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Project Summary

CDNV Assembly, LLC, (the "Applicant"), respectfully submits this proposed development located at 5 Middlesex Avenue in the Assembly Square Mixed-Use District (ASMD) of Somerville, Massachusetts (the "Site"), known as XMBLY (the "Project"), Planned Unit Development Preliminary Master Plan ("PUD-PMP") to the City of Somerville (the "City") to initiate the PUD-PMP review process. The existing site contains an existing 162,000 square foot ("SF") office building, approximately 800 parking spaces within an asphalt paved surface parking lot, and a gravel lot covering land where a demolished building once stood. The Applicant proposes to redevelop approximately 408,643 SF (9.38 acres) of the Site with approximately 1.5-million ("M") SF pedestrian and transit-oriented, mixed-use development that consists of five (5) buildings including the existing 162,000 SF office building organized around a new central publicly accessible civic open space and framework of new roadways with an inviting streetscape.

The Project is based on three key principles that are consistent with the City's longstanding goals for the Assembly Square Mixed Use District (the "District"):

- Create a balanced mixed-use program;
- Pedestrian & transit-oriented planning and design; and
- Focus development around new pedestrian-oriented public places.

Upon completion, the Project includes the following components:

- An approximately 48,000 SF central publicly accessible green space
- A total of approximately 948,000 SF of office/lab/R+D located within three discrete buildings,
- A total of approximately 496 residential units located in two distinctive buildings,
- A total of approximately 27,140 SF of ground-floor retail and/or Active Use spaces including restaurants,
- A 16,000 SF fire station, and
- 1,662 on-site below- and above-grade structured parking spaces, approximately 76 on-street and surface lot parking spaces.

This chapter provides an overview of existing Site conditions, describes the Project and the Project Site, describes the Project schedule and summarizes the Project-related public benefits.

3.1 Existing Conditions

The Project Site is a 9.38-acre lot bounded by Foley Street, Middlesex Avenue, Revolution Drive and Grand Union Boulevard in the heart of Assembly Row in the City of Somerville. The adjacent parcels to the north (across Foley Street) and south (across Revolution Drive) support existing retail uses and surface parking. The adjacent parcels to the north and east (across Grand Union Boulevard) are part of the Assembly Row mixed-use development. The Site is located within walking distance from the Massachusetts Bay Transportation Authority's (MBTA) Orange Line Assembly rail station and multiple bus stops for the MBTA's number 90 and 92 bus lines. The majority of the existing site is covered in surface parking, with one 162,000 SF office building located in the southwest corner of the lot. Refer to Plan Sv-1 Existing Conditions Plan of Land, found in Appendix A.

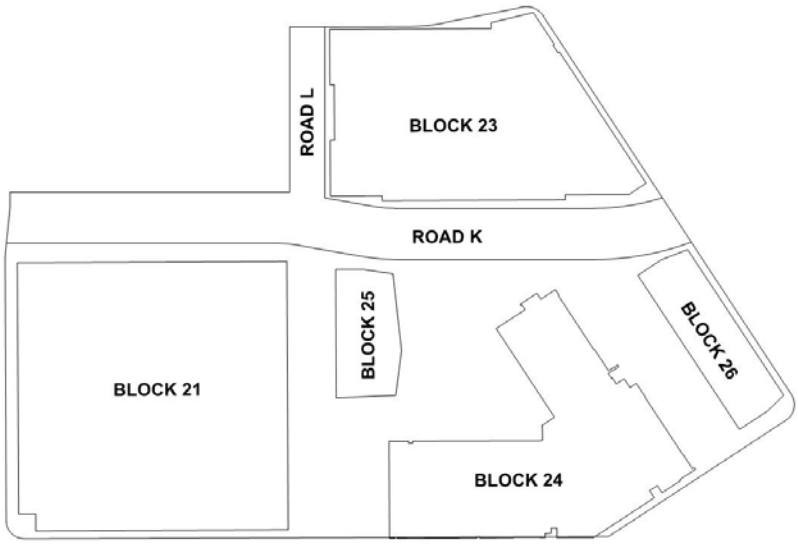
The Project Site has great visibility from Interstate 93 and pedestrian access to and from the new MBTA Assembly Station, the Site serves as a gateway to the Assembly Row area, yet does not currently offer the density and variety of uses to establish itself as a vibrant urban neighborhood. In its current form, the Site is comprised of an existing four-level 162,000 SF office building, which is in the process of being upgraded, an open lot (where the former cinema was located) and surface parking lots currently accommodating approximately 800 parking spaces. The goal of the Project is to maximize the Site's density and to create a "sense of place" that will link the fabric of this new and vibrant mixed-use district to the open space, commercial uses and residential neighborhoods of East Somerville to the west of the I-93 elevated highway. See Figure 3.1 for a Site Location Map, Figure 3.2 for Existing Site Photos, and Figure 3.3 for Existing Aerial Conditions.

3.2 Proposed Project

3.2.1 Project Description

The Project will consist of approximately 1.5 million square feet (MSF) of residential and commercial uses within five (5) mixed-use buildings, each on its own block, surrounding a central open space: Block 21 includes office/lab uses, retail/active use space, and a fire station; Block 23 includes residential and retail/active use space; Block 24 includes the existing office building; Block 25 includes residential and retail/active use space; and Block 26 includes office/R&D uses and retail/active use space. Exhibit A below provides a Key Plan of the several proposed buildings and roadways.

Exhibit A – Project Site Key



The specific uses and unit mix, height, and sizing described below and shown on Figures 3.4 through 3.7 are conceptual, and subject to minor revisions as the design for each building is advanced, provided that the Applicant shall not exceed the limits of development and impervious areas described in this section and shown on the plans. The City and Applicant have developed a set of unique Design Guidelines for the proposed development attached in Appendix B, that compliments previous approved design guidelines within the Assembly Row Mixed-Use District. The Site Civil Plans found in Appendix A provide more design context for the overall Project Site.

Block 21

Block 21 is located in the northwest corner of the Site, bordered by Middlesex Avenue to the west, Foley Street to the north, and the proposed roadway "Road K" to the east. The massing in Block 21 proposes two towers sitting above a 5-level podium. The two towers will be of varying heights (the lower tower at approximately 190' and the taller tower at approximately 250 and will collectively accommodate 646,000 SF of office and/or laboratory development. The ground level of Block 21 will be comprised of the building lobbies, which are oriented towards "Road K" and intended to activate this important streetscape, and other dynamic uses including a 4,900 SF retail space facing "Road K" and a zone for active uses along Foley Street. This zone has the potential to support a variety of active uses, including a co-working environment, maker space, commercial amenity space, bicycle facilities, gathering areas and other uses intended to encourage a vibrant condition at the streetscape. The ground level will also support the building's service areas, including loading, utility space and parking entries, as well as a Fire Station for the City of Somerville, which is proposed for the corner of Foley Street and Middlesex Avenue. Special consideration was given to the ground level program to ensure that there were opportunities for activation along Foley Street, "Road K" and the open space

facing Block 25, while the service functions were organized along Middlesex Avenue. Above the ground level, the remainder of the podium levels support parking for Block 21 as well as for the existing office building at Block 24. In concert with one sub-grade level of parking, Block 21 is intended to accommodate 1,352 vehicles. The design of Block 21 is intended to comply with the requirements as defined for the High Rise "Podium Tower" typology per the proposed Somerville Zoning Ordinance and further described in the design guidelines for the district.

