



City of Somerville

ZONING BOARD OF APPEALS

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

DECISION

CASE NUMBER: 40B2020-001
OWNER: Somerville Housing Authority, 30 Memorial Road,
Somerville, MA 02145
APPLICANT: Preservation of Affordable Housing, LLC, 2 Oliver Street,
Suite 500, Boston, MA 02109
Gate Residential Properties, LLC, 265 Franklin Street, 6th
Floor, Boston, MA 02110
The Somerville Community Corporation, Inc., 337 Somerville
Avenue, Second Floor, Somerville, MA 02143
PROPERTY **34 North St / Clarendon Hill**
DECISION DATE: September 30, 2020
REQUIRED PERMITS: **COMPREHENSIVE PERMIT UNDER M.G.L. 40B, §§ 20-23**
(the "Act")
DECISION: **APPROVED WITH CONDITIONS**

This decision summarizes the findings made by the Zoning Board of Appeals ("ZBA" / "Board") regarding the Comprehensive Permit submitted for Clarendon Hill (34 North St). The application was deemed complete on May 21, 2020. On June 10, 2020 the Zoning Board of Appeals opened the public hearing. On September 30, 2020 the Zoning Board of Appeals voted to approve the Comprehensive Permit with conditions.

SUMMARY OF PROPOSAL

Clarendon Hill is a 5-acre property which contains 216 public housing units owned and managed by the Somerville Housing Authority ("SHA"). The existing units were constructed in the 1940s and are in poor condition due to deferred maintenance. In 2016 the SHA issued a Request for Proposals ("RFP") to find a development team to work with who could redevelop the site in response to a Notice of Funding Availability from the Massachusetts Department of Communities and Development ("DHCD") titled the "State-Aided Public Housing Mixed-Income Community Demonstration." Through that process, the SHA selected the Preservation of Affordable Housing, LLC ("POAH"), Gate Residential Properties, LLC ("Redgate"), and The Somerville Community Corporation, Inc. ("SCC") development team. As a result of that RFP, the SHA agreed to enter into a long-term ground lease with POAH, Redgate, and the SCC, who will redevelop the site and then manage the newly constructed buildings. POAH, Redgate, the SCC, and the SHA are, collectively, the "Applicant" for this proposal.

Following the conclusion of the RFP process, the Applicant participated in community meetings over the course of four years that have significantly influenced the design of the final proposal. One result of those meetings was the signing of a relocation agreement between the Applicant and Clarendon Residents United (the Clarendon Hill resident organization) to address the impacts of the redevelopment process on the existing residents. The relocation agreement provides for the temporary relocation (at no additional cost to residents) of all households that are displaced as buildings are demolished; all households will have the right to return to the site once new units are available (unless evicted pursuant to court order).

The Applicant's proposal before the Board is a two-phase project to construct 3 apartment buildings, 5 row houses, 3 thoroughfares, and a civic space. Phase 1 will include the construction of two of the apartment buildings and all or portions of two thoroughfares; Phase 2 will include the construction of the remainder of the project. The phasing is explained in more detail in Condition #13.

Overall, the proposed development will produce 591 dwelling units (a net increase of 375 units), 299 structured motor vehicle parking spaces, 58 on-street motor vehicle parking spaces, 191 long-term bicycle parking spaces, 55 short-term bicycle parking spaces, 19 docked bike-share spaces, and over 16,000 sf of new civic space.

Of the 591 newly constructed units, 216 will be replacement public housing, 16 will be affordable to households making at or less than 80% AMI, and 64 will be affordable to households making at or less than 110% AMI. The remaining 295 units (approximately 49% of the total units) will be market rate rental units. At the end of Phase 1, there will be 572 units on the site (499 units in two new buildings and 72 units in three existing buildings).

This project is closely intertwined with, but distinct from, the MassWorks-funded redesign and reconstruction of the Alewife Brook Parkway/Powder House Boulevard intersection on which the Applicant and City are collaborating. The design and construction of the intersection is not within the Board's purview and will go through a separate public meeting process; nothing in this decision may be construed as requiring anything of the MassWorks project. As part of the MassWorks project, that portion of land that is currently part of the intersection and owned by the Massachusetts Department of Conservation and Recreation will be conveyed to the SHA and incorporated into the ground lease.

RECORD OF PROCEEDINGS

The Zoning Board of Appeals opened the public hearing on June 10, 2020. The Board heard a presentation from the Applicant, took public comment, and asked questions before continuing the case to June 24, 2020.

Also at the June 10, 2020 meeting, the Board voted 5-0 in favor of having OSPCD staff submit a General Land Area Minimum (GLAM) Safe Harbor assertion to the Department of Housing and Community Development (DHCD) on the Board's behalf. OSPCD staff submitted the GLAM Safe Harbor assertion to DHCD on June 24, 2020, within the 15 days required by MBL 40B. In the submission, the City asserts that 3.8% of the General Land Area is dedicated to affordable housing; this exceeds the 1.5% minimum required to achieve safe harbor. On July 10, 2020, DHCD responded to the City's submission and noted that the Applicant did not challenge the City's safe harbor assertion.

At the June 24, 2020, July 15, 2020, and August 5, 2020 hearings the Board heard a presentation from the Applicant and/or City staff, took public comment, and asked questions before continuing the case to the next regularly scheduled meeting.

At the August 19, 2020 meeting the Applicant requested and the Board granted a continuance to September 2, 2020.

At the September 2, 2020 meeting, the Board heard a presentation from City staff on the list of draft conditions. Staff explained that they and the Applicant were continuing to work through the remaining questions on the conditions list. The Applicant requested a continuance to September 16, 2020.

At the September 16, 2020 meeting the Applicant requested and the Board granted a continuance to the September 30, 2020 meeting.

At the September 30, 2020 hearing, the Board closed the public hearing and deliberated on the application. After making the following findings, the Board voted to approve the Comprehensive Permit with the conditions listed here.

During the course of the public hearing, various City Departments and Divisions reviewed the proposal and submitted comments to the Zoning Board of Appeals, all of which comments are incorporated herein by reference.

The Board also received numerous comments from residents of the current Clarendon Hill project, from abutters, from City Councilors, and from members of the Somerville community more broadly expressing support for the project. More specifically, the comments expressed support for 1) replacing the existing dilapidated buildings with buildings that provide a much higher quality of life for residents, and 2) requiring that the three Apartment Buildings meet LEED Platinum.

FINDINGS

Eligible to Apply for a Comprehensive Permit

The Board finds that the Applicant has submitted a Project Eligibility Letter from DHCD dated January 21, 2020 certifying that the Applicant is eligible to apply for a Comprehensive Permit under M.G.L Chapter 40B and that the project and applicant meets the general eligibility standards of the Low Income Housing Tax Credit (LIHTC) program. The PEL establishes that the Applicant fulfills the requirements of 760 CMR 56.04(1):

- a) The Applicant shall be a public agency, a non-profit organization, or a Limited Dividend Organization;
- b) The Project shall be fundable by a Subsidizing Agency under a Low or Moderate Income Housing subsidy program; and
- c) The Applicant shall control the site.

Consistent with Local Needs

The City submitted the General Land Area Minimum (GLAM) analysis to the Massachusetts Department of Housing and Community Development (DHCD) and the Applicant. According to 760 CMR 56.03(3)(b), a municipality has achieved one of the Statutory Minima if properties listed on DHCD's most recent Subsidized Housing Inventory (SHI) account for more than 1.5% of a municipality's total land area zoned for residential, commercial or industrial use, pursuant to M.G.L. c. 40B, § 20 ("General Land Area"). In Somerville, properties listed on the most recent SHI (excluding group homes and those with unlisted addresses) account for 3.8% of the City's General Land Area, far exceeding the 1.5% requirement. Therefore, the Board finds that this decision is Consistent with Local Needs, as defined by 760 CMR 56.02.

In addition, the Board finds that the decision to approve the proposal with conditions is Consistent with Local Needs, as defined by 760 CMR 56.02, as the decision balances local concerns (especially those related to good urban and architectural design, the promotion of sustainable modes of transportation, and the use of sustainable building practices) with the regional need for additional affordable housing.

Other Findings

The Somerville Zoning Ordinance and the Zoning Board of Appeals Rules and Regulations do not require that the Board make any specific findings for Comprehensive Permits. However, the Board considered the following review criteria found elsewhere in the Zoning Ordinance while evaluating this proposal and made the following findings:

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

The proposal is generally consistent with the City's comprehensive plan. The proposal:

- maintains and expands the affordable housing in the City, and has promised all existing residents a right-to-return to minimize displacement;
- promotes non-vehicular modes of travel by providing bicycle parking in excess of that required by zoning and by addressing the pedestrian experience when designing the new thoroughfares;
- promotes sustainable development by complying with the LEED Platinum requirement for all three Apartment Buildings;
- creates new gathering spaces, both outdoors in the new Neighborhood Park, and indoors in the "amenity lobbies" of the apartment buildings; and
- will comply with stormwater management requirements, an improvement over the existing site which was not built with stormwater management considerations in mind.

2. The intent of the UR zoning district.

The intent of the UR zoning district is "To create, maintain, and enhance areas appropriate for multi-unit residential buildings."

The existing multi-unit residential buildings on the site are dilapidated, arranged in a highly impervious sub-urban organization, and disconnected from the urban fabric of the surrounding neighborhood. The project improves the situation by extending the existing street grid into the site; replacing existing units with new, well-designed apartment buildings and row houses; and providing new open space accessible to the neighborhood.

3. The proposed alignment and connectivity of the thoroughfare network.

The three new streets break up a large block and provide new vehicular and pedestrian connections through the site. With the exception of street width and other requirements for which waivers have been requested, all three streets will be built in compliance with City standards. Once constructed, Thoroughfares 1 and 2 will be offered to the City Council for acceptance as public streets; should the Council accept the streets, they will be owned, maintained, and managed by the City.

The project's internal vehicular circulation was designed with the existing neighborhood traffic conditions in mind, and the Applicant has limited vehicle access to the site from North Street and Alewife Brook Parkway in an effort to limit cut-through traffic through the site and neighborhood.

The project provides new pedestrian connections through a site that is currently inaccessible to much of the wider community. These connections include a new ADA-accessible pedestrian route from North Street to the green space at Alewife Brook Parkway (the general park, Alewife Greenway Bike Path, and Dilboy Stadium, Pool, and Tennis Courts). The project also includes traffic calming measurements like the woonerf on Thoroughfare 1 that are intended to enhance the pedestrian experience and connections to the central Neighborhood Park.

4. Mitigation proposed to alleviate any adverse impacts on utility infrastructure.

The project will comply with City standards and requirements related to water distribution systems, sanitary system collection, and storm drain collection and management.

The Applicant will be removing existing municipal utilities from private property and shifting them into the new public and private thoroughfares, providing easier maintenance access for the City.

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

The Applicant and City collaborated on applying for a MassWorks Infrastructure Program grant to fund the redesign of the Alewife Brook Parkway / Powder House intersection; \$4.49 million in MassWorks funds have been committed to the project. The Applicant has committed \$600,000 as a grant match. The redesigned and rebuilt intersection will provide significant improvements for all modes of mobility in the area and will help mitigate any congestion and safety concerns caused by the additional pedestrian and vehicular traffic generated by the site.

6. Proposed development phasing.

The project will be constructed in two phases. Phase 1 will include the demolition of 6 of the 9 existing buildings and the construction of Building A/B and Building E for a total of 499 new rental units, approximately 41% of which will be affordable. This Phase is tied to the redesign of the Alewife Brook Parkway / Powder House intersection, as a portion of Building A/B sits within the current intersection footprint. It will also include the construction of the entirety of Thoroughfare 2, a portion of Thoroughfare 1, and stormwater and other infrastructure that is necessary to support the buildings constructed as part of this phase. Three of the existing buildings will continue to be inhabited during Phase 1.

