



City of Somerville

PLANNING BOARD

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

TO: Planning Board
FROM: OSPCD Staff
SUBJECT: 1 McGrath Hwy, P&Z 21-028
POSTED: April 13, 2023

RECOMMENDATION: Approve with Conditions (SPA)
Approve with Conditions (SP for Hotel Use)
Approve with Conditions (SP for Parking Relief)

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

This memo summarizes the development review application submitted for 1 McGrath Hwy, identifies any additional discretionary or administrative development review that is required by the Somerville Zoning Ordinance, and provides related analysis or feedback as necessary. The application was deemed complete on January 30, 2023, and is scheduled for a public hearing on April 6, 2023. Any Staff-recommended findings, conditions, and decisions in this memo are based on the information available to date prior to any public comment at the scheduled public hearing.

LEGAL NOTICE

Somerbridge Hotel, LLC proposes to develop a six (6) story General Building and establish a Hotel use in the High Rise (HR) district, which requires Site Plan Approval and Special Permits for the Hotel use and relief from parking standards.

SUMMARY OF PROPOSAL

Somerbridge Hotel, LLC is proposing to construct a 6-story LEED Platinum General Building and to establish a Hotel use. The proposed development will produce 86,765 square feet of commercial space (63,560 of which will be in Somerville), 199 hotel rooms, 13 motor vehicle parking spaces (none of which will be in Somerville), 18 long-term bicycle parking spaces and 9 short-term bicycle parking spaces, and a proposed landscape that will earn a Green Score of 0.2002. The proposal requires a Special Permit for the Hotel use and a Special Permit for relief from the minimum motor vehicle parking requirement, as the Applicant is providing only 13 parking spaces – none of which will be located in Somerville – where 77 parking spaces are required to accommodate the hotel and ACE space that will be located in Somerville.

BACKGROUND

1 McGrath Hwy is located in the 0.5mi Transit Area in High Rise (HR) zoning district in the Twin City neighborhood represented by Ward 2 Councilor JT Scott. Establishing a General Building in the HR district requires Site Plan Approval. Site Plan Approval is the administrative review and approval of conforming development to address any potential impacts as necessary. Under the Somerville Zoning Ordinance, a Hotel use in the HR zoning district requires a Special Permit. The Applicant is also seeking relief from parking standards for the development, which requires an additional Special Permit. The Planning Board is the decision-making authority for all (non-variance) discretionary or administrative permits required for the HR zoning district.

The site at 1 McGrath Hwy is partially within the City of Somerville and partially within the City of Cambridge. The Somerville Planning Board has purview over all elements of the site within Somerville's municipal boundaries. City Staff have reviewed the application holistically but have provided comments and conditions based on the programming and site and building plans within Somerville municipal boundaries. City Staff cannot propose conditions related to the project within the Cambridge municipal boundaries; any such conditions are not enforceable. The proposed development also requires review from the City of Cambridge, as established in their zoning ordinance.

The Inspectional Services Department has determined that the General Building, as designed, requires a Hardship Variance for façade build out on the primary façade. The Applicant is in the process of applying to the Zoning Board of Appeals, the decision-making authority for variances, for this Hardship Variance.

The Applicant previously applied for – and received – a Special Permit with Site Plan Review (SPSR) under the old zoning ordinance in March 2019. The ZBA approved the SPSR for a 6-story, 135-room extended stay hotel, and extended the permit's validity in March 2020. The Applicant allowed the permit to expire and applied for a significantly updated project with a new application under the current zoning. The site program has been modified from an extended stay hotel to a more upscale hotel with a greater number of rooms, as well as ACE space.

NEIGHBORHOOD MEETINGS

The first neighborhood meeting was hosted by Ward 2 Councilor JT Scott and the applicant on July 1, 2021, via the GoToWebinar meeting platform. The Applicant reviewed the proposal, and attendees asked questions about the ramp through the property and extended Community Path behind the site, parking and traffic, sustainability site design, tree installation and maintenance, and snow removal plans.

The second neighborhood meeting was hosted by Ward 2 Councilor JT Scott and the applicant on October 19, 2021, via the GoToWebinar meeting platform. The Applicant reviewed the updates to the proposal, and attendees asked questions about when the hotel would open, the Community Path, and trees along McGrath Highway.

The Applicant's neighborhood meeting reports are included in the Application Narrative.