Block 23

Block 23 fronts Grand Union Boulevard to the east, and borders Revolution Drive to the south, the proposed "Road L" to the north, and the proposed "Road K" to the west. The primary program for Block 23 is intended for multi-family residential use. Totaling 8 levels and 420,000 SF, Block 23 positions 6 levels of 329 residential units above a two-story podium. This building is consistent with the "Block Building" typology per the proposed Somerville Zoning Ordinance. Two lobbies support the activation of the ground level; the main lobby is located to serve as a "gateway" opportunity at the corner of Grand Union Boulevard and Revolution Drive, while the secondary lobby faces internal to the Site activating the corner of "Roads K and L". A 2,250 SF bike storage and workshop space will anchor the corner of Grand Union Boulevard and "Road L", taking advantage of the relationship to similar uses across the Boulevard at Assembly Row. An approximately 4,100 SF retail space is provided on "Road K". Further activation along "Road K" (facing the central open space) is provided through the positioning of five (5) residential town house units with direct access to the sidewalk. The primary parking and loading entrances will be positioned along "Road L". Parking will be provided at the ground level as well as Level 2 to support approximately 200 vehicles.

Block 24

The existing 4 level building, totaling approximately 162,000 SF of office space, is intended to remain. Located towards Middlesex Avenue, the building's "L" shaped configuration offers an opportunity to provide a large open space in the center of the Site which is proposed to be a 48,000 SF publicly accessible open space. The edges of the ground level will be carefully integrated into the landscape design for the central open space and a new entry element will also serve as a back drop for the park. The publicly accessible open space is consistent with the "Civic Space" typology as defined in the proposed Somerville Zoning Ordinance and will serve as a nucleus of activity in the heart of the development. This space is anchored by the "Central Lawn", which is designed to accommodate flexible programming, including events, recreation, and other social uses.

Block 25

Block 25 is located in the center of the Site, with Block 21 to its north, "Road K" to its east, and the proposed open space hardscape and green lawn to its south. Totaling 187,000 SF and 167 residential units, Block 25 is proposed to be 220-0" and will have opportunity to significantly contribute to Somerville's skyline. This building, which is intended to be similar to the "Podium Tower" typology as defined in the proposed

Somerville Zoning Ordinance, will serve as a back drop for the central open space and provides an opportunity to offer a signature building in the heart of the proposed development. Beneath the tower, the ground floor is intended to be highly active to encourage a porous relationship with the surrounding civic space. The lower portion of this building is highly transparent and is intended to serve as a "pavilion" which sits within the central open space, encouraging an integrated pedestrian experience at the ground plane. Parking is intended to be located in a single sub-grade level to accommodate 110 vehicles. Access to the parking levels is provided from Middlesex Avenue to allow for continuity at the ground plane at Road K and the open space (to strengthen the pedestrian experience and provide for a cohesive relationship within the open spaces).

Block 26

Located at the corner of Revolution Drive and Mystic Avenue, Block 26 anchors the southern edge of the Site. This important corner represents a "gateway" opportunity for the development's identity. Block 26 is intended to provide 140,000 SF of commercial use over 10 levels. The lobby areas and active edges are oriented towards "Road K" to allow for further activation along this critical edge. The design of Block 26 will correspond with the High Rise "Commercial Building" typology and is further defined in the design guidelines for the district.

3.2.2 Site Access/Connectivity

The Project Site has convenient public transit access including one (1) MBTA Orange Line station at Assembly Square approximately 1,200 feet to the east, and three (3) bus routes with stops near the Project Site along Middlesex Avenue, Mystic Avenue, and Grand Union Boulevard. These provide opportunities to minimize vehicle trips and encourage alternative modes of travel. See Figures 3.8 Urban Context and 3.9 Urban Design Connections.

The open space, pedestrian pathways, and sidewalk connections provided as part of the Project will be designed to complete and improve connections with the existing network of parks and pathways in the vicinity of the Site. The existing roadways at Assembly Row are shared-use promoting the use of bicycle transportation.

The proposed development is planned to extend the urban fabric which has been established at Assembly Row (to the east) and to provide future connectivity to the adjacent retail parcels (to the north and south). The proposed street layout is organized to re-introduce this grid and to establish the following hierarchy (see Appendix B – Design Guidelines for more information and figures):

- *Festival Street*: Flush conditions of "Road K" similar to the existing flush Assembly Row condition at Point Park in Assembly Square. A Festival Street is a flush street/sidewalk condition that allows the vehicular street area to be closed-off and used as an extension of the adjacent streetscape and open space. The combined Furnishing, Pedestrian, and Frontage Zones act as a filter between the open space and street as well as an attractive space.

- *Major Connector*: Foley Street and Revolution Drive. Major Connector streets create important east-west travel connections between boulevards, main streets, and major intersections. They provide a wide pedestrian zone, tree pits, and a variable frontage zone along the buildings.
- *Boulevard*: Grand Union Boulevard. This roadway is a major and vehicular and pedestrian spine connecting Assembly Square to the Site, to McGrath Highway to the North, and Broadway/East Somerville to the South. Grand Union Boulevard is a highly multi-functional roadway that has a wide streetscape that allows for a variety of activities from service/mechanical to retail front entry.
- *Main Street*: "Road K" similar to the existing Assembly Row roadway and streetscape. The Main Street intent is to have large furnishing zones to provide the opportunity to create a buffer from both adjacent street traffic and the flow of pedestrian commuters. The pedestrian zone is kept deliberately wide to acknowledge the importance of the street as an active, walkable street. At the buildings edge, a frontage zone is provided to capture variations in the facade and provide a space for planters and other street furnishings.
- *Side Street*: "Road L" similar to Canal Street and Artisan Way streetscapes and roadways. Side Streets provide an opportunity to cluster necessary service activities (i.e. loading and garage entrances) to reduce the impact of these features on the major pedestrian corridors.
- *Service Road*: Middlesex Avenue. Service Roads serve a similar purpose to Side Streets in that they provide access to loading and garage spaces, but they provide less pedestrian friendly access. The width of the pedestrian zones is smaller and have less connection points to Main Streets and Boulevards.

Road K

"Road K" is the central north/south thoroughfare through the Site, connecting Revolution Drive to Foley Street and supporting frontage for Blocks 21, 23, 25 and 26. Careful consideration to the public realm has been given "Road K", allowing it to offer and encourage a vibrant pedestrian experience throughout the development. At its northern portion (between "Road L" and Foley Street) "Road K" will be activated by the uses at the base of Block 21 as well as the future development to the east. This portion of "Road K" is categorized as a "Festival Street" (see Appendix B), which is a flush street/sidewalk condition that allows area to be closed-off to vehicular traffic and used as a continuation of the adjacent publicly accessible open-space. Between "Road L" and Revolution Drive, "Road K" is intended to transition to a curb-less environment which provides a physical connection to the adjacent open space.

Road L

"Road L" connects Grand Union Boulevard to "Road K" and serves to support access and service for Block 23. The street section at "Road L" will support pedestrian movement (using sidewalks, planting zones, etc.) but will be de-emphasized as a major path of travel.

Grand Union Boulevard, Foley Street, and Revolution Drive

Streetscapes at the edges of the Site will be consistent with the street sections that have previously been established as part of the Assembly Row development. The proposed materials, corner conditions, planting zones and other design elements will emphasize continuity within the district and will serve to strengthen pedestrian connections to Assembly Row and to the MBTA's Assembly rail station. Proposed varying edge conditions along these streets such as pavers, planters, and tree pits, and are organized to emphasize public entry into the proposed development and are designed to create a welcoming and pedestrian friendly space.

