BOYNTON YARDS BUILDING 1

Application for Special Permit with Site Plan Review

Submitted to: Planning Board and Zoning Board of Appeals
City of Somerville, Massachusetts

Proponent: RECP V Boynton Yards Owner, LLC

Prepared by: AHA Consulting Engineers
DLJ Real Estate Capital Partners
Haley and Aldrich
Hashim Sarkis Studios
McNamara/Salvia
Rackemann Strategic Consulting
Sean O'Donovan Law Offices
The Green Engineers
Vanasse Hangen Brustlin
WSP

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APPLICATION
For Planning Board and Zoning Board of Appeals Approval

CITY OF SOMERVILLE
Joseph A. Curtatone, Mayor
Office of Strategic Planning and Community Development (OSPCD)
City Hall . 93 Highland Avenue . Somerville, MA 02143
617.625.6600 ext. 2500

City Clerk Stamp

Office Use: Case #	PB Date	ZBA Date	Filing Fee	Ad Fee

Please review the application information sheet. Complete applications must be submitted to the City Clerk's Office. Failure to submit all required information is grounds for denial of the request. If this form does not provide adequate space for your response, please attach additional sheets of paper.

1. Property Information

Street Address(es)	Zoning District(s)	Overlay District(s), if any	Ward
Boynton Yards Building 1, Earle St.	TOD55		2

Assessor's:

Map	Block	Lot
97	B	18

If there are multiple MBLs, enter the remainder in Section 7.

Please indicate the name of the individual, individuals, corporation or trust that owns the property:

Property Owner's Name	Complete Mailing Address	Phone Number(s)	Email
RECP V Boynton Yards Owner LLC	1123 Broadway, S. 201 NY, NY 10010	603-303-0065 or 978-729-9010	jfenton@dljrecp.com

Please indicate the name of the individual, individuals, corporation or trust that is applying (please note that the applicant should be the intended user or developer):

Applicant's Name	Complete Mailing Address	Phone Number(s)	Email
RECP V Boynton Yards Owner, LLC	18 Tremont St, Ste 730 Boston, MA	603-303-0065 or 978-729-9010	obushnell@dljrecp.com

Please indicate the contact information for any agent, engineer or architect that will represent this application who may represent the owner and/or applicant in this application review process:

Agent's Name (if applicable) Attorney or Other Agent	Complete Mailing Address	Phone Number(s)	Email
Sean T. O'Donovan	741 Broadway, Somerville, MA	617-629-8888	sean@odolaw.com or info@odolaw.com
Architect's Name (if applicable)	**Complete Mailing Address**	**Phone Number(s)**	**Email**
HashimSarkis Studios - Rola Idris	1218 Mass Ave # 8, Cambridge, MA 02138	617-864-5364	rola@hashimsarkis.com
Engineer's Name (if applicable)	**Complete Mailing Address**	**Phone Number(s)**	**Email**
WSP - Brian K. Fairbanks, P.E.	75 Arlington St, 9th Floor, Boston, MA	617 960 4918	brian.fairbanks@wsp.com

2. Submission Type

Check all that apply.

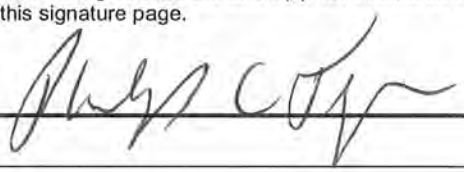
☒	Variance
☐	Special Permit (SP)
☐	Special Permit with Design Review (SPD)
☒	Special Permit with Site Plan Review (SPSR)
☐	Planned Unit Development (PUD) – Preliminary Master Plan Submission (PMP) / Special Permit with Site Plan Review (SPSR)
☒	Subdivision or other Site Plan Approval
☐	Comprehensive Permit under MGL Chapter 40B – Inclusionary Housing Development (follow SPSR submission and contact the Housing Director at 617.625.6600 ext. 2560)
☐	Revision to Special Permit (only if certificate of occupancy or final sign-off is not yet received)
☐	Administrative Appeal
☐	Extension of Approval

3. Required Signatures

NOTE: NO APPLICATION SHALL BE ACCEPTED AS COMPLETE WITHOUT THE REQUIRED SIGNATURES

Owner Signature (if the project site has more than one owner, please supply additional copies of this page if necessary):
As Owner, I make the following representations:

1) I hereby certify that I am the owner of the property at _Boynton Yards Building 1, Earle Street, Somerville, MA_
2) I hereby certify that the applicant named on this application form has been authorized by me to apply to develop and/or use the property listed above for the purposes indicated in this application
3) I hereby certify that the agent, engineer and/or architect listed on this application form have been authorized to represent this application before the Planning Staff, the Planning Board and/or the Zoning Board of Appeals.
4) I will permit Planning Staff to conduct site visits on my property.
5) Should the ownership of this parcel change before the board(s) have acted on this application, I will provide updated information and new copies of this signature page.

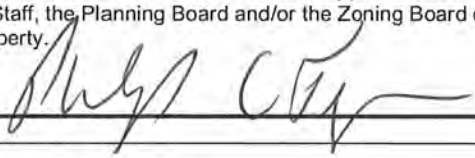
(sign here) (Phil Tager) 

This property is owned by (check one):

☐	An individual	• attach deed • application to be signed by owner
☐	More than one individual, or a partnership	• attach deed • application to be signed by all owners
☒	A corporation or LLC	• attach deed and corporate articles of organization • application to be signed by an officer authorized to do so by the corporation
☐	A trust	• attach deed and certificate of trust • application to be signed by authorized trustee

Applicant Signature (if the applicant is the owner, the owner should also sign below):
As Applicant, I make the following representations:

1.) The information supplied on and with this application form is accurate to the best of my knowledge.
2.) If the current use of the property is a nonconforming use, I will furnish proof to the satisfaction of the SPGA that the nonconforming use is legal.
3.) I will make no changes to the approved project plans without the prior approval of the SPGA.
4.) If the proposed project is subject to linkage (SZO Article 15), I will sign all documents required by the Planning Staff/SPGA governing the amount and the method of payment of the linkage fee.
5.) I will return the notice sign or pay for its replacement.
6.) I will pay the fees associated with advertising the case in the newspaper and mailing notices to abutters.
7.) I hereby certify that the agent, engineer and/or architect listed on this application form have been authorized by me to represent me before the Planning Staff, the Planning Board and/or the Zoning Board of Appeals as it relates to the development and/or use of this property.

(sign here) (Phil Tager) 

Indicate applicants relationship to owner:

This applicant is (check one):

☐	An individual	• application to be signed by applicant
☐	More than one individual, or a partnership	• application to be signed by all applicants
☒	A corporation or LLC	• application to be signed by an officer authorized to do so by the corporation • attach corporate articles of organization
☐	A trust	• application to be signed by authorized trustee • attach certificate of trust

4. Applicable Section(s) of Zoning Ordinance and Prior Zoning Approvals

You may refer to the Inspectional Services Denial Letter for the section of the Zoning Ordinance cited.

Boynton Yards Building 1, Earle Street, is within the Somerville Zoning Ordinance (SZO) designated Transit Oriented District TOD-55. Variances are requested to the requirements of the following sections of the SZO:
[Table 6.5.F - E] Maximum FAR requirement of 3.0 is exceeded.
[Table 6.5.F - F] Maximum height requirement of 55 feet is exceeded.
[9.17.1] Minimum number of parking spaces requirement of 1 per 1000 nsf of office, 1 per 1500 nsf of small retail and 1 per nsf of medium retail is not met.

5. Met with Planning Department Staff to review application requirements.

Yes ☒ No ☐ If yes, date 07-18-17, 1-09-18, and 01-30-18

6. Met with Engineering Department Staff to review application requirements.

Yes ☒ No ☐ If yes, date 10-23-17

7. Existing Conditions Description

Briefly describe existing structure(s) and/or use(s). Include number of employees, occupants and hours of operation, if applicable.

Existing surface parking lot.

8. Proposal Description

A. Briefly describe any changes in the structure(s) and/or use(s). Include whom the project is intended to serve, expected number of employees, and/or occupants and hours of operation, if applicable. In the CCD or TOD districts also include the square footage that will be allocated to each use cluster and associated parking.

This application proposes a 10-story office building to replace a surface parking lot. The proposal totals approximately 139,000 gfa of purely commercial use, potentially including but not limited to office, retail, R&D, and arts use, as well as an approximately 14,000 gfa basement. This amount of commerical area represents potentially 500-600 permanent jobs. No residential component is proposed.

The program is intended to serve small-to-medium start-up companies seeking urban, transit oriented locations. Hours of operation are expected to be standard working hours of 8am - 6pm, 5 days per week, but with no imposed limitation preventing tenants from utilizing the building at other times.

Parking is proposed to be provided off-site on the property directly adjacent, Boynton Yards Building 2. Spaces will initially be provided as surface parking, before being replaced as structured spaces in an underground garage subject to a separate SPSR application.

B. Explain any green building practices that you are using. Please consult the Environmental Protection Agency's Residential Green Building Guide for ideas (www.epa.gov/ne/greenbuildings).

See the Green Building Practices and LEED Worksheets in Attachment 2.

C. Is the proposal for a multi-family residence of three or more units, or for a place of public accommodation? Yes ☐ No ☒
If yes, submit an Accessibility Narrative listed under Checklist of Required Information.

D. Are you demolishing a commercial structure or moving soil? Yes ☒ No ☐

E. Identify and list any 21E reports and other environmental assessments, analysis, clean-up studies, enforcement actions and any other environmental documentation that is available for the property, including documentation on underground storage tanks. Attach copies of all identified documents.
Failure to identify and attach these documents, if applicable, will result in an application being deemed incomplete.

Attachment 3 - Boynton Yards Site Assessment Report (January 2018) summarizes environmental conditions and provides all available assessments and 21E reports for the site.

If you discover an underground storage tank you must call the Somerville Fire Department immediately.

9. Zoning Data

Refer to the SZO § 2.2 Definitions and SZO § 8 Dimensional Requirements for more information.

Data	Existing	Proposed	Allowed	Existing or Permitted Nonconformity	New Violation	SZO Section Cited
	Fill in both columns: numbers must match those on plans and other attached documentation.		Office Use			
A. Use	Parking Lot	Commercial				
B. # of Dwelling Units*	0 units	0 units				
C. Lot Area	20,822 square feet	20,822 square feet				
D. Lot Area ÷ # of Dwelling Units	N/A sf per du	N/A sf per du				
E. Gross Floor Area of Footprints of All Buildings	0 square feet	14,000 square feet				
F. Ground Coverage (E. ÷ C.)	0 %	67 %				
G. Landscaped Area (landscaped area ÷ C.)	3,700 sf 17.8 %	5,325 sf 25.6 %				
H. Pervious Area (pervious area ÷ C.)	3,644 sf 17.5 %	5,325 sf 25.6 %				
I. Net Floor Area** / *** (sum of all usable square feet)	0 square feet	(gross) 139,000 square feet				
J. Floor Area Ratio (FAR) (I. ÷ C.)	0	6.7				
K. Building Height	0 feet	140 feet				
L. Front Yard Setback	N/A feet	minimum 5 feet				
M. Rear Yard Setback	N/A feet	10 feet				
N. Side Yard Setback (left when you face property)	N/A feet	minimum 3 feet				
O. Side Yard Setback (right when you face property)	N/A feet	minimum 3 feet				
P. Street Frontage	0 feet	295 feet				
Q. # of Parking Spaces	55	0				
R. # of Bicycle Parking Spaces	0	44				
S. # of Loading Spaces	0	1				

* 8 or more dwelling units - determine if Inclusionary Housing, Article 13, applies
** In CCD and TOD use GROSS floor area
*** 30,000+ square feet - determine if Linkage, Article 15, applies

10. Checklist of Required Information

This checklist will help you determine what you need to submit with this application form. Find the column for your submission type. The rows contain the number of copies of each item that you must submit and "Y" indicates include one copy. For each item check the column 'included' if you are submitting it or the 'Waiver Requested' column for items that are not applicable to your proposal. Planning Staff may contact you to submit items for which you are requesting a waiver. If your application includes more than one type, submit the greatest number of copies listed. **Please submit plans and other documentation electronically on a CD, flash drive or via email in addition to hard copies noted below.**

Checklist key: # = # of copies Y = include 1 copy I/A = if applicable include 1 copy N/A = not applicable SPSR-A = SPSR in Assembly Sq. Mixed-Use District TOD = Transit Oriented District CCD = Corridor Commercial District †† = within 500 feet of property	Variance	SP / SPD	SPSR	PUD PMP	Subdivision	Revision to SP	Included	Waiver Requested
Application Form & Supplemental Questions	3	3	3	3	3	3	☒	☐
Denial Letter from Inspectional Services Division – if you received one	I/A	I/A	I/A	N/A	N/A	N/A	☐	☐
Recorded Deed(s) to all properties involved in the project	1	1	1	N/A	1	N/A	☒	☐
Fees for Filing, Advertising & Abutter List. See fee schedule on application information sheet. Submit 3 separate checks or money orders payable to the City of Somerville or cash.	Y	Y	Y	Y	Y	Y	☒	☐
Abutter List from neighboring municipality if your property is less than 300' from the Somerville boundary. Obtain list from neighboring municipality of the property owners' names and addresses that are within 300' of your property.	I/A	I/A	I/A	I/A	I/A	I/A	☒	☐
Site Plans Ø See appropriate Site Plan Review Checklists: (located in forms library under Planning and Zoning and Engineering): • alterations with no change in footprint & no site work • alterations with no change in footprint & site work • residential additions or structures with <250 sf footprint • residential additions or structures with >250 sf footprint and all commercial additions or structures Ø If substantially altering a nonconforming structure, indicate the location of where the existing nonconformity will be maintained.	3	3	3	3	3	3		
Elevations front, side and rear of building(s) and signage with vertical height - measure from either lowest point between building and lot line, or 15' from building, to the highest point of roof beam, deck line of a mansard roof or average height between the plate and ridge of a gable, hip or gambrel roof – and description of proposed materials and colors. Include proposed mechanical and electrical system components, exhaust / ventilation systems, transformers, and satellite dishes and method of screening	3	3	3	N/A	N/A	3	☒	☐
Conceptual Floor Plans with square footage and # of units	Y	Y	Y	N/A	N/A	Y	☒	☐
Neighborhood Context Map showing the neighborhood in which the tract lies and any impacts upon the area (scale no less than 1"=100')	N/A	Wire-less only ††	SPS R-A only	Y	Y	N/A	☒	☐
Photographs showing the development site and surrounding parcels	Y	Y	Y	Y	Y	Y	☒	☐
Traffic/Parking Analysis	3	3	3	3	3	N/A		
Traffic Study (if less than 25,000 square feet) estimate peak hour traffic volumes generated by proposed use, relation to existing volumes and projected future conditions	N/A	I/A	I/A, Y in TOD	I/A	I/A	N/A	☒	☐
Traffic Impact Analysis (if 25,000 square feet or more) prepared by a professional traffic engineer who is registered with the Commonwealth of Massachusetts as a professional engineer in either traffic or transportation engineering, or any individual who has been certified by the Transportation Professional Certification Board, Inc. as a Professional Traffic Operations Engineer (PTOE). No other professional registration or qualification shall substitute for this requirement	N/A	I/A	I/A, Y in TOD	I/A	I/A	N/A	☒	☐
Transportation Demand Management Plan	N/A	N/A	SPS R-A & TOD only	I/A	I/A	N/A	☒	☐
Parking Optimization Plan	N/A	N/A	TOD only	I/A	I/A	N/A	☒	☐

3 hard copies at initial filing, 8-10 copies at final filing

3 hard copies at initial filing, 8-10 copies at final filing

(Checklist of Required Information Continued) Checklist key: # = # of copies Y = include 1 copy I/A = if applicable include 1 copy N/A = not applicable SPSR-A = SPSR in Assembly Sq. Mixed-Use District TOD = Transit Oriented District CCD = Corridor Commercial District †† = within 500 feet of property	Variance	SP / SPD	SPSR	PUD PMP	Subdivision	Revision to SP	Included	Waiver Requested
Building Shadow Analysis	I/A, Y in CCD/ TOD	I/A, Y in CCD/ TOD	Y	Y	I/A	N/A	☒	☐
Accessibility Narrative For multi-family residences of three or more units, and for places of public accommodation: describe the major accessibility requirements, if any, for the proposed project under federal or state law(s), as well as the applicant's strategies for meeting those requirements. If your project is exempt from any accessibility requirements due to scoping parameters in the applicable standard(s), be sure to explain how and why. Please consult the Americans with Disabilities Act (ADA), the Fair Housing Act (FHA), the regulations of the Massachusetts Architectural Access Board (MAAB), and other accessibility standards as necessary. This narrative may take the form of a brief memo, prepared by a licensed architect or code consultant.	I/A	I/A	I/A	I/A	I/A	I/A	☒	☐
Housing Projects including 4 or more Units Explain measures taken to provide for, protect, or increase the affordability of housing units within the proposed structure; the degree of such affordability to households of low or moderate income, as defined by HUD; and the duration of legal assurances of such affordability.	I/A	I/A	I/A	I/A	I/A	I/A	☐	☐
LEED Worksheet (if greater than 10,000 square feet)	N/A	N/A	SPS R-A & TOD only	N/A	N/A	N/A	☒	☐
Conceptual 3-D Model of the Master Plan at 20 scale or alternate scale acceptable to the SPGA. In CCD and TOD include abutting properties.	I/A	I/A	SPS R-A, CCD & TOD only	I/A	I/A	I/A	☒	☐
Rendering or Computer-Simulated Photograph (from at least 2 prominent locations along the surrounding rights-of-way)	N/A	Wire-less only	N/A	N/A	N/A	N/A	☒	☐

11-17. Supplemental Questions

Answer the supplemental questions for the permit you are seeking.