DESIGN REVIEW

The proposal was reviewed by Somerville Urban Design Commission via the GoToWebinar meeting platform on August 24, 2021, and September 14, 2021. The Commission provided its official recommendation on October 4, 2021. The UDC voted to recommend a façade option and voted that while the design guidelines for the HR district were not satisfied, the project can move forward but would need to return to the UDC later to remedy underlying façade design concerns. The UDC provided additional guidance and recommended modifications on the proposed design, and also voted to recommend that the final materiality palette be reviewed by the Commission, along with a building mockup.

The UDC Design Review Recommendation and the Applicant's Urban Design Commission Report – which includes responses to the UDC's concerns – are included in the Application Narrative.

ANALYSIS

This is the second of multiple proposals for this stretch of McGrath Highway that Staff anticipates will be before the Board in the coming months (the first being 15 McGrath Highway). These proposals are capitalizing on public investments into transportation infrastructure in the area (including the extension of the Green Line and Community Path, and MassDOT's planned improvements for this section of McGrath Highway) and will contribute to this section of McGrath growing in prominence as a commercial destination.

As there are multiple proposals for new buildings in this area moving through the process at the same time, some have coordinated with one another on changes that will have impacts beyond the limits of one property. In particular, this Applicant has coordinated with the neighboring 15 McGrath to proposed changes to the surrounding area that, if both projects are approved, both properties will contribute to and benefit from. That said, the proposal at 15 McGrath is a separate project and will not be discussed in this memo except in reference to the changes on which the Applicant has collaborated with that team.¹

Site and Building Design

The site and building designs have undergone some changes since the Urban Design Commission's review and recommendations. The changes have been made to the building's sixth floor, and additional windows have been included on the primary façade. As noted above, although the UDC voted that the design guidelines for the HR district had not been satisfied, the application should move forward with the condition that the

¹ The Planning Board voted to approve the application for Site Plan Approval of a 9-story LEED Platinum Lab Building at 15 McGrath Hwy on March 17, 2022.

Applicant return to the UDC to confirm that the façade design concerns have been remedied. The UDC also recommended that the Applicant return to the UDC to review the final materiality palette, along with a building mockup. This condition has been drafted and included in the Permit Conditions section of this Memo.

Sustainability

The proposed building is being designed to be LEED Platinum certifiable. OSE Staff recommended considering air quality within the building, due to the proximity of the site to the highway. However, they noted that this consideration is a recommendation to the Applicant only; it is not a requirement.

ACE Requirement

The Applicant has proposed Arts and Creative Enterprises (“ACE”) space on the sixth (6th) floor, where space will be leased to an ACE principal use entity as a cinema. The cinema space will be operated by an entity separate from the hotel management. ISD has determined the proposed space meets the SZO requirement.

Landscape Design and Green Score

Following the submission of a complete application and throughout recent months, the Applicant has continued to coordinate with PSUF and PPZ Staff to provide an updated Landscape Plan with a compliant Green Score. The most recently revised plan, dated March 31, 2023, includes updated memoranda reviewing the changes made at the request of PSUF to ensure compliance. The updated plans demonstrate a Green Score of 0.2703, which PSUF Staff have confirmed is correct and compliant. PSUF Staff have recommended a condition of approval that all plantings and Green Score compliance must be confirmed prior to the issuance of a Certificate of Occupancy. Staff have included such a condition.

The memoranda also note the existence of several trees onsite that the Applicant argues should not be considered “Significant Trees” or retained. They state that the vegetation poses a threat to the structural integrity of the existing stone retaining wall, and is proposed to be removed and replaced with other vegetation, as shown in the Landscape Plan. PSUF Staff concur that the existing trees should not be considered “Significant Trees” and are in the process of issuing a Tree Removal Permit Exemption for the site.

PSUF Staff have provided review and comments for all landscaping within the City of Somerville. The Applicant has proposed additional landscaping, including multiple street trees, for the site that are within the City of Cambridge. These improvements are not within the purview of the City of Somerville and have not been evaluated.

Parking, Transportation, and Mobility Impacts

The property is located in a Half Mile (0.5-mile) Transit Area, being approximately halfway between the Lechmere and East Somerville stations on the Green Line. The Applicant is requesting a Special Permit for relief from the parking standards to provide no on-site motor vehicle parking spaces within Somerville. The project includes thirteen

(13) motor vehicle parking spaces on the Cambridge portion of the property, and six (6) dedicated parking spaces in the adjacent garage at 15 McGrath Highway (which will be used as replacement spaces for those lost when the pedestrian/bicycle Community Path Connector Ramp is constructed. All parking for the hotel is proposed to be professionally managed, valet parking. Mobility Staff have noted that valet parking requires a Valet Parking Permit and compliance with the regulations described in the Traffic Commission Traffic Regulations. Staff have proposed a related condition of approval.