Mystic and Middlesex Avenues

The intersection between Mystic and Middlesex Avenues has been reconfigured to address Site lines and traffic calming measures while also providing an opportunity to buffer this edge of the Site with landscaped elements. Middlesex Avenue supports service access and vehicular parking access for Block 21 and 25 as well as access to the proposed City of Somerville Fire Station located in Block 21.

3.2.3 Open Space

The Applicant is committed to providing, improving, and operating the Project Site with as much publicly accessible open space as possible. The master plan introduces 48,000 sf of publicly-accessible open space bounded by Block 21, Block 24 and "Road K". The proposed park (roughly the size of Nunziato Field) forms the core of development. It would be visible from the existing building, all proposed buildings, and from the newly constructed public way, "Road K". See Figures 3.10 through 3.12. Exhibit B shows a key plan of the several Open Space provisions.

Exhibit B – Open Space Key Plan

The open space design provides a series of landscape experiences intended to enrich the lives of the residents and workers of Assembly Square. This is achieved through the provision of flexible spaces that can support a broad range of programming; development of landscape spaces at multiple scales to support different levels of social interaction; seamless integration of stormwater Best Management Practices (BMPs) and climate change planning measures; and including strategies for addressing adjacent highway impacts. The Project proposes to provide approximately 145,630 square feet of open space and 90,840 square feet of publicly accessible usable open space. The following are specific Open Space provisions.

The Festival Streetscape

From the intersection with "Road L" to the entry of the existing Block 24 parking lot, Road K is graded level with the adjacent streetscape. The flush-curb condition, a woonerf, allows the street to be used in conjunction with the streetscape for neighborhood celebrations. The Festival Streetscape forms the linear transition zone between the flush street and the core of the open space to the south. This area is intended to provide an active, vibrant, pedestrian corridor featuring a continuation of the street tree planting language, unique furnishing clusters, and decorative paver patterns.

The Pergola Plaza

The Pergola Plaza provides a flexible, paved gathering space adjacent to the major pedestrian corridor at "Road K". The Plaza would be anchored by a distinctive architectural structure that carries the ground plane pattern language overhead. This Pergola would function as a major visual beacon and identifier for the neighborhood. Dramatic integrated lighting would reinforce the beacon-like nature of the feature at night and during the darker winter months.

The Central Lawn

The Central Lawn anchors the core of the open space and is scaled to provide a strong landscape compliment to the adjacent architectural massings. The Lawn is sited to provide a visual bridge from pedestrian energy of Road K into the natural courtyard formed by the existing building (Block 24) and Block 21. Each edge of the Lawn features pathways and smaller-scale, designated seating areas. This creates a sense of the Lawn as a form of civic theater; a place to see and be seen. Uniform grading allows the space to accommodate flexible programming; transitioning into a venue for small performances, festivals, or casual recreation.

The Rain Garden and Bridge

At the south edge of the Central Lawn, a feature rain garden is introduced to highlight on-site infiltration initiatives. This landscape element would include native plantings chosen for both beauty and resiliency. A pedestrian-scale bridge would provide a direct connecting from the entry of Block 24 to the Crossroads and Filtration Grove beyond.

The Crossroads

The Crossroads form the intersection of two major paths of travel; the lateral movement between Blocks 24 and 21 and the path along the edge of the Central Lawn at Block 25. This space is envisioned as a gathering space for people who live and work in the adjacent community. The pattern language of the ground plane would carry through the Filtration Grove and Promenade, creating a sense of unity and reinforcing the idea of Block 25 as a pavilion resting within a larger park context.

The Filtration Grove

The adjacency of Interstate 93 presents a set of visual, aural, and environmental realities which must be addressed within the context of any successful open space proposal. The XMBLY master plan uses the adjacency of the existing building (Block 24) and the proposed Block 21 to create a near continuous architectural "wall" between the major open space and the elevated interstate. Between these two buildings, a solid 8'-10' screen wall is proposed to bridge the gap and provide protection for the open space. Reinforcing this goal, a densely planted grid of trees forms a "Filtration Grove" would wrap Block 25 and extends towards the Central Lawn. Interwoven within the dense canopy of the trees, signature catenary lighting elements will accentuate the perception of an overhead plane.

The Promenade

Between Blocks 21 and 25, a vibrant linear plaza space is conceived. Doubling as a fire lane, this pedestrian mall would provide access to the lobbies and active spaces in the first floors of Blocks 21 and 25. Large-scale pavement patterning, changes in materiality and integration of overhead lighting will break the length of the Promenade into a series of successive, human-scaled gathering spaces. At the terminus of The Promenade, a work of public art will be highlighted by the forced perspective.

3.2.4 Parking

Vehicle Parking

Structured Vehicular Parking

The Project provides 1,662 structured parking spaces both underground and on the first and second floors of Blocks 21, 23, and 25. Though lower than comparable office developments in the near vicinity, the proposed parking ratio (which exceeds the minimum required total) responds to market input and is intended to give Block 21 the flexibility to support leading edge technology, office and life science users. Additional parking is also required for some of the current leases at Block 24. Also, the parking levels at Block 21 have been designed to allow for future conversion to programmable area in the event that the need for parking is reduced. Table 3-1 below summarizes the required and provided parking spaces. The 110 underground spaces at Block 25 will be accessed by a ramp connecting from the shared loading driveway between Blocks 21 and 24 on Middlesex Avenue. The above-grade parking structure for Block 23 contains 200 spaces for Block 23'sresidential units. These spaces will be accessed from a ramp on the proposed "Road L". Block 21 has three-stories of 1,332 structured parking spaces, which will be accessed from a ramp connecting from the shared loading driveway on Middlesex Avenue between Blocks 21 and 24, and from a garage entrance on Foley Street.

Table 3-1 Parking Summary Table						
Description	**Block 21**	**Block 23**	**Block 24**	**Block 25**	**Block 26**	**Total**
Residential Required	0	329	0	167	0	496
Residential Provided	*0*	*200*	*0*	*110*	*0*	*310*
Office/Lab/R&D Required	646	0	162	0	140	948
Office/Lab/R&D Provided	*1,309*	*0*	*34*	*0*	*0*	*1,343*
Retail Required	17	0	0	3	0	20
Retail Provided	*20*	*0*	*0*	*0*	*0*	*20*
Restaurant Required	6	9	0	0	0	15
Restaurant Provided	*15*	*0*	*0*	*0*	*0*	*15*
Fire Required	8	0	0	0	0	8
Fire Provided	*8*	*0*	*0*	*0*	*0*	*8*
Total Minimum Required	**677**	**338**	**162**	**170**	**140**	**1,487**
Total Provided	***1,352***	***200***	***34***	***110***	***0***	***1,696****

* Proposed Parking to Required Parking Ratio is 1.1. Under existing conditions for the 162,000 SF office building, only 162 parking spaces would have been required. The existing site with its approximately 800 spaces provided a 5:1 proposed to required parking ratio.

Unstructured Vehicular Parking

The Project provides 42 on-street parking spaces along "Road K", "Road L", Foley Street, and Grand Union Boulevard (not included in Table 3-1). The Project proposes

to reconfigure the existing parking lot south of the existing office building at Block 24 to only contain 34 surface parking spaces.