Phase 2 will include the demolition of the 3 remaining buildings and the construction of Building D, all 5 series of row houses, the central civic space, the remainder of Thoroughfare 1, and the entirety of Thoroughfare 3. At the end of Phase 2, there will be

a total of 591 rental units, approximately 51 % of which will be affordable. Phase 2 will also include the completion of any remaining work necessary to achieve the project as proposed to the Board.

As not all existing buildings are being demolished as part of Phase 1, the Applicant will work with City staff to ensure that, throughout the course of construction, the utility services are maintained to the buildings not demolished as part of Phase 1. Dividing the project into two phases makes construction more economical and reduces the number of residents that are displaced from the site at any given time. The Applicant has stated that, barring any extenuating circumstances, there will be minimal delay between the conclusion of Phase 1 and the beginning of Phase 2. If possible, Phase 2 may begin prior to the conclusion of Phase 1.

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

The Applicant is balancing multiple competing goals when determining the amount of parking to provide on the site. Zoning requires that the project provide a minimum of 1 parking space per dwelling unit, but the Applicant has requested a waiver to provide a minimum of approximately 0.46 parking spaces per dwelling unit site wide, although currently approximately 0.55 spaces per unit are proposed; neither of these numbers include the 33 parallel parking spaces on Thoroughfares 1 and 2 which are anticipated to become public streets. The Applicant submitted a Transportation Impact and Access Study which finds that the parking utilization rate at the St. Polycarp Village in Somerville (a comparable affordable housing development) is 0.62 spaces/dwelling unit.

During the public hearing some members of the public, City staff, and the Board all expressed support of the Applicant's request for a waiver from the minimum vehicular parking requirement and a willingness to see the amount of vehicular parking provided on the site reduced beyond the 357 spaces proposed (inclusive of the 33 spaces anticipated to become public parking spaces).

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

The Applicant has submitted Mobility Management Plans (MMPs) for the three new apartment buildings. In addition to the minimum requirements for MMPs found in the Zoning Ordinance, the Applicant has committed to: funding and installing a 19-space Bluebikes docking station on the central civic space; committing to the SomerVision goal of increasing non-auto mode share; and providing one month of MBTA bus and train fare on a Charlie Card per each new household at initial lease up.

In addition to reducing the demand for parking at the site by implementing MMPs, the Applicant will be working with the City as part of a MassWorks grant to redesign the

intersection of Alewife Brook Parkway and Powder House Boulevard. This redesigned intersection will provide mobility improvements for all transportation modes in the area, including for pedestrians, bikes, and buses.

9. The ability of alternative technologies and methods of bicycle parking to provide equal or greater benefits to bicycle users.

As this is a residential project in the Urban Residence district, the Zoning Ordinance does not require that the Applicant provide any bicycle parking. However, as part of the Mobility Management Plan for this project the Applicant has committed to providing 55 short-term and 191 long-term bicycle parking spaces. Not all of these spaces comply with the design and siting requirements of SZO §11.1, which are intended to ensure that new bicycle parking accommodates a range of users and bicycles. While the proposed alternative bicycle parking locations and designs do not provide equal or greater benefits for the full variety of bicycle users than if the Applicant complied with the Zoning Ordinance, the Board finds that it is worth allowing a deviation from the design standards in order to increase the overall number of bicycle parking spaces. That said, the Applicant should adhere to the bicycle parking design requirements of the Zoning Ordinance whenever possible, particularly if there is found to be additional demand for bicycle parking in the future.

DECISION

Following public testimony, consideration of the facts of the case, and consideration of the statutory requirements to approve or deny the Comprehensive Permit, Danielle Evans moved to adopt the findings of the September 16, 2020 staff report as amended. Elaine Severino seconded. The Board took a roll call vote: Susan Fontano – aye; Danielle Evans – aye; Anne Brockelman – aye; Josh Safdie – aye; Elaine Severino – aye. The motion passed 5-0.

Danielle Evans then moved to **APPROVE** the Comprehensive Permit and the 44 waivers dated September 10, 2020 subject to the 150 conditions dated September 28, 2020 as amended. Elaine Severino seconded. The Board took a roll call vote: Susan Fontano – aye; Danielle Evans – aye; Anne Brockelman – aye; Josh Safdie – aye; Elaine Severino – aye. The motion passed 5-0.

To the extent that this project or any components of it require Site Plan Approval, this decision satisfies that requirement.

CONDITIONS

General

Perpetual:

1. Approval is for the redevelopment of the existing Clarendon Hills public housing site. This Project involves subdividing the existing lot and producing nine (9) lots which will

- contain three (3) apartment buildings, thirty-four (34) row houses, three (3) thoroughfares, and a civic space. The Project will contain a total of 591 rental units.
2. Approval is based upon the application materials and plans submitted by the Applicant and listed in Exhibit 2 of this decision.
 3. "Applicant" shall collectively refer to The Somerville Community Corporation, Inc. ("SCC"), Preservation of Affordable Housing, LLC ("POAH"), Gate Residential Properties, LLC ("Redgate"), and the Somerville Housing Authority ("SHA"). The Applicant, its successors and/or assigns, are jointly and severally liable for implementation of, and compliance with, these conditions; provided, however, that if a specific entity is named in a condition, only that entity shall be responsible for compliance with such condition. Conditions assigned to a specific entity shall only be enforced against that entity. Default by a specific entity on a condition for which it is solely responsible shall have no effect on any of the other entities or such other entities' portion of the Project. Upon written notice to and approval by the Director of Planning & Zoning, the entities comprising the Applicant may collectively assign responsibility for a certain condition to a single entity, or assign responsibility for a certain condition among the entities, whereupon responsibility for such conditions shall no longer be joint and several. Approval of such assignment shall not be unreasonably withheld as long as such assignment is reasonably related to the assigned responsibility for particular buildings as described herein.
 4. Approval is subject to the Applicant's continued eligibility for a Comprehensive Permit under M.G.L. Ch 40B §§20-23. This decision is not enforceable until the Applicant has received final approval from DHCD or another subsidizing agency confirming project eligibility.
 5. Any changes to the submitted application material listed under Condition #2 are subject to 760 CMR 56.05(11). The Planning Director shall determine whether changes designed only to establish compliance with one of the conditions of this Comprehensive Permit approval are considered insubstantial.
 6. The Board approves the Applicant's request for waivers from the ordinances and regulations listed in Exhibit 1 of this decision. All ordinances and regulations not waived by the Board as part of Exhibit 1 must be complied with. If the Applicant determines that additional waivers are necessary to construct the project, the Applicant may request additions or modifications to the approved waivers list pursuant to 760 CMR 56.05(11). Any request to waive SZO §10.11 Sustainable Development, in whole or in part, is deemed to be a substantial change.
 7. This Comprehensive Permit will expire three (3) years from the date of the Board's decision, unless construction of Phase 1 of the Project has commenced. Phase 2 must begin within three (3) years of the issuance of the last Certificate of Occupancy for Phase 1. The Applicant may apply to the Board for reasonable extensions to this Comprehensive Permit for good cause. This decision anticipates the phasing of the project as described in Condition #13 and depicted in Exhibit 3 of this decision.
 8. Prior to applying for the first building permit, the Applicant shall enter into a Permanent Restriction/Regulatory Agreement with each subsidizing agency (each a "Chapter 40B Regulatory Agreement" and together the "Chapter 40B Regulatory Agreements") and such Agreements shall be in compliance with all applicable 40B guidance including, without limitation, 760 CMR 56.00 et seq, and recorded with the Middlesex South Registry of Deeds. The Chapter 40B Regulatory Agreements must at a minimum require that at least 25% of the units in the project or 148 of the

replacement public housing units (the "Chapter 40B Affordable Units") will remain affordable in perpetuity for households with incomes at or below eighty percent (80%) of the area median income ("AMI") even if the Subsidy defined in 760 CMR 56.02 expires. The DHCD / SHA Regulatory and Operating Agreement would govern all 216 replacement public housing units and would guarantee affordability in perpetuity for these units, including the 148 units protected by the Chapter 40B Regulatory Agreement. All units shall remain rental units in perpetuity.

9. Prior to City funding being released into the Project, the Applicant shall enter into a Permanent Restriction with the City of Somerville, namely, the City of Somerville Supplemental Regulatory Agreement, and such Agreement shall be recorded with the Middlesex South District Registry of Deeds. The City of Somerville Supplemental Regulatory Agreement will guarantee affordability in perpetuity for the 16 units up to 80% AMI and 64 units up to 110% AMI that are not covered by the DHCD / SHA Regulatory and Operating Agreement. These 80 units shall remain rental units in perpetuity, even if any other portion of the project is ever converted to condominiums. The Supplemental Regulatory Agreement will include alternative compliance strategies in the event of a catastrophic event or loss of subsidy for the POAH buildings.
10. The City's Housing Division may, at their discretion, determine that some or all of the units in the project be eligible for inclusion in the Commonwealth's Subsidized Housing Inventory.
11. Prior to selling any of the affordable units or transferring the Comprehensive Permit to another party pursuant to 760 CMR 56.05(12)(b), the Applicant must notify the City's Director of Housing.
12. The Applicant shall provide the number and sizes of affordable units as described in "Project Narrative Attachment 1: Affordability and Lease Up" and repeated here:

Affordability by Building:

Unit Type	Building A/B	Building D	Building E	Townhouses	<i>Total</i>
Replacement Public Housing	15	43	130	28	<i>216</i>
Affordable (<80%AMI)	16	0	0	0	<i>16</i>
Affordable (<110%AMI)	5	15	38	6	<i>64</i>
Unrestricted	295	0	0	0	<i>295</i>
<i>Total</i>	<i>331</i>	<i>58</i>	<i>168</i>	<i>34</i>	<i>591</i>

Site-wide Unit Size by Affordability:

Unit Type	Studio	1BR	2BR	3BR	<i>Total</i>
Replacement Public Housing	0	33	150	33	<i>216</i>
Affordable (<80%AMI)	2	10	4	0	<i>16</i>
Affordable (<110%AMI)	1	37	19	7	<i>64</i>
Unrestricted	29	173	70	23	<i>295</i>
<i>Total</i>	<i>32</i>	<i>253</i>	<i>168</i>	<i>63</i>	<i>591</i>

13. The project will be constructed in two phases. "Phase 1" will include the demolition of six (6) existing buildings and the construction of Lots C1 and B1, Thoroughfare 2, and the portion of Thoroughfare 1 from Alewife Brook Parkway to the eastern edge of Lot B1. Phase 1 may also include other site-enabling or site-wide work (e.g., temporary thoroughfares, stormwater management facilities, etc.) necessary to construct the buildings and thoroughfares that are part of this phase. "Phase 2" will include the demolition of the remaining three (3) existing buildings and construction of Lots D1, E1, E2, F1, Thoroughfare 3, and the remainder of Thoroughfare 1 between the eastern edge of Lot B1 and North St. Phase 2 will also include any remaining site-wide work necessary to complete the project in its entirety. Phase 2 may begin prior to the conclusion of Phase 1. Exhibit 3 is hereby incorporated into this condition as a graphical depiction of the phasing plan. If Phase 2 does not begin prior to the completion of Phase 1, the site work must be completed as shown in Exhibit 3. Individual buildings in each phase will receive their own building permits and certificates of occupancy and will be subject to the relevant project, phase and building conditions of this approval.
14. The Applicant shall, at their expense, replace any existing equipment (including, but not limited to street sign poles, signs, traffic signal poles, traffic signal equipment, wheel chair ramps, granite curbing, etc.) and the entire sidewalk immediately abutting the subject property if damaged as a result of construction activity due to this project. All new sidewalks and driveways must be constructed to DPW standards.
15. All construction materials and equipment must be stored onsite. If occupancy of the street layout is required, such occupancy must be in conformance with the requirements of the Manual on Uniform Traffic Control Devices and the prior approval of the Parking Department and Engineering Division must be obtained.
16. Throughout construction of the project, the Applicant shall provide access to the City Engineer, Building Official, and other members of City staff, acting in their capacity as a City employee, to enter and inspect the project for compliance with the Comprehensive Permit.
17. The Applicant shall install 18 electric vehicle charging ports and install the necessary infrastructure to make 18 additional spaces ready for the installation of electric vehicle charging equipment. The total of electric vehicle spaces (installed electric vehicle charging equipment and electric vehicle ready spaces) should be no less than 10% of the overall parking spaces. Whenever possible, the Applicant should provide Level 2 charging for the electric charging and electric-ready spaces.
18. If the data submitted to the Director of Mobility as part of the mobility management program shows that vehicle parking constructed as part of this project is not being utilized, the Applicant or its successors maintaining the site shall explore other uses of underutilized parking spaces, such as increased bicycle parking. Any changes must be approved by the Director of Mobility prior to implementation.
19. All buildings and structures must be designed and constructed to the applicable building codes in effect at the time of each building's or structure's building permit application.

