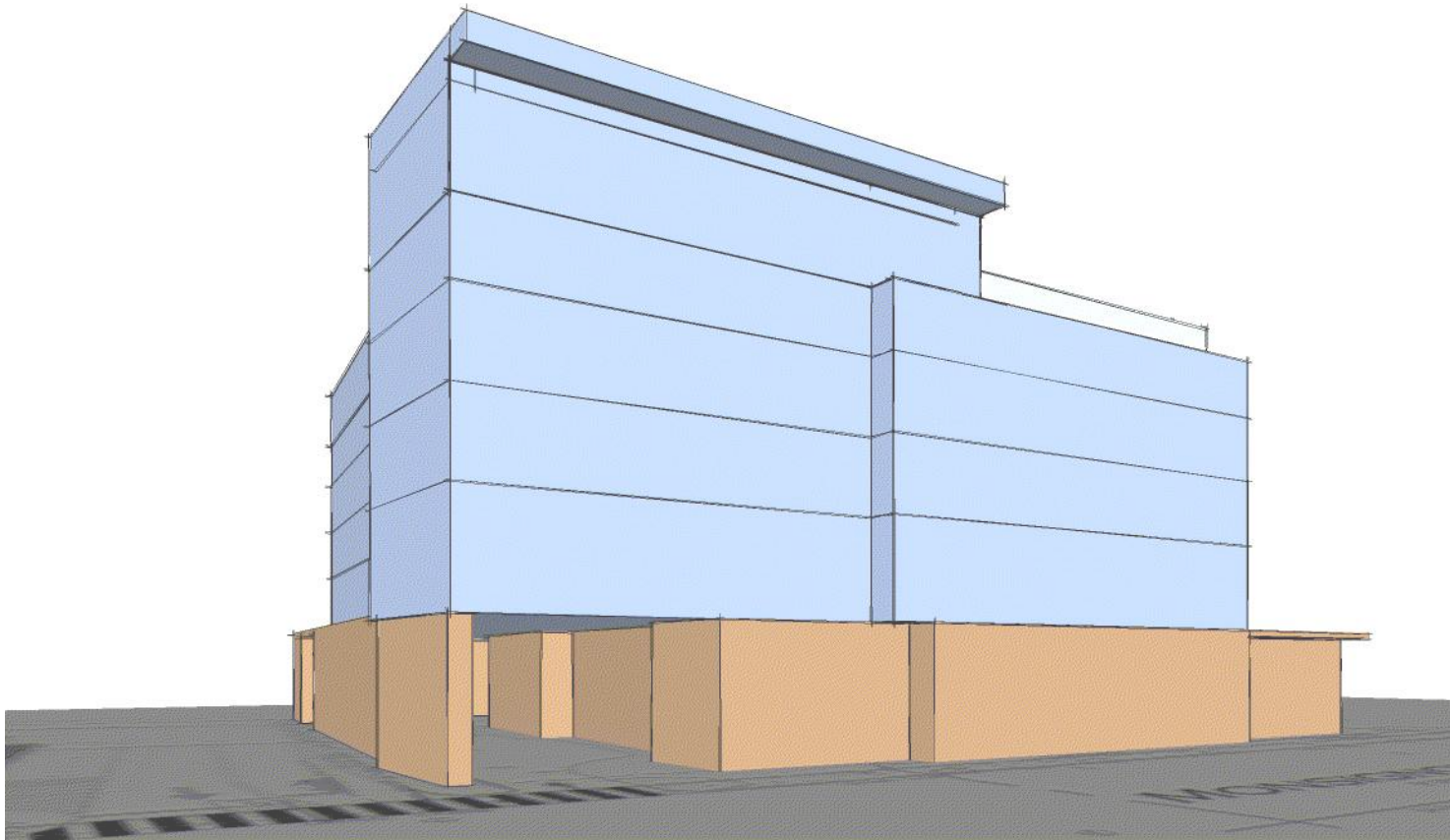
THE FIRST FLOOR MASSING EXTENDS OUT BEYOND THE UPPER LEVELS ON THE SOUTH EASTERN SIDE OF THE BUILDING. IT ALSO FRAMES THE DRIVE AISLE AND UNDER BUILDING PARKING. THIS FIRST FLOOR DIFFERENTIATES THE GROUND STORY FROM THE REMAINDER OF THE BUILDING CREATING A DISTINCT BASE.

VOLUMN ON FLOORS 2 - 5 GENERALLY ALIGN WITH THE MASSING AT THE FIRST FLOOR. A CANOPY ELEMENT AND SLIGHT OFFSET IN PLANES AT THE ENTRANCE CREATE A WELCOMING EXPERIENCE. A DISTINCT STACKED PATTERN IS USED DUE TO STACKING OF GUEST ROOMS WITHIN.

THE UPPER LEVEL HAS AN EXTERIOR DECK SPACE AND A FULLY ENCLOSED INTERIOR PROGRAM WITH EYEBROW ROOF ABOVE.



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OPTION 2

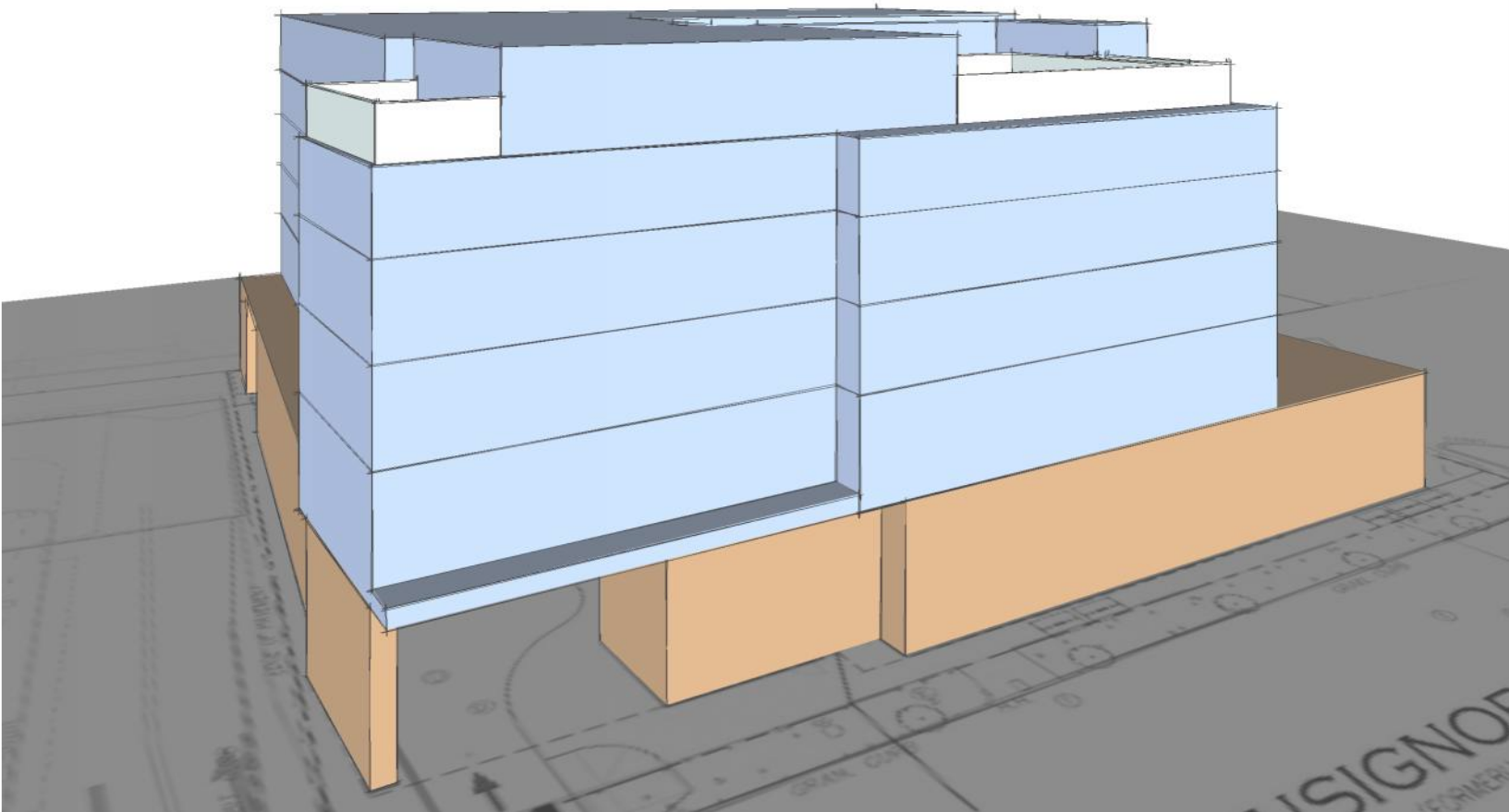
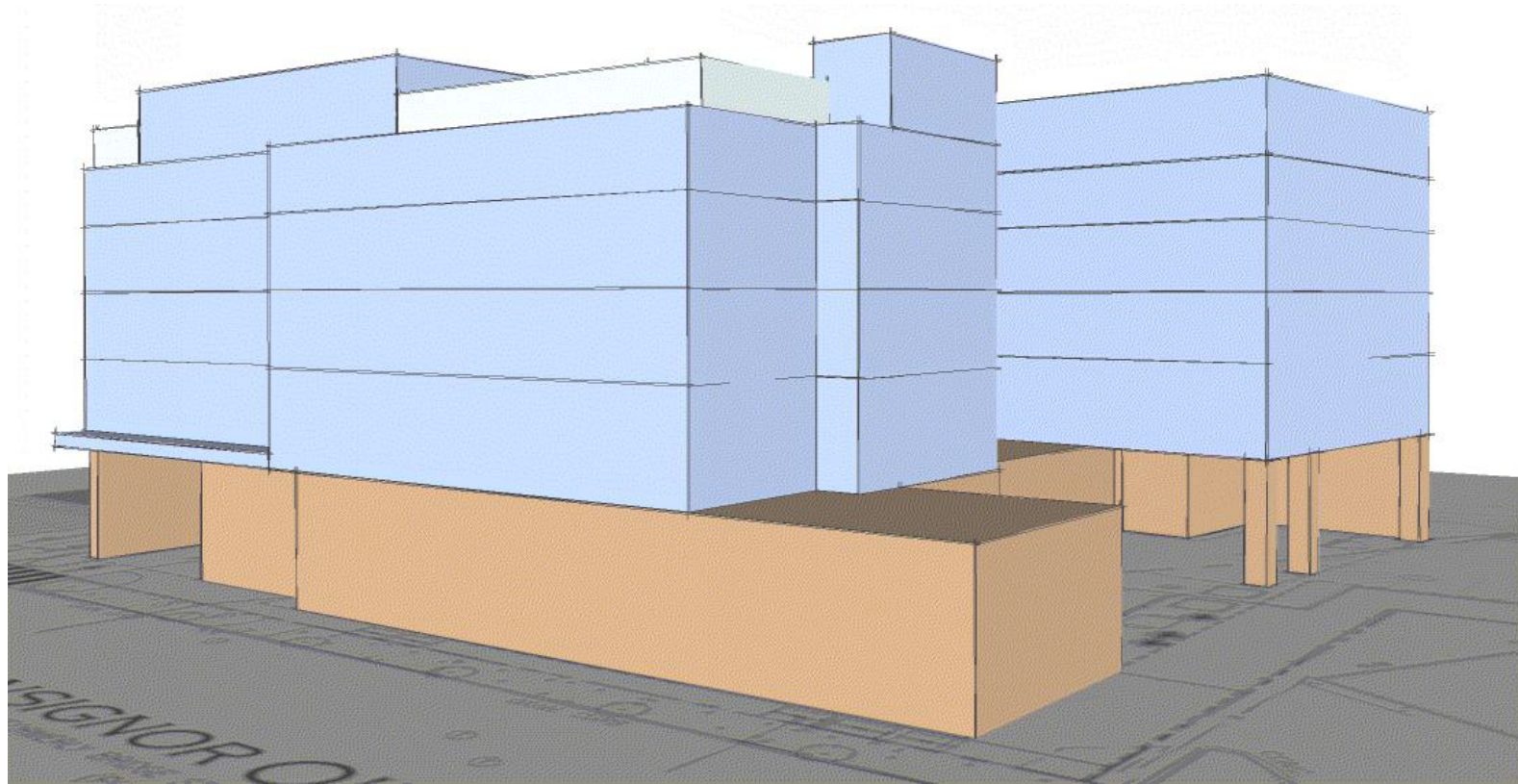
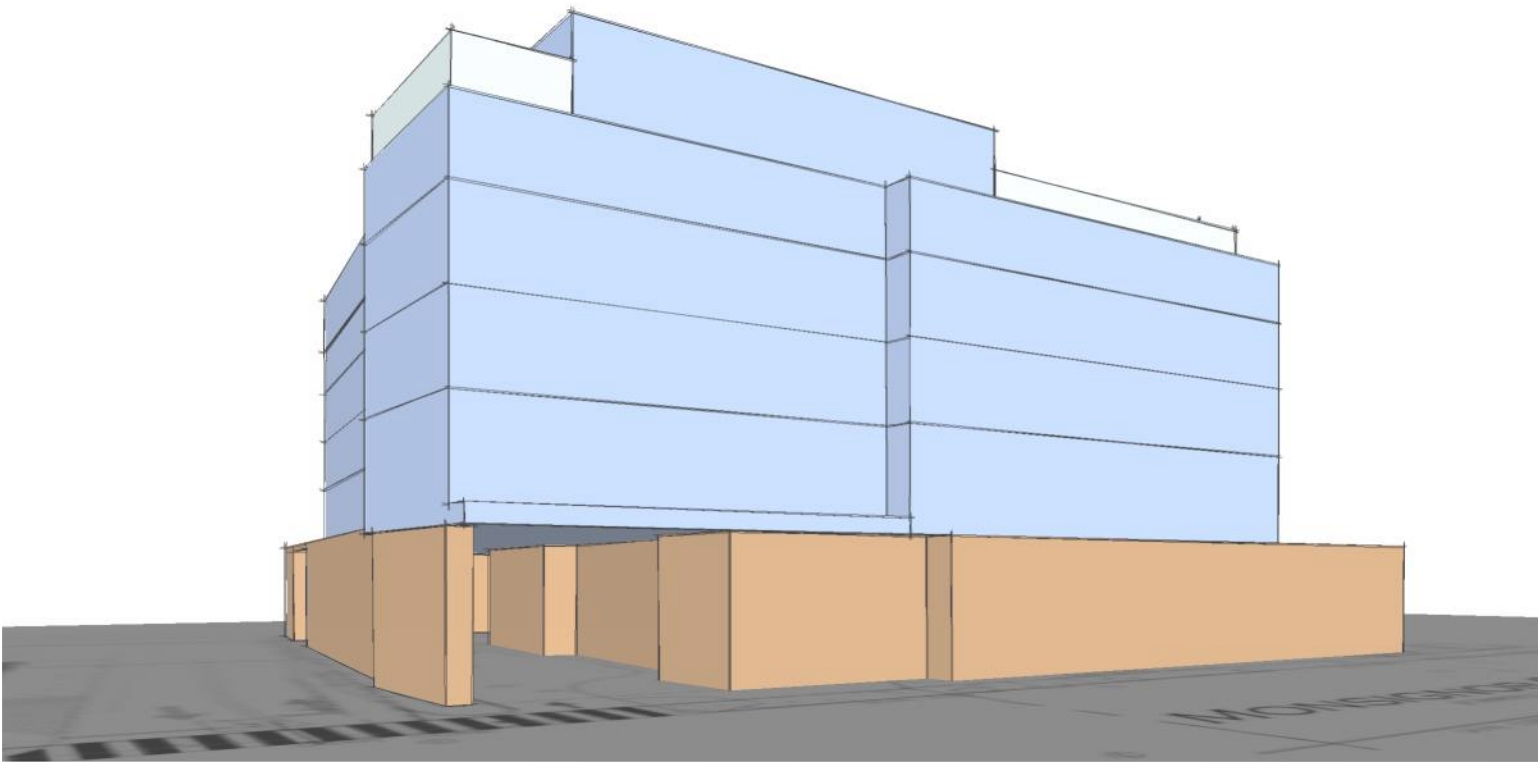
THE FIRST FLOOR MASSING EXTENDS OUT BEYOND THE UPPER LEVELS ON THE SOUTH EASTERN SIDE OF THE BUILDING. THIS AREA IS ALSO PUSHED IN TO BREAK UP THE FACADE ALONG THE STREET FRONTAGE WITH A WELCOMING OVERHANG ABOVE. THE MASSING ALSO FRAMES THE DRIVE AISLE AND UNDER BUILDING PARKING. THIS FIRST FLOOR DIFFERENTIATES THE GROUND STORY FROM THE REMAINDER OF THE BUILDING CREATING A DISTINCT BASE.