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Supplemental Questions for:
Variances

11. Variance(s) Supporting Statements

Address each of the following items in order to apply for a variance.

A. Explain any special circumstances affecting the land or structure (related to soil conditions, shape or topography) that are unusual and do not affect other properties AND any hardship that results from these special circumstances.

Soil at the Building 1 site is contaminated with lead, polycyclic aromatic hydrocarbons (PAHs), and volatile organic compounds (VOCs) at concentrations above those typical of historic fill in the Somerville area. The lead originates from improper disposal of sandblasting media ("black beauty") at the site and is associated with Release Tracking Number (RTN) 3-10897, for which an activity and use limitation (AUL) has been recorded for the property. The PAHs and VOCs will be managed under a separate RTN (3-34727) assigned fter reporting to the MassDEP in January 2018. Excavation for construction will require in-situ stabilization of lead impacted soils, the removal of soil beyond that which would be required at an uncontaminated or typical urban site, and a premium cost of approximately $570,000 for soil removal. The intent is to remove the AUL from the property. In addition, Building 1 is located on a relatively small lot and requires short and long term parking on the adjacent Building 2 lot.

B. Explain if and how the variance is the minimum approval necessary to grant reasonable relief to the owner AND results in a reasonable use of the land or structure.

``

The site is located in a transformational area as shown in SomerVision (Somerville's Comprehensive Master Plan for 2010 through 2030) and is at the edge of the Union Square Overlay District for Transit-Oriented Development. Even so, current regulations do not support the type and intensity of development that the City desires for this area. The property is a small site, but has good existing access and infrastructure and proximity to East Cambridge, enabling this project to be a catalyst site for the future Boynton Yards special district. However, variances are necessary to waive parking requirements, height limits, and FAR limits to achieve the desired type of development. The proposed site development is in line with the proposed new zoning.

C. Explain if and how the granting of the variance will be in harmony with the Somerville Zoning Ordinance AND will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

The granting of the variance is in harmony with the TOD Zoning as codified with the intent of creating a live, work, and play experience by enabling transit oriented employment opportunities in an urban infill setting and encouraging alternative modes of transportation centered around walking, biking, and the Green Line Extension. The project will provide active first floor uses and help to grow Somerville's commercial tax base. The project also is designed to be in keeping with the proposed potential zoning overhaul and the future refined neighborhood development plan. The variances permit the first phase of development to proceed under current zoning, while meeting the City's Somervision goals for the area.

APPLICATION
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Supplemental Questions for:
Special Permits (SP) • Special Permits with Design Review (SPD) • Special Permits with Site Plan Review (SPSR)

12. SP, SPD, & SPSR Supporting Statements

Address each of the following items. Attach to application form.

A. Explain if and how the proposal is compatible with the characteristics of the built and unbuilt surrounding area and land uses.

The proposed office building will provide a transition from the industrial and commercial uses to the north and west to the mixed residential uses to the south and east. It also will provide a visual buffer between the uses, helping to assure compatibility. The vacant site has no existing architectural character, but the project will be reflective of the areas industrial heritage through the design of facades and the use of materials such as steel and brick.

B. Explain any impacts that the proposed use, structure, or activity will have on the surrounding area from noise, light, glare, dust, smoke, or vibration.

The proposed office uses will not result in noise, dust, smoke, or vibration. Care will be taken in the exterior and landscape design to avoid light and glare effects on the surrounding area.

C. Explain any impacts that the proposed use, structure, or activity will have on the surrounding area from emission or noxious or hazardous materials.

Other than small amounts of research materials, no hazardous materials will be stored or used on site. No emissions are expected.

D. Explain any impacts that the proposed use, structure, or activity will have on the surrounding area from pollution of waterways or ground water.

The site is served by Somerville municipal storm sewers and care will be taken to avoid any increase in stormwater runoff. Clean roof runoff will be infiltrated to the maximum practical extent. As part of its infrastructure contribution, the project will begin the process of upgrading the sewer and stormwater systems in the area, eliminating illicit connections to existing combined sewers. The project will provide the maximum practical infiltration, and will employ the use of pervious pavement surfaces to the extent practical. Additional detail on these measures is given in the Stormwater management Plan in Attachment 17.

E. Explain the impact on the public systems: sanitary sewer system, storm drainage system, public water supply, and recreational system. Document the status of Department of Environmental Management and/or other sewage permits.

The public utility systems have the capacity to serve Building 1. Because no residences are proposed, no effects on the recreational system are expected. As part of the neighborhood plan for the future Boynton Yards Special District, integrated streetscape improvements and open space (including recreation uses) will be considered at Building 1 and throughout the development. Applications for sewage and other utility permits will be made after the SPSR review concludes. See Attachment 18 for additional details.

F. Give a general summary of existing and proposed easements or other burdens now existing or to be placed on the property.

The Boynton Yards project will be providing easements for relocated utilities and will begin the process of upgrading the sewer and stormwater utilities in the area. No easements are located or to be located on the Building 1 site. There are rights and reservations for the use of a groundwater recharge system on the adjacent lot to the north.

G. See SZO § 5.1.5 Design Guidelines for Business Zones and/or Design Guidelines for Residence Zones. Explain any discrepancies between your proposal and the Design Guidelines. (SP applicants are exempt.)

The attached Project Narrative lists each of the relevant provisions of the Somerville Zoning Ordinances and shows how each is met.

H. Explain any impacts that the proposed use, structure, or activity will have on the surrounding area from the transmission of signals that interfere with radio or television transmission.

No such impacts are expected.

I. Explain any changes to the vehicular and pedestrian circulation patterns.

The proposed project is compatible with the existing vehicular and pedestrian circulation patterns on South Street, Earle Street, and Harding Street and with the proposed long-term changes to the street grid. Consistent with the planned improvements to the street network at and near Boynton Yards, improved sidewalks and pedestrian amenities will be provided at Building 1 and street improvements will be provided on South Street, Earle Street, and Harding Street.

The remaining items under question 10 only relate to SP, SPD, or SPSR for new construction and/or demolition.

J. Explain any measures taken to preserve and protect natural resources (such as wetlands, steep slopes, floodplains, hilltops, vegetation, sun and wind exposure). If there is any wetland, pond or surface water body on the subject property, as defined under Wetlands Protection Act, MGL Chapter 131, Sec. 40, explain the project's wetland permitting status and plans for protection of these features.

No natural resources of these types exist on the site. The site is entirely altered and mostly impervious.

K. Explain the demolition and construction procedures including movement of soil, impact mitigation measures, and an estimate of the time period required for completion of the development. Please consult the Mass Department of Environmental Protection's regulations (www.mass.gov/dep/).

The project will require the excavation, treatment, and off-site disposal for soil impacted by lead, polycyclic aromatic hydrocarbons, and volatile organic compounds. Contaminated soil will be managed under a Release Abatement Measure (RAM) Plan, which will include on-site stabilization of lead-impacted soils, excavation and off-site disposal of approximately 8,000 cubic yards of contaminated fill, and temporary construction dewatering. RAM activities also will include controls to monitor and prevent fugitive dust and to address construction worker exposure. Excavation, site work, and construction are anticipated to be completed within 18 months of the start of construction.

L. Explain proposed method for solid waste disposal (how waste will be collected and stored, who will be responsible for pick-up and maintenance, recycling efforts, etc.) and for screening of disposal facilities.

Building 1 will provide a first floor trash and recycling room with convenient access to the service elevator. Separate storage will be provided for each category of recyclable material and for non-recyclable materials. A hauling firm will be engaged by the building manager to remove and dispose or recycle the materials. Ultimate disposal and recycling facilities will be chosen by the hauler.

M. Identify any historic sites or structures on the project site, or on neighboring properties, and explain any measures to protect historic features. Note that structures over 50 years old may require Historic Preservation Commission review before demolition or substantial alteration occurs.

The nearest historic feature to the site is the Koenig-McCue House at 26 South Street and the nearest building over 50 years old is at 561 Windsor Street. No effects are anticipated, nor is any demolition of a structure over 50 years old required for Building 1. Note is made of the Arrow Paper Fire Memorial on the southeast corner of the nearby Building 2 parcel across Earle Street. This Memorial will be preserved (relocated) as part of the redevelopment for the Building 2 project.

Boynton Yards Building 1
Earle Street, Somerville

PROJECT NARRATIVE

Table of Contents

List of Figures

List of Tables

*Here and throughout, Figures shown with an asterisk after the title are reproduced as 11x17 Larger Scale Figures at the end of this Project Narrative.

List of Attachments

1.0
PROJECT DESCRIPTION

1.0 PROJECT DESCRIPTION

DLJ intends to develop a dynamic, mixed-use, transit-oriented project in the heart of the historically industrial Boynton Yards. The development objective is to transform Boynton Yards, an underutilized area containing scrap yards, industrial buildings, and parking lots, into a vibrant, transit-oriented, live-work-play, mixed-use neighborhood featuring innovative commercial spaces, diverse housing options, integrative community open spaces, engaging pedestrian streetscapes, and differentiated retail experiences.

1.1 LOCATION AND SETTING

As shown on Figure 1, the development is located in Boynton Yards and bound by Windsor Street, Windsor Place, Earle Street, Harding Street, and South Street. The 3.44 acres are currently home to surface parking, a construction equipment storage lot, and two one- and two-story concrete block commercial buildings totaling 25,000 gross square feet (GSF). The Building 1 site is located along South Street between Earle and Harding Street and now contains a surface parking lot. It is currently zoned TOD-55. Existing conditions are shown on Figure 2.

*Figure 1. Locus Plan **

*Here and throughout, Figures shown with an asterisk after the title are reproduced as 11x17 Larger Scale Figures at the end of this Project Narrative.

*Figure 2. Existing Conditions**

Under TOD-55, the Building 1 site is a moderate density sub-district allowing for mixed-use development within a neighborhood of existing lower-density improvements including a mix of commercial buildings and single and multifamily residences. (Shown in gold fill in Figure 4.) Under the newly proposed Somerville Zoning Ordinance, this site is to be defined as a High-Rise District, which allows for a range of building types including General Building, Commercial Building, Lab Building, and Mid-Rise Podium Tower. The General and Mid-Rise Podium Tower Building types allow residential uses while the Lab and Commercial types do not. The High-Rise District generally allows greater building height and density than the current TOD-55 District.

The Building 1 site is subject to an Activity and Use Limitation (AUL) under MGL Chapter 21E, which generally limits the property use to commercial and/or industrial activities and requires that any invasive activities to be performed pursuant to defined soil management and health and safety plans. The site may be developed in accordance with the conditions of the AUL; however, DLJ intends to remediate the site in conjunction with the Project plan. At completion, the site condition is intended to maintain a condition of "no significant risk" without the need for the AUL. This additional work, resulting from the historic contamination of the soils at the site, adds over $570,000 to the expected cost for soil management.

1.2 PROJECT PLAN AND PROGRAM

Upon full build out, DLJ's master plan for development is anticipated to provide up to 950,000 GSF potentially comprised of 570,000 GSF of commercial uses and 380,000 GSF of residential space across 3.44 acres (See Figures 7 and 8). The mixed-use, transit-oriented development will include commercial space for cutting-edge labs, modern offices, innovative startups, and arts uses, as well as both neighborhood convenience and destination retail offerings, with open space to promote interaction between tenants, residents, and the community. The future residential component of the development will include 20% affordable units and a wide range of unit sizes and types to accommodate families, single professionals, empty nesters, roommates, artists, and others. Publicly accessible and sustainably designed open spaces will benefit the wider neighborhood as

well as the project's tenants and residents. DLJ's smart growth project will be the first step in transforming Boynton Yards into an economic engine to stimulate and complement Somerville's surrounding, existing neighborhoods and in reestablishing Union Square as a commercial hub once again. The project will connect the Union Square neighborhood to Inman Square to the south and Medford Street/McGrath Highway corridor to the east. The project also is designed to strengthen the connection between Union Square and Kendall Square to the south as shown in Figure 3.