Prior to first (Building, Foundation, Civic Space, or Thoroughfare) Permit Application:

20. The Applicant shall submit a Mylar plat plan to the Planning Board for Final Subdivision Plan review and approval. Per SZO §15.3.1.d.iii., approval of the Final Subdivision Plan does not require a public hearing.

21. The Applicant shall submit a tree removal schedule to the Director of Public Space and Urban Forestry. The schedule must include all trees on or around the site that will be removed in order to construct this project, regardless of the current ownership of the tree(s). The Applicant shall work with Director of Public Space and Urban Forestry and the Tree Warden to hold a tree removal hearing for any trees within an existing right-of-way pursuant to M.G.L. Ch 87 §3; the three proposed rights-of-way are not existing rights-of-way.
22. The Applicant shall submit design and construction phasing of the stormwater management and erosion & sediment control systems to the City Engineer for review and approval to ensure compliance with City standards and best practices for design and ongoing maintenance. All Site Construction Permit rules and regulations must be complied with for Phase 1 and for Phase 2.
23. The Applicant shall submit all design and construction phasing plans for all site utilities (municipal & private) to the City Engineer for review and approval to ensure compliance with City standards and best practices for design and ongoing maintenance. The plans must clearly indicate the work proposed as part of each Phase.
24. The Applicant shall meet with the Director of Sustainability and Environment to discuss any updated information on the Passive House design elements of the project.
25. Upon request of the Director of Mobility, the Applicant shall update Section E of the Transportation Impact & Access Study (Revised September 2019) to account for any changes to the MassWorks-funded redesign of Alewife Brook Parkway / Powder House Boulevard intersection that may impact the other five (5) intersections included in Section E. To the extent feasible, the Applicant shall coordinate with MassWorks project team and the Massachusetts Department of Conservation and Recreation ("DCR") to ensure that the Applicant is accounting for the most current design of the Alewife Brook Parkway / Powder House Boulevard intersection. The three (3) Broadway intersections must include plans for transit signal priority. The Applicant shall submit the updated mitigation plan to the Director of Mobility for review and approval.

Prior to application for the first Certificate of Occupancy of Phase 1:

26. The Applicant shall file the signed Mylar plat plan with the Southern Middlesex Registry of Deeds and submit proof of filing to the Director of Inspectional Services and the Director of Planning & Zoning. The Applicant shall include in the submission to the Director of Inspectional Services and the Director of Planning & Zoning evidence that the DCR land required for this project has been conveyed to the Applicant.
27. The Applicant shall submit a bond for one hundred and twenty-five percent (125%) of the cost of construction for all public works required to complete Phase 1 as proposed, so as to guarantee satisfactory completion of the approved plans should Phase 2 not proceed in a timely manner. The bond will not include infrastructure already within the scope of the MassWorks project. The bond may be reduced as construction proceeds, provided that the bond is equal to or greater than one hundred and twenty-five percent (125%) of the cost of constructing the remaining public works. The Phase 1 public works include: the entirety of Thoroughfare 1 and 2; the civic space on Lot D1; and all publicly accessible landscaped or seating areas on Lots C1 and B1.

28. The Applicant shall implement the traffic mitigation measures approved by the Director of Mobility as part of Condition #25.
29. All requirements of the Tree Preservation Ordinance must be met. The Applicant shall replant the same number of combined caliper inches of tree(s) as the significant tree(s) that are removed as part of Phase 1. The Applicant shall provide the Director of Public Space and Urban Forestry with documentation showing that all requirements of the Tree Preservation Ordinance have been met.

Prior to application for first Certificate of Occupancy of Phase 2:

30. The Applicant shall submit a bond for one hundred and twenty-five percent (125%) of the cost of construction for all public works required to complete Phase 2 as proposed. The bond will not include infrastructure already within the scope of the MassWorks project or previously bonded as part of Phase 1. The bond may be reduced as construction proceeds, provided that the bond is equal to or greater than one hundred and twenty-five percent (125%) of the cost of constructing the remaining public works. The Phase 2 public works include: Thoroughfare 3; all publicly-accessible landscaped or seating areas not on Lots C1, B1, or D1.
31. All requirements of the Tree Preservation Ordinance must be met. The Applicant shall replant the same number of combined caliper inches of tree(s) as the significant tree(s) that are removed as part of Phase 2. The Applicant shall provide the Director of Public Space and Urban Forestry with documentation showing that all requirements of the Tree Preservation Ordinance have been met.

Prior to release of the bond for Phase 2:

32. Upon receipt of Certificate of Thoroughfare Completion for Thoroughfare 1, the Applicant shall submit a petition to the City Council to accept the constructed thoroughfare as a public way.
33. Upon receipt of Certificate of Thoroughfare Completion for Thoroughfare 2, the Applicant shall submit a petition to the City Council to accept the constructed thoroughfare as a public street. Should the Certificate of Thoroughfare Completion be issued prior to the start of Phase 2, the Applicant shall wait to submit the petition until the first Certificate of Occupancy for Phase 2 has been issued.

Building A/B on Lot C1

Perpetual:

34. Building A/B contains a total of 451 bedrooms in 331 units. The units are as follows: thirty-two (32) studio units; one hundred and ninety-four (194) 1-bedroom units; eighty-two (82) 2-bedroom units; and twenty-three (23) 3-bedroom units.
35. Redgate shall comply with the Mobility Management Plan submitted for Clarendon Hill Building A/B dated August 2020, as approved and conditioned by the Director of Mobility.
36. Redgate, its successors and/or assigns, are responsible for maintenance of both the building and all on-site amenities, including landscaping, fencing, lighting, parking areas, and storm water systems, ensuring they are clean, well-kept, and in good and safe working order.

Prior to Foundation Permit application:

37. Redgate shall submit revised elevations that show more architectural details as outlined in the July 15, 2020 staff report for review and approval by the Director of Planning & Zoning. At a minimum, these revised elevations should address the following:
 - a. The sill heights, window size, and glass transparency of the ground floor;
 - b. The inclusion of Entry Canopy building components at each of the entrances;
 - c. Additional articulation of all facades to limit the amount of blank wall present;
 - d. Providing surface relief of at least four (4) inches from the average plane of the façade by recessing windows or through other architectural articulation;
 - e. Compliance with the fenestration requirements for the building type; and
 - f. Compliance with signage as required by SZO §3.2.16.b.
38. Redgate shall submit to the Director of Public Spaces and Urban Forestry for review and approval a tree protection plan that includes the proposed grading around all trees that are to be protected.

Prior to full Building Permit application:

39. Once Redgate has received the Memorial Committee's recommended street names for Thoroughfare2, Redgate shall apply to the City Engineer for a street address. The street address must be used to reference the building in all subsequent applications.
40. Redgate shall submit architectural/building materials and color samples for review and approval by the Director of Planning & Zoning.
41. Redgate shall construct an onsite mock-up of the exterior walls of the building components for review and approval by the Director of Planning & Zoning and the Director of Inspectional Services to verify architectural quality, such as window details.
42. Redgate shall submit updated plans that shows a staircase, an all-season lift, and any walkways that are necessary to create a Massachusetts Architectural Access Board compliant pedestrian connection between the plaza on this lot and the sidewalk of Alewife Brook Parkway. The lift must be architecturally integrated into Building A/B.
43. Redgate shall submit an updated Sustainable and Resilient Buildings Questionnaire to the Director of the Office of Sustainability and Environment that responds to changes in building design.
44. Redgate shall submit an updated LEED checklist and narrative description outlining compliance with the LEED Platinum standard and identifying any design changes or changes to LEED points. Updated checklists and narratives must be submitted to the Director of the Office of Sustainability & Environment with an affidavit signed by a LEED professional stating that, to the best of their knowledge, the project has been designed to achieve the stated LEED building standard. LEED narratives should include how compliance is being met within the project, not just stating that the requirement is being met.
45. Redgate shall submit to the Director of Public Spaces and Urban Forestry for review and approval:
 - a. a planting plan that includes only native species;
 - b. an irrigation plan; and
 - c. an exterior lighting plan and luminaire schedule that complies with SZO §10.7 Outdoor Lighting.
46. Redgate shall submit an updated bicycle parking plan for review and approval by the Director of Mobility. The plan must include details on the design and location of all

bicycle parking spaces and indicate any spaces that do not comply with the requirements of SZO §11.1 Bicycle Parking.

Prior to application for Certificate of Occupancy:

47. Redgate shall submit to the City Engineer evidence that all of the stormwater management required by Condition #22 for Phase 1 is operational.
48. Redgate shall provide a paved roadway that is at least twenty (20) foot wide and allows for emergency vehicle access both from Alewife Brook Parkway and from North St to the front door(s) of Building E. The paved roadway must be within the Thoroughfare 2 right-of-way.
49. Redgate shall submit an updated Sustainable and Resilient Buildings Questionnaire to the Director of the Office of Sustainability and Environment that responds to changes in building design.
50. Redgate shall submit an updated LEED checklist and narrative description outlining compliance with the LEED Platinum standard and identifying any design changes or changes to LEED points. Updated checklists and narratives must be submitted to the Director of the Office of Sustainability & Environment with an affidavit signed by a LEED professional stating that, to the best of their knowledge, the project has been designed to achieve the stated LEED building standard. LEED narratives should include how compliance is being met within the project, not just stating that the requirement is being met.
51. Redgate shall provide a project narrative of how the conditions have been satisfied to the ISD Zoning Review Planner(s) at least ten (10) working days in advance of a request for a final inspection by Inspectional Services.

Building E on Lot B1

Perpetual:

52. Building E contains a total of 301 bedrooms in 168 units. The units are as follows: forty-one (41) 1-bedroom units; one hundred and twenty-one (121) 2-bedroom units; and six (6) 3-bedroom units.
53. POAH/SCC shall comply with the Mobility Management Plan submitted for Clarendon Hill Building E dated August 2020, as approved and conditioned by the Director of Mobility.
54. POAH/SCC, its successors and/or assigns, are responsible for maintenance of both the building and all on-site amenities, including landscaping, fencing, lighting, parking areas, and storm water systems, ensuring they are clean, well-kept, and in good and safe working order.