VOLUME ON FLOORS 2 - 5 IS GENERALLY STACKED SIMILAR TO OPTION 1. THIS IS DUE TO THE REGIMENTED GUEST ROOM LAYOUT ON THE INTERIOR OF THE BUILDING

THE UPPER LEVEL HAS A LARGER EXTERIOR SPACE AND AN ELEVATED PARAPET WITH ENLARGED EYEBROW ROOF ALONG THE STREET FRONTAGE. THIS HELPS CAP THE TOP OF THE BUILDING.



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OPTION 3 - PREFERRED MASSING

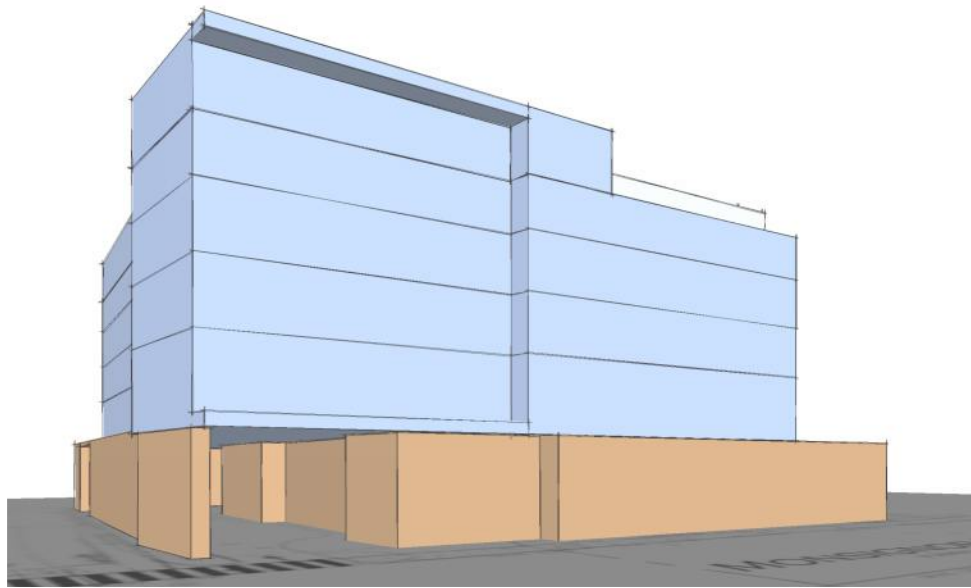
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VOLUMN ON FLOORS 2 - 5 MATCHES THOSE IN OPTIONS 1 AND 2, DUE TO THE REGIMATED GUEST ROOM DESIGN

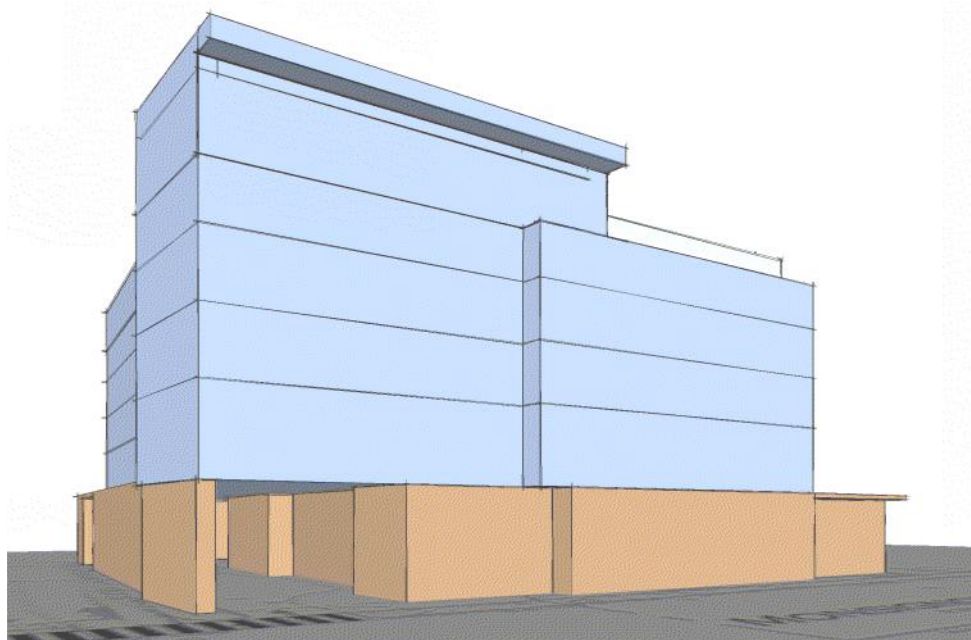
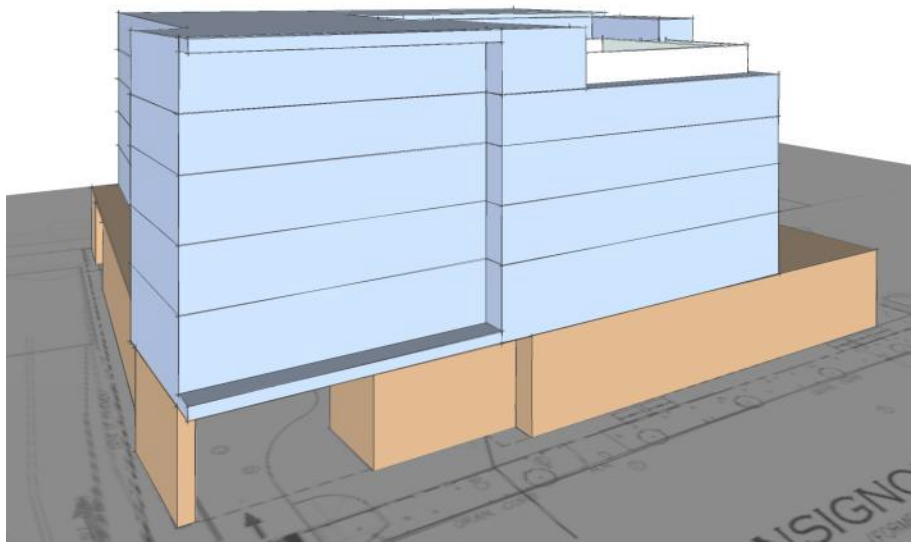
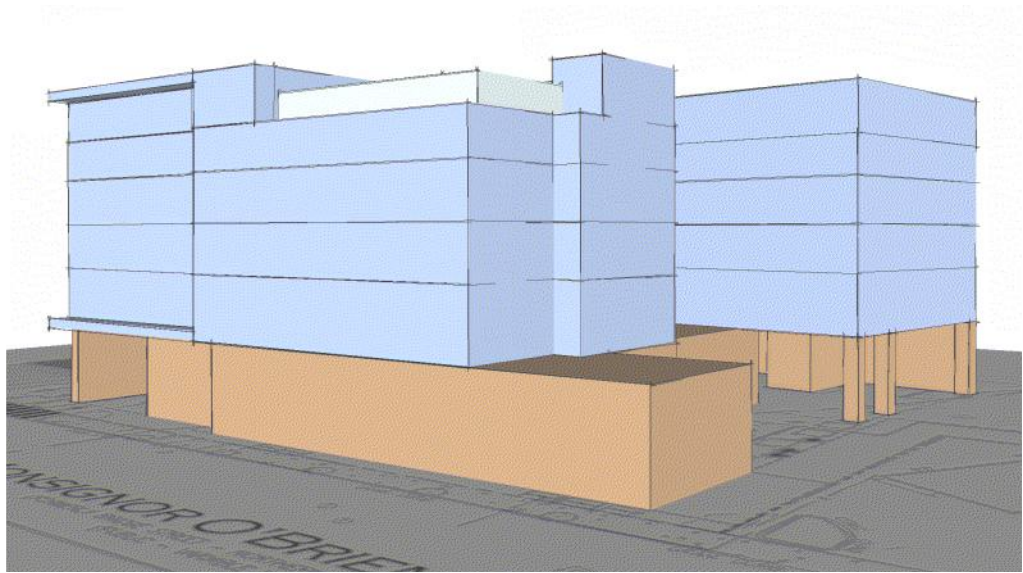
THE UPPER LEVEL HAS AN EXTERIOR DECK SPACE ON BOTH SIDES OF THE INTERIOR PROGRAM. THE LARGE EYEBROW IS REMOVED AND WOULD BE REPLACED WITH A SMALLER ROOF EDGE TRIM. THE DUAL PATIOS WOULD GIVE VIEWS BOTH INTO SOMERVILLE AND CAMBRIDGE, WHICH IS A WELCOMING EXPERIENCE TO AMENITY GUESTS.