The project includes nine (9) short-term bicycle parking spaces and eighteen (18) long-term bicycle parking spaces to comply with Somerville bicycle parking requirements, and one (1) short-term and three (3) long-term bicycle parking spaces to comply with Cambridge requirements (10 short-term and 21 long-term bicycle parking spaces total). The proposed bicycle parking complies with the requirements of the SZO.

The Somerville Zoning Ordinance requires Hotel uses to provide shuttle services, which the Applicant has agreed to in their approved Mobility Management Plan (MMP). The approved MMP includes several proposed programs and services – for both guests and employee – to mitigate transportation impacts on the surrounding area, including (but not limited to) support for bicycling programs, promotion of and support for public transportation options, and posted information about alternative modes of transportation.

In addition to the proposed mobility management strategies, the Applicant is collaborating with the developers of 15 McGrath Highway to implement additional improvements if both projects receive all necessary approvals. The first improvement is the proposed creation of a 14-foot ramp on the east side (Cambridge side) of the Applicant's property that would allow the MBTA to connect the newly built Community Path to McGrath Highway. The Applicant, along with the developers of 15 McGrath Highway, have agreed to fund the design and construction of the ramp, as long as the "CPX Spur" connecting the ramp to the main portion of the Community Path is designed and constructed by others, and both projects receive permits and are completed. Mobility Staff have emphasized that the Applicant should continue to work with the Cities of Somerville and Cambridge to ensure the design of the ramp supports proper safety and connectivity to nearby bicycle infrastructure. Staff have proposed a condition to address this recommendation.

The second change would be to the vehicular access plans for both 1 and 15 McGrath Hwy. While each project has proposed an independent plan for allowing motor vehicles to enter and exit their site, if both projects are approved the two teams have agreed to consolidate their exit plans to reduce the overall impact of their projects on McGrath Highway. Specifically, the two projects would have one shared exit onto McGrath Highway at the Rufo Road intersection, which would allow for the simplification of signal timing at Rufo Road. The two properties, however, would maintain their separate entrances. The Applicant will have an entrance to their property to the right of the building; the entrance is wide enough that if the plan for a shared exit does not come to

fruition, this area could also be used as an exit. The Applicant has included site plan scenarios that show how the site would be developed if (1) both 1 McGrath and 15 McGrath are developed, (2) if 1 McGrath is developed but 15 McGrath is not, and (3) a temporary situation during the construction of both properties. Staff have proposed several conditions related to the design of entrances and exits onto McGrath Highway to ensure continued coordination and acceptable design and implementation of improvements.

Mobility Staff have conducted a thorough review of all plans and mobility-related documents. In addition to the proposed mobility- and public improvement-related conditions, as well as the information already provided in this Memo, have provided the following comments:

- **Traffic impact analysis:** The Applicant was required to conduct and submit a Transportation Impact Study (TIS). The project is anticipated to generate 1,112 weekday daily trips. At intersections within the study area, no approaches are anticipated to decline in Level of Service between the 2022 Existing and 2022 Build conditions. The 2027 Future (Design Year Build) traffic volumes factors in traffic growth, anticipated trips from planned nearby development projects, and future roadway changes. This analysis forecasts that a number of intersections may decline in Level of Service. These traffic impacts are addressed in the mitigation commitments the Applicant has committed to and referenced in the below conditions.
- **Mobility Management Plan conditions:** The Mobility Division notes that the TIS should be reviewed alongside the approved Mobility Management Plan. The Mobility Management Plan and the final approval letter from the Director of Mobility include final agreed upon conditions, including some that are specific to the Applicant's proposed hotel use.
- **Transit capacity:** A Transit Capacity analysis was conducted by the Applicant, and additional trips generated from the Project will not exceed MBTA crowding thresholds.
- **Motor vehicle site access:** The Applicant's TAP shows two existing curb cuts on McGrath Highway being joined to create a single, longer curb cut that serves an access road and a driveway. The access road is shown to serve a bi-directional traffic shared with the proposed 15 McGrath Highway development, when completed. The driveway is shown to serve enter-only access to the proposed pick-up/drop-off zone. The proposed joining of these curb cuts widens the pedestrian crossing and area where pedestrians are vulnerable to potential conflict with vehicles. The Mobility Division has recommended that the Applicant redesign this curb cut to create a continuous sidewalk-level crossing across the curb cut and separate it from the 15 McGrath Highway curb cut to reduce pedestrian exposure. Staff have included a condition addressing this recommendation.