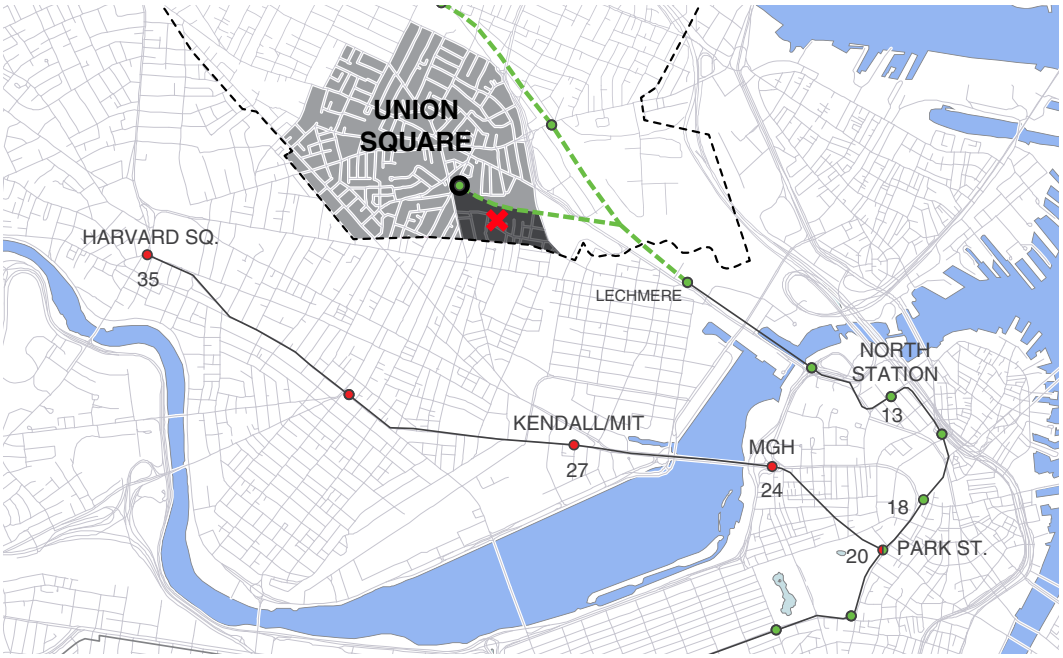

*Figure 3. Neighborhood Connections**

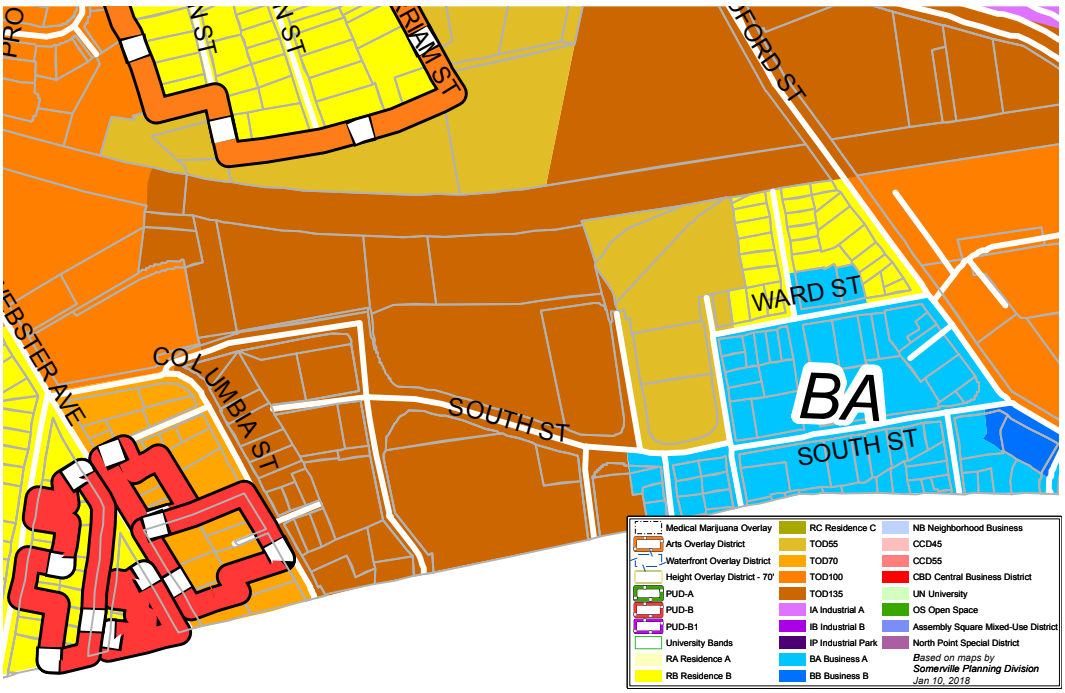

*Figure 4. Zoning Districts**

The project's initial phase will consist of 374,000 GSF of commercial space across two buildings and will provide Class A lab and life sciences space, flexible, modern office space, research and development spaces, and 16,300 GSF of first-floor retail space. A four-level, below-grade parking garage will provide approximately 233 automobile spaces and 142 bike spaces will be provided to serve Buildings 1 and 2. The two buildings aim to draw tenants from Kendall Square where available space is non-existent and commercial rents are untenable for all but the largest and most well-funded life science companies. The buildings will provide flexible lab and office space intended to attract and promote young companies coming out of incubators at local universities such as MIT, Harvard, and Tufts as well as Somerville's startup hubs such as Greentown Labs and the Ames Business Park. Additional information regarding the full build out and city plans for the area can be found in Section 2.0.

Building 1, shown on Figure 5, is a ten-story office and retail building aggregating 139,000 GSF located at the intersection of South Street, Harding Street, and Earle Street. The building's brick and metal façade is designed as a modern reference to the neighborhood's traditional warehouses and mill buildings such as the Taza Building, 35 Medford Street, and 15 Ward Street. The building offers 133,400 GSF of office space on floors two through ten and 5,600 GSF of retail space on the first floor. An approximately 14,000-GSF basement will provide space for retail back-of-house, building and tenant storage, and amenities, including 44 bike parking spaces. A landscaped roof deck is also contemplated for commercial tenant use. Building 1 will not provide any car parking spaces, but will share the below-grade parking facility in Building 2.

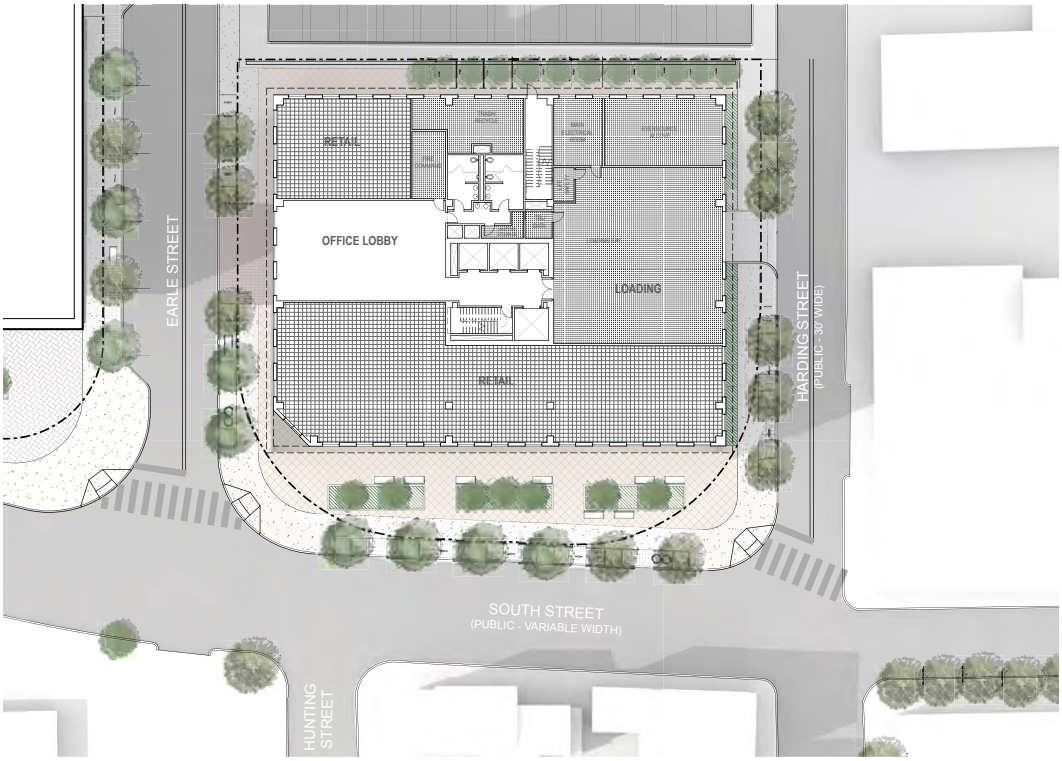

*Figure 5. Illustrative Site Plan**

The 133,400 GSF of office space will exist on column free floor plates of approximately 14,000 GSF which will flexibly accommodate one, two, three, or four tenants each around a central core (See Table 1 for program chart.) This flexibility will allow Building 1 to attract both established commercial tenants requiring one or more full floors that appreciate

the window line and prominent elevator access afforded by a small floor plate, as well as smaller, start-up companies looking for space with quick move-in potential and the ability to easily expand into larger spaces as their business grows. Slab to slab heights of 12.5', finished ceiling heights of 10', and a column-free floor plan is expected to attract new-economy, Technology, Advertising, Media, and Information (TAMI) tenants inclined to open layouts and collaborative work environments. Street-level, dock-height loading access and an oversized service elevator also are anticipated to facilitate the work of many of Somerville's growing light R&D, hardware, and robotics industries. DLJ is acutely focused on designing an attractive, efficient, practical, and affordable building in order to offer commercial rents as a significant discount to nearby East Cambridge. Once fully occupied, Building 1 is expected to be home to approximately 650 full-time jobs.

The development team has designed a pedestrian and bike-friendly streetscape in order to improve the walkability of the neighborhood for nearby residents, tenants, and mass-transit commuters and to create a dynamic retail environment for the project. Building 1 presents an attractive, continuous street front along South and Earle Streets with the black metal and glass façade providing strong framing for approximately 5,600 GSF of retail space and a 1,500 GSF open office lobby. The northern façade will provide direct retail frontage on a planned future community pocket park. Retail tenants will include both convenient community staples as well as destination operators potentially including a coffee shop, a brewery/restaurant, a gym studio, healthy lunch takeout, convenience store, or art gallery uses. The first-floor retail space also will be built to accommodate visually-stimulating light R&D or robotics companies to provide street life as the retail market matures.

Existing trees in good health will be kept and supplemented with new native tree plantings, coordinated with the City Arborist, along Earle, South, and Windsor Streets to increase Somerville's tree canopy. Planting beds along the streetscape will contain native species which do not require irrigation and will add to the site's pervious ground cover. Public bike racks will be sited to balance biking convenience and pedestrian mobility and access. Traffic calming measures such as raised sidewalks, signage, textured pavements, and bump outs will be included as appropriate. These streetscape improvements are described in detail in Chapter 4.

Although existing water and sanitary sewer and storm drainage facilities have ample capacity to serve the development, DLJ intends to upgrade and improve water, sewer, and storm water infrastructure at and near the Building 1 site as part of its infrastructure contribution to the city. These improvements will serve not only Building 1, but also the remainder of Boynton Yards. Chapters 5 and 6 provide details on these topics.

Table 1. Program Chart

Retail (SPD GFA)	Office (SPD GFA)	Total (SPD GFA)	Bike Parking (Spaces)
5,600	133,400	139,000	44

2.0
PLANNING ANALYSIS

2.0 PLANNING ANALYSIS

The Union Square Neighborhood Development Plan (USNDP), shown in Figure 6, is a long-term policy document and plan released by Somerville Planning Department (SPD) in May 2016, which includes the City's vision for the development of Boynton Yards. The purpose of this section of our application is to confirm the team's support of the principles laid out in the document and our commitment to supporting their realization.

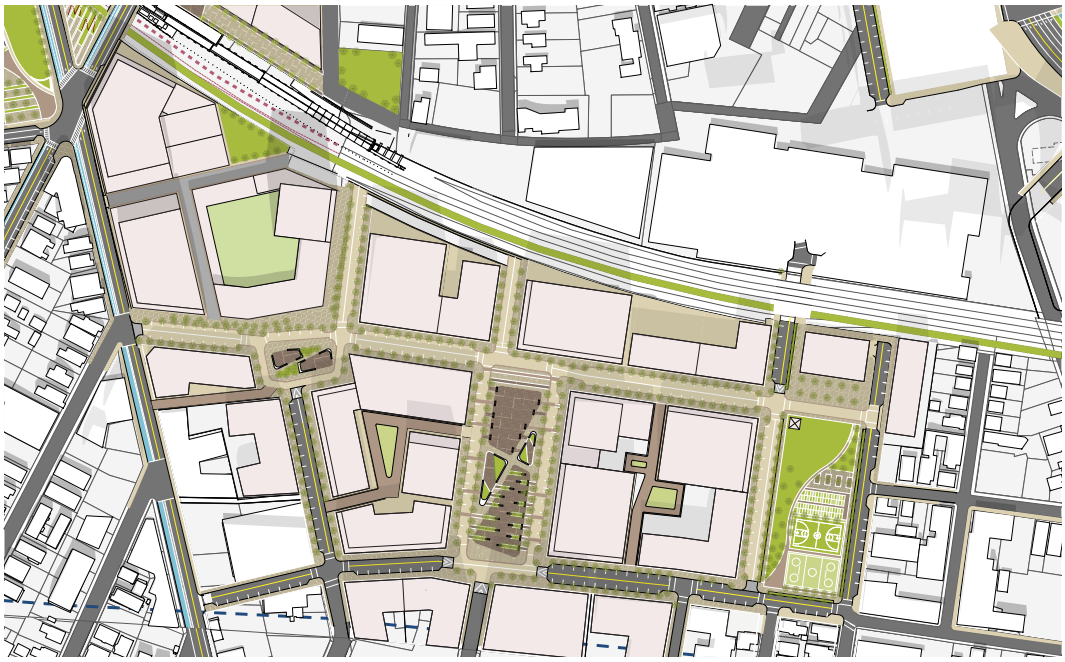

*Figure 6. Union Square Neighborhood Development Plan**

2.1 A NEW FOCUS ON COMMERCIAL DEVELOPMENT

The buildings presented in two Special Permit with Site Plan Review (SPSR) applications will be 100% commercial, and represent the first major commercial projects proposed for the area covered by the USNDP. This will provide a crucial first step towards achieving the 60/40 commercial/residential mix first presaged in Somervision and called for by the USNDP. Future development will involve residential uses, with the total area to be built by DLJ potentially reaching the overall 60/40 commercial/residential split desired by the SPD.

Both buildings will be within walking distance of the proposed Green Line Extension. This will help support the operation of the line by providing reverse-commuters traveling to Boynton Yards for the workdays, balancing the current resident-commuter mix.

2.2 NEW STREET GRID

The USNDP proposes reorganizing private property boundaries to enhance the existing street network to improve pedestrian and vehicular connectivity within and through Boynton Yards. We are completely supportive of this endeavor because it will make this and future development projects more successful. These first two SPSR applications make our commitment clear in three ways.

First, as part of these applications and as part of their overall infrastructure improvements contribution requirement, DLJ is committing to rebuilding the public street between the two SPSR applications – Earle Street – according to the design principles laid out in USNDP and our conversations with the Somerville Planning Department. This voluntary private investment in public infrastructure will involve new sidewalks, lighting, street trees, as well as new underground split storm water and sewer piping coordinated with City standards.

Second, as shown on Figure 7, Building 2 has been designed around a large northern setback to allow a future public street – identified as Windsor Place in the USNDP – to be constructed on DLJ's property in the future. Part of the first section of this street, including the sidewalk and landscaping along the northern edge of the Building 2 site, will be built concurrently with that building.

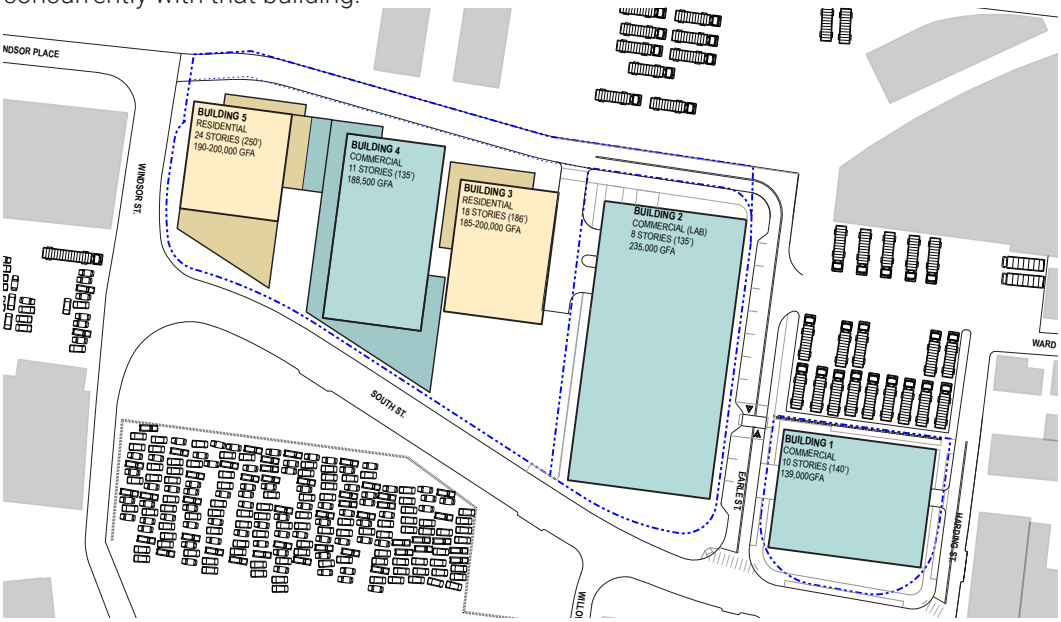

*Figure 7. Boynton Yards Plan with Existing Streets**

Third, the buildings currently proposed have been sited in such a way as to allow for the most radical change proposed in the USNDP – the realignment of South Street – to be undertaken in the future. To ensure the realization of this 30-year City project, the two buildings proposed by DLJ fit within both the existing street network and that proposed by the Somerville Planning Department. The buildings necessarily relate to the existing street network, but they have been designed so that they will fit in, contribute to, and benefit from the future arrangement. DLJ's additional property could be used in the future to facilitate the type of development envisaged by SPD under this revised street condition, one potential scenario is shown in Figure 8.