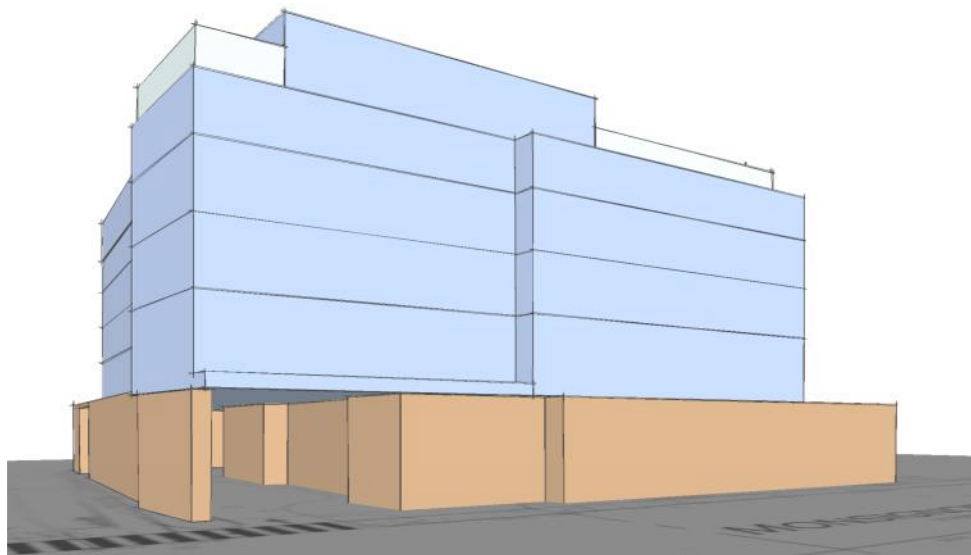
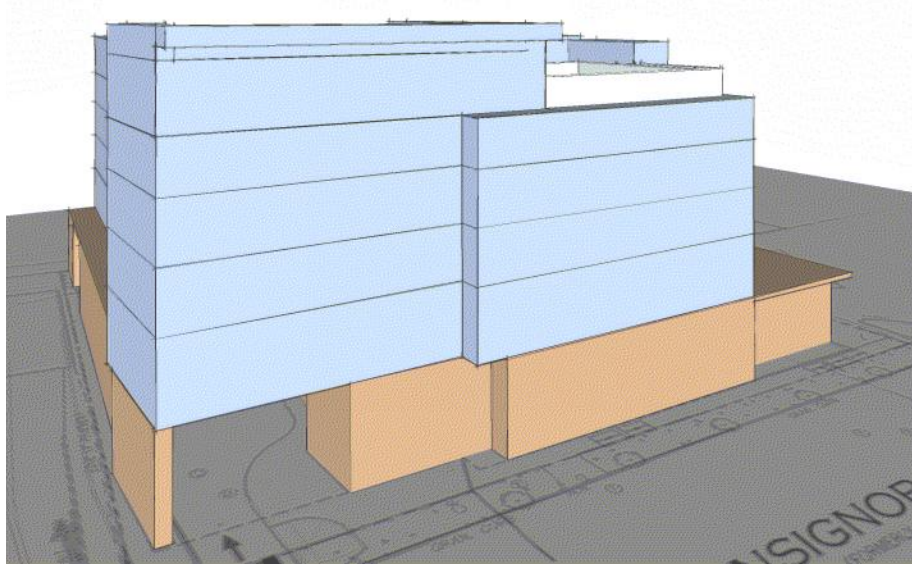
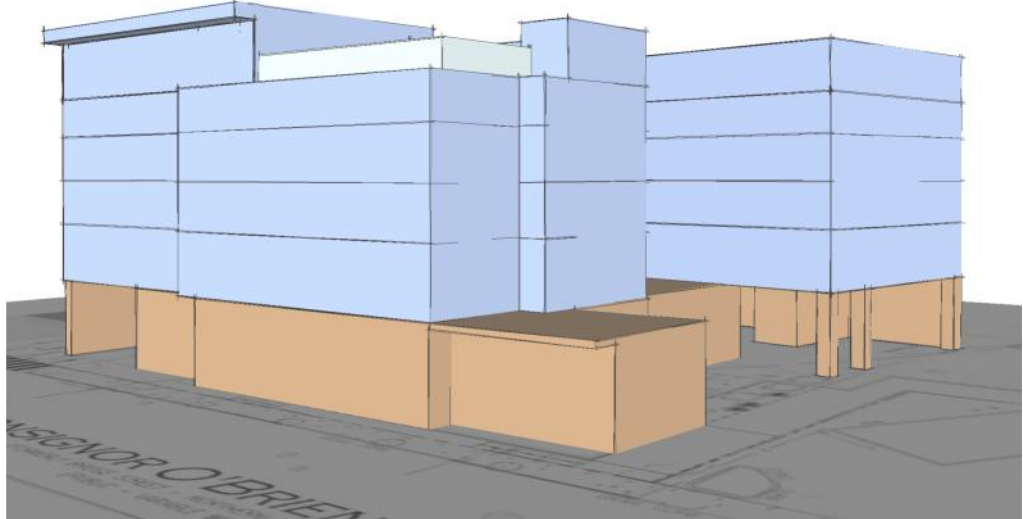
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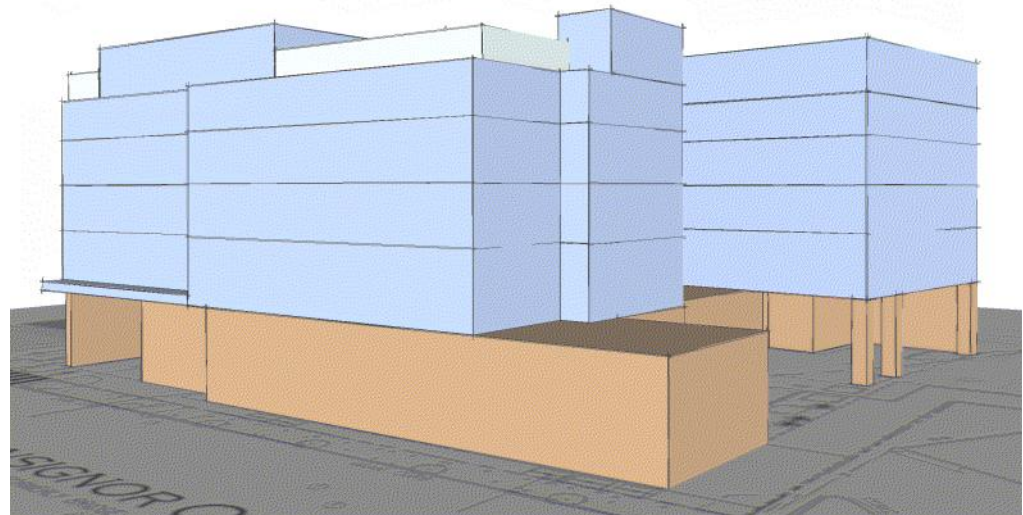
OPTION 1



OPTION 2



OPTION 3 - PREFERRED OPTION

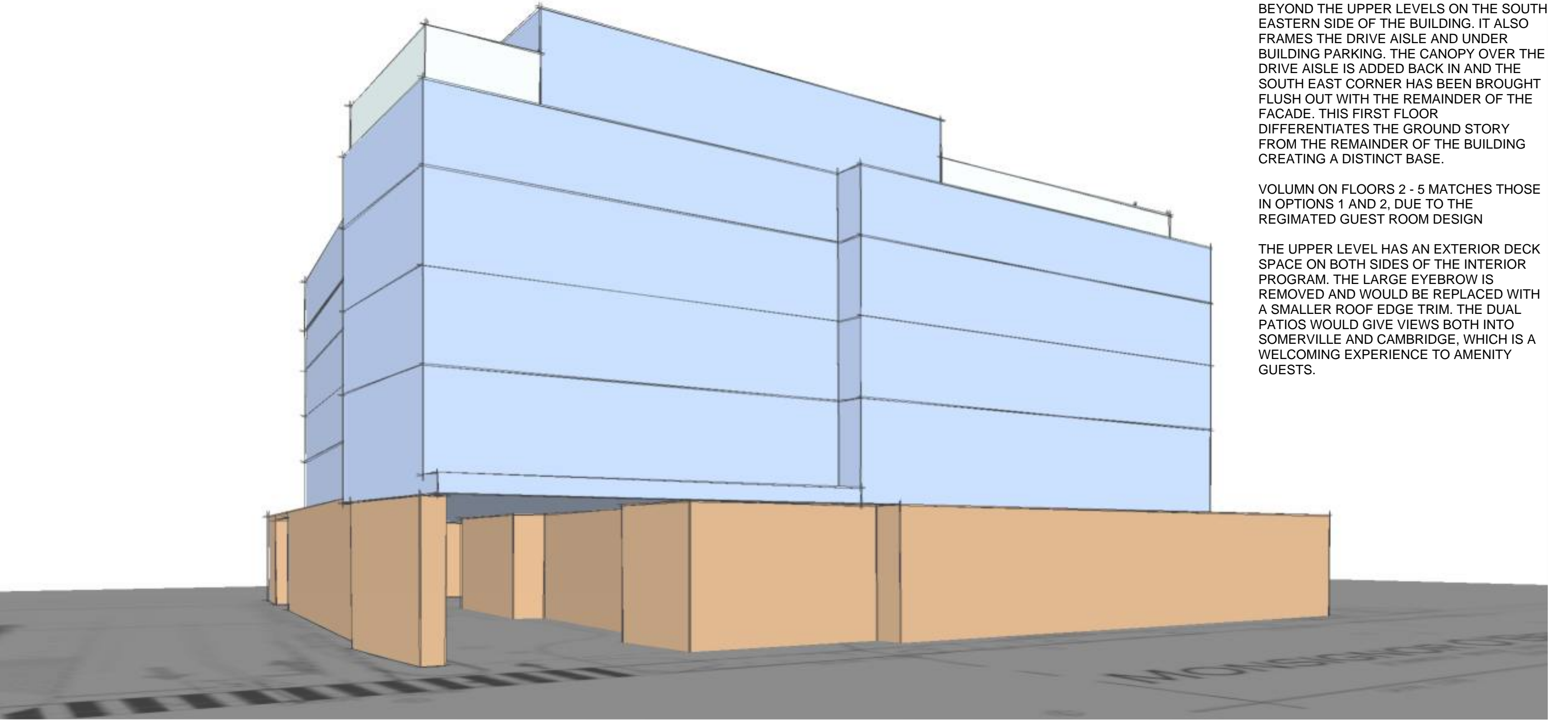


OPTION 3 - PREFERRED MASSING

THE FIRST FLOOR MASSING EXTENDS OUT BEYOND THE UPPER LEVELS ON THE SOUTH EASTERN SIDE OF THE BUILDING. IT ALSO FRAMES THE DRIVE AISLE AND UNDER BUILDING PARKING. THE CANOPY OVER THE DRIVE AISLE IS ADDED BACK IN AND THE SOUTH EAST CORNER HAS BEEN BROUGHT FLUSH OUT WITH THE REMAINDER OF THE FACADE. THIS FIRST FLOOR DIFFERENTIATES THE GROUND STORY FROM THE REMAINDER OF THE BUILDING CREATING A DISTINCT BASE.