CONSIDERATIONS & FINDINGS

The Planning Board is required by the Somerville Zoning Ordinance to deliberate each of the following considerations at the public hearing. The Board must discuss and draw conclusions for each consideration, but may make additional findings beyond this minimum statutory requirement.

Site Plan Approval Considerations

1. The comprehensive plan and existing policy plans and standards established by the City.
2. The intent of the zoning district where the property is located.
3. Mitigation proposed to alleviate any impacts attributable to the proposed development.

Hotel or Hostel Use Special Permit Considerations

1. The comprehensive plan and existing policy plans and standards established by the City.
2. The intent of the zoning district where the property is located.
3. Compatibility with the level of activity associated with the surrounding properties.
4. 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.
5. 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.

Parking Relief Special Permit Considerations

1. The comprehensive plan and existing policy plans and standards established by the City.
2. The intent of the zoning district where the property is located.
3. The supply and demand of on-street parking in the neighborhood, as determined through a parking study.
4. Mobility management programs and services provided by the applicant to reduce the demand for parking.
5. That parking provided in excess of any maximum permitted does not result in the increase in impervious lot area.

Information relative to the required considerations is provided below:

Site Plan Approval and Special Permits

1. *The comprehensive plan and existing policy plans and standards established by the City.*

Staff believe the proposal will help achieve the following objectives and goals from SomerVision 2040, the comprehensive Master Plan of the City of Somerville:

- Invest in the growth of a resilient economic base that is centered around transit, generates a wide variety of job opportunities, creates an active daytime population, supports independent local businesses, and secures fiscal self-sufficiency.
- Promote a dynamic urban streetscape that embraces public transportation, reduces car dependence, and is accessible, inviting, and safe for all pedestrians, bicyclists, and transit riders.
- Add jobs. Prioritize commercial development until the number of jobs in Somerville is equal to the number of working residents.
- Encourage more commercial development. Develop sufficient commercial property to generate 50% of property tax revenue from commercial sources.
- Promote sustainability in commercial development. Ensure that commercial development uses sustainable design, technology, and practices.
- Reduce [space dedicated to personal vehicles]. Minimize the overall space in Somerville dedicated to personal vehicles.
- Reduce demand [for vehicular parking and personal vehicle use]. Parking and personal vehicle use take up a lot of space and are not the best use of our land, [and] we should reduce the space available for parking and personal vehicle use.
- Prioritize walking, biking, and transit access. Cities are more enjoyable, safer, and more economically prosperous when more space is dedicated to people than cars. Use reclaimed space to create new public spaces, safe infrastructure for sustainable mode users, and other community uses

2. The intent of the zoning district where the property is located.

The intent of the HR zoning district is, in part, “[t]o 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 intent of the SZO more generally includes, but is not limited to, the following:

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

- To establish parking policies that support transit-oriented development and a walkable, human-scaled urban environment.
- To encourage the use of public transportation, bicycling, and walking in lieu of motor vehicle use when a choice of travel mode exists.
- To allow flexibility in how parking is provided by allowing shared and/or off-site arrangements in order to accommodate the parking of motor vehicles in a manner that is less disruptive to the urban environment
- To balance the supply of off-street parking with local thoroughfare network capacity.

Site Plan Approval Specific

3. Mitigation proposed to alleviate any impacts attributable to the proposed development.

Staff believe that, as conditioned, the mitigation proposed properly alleviates any impacts attributable to the proposed development.

Hotel Use Special Permit Specific

4. Compatibility with the level of activity associated with the surrounding properties.

Staff believe that a Hotel Use on this site is compatible with the level of activity associated with the surrounding properties, which include existing and proposed commercial activities, including other hotel uses.

5. 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.

Staff believe that the local thoroughfare network retains sufficient capacity to provide access to the site and, as conditioned and with the proposed mitigation, the Hotel Use will have minimal impacts on the vehicular traffic and circulation patterns in the neighborhood. As conditioned and with the proposed improvements to pedestrian and bicycle infrastructure and to the Community Path, Staff believe the proposal will improve pedestrian and bicycle circulation.

6. 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.