Bicycle Parking

The Project will also include short- and long-term bicycle parking storage areas to meet Somerville Zoning Ordinance bicycle parking requirements. Based on the current design, the Somerville Zoning Ordinance requires that a minimum total of 224 bicycle parking spaces be provided on the Project Site. The Project will provide approximately 224 interior, secure bicycle spaces located in the above-grade parking for residents. Additionally, the Project proposes to provide short term bicycle parking spaces via bicycle racks within 50 feet of each entrance. The amount of short term bicycle spaces will be determined during each Block's individual Special Permit submission.

Table 3-2 Bicycle Parking Summary Table

Description	**Total Spaces***
Residential Use – Required	164
Non-Residential Use – Required	60
Total Required	**224**
Total Provided	***224***

* Required parking bicycle spaces are for the entire PUD, and not for individual Blocks.

3.2.5 Accessibility

The Project will improve accessibility around the Project Site by creating generous, barrier-free pedestrian zones along "Road K", "Road L", Middlesex Avenue and Mystic Avenue, as well as improving the pedestrian zones along Grand Union Boulevard, Foley Street, and Revolution Drive.

The Project will implement the following:

- The sidewalks along Revolution Drive, Middlesex Avenue, Foley Street, and Grand Union Boulevard will be widened, paved in concrete, free of obstructions, where feasible, will have at least four (4) feet of clear width, and will have comfortable and American with Disabilities Act (ADA) compliant slopes.
- The parking ingress/egress will incorporate a flush sidewalk condition giving priority to the pedestrian over the vehicle.

- The existing accessible parking spaces servicing the existing office building at Block 24 will be restriped and improved with new sidewalk curb ramps and ADA compliant slopes.
- Residential units will be designed to be accessible, in compliance with 521 CMR: Massachusetts Architectural Board (MAAB) regulations.

Additionally, the Project will comply with accessibility regulations set forth in 521 CMR: Architectural Access Board. The residential Blocks 23 and 25 will be served by multiple elevators and the required amount of egress stairs as defined by the Massachusetts Building Code.

3.2.6 Sustainability/Green Building Design

The Applicant and the Project design team are committed to an integrated, sustainable design approach. The Project is currently targeting a goal of Leadership in Energy and Environmental Design® ("LEED") Version 4 Certified rating. The Applicant will provide a LEEDv4 checklist as part of the Special Permit Applications for each block. As the Project design advances, the Project team will explore sustainable design strategies that will maximize the conservation of energy, water and other resources, will consider strategies to utilize recycled building materials, improve indoor air quality and occupant well-being, in addition to other innovative design and operational strategies.

Climate change and resiliency strategies have been considered for the master plan. The site design will reduce vulnerability to flooding due to rising sea levels and changes in intensity and frequency of storms by raising finished floor elevations for occupiable spaces above projected flood elevations. The Applicant will also submit the City of Somerville's Sustainable & Resilient Building Questionnaire as part of the SPSR process, which will include a Climate Change Vulnerability Assessment as well as the Carbon Neutrality Pathway Assessment.

3.3 Urban Design Summary

Architectural Character

In accordance with the design guidelines created for this development, the proposed buildings are intended to offer a diverse range of architectural expression. While the design of the buildings located in the northern portion of the Assembly Row vernacular which pays homage to the Site's rich industrial past, the proposed office developments to the southern portion of Assembly Row as well as the Partner's Healthcare Headquarters facility have transitioned to a more modern architectural aesthetic. In this context, the Site offers the opportunity for the proposed buildings to further reflect a distinct modern vision for Somerville's Assembly Square neighborhood.

These buildings are intended to be designed with a focus on the pedestrian experience, and careful consideration will be given to elements at the ground level

(such as canopies, storefronts, and building entrances) to define a comfortable pedestrian scale at the street edge. A high level of transparency will be offered at the ground level to encourage activation and to provide opportunities for a "porous" edge condition. While common themes will be emphasized (such as the expression of the structural column grid, scale-appropriate rhythm for openings, and a mix of opaque and transparent materials) flexibility is given within the design guidelines for the buildings to have a distinct architectural expression, while also encouraging a cohesive relationship with the surrounding neighborhood. At the upper levels, a varied palette of materials is envisioned for this district to encourage each block to have a unique identity. Suggested materials include glazing, masonry, and rain-screen cladding with a focus on utilizing color, texture, and pattern to provide an architecturally diverse series of buildings. A critical point of emphasis is for each building (for all use types) to express a distinct base, middle, and top, as well as offering a varied expression at the roof line to contribute to the Somerville skyline in this district. It is also critical for the parking podium levels to be treated in an integrated manner which is aligned with the primary façade language of the building above. Based on façade orientation and relationship to the public realm, the design guidelines further define the hierarchy of street wall conditions and offer areas of special emphasis, including corners which represent "gateway" opportunities and primary facades which respond to the Site's public realm goals.

Public Realm Character

XMBLY proposes an extension of the overall public realm strategies established at Assembly Row; adapted and evolved to create a series of spaces that identifiably unique yet intimately connected to the neighborhood at large. To achieve this, special focus has been given to creating a positive pedestrian experience as an extension of the network established at Assembly Row.

Major pedestrian routes have been developed to include a furnishing zone, pedestrian zone, and frontage zone. Furnishing zones provide the opportunity to create a buffer from both adjacent street traffic and the flow of pedestrian commuters. As at Assembly, this zone will include significant street tree planting providing shade in the summer months and an opportunity for seasonal lighting in the darker winter months. A combination of raised tree pits, irrigation, and structural soils will be provided to aid in the long-term health of these trees. Between the tree pits, decorative or permeable pavers and integrated street furnishings will create places for rest, gathering, and people-watching within the new neighborhood.

Pedestrian zones adjacent to the furnishing zones have been generously sized according to each street's typology. More important pedestrian routes (Connectors or Main Streets) provide pedestrian zones of 8' or greater, allowing commuters walking to the MBTA Assembly Station or new open spaces ease of movement.

At major intersections, bump-outs are provided as a measure of pedestrian safety. As at Assembly Row, these bump-outs would feature decorative pavers, planters, seating, and public art identifying them as important nodes within the pedestrian experience in the neighborhood.

3.4 Project Schedule/Phasing

Presuming PUD-PMP approval, the Applicant intends to file the Subdivision and Special Permit Applications for the proposed blocks and roadways starting in late spring/early summer 2018. Throughout the coming months, the Applicant expects to work diligently with the community and with the City to complete the PUD-PMP, Subdivision, and Special Permit review and approval processes.

The Applicant anticipates commencing Site preparation, demolition and utility work in the first quarter of 2019. Work for the residential and office buildings is anticipated to be complete by first quarter of 2021 (approximately twenty-four (24) months).

3.5 Consistency with SomerVision/Assembly Square Master Plan

SomerVision

Somerville's Comprehensive Plan 2010-2030 (SomerVision) was developed by a steering committee in collaboration with the Mayor's Office of Strategic Planning and Community Development through a series of meetings, visioning sessions, and public workshops. It was endorsed by the Somerville Board of Aldermen and adopted by the Somerville Planning Board in April 2012, and aims to serve as a guide for future growth and development in the City. The primary goals of the plan are to:

- Preserve existing residential neighborhoods;
- Enhance existing squares and commercial corridors; and
- Transform opportunity areas on the eastern and southern edges of Somerville.

The Project is consistent with these goals, as it is located within an identified opportunity area of Somerville. As proposed, the Project will enhance connections to the Assembly Row development from residential areas located in East Somerville on the southern edge of the ASMD.