VOLUMN ON FLOORS 2 - 5 MATCHES THOSE IN OPTIONS 1 AND 2, DUE TO THE REGIMATED GUEST ROOM DESIGN

THE UPPER LEVEL HAS AN EXTERIOR DECK SPACE ON BOTH SIDES OF THE INTERIOR PROGRAM. THE LARGE EYEBROW IS REMOVED AND WOULD BE REPLACED WITH A SMALLER ROOF EDGE TRIM. THE DUAL PATIOS WOULD GIVE VIEWS BOTH INTO SOMERVILLE AND CAMBRIDGE, WHICH IS A WELCOMING EXPERIENCE TO AMENITY GUESTS.



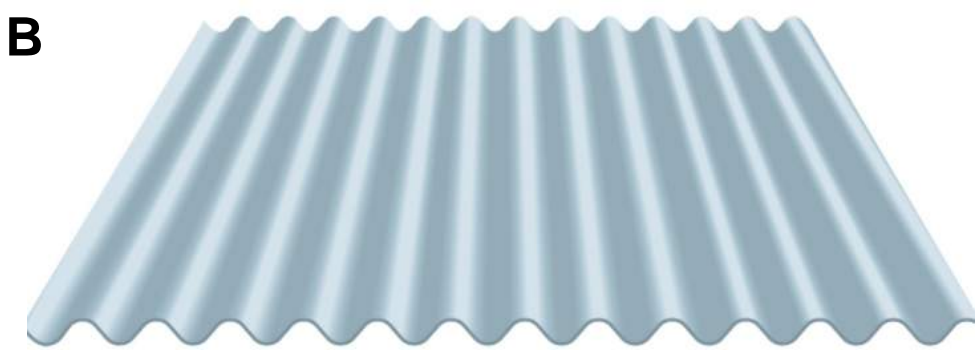
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- A = IPE OR SIMILAR ACCENT PANEL
- B = CORRUGATED METAL, HORIZONTAL AND VERTICAL
- C = GREY BRICK AT BASE
- D = VERTICAL CORRUGATIONS
- E = HORIZONTAL CORRUGATION, BLACK WINDOW FRAME
- F = WINDOW SURROUNDS
- G = DECORATIVE OVERHEAD WINDOW AT UPPER LEVEL

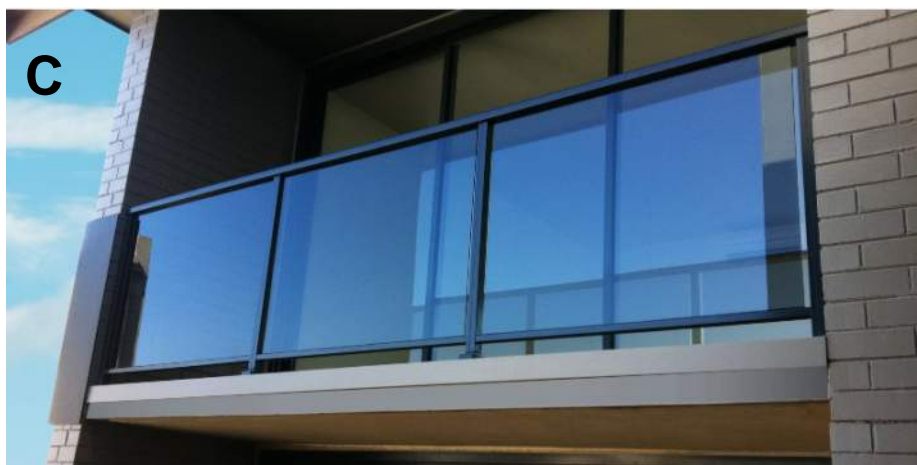
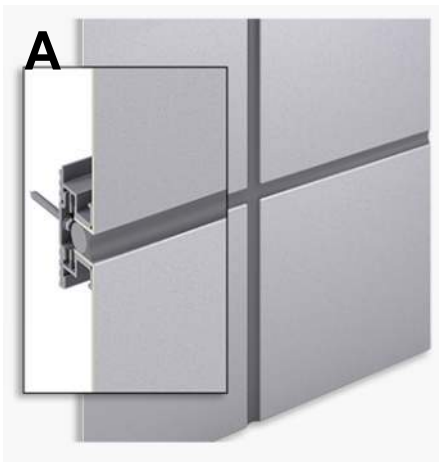




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- A = WET SEALED METAL PANEL RAINSCREEN
- B = FULL BED BRICK FACADE
- C = GLASS RAILING AT ROOF TOP TERRACE
- D = AUTOMATIC SLIDING ENTRANCE DOOR



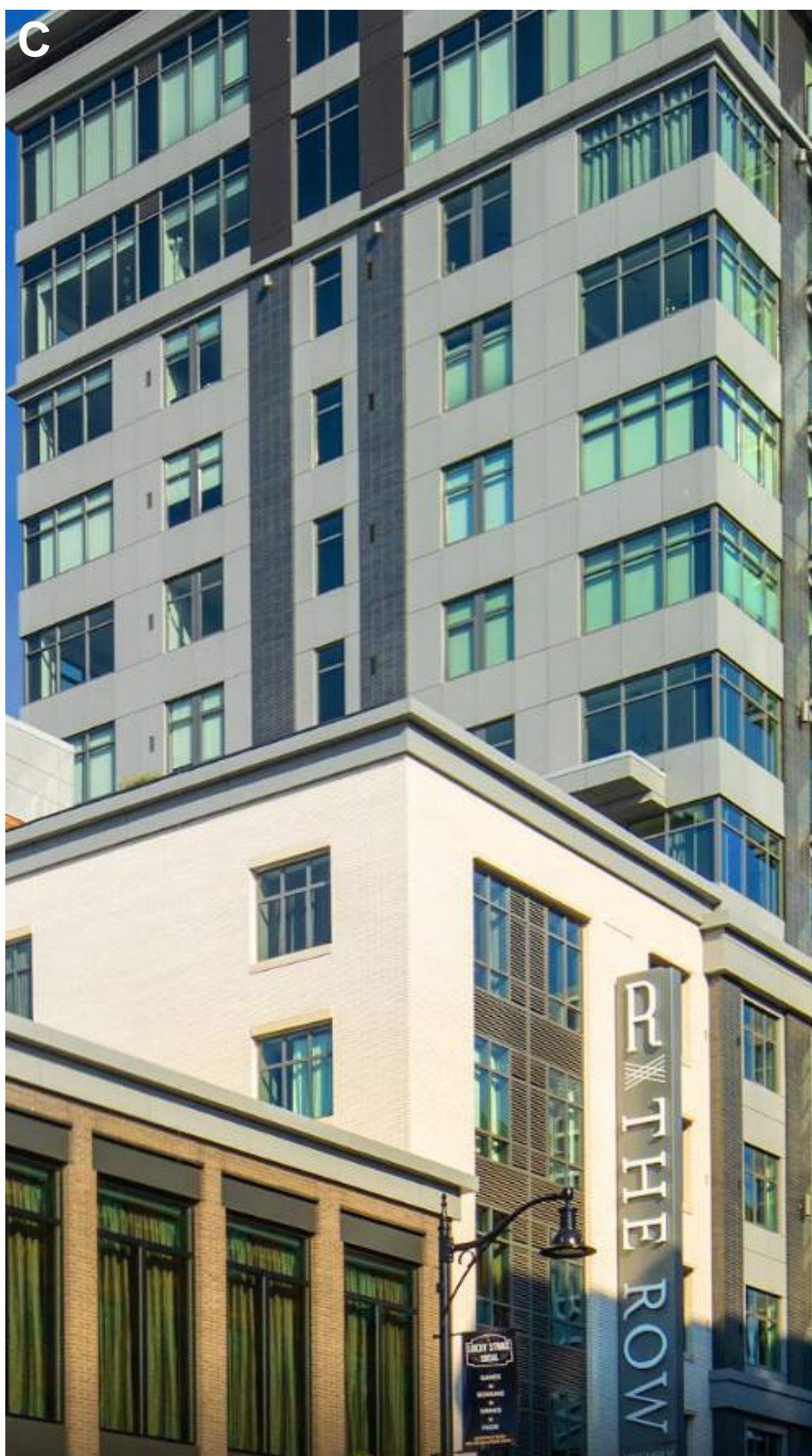
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Hospitality
Design, LLC
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- A = WET SEALED METAL PANEL RAINSCREEN
- B = FULL BED BRICK FACADE
- C = WET SEALED METAL PANEL RAINSCREEN
- D = OPERABLE WINDOWS AT ROOFTOP
- E = REVOLVING DOOR





OPTION 1 (PREFERRED OPTION)



- KEY FEATURES**
- * MODERN APPEARANCE
 - * CORRUGATED METAL PANEL
 - * ACCENT PANEL
 - * WINDOW RHYTHM
 - * REVOLVING ENTRANCE DOOR



OPTION 2



- KEY FEATURES**
- * TRADITIONAL BRICK COLOR
 - * ACCENT PANEL
 - * WET SEALED METAL PANEL SYSTEM
 - * SLIDING ENTRANCE DOOR
 - * LARGE FORMAT FIRST FLOOR WINDOWS



OPTION 3



- KEY FEATURES**
- * MODERN BRICK COLOR
 - * WET SEALED METAL PANEL DETAILING
 - * DARK METAL PANEL AT ROOF TOP ELEMENT
 - * REVOLVING ENTRANCE DOOR