*Figure 8. Boynton Yards Plan with Proposed Streets**

2.3 REDUCED AUTOMOBILE RELIANCE, INCREASED CONNECTIVITY

Working towards the goals of the City to reduce automobile reliance through limiting the number of parking spaces, the first two buildings propose a reduction in parking below the minimum allowable under the current zoning ordinance. SPD communicated a desire to reduce parking in Somerville, and the team has worked to reduce this number to the lowest figure we believe the market will allow. Future buildings may be able to reduce this ratio further once the Green Line Extension is operational and in coordination with future anticipated zoning requirements.

All parking is provided as structured underground parking to limit the effect on the streetscape. This allows new connections to be made around and through the buildings proposed. The SPSR of Building 1 proposes only one loading access point facing a blank wall on a minor street, with no on-site parking. The SPSR of Building 2 has limited its four-level parking garage to one two-lane *woonerf* entrance, reducing the effect on Windsor Place. Loading is also accessed through the same *woonerf*. Both loading bays and parking entrance are given the minimum possible width to reduce their impact.

2.4 NEW PUBLIC SPACES

Part of the USNDP proposes a series of potential public spaces scattered among Boynton Yards. Several different arrangements were proposed, including a number of variants involving property owned by DLJ. After the publication of the USNDP, the SPD also provided relevant landowners a Boynton Yards District Development Map, identifying current public space proposals. The project team is offering in-principle support for the most significant of these ideas: a large park/plaza positioned along the western quarter of the properties. This large public space will be of great benefit to the neighborhood, and is envisaged as a vibrant and active gateway at the edge of Union Square and Boynton Yards.

Two smaller public spaces are also proposed directly adjacent to the two buildings in these SPSRs, both of which are identified in the Somerville Planning Department Boynton Yards District Development Map. One park will be positioned directly to the north of Building 1 on land currently owned by the Gentle Giant Moving Company. A second park will be positioned directly to the south of Building 2, partly on land owned by DLJ and partly on what is currently a public street.

3.0
ZONING ANALYSIS

3.0 ZONING ANALYSIS

The following sections show the relevant requirements of the Somerville Zoning Ordinances for Special Permits with Site Plan Review, for New Developments in Transit Oriented Districts (TODs), and for Design Guidelines in TODs. in italics with direct responses to each requirement given in regular type.

3.1 SZO SECTION 5.2 SPECIAL PERMIT WITH SITE PLAN REVIEW

Section 5.2.3. Information Required for Special Permits with Site Plan Review. The SPGA, or its designee, shall, in its discretion, require the following information for all applications for special permits with site plan review including, but not limited to, the items in #1-25 below.

1. names, addresses, and telephone numbers of the applicant, the owner if other than the applicant, and other agents for the applicant, such as the architect, engineer and/or attorney, and the name and address of the proposed project;

See page 1 of the SPSR Application.

2. plot plan certified by land surveyor indicating total land area, boundaries, angles, and dimensions of the site and a north arrow;

A certified ALTA/NSPS Land Title Survey, with topographic information acquired by on-the-ground survey, was completed by Partner Engineering and Science, Inc., dated August 24, 2017 and revised November 30, 2017. Please see Figure 9 below and Attachment 7 – Site Plans, which includes the certified plot plan.

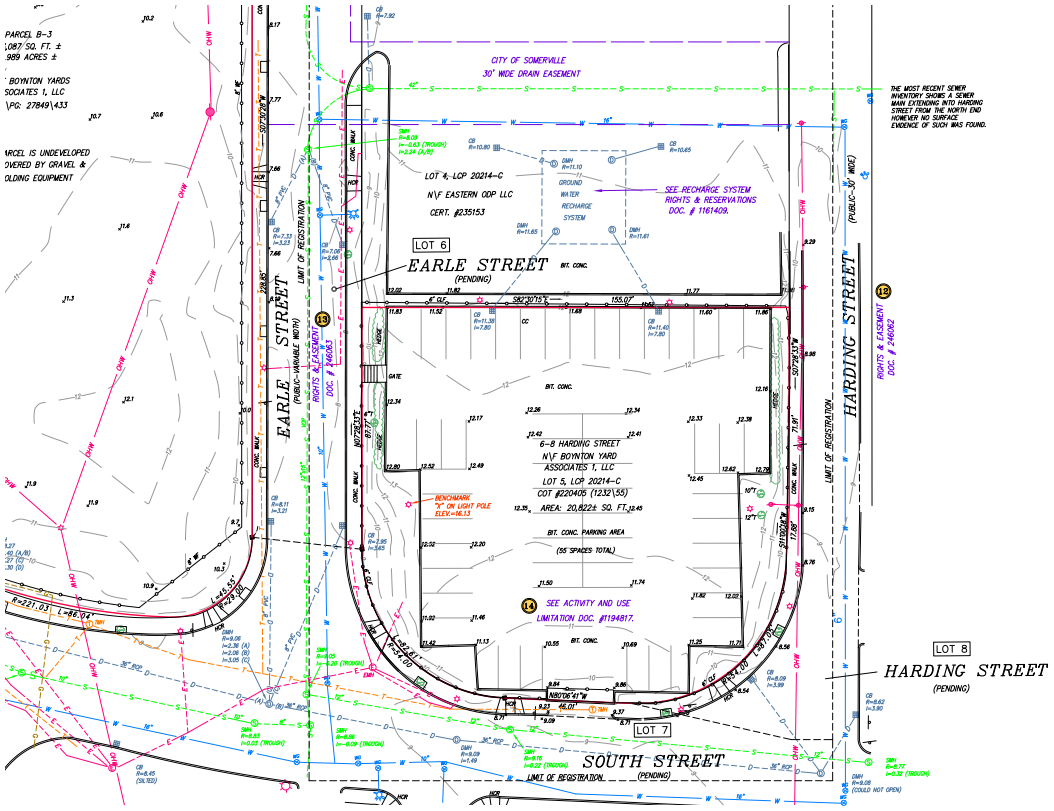

*Figure 9. Boynton Yards Building 1 Plot Plan**

3. Scaled site plan(s) certified by a registered land surveyor, architect, landscape architect or engineer showing:

a. present and proposed use of the land and existing buildings, if any;

The present use of the land is a surface parking lot, with parking spaces leased to adjacent businesses. There are no existing buildings on site.

The new use of the land proposed in this SPSR is ground floor retail/restaurant and upper floor office/commercial. Proposed landscape and site improvements are shown conceptually on the Site Plan in Figure 10. Details are found in Attachment 7 – Site Plans.

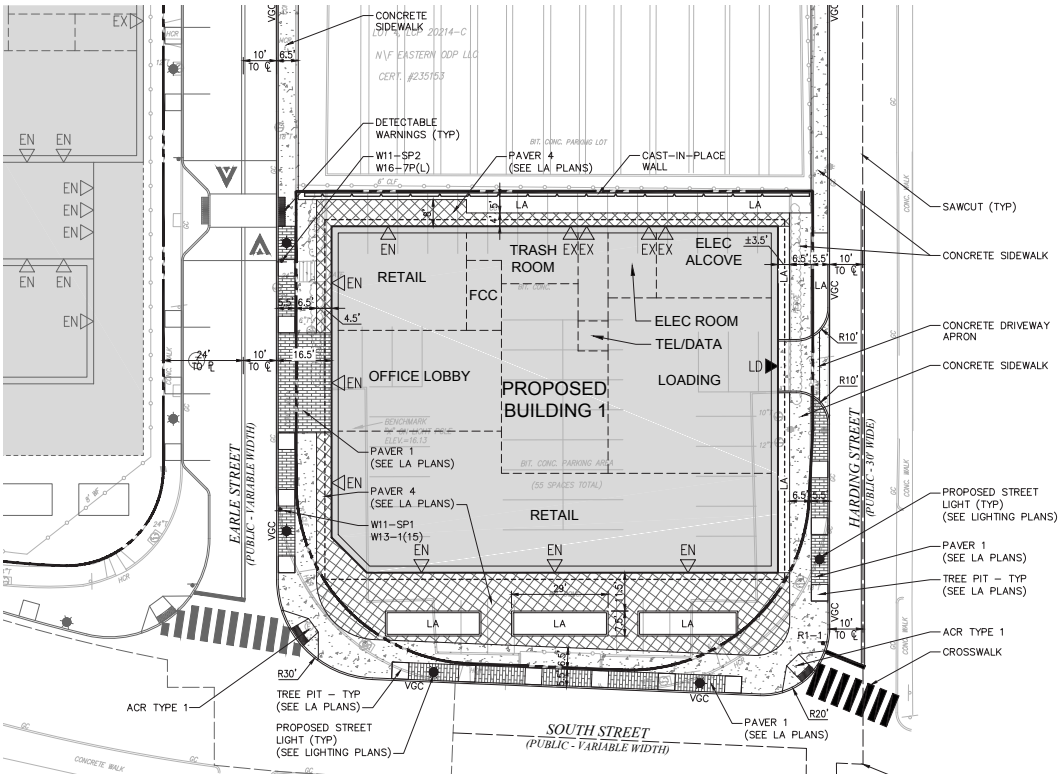

*Figure 10. Boynton Yards Building 1 Site Plan**

b. Dimensions of existing and proposed building(s) or other structures including height, setback(s) from property lines and total square footage of all floors;

No structures currently exist on the site. The proposed building height is 140 feet to the top of the commercial roof. The last penthouse floor is partly occupied by mechanical space that is concealed in metal cladding and partly serves as an open deck amenity for tenants. The setbacks from property lines are shown on the Site Plan. Total square footage of all floors, using the Somerville Zoning Ordinance definition of Gross Floor Area, is 139,000 square feet.

c. Locations and dimensions of any easements and public or private rights of way, or other burdens, existing or proposed;

Existing easements and public or private rights of way are shown on the Survey Plan. No new easements nor alterations to existing easements are proposed.

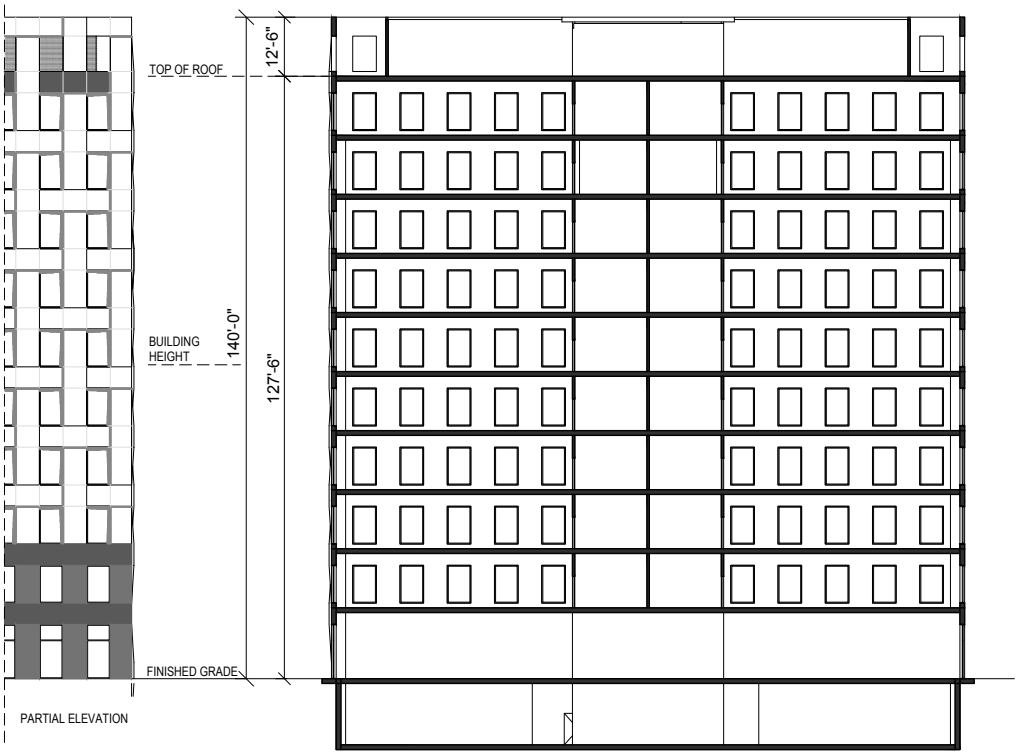

*Figure 11. Diagrammatic Section showing Zoning Height**

d. At grade parking and loading areas showing number, location, and dimensions of parking and loading spaces, driveways, access, and sidewalks;

No parking is proposed on-site, due to the extremely limited footprint. Forty-four on-site bicycle spaces are proposed. One loading space is proposed on the eastern boundary, which faces the blank wall of an adjacent commercial building.

Off-site but adjacent structured underground parking is proposed under a separate Special Permit with Site Plan Review being submitted in tandem with this application: Boynton Yards Building 2. That SPSR proposes 98 bicycle spaces and 233 parking spaces, of which 7 will be accessible including 2 van spaces. These spaces will serve the tenants of both Building 1 (this application) and Building 2 (in a separate application).

Standard parking spaces will be 9 feet by 18 feet, compact parking spaces will be 8 feet by 16 feet, standard accessible spaces will be 13 feet by 18 feet, and van accessible spaces will be 16 feet by 18 feet. Minimum drive aisle width within the garage is 23 feet, greater than the 20-foot minimum required under the Somerville Zoning Ordinance.

4. A brief written description of the proposed project, such as proposed construction or demolition, all uses, who the project is intended to serve, expected number of employees, and/or occupants and methods and hours of operation, as applicable.

See Section 1.2 of this Project Narrative.

5. The total floor area and ground coverage ratio of each proposed building and structure;

The site area is 20,822 square feet. The total building footprint is 14,000 square feet. This results in a Ground Coverage Ratio of 68%.

The total gross floor area of the proposed building is 139,000 square feet. This results in a Floor to Area Ratio (FAR) of 6.7.

6. Front, side, and rear elevations;

Figure 12 shows the front (South Street) elevation of Building 1. It is typical of the side and rear elevations, which are shown in the Larger Scale Figures at the end of this Project Narrative.