Assembly Square Master Plan

The Project Site is located within the Assembly Square Mixed-Use District ("ASMD"). The ASMD is intended to fulfill the goals and objectives contained in the Assembly Square District Plan (the "ASD Plan"). Among other objectives, the ASD is designed to promote pedestrian & transit-oriented planning and design, and to encourage the development of a mix of uses including residential, office/lab, research and development, retail/active use, hotels, cinemas, performing arts and institutional uses around new pedestrian-oriented public places.

The Project will complement and support the surrounding land uses and adjacent residential and commercial areas by providing new commercial and retail/active use

opportunities, new housing, enhanced public open spaces, and jobs for the surrounding population.

Though the Project Site is located greater than 300 feet landward from the bank of the Mystic River (as defined in 310 CMR 10.54.2c), and is therefore outside of the Waterfront Overlay District, it is within walking distance to the Mystic River, providing pedestrian access to the river as an amenity.

Local Permitting Authority and Designation as a Planned Unit Development

The Project Site meets the criteria to establish a Planned Unit Development (PUD) in accordance with the applicable provisions of Article 5, and with Article 16 of the City of Somerville Zoning Ordinance (the "Code"). The purpose of a PUD is to provide for a greater variety, density and intensity of land uses at a site than would normally be allowed under base zoning. PUD's allow greater design flexibility, in return for more thoughtful, sensitive land planning that encourages additional open space on site, and can reduce the Project's impacts on sensitive environmental resources.

3.6 Summary of Project Benefits

Land Alteration

Continuing the design efforts of the neighboring Assembly Row development, the Project revitalizes an underutilized urban site. The Project uses the land efficiently by increasing density in immediate proximity to public transportation, reduces the area of vehicular pavement and impervious land cover, encourages multi-modal modes of transportation, and welcomes people through its mixed-use development and public open space.

Stormwater Management

An overall goal of the Project is to provide a comprehensive stormwater management system designed to enhance the water resources both on the Site and downstream. The analysis outlined in this section concludes that the Project will vastly improve the existing conditions on the Site and accomplish this goal by:

- Implementing an environmentally sensitive site design that creates additional open space areas and significantly reduces the amount of on-site paved surface parking areas thereby re-establishing components of a natural water cycle (evapotranspiration, groundwater recharge and runoff) on the Site.
- Improving the surface water and groundwater quality by implementing integrated stormwater controls throughout the Project area including the use of Low Impact Development (LID) techniques, where feasible, as well as traditional stormwater Best Management Practices (BMPs) combined with a thorough Operation and Maintenance Plan.
- The stormwater management design separates storm drainage infrastructure from sanitary sewer infrastructure and will not have any illicit discharges.

- The stormwater management system is designed to attenuate the peak rate and volume of runoff to meet existing conditions.

Sustainability/Environmental

Sustainable and high-performance building strategies are at the core of the design for the Project.

Sustainable Design – The Project utilizes sustainable design strategies and is anticipated to exceed minimum building energy code requirements, thereby maximizing the conservation of energy and water, and minimizing impacts to regional infrastructure and water resources

Area Revitalization - The Project revitalizes an underutilized urban site, uses land efficiently by increasing density in immediate proximity to public transportation, and encourages the use of non-automotive modes of transportation.

LEED – The Project is currently targeting a goal of Leadership in Energy and Environmental Design® ("LEED") Version 4 Certified rating. The Applicant will provide a LEEDv4 checklist as part of the Special Permit Application.

Climate Resilience – The site design will reduce vulnerability to flooding due to rising sea levels and changes in intensity and frequency of storms by raising finished floor elevations for occupiable spaces above projected flood elevations. Strategies as highlighted in the City of Somerville's Sustainable & Resilient Buildings Questionnaire have been considered as part of the master plan and will be further examined during the SPSR process for each building.

Stormwater - The Project will implement Best Management Practices (BMPs) to improve water quality. The stormwater management system will be designed to release flows less than or equal to the existing condition.

Transportation

Pedestrians – As described in Section 3.2.2., the Project will improve the pedestrian environment significantly through the development of the new pedestrian pathways and sidewalk connections and the creation of new publicly accessible open space.

Bicycle Accommodations and Parking – The Project will incorporate bicycle accommodations in compliance with the City of Somerville's guidelines to encourage cycling as a strong alternative transportation mode.

Transportation Demand Management (TDM) Program – The Project will implement a robust program of TDM strategies to take full advantage of its proximity to multiple mobility options and to reduce vehicles traveling to and from the Project Site. Please refer to Chapter 5 for a description of specific TDM measures to be implemented for the Project.

Social and Economic

Enhanced Retail Opportunities – The Project will provide new retail/active use opportunities for neighborhood residents, visitors, and the public, consistent with the goals of the Assembly Square Mixed-Use District.

New Job Creation -The Project will enhance the economy by creating permanent jobs related to the retail/active use, office/lab/R&D uses, and create construction jobs in a variety of trades for the Project construction.

Enhanced Tax Revenues – The Project will generate positive tax revenue for the City of Somerville via increased commercial development.

Affordable Housing - Consistent with the City of Somerville Inclusionary Housing Project, the Applicant is proposing that 20% of the residential units to be constructed as part of the Project will be set aside as affordable units consistent with the Provisions of Article 13 – Inclusionary Housing of the Zoning Ordinances.

3.7 Development Team

Table 3-2 below identifies the members of the design and consulting team (the "Project Team") and provides their primary contact information.

Table 3-3 – Development Team Contact Information

DEVELOPMENT TEAM CONTACT INFORMATION	
Applicant	CDNV Assembly, LLC. 120 Water Street Boston, MA 02109 (617) 624-9100 Contact: Ed Nardi
Legal Counsel	Riemer | Braunstein LLP 700 District Avenue Burlington, MA 01803 617.880.3457 Contact: Mark T. Vaughan
Architect, Urban Planning and Design	Spagnolo Gisness & Associates (SGA) 200 High Street, 2nd Floor Boston, MA 02110 857.300.2610 Contact: Brian Slozak and John Sullivan
Landscape Architecture	Copley Wolff Design Group (CWDG) 10 Post Office Square, Suite 1315 Brookline, MA 02109 617.654.9000 Contact: Andrew Arbaugh and John Copley
Permitting	VHB 99 High Street, 10th Floor Boston, MA 02110 617.924.1770 Contact: Seth Lattrell
Transportation	VHB Contact: Patrick Dunford
Civil and Survey	VHB Contact: Richard Hollworth
Environmental Engineer	CRB Geological & Environmental Service 5000 Old Buncombe Road Greenville, SC 29617 864.283.2000 Contact: Robert Workman