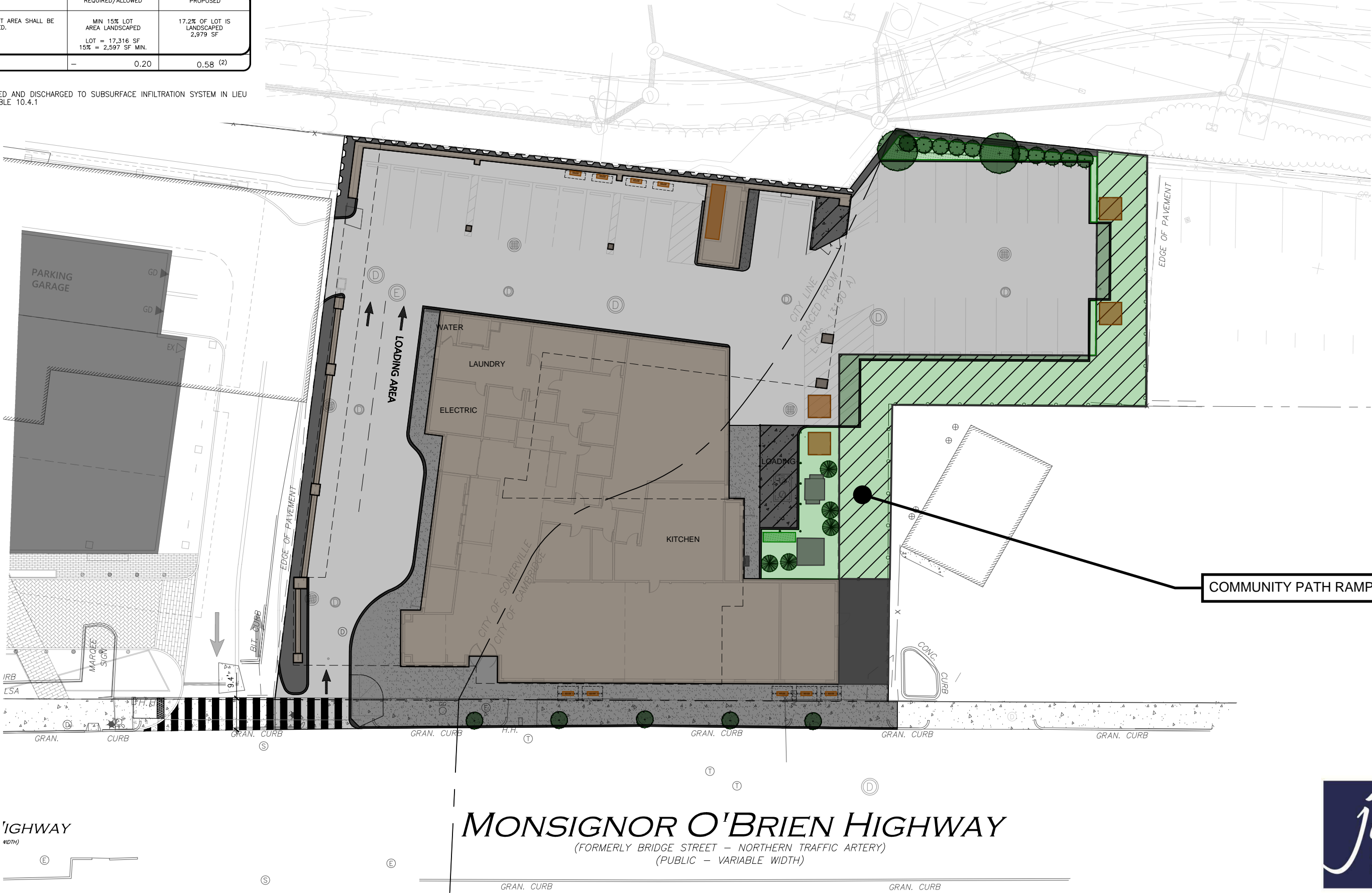


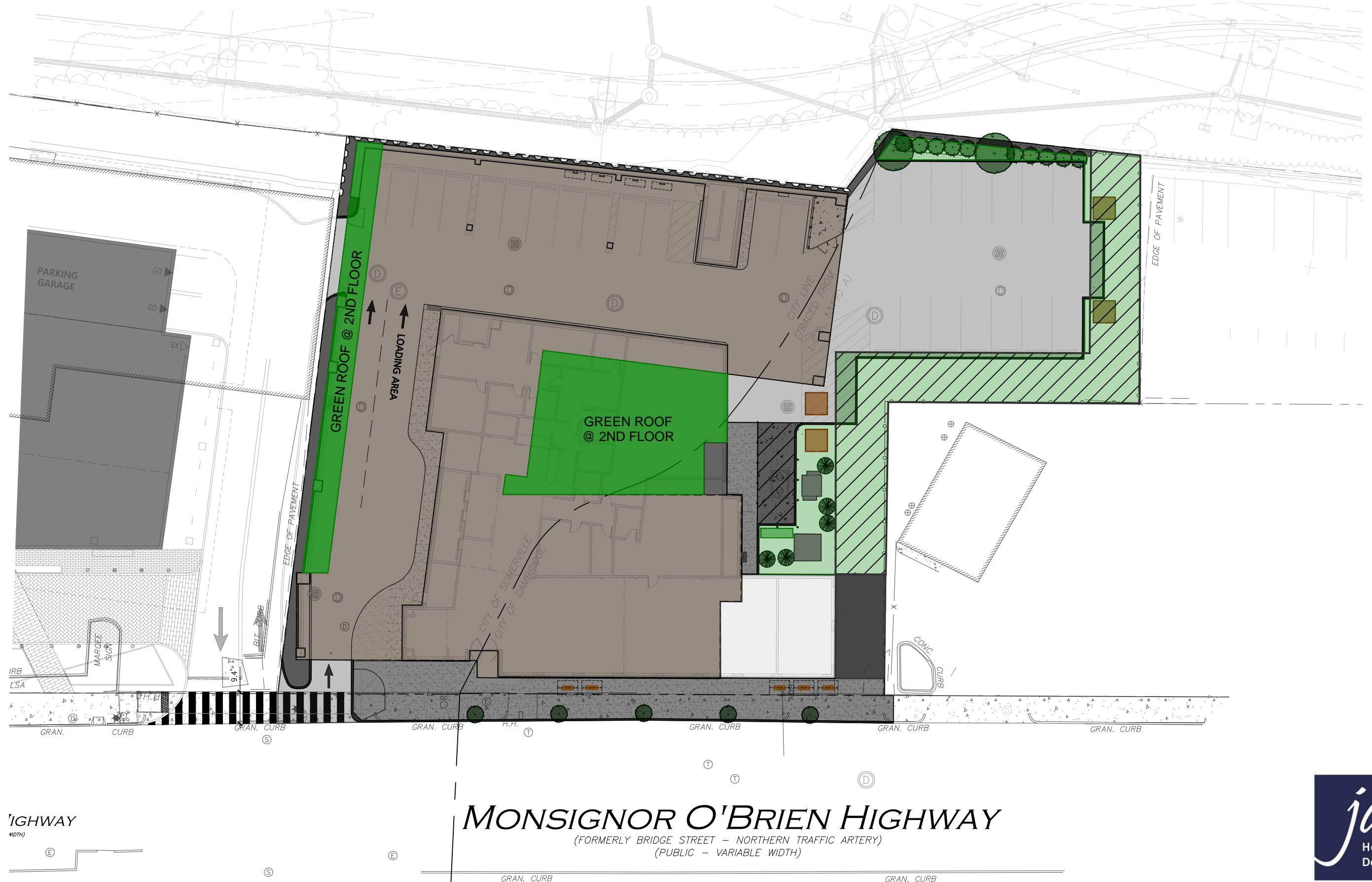
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LANDSCAPE REGULATIONS - SOMERVILLE

REGULATION	ITEM	REQUIRED/ALLOWED	PROPOSED
LANDSCAPING	AT LEAST 15% OF THE LOT AREA SHALL BE LANDSCAPED.	MIN 15% LOT AREA LANDSCAPED LOT = 17,316 SF 15% = 2,597 SF MIN.	17.2% OF LOT IS LANDSCAPED 2,979 SF
GREEN SCORE		0.20	0.58 ⁽²⁾

NOTES:
⁽²⁾ 14,992 SF OF ROOF COLLECTED AND DISCHARGED TO SUBSURFACE INFILTRATION SYSTEM IN LIEU OF PERVIOUS PAVERS PER TABLE 10.4.1







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SOUTH WEST PERSPECTIVE



SOUTH EAST PERSPECTIVE



NORTH WEST PERSPECTIVE



NORTH EAST PERSPECTIVE



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SOUTH FACADE



EAST FACADE



WEST FACADE



NORTH FACADE





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- C = GREY BRICK AT BASE
- D = VERTICAL CORRUGATIONS
- E = HORIZONTAL CORRUGATION, BLACK WINDOW FRAME
- F = WINDOW SURROUNDS
- G = DECORATIVE OVERHEAD WINDOW AT UPPER LEVEL



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



SOUTH WEST PERSPECTIVE



SOUTH EAST PERSPECTIVE



NORTH WEST PERSPECTIVE



NORTH EAST PERSPECTIVE



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



SOUTH FACADE



EAST FACADE



WEST FACADE

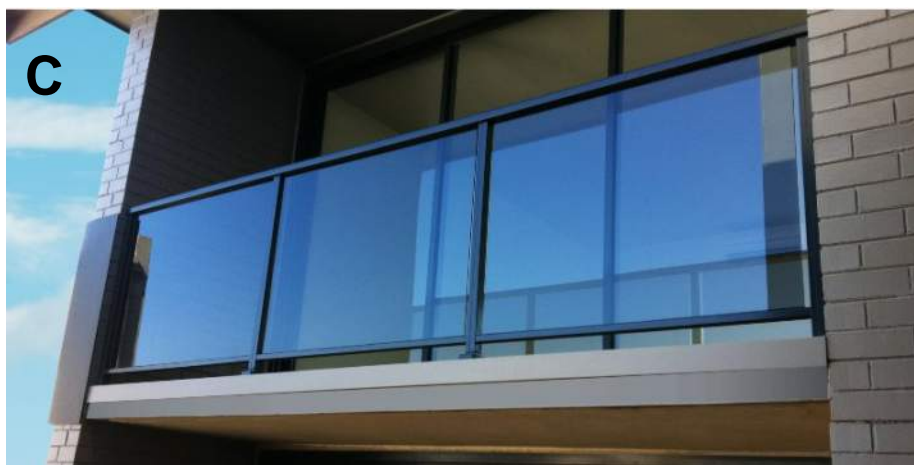
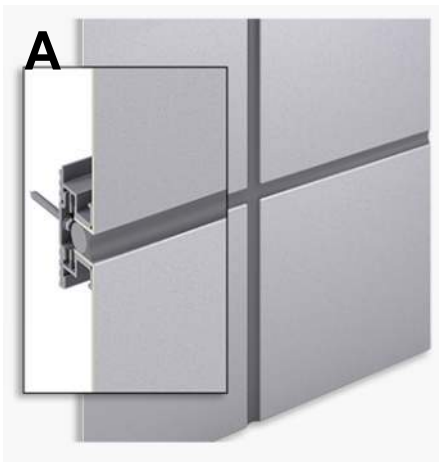


NORTH FACADE





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MEDFORD, MA 02155



- A = WET SEALED METAL PANEL RAINSCREEN
- B = FULL BED BRICK FACADE
- C = GLASS RAILING AT ROOF TOP TERRACE
- D = AUTOMATIC SLIDING ENTRANCE DOOR





SOUTH WEST PERSPECTIVE



SOUTH EAST PERSPECTIVE



NORTH WEST PERSPECTIVE



NORTH EAST PERSPECTIVE



10 CABOT ROAD, SUITE 209
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SOUTH FACADE



EAST FACADE



WEST FACADE

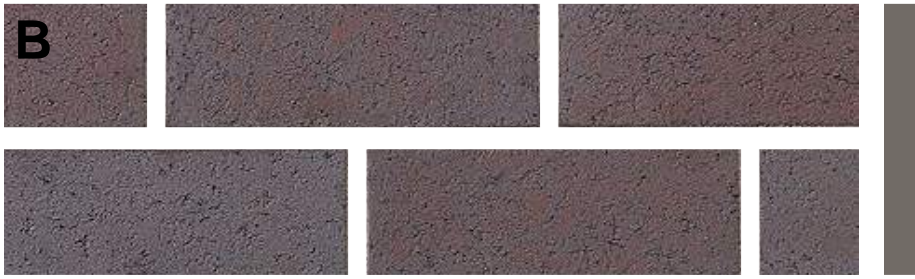
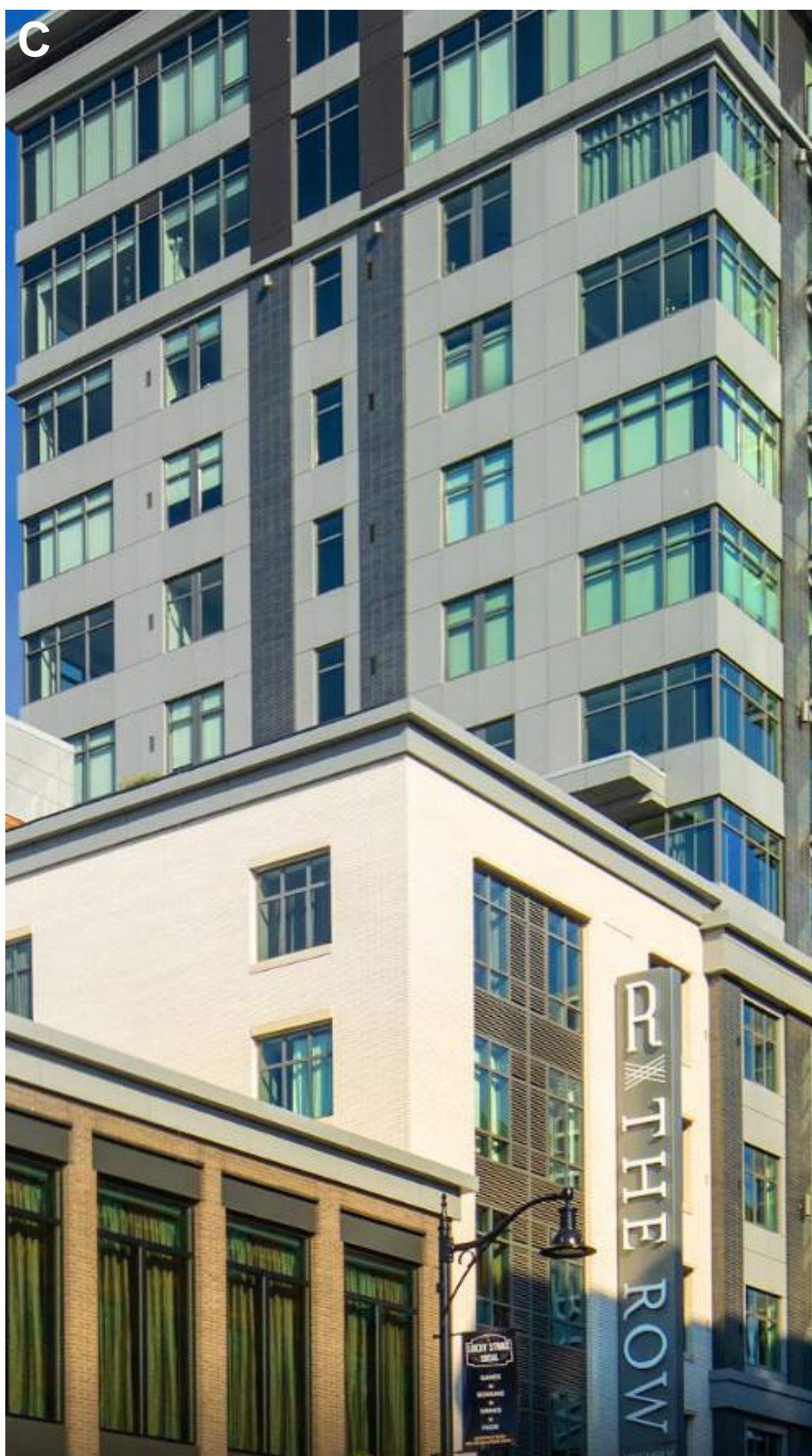