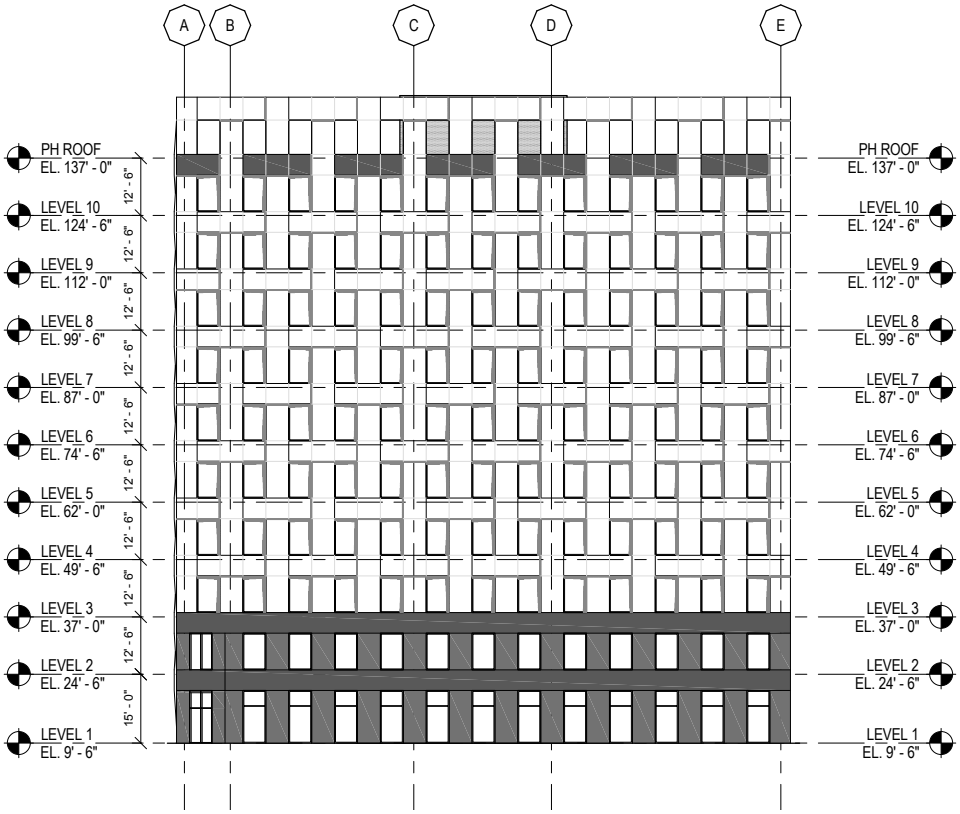

*Figure 12. Front Elevation**

7. Existing and proposed contour elevations in two foot increments;

Please see Figure 9 and Attachment 7 – Site Plans, specifically the certified plot plan, for existing contours and elevations. Refer to Figure 13 and to Sheet C-103, the Grading & Drainage Plan, in Attachment 7 – Site Plans, for proposed contours and elevations.

8. Provisions for vehicular and pedestrian circulation;

Earle Street separates Building 1 and 2 and will be the main vehicular and pedestrian route through the project site. There is a proposed midblock crossing on Earle Street, which has been designed as a raised crosswalk for pedestrian safety. Specifically, for Building 1, the midblock crossing provides direct access to the structured parking spaces below Building 2 and the retail and commercial uses on the Building 2 site.

Building 1 is easily accessible to pedestrians on all four sides of the building. An enhanced streetscape design has been provided on Earle Street, South Street and Harding Street. The streetscape improvements feature a 6.5' wide concrete sidewalk and a 5' wide furnishing

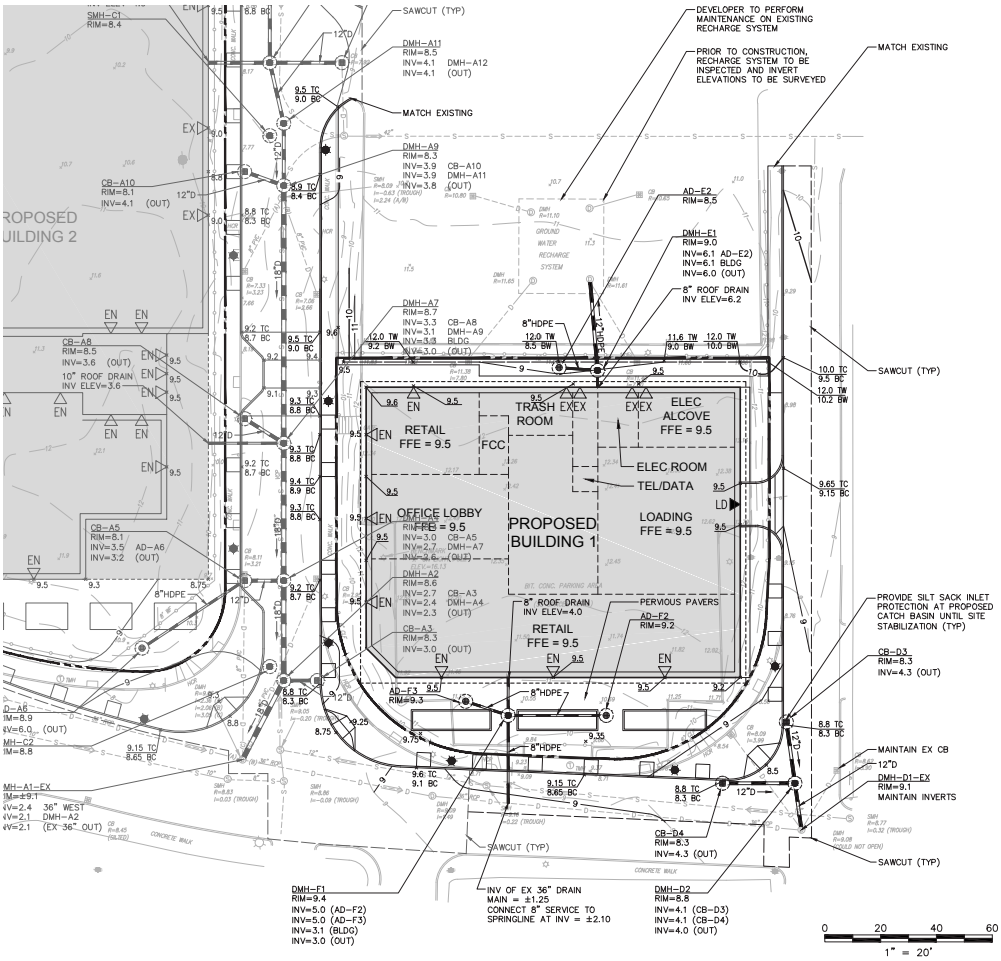

*Figure 13. Proposed Contours**

zone with a 6" wide vertical granite curb for a total pedestrian zone of 12'. The furnishing zone, treated with brick pavers, includes street trees contained within 5'x5' tree pits. This furnishing zone, along with the street trees and elevation change of the vertical granite curb, provides a visual barrier for pedestrians from vehicular roadways. As part of the streetscape improvements, new curb lines were established to provide more room for pedestrian circulation at corners and to reduce crosswalk lengths at intersections. Additionally, a large pedestrian plaza with landscaped planters is featured on the south side of Building 1.

Building 1 will be accessible by vehicle from South Street, Earle Street, and Harding Street. These streets are designed as two way roadways for vehicular circulation. All streets will feature streetscape improvements at building frontages. Earle Street will have on-street parking on the west side of the street.

Please refer to Site Plans, sheet C-102, Layout & Materials Plan for more information on vehicular and pedestrian circulation.

9. Color, materials, and exterior features of proposed structures;

As can be seen in Figure 14, the building's exterior is a mixture of brick-cladding and metal panel. The two-level base is heavily glazed with opaque metal panels.

The majority of the building façade above is made up of brick-clad three-dimensional precast panels which give the appearance of woven bands of brick. The top has a horizontal metal band woven in with the brick to terminate the building. The mechanical penthouse is set back to be invisible from the street, and is also clad in the same metal panel as the base and top.

*Figure 14. Project Rendering**

10. Landscaping and screening, including trees, stones, walls, fences, and other features to be retained and removed, as well as color, size, and type of landscaped surface materials;

The overall landscape design, shown in Figure 15, enhances the streetscapes of South and Earle Street, creating a strong public space along South Street and creating soft back yards for both Building 1 and 2 ground floor commercial uses.

The Building 1 site will have a 12' sidewalk along South Street, Earle Street and Harding Street. The first 5.5' of sidewalk will have tree grates that alternate with a brick paved furnishing zone for benches, bike racks and trash/recycling receptacles. The same brick paver used for the furnishing zones will mark the building entrance area on Earle Street. The inner 6.5' of sidewalk will be a concrete band that extends to a full 12' on the corners of the site.

The zone between the 12' of sidewalk and the building edges on South Street, Earle Street, and the back (North) side will be paved with permeable pavers. This will simultaneously

allow access to all the retail stores while making sure to filter stormwater runoff through the pavement to the reservoirs.

The remaining edges on Harding Street and the back of the building with the future planned park to the North will be planting beds with mulch, native groundcover, non-irrigated planting, and multi-stem trees 8-10' in height. Existing trees in good health will be kept and any new trees will be native adaptive species.

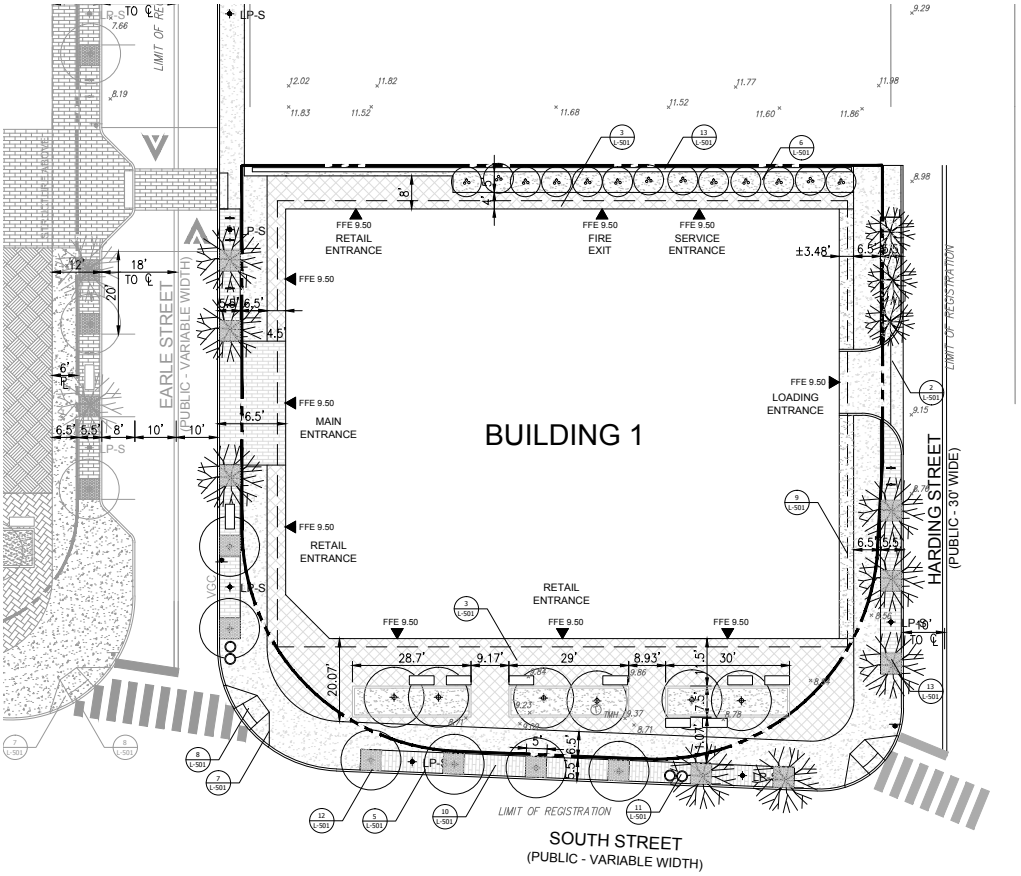

*Figure 15. Landscaping Plan**

11. Measures taken to preserve and protect natural resources;

The Building 1 site is entirely altered and mostly impervious, so there will no effect on natural resources. The proposed project will add pervious surface and landscaping to the site and will provide enhanced pedestrian amenities.

12. Outdoor lighting including location and intensity of lighting facilities;

Building mounted Exterior Lighting. Recessed low brightness LED down lights will be incorporated into the exterior soffit along the retail edges of the building. Fully shielded low-power LED fixtures will be wall mounted at any egress doors as required by code. There is no building mounted exterior lighting planned for the loading dock opening.

Site Lighting. Site lighting on the South Street Plazas for both buildings will include pedestrian-scale post-top fully-shielded LED fixtures and low brightness LED fixtures incorporated seating/planters. Low-brightness decorative lighting bollards will be integrated with the landscaping to light walkways around both buildings where required for security and comfort.

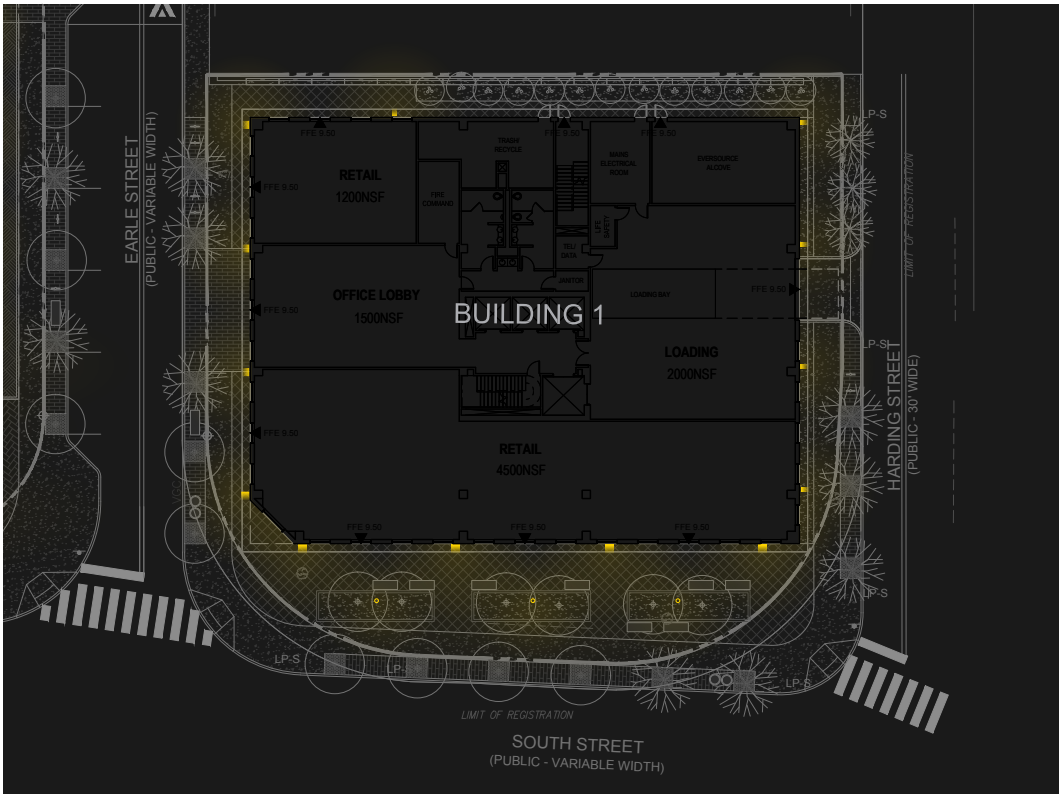

*Figure 16. Lighting Plan**

13. Dimensions and locations of signs, proposed and existing;

Signage communicating the building identity/address on Earle Street will be located on the main lobby entrance doors, as can be seen in Figure 17. This may be in the form of letter and number graphics on the lobby glazing (above or next to main doors). First floor pedestrian/biker signage will be small and indicate the location of the elevator lobby for pedestrian/biker access to the underground bike parking garage. Signage for the remaining three elevations is shown in Larger Scale Figures at the end of this Project Narrative.

First floor retail tenants will incorporate individual signage and entrance design following designated zones (clerestory of the glass bays) on the facade. The loading dock entrance on Harding Street will be a small sign integrated in the metal paneling to identify an opening. First floor utilities will have small signs to identify the purpose of openings in the metal paneling (i.e. Eversource alcove, Main Electrical vault, Trash/Recycle room). The fire exit will have a small sign to indicate the purpose of the opening in the metal paneling.