Prior to Foundation Permit application:

55. POAH/SCC shall submit revised elevations that show more architectural details as outlined in the July 15, 2020 staff report for review and approval by the Director of Planning & Zoning. At a minimum, these revised elevations should consider the following:
 - a. The sill heights, window size, and glass transparency of the ground floor;
 - b. The inclusion of Entry Canopy building components at each of the entrances;
 - c. Providing surface relief of at least four (4) inches from the average plane of the façade by recessing windows or through other architectural articulation;
 - d. Compliance with the fenestration requirements for the building type; and

- e. Compliance with signage as required by SZO §3.2.16.b.
- 56. POAH/SCC shall submit to the Director of Public Spaces and Urban Forestry for review and approval a tree protection plan that includes the proposed grading around all trees that are to be protected.

Prior to full Building Permit application:

- 57. Once POAH/SCC has received the Memorial Committee's recommended street names for Thoroughfare 1, POAH/SCC shall apply to the City Engineer for a street address. The street address must be used to reference the building in all subsequent applications.
- 58. POAH/SCC shall submit architectural/building materials and color samples for review and approval by the Director of Planning & Zoning.
- 59. POAH/SCC shall construct an onsite mock-up of the exterior walls of the building components for review and approval by the Director of Planning & Zoning and the Director of Inspectional Services to verify architectural quality, such as window details.
- 60. POAH/SCC shall submit an updated Sustainable and Resilient Buildings Questionnaire to the Director of the Office of Sustainability and Environment that responds to changes in building design.
- 61. POAH/SCC shall submit an updated LEED checklist and narrative description outlining compliance with the LEED Platinum standard and identifying any design changes or changes to LEED points. Updated checklists and narratives must be submitted to the Director of the Office of Sustainability & Environment with an affidavit signed by a LEED professional stating that, to the best of their knowledge, the project has been designed to achieve the stated LEED building standard. LEED narratives should include how compliance is being met within the project, not just stating that the requirement is being met.
- 62. POAH/SCC shall submit to the Director of Public Spaces and Urban Forestry for review and approval:
 - a. a planting plan that includes only native species;
 - b. an irrigation plan; and
 - c. an exterior lighting plan and luminaire schedule that complies with SZO §10.7 Outdoor Lighting.
- 63. POAH/SCC shall submit an updated bicycle parking plan for review and approval by the Director of Mobility. The plan must include details on the design and location of all bicycle parking spaces and indicate any spaces that do not comply with the requirements of SZO §11.1 Bicycle Parking.

Prior to application for Certificate of Occupancy:

- 64. POAH/SCC shall submit to the City Engineer evidence that all of the stormwater management required by Condition #22 for Phase 1 is operational.
- 65. POAH/SCC shall provide a paved roadway that is at least twenty (20) foot wide and allows for emergency vehicle access both from Alewife Brook Parkway and from North St to the front door(s) of Building E.
- 66. POAH/SCC shall submit an updated Sustainable and Resilient Buildings Questionnaire to the Director of the Office of Sustainability and Environment that responds to changes in building design.

67. POAH/SCC shall submit an updated LEED checklist and narrative description outlining compliance with the LEED Platinum standard and identifying any design changes or changes to LEED points. Updated checklists and narratives must be submitted to the Director of the Office of Sustainability & Environment with an affidavit signed by a LEED professional stating that, to the best of their knowledge, the project has been designed to achieve the stated LEED building standard. LEED narratives should include how compliance is being met within the project, not just stating that the requirement is being met.
68. POAH/SCC shall provide a project narrative of how the conditions have been satisfied to the ISD Zoning Review Planner(s) at least ten (10) working days in advance of a request for a final inspection by Inspectional Services.

Building D on Lot F1

Perpetual:

69. Building D contains a total of 98 bedrooms in 58 units. The units are as follows: eighteen (18) 1-bedroom units; and forty (40) 2-bedroom units.
70. POAH/SCC shall comply with the Mobility Management Plan submitted for Clarendon Hill Building D dated August 2020, as approved and conditioned by the Director of Mobility.
71. POAH/SCC, its successors and/or assigns, are responsible for maintenance of both the building and all on-site amenities, including landscaping, fencing, lighting, parking areas, and storm water systems, ensuring they are clean, well-kept, and in good and safe working order.

Prior to Foundation Permit application:

72. POAH/SCC shall submit revised elevations that show more architectural details as outlined in the July 15, 2020 staff report for review and approval by the Director of Planning & Zoning. At a minimum, these revised elevations should consider the following:
 - a. The sill heights, window size, and glass transparency of the ground floor;
 - b. The inclusion of Entry Canopy building components at each of the entrances;
 - c. Providing surface relief of at least four (4) inches from the average plane of the façade by recessing windows or through other architectural articulation;
 - d. Compliance with the fenestration requirements for the building type; and
 - e. Compliance with signage as required by SZO §3.2.16.b.
73. POAH/SCC shall submit to the Director of Public Spaces and Urban Forestry for review and approval a tree protection plan that includes the proposed grading around all trees that are to be protected.

Prior to full Building Permit application:

74. Once POAH/SCC has received the Memorial Committee's recommended street names for Thoroughfare 1, POAH/SCC shall apply to the City Engineer for a street address. The street address must be used to reference the building in all subsequent applications.
75. POAH/SCC shall submit architectural/building materials and color samples for review and approval by the Director of Planning & Zoning.
76. POAH/SCC shall construct an onsite mock-up of the exterior walls of the building components for review and approval by the Director of Planning & Zoning and the

- Director of Inspectional Services to verify architectural quality, such as window details.
77. POAH/SCC shall submit an updated Sustainable and Resilient Buildings Questionnaire to the Director of the Office of Sustainability and Environment that responds to changes in building design.
 78. POAH/SCC shall submit an updated LEED checklist and narrative description outlining compliance with the LEED Platinum standard and identifying any design changes or changes to LEED points. Updated checklists and narratives must be submitted to the Director of the Office of Sustainability & Environment with an affidavit signed by a LEED professional stating that, to the best of their knowledge, the project has been designed to achieve the stated LEED building standard. LEED narratives should include how compliance is being met within the project, not just stating that the requirement is being met.
 79. POAH/SCC shall submit to the Director of Public Spaces and Urban Forestry for review and approval
 - a. a planting plan that includes only native species;
 - b. an irrigation plan; and
 - c. an exterior lighting plan and luminaire schedule that complies with SZO §10.7 Outdoor Lighting.
 80. POAH/SCC shall submit an updated bicycle parking plan for review and approval by the Director of Mobility. The plan must include details on the design and location of all bicycle parking spaces and indicate any spaces that do not comply with the requirements of SZO §11.1 Bicycle Parking.

Prior to application for Certificate of Occupancy:

81. POAH/SCC shall submit an updated Sustainable and Resilient Buildings Questionnaire to the Director of the Office of Sustainability and Environment that responds to changes in building design.
82. POAH/SCC shall submit an updated LEED checklist and narrative description outlining compliance with the LEED Platinum standard and identifying any design changes or changes to LEED points. Updated checklists and narratives must be submitted to the Director of the Office of Sustainability & Environment with an affidavit signed by a LEED professional stating that, to the best of their knowledge, the project has been designed to achieve the stated LEED building standard. LEED narratives should include how compliance is being met within the project, not just stating that the requirement is being met.
83. POAH/SCC shall provide a paved roadway within the Thoroughfare 1 right-of-way that is at least twenty (20) foot wide and allows for emergency vehicle access both from Alewife Brook Parkway and from North St to the front door(s) of Building E.
84. POAH/SCC shall provide a project narrative of how the conditions have been satisfied to the ISD Zoning Review Planner(s) at least ten (10) working days in advance of a request for a final inspection by Inspectional Services.

Row Houses on Lot E1

Perpetual:

85. Lot E1 contains a total of 48 bedrooms in 16 units. All units are 3-bedroom units.
86. POAH/SCC, its successors and/or assigns, are responsible for maintenance of both the building and all on-site amenities, including landscaping, fencing, lighting, parking

areas, and storm water systems, ensuring they are clean, well-kept, and in good and safe working order.

Prior to Foundation Permit application:

87. POAH/SCC shall submit revised elevations that show more architectural details as outlined in the July 15, 2020 staff report for review and approval by the Director of Planning & Zoning. At a minimum, these revised elevations should consider the following:
 - a. The ends of building rows should be designed with windows and visual variety, rather than blank walls;
 - b. Providing surface relief of at least four (4) inches from the average plane of the façade by recessing windows or through other architectural articulation;
 - c. Compliance with the fenestration requirements for the building type; and
 - d. Compliance with signage as required by SZO §3.2.16.b.
88. POAH/SCC shall submit to the Director of Public Spaces and Urban Forestry for review and approval a tree protection plan that includes the proposed grading around all trees that are to be protected.

Prior to full Building Permit application:

89. Once POAH/SCC has received the Memorial Committee's recommended street names for Thoroughfares 1 and 2 and has chosen a name for Thoroughfare 3, POAH/SCC shall apply to the City Engineer for a street address. The street address must be used to reference the building in all subsequent applications.
90. POAH/SCC shall submit architectural/building materials and color samples for review and approval by the Director of Planning & Zoning.
91. POAH/SCC shall construct an onsite mock-up of the exterior walls of the building components for review and approval by the Director of Planning & Zoning and the Director of Inspectional Services to verify architectural quality, such as window details.
92. POAH/SCC shall submit to the Director of Public Spaces and Urban Forestry for review and approval:
 - a. a planting plan that includes only native species;
 - b. an irrigation plan; and
 - c. an exterior lighting plan and luminaire schedule that complies with SZO §10.7 Outdoor Lighting.
93. POAH/SCC shall submit an updated bicycle parking plan for review and approval by the Director of Mobility. The plan must include details on the design and location of all bicycle parking spaces and indicate any spaces that do not comply with the requirements of SZO §11.1 Bicycle Parking.

Prior to application for Certificate of Occupancy:

94. POAH/SCC shall provide a project narrative of how the conditions have been satisfied to the ISD Zoning Review Planner(s) at least ten (10) working days in advance of a request for a final inspection by Inspectional Services.
95. POAH/SCC shall apply for the Certificate of Thoroughfare Completion for Thoroughfare 3.

Row Houses on Lot E2

Perpetual:

- 96. Lot E2 contains a total of 54 bedrooms in 18 units. All units are 3-bedroom units.
- 97. POAH/SCC, its successors and/or assigns, are responsible for maintenance of both the building and all on-site amenities, including landscaping, fencing, lighting, parking areas, and storm water systems, ensuring they are clean, well-kept, and in good and safe working order.

Prior to Foundation Permit application:

- 98. POAH/SCC shall submit revised elevations that show more architectural details as outlined in the July 15, 2020 staff report for review and approval by the Director of Planning & Zoning. At a minimum, these revised elevations should consider the following:
 - a. The ends of building rows should be designed with windows and visual variety, rather than blank walls;
 - b. Providing surface relief of at least four (4) inches from the average plane of the façade by recessing windows or through other architectural articulation;
 - c. Compliance with the fenestration requirements for the building type; and
 - d. Compliance with signage as required by SZO §3.2.16.b.
- 99. POAH/SCC shall submit to the Director of Public Spaces and Urban Forestry for review and approval a tree protection plan that includes the proposed grading around all trees that are to be protected.