NORTH FACADE





10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



- A = WET SEALED METAL PANEL RAINSCREEN
- B = FULL BED BRICK FACADE
- C = WET SEALED METAL PANEL RAINSCREEN
- D = OPERABLE WINDOWS AT ROOFTOP
- E = REVOLVING DOOR





OPTION 1 (PREFERRED OPTION)



- KEY FEATURES**
- * MODERN APPEARANCE
 - * CORRUGATED METAL PANEL
 - * ACCENT PANEL
 - * WINDOW RHYTHM
 - * REVOLVING ENTRANCE DOOR



OPTION 2



- KEY FEATURES**
- * TRADITIONAL BRICK COLOR
 - * ACCENT PANEL
 - * WET SEALED METAL PANEL SYSTEM
 - * SLIDING ENTRANCE DOOR
 - * LARGE FORMAT FIRST FLOOR WINDOWS



OPTION 3



- KEY FEATURES**
- * MODERN BRICK COLOR
 - * WET SEALED METAL PANEL DETAILING
 - * DARK METAL PANEL AT ROOF TOP ELEMENT
 - * REVOLVING ENTRANCE DOOR



LANDSCAPE REGULATIONS - CAMBRIDGE

REGULATION	ITEM	REQUIRED/ALLOWED	PROPOSED
17.152 TREE PLANTING	AT LEAST ONE STREET TREE, MIN. CAL. 3" SHALL BE LOCATED IN THE FRONT YARD ALONG MONSIGNOR O'BRIEN HIGHWAY, FOR EACH 25' OF FRONTAGE ON THE HIGHWAY	1 TREE PER 25' OF FRONTAGE 125' OF FRONTAGE = 5 TREES MIN	5 TREES MIN ALONG MONSIGNOR O'BRIEN HWY.
6.48 PARKING LANDSCAPING	A. AT LEAST 5% OF THE INTERIOR OF THE PARKING FACILITY SHALL BE LANDSCAPED.	MIN 5% INTERIOR OF PARKING AREA LANDSCAPED	6% AREA LANDSCAPED 470 SF LANDSCAPE
	B. EACH PLANTING AREA SHALL BE AT LEAST 25 SF IN AREA AND HAVE NO DIMENSION LESS THAN 5'.	PLANTING AREA MIN. 25 SF AND NO DIMENSION LESS THAN 5'	PLANTING AREA MIN. 25 SF AND NO DIMENSION LESS THAN 5'
	C. EACH PLANTING AREA SHALL CONTAIN AT LEAST 1 TREE AND THE FACILITY AS A WHOLE SHALL CONTAIN AT LEAST 1 TREE FOR EVERY 10 PARKING SPACES	MIN. 1 TREE PER 10 PARKING SPACES	3 TREES PROVIDED AT PARKING AREA
	D. TREES USED TO SATISFY PARKING LOT LANDSCAPING REQUIREMENTS SHALL BE A MIN. OF 3" CAL.	MIN. 3" CAL. TREES	MIN. 3" CAL. TREES

LANDSCAPE REGULATIONS - SOMERVILLE

REGULATION	ITEM	REQUIRED/ALLOWED	PROPOSED
LANDSCAPING	AT LEAST 15% OF THE LOT AREA SHALL BE LANDSCAPED.	MIN 15% LOT AREA LANDSCAPED LOT = 17,316 SF 15% = 2,597 SF MIN.	17.2% OF LOT IS LANDSCAPED 2,979 SF

PLANTING SCHEDULE-TREES, SHRUBS, GROUNDCOVERS & PERENNIALS

KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	MIN. SIZE	SPACING	COMMENTS
DECIDUOUS TREES						
QP	5	QUERCUS PALUSTRIS	PIN OAK	3-3.5" CAL.	AS SHOWN	B&B
PA	2	PLATANUS ACERIFOLIA 'BLOODGOOD'	BLOODGOOD LONDON PLANETREE	3-3.5" CAL.	AS SHOWN	B&B
EVERGREEN/FLOWERING TREES						
IM	4	ILEX M. 'BLUE PRINCESS'	BLUE PRINCESS HOLLY	3.5-4' HT.	AS SHOWN	B&B
IMB	1	ILEX M. 'BLUE PRINCE'	BLUE PRINCE HOLLY	3.5-4' HT.	AS SHOWN	B&B
TO	10	THUJA O. 'WINTERGREEN'	WINTERGREEN ARBORVITAE	8-10' HT.	AS SHOWN	B&B
SHRUBS						
PJM	0	RHODODENDRON 'PJM'	PJM RHODODENDRON	2.5'-3' HT.	AS SHOWN	POT
PERENNIALS/BULBS						
LM	0	LIRIOPE MUSCARI 'BIG BLUE'	BIG BLUE LIRIOPE	#1	18" O.C.	STAGGERED
HH	37	HEMEROCALLIS 'HAPPY RETURNS'	HAPPY RETURNS DAYLILY	#1	18" O.C.	STAGGERED

GENERAL NOTES

- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
- THE INFORMATION SHOWN ON THIS PLAN IS THE SOLE PROPERTY OF ALLEN & MAJOR ASSOCIATES, INC. ITS INTENDED USE IS TO PROVIDE INFORMATION, ANY ALTERATION, MISUSE, OR RECALCULATION OF INFORMATION OR DATA WITHOUT THE EXPRESSED, WRITTEN CONSENT OF ALLEN & MAJOR ASSOCIATES, INC. IS STRICTLY PROHIBITED.
- THE CONTRACTOR SHALL CONTACT "DIGSAFE" AND THE TOWN OF CAMBRIDGE DPW AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION WORK TO REQUEST THE LOCATION OF THE EXISTING UTILITIES.

DIGSAFE: 1-800-344-7233
TOWN OF CAMBRIDGE DPW: 1-617-349-4800
- WRITTEN DIMENSIONS ON THIS PLAN TAKE PRECEDENCE OVER SCALED DIMENSIONS. THE CONTRACTOR SHALL USE CAUTION WHEN SCALING REPRODUCED PLANS. IN THE EVENT OF A CONFLICT BETWEEN THIS PLAN SET AND ANY OTHER DRAWINGS AND/OR SPECIFICATIONS OR CONDITIONS, THE ENGINEER SHALL BE NOTIFIED BY THE CONTRACTOR. ALL SITE ITEMS SHALL BE LAID OUT AND AS-BUILT BY A LICENSED LAND SURVEYOR.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION AND FOR CONDITIONS AT THE SITE. THESE PLANS, PREPARED BY ALLEN & MAJOR ASSOCIATES, INC., DO NOT EXTEND TO OR INCLUDE SYSTEMS PERTAINING TO THE SAFETY OF THE CONSTRUCTION CONTRACTOR OR THEIR EMPLOYEES, AGENTS OR REPRESENTATIVES IN THE PERFORMANCE OF THE WORK, OR THE OWNER'S EMPLOYEES, CUSTOMERS, OR THE GENERAL PUBLIC. THE SEAL OF THE ENGINEER AS INCLUDED IN THE PLAN SET DOES NOT EXTEND TO ANY SUCH SAFETY SYSTEMS THAT MAY NOW OR HEREAFTER BE INCORPORATED INTO THESE PLANS. THE CONSTRUCTION CONTRACTOR SHALL PROVIDE THE APPROPRIATE SAFETY SYSTEMS WHICH MAY BE REQUIRED BY THE U.S. OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA), STATE, AND LOCAL REGULATIONS.
- REFER TO ARCHITECTURAL PLANS FOR LIGHTING PROVIDED ON BUILDING.