*Figure 17. West Elevation Signage**

14. Location and significance of historic structures;

The nearest historic feature to the site is the Koenig-McCue House at 26 South Street, about 200 feet east of the site on South Street, and the nearest building over 50 years old is at 561 Windsor Street, about 600 feet to the northwest. No effects are anticipated, nor is any demolition of a structure over 50 years old required for Building 1. The Arrow Paper Fire Memorial is located on the southeast corner of the nearby Building 2 site across Earle Street. This Memorial will be preserved (relocated) as part of the redevelopment for the Building 2 project.

15. Method for handling solid waste disposal, and for screening of disposal facilities;

Building 1 will provide a first floor trash and recycling room with convenient access to the service elevator. Separate storage will be provided for each category of recyclable material and for non-recyclable materials. A hauling firm will be engaged by the building manager to remove and dispose or recycle the materials. Ultimate disposal and recycling facilities will be chosen by the hauler.

16. Description and location of all proposed mechanical and electrical system components, including exhaust and ventilation system, transformers, and satellite dishes;

Building 1 will be served by a 1st floor electric service alcove housing the Eversource switchgear and transformer(s). City utilities will be brought to the building to support new water service, fire service, sanitary, and storm water building infrastructure. The building mechanical system will be a Variable Refrigerant Flow (VRF) fan coil system consisting of multiple roof mounted condensing units and an on-floor network of distributed dx fan

coil units. An energy heat recovery unit will be located on the roof and will provide code required ventilation air to each floor and exhaust air from the building core restrooms and mechanical/electrical areas.

17. Locations of and adequacy of existing and proposed on-site public utilities, facilities, and conditions (water, sewerage, and drainage), showing size and direction of flows;

There is no existing water or sanitary sewer service to the site. Storm drainage is conveyed, untreated to off-site facilities.

Both Earle Street and South Street contain existing water and sanitary sewer and storm drainage facilities with ample capacity to serve our development. There are outdated storm drainage connections within Earle Street to an existing combined sewer. Please refer to Section 6 for more details on the public utility systems including outdated connections and combined sewer flows.

Please see Attachment 7 – Site Plans, specifically the certified plot plan, for existing public utilities on-site.

As part of its infrastructure contribution, DLJ proposes to upgrade public utilities within Earle Street. Storm drainage will be separated from combined sewer as part of the improvements, and a new 16" water main will be installed. DLJ will also replace the existing 15" sewer main in Earle Street. The building will connect water, sanitary sewer, and storm drainage to the proposed facilities in Earle Street. The Building will also have a storm drain connection directly to South Street.

Please refer to Sheet C-104, Utilities Plan in Attachment 7 – Site Plans for more information on proposed public utilities.

18. Demolition and construction procedures including impact mitigation measures; an estimate of the time period required for completion of the development;

Demolition and Construction procedures will be developed with detailed logistic and construction mitigation plans for each building. All work will be executed with the utmost emphasis on safety to both the general public and the workers onsite. Site fence will separate the worksite from public ways. Dust control and traffic mitigation will be implemented, including the use of police details when necessary. Detailed construction logistic plans will be developed including trucking routes into and out of the site with a focus on minimizing disruption to the neighborhood.

Construction for Building 1 is anticipated to take approximately 18 months.

19. A Traffic study including estimated peak hour traffic volumes generated by the proposed use in relation to existing volumes and projected future conditions or, if the project is twenty-five thousand (25,000) square feet or more, a traffic impact analysis which is prepared by a professional traffic engineer;

A complete Traffic Impact and Access Study (TIAS) is included in Attachment 12 – TIAS/ TDM/Parking Report.

20. General summary of existing and proposed easements or other burdens now existing or to be placed on the property;

Registered Land Document #1161409 on the South Middlesex County Registry of Deeds is an existing easement for the discharge of stormwater from the Building 1 site (Lot 5) to an existing subsurface infiltration system on the abutting property to the North. DLJ proposes to continue this stormwater discharge and participate in maintenance or upgrade of the existing subsurface infiltration system, as deemed necessary.

Registered Land Document #1194817 on the South Middlesex County Registry of Deeds is an existing Activity and Use Limitation that DLJ plans to mitigate and remove.

Registered Land Document #246062 on the South Middlesex County Registry of Deeds is an existing easement for travel and passage on Harding Street by an adjacent property to the Building 1 site (Lot 5). Registered Land Document #246063 on the South Middlesex County Registry of Deeds is an existing easement for travel and passage on Earle Street by an adjacent property to the Building 1 site (Lot 5). Both of these easements were recorded in the Registry of Deeds November 29, 1950. They will remain and have no effect on the project as circulation on Earle Street and Harding Street will remain essentially the same. There are also additional easements related to the abutting site (formerly Moulton Ladder) filed in 1912, where no documents are available.

A 30-foot drain easement to the City of Somerville exists on the abutting property to the north. Final connections of the new sewer in Earle Street will be made to the existing combined sewer within this easement.

21. Wetlands, ponds, and surface water bodies, as defined under the Wetlands Protection Act, M.G.L. Chapter 131, Section 40, and rules promulgated thereunder, 310 CMR 10.00;

There are no wetland resources of any kind at or near the Building 1 site.

22. Photographs of at least eight (8) by ten (10) inches, showing the development site and surrounding parcels;

See Attachment 11.

*Figure 18. Site Photograph**

23. Names and addresses of all property owners within three hundred (300) feet of site boundaries;

See Attachments 5 and 6.

24. Such other information as will aid the SPGA in judging the application and in determining special conditions and safeguards, and as the SPGA should deem necessary, in its determination of completeness of said application as provided in Section 5.3.1 and the SPGA Rules and Regulations.

Somerville requires a Disclosure and Certification for SPSR Applications. It is found in Attachment 16. No other additional information has been requested to date by the SPGA.

25. In the case of applications involving a structure with four or more units of housing, measures taken to provide for, protect, or increase the affordability of housing units within the proposed structure; the degree of such affordability to households of low or moderate income, as defined by HUD; and the duration of legal assurances of such affordability.

Boynton Yards Building 1 contains no housing.

3.2 SZO SECTION 6.5.D REVIEW REQUIREMENTS FOR NEW DEVELOPMENT IN TODs

1. Special Permit Uses. All new development for a use requiring a Special Permit (SP) shall be subject to Special Permit with Site Plan Review (SPSR).

This SPSR Application is intended to allow both Special Permit and Site Plan Review, as required.

2. By-Right Uses. All new development for a by-right use shall be subject to Design and Site Plan Approval (DSPA) under Section 5.4. If some uses in the development are by right and some are allowed by Special Permit (SP) the entire development shall be subject to SPSR review.

This SPSR Application is intended to allow both Special Permit and Site Plan Review, as required.

3. Design Review for All New Development. All new development must undergo design review under Section 5.6 of this Ordinance, with findings giving consideration to the Design Guidelines of Section 6.5.H.

Design Review will proceed during the review of this SPSR Application and will be completed before decisions issue.

4. Additional Submission Requirements in TODs.

a. The Applicant shall indicate in application the proposed square footage that will be allocated to each Use Cluster and associated parking.

Building 1 contains 125,400 GSF of office space on floors two through ten and 5,600 GSF of retail space on the first floor. An approximately 14,000-GSF basement will provide space for retail back-of-house, building and tenant storage, and amenities, including 44 bike parking spaces. A landscaped roof deck also is contemplated for commercial tenant use. Building 1 will not provide any car parking spaces, but will share the below-grade parking facility in Building 2.

b. A conceptual three-dimensional scale model of development(s) at 20 scale (or alternative scale acceptable to the SPGA or its designee) must be submitted in addition to the information required for SPSR and SPA pursuant to Article 5 of this Ordinance. The model must show the proposed development as well as abutting properties. A shadow analysis shall be included. At the discretion of the Planning Director, a series of axonometric drawings may substitute for a physical model.

*Figure 19. Three-Dimensional Scale Model**

c. LEED (or certified equivalent) checklist and written commitment to produce documentation of LEED plan review certification prior to issuance of a building permit, if applicable.

See Attachment 2.

d. Transportation Study and Transportation Demand Management Plan, as described in Section 6.5.G.1.

1. Transportation Analysis. Applicants shall provide a Transportation Study and a Transportation Demand Management (TDM) Plan tailored to the proposed site and mix of Use Clusters. The scope of the document will be prepared in consultation with the Director of Traffic and Parking and may include a project description and a description of the existing conditions of the transportation network in the vicinity of the Development Site. The following items may be required as part of a Transportation Study:

• Counts of existing traffic volumes.

• Projected traffic volumes for the proposed Development based on accepted engineering standards and adapted to local conditions.

• Projected size of delivery vehicles, and frequency and days/hours of delivery.

• Reviews of accident history trends in the vicinity of the Development Site.

• Analyses of the Development impacts on the transportation network in the vicinity of the Development Site.

• Examination of transportation by all feasible modes, including automobile, transit, bicycle and pedestrian.

• Explanation of consistency with City transportation plans.

If the impact analyses indicate that safety or capacity will be adversely affected by the proposed Development, the Applicant will indicate appropriate mitigation measures, subject to the approval of the Director of Traffic and Parking, prior to the granting of a special permit.

See Attachment 12 – TIAS/TDM/Parking Report.

e. Submission of a Parking Optimization Plan as described in Section 6.5.G.13.

13. Parking Optimization Plan. Applications shall include a Parking Optimization Plan illustrating how management and pricing strategies will encourage shared use and reasonable turnover of parking spaces, and discourage structures' use as "Park and Ride" facilities.

See Attachment 12 – TIAS/TDM/Parking Report

3.2 SZO SECTION 6.5.G DEVELOPMENT STANDARDS FOR NEW DEVELOPMENTS IN TODs

All new developments shall meet the following standards:

1. Transportation Analysis. Applicants shall provide a Transportation Study and a Transportation Demand Management (TDM) Plan tailored to the proposed site and mix of Use Clusters….

Attachment 12 provides a full Transportation Study and Transportation Demand Management Plan showing how Building 1 meets all of the requirements of this section and Section 6.5.H, below.

2. Incentives for Green Building. Buildings certified by the U.S. Green Building Council as LEED Gold or better shall receive the following bonuses….

Building 1 seeks no density bonus. Even so, a LEED Worksheet is provided in Attachment 2 showing that the building likely will meet LEED standards.

3. Credit for Provision of Land for Public Infrastructure. Where land is to be dedicated to the City of Somerville for public infrastructure (including roadways, sidewalks, public paths, parks, and other public infrastructure), the area of dedicated land shall be applied to calculations for dimensional requirements except for setback requirements….

No land on the Building 1 site will be devoted to such purpose, but as outlined in Section 1.2, DLJ will make substantial improvements to the infrastructure in the area as part of its infrastructure commitment. Additional details are provided in Chapters 4, 5, and 6.

4. Credit and Height Bonus for Provision of Dedicated Parkland.

The Building 1 site will contain no dedicated parkland.

5. Transition to Abutting Residential District.

The Building 1 site does not abut residential uses.

6. Upper Level Open Space. Area within Upper Level Setbacks may be used to provide usable or private open space, including residential balconies, and shall not be counted toward Floor Area Ratio.

A roof top deck is planned for Building 1 to serve building tenants. It is not counted in the FAR for the project.

7. Wind and Shadow Effects. Buildings shall be designed to minimize shadow and wind impacts to open space and residential areas especially between 10:00 a.m. and 2:00 p.m. in the winter. Wind and shadow effects shall be demonstrated in technical studies.

Attachment 13 provides a full, graphical analysis of shadows from Building 1 and a full computer model study of pedestrian level winds. Neither shows any substantial impact to open space, nor any impact to residential areas.

8. Landscaping and Usable Open Space Requirements. Developments shall conform to the applicable landscaping requirements set forth in Table 6.5.F, Article 10 and Article 17....

As shown in the Application, Building 1 conforms to the applicable landscaping requirements.

9. Payment in Lieu of Open Space. Minimum landscaped area and maximum ground cover may be modified by the equivalent area for which an in-lieu payment is made....

Since Building 1 meets the landscaped area requirements, no payment in lieu of open space is proposed.

10. Pedestrian Connections. Continuous pedestrian connections shall be supported between all major points of pedestrian activity on the Development Site....

As discussed more fully in Sections 1.2 and 4.2, the project will lead to a new, pedestrian friendly streetside and clear connections to adjacent sites.

11. Pedestrian Oriented Requirements. To promote pedestrian activity, buildings shall be designed with separate front entrance doors to lobbies, cultural spaces, retail and business, and other sources of pedestrian activity.

Building 1 has both a main lobby entrance and entrances to individual first floor retail spaces. These have been designed to be visible and inviting from the public sidewalks surrounding the site on three sides and from the pedestrian area to the north.

12. Parking Design. Refer to Section 9.17 for parking requirements. Parking and loading areas shall be hidden from view from public ways....

The single loading area for Building 1 is reached by a curb cut from Harding Steet and is screened from view by overhead doors when not in use.

13. Parking Optimization Plan. Applications shall include a Parking Optimization Plan…

Attachment 12 contains the required Parking Optimization Plan, aimed at reducing the number of parking spaces required and fostering the maximum use of alternative forms of access.

14. Service Areas and Loading Spaces. Ground level mechanical equipment, utility and trash enclosures, loading docks and other utilitarian and service elements shall not abut the street edge(s) of the parcel and shall be visually and acoustically screened…

All ground level spaces of this sort are either contained within the building shell or, in the case of the loading dock, screened when not in use.

15. Lighting. Lighting shall be appropriate to the historic and pedestrian-oriented character of surrounding neighborhoods and buildings, and shall enhance safety and security while minimizing glare and light trespass.

Section 3.4 and Figure 16 describe and illustrate the project lighting plan, which is designed to ensure sufficient light for safety while minimizing glare and light trespass.

16. Properties Adjoining Railroad Rights-of-Way.

The Building 1 site does not abut a railroad right-of-way.

17. Penthouses and Mechanical Equipment. All elevator and stairwell penthouses, roof-mounted mechanical equipment (including enclosure, if any) and other similar rooftop installations shall be set back behind a plane inclined at forty-five (45) degrees from the vertical, beginning at the maximum height of the building, along all street lines and rear lot line and shall be screened pursuant to the screening provisions in Section 14.3….

All roof top mechanicals meet this requirement and, further, are screened by a vertical extension of the building façade treatment.

18. Reduction of Minimum Lot Area. Where the SPGA makes the following findings, the minimum lot area may be reduced from the requirements of Section 6.5.F:

No reduction in minimum lot area is sought for Building 1.

3.3 SZO SECTION 6.5.H DESIGN GUIDELINES FOR TRANSIT ORIENTED DISTRICTS

These guidelines are not intended to inhibit design creativity or discourage innovative architectural design solutions. Rather, they provide general standards for building massing, siting and articulation. It is understood that Buildings and Structures may not be able to comply with all of the following Guidelines.

1. Building(s) should complete the streetwall along the primary street edge(s)

The project site is currently empty of buildings, with no adjacent structures. There are no existing streetwalls to complete and the building proposed is free-standing by necessity.

2. Massing and height of the building should be articulated in a manner compatible with the physical character of the surrounding districts, particularly where a building abuts a residential or historically designated property. Whenever possible, historical variety in the scale, rhythm, and relationship of buildings to pedestrian public ways should be preserved.

The current physical character of the project site and the majority of its surroundings are dominated by surface parking lots, junkyards, and low-height buildings. To the north, west, and southeast there are surface parking lots, moving trucks, and junkyards. To the east and southeast there are 1-4 story residential and some 1-2 story commercial buildings on small lots, as well as a small number of taller residential buildings. The only abutting property is occupied by the warehouses of Gentle Giant Moving Company.

The surrounding districts are not currently compatible with the character intended for the TOD zone. The building massing and height has therefore been designed to initiate the high-density commercial neighborhood envisaged under the current TOD zoning as well as the Somerville Planning Department's Union Square Neighborhood Development Plan. For this reason, the Building exceeds the TOD-55 height limit.

3. A transition in height should be established where new development adjoins low-rise residential districts or historically designated properties.