Staff believe that the location of the principal entrance, guest drop-off area, vehicular queuing area and proposed valet parking service, outdoor amenity space, and pedestrian circulation are properly designed to maximize the functionality of the site, mitigate potential impacts, and support the Hotel Use.

Parking Relief Special Permit Specific

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

The McGrath/O'Brien Highway corridor does not allow for on-street parking in this area, and no on-street parking is present within Somerville in the immediate vicinity.

8. *Mobility management programs and services provided by the applicant to reduce the demand for parking.*

Staff believe that the programs and services proposed in the approved Mobility Management Plan, and the conditions in the related Approval Letter signed by the Director of Mobility, appropriately reduce the demand for parking.

9. *That parking provided in excess of any maximum permitted does not result in the increase in impervious lot area.*

This consideration is not applicable.

PERMIT CONDITIONS

Please note that the proposed conditions are numbered for ease of reference during discussion.

Should the Board approve the required **Site Plan Approval for the 6-story General Building**, Planning & Zoning Staff recommends the following conditions:

Permit Validity

1. This Decision must be recorded with the Middlesex South Registry of Deeds.
2. A written narrative or descriptive checklist identifying the completion or compliance with permit conditions must be to the Inspectional Services Department at least ten (10) working days in advance of a request for a final inspection.

Public Record

3. If the Board requires any changes to the submitted plans, digital copies of all applicable application materials reflecting those changes must be submitted to the Planning, Preservation & Zoning Division for the public record. Materials must be submitted in accordance with the document format standards of relevant Submittal Requirements.
4. A digital copy of the recorded Decision stamped by the Middlesex South Registry of Deeds must be submitted to the Planning, Preservation, & Zoning Division for the public record.

Legal Agreements

5. Development must comply with the Development Covenant by and between the City of Somerville and Somerbridge Hotel, LLC, dated **MONTH XX, 2023**, as amended.

Construction Documents

6. Construction documents must be substantially equivalent to the approved plans and other materials submitted for development review.

Site & Building Design

7. Utility and mechanical equipment is not permitted on any façade or within the frontage area.
8. Electrical transformers and other mechanical equipment are not permitted above ground within the frontage area.
9. The Applicant shall return to the UDC to review the final materials palette and façade design and building mockup prior to the issuance of a Building Permit.
10. This Decision does not qualify as approval of any signage for the proposed building. All signage must comply with the Somerville Zoning Ordinance.
11. Material specifications from suppliers must be submitted to confirm fenestration glazing is compliant with the VLT and VLR ratings required by the Somerville Zoning Ordinance.
12. An outdoor lighting plan and supplier cut sheet specifications of chosen lighting fixtures must be submitted to confirm compliance with Section 10.6 Outdoor Lighting of the Somerville Zoning Ordinance. The site photometric plan must include a keyed site plan identifying the location of all luminaires; total site lumen limit table (calculations from the SZO); lighting fixture schedule indicating the fixture type, description, lamp type, lumens, color temperature, color rendering index, BUG rating, mounting height, and wattage of all luminaires; and notation of any timing devices used to control the hours set for illumination.

Sustainability

13. The Applicant or their successor in interest must submit all Stage 2 documentation required by the Office of Sustainability & Environment's LEED Certifiability Requirements.
14. The Applicant or their successor in interest must submit all Stage 3 documentation required by the Office of Sustainability & Environment's LEED Certifiability Requirements.

Public Improvements

15. A public right-of-way or pedestrian access easement must be provided in perpetuity by a covenant or other deed restriction for the full area of the sidewalk provided within the frontage area of the lot. Final easement language must be approved by the City Solicitor. The easement must be