Chapter 3 Figures

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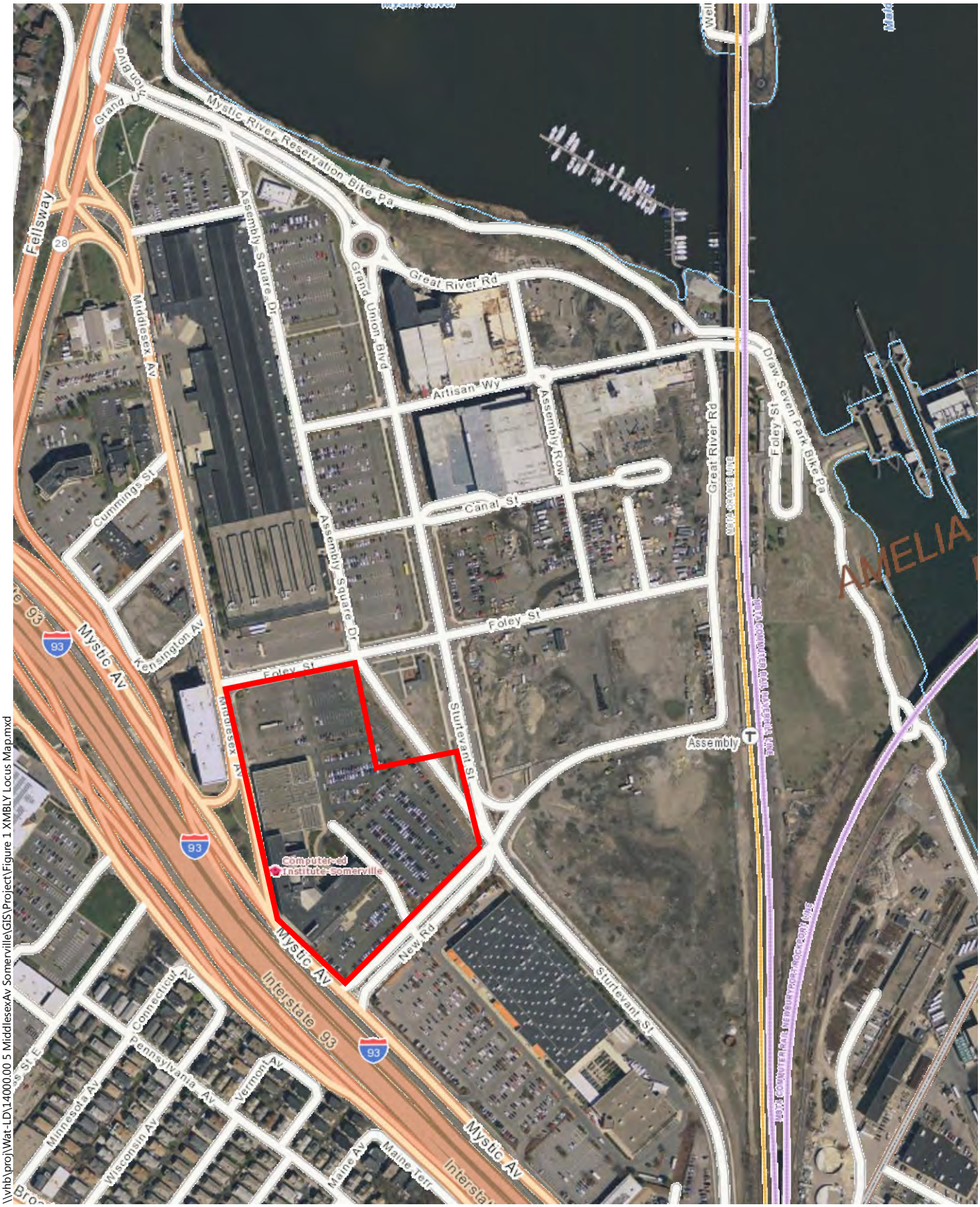


\\vhb\pro\Wat-LD\14000.00 5 MiddlesexAv Somerville\GIS\Project\Figure 1 XMBLY Locus Map.mxd