The development does not adjoin any low-rise residential districts or historically designated properties. There are some low-rise and mid-rise residential structures to the south and east, but they are currently zoned as Business as part of a general reorientation of the area to commercial.

The development directly adjoins only one other property, another high density TOD-55 site to the north currently owned and operated by the Gentle Giant Moving Company. The other three orientations adjoin public streets. Across South Street to the south is a Business BA zone, across Harding Street to the east is a Business BA zone, and across Earle Street to the west is a TOD-135 zone.

4. Thirty-foot-wide commercial bays with independent entrances onto the street are typical in Somerville and should be repeated in new developments to create visual and pedestrian interest. Varied architecture should be created and flat facades avoided by using recessed or projected entryways, bays, canopies, awnings, residential balconies on 2nd floor or above, and other architectural elements. Non-residential ground floor façades should have a minimum seventy-five (75) percent transparent material, and second floor facades should have a minimum of forty (40) percent transparent material. These openings should provide views into the building and should not be blocked by interior storage, nonartistic displays, or greater than thirty (30) percent internally mounted signage. (Compliance or noncompliance with this guideline must be documented in plans' dimensional tables.)

The ground floor retail has been designed to be as adaptable as possible, with a street wall dominated by glazing totaling 75% of the façade on both the first and second levels. The retail can be broken up into the thirty-foot-wide commercial bays typical to Somerville and entries can be positioned anywhere along the façade. In a multi-tenant setting, they can easily be provided with independent entries spaced 30' apart each leading onto the street.

There is depth designed into the façade from the third floor up, with a three-dimensional woven brick form and and slightly inset windows above the street assuring that the façade will never be read as flat. This application is for a speculative development so no tenants are yet secured, but the owner will work with future retailers to make sure views into the building are not blocked by interior storage, non-artistic displays, or internally mounted signage.

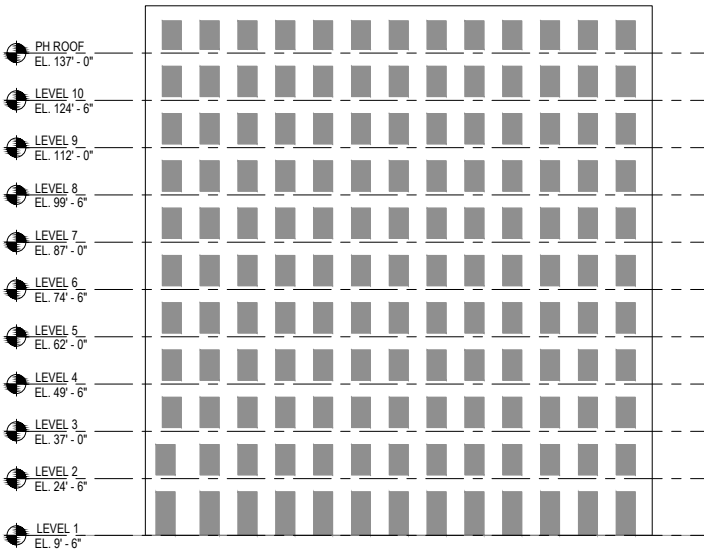

*Figure 20. Fenestration Percentage**

5. Exterior building materials for all visible portions of the building should be high quality, durable, and aesthetically appropriate. Particular attention should be paid where properties abut residential districts and historically designated property. Predominant exterior building materials should include an appropriate combination of brick, glass, wood, artistically used metal, stone, or stucco. Precast concrete panels, EIFS-type finishes, and large expanses of glass or corrugated sheet metal are generally discouraged. Bare or painted concrete as the only exterior facade material shall not be allowed.

The three-dimensional façade of this proposal is achieved with precast concrete finished with high-quality applied brick panels. The building was designed along the idea of a contemporary mill building, evoking the history of the City of Somerville as a whole and the Taza Chocolate Building nearby in particular, making the choice of brick aesthetically appropriate. Combining metal panel into the façade, as well as incorporating a three-dimensional woven form, updates the brick into a more contemporary appearance, conveying an image of a contemporary warehouse building associated with start-up businesses and innovation districts. See Attachment 15 for Facade Material Explanation.

6. Visible rear and side façades should maintain a similar character to the front façade of the building and the intended character of the surrounding district.

Given the single site block condition and the openness of the site on all sides, rear, side and front facades all maintain a similar character. The intended character of the surrounding district is high-density commercial, a character which does not currently exist but will be initiated by this proposal.

7. Signage and awning design should respect buildings' context (design, style, colors, materials), be oriented to pedestrians, and be subordinate to the overall building composition. Creative shapes must be carefully designed and coordinated with the overall appearance of the building. The design should also maintain an existing "signage line" and respect the character, scale, and locations of adjacent signs and awnings. Large, interior-lit or back-lit signs or awnings, neon "open" signs, vinyl or plastic materials and overly bright colors are generally discouraged. To add interest and character to the retail environment signs or awnings may convey interesting elements or logos without excessive wording. They should be limited to advertising the business name and its main goods or services, with minimal or no national brand names or logos. Type styles should enhance readability of the sign and provide information simply and legibly. Use awnings to create pleasant shaded spaces in front of a building. Signs and awnings should enhance important architectural details and not concealed or obliterate them. Internally illuminated "bubble awnings" and box signs are inappropriate.

Signage will be limited to identifying the building's name and street address, ground floor retail fronts, public means of access and egress, and service points of access. The building's identity and street address will be located on the front lobby doors and conform to the design of the building base. It will take the form of a window sign with letters and numerals applied directly on the glass. For ground floor retail fronts, window signs applied to the glass bays following the standards of type and font that will be specified further will be used. Suspended signs – small two-sided signs mounted on the metal panels – on the ground floor may also be used to allow for identification of the commercial establishment from the side on the sidewalks and streets. Points of access and egress for the public and services will be identified with small signs integrated on the building's base column panels using standard graphics and appropriate type sizes for the intended purpose.

There are no awnings planned for this building.

8. Major entrances should be located on public streets, and at or near corners wherever possible. Entrances should relate well to crosswalks and pathways that lead to bus stops and transit stations.

The major lobby entrance is positioned to respond to Earle Street, a public street running north south alongside the property. This street leads (via a private easement identified as a future public street) to the current bus stops in Union Square and the future Green Line Extension station. In addition to this application, the project team is proposing to completely reconstruct Earle Street with new sidewalks, street trees, and underground infrastructure. Therefore, the new entrances are able to relate perfectly to the rebuilt crosswalks.

9. Buildings should have a clearly expressed base, middle, and top. This may be achieved through changes in material, fenestration, architectural detailing, or other elements. Taller buildings should be articulated to avoid a monolithic appearance.

The base, middle, and top of the proposed building are clearly expressed. The middle is expressed as a woven brick façade. The bottom two floors are expressed as a base by using a metal panel in lieu of the brick. The top floor is expressed as a 'top' by a horizontal banding of metal within the brick weave.

10. The façade below the Tapering Height should exhibit human scale through design elements such as changes in plane, and variety or contrast in form, color, and materials. Architectural elements and setbacks should be used to break up long façades and avoid large areas of undifferentiated or blank building façades.

No Tapering Height applies to this property.

11. Building elements located above the Tapering Height should be designed to limit impacts from visual massing, obstruction of views, and creation of shadows on public open space, residential districts or public ways. Where practicable, the width and depth of these elements should be limited to one hundred twenty (120) feet and where more than one element exists a minimum separation of fifty (50) feet is encouraged, although other means may be more appropriate on odd-shaped lots or lots adjoining highways or railroad rights-of-way.

No Tapering Height applies to this property.

12. All rooftop-building systems, including wireless communications facilities, should be incorporated into the building form in a manner integral to the building architecture, including screening with materials that harmonize with buildings' exterior finishes.

The rooftop mechanical has been minimized to a relatively compact footprint. This allows the penthouse to be sufficiently setback from the building line that its visibility from the street will be minimized. The building weave form extends an additional level to integrate the mechanical with the rest of the architecture and shield the open roof deck from below. The screening of the penthouse is in a metal material that refers to the first two levels as well as the horizontal banding at the building top, harmonizing with the rest of the buildings' exterior finishes.

13. Individual Artist Live/Work Spaces should be designed as closely as possible in accordance with the "Design Guidelines for Artist Housing" produced by the Somerville Arts Council.

No such spaces are proposed.

14. A sidewalk depth of at least fifteen (15) feet from the street curb to building is strongly encouraged for developments fronting major streets.

The development does not front a major street. Minimum sidewalk depths of 12' from the street curb are achieved throughout following street sections outline in the USNP.

15. On-site, off-street parking should be accessed from either a side street or an alley. Where this is not possible, vehicular access should be provided through an opening, no wider than twenty-five (25) feet in the street level façade of the building. Such entrances should be designed to minimize conflict with pedestrians.

No on-site parking is proposed. Off-street parking will be provided on the adjacent Building 2 site, which is being submitted as a separate SPSR application.

16. Above ground structured parking should be lined with active uses (shops, cafes, etc.) along major public streets. Upper levels and facades along smaller public streets shall be screened and include architectural design elements such as windows, bays, etc. such that the space's use for parking is not immediately apparent. Large horizontal openings are strongly discouraged. Direct pedestrian access to the street and/or to a public area should be provided by all garages serving non-residential uses.

No above-ground structured parking is proposed.

17. Usable Open Space should be located to support public gathering. To the extent possible, usable open space should be designed to appear as an extension of existing public space, through consistency in design and materials. The provision of an interconnected series of open space to support pedestrian movement is encouraged.

Despite the small site, a ground coverage ratio of less than 70% has been achieved. This allows benches and planting to be provided along South Street within the property, with a front 'yard' allowing public gathering out the front of the building.

There are currently no nearby usable open spaces. Somerville Planning Department has envisaged a future green space to the north of the property as well as a large public plaza, largely on DLJ-owned property, to the east. DLJ will potentially collaborate with the City and fellow developers for larger district improvements.

18. Installation of public art is encouraged in order to add visual interest and distinguishing features to landscaped or other public areas.

The installation of public art is not proposed at this time, however there is ample room to display public art in the plaza along South Street.

19. Properties abutting the MBTA right-of-way are strongly encouraged to place pedestrian unfriendly uses such as parking, loading, and trash collection along the right-of-way. However, given that the MBTA right-of-way represents a gateway into the City, these facilities shall be screened and the architectural design of façades facing the right-of-way shall be or equal or better quality to façades elsewhere in the building.

This property does not abut the MBTA right-of-way.

20. Utilities and wiring shall be placed below ground. Transformers and trash facilities may also be required to be located underground.

Utilities and wiring all are placed below ground. Transformers and trash facilities are located inside the building.There is depth designed into the façade from the third floor up, with a three-dimensional woven brick form and and slightly inset windows above the street assuring that the façade will never be read as flat. This application is for a speculative development so no tenants are yet secured, but the owner will work with future retailers to make sure views into the building are not blocked by interior storage, non-artistic displays, or internally mounted signage.

3.4 SECTION 9.13 EXCEPTIONS, SPECIAL PERMITS

The SPGA may grant a special permit modifying certain parking/loading standards of this Article 9, but only in those specific cases itemized as "a" through "f" below…

a. Modification of Parking Requirement for Nonconforming Structures and Lots…

Building 1 is not an existing non-conforming structure, nor is the lot non-conforming.

b. Modification of Parking/Loading Area Design Standards…

No modifications to the design standards are sought.

c. Shared Driveways/Access Easements. To allow a driveway on one lot to lead to a parking space or loading bay on another lot;

Building 1 will contain no on-site parking. Initially, it will be served by surface parking on the lot across Earle Street which later will contain Building 2. Once Building 2 is constructed, limited parking for Building 1 will be provided in the Building 2 garage.

d. Parking on a Separate Lot. In any business, commercial or industrial district, required parking spaces may be located on a separate lot, which may be in separate ownership, within a zoning district in which the principal use served by the remote parking is a permitted use, provided that:

1. All such parking spaces are within five hundred (500) feet walking distance of an entrance to the building which they serve; and

The proposed shared parking on the Building 2 site is directly across Earle Street and approximately 100 feet from Building 1.

2. Where such lot is not in the same ownership, a lease and/or easement guaranteeing long term use of such lot, and satisfactory in form to the SPGA and the City Solicitor, is executed and filed in the Registry of Deeds of Middlesex County.

The Building 2 site is in the same ownership as the Building 1 site.

e. Shared Parking/Loading. Notwithstanding the normal provisions of Sections 9.5, 9.6 and 9.7, where two or more activities or uses provide the required parking or loading in a common parking facility or loading area, the number of parking spaces or loading bays ordinarily required may be reduced below the sum of the spaces or bays required for the separate activities or uses,…

As discussed in Attachment 12, there will be some shared parking uses, which along with a solid TDM program, will support the reduction in parking sought for Building 1.

f. Reduction of Required Parking for Specific Use. Where it can be demonstrated that a use or establishment needs a lesser number of parking spaces or loading bays than is required by Sections 9.5, 9.6 and 9.7,…

Attachment 12 describes the extensive TDM program and the outstanding access to public transportation for Building 1. These together will reduce the required parking substantially. The parking provided is intended to be sufficient, while creating an incentive for alternative modes of travel.

4.0
TRAFFIC AND TRANSPORTATION

4.0 TRAFFIC AND TRANSPORTATION

A comprehensive Traffic Impact and Access Study has been conducted for the proposed Boynton Yards mixed-use redevelopment. The study provides a detailed review of existing conditions near the Project site, and evaluates future conditions with and without the Project to identify any significant potential traffic impacts.

The Project will consist of an initial phase with Buildings 1 and 2 (totaling 374,000sf of commercial and incubator space) and the full build-out of the Project potentially including 425 residential units, 181,000sf of additional office space, and 15,000sf of additional retail space. Phase 1 will be constructed within the next three years, and the remainder will be built within four to seven years. Under Phase 1, Buildings 1 and 2 will have shared infrastructure in the form of roadway and sidewalk improvements surrounding both sites, and a Building 2 parking garage for workers and visitors to both buildings. Accordingly, the transportation analysis for both buildings overlaps to the extent that the same Traffic Impact and Access Study is appropriate for use for Phase 1.

The following is a summary of the general content and findings of this study, which is provided in full in Attachment 12 – TIAS/TDM/Parking Report as part of this submittal.

4.1 EXISTING CONDITIONS

4.1.1 Study Area

An appropriate study area for the traffic study was identified and presented to the City of Somerville Transportation and Infrastructure Department to confirm its appropriateness as part of the initial consultation to confirm the study scope. The resulting study area includes approximately nineteen intersections near the Project Site where any potential impacts would be most noticeable.

*Figure 21. Transportation Study Area Intersections**

4.1.2 Traffic Conditions

Existing study area traffic volumes were counted in September 2017 while schools were in operation and typical commuter traffic was present. This counting was done after the July 2017 completion of roadway improvements near Union Square. The data collection included continuous daily counts on key roadways and peak-period intersection counts on a typical weekday from 7 AM to 9 AM and 4 PM to 6 PM and on a typical Saturday from 11 AM to 2 PM. In addition to this inventory, multiple area visits were made to observe traffic operations. A detailed crash analysis for the study area also was conducted, based on the most recently available MassDOT records (2011 through 2015).

4.1.3 Transit, Pedestrian, and Bicycle Access

The study area currently is well-served by public transportation, and these services will be dramatically improved with the planned MBTA Union Square Green Line station. The new station is part of the planned 4.3-mile extension of the MBTA Green Line, which will be completed in 2021. Following that construction, train service will be available within a short walking distance of the site, which will significantly reduce the need for automobile travel. Pedestrian access is via a continuous network of sidewalks, many of which will be upgraded by the Project. Bicycle access is via existing streets and will be supported by ample bicycle parking in the Project.