Prior to full Building Permit application:

- 100. POAH/SCC shall apply to the City Engineer for a street address. The street address must be used to reference the building in all subsequent applications.
- 101. POAH/SCC shall submit architectural/building materials and color samples for review and approval by the Director of Planning & Zoning.
- 102. POAH/SCC shall construct an onsite mock-up of the exterior walls of the building components for review and approval by the Director of Planning & Zoning and the Director of Inspectional Services to verify architectural quality, such as window details.
- 103. POAH/SCC shall submit to the Director of Public Spaces and Urban Forestry for review and approval
 - a. a planting plan that includes only native species;
 - b. an irrigation plan; and
 - c. an exterior lighting plan and luminaire schedule that complies with SZO §10.7 Outdoor Lighting.
- 104. POAH/SCC shall submit an updated bicycle parking plan for review and approval by the Director of Mobility. The plan must include details on the design and location of all bicycle parking spaces and indicate any spaces that do not comply with the requirements of SZO §11.1 Bicycle Parking.

Prior to application for Certificate of Occupancy:

- 105. POAH/SCC shall provide a project narrative of how the conditions have been satisfied to the ISD Zoning Review Planner(s) at least ten (10) working days in advance of a request for a final inspection by Inspectional Services.
- 106. POAH/SCC shall apply for the Certificate of Thoroughfare Completion for Thoroughfare 3.

Neighborhood Park on Lot D1

Perpetual:

107. The Applicant shall fund the purchase and installation of a 19-bike Bluebikes bike share station to mitigate transportation impacts attributable to the proposed development.
108. The Applicant shall enter into a conservation restriction pursuant to M.G.L. Ch 184 §32. The restriction must be perpetual and provide for public access to the open space on this parcel. The Applicant shall designate the Somerville Conservation Commission as the holder of the conservation restriction and shall record the restriction with the Southern Middlesex Registry of Deeds.

Prior to Civic Space Permit application:

109. POAH/SCC shall work with the City to develop a long-term maintenance agreement for the central civic space. The agreement must specify the requirements for public access and private maintenance of the Neighborhood Park. POAH/SCC shall build out and maintain all of the open space and allow public access to all of the civic space in the plan as required by the SZO. POAH/SCC shall submit 100% construction plans for open space to the City for review and comment.
110. POAH/SCC shall submit to the Director of Public Spaces and Urban Forestry for review and approval:
 - a. a tree protection plan that includes the proposed grading around all trees that are to be protected;
 - b. an irrigation plan;
 - c. a planting schedule that includes only native species;
 - d. an updated permeability diagram that shows a minimum of 70% permeable area;
 - e. a site plan showing the proposed location and design of the fence that will surround the playground area;
 - f. information on how the playground area will be shaded;
 - g. an exterior lighting plan and luminaire schedule that complies with SZO §10.7 Outdoor Lighting; and
 - h. a grading plan that maximizes useful play and recreation area while ensuring the site remains universally accessible.

Thoroughfare 1

Perpetual:

111. Approval of this Comprehensive Permit is approval of the width of the roadway and rights-of-way and of the general layout of the thoroughfare. POAH/SCC shall work with the City Engineer, Director of Mobility, Director of Public Space and Urban Forestry, and Director of Planning & Zoning to develop 100% street design plans that are consistent with the Comprehensive Permit and comply with sound engineering practices and all city standards. All travel modes must be considered and accommodated in these details, and NACTO minimum accommodations incorporated. Whenever possible, sidewalk walkway and furnishing zone widths should be maximized with a goal of achieving a minimum of a 6-foot walkway and a 4-foot furnishing zone.

112. The “porkchop” channelized turning island at the intersection of Thoroughfare 1 and Alewife Brook Parkway will not be permitted in the 100% street design plans, as it does not comply with NACTO design standards.
113. The thoroughfare will be constructed in two phases, as described in Condition #13 and depicted in Exhibit 3. POAH/SCC shall submit to the City Engineer for review and approval a plan for the phasing of Thoroughfare 1 that clearly indicates the work to be done as part of each Phase.
114. Acceptance of the thoroughfare by the City Council as a public street shall not affect the validity of the Comprehensive Permit approval. Once accepted by the City Council, all on-street parking spaces will be under the jurisdiction of the City’s Traffic Commission and will be managed as other on-street public parking spaces.
115. POAH/SCC shall be responsible for all design and construction of this thoroughfare. Until accepted by the City, POAH/SCC shall be responsible for all maintenance and repair of this thoroughfare, including all streetscape such as street lighting and other street furnishings which are part of the Comprehensive Permit.
116. POAH/SCC shall use traffic control equipment and roadway elements that meet City specifications and standards unless otherwise reviewed and approved by the City Engineer.
117. POAH/SCC shall provide the City Engineer with weekly inspection reports of street construction and all municipal utility construction.
118. POAH/SCC shall provide curbing with gaps along the edge of the “woonerf” to ensure the pedestrians and landscaping are protected from vehicular traffic while still permitting rainwater to flow to the bioretention areas on Lot D1.

Prior to Thoroughfare Permit application:

119. POAH/SCC shall request and receive a response from the Memorials Committee for the recommended name of this thoroughfare. The Applicant may suggest names in the request. The Memorials Committee’s recommended public street name must be used for the Thoroughfare Permit, construction permits, and address requests; the public street name will become official once the street is accepted by the City Council.
120. POAH/SCC shall submit a tree planting plan for the review and approval of the Director of Public Space and Urban Forestry. Due to the reduced soil area and spacing between trees, only certain species will be able to thrive. The tree planting plan must include only native species.
121. POAH/SCC shall submit to the Director of Public Spaces and Urban Forestry for review and approval:
 - a. a tree protection plan that includes the proposed grading around all trees that are to be protected;
 - b. an irrigation plan; and
 - c. an exterior lighting plan and luminaire schedule that complies with SZO §10.7 Outdoor Lighting.
122. POAH/SCC shall provide detailed roadway marking plans and cross sections, including bicycle and pedestrian design details (markings, signals, crosswalks, street furniture, etc.) for review and approval by the Director of Mobility. These plans and cross sections must depict both the proposed condition at the conclusion of Phase 1 and the proposed condition at the conclusion of Phase 2.

123. POAH/SCC shall submit to the City Engineer and Director of Mobility the approved Massachusetts Architectural Access Board (MAAB) variance(s) for any locations within the thoroughfares that do not meet MAAB/ADA standards.

Prior to Certificate of Thoroughfare Completion:

124. POAH/SCC shall submit to the City Engineer as-built drawings certified by a professional engineer currently licensed in Massachusetts.
125. POAH/SCC shall certify that the thoroughfare and all utilities within it comply with all Federal, State, and local environmental laws and other standards as they are applied at the time of construction.

Thoroughfare 2

Perpetual:

126. Approval of this Comprehensive Permit is approval of the width of the roadway and rights-of-way and of the general layout of the thoroughfare. Redgate shall work with the City Engineer, Director of Mobility, Director of Public Space and Urban Forestry, and Director of Planning & Zoning to develop 100% street design plans that are consistent with the Comprehensive Permit and comply with sound engineering practices and all city standards. All travel modes must be considered and accommodated in these details, and NACTO minimum accommodations incorporated. Whenever possible, sidewalk walkway and furnishing zone widths should be maximized with a goal of achieving a minimum of a 6-foot walkway and a 4-foot furnishing zone.
127. Acceptance of the thoroughfare by the City Council as a public street shall not affect the validity of the Comprehensive Permit approval. Once accepted by the City Council, all on-street parking spaces will be under the jurisdiction of the City's Traffic Commission and will be managed as other on-street public parking spaces.
128. Redgate shall be responsible for all design and construction of this thoroughfare. Until accepted by the City, Redgate shall be responsible for all maintenance and repair of this thoroughfare, including all streetscape such as street lighting and other street furnishings which are part of the Comprehensive Permit.
129. Redgate shall use traffic control equipment and roadway elements that meet City specifications and standards unless otherwise reviewed and approved by the City Engineer.
130. Redgate shall provide the City Engineer with weekly inspection reports of street construction and all municipal utility construction.

Prior to Thoroughfare Permit application:

131. Redgate shall request and receive a response from the Memorials Committee for the recommended name of this thoroughfare. Redgate may suggest names in the request. The Memorials Committee's recommended public street name must be used for the Thoroughfare Permit, construction permits, and address requests; the public street name will become official once the street is accepted by the City Council.
132. Redgate shall submit a tree planting plan for the review and approval of the Director of Public Space and Urban Forestry. Due to the reduced soil area and spacing between trees, only certain species will be able to thrive. The tree planting plan must include only native species.

133. Redgate shall submit to the Director of Public Spaces and Urban Forestry for review and approval:
 - a. a tree protection plan that includes the proposed grading around all trees that are to be protected;
 - b. an irrigation plan; and
 - c. an exterior lighting plan and luminaire schedule that complies with SZO §10.7 Outdoor Lighting.
134. Redgate shall provide detailed roadway marking plans and cross sections, including bicycle and pedestrian design details (markings, signals, crosswalks, street furniture, etc.) for review and approval by the Director of Mobility.
135. Redgate shall submit to the City Engineer and Director of Mobility the approved Massachusetts Architectural Access Board (MAAB) variance(s) for any locations within the thoroughfares that do not meet MAAB/ADA standards.

Prior to Certificate of Thoroughfare Completion:

136. Redgate shall submit to the City Engineer as-built drawings certified by a professional engineer currently licensed in Massachusetts.
137. Redgate shall certify that the thoroughfare and all utilities within it comply with all Federal, State, and local environmental laws and other standards as they are applied at the time of construction.

Thoroughfare 3

Perpetual

138. Approval of this Comprehensive Permit is approval of the width of the roadway and rights-of-way and of the general layout of the thoroughfare. POAH/SCC shall work with the City Engineer, Director of Mobility, Director of Public Space and Urban Forestry, and Director of Planning & Zoning to develop 100% street design plans that are consistent with the Comprehensive Permit and comply with sound engineering practices and all city standards. All travel modes must be considered and accommodated in these details, and NACTO minimum accommodations incorporated. Whenever possible, sidewalk walkway and furnishing zone widths should be maximized with a goal of achieving a minimum of a 6-foot walkway and a 4-foot furnishing zone.
139. The Applicant shall record with the Middlesex Registry of Deeds a utility easement to the benefit of the City for all municipal utilities located on this thoroughfare.
140. POAH/SCC, its successors and/or assigns, are responsible for maintenance of all on-site amenities, including landscaping, fencing, lighting, parking areas, and storm water systems, ensuring they are clean, well-kept, and in good and safe working order.
141. POAH/SCC shall use traffic control equipment and roadway elements that meet City specifications and standards unless otherwise reviewed and approved by the City Engineer.
142. POAH/SCC shall provide the City Engineer with weekly inspection reports of street construction and all municipal utility construction.

Prior to Thoroughfare Permit application

143. POAH/SCC shall determine the name of the private street and include it on the Thoroughfare Permit and all other construction permits.

144. POAH/SCC shall submit to the Director of Planning & Zoning and the Director of Mobility a site plan showing the materials for the thoroughfare. The materials for the head-in parking spaces must be visually differentiated from the drive aisles (e.g., through material color).
145. POAH/SCC shall submit a tree planting plan for the review and approval of the Director of Public Space and Urban Forestry. Due to the reduced soil area and spacing between trees, only certain species will be able to thrive. The tree planting plan must include only native species.
146. POAH/SCC shall submit to the Director of Public Spaces and Urban Forestry for review and approval:
 - a. a tree protection plan that includes the proposed grading around all trees that are to be protected;
 - b. an irrigation plan; and
 - c. an exterior lighting plan and luminaire schedule that complies with SZO §10.7 Outdoor Lighting.
147. POAH/SCC shall provide detailed roadway marking plans and cross sections, including bicycle and pedestrian design details (markings, signals, crosswalks, street furniture, etc.) for review and approval by the Director of Mobility.
148. POAH/SCC shall submit to the City Engineer and Director of Mobility the approved Massachusetts Architectural Access Board (MAAB) variance(s) for any locations within the thoroughfares that do not meet MAAB/ADA standards.