0 100 200 400 Feet

XMBLY PUD-PMP | Somerville, MA

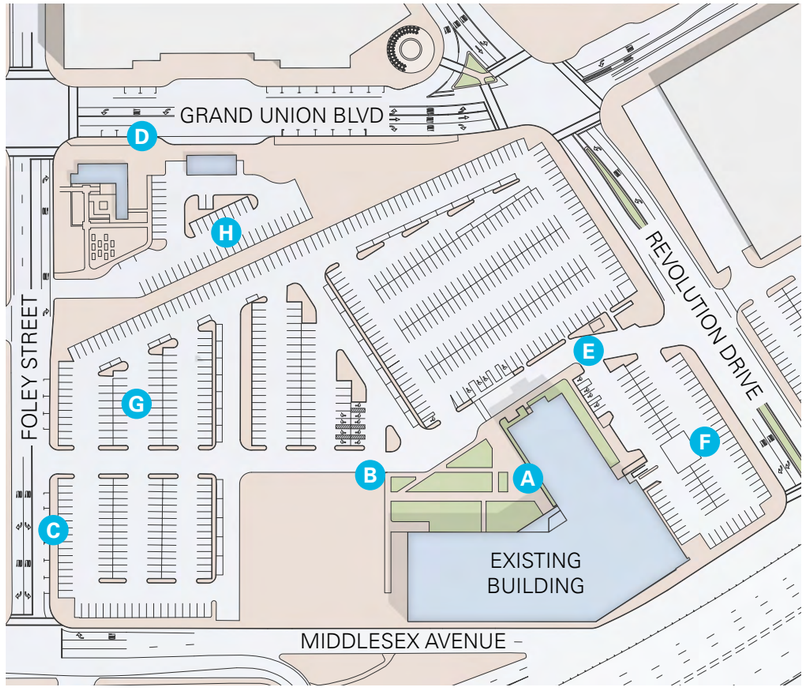
Legend

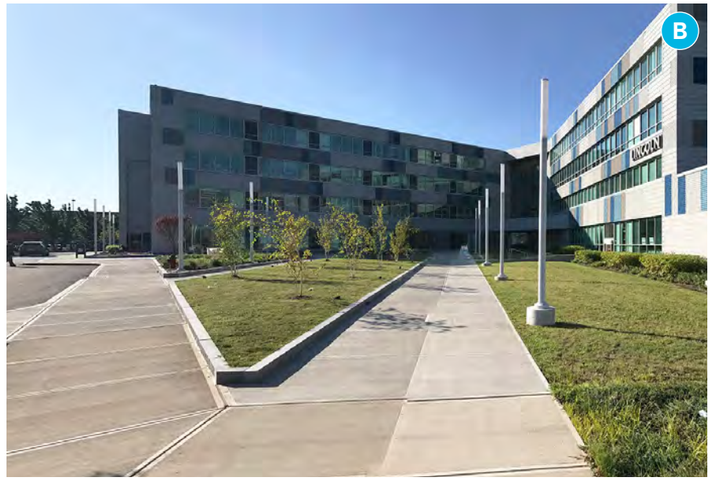
Project Site

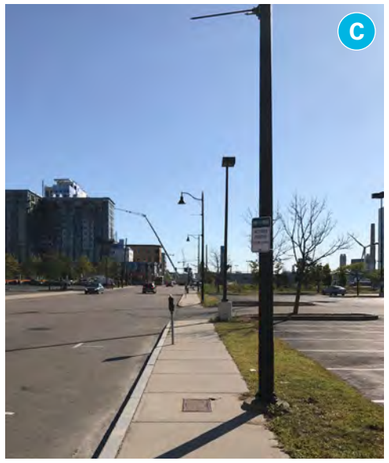
Site Location Map

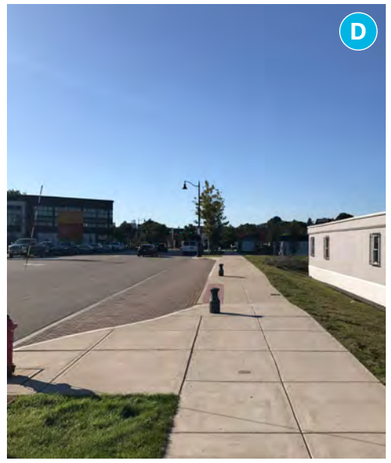
Source Info: MassGIS

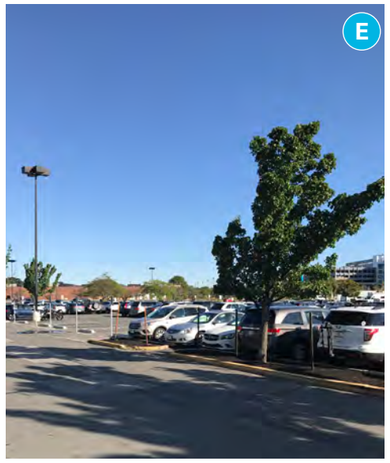
FIGURE 3.2 - EXISTING SITE PHOTOS

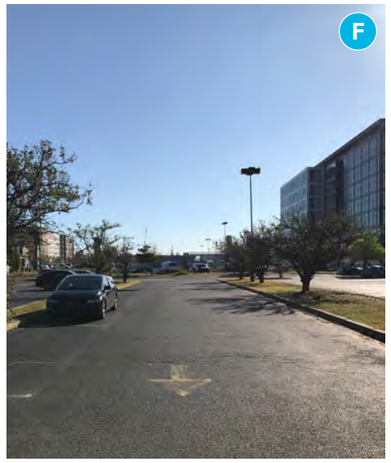












A | Current landscape at existing building and view towards Foley Street

B | Current landscape at existing building

C | Sidewalk at Foley Street

D | Existing bus drop-off at Grand Union Boulevard

E | View at exsiting parking log

F | View at existing side parking lot towarss Assembly

G | View at existing partking towards Storage Building

H | View at existing parking towards existing building

FIGURE 3.3 - EXISTING AERIAL CONDITIONS

FIGURE 3.4 - GROUND FLOOR PLAN

PROGRAM	PROGRAM USE	USE MIX	AREA
OFFICE / LAB FIRE STATION EXISTING BLDG OFFICE / R+D	BLOCK 21 | 646,000 sf BLOCK 21 | 16,000 sf BLOCK 24 | 162,000 sf BLOCK 26 | 140,000 sf	66%	964,000 sf
RETAIL / ACTIVE	BLOCKS 21-26		20,000 sf
RESIDENTIAL	BLOCK 23 | 329 units BLOCK 25 | 167 units	34%	324,000 sf 187,000 sf
TOTAL AREA			**1,495,000 sf**

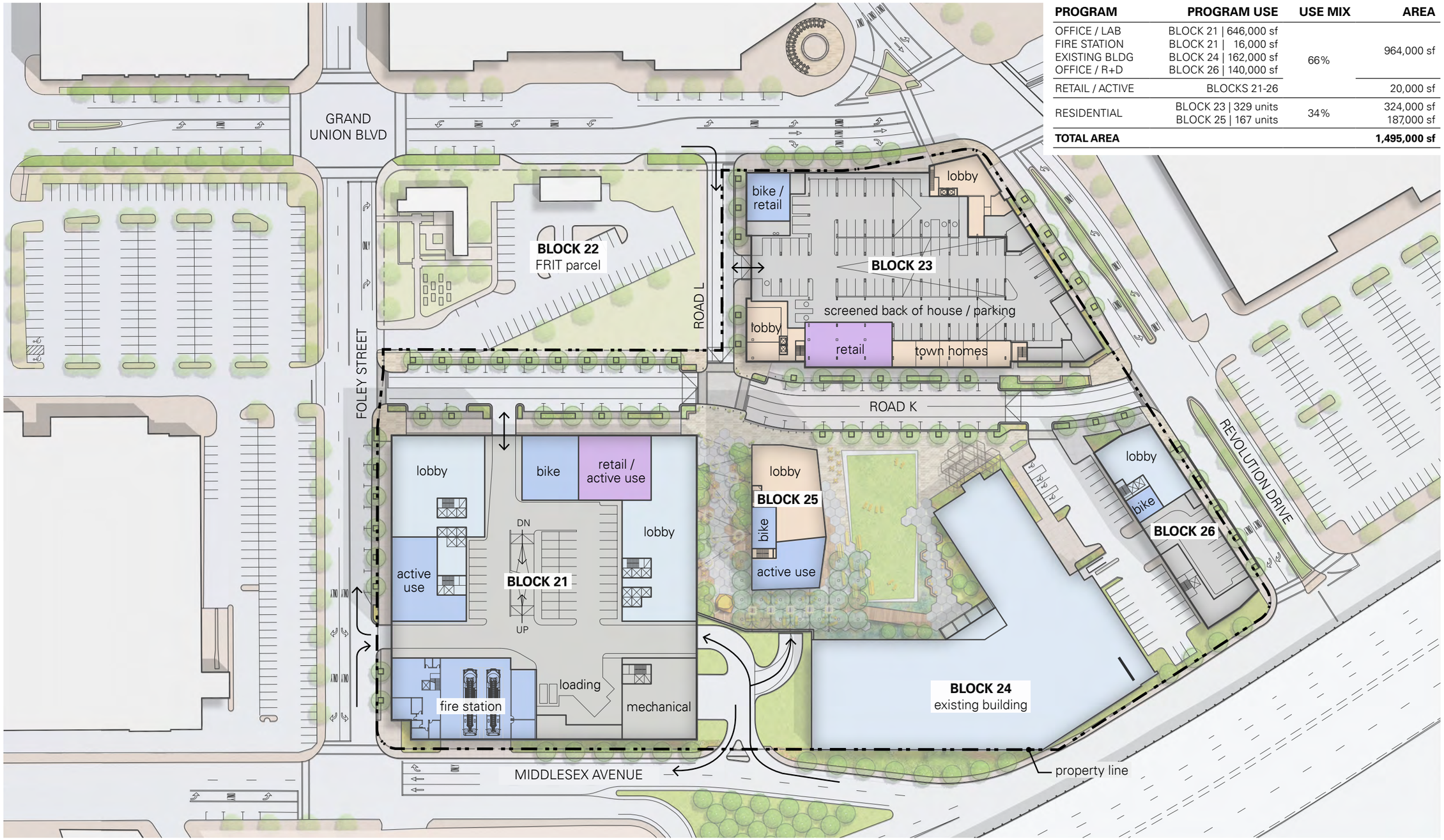
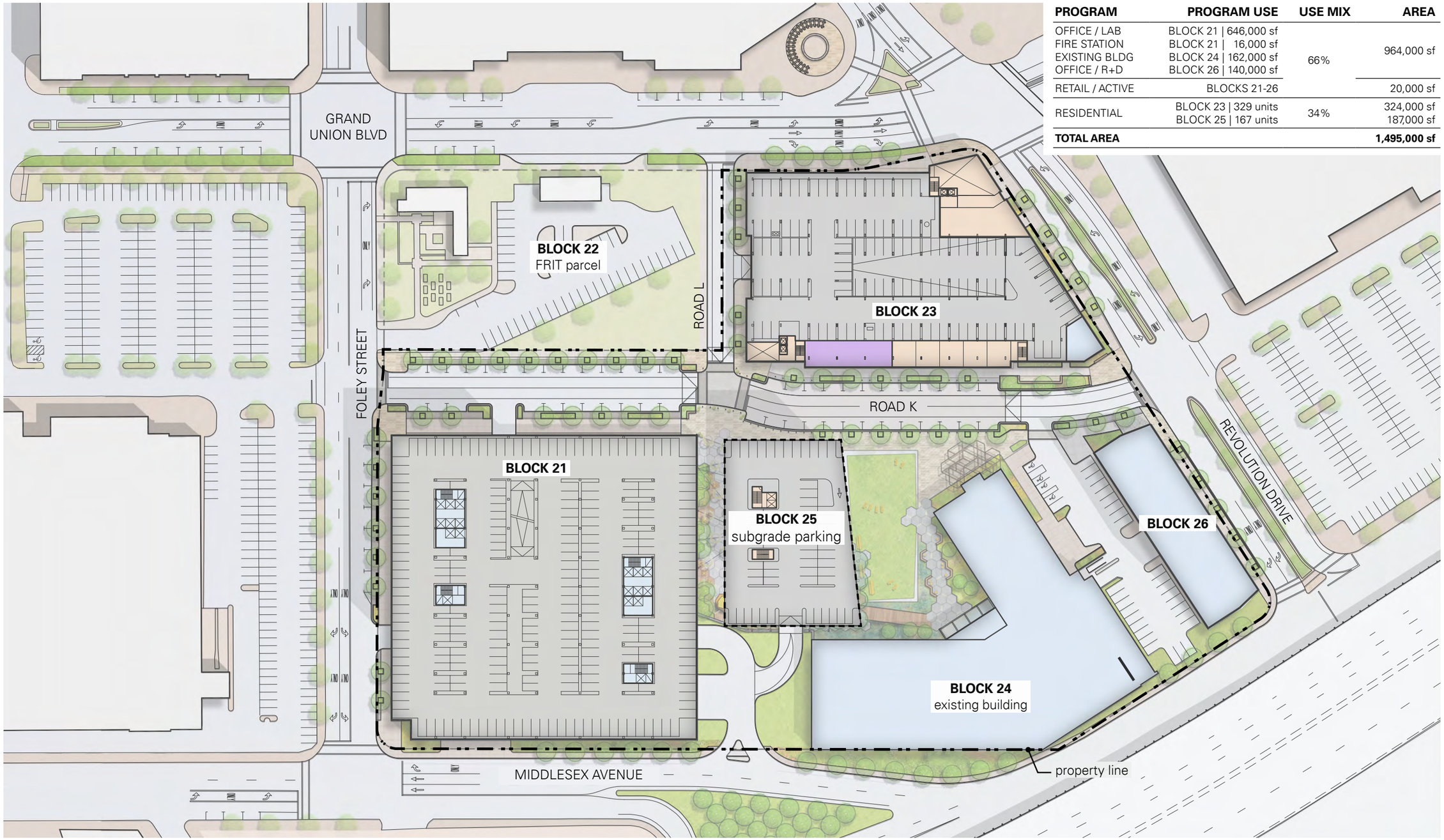