4.2 PROPOSED CONDITIONS

The study evaluated future conditions both with and without the Project. A 2024 horizon year was used, with a 2020 analysis year also evaluated for Phase 1. This supplemental analysis is necessary to evaluate conditions with both buildings in place prior to the new MBTA Union Square Green Line station being in operation.

4.2.1 No-Build Conditions

The existing traffic volumes were projected to the analysis horizon years so that Build conditions could be compared to the baseline condition without the Project. The future volumes were forecast using an annual growth rate and estimates of traffic from six prominent nearby development projects. These included the Union Square Revitalization Project currently being advanced by US2. That project will include 159,000 sf of office, 984 residential units, 143,000 sf of retail space, and a 175-room hotel. As it will be a long-term phased development, only its first phase will occur within this study's horizon. The vehicular traffic from the Boynton Yards development then was added to the study area so that conditions with the Project in place could be evaluated.

4.2.2 Trip Generation and Distribution

Project trip generation was estimated using standard Institute of Transportation Engineers (ITE) data with appropriate adjustments to reflect walking, biking, and transit use. These mode splits were revisited for future conditions with the new Green Line station to reflect the decreased reliance on automobile travel. There also will be considerable internal trip-sharing between the various Project uses. For instance, some office workers may specifically choose to live nearby for convenience, and the retail space should be oriented to neighborhood residents or workers already on site. Considering these factors, Project trips were assigned to the study area based on census data, existing travel patterns, and other factors.

Table 3. Peak Hour Trips by Mode

	Vehicle	Transit	Bike	Walk
Weekday Morning				
Enter	259	55	12	31
Exit	39	9	2	5
Total	298	64	14	36
Weekday Evening				
Enter	61	14	3	9
Exit	246	53	11	31
Total	307	67	14	40
Saturday Midday				
Enter	79	18	4	11
Exit	69	17	4	9
Total	148	35	8	20

[a] Net vehicle trips not including pass-by trips associated with the retail portion.

4.2.3 Intersection Level of Service

Capacity analysis were conducted for the study area to assess traffic operations under existing and future conditions. The analysis was based on the 2010 Highway Capacity Manual (HCM) using the industry-accepted grading system. The resulting "Level of Service" (LOS) considers volumes relative to capacity, with the resulting delay categorized by LOS designations ranging from A to F (with LOS A representing the best conditions and LOS F the worst).

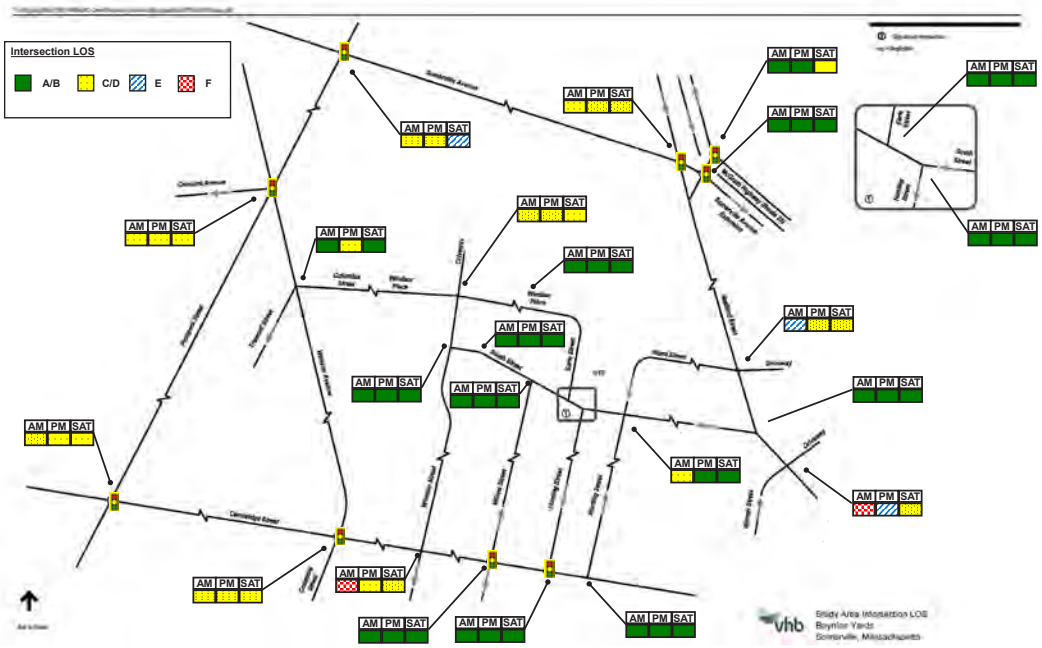

*Figure 22. Overall Intersection Level of Service**

The analysis revealed that the study area signals currently function at an acceptable LOS D or better during all peak conditions. These acceptable operations should continue in the future, with or without Phase 1. These operations are largely due to recently completed improvements by the City of Somerville, as well as work by MassDOT. The MassDOT improvements were completed in 2017 and involved improvements to the Route 28/ Somerville Avenue signalized interchange. This infrastructure can accommodate traffic generated by the full 3.4 acre, 950,000 sf project build-out.

The analysis indicates that most all the unsignalized study area locations currently operate acceptably, with this expected to continue under 2020 conditions with and without Phase 1. Some locations, such as the Medford Street/Warren Street, Medford Street/Ward Street, and Cambridge Street/ Windsor Street will see increased delays. For the Medford Street/ Warren Street intersection, the Stop-controlled Warren Street approach will operate at LOS F under 2020 No-Build conditions. The projected LOS changes at the other locations are largely due to these locations already functioning at the dividing threshold between LOS grades as opposed to there being a significant Project-related impact.

4.2.4 Transit, Pedestrian, and Bicycle Access

Access to the Building 1 site currently is provided by a single driveway on Earle Street, and a single full-access driveway is provided midpoint of the Building 2 site's frontage. The Phase 2 sites currently are occupied by a small office building and a music recording studio. Access to the Phase 2 sites' currently is provided by six curb cuts along the site's 350-foot frontage on Windsor Place.

The only driveway to the Building 1 site will be a single loading driveway on Harding Street. Building 2 will have an underground garage serving both Building 1 and 2 and loading docks serving Building 2, with access provided by a single woonerf driveway off Windsor Place just west of Building 2. As this driveway is on the future Building 3 site, an easement will be established to allow for its use. The sight lines for this curb cut meet the necessary requirements for both entering and exiting Site traffic.

Detailed design plans have not yet been developed for Phase 2 to the same level as those which have been prepared for Phase 1. However, the six curb cuts along Windsor Place will be consolidated, with the resulting driveways being clearly configured and appropriately separated from other nearby curb cuts.

The driveways noted above will be located to minimize visual impacts and conflicts with other nearby driveways and intersections. Delivery frequencies will depend on the nature of the various retail establishments, in addition to standard office and residential deliveries. Most retail activity should be in the morning hours, with most deliveries being made by smaller, single-unit trucks.

New and improved sidewalks will be provided along the perimeters of both Phase 1 buildings. Areas for tree pits, pavers, and street furniture will be provided, and there will be an Earle Street mid-block crossing constructed as a raised walkway. This traffic-calming will cause Earle Street traffic to reduce its speed to help maintain a pedestrian-friendly environment.

4.2.5 On-Site Circulation and Parking

All the Phase 1 parking will be provided within a 233 space underground parking garage in Building 2. Secured, indoor bicycle parking and standard outdoor bicycle racks also will be provided. Approximately 44 and 98 secured bike spaces will be provided within Buildings 1

and 2, respectively. Similar accommodations will be provided for the subsequent Phase 2 development.

4.3 CONCLUSION

The Project is entirely consistent with the City of Somerville's transportation-related goals for the Boynton Yards area as presented in the Union Square Neighborhood Plan. The Site has been designed to accommodate Project-generated traffic, and the analysis indicates that this traffic as well as traffic generated by other nearby planned developments can be accommodated by the study area roadways without significant effect. The Project will be a mixed-use, transit-oriented development designed to foster considerable internal trip-sharing between the various proposed uses. The Site parking supply will be kept at the minimum required levels to satisfy tenant and resident needs. This will help promote travel by biking, walking, or using MBTA transit service, including the planned MBTA Green Line Station which is expected to be operational in 2021. The planned Project curb cut consolidation will help minimize conflicts with potential nearby future development. The Project will be designed to allow for the potential future implementation of other roadway improvements. Regardless, the Project-generated traffic can be accommodated on the existing study area roadway infrastructure without modification.

5.0
STORMWATER

5.0 STORMWATER

The project will convert an existing asphalt parking lot with little or no modern stormwater controls to a site with substantial on-site infiltration and full, modern stormwater management systems.

5.1 EXISTING CONDITIONS

The Building 1 site is currently an existing asphalt paved parking lot. There are areas of landscape buffer at the boundaries of the parking lot which are sloped to bring the grade of the property down to meet the lower existing concrete sidewalks on Earle Street, South Street, and Harding Street.

Stormwater runoff from the north side of the existing parking lot is currently collected by two catch basins, then discharged, untreated, to an existing subsurface infiltration system on the abutting property to the north. The design and maintenance of the existing infiltration system is unknown. Rights to the use of this system, which is on an abutting property, are deeded to the Building 1 site. In high intensity storm events, overflow from the infiltration system would run off into a network of catch basins in Earle Street, which discharge to the existing 42" combined sewer that carries flows east in Ward Street. The existing 42" combined sewer ultimately discharges to a larger combined facility in Medford Street.

Stormwater runoff from the south side of the existing parking lot flows overland and untreated into the South Street right-of-way. Runoff is then collected by a series of catch basins in South Street. These catch basins discharge to the 36" separated storm drain in South Street. The existing 36" separated storm drain ultimately discharges to a larger combined facility in Medford Street.

See Attachment 17 – Stormwater Management Report for more details on the existing stormwater conditions.

5.2 PROPOSED CONDITIONS

In the proposed condition, the Building 1 site will be comprised mostly of building roof and a combination of pavement treatments, including pervious pavers. Clean runoff from a portion of the proposed building roof will be conveyed to the north into the existing subsurface infiltration system. The applicant plans to inspect the condition of the existing system during the permitting phase of the project and adhere to a maintenance plan developed by the Team's Engineer. Due to improvements in Earle Street as part of DLJ's planned infrastructure contributions, no proposed catch basins will connect to combined sewers in the site area. Any overflow from the existing subsurface system will be collected in newly constructed catch basins in Earle Street and discharged to the existing 36" drain in South Street via new, separated infrastructure in Earle Street.

The site area along the northern façade of the building consists of a pervious paver walkway and landscape areas. Any runoff that is not infiltrated by the pervious pavers and landscape areas will overflow to an area drain and carry stormwater flows to the new Earle Street drainage system and ultimately discharge to the existing 36" drain line in South Street. Runoff from the streetscape areas along the east and west facades of Building 1 will be collected by newly constructed catch basins in Harding Street and Earle Street, respectively, and discharged to the existing 36" drain in South Street.

The runoff from the southern portion of the proposed Building 1 roof area will be conveyed directly to the existing 36" drain in South Street. The front plaza of the building will be comprised of pervious pavers. Any runoff that is not infiltrated in higher intensity storm events by the pervious pavers will overflow to a series of area drains which will discharge to the existing 36" drain in South Street.

See Attachment 17 – Stormwater Management Report for more details on the proposed stormwater conditions.

5.3 LOW IMPACT DEVELOPMENT (LID) CONSIDERATIONS

The Building 1 site, although part of an urban master plan in the Boynton Yards redevelopment area, is utilizing some LID techniques. A portion of the clean runoff from the building's roof will be infiltrated via the existing subsurface system located on the abutting property to the north. Additionally, areas in the northern and southern portions of the property will include pervious pavers, which will provide groundwater recharge and water quality treatment.

5.4 ANALYSIS SUMMARY

The detailed hydrologic and hydraulic analysis in Attachment 17 – Stormwater Management Report shows that stormwater flows to the existing 42" combined sewer to the north, in Ward Street, will be eliminated. As a result, stormwater flows will be increased to the existing 36" separated drain in South Street. This stormwater management design strategy is in the spirit of the goal of the City to separate sewer and drain facilities and is also in compliance with the MassDEP stormwater management standards.

Although stormwater flow rates and volumes will be increased to South Street, the total volume of runoff discharged from the site is decreased due to groundwater recharge provided by new landscaped areas and pervious pavers. The decrease in total runoff from the site brings the Building 1 site into compliance with the City of Somerville Stormwater Management Policy.

5.5 MITIGATION AND MANAGEMENT STANDARDS

The project aims both to satisfy the City of Somerville Stormwater Management Policy and the MassDEP Stormwater Management Standards. To comply with the standards, the project is providing upgraded water quality treatment, stormwater recharge, erosion and sedimentation control, and an operations and maintenance plan. The project also is eliminating illicit connections to the sanitary sewer system. For details on the mitigation, please see Attachment 17 – Stormwater Management Report.

6.0
WATER AND WASTEWATER

6.0 WATER AND WASTEWATER

Water supply and sewer service to the Building 1 site are provided by the City of Somerville and have ample capacity to support the project. Even so, the project will lead to several improvements to the existing systems.

6.1 EXISTING CONDITIONS

The Building 1 site has no existing water or sewer service, though services are available in the adjacent streets.

6.1.1 Water Supply

Currently, there is no existing water supply to the Building 1 site. The site is in close proximity to a 10" existing water main in Earle Street, a 10" to 16" existing water main in South Street, and a 6" existing water service line in Harding Street.

6.1.2 Sewer

Currently, there is no building on the Building 1 site. Therefore, there are no existing sewer flows generated from the site. However, a portion of the site stormwater runoff flows into the existing 42" combined sewer system in Ward Street. This is considered an illicit discharge by MassDEP standards.

6.2 PROPOSED CONDITIONS

The project will bring water and sewer services to the Building 1 site and will improve the water and sewer utilities in the adjacent streets.

6.2.1 Water Supply

As part of DLJ's infrastructure contributions to the Earle Street improvements, the existing 10" water main in Earle Street will be replaced with a new 16" water main. The 16" water main will complete a 16" supply loop around the Boynton Yards development area. Water supply to Building 1 will be provided by a proposed 10" service line along the north side of the building which will connect to the new 16" water main in Earle Street. The 10" service line will provide 6" domestic water and 8" fire protection connections to the building. These water supply service lines will enter the building at the water room located on the northern side of the building.

6.2.2 Sewer

As part of DLJ's infrastructure contribution to the Earle Street improvements, a new 15" sewer line will be installed in Earle Street and connect to the existing 42" combined sewer to the north. Building 1 will discharge sewer flows to that new 15" sewer line via a 6" sanitary service and a 4" kitchen waste service.

The proposed generation of sewer flows is demonstrated below in Table 3. Sewer flows are estimated by applying generation rates to the Building 1 use program from 310 CMR 15.000 (Title 5). Additionally, the expected water supply demand is shown in the table. Water demands are estimated by adding 10% to the expected sewer flows.

Table 2. Water and Sewage Flows	
Sewer Generation (GPD) and Water Demand (GPD) – Building 1	
Existing Conditions	0
Building 1 - Retail	300
Building 1 - Office	10,050
Building 1 Total	10,350
Increase in Sever Generations	10,350
4:1 Inflow & Infiltration Multiplier	41,400
Increase in Water Demand	11,385

For details of these calculations, refer to Attachment 17 – Stormwater Management Report.

6.3 MITIGATION

The Earle Street improvements will provide mitigation by removing the illicit connections of three existing catch basins to the existing 42" combined sewer, replacing the catch basins, and routing stormwater flows to South Street. The Earle Street improvements, which separate and upgrade sewer and drain, upgrade the existing water main, provide a new electric duct bank to serve future developments to the north, and provide a new streetscape experience, are significant mitigation contributions to the area-wide infrastructure. Further, the applicant is willing to contribute to the infiltration and inflow (I/I) mitigation fund with applicable credit applied for the proposed infrastructure improvements outlined above.