Prior to Certificate of Thoroughfare Completion

149. POAH/SCC shall submit to the City Engineer as-built drawings certified by a professional engineer currently licensed in Massachusetts.
150. POAH/SCC shall certify that the thoroughfare and all utilities within it comply with all Federal, State, and local environmental laws and other standards as they are applied at the time of construction.

EXHIBITS

Exhibit 1: Approved Waivers List

Exhibit 1: Waivers List dated September 10, 2020

Reference #	Topic	Sub-Topic	Ordinance Section	Requirement	Relevant Lots	Requested Waiver	Details
1	Site Plan Approval	Subdivision/Lot Merger Development Review	15.3.1.d	Subdivision Plan Approval requires a two (2) stage permitting process that requires the submittal of a preliminary plat plan as a prerequisite to submittal of a final plat plan.	B1; F1; C1; D1; E1; E2; T1; T2; T3	Waiver from preliminary Subdivision Plan Approval	Preliminary Subdivision Plan Approval will be conducted as part of the Comprehensive Permit. Final Subdivision Plan approval will occur after the Comprehensive Permit has been granted.
2	Site Plan Approval	Subdivision/Lot Merger Development Review	15.3.1.c	The Planning Board is the decision making authority for a Subdivision Plan Approval.	B1; F1; C1; D1; E1; E2; T1; T2; T3	Waiver from Planning Board review for preliminary and final approval.	The ZBA will be the decision-making authority for all Subdivision Plan approvals.
3	Site Plan Approval	Thoroughfare Network; Public Realm: Thoroughfares	13.2.1.a	<p>The general location of all proposed Thoroughfares must conform with official maps and exiting [sic] policy plans of the City of Somerville, and must conform to the specifications set forth in Section 13.2.</p> <p>Termination of a Thoroughfare at a "T" intersection is permitted, provided that the overall connectivity of the Thoroughfare network is maintained and intersections are adequately spaced subject to the Director of Mobility approval. To the extent practicable, proposed Thoroughfares should align with the intersections on adjacent Sites to provide for the continuation of Thoroughfares from adjoining areas.</p> <p>The development of any new Thoroughfare requires Site Plan Approval followed by a Thoroughfare Permit, and must be designed in accordance with the specifications of Section 13.2.</p>	B1; F1; C1; D1; E1; E2; T1; T2; T3	Waiver from separate Site Plan approval.	Internal streets and ways will be developed as shown on the plans approved by the ZBA. Site Plan approvals required will be granted through the comprehensive permit process.
4	Lots	Lots: Through Lots	10.1.6.e.	Through lots are prohibited, except for Lots intended as a Through Block Plaza Civic Space type or a Block Building Type.	C1	Waiver from the Through Lot prohibition for Lot C1.	Lot C1 is a Through lot that is not a Through Block Plaza Civic Space. The Project will be developed in accordance with the plans approved by the ZBA.
5	Lots	Lots: Lot Shape	10.1.6.f.	To avoid creating irregular Lot shapes, Lots must be platted to be generally rectilinear, where the Side Lot Lines are within 45 degrees of perpendicular to the Front Lot Line to the tangent of a curved Front Lot Line or to the tangent of a curved Front Lot Line, and generally straight throughout their length.	B1; F1; C1; D1; E1; E2; T1; T2; T3	Waiver from Lot shape requirement.	None of the lots are rectilinear, as they respond to natural features within the Development Site Area. The Project will be developed in accordance with the plans approved by the ZBA.
6	Apartment Buildings	Building Placement – Building Setbacks	3.2.10.b.(A-D)	<p>(A) The minimum Primary Front Setback is 10 feet, and the maximum is 20 feet.</p> <p>(B) The minimum Secondary Front Setback is 10 feet, and the maximum is 20 feet.</p> <p>(C) The minimum Side Setback is 5 feet; and the Side Setback abutting a Neighborhood Residence District is 20 feet.</p> <p>(D) The minimum Rear Setback is 10 feet, and the Rear Setback abutting a Neighborhood Residence District is 20 feet.</p>	B1; F1; C1	Waiver from Building Setback requirements.	<p>Buildings A/B: Primary Front Setback: 4'-0" on New Street #2 Secondary Front Setback: 0'-0" on Alewife Parkway (at Stair) Left Setback: 2'-6" on New Street #1 Curve Right Setback: 7'-10" to property line on Powder House Boulevard</p> <p>Building D: Primary Front Setback: 4'-6" on New Street #1 Secondary Front Setback: 74'-0" to North Street Right Setback: 6'-8" to Building E Rear Setback: 16'-6"</p> <p>Building E: Primary Front Setback: 0'-10" on New Street #1 Curve (3'-7" to New Street #1) Secondary Front Setback: 3'-8" to Alewife Parkway Left Setback: 6'-8" to Building D Rear Setback: 9'-0"</p>
7	Apartment Buildings	Massing & Height – Main Mass, Façade Build Out	3.2.10.c.	The minimum Façade Build Out is 80%.	F1	Waivers from Minimum Façade Build Out.	Minimum Façade Build Out for Building D will be 68%.
8	Apartment Buildings	Massing & Height – Main Mass, Floor Plate	3.2.10.c.(A)	The maximum floor plate is 16,000 sf (with a forecourt) and 7,000 sf (without a forecourt).	B1; F1; C1	Waiver from Maximum Floor Plate requirement.	Maximum Floor Plate: Buildings A/B: 40,100 sf Building D: 10,600 sf Building E: 21,300 sf
9	Apartment Buildings	Massing & Height – Main Mass, Ground Story Elevation	3.2.10.c.	The minimum Ground Story Elevation is 2 feet.	B1; F1; C1	Waiver from Ground Story Elevation requirements.	The Ground Story Elevation for Building E is at entrance level at grade, which varies around the buildings.
10	Apartment Buildings	Massing & Height – Main Mass, Story Height	3.2.10.c.(B)	The minimum Story Height is 10 feet, and the maximum is 12 feet.	B1; F1; C1	Waiver from maximum Story Height requirements - Ground level 12' height.	<p>For Buildings A/B: 12'-2 3/4" to Ground Level, Lobby Level up to 12';</p> <p>For each of Building E: 12'-2 3/4" to Ground Level, Lobby Level up to 12';</p> <p>For each of Building D: 12'-2 3/4" to Ground Level, Lobby Level up to 12';</p>

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11	Apartment Buildings	Massing & Height – Main Mass, Number of Stories	3.2.10.c.(C)	The minimum number of Stories is 2 and the maximum is 4.	B1; F1; C1	Waiver to allow a maximum number of Stories of 7-9.	Buildings A/B: 9 Stories Building D: 7 Stories Building E: 9 Stories
12	Apartment Buildings	Uses & Features – Uses & Occupancy, GFA per Dwelling Unit	3.2.10.d.	The minimum Gross Floor Area per Dwelling Unit for Lot Areas greater than or equal to 5,000 sf is 1,125 sf of GFA.	B1; F1; C1	Waiver from GFA/DU requirements for each of the Apartment Buildings.	Under the GFA/DU calculation, the maximum number of Dwelling Units permitted per Building Type is as follows: Building A/B: 286 maximum units Building D: 57 maximum units Building E: 165 maximum units
13	Apartment Buildings	Uses & Features – Uses & Occupancy, Outdoor Amenity Space	3.2.10.d.	The minimum Outdoor Amenity Space is one per Dwelling Unit. When required for a Building Type, outdoor Amenity Space must be provided as a balcony, deck, patio, porch, roof deck, roof terrace, or yard that is directly accessible by a doorway from a habitable room within the dwelling unit the outdoor amenity space is meant to serve. Each outdoor amenity space must provide an unobstructed area of at least twenty-four (24) square feet that may be used for seating. Buildings with seven (7) or more dwelling units may provide shared outdoor amenity space, provided that the space includes the total seating area required for each dwelling unit that the shared space is meant to serve.	B1; F1; C1	Waiver from outdoor Amenity Space requirement.	Outdoor Amenity Spaces will be provided as indicated on the plans.
14	Apartment Buildings	Affordable Dwelling Units (ADUs)	Table 3.2.10	For Apartment Buildings with four or more units, 20% of the total units must be Affordable Dwelling Units, unless a conflicting provision exists in Article 12 of the Ordinance.	C1	Waiver from building-specific affordability requirement for Buildings A/B.	Buildings A/B will provide 11% ADUs. However, site-wide, the Development will provide approximately 51% affordable units, at various levels of affordability.
15	Row Houses	Lot Standards – Lot Dimensions, Lot Depth	3.2.11.a.(B)	The minimum Lot Depth is 80 feet.	E1; E2	Waiver from minimum Lot Depth requirement.	Townhomes on Lot E1: 50'-80' Townhomes on Lot E2: 50'
16	Row Houses	Building Placement – Building Setbacks	3.2.11.b.(A-D)	(A-B) The minimum Primary Front Setback and Secondary Front Setback is 10 feet, and the maximum is 20 feet. (C) The minimum Side Setback is 5 feet, Party Lot Line is 0 feet and Side Lot Line is 5 feet. (D) The minimum Rear Setback is 20 feet.	E1; E2	Waiver from Building Setback requirements.	Townhomes on Lot E1: Primary Front Setback: 4'-2" to New Street #3 (at curve) Right Setback: 5'-4" to New Street #2 Left Setback: 5'-4" to New Street #1 Rear Setback: 2'-2" to Townhomes on Lot E2 Townhomes on Lot E2: Primary Front Setback: 0'-10" to Powder House Blvd. (5'-4" to back of sidewalk) Secondary Front Setback: 7'-4" to North Street (5'-4" to back of sidewalk)
17	Row Houses	Massing & Height – Main Mass, Width Per Row House	3.2.11.c.(A)	The minimum Width per Row House is 24 feet and the maximum is 30 feet.	E1; E2	Waiver from Width per Row House requirement.	Width per Row House: 13'-8"
18	Row Houses	Massing & Height – Main Mass, Ground Story Elevation	3.2.11.c.(B)	The minimum Ground Story Elevation is 2 feet.	E1; E2	Waiver from Ground Story Elevation requirement.	The Ground Story Elevation for the Townhouses on each of Lot E1 and E2 varies with grade, with a goal of visibility at rear door.
19	Row Houses	Uses & Features – Uses & Occupancy, Dwelling Units Per Site	3.2.11.d.	The minimum Dwelling Units per Site is 4 and the maximum is 10.	E1; E2	Waivers from the maximum Dwelling Unit per Site requirement.	Per Site, there will be 16 Dwelling Units on Lot E1 (combination of 3-Dwelling Unit, 8-Dwelling Unit, and 5-Dwelling Unit buildings). Per Site, there will be 18 Dwelling Units on Lot E2 (combination of 10-Dwelling Unit and 5-Dwelling Unit buildings).
20	Development Standards	Screening, Mechanical Equipment	10.8.4(c)	Mechanical equipment that is visible from a public Thoroughfare (excluding an Alley) or Civic Space must be screened by landscaping, a fence or a wall constructed of materials that are compatible with the Principal Building in terms of texture, quality and color. Screening must be of a height equal to or greater than the height of the mechanical equipment being screened.	D1; E2	Waiver from screening requirements for ground-mounted mechanical equipment.	Ground-mounted transformers will be sited throughout the Development Site Area, but will not meet screening requirements.
21	Development Standards	Landscaping, Raised Landscaped Areas	10.3.5(f)	All Development involving the construction of a new Principal Building, Site Improvements, or the construction or reconstruction of a Surface Parking Lot or Civic Space with the Landscaping requirements set forth in Section 10.3. Landscape Areas within six (6) feet of a paved vehicular parking area or roadway of a Thoroughfare must be raised or protected by curbing or edging at least six (6) inches in elevation above the finished pavement to protect plantings from traffic, de-icing salts, and snow plowing operations common to the winter season.	D1; T1	Waiver from raised or curbing or edging protection requirement.	The raingardens located at the Civic Space located on Lot D1 and along New Street #1 at the woonerf are not raised or protected by continuous curbing or edging.