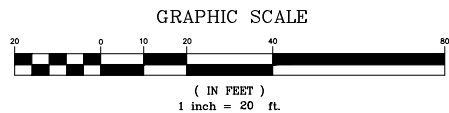
LEGEND

DECIDUOUS TREE	
FLOWERING TREE	
EVERGREEN TREE	
SHRUB	
PLANT KEY	3 AR
PLANT BED	

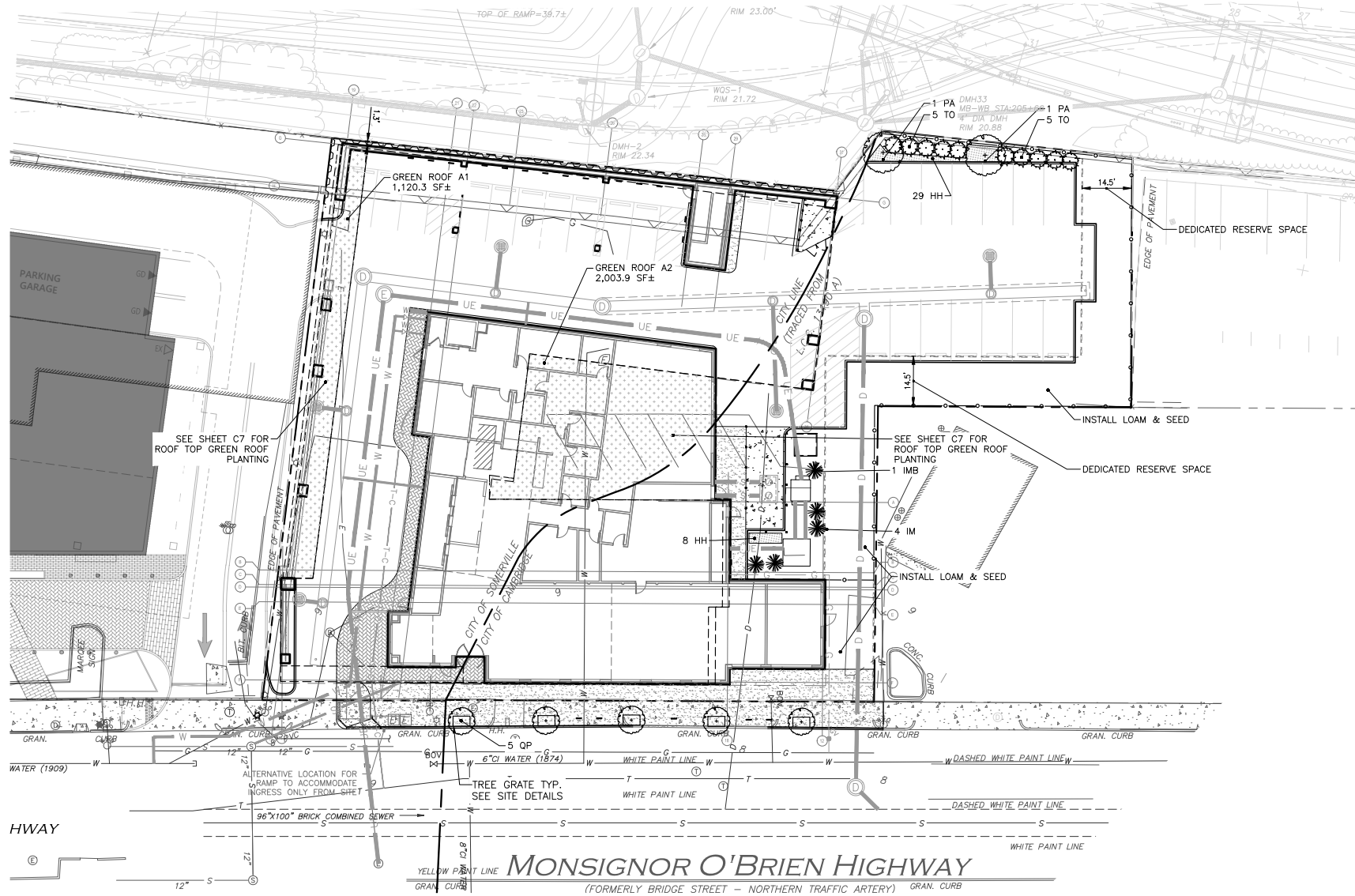
SPRAY WITH WILT PROOF ACCORDING TO MANUFACTURERS INSTRUCTIONS IF FOLIAGE IS PRESENT

LANDSCAPE NOTES

- ALL WORK SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITIES OF CAMBRIDGE, MA AND SOMERVILLE, MA SPECIFICATIONS.
- PLANTING PLAN IS DIAGRAMMATIC IN NATURE. FINAL PLACEMENT OF PLANTS TO BE APPROVED BY THE LANDSCAPE ARCHITECT IN THE FIELD.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES, ANY PERMITTING AGENCIES, AND "DIG-SAFE"(1-888-DIG-SAFE) AT LEAST 72 HOURS IN ADVANCE OF ANY WORK THAT WILL REQUIRE EXCAVATION. CONTRACTOR SHALL NOTIFY THE OWNERS REPRESENTATIVE OF ANY CONFLICTS IN WRITING.
- NO PLANT MATERIAL SHALL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA, ANY TREES NOTED AS "SEAL OR SELECTED SPECIMEN" SHALL BE TAGGED AND SEALED BY THE LANDSCAPE ARCHITECT.
- ALL TREES SHALL BE BALLED AND BURLAPPED (B&B) UNLESS OTHERWISE NOTED OR APPROVED BY THE OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT.
- CONTRACTOR SHALL VERIFY QUANTITIES SHOWN ON PLANT LIST. QUANTITIES SHOWN ON PLANS SHALL GOVERN OVER PLANT LIST.
- ANY PROPOSED PLANT SUBSTITUTIONS MUST BE APPROVED IN WRITING BY OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT.
- ALL PLANT MATERIALS INSTALLED SHALL MEET THE GUIDELINES ESTABLISHED BY THE STANDARDS FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERMEN.
- ALL PLANT MATERIALS SHALL BE GUARANTEED FOR ONE YEAR FOLLOWING DATE OF ACCEPTANCE.
- ALL DISTURBED AREAS NOT OTHERWISE NOTED SHALL RECEIVE 4" OF LOAM AND SEED. LAWNS WITH OVER 3:1 SLOPES SHALL BE PROTECTED WITH AN EROSION CONTROL BLANKET.
- ANY FALL TRANSPLANTING HAZARD PLANTS SHALL BE DUG IN THE SPRING AND STORED FOR FALL PLANTING.
- TREES SHALL HAVE A MINIMUM CALIPER OF 2 1/2" ONE FOOT ABOVE THE ROOT CROWN
- ALL PLANT BEDS AND TREE SAUCERS TO RECEIVE 3" OF PINE BARK MULCH, AND GROUND COVER AREAS SHALL RECEIVE 1" OF PINE BARK MULCH.
- ALL DECIDUOUS TREES ADJACENT TO WALKWAYS AND ROADWAYS SHALL HAVE A BRANCHING PATTERN TO ALLOW FOR A MINIMUM OF 7' OF CLEARANCE BETWEEN THE GROUND AND THE LOWEST BRANCH.
- CONTRACTOR RESPONSIBLE FOR WATERING, AND RESEEDING OF BARE SPOTS UNTIL A UNIFORM STAND OF VEGETATION IS ESTABLISHED AND ACCEPTED.
- ALL PARKING ISLANDS PLANTED WITH SHRUBS SHALL HAVE 24" OF TOP SOIL. FINISH GRADE SHALL BE EQUAL TO THE TOP OF CURB.
- SOIL SAMPLES AND TESTS SHALL BE PROVIDED TO THE LANDSCAPE ARCHITECT OR THE OWNER.
- REFER TO NEW ENGLAND WETLAND PLANS, INC (WWW.NEWP.COM) FOR CURRENT SEED MIXES & APPLICATION RATES.



R:\PROJECTS\1362-16\CIVIL\DRAWINGS\CURRENT\1362-16_LANDSCAPE.DWG



DIG SAFE



BEFORE YOU DIG
CALL 811 OR
1-888-DIG-SAFE
1-888-344-7233



Digitally signed by Michael
Malynowski
Date: 2021.09.03 13:57:21 -04'00'

**ISSUED FOR
REVIEW**
AUGUST 30, 2021

REGISTERED LANDSCAPE ARCHITECT FOR
ALLEN & MAJOR ASSOCIATES, INC.

OWNER: **SOMERBRIDGE HOTEL LLC**
c/o JAL HOSPITALITY DESIGN, LLC
10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155

PROJECT: **191 ROOM DUAL BRAND HOTEL**
263 MONSIGNOR O'BRIEN HIGHWAY
CAMBRIDGE, MA

1 McGRATH HIGHWAY
SOMERVILLE, MA

PROJECT NO. **1362-16** DATE **MARCH 12, 2021**

SCALE: DWG: **1362-16_Landscape**

DESIGNED BY: **BCD** CHECKED BY: **MM**

PREPARED BY:

ALLEN & MAJOR ASSOCIATES, INC.
civil engineering • land surveying
environmental consulting • landscape architecture
www.allenmajor.com

400 HARVEY ROAD
MANCHESTER, NH 03103
TEL: (603) 627-5500 FAX: (603) 627-5501

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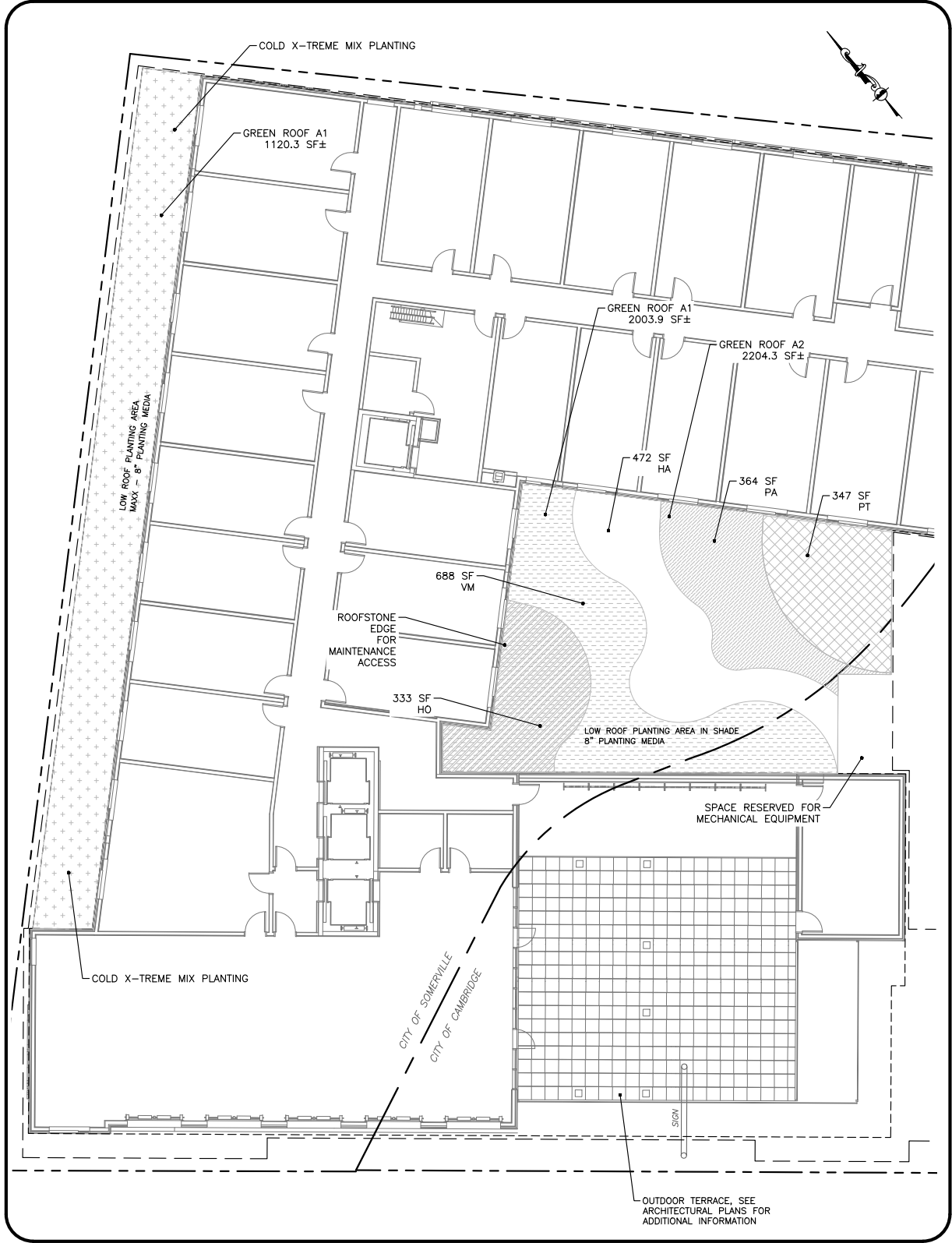
LANDSCAPE PLAN

C-5A

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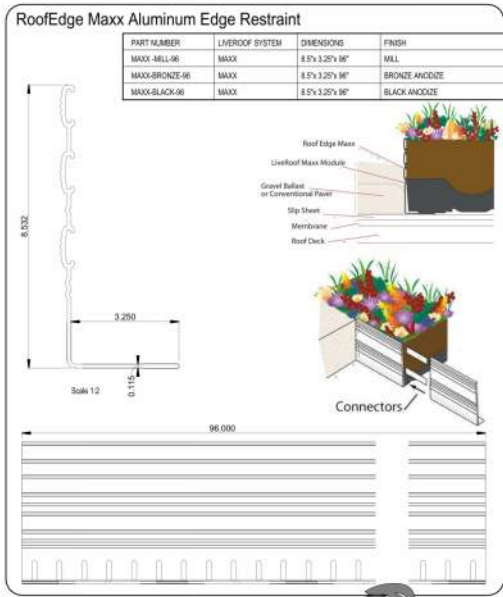


GREEN ROOF AREAS PLAN
SCALE: 1"=10'