- recorded at the Middlesex Registry of Deeds prior to application for a Certificate of Occupancy.
16. The property owner is responsible for all of the regular and long-term maintenance, replacement, insurance, and other applicable costs associated with all on-site sidewalk improvements.
 17. The Applicant or their successor shall submit a Construction Management Plan (CMP) for Engineering and Mobility Division review and comment at least twenty-one (21) days prior to submission of a Building Permit application. The CMP must be coordinated with MassDOT and the abutting project at 15 McGrath Highway to minimize construction impacts to the state highway.
 18. The Applicant or their successor must submit final designs for all project elements on the McGrath Highway Right-Of-Way for review and approval by relevant City of Somerville departments (including, but not limited to, Engineering, Mobility, and PPZ) prior to application for any Building Permit and prior to application for a MassDOT Access Permit.
 19. The Applicant or their successor shall modify the curb cut on McGrath Highway to include a continuous sidewalk-level crossing to be separated from the 15 McGrath Highway curb cut. Final design must be approved by relevant City of Somerville departments (including, but not limited to, Engineering, Mobility, and PPZ) prior to application for any Building Permit and prior to application for a MassDOT Access Permit.
 20. To mitigate transportation impacts, the Applicant or their successor shall install a two-way bicycle facility along the frontage of the project to connect the pedestrian/cyclist crossing on the east side of the McGrath Highway/Rufo Road intersection to the Community Path Connector Ramp along the east side of the project. Final design must be approved by relevant City of Somerville departments (including, but not limited to, Engineering, Mobility, and PPZ) prior to applying for any Building Permit and prior to applying for a MassDOT Access permit.
 21. To mitigate transportation impacts, the Applicant or their successor shall install a new crosswalk across McGrath Highway on the east side of the Rufo Road/McGrath Highway intersection. Final design must be approved by relevant City of Somerville departments (including, but not limited to, Engineering, Mobility, and PPZ) prior to applying for any Building Permit and prior to applying for a MassDOT Access permit.
 22. The Applicant or their successor shall continue to coordinate with the City, MassDOT, and the proposed developments at 15 McGrath Highway and 35 McGrath Highway to ensure cohesive design and implementation of changes to the adjacent sections of McGrath Highway and the McGrath Highway/Rufo Road intersection. Final designs must be approved by relevant City of Somerville departments (including, but not limited to, Engineering, Mobility, and PPZ) prior to applying for any Building Permit and prior to applying for a MassDOT Access permit.
 23. The Applicant or their successor shall coordinate with the Cities of Somerville and Cambridge to design and construct the ramp connection to

the Community Path. Final designs must be approved by relevant City of Somerville departments (including, but not limited to, Engineering, Mobility, and PPZ) to ensure the design supports proper safety and connectivity to nearby bicycle infrastructure.

Mobility

24. All bicycle racks shown alongside a wall in the project Transportation Access Plan must be placed at least one foot away from the wall to allow for proper bicycle parking positioning.
25. The Applicant or their successor shall implement the mitigation strategies voluntarily committed to and identified in the Transportation Impact Study dated September 14, 2022, and submitted as part of this application.
26. The property owner(s) and applicable future tenants must comply with the Mobility Management Plan dated August 2022 (most recent revision date September 1, 2022), as approved and conditioned by the Director of Mobility's Final Approval dated November 29, 2022.

Landscape and Green Score

27. PSUF Staff must inspect all landscaping and plantings within the Somerville municipal boundaries of the parcel, and must confirm compliance with species and Green Score requirements prior to the issuance of a Certificate of Occupancy

Should the Board approve the required **Special Permit to establish a Hotel**, Planning & Zoning Staff recommends the following conditions:

Permit Validity

28. This Decision must be recorded with the Middlesex South Registry of Deeds.
29. A written narrative or descriptive checklist identifying the completion or compliance with permit conditions must be to the Inspectional Services Department at least ten (10) working days in advance of a request for a final inspection.

Public Record

30. If the Board requires any changes to the submitted plans, digital copies of all applicable application materials reflecting those changes must be submitted to the Planning, Preservation & Zoning Division for the public record. Materials must be submitted in accordance with the document format standards of relevant Submittal Requirements.
31. A digital copy of the recorded Decision stamped by the Middlesex South Registry of Deeds must be submitted to the Planning, Preservation, & Zoning Division for the public record.

Mobility

32. The Applicant or their successor must apply for and obtain a Valet Parking Permit and comply with all related regulations, as established by the Traffic Commission, to operate the proposed valet parking service.

Should the Board approve the required **Special Permit for relief from the minimum motor vehicle parking requirements**, Planning & Zoning Staff recommends the following conditions:

Permit Validity

33. This Decision must be recorded with the Middlesex South Registry of Deeds.
34. A written narrative or descriptive checklist identifying the completion or compliance with permit conditions must be to the Inspectional Services Department at least ten (10) working days in advance of a request for a final inspection.

Public Record

35. If the Board requires any changes to the submitted plans, digital copies of all applicable application materials reflecting those changes must be submitted to the Planning, Preservation & Zoning Division for the public record. Materials must be submitted in accordance with the document format standards of relevant Submittal Requirements.
36. A digital copy of the recorded Decision stamped by the Middlesex South Registry of Deeds must be submitted to the Planning, Preservation, & Zoning Division for the public record.