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22	Parking & Mobility	Motor Vehicle Parking	Table 3.2.17	For all permitted Residential Uses outside of a Transit Area, parking must be provided at a minimum of 1.0 space per Dwelling Unit. Relief from the parking standards of Table 3.2.17 requires a Special Permit.	B1; F1; C1; E1; E2	Waiver from minimum vehicle parking requirements for each building type.	<p>Parking will be provided in the following ratio, all in accordance with the approved site plan: Buildings A/B – No fewer than 0.50 spaces per Dwelling Unit, Building D – no fewer than 0.43 spaces per Dwelling Unit, Building E - no fewer than .35 spaces per Dwelling Unit, Townhomes on Lot E1 & E2 - no parking within the parcel (0.0 spaces per Dwelling Unit). Parking will be provided on New Road 3, which is a private road, so we understand that a condition to Townhouse Certificates of Occupancy may be completion of New Road 3.</p> <p>New Street 3: approximately 25 spaces, per the approved plan</p> <p>Each building will be under the required minimum parking per Dwelling Unit. All Project approvals required will be granted through the comprehensive permit process.</p>
23	Parking & Mobility	Bicycle Parking, General	3.2.17; 11.1.1	<p>Bicycle parking is not required for Residential uses in the Urban Residence District, but if provided, it must conform to the design requirements outlined in Section 11.1. Where provided, each bicycle parking space must be two (2) feet by six (6) feet in size or the minimum required by the manufacturer of a bicycle rack or locker, whichever is more. Areas designed for bicycle parking spaces must have a hard, stabilized surface. Bicycle parking spaces must have at least one (1) Access aisle at least five (5) feet wide to allow room for maneuvering. This Access aisle must be kept free from obstructions. Bicycle parking spaces must be Accessible without moving another bicycle or lifting or carrying a bicycle over any steps or stairs. Outdoor Access routes must be appropriately lighted to allow for safe nighttime Use.</p> <p>Bicycle racks and lockers must conform to the dimensional standards set forth in Section 11.1(e-f).</p>	B1; F1; C1; D1; E1; E2; T1; T2; T3	Waiver from the general bicycle parking dimensional and installation standards.	The provisions of Section 11.1 may be modified by Special Permit to accommodate alternative technologies and methods for providing bicycle parking.
24	Parking & Mobility	Bicycle Parking, Short-Term	3.2.17; 11.1.2	Short-term Bicycle Parking must be provided outside of a principal building and within 50 feet of the principal entrance of the use served by the parking, and must be at the same grade as the abutting sidewalk or at a location that can be reached by an accessible route from the sidewalk that is a minimum of 5 feet wide, without steps and a 6% or less slope.	B1; F1; C1; D1; E1; E2; T1; T2; T3	Waiver from the Short-Term Bicycle Parking location requirements.	All or some of the Short-Term Bicycle Parking may not be located within 50 feet of the required principal entrance and may not be on an accessible route.
25	Parking & Mobility	Bicycle Parking, Long-Term	3.2.17; 11.1.3	Long-Term Bicycle Parking may be provided through any combination of racks or lockers. Where Long-Term Bicycle Parking is located adjacent to Motor Vehicle parking or loading facilities, a physical barrier must be provided to prevent potential damage to bicycles by other vehicles. When twenty (20) or more long term bicycle parking spaces are provided, a minimum of ten percent (10%) of the spaces must be three (3) feet by eight (8) feet in size. Up to twenty five (25%) of long term bicycle parking space may be provided as racks that require bicycles to be hung or lifted off the ground or floor.	B1; F1; C1; D1; E1; E2; T1; T2; T3	Waiver from the Long-Term Bicycle Parking dimensional and installation requirements.	All or some of the Long-Term Bicycle Parking provided across the Development Site Area may not meet the dimensional and installation standards.
26	Parking & Mobility	Driveways; Sidewalk Curb Cuts; Motor Vehicle Parking	3.2.17(c)(i); 3.2.18(a); 11.2.1 Municipal Code Section 11-88	All Curb Cuts, Driveways, Parking Spaces, and Parking Lots must comply with the applicable provisions of Chapter 11, Article II, Sec. 11-33 of the City of Somerville Code of Ordinances, the requirements set forth in § 3.2.17(c)(i); 3.2.18(a); 11.2-3 of the Somerville Zoning Ordinance, and require approval from the City Engineer.	B1; F1; C1; D1; E1; E2; T1; T2; T3	Waiver from separate City Engineer review for general location of curb cuts.	General approval of location now, final approval later with construction plans
27	Parking & Mobility	Loading Facilities	11.2.5.a.i	Buildings providing space for uses that regularly receive or distribute large quantities of goods must provide loading facilities as required by the Director of Mobility. Loading facilities must be sufficient to adequately serve the intended use(s).	B1; F1; C1; D1; E1; E2	Waiver from separate Director of Mobility review;	
28	Affordable Housing	Affordable Housing	12.1	All Development required to provide one (1) or more Affordable Dwelling Units (ADUs) and to any Subdivision or Lot Split that results in two or more Lots intended for residential use, sale, legacy or development at any time must comply with the Affordable Housing requirements set forth in Section 12.1	B1; F1; C1; E1; E2	Waiver from compliance with affordability provisions and tiers set forth in the Zoning Ordinance.	The Project proposes 51% affordable units: 216 will be affordable to households earning no more than 60% of AMI, 16 will be affordable to households earning no more than 80% of AMI and 64 will be affordable to households earning no more than 110% of AMI. Specific rental, tenancy and development standards for such units shall be in accordance with the requirements of MGL 40B.
29	Public Realm (Civic Space)	Civic Space, Development Review	13.1.1(a)	The Development of any Civic Space requires Site Plan Approval followed by a Civic Space Permit. All Development, excluding Normal Maintenance, requires the submittal of a development review application to the Building Official and the issuance of a Certificate of Zoning Compliance prior to the issuance of a Civic Space Permit.	D1	Waiver from Site Plan Approval for the Civic Spaces proposed at the Development.	The Project will include one Civic Space, the Inner Community Park. The noted Project approvals required will be granted through the comprehensive permit process.

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30	Public Realm (Civic Space)	Civic Space, Standards for all Civic Spaces, Hours of Access	13.1.2.d.i	Civic Spaces must be accessible to the public at all times (twenty-four (24) hours per day, seven (7) days per week, three hundred and sixty-five (365) days per year). The review boards may limit the hours of public access when necessary for public health and safety purposes and maintenance of the space by the property owner as a condition of Site Plan Approval.	D1	Request for hours of access requirements reflect other park requirements of dawn to dusk for permit reasonable limitations on access schedule.	The Inner Community Park will be accessible to the public from dawn to dusk.
31	Public Realm (Civic Space)	Civic Space, Standards for all Civic Spaces, Landscape	13.1.2.f.iv.b).	Soil Volume provided under paved surfaces must be provided through Suspended Pavements or Structural Cells. Sand-Based Structural Soil System (SBSS) may be used with approval of the Director of Public Space & Urban Forestry.	D1	Request for SBSS approval.	The Project will include a sand-based structural soil system. All Project approvals required will be granted through the comprehensive permit process.
32	Public Realm (Civic Space)	Civic Space, Standards for all Civic Spaces, Landscape	13.1.2.f.v.	Tree Pits and Planters must have an open soil area centered at the tree trunk that is at least thirty-six (36) square feet (such as 6'x6').	D1	Waiver from minimum open soil requirements.	Tree Pits and Planters will have an open soil area of 3'x6'. The Project will be developed in accordance with the plans approved by the ZBA.
33	Public Realm (Civic Space)	Civic Space, Bicycle Parking	13.1.2.k.	Bicycle parking within Civic Spaces must be provided as required by the Director of Public Space & Urban Forestry and is submit to the provisions of § 12.1 [sic].	D1	Bicycle parking within the Inner Community Park will be provided as shown on the plans approved by the ZBA.	All Project approvals required will be granted through the comprehensive permit process.
34	Public Realm (Civic Space)	Neighborhood Park	13.1.3	Neighborhood Parks must include at a minimum 85% pervious area.	D1	Request a waiver from 85% requirement. Project will achieve at least 70% permeability.	Due to the pathways we need to introduce to provide accessible routes & the plaza we are providing, our permeable percentage will be at least 70%.
35	Public Realm (Thoroughfares)	Standards for Specific Thoroughfare Types	13.2.3.b.ii., Municipal Code Ch 11, Article III Sec. 11-81	The total local Street right of way must be a minimum of sixty (60) feet. Per Municipal Code, streets must be at least 40' wide.	T1; T2; T3	Waiver from minimum width requirements.	The street width as designed is as follows: -New Street #1: Variable 38 feet to 51 feet width -New Street #2: 52 feet width -New Street #3: Variable 58.5 feet to 77 feet width
36	Public Realm (Thoroughfares)	Sidewalks, Walkway Widths	13.2.4.a.ii.a).	Sidewalks for new Thoroughfares must include a walkway and furnishing zone and may include an edge and frontage zone. Walkways must be a minimum of six (6) feet in width.	T1; T2; T3	Waiver from minimum sidewalk walkway width requirements.	The sidewalk walkway width as designed is as follows: - Sidewalks along Civic Space on Lot D1: less than 6 feet - New Street #1: 5 feet - New Street #2: 5 feet - New Street #3: 5 feet Conditions will require we endeavor to meet 6' wherever possible.
37	Public Realm (Thoroughfares)	Sidewalks, Furnishing Zone Widths	13.2.4.a.ii.b).	Sidewalk furnishing zones must be a minimum of six (6) feet in width.	T1; T2; T3	Waiver from minimum furnishing zone width requirements.	The sidewalk furnishing zone width as designed is as follows: Furnishing Zone along Civic Space on Lot D1: less than 6 feet New Street #1: 3 feet New Street #2: 3 feet New Street #3: 3 feet
38	Public Realm (Thoroughfares)	Sidewalks, Tree Spacing	13.2.4.c.ii.	Trees must be planted in a regularly-spaced Allee pattern between 35 and 40 feet on center, as required by the Director of Public Space & Urban Forestry depending on species or Cultivar of tree.	T1; T2; T3	Waiver from minimum tree spacing requirements.	Street Trees within sidewalk furnishing zones will be typically spaced at 25-30 feet.
39	Public Realm (Thoroughfares)	Sidewalks, Sand-Based Structural Soil System	13.2.4.c.iii.b).	Soil volume under paved surfaces must be provided through suspended pavements or structural cells. A sand-based structural soil system may be used with approval of the Director of Public Space & Urban Forestry.	T1; T2; T3	Request for SBSS approval.	The Project will include a sand-based structural soil system. All Project approvals required will be granted through the comprehensive permit process.
40	Public Realm (Thoroughfares)	Sidewalks, Tree Pits	13.2.4.c.iii.	Tree pits must have an open soil area centered at the tree trunk that is at least thirty-six (36) square feet.	T1; T2; T3	Waiver from minimum open soil requirements.	The Project will be developed in accordance with the plans approved by the ZBA.
41	Code of Municipal Ordinances	Demolition Review Ordinance	Municipal Code, Chapter 7, Article II, Sec. 7-28	Significant building or structures, including those at least 50 years old and determined by the Somerville Landmarks Commission to be a significant building or structure, are subject to Demolition Review by the Commission.	B1; F1; C2; D1; E1; E2; T1; T2; T3	Waiver from the requirement for Demolition Review, to the extent applicable.	The Project will involve the demolition of 9 existing low-rise buildings, each dating back to the year on or about 1950 according to assessing records. A Determination of "No Adverse Effect" was issued by the Massachusetts Historical Commission on January 3, 2018. All Project approvals required will be granted through the comprehensive permit process.