1

PLANTING SCHEDULE -GREEN ROOF PERENNIALS IN 8" MAXX MEDIA IN SHADE

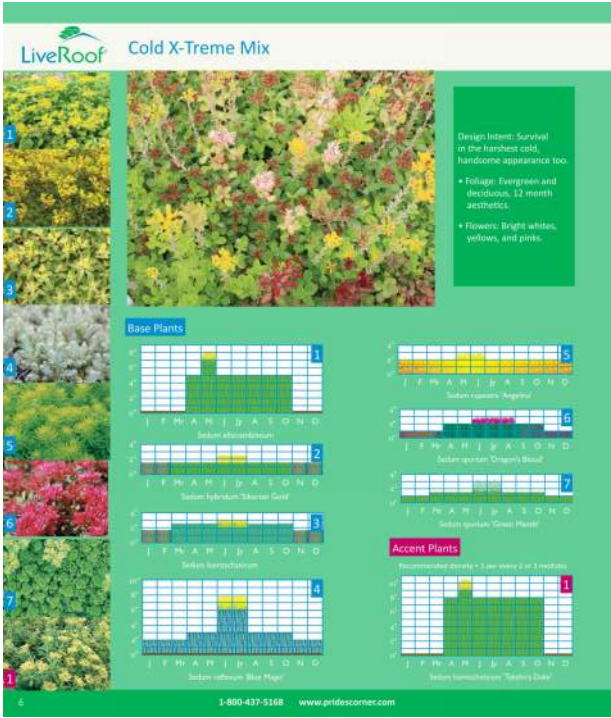
KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	MIN. SIZE	SPACING	COMMENTS
SHADE PERENNIALS						
KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	MIN. SIZE	SPACING	COMMENTS
HA	472	HAKONECHLOA 'ALL GOLD'	ALL GOLD JAPANESE FOREST GRASS	1 QT.	12" O.C.	STAGGERED
HO	333	HOSTA 'BLUE CADET'	BLUE CADET HOSTA	1 QT.	12" O.C.	STAGGERED
PT	347	PACHYSANDRA TERMINALIS	PACHYSANDRA	1 QT.	12" O.C.	STAGGERED
PA	364	POLYSTICHUM ACROSTICHOIDES	CHRISTMAS FERN	1 QT.	12" O.C.	STAGGERED
VM	688	VINCA MINOR 'BOWLES'	BOWLES MYRTLE	1 QT.	12" O.C.	STAGGERED



LIVE ROOF - MAXX 8" EDGE SYSTEM
NTS

2

- NOTES:
- LIVE ROOF PLANT MIXES TO BE ORDERED FROM PRIDE'S CORNER NURSERY OR EQUAL. TO BE CUSTUM GROWN IN THE LITE OR MAXX MEDIA CELLS. WWW.PRIDESCORNER.COM WHOLESALE YARD - (860) 642-3974 WHOLESALE@PRIDESCORNER.COM PHYSICAL ADDRESS PRIDES CORNER NURSERY 122 WATERMAN ROAD LEBANON, CT 06249
 - ALL GREEN ROOF AREAS TO HAVE SPRAY IRRIGATION. SEE CHECKLIST ON C-8

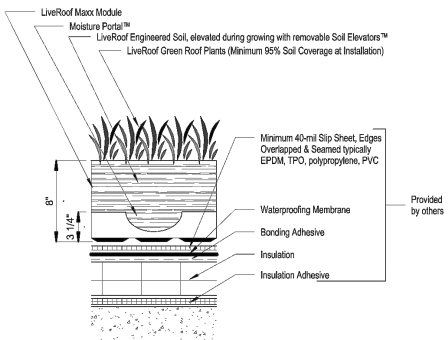


LIVE ROOF - PLANT MIX CUT SHEETS FROM PRIDE'S CORNER NURSERY
NTS

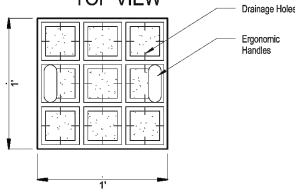
4

LiveRoof MAXX 8" System
Over Conventional Roofing Assembly

SIDE VIEW



TOP VIEW



LiveRoof System Saturated Weight: 55-65 lbs / sf

LIVE ROOF - MAXX 8" PLANTING SYSTEM
NTS

3



Digitally signed by Michael Malynowski
Date: 2021.09.03 13:59:20 -04'00'

ISSUED FOR REVIEW
AUGUST 30, 2021

REGISTERED LANDSCAPE ARCHITECT FOR
ALLEN & MAJOR ASSOCIATES, INC.

REV DATE DESCRIPTION

OWNER: SOMERBRIDGE HOTEL LLC
c/o JAL HOSPITALITY DESIGN, LLC
10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155

PROJECT: 191 ROOM DUAL BRAND HOTEL
263 MONSIGNOR O'BRIEN HIGHWAY
CAMBRIDGE, MA
1 McGRATH HIGHWAY
SOMERVILLE, MA

PROJECT NO. 1362-16 DATE MARCH 12, 2021

SCALE AS SHOWN DWG. 1362-16 Landscape

DESIGNED BY: BCD CHECKED BY: MM

PREPARED BY:

ALLEN & MAJOR ASSOCIATES, INC.
civil engineering • land surveying
environmental consulting • landscape architecture
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MANCHESTER, NH 03103
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DRAWING TITLE: ROOFTOP LANDSCAPING PLAN & DETAILS

SHEET No.

C-7



10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155

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10 CABOT ROAD, SUITE 209
MEDFORD, MA 02155



City of Somerville

URBAN DESIGN COMMISSION

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

DESIGN REVIEW RECOMMENDATION

1 McGrath Highway

October 4, 2021

The Urban Design Commission (UDC) met virtually via GoToWebinar on August 24, 2021, and September 14, 2021, to review the **6-Story Commercial Building** proposed at 1 McGrath Hwy in the High Rise (HR) zoning district in 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 architectural 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 building schematic designs. Recommendations that were incorporated into the design through the review process included further development of the building and public realm landscaping, and creating digital renderings of all façade design concepts that show detailed differentiation between them at the same perspectives.

Following a presentation of the revised design by the Applicant and review of the design guidelines for the HR district, the Commission provided the following final guidance and recommended modifications:

- Further detailing of the vertical and horizontal siding is needed; Design needs to maximize window depth, so the building massing does not appear flat.
- Vehicular drop-off should incorporate pavers to establish the space as pedestrian-forward. Pattern and color should be explored to differentiate pedestrian-only and mixed modal spaces.
- The crosswalk at the vehicular drop-off should be evaluated to prioritize the pedestrian experience.

The Commission voted unanimously (3-0) to recommend façade option 1, voted unanimously (3-0) that all the design guidelines for the HR district were not satisfied but project can move forward in site plan approval process but will need to return to the Commission later to remedy underlying façade design concerns, and voted

unanimously (3-0) that a final materiality palate needs to be reviewed by the Commission along with a building mockup.

Attest, by the voting membership:

Tim Talun
Deborah Fennick
Andrew Arbaugh

Attest, by the meeting Co-Chairs:

Sarah Lewis
Luisa Oliveria



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

[Type here]

Preferred Façade Option



REMAINING CONCERN
Further detailing of façade design



REMAINING CONCERN
Entrance paving



Additional paver needed.

URBAN DESIGN COMMISSION REPORT

Property: 1 McGrath Highway
Applicant/Owner: Somerbridge Hotel, LLC
Agent: Adam Dash, Esq.
Zoning District: High-Rise (“HR”)
Case#: P&Z 21-028

This matter went before the Somerville Urban Design Commission (“UDC”) on August 24, 2021 and on September 14, 2021.

The preferred design was presented to the UDC along with 2 alternative façade options and a landscape plan. The UDC’s review was focused on the Somerville portion of the Property, as a portion of the Property is in Cambridge and is subject to that City’s own process. The UDC decided to recommend the preferred design, with some revisions, out of the three options presented.

The UDC’s comments were as follows:

-provide textured pavers at the front entry of the building along the driveway, rather than stamped asphalt, to make it more pedestrian-friendly. Applicant was asked to call out the specific material, color and pattern.

- A Unilock paver of varying sizes and grey hues was added to the pedestrian sidewalk in Somerville and continuing along the West façade of the building at the main vehicular entrance walkway. In addition, an exposed aggregate concrete was added, boarded by a lighter concrete creating a decorative pattern from the building façade on the highway, until the parking lot at the rear of the building. The pavers at the walkway and exposed aggregate at the drive aisle comprise the entire vehicular drop off area under the building overhang. This not only makes the entrance more inviting, it also provides safety to the hotel guests. This is indicated on sheet C-8.

-look at adjusting the island between the Property and the abutting project being proposed at 15 McGrath Highway. It needs to be determined where the island will terminate

- This island has been extended to the property line which limits the width of the sidewalk at the signaled intersection. This is to help ensure the safety of guests and pedestrians who are directed into the crosshatched pathway, and not walking through an unmarked drive aisle. This island will be landscaped both as it wraps into the hotel drop off, and around the corner up the western property line, abutting 15 McGrath. This is indicated on sheet C-2 and the Green Score Figure.

-group the dedicated bicycle parking together

- All long term bicycle spaces for Somerville are grouped together behind the parking spaces located in Somerville. These are 100% covered by building above. The short term parking spaces are grouped together between the decorative street trees along Monsignor O’Brien Highway. This is indicated on sheet C-2.

-create more visual interest on the façade by maximizing the façade shadows and potentially deepening the windows to make it feel less flat

- Per zoning section 5.13.g, all materials will have surface relief of a minimum of 4" to ensure shadow lines create visual interest and eliminate the concern of a flat façade.

-provide more details about the second floor green roof and explore incorporating additional species

- Additional species were added to the green roof with a more organic form. This has been updated on sheet C-7.

-Review the size of the cornice on the Sixth Floor to be more in scale aesthetically with the other building cornices. Possibly remove or reduce it in size to match the cornice on the floor below

- The 6th floor cornice has been reduced in depth to match that of the 5th floor band. This has been updated on the Exterior Elevations and 3D views.

-The bump in the building at the property line is very successful in showing the separation between the cities of Somerville and Cambridge. This should be continued at the Sixth Floor rooftop element, as well to carried through the façade.

- Continuing the bump in the building on the Cambridge side of the municipal line between the two cities was not able to be accommodated due to floor area ratio ("FAR") requirements in Cambridge and the need to meet provisions of the Somerville Zoning Ordinance.

The UDC recognized that it was difficult to evaluate the side of the building facing the future ramp to the Community Path until the ramp and Path are fully designed. As the City needs to coordinate the ramp, and as an easement will be needed from the MBTA, the Mobility Department will have to be involved. This UDC review does not cover the ramp, as it is in Cambridge and as it has not been designed yet.

The UDC also recognized that Applicant does not control most of the public realm at the Property and that Applicant is not responsible for that public realm design and work, much of which is within the control of the Massachusetts Department of Transportation.

The UDC asked for a mock up to see how the materials come together. The Applicant agreed to provide that.

- An onsite, exterior mock-up will be provided when construction begins on site.

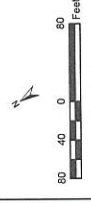
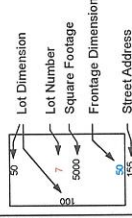
The UDC voted unanimously that the design guidelines for the HR zoning district had not been satisfied and that the project will need to return to the UDC for more discussion of the public realm when the public realm is more developed. Nevertheless, the UDC unanimously voted that Applicant is able to move forward with its permitting process.

The UDC voted unanimously to recommend that Applicant incorporate the additional design guidance provided by the UDC and that Applicant provide a mock up panel.



Assessors Map

- Parcel Boundary
- Block/ROW Boundary
- Other ROW Boundary
- Assessor Map Boundary
- Water Body
- Building
- Railroad ROW

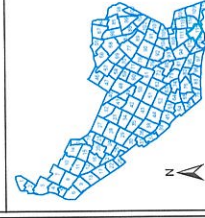


1" = 80'

July 1, 2018

Sources: Rights-of-way and building footprints were originally developed from Boston Edison Company records and were updated by the City of Somerville. Parcel data were originally developed from assessor maps by CDM Smith based on City of Somerville records.

NOTE: The data represented on these maps indicate stations and decked locations of streets and are not intended to be used as a legal survey. They are NOT survey data and should not be treated as such.



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