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42	Code of Municipal Ordinances	Public Works; Division of Highways, Electric Lines and Lights	Municipal Code Chapter 11, Article II, Sec. 11-88	Approval of the location of curb cuts	B1; F1; C2; D1; E1; E2; T1; T2; T3	Approval of the general location of curb cuts.	Approval of the general location of curb cuts as part of the Comprehensive Permit. Final review of curb cut locations will be conducted at the building/thoroughfare permit application stage.
43	Code of Municipal Ordinances	Tree Preservation Ordinance	Municipal Code, Chapter 12, Article VI, as affected by City of Somerville Ordinance No. 2019-15	No person shall cut down or remove any tree on City-owned property without the Tree Warden first holding a public hearing.	B1; F1; C2; D1; E1; E2; T1; T2; T3	Waiver from City-owned tree removal requirements, to the extent applicable.	
44	Code of Municipal Ordinances	Tree Preservation Ordinance	Municipal Code, Chapter 12, Article VI, as affected by City of Somerville Ordinance No. 2019-15	No person may remove any Significant Tree from private property without first obtaining a Tree Permit from the Tree Warden.	B1; F1; C2; D1; E1; E2; T1; T2; T3	Waiver from Tree Permit requirement for private Significant Trees.	

Exhibit 2: Approved Plans and Documents

Sitewide & Lot-Specific Plans and Drawings

Document Name	Sheet Title (Sheet Number; Most Recent Date on Plans)
Existing Conditions Plan	<ul style="list-style-type: none"> - Exhibit G; Existing Conditions Plan (G-010; 9/26/2019) - Exhibit F: Aerial Photograph (G-011; 9/26/2019) - Utility Plan II Progress (Submitted 5/19/2030) - Existing Conditions Plan (EX-1.1 to EX-1.2; 10/9/2019)
Proposed Site Plans	<ul style="list-style-type: none"> - Site Plan (G-101; 02/05/2020) - Parking Layout (G-102; 06/05/2020) - Site Plan Showing R.O.W Lines (C-112; 07/15/2020) - Zoning Subdivision Plan (G-203; 8/14/2020) - Roadway Grading (C-113; 07/15/2020) - Proposed Transformer Locations (T-100; 08/14/2020) - Bike Parking Diagram (B-100; 07/22/2020) - Lighting Plan (G-103; 02/05/2020) - Demolition & Zoning Phasing Plans (G-201 to G-202; 02/06/2020)
Landscape Plans	<ul style="list-style-type: none"> - Landscape Planting Plan (L-300; 02/05/2020) - Landscape Details (L-400 to L-405; 10/07/2020)
Shadow Study	<ul style="list-style-type: none"> - Shadow Study (G-301 to G-309; 02/06/2020)
Utilities & Grading	<ul style="list-style-type: none"> - Key Plan (C 1.0; 10/07/2020) - Utility & Grading (C 1.6 to C 1.9; 10/07/2020) - Details (C 2.0 to C 2.2; 10/07/2020)
Perspective Views	<ul style="list-style-type: none"> - Perspective Views (G-401 to G-404; 02/06/2020)
Lot C1 – Building A&B	<ul style="list-style-type: none"> - Site Plan (C-103; 10/7/2020) - Landscape Site Plan & Existing Tree Plan: Lot C1 (L-101; 2/5/2020) - Buildings A&B Floor Plans (A-101; 2/6/2020) - Enlarged Unit Plans Redgate (A-401 & A-402; 10/7/2019) - Building/Site Sections (A-301 & A-302; 2/6/2020) - Building A & B Elevation (Z-001 to Z-002; 2/12/2020) - Building A Elevations (Z-003; 2/12/2020) - Building B Elevations (Z-004; 2/12/2020)
Lot B1 – Building E	<ul style="list-style-type: none"> - Site Plan (C-101; 10/7/2020) - Landscape Site Plan & Existing Tree Plan: Lot B1 (L-101; 2/5/2020) - Buildings D&E Floor Plans (A-102; 6/5/2020) - Enlarged Unit Types – POAH (A-403; 10/7/2019) - Building E Elevation (Z-007 to Z-008; 2/12/2020)

Lot F1 – Building D	<ul style="list-style-type: none"> - Site Plan (C-102; 6/2/2020) - Landscape Site Plan & Existing Tree Plan: Lot F1 (L-101; 6/2/2020) - Buildings D&E Floor Plans (A-102; 6/5/2020) - Building D Elevation (Z-005 to Z-006; 2/12/2020)
Lot E1 – Interior Townhouses	<ul style="list-style-type: none"> - Site Plan (C-105; 10/7/2020) - Landscape Site Plan & Existing Tree Plan: Lot E1 (L-101; 2/5/2020) - Townhouses Plan (A-101; 10/7/2020) - Building D Elevation (Z-009 to Z-0010; 2/12/2020)
Lot E2 – Exterior Townhouses	<ul style="list-style-type: none"> - Site Plan (C-106; 10/7/2020) - Landscape Site Plan & Existing Tree Plan: Lot E2 (L-101; 2/5/2020) - Townhouses Plan (A-101; 10/7/2020) - Building D Elevation (Z-009 to Z-0010; 2/12/2020)
Lot D1 – Civic Space	<ul style="list-style-type: none"> - Site Plan (C-104; 10/7/2020) - Illustrative Plan: Lot D1 (Civic) (L-103; 2/5/2020) - Landscape Site Plan & Existing Tree Plan: Lot D1 (L-101; 2/5/2020) - Planting Plan: Lot D1 (Civic) (L-102; 2/5/2020) - Materials Plan: Lot D1 (L-204; 2/5/2020) - Block D1 Permeability Diagram (08/05/2020)
Thoroughfare 1	<ul style="list-style-type: none"> - Site Plan (C-107; 10/7/2020) - Illustrative Plan, Sections & Planting Plan: New Street 1 (L-102; 2/5/2020) - Landscape Site Plan & Existing Tree Plan: New Street 1 (L-101; 6/2/2020)
Thoroughfare 2	<ul style="list-style-type: none"> - Site Plan (C-108; 6/2/2020) - Illustrative Plan, Sections & Planting Plan: New Street 2 (L-102; 2/5/2020) - Landscape Site Plan & Existing Tree Plan: New Street 2 (L-101; 2/5/2020)
Thoroughfare 3	<ul style="list-style-type: none"> - Site Plan (C-109; 6/2/2020) - Illustrative Plan, Sections & Planting Plan: New Street 3 (L-102; 2/5/2020) - Landscape Site Plan & Existing Tree Plan: New Street 3 (L-101; 2/5/2020)
Definitive Subdivision Plan	- 9/11/2020

Other Documents

Title	Date
Project Eligibility Letter (PEL dated 1/21/2020)	1/21/2020

Project Narrative	Submitted 2/10/2020
Massachusetts Historic Commission Determination	Signed 1/3/2018
Traffic Impact & Access Study (TIAS)	Revised September 2019
Transportation Access Plan (TAP)	February 2020
Addendum to Traffic Impact and Access Study (TIAS) and Transportation Access Plan (TAP)	6/2/2020
TAP Ground-Level Uses Site Plan (G-101)	6/1/2020
Off Site Intersection Mitigation (C 1.5)	10/07/2020
Mobility Management Plan for Building A/B	August 2020
Mobility Management Plan for Building D	August 2020
Mobility Management Plan for Building E	August 2020
SustainaVille Narrative for Building A/B	Submitted 8/12/2020
SustainaVille Narrative for Building D	Submitted 8/12/2020
SustainaVille Narrative for Building E	Submitted 8/12/2020
SustainaVille Narrative for Townhouses	Submitted 8/12/2020
LEED Narrative, Checklist, and Affidavit	7/21/2020
Memo to PSUF regarding Tree Survey and compliance with Tree Preservation Ordinance	5/24/2020
Utility Phasing Narrative	Submitted 5/26/2020
Preliminary Hydrology Report	5/26/2020
Preliminary Wastewater Flow Calculation	5/26/2020
Campaign Contributions Disclosures	Submitted 2/10/2020
Project Statistics (G-002)	6/5/2020
Zoning Dimension Tables	Updated 8/14/2020

Exhibit 3: Phasing Plan

PHASE 01

A
105 Units

B
226 Units

E
168 Units

NEW STREET "2"

NEW STREET "1"

RESIDENT PARKING

CITY PHASED ROADWAY IMPROVEMENTS

CONSTRUCTION AND EMERGENCY
ACCESS FROM PHASE 1 TO NORTH ST.



PHASE 01

A
105 Units

B
226 Units

E
168 Units

NEW STREET "2"

NEW STREET "1"

NEW STREET "3"

D
58 Units

TH

TH
34

TH

TH

TH

PHASE 02

Attest, by the Zoning Board of Appeals:

Orsola Susan Fontano, *Chairman*
Danielle Evans, *Clerk*
Anne Brockelman
Elaine Severino
Josh Safdie

Attest, by Planning Director:



Sarah Lewis

Copies of this decision are filed in the Somerville City Clerk's office.
Copies of all plans referred to in this decision and a detailed record of the
Zoning Board of Appeals' proceedings are filed with the Planning & Zoning Division.

CLERK'S CERTIFICATE

Any appeal of this decision must be filed within twenty days after the date this notice is filed in the Office of the City Clerk, and must be filed in accordance with M.G.L. c. 40A, sec. 17 and SZO sec. 15.5.3.

In accordance with M.G.L. c. 40 A, sec. 11, no comprehensive permit or variance shall take effect until a copy of the decision bearing the certification of the City Clerk that twenty days have elapsed after the decision has been filed in the Office of the City Clerk and no appeal has been filed, or that if such appeal has been filed, that it has been dismissed or denied, is recorded in the Middlesex County Registry of Deeds and indexed in the grantor index under the name of the owner of record or is recorded and noted on the owner's certificate of title.

Also in accordance with M.G.L. c. 40 A, sec. 11, a Special Permit shall not take effect until a copy of the decision bearing the certification of the City Clerk that twenty days have elapsed after the decision has been filed in the Office of the City Clerk and either that no appeal has been filed or the appeal has been filed within such time, is recorded in the Middlesex County Registry of Deeds and indexed in the grantor index under the name of the owner of record or is recorded and noted on the owner's certificate of title. The person exercising rights under a duly appealed Special Permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone.

The owner or applicant shall pay the fee for recording or registering. Furthermore, a permit from the Division of Inspectional Services shall be required in order to proceed with any project favorably decided upon by this decision, and upon request, the Applicant shall present evidence to the Building Official that this decision is properly recorded.

This is a true and correct copy of the decision filed on _____ in the Office of the City Clerk, and twenty days have elapsed, and

FOR VARIANCE(S) WITHIN

_____ there have been no appeals filed in the Office of the City Clerk, or
 _____ any appeals that were filed have been finally dismissed or denied.

FOR SPECIAL PERMIT(S) WITHIN

_____ there have been no appeals filed in the Office of the City Clerk, or
 _____ there has been an appeal filed.

FOR COMPREHENSIVE PERMIT(S) WITHIN

_____ there have been no appeals filed in the Office of the City Clerk, or
 _____ there has been an appeal filed.

Signed _____ City Clerk Date _____