FIGURE 3.5 - TYPICAL PARKING FLOOR PLAN

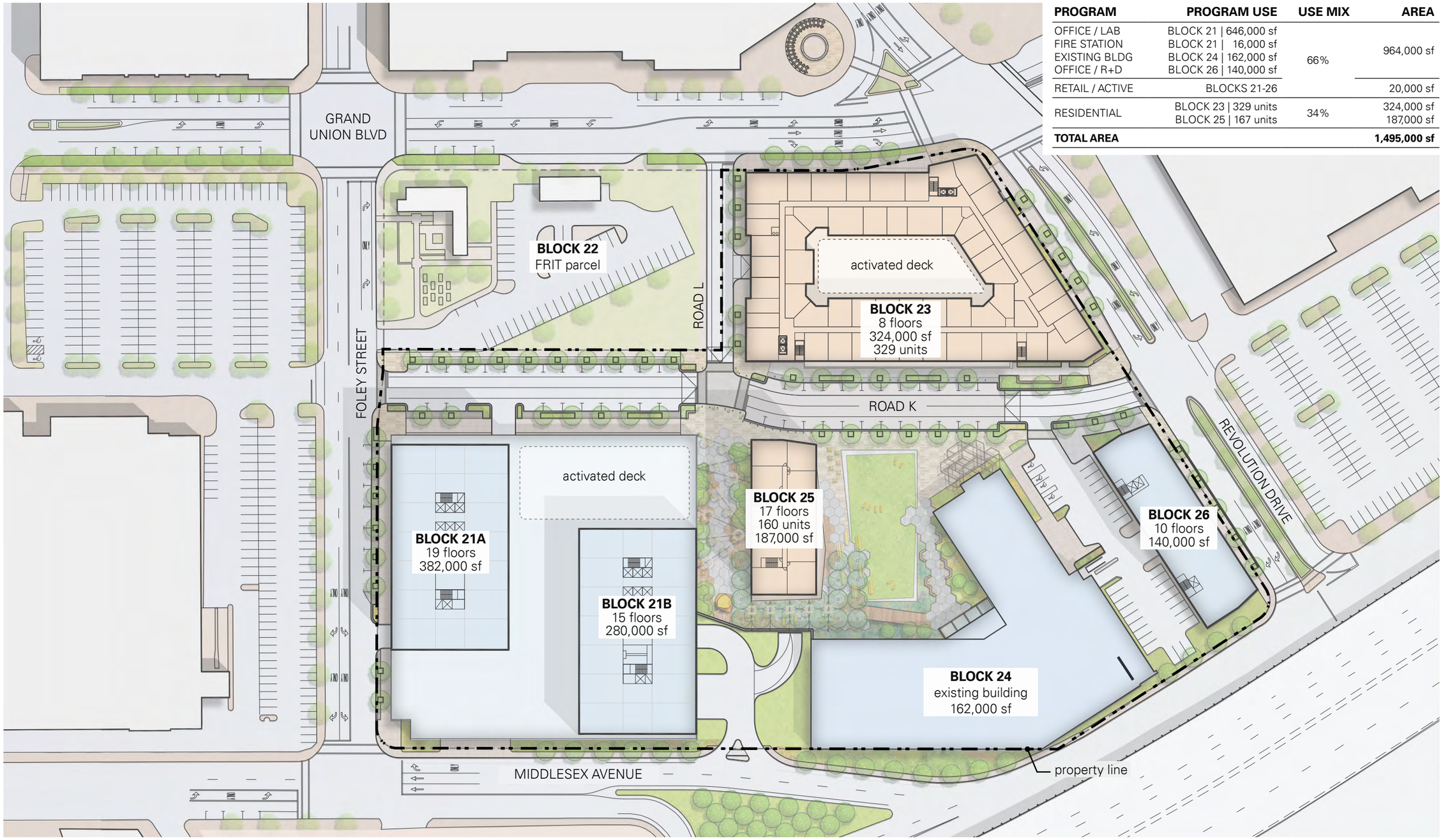
PROGRAM	PROGRAM USE	USE MIX	AREA
OFFICE / LAB FIRE STATION EXISTING BLDG OFFICE / R+D	BLOCK 21 | 646,000 sf BLOCK 21 | 16,000 sf BLOCK 24 | 162,000 sf BLOCK 26 | 140,000 sf	66%	964,000 sf
RETAIL / ACTIVE	BLOCKS 21-26		20,000 sf
RESIDENTIAL	BLOCK 23 | 329 units BLOCK 25 | 167 units	34%	324,000 sf 187,000 sf
TOTAL AREA			**1,495,000 sf**



COMMERCIAL | RESIDENTIAL | RETAIL | ACTIVE USE | PARKING | BACK OF HOUSE

0 25 50 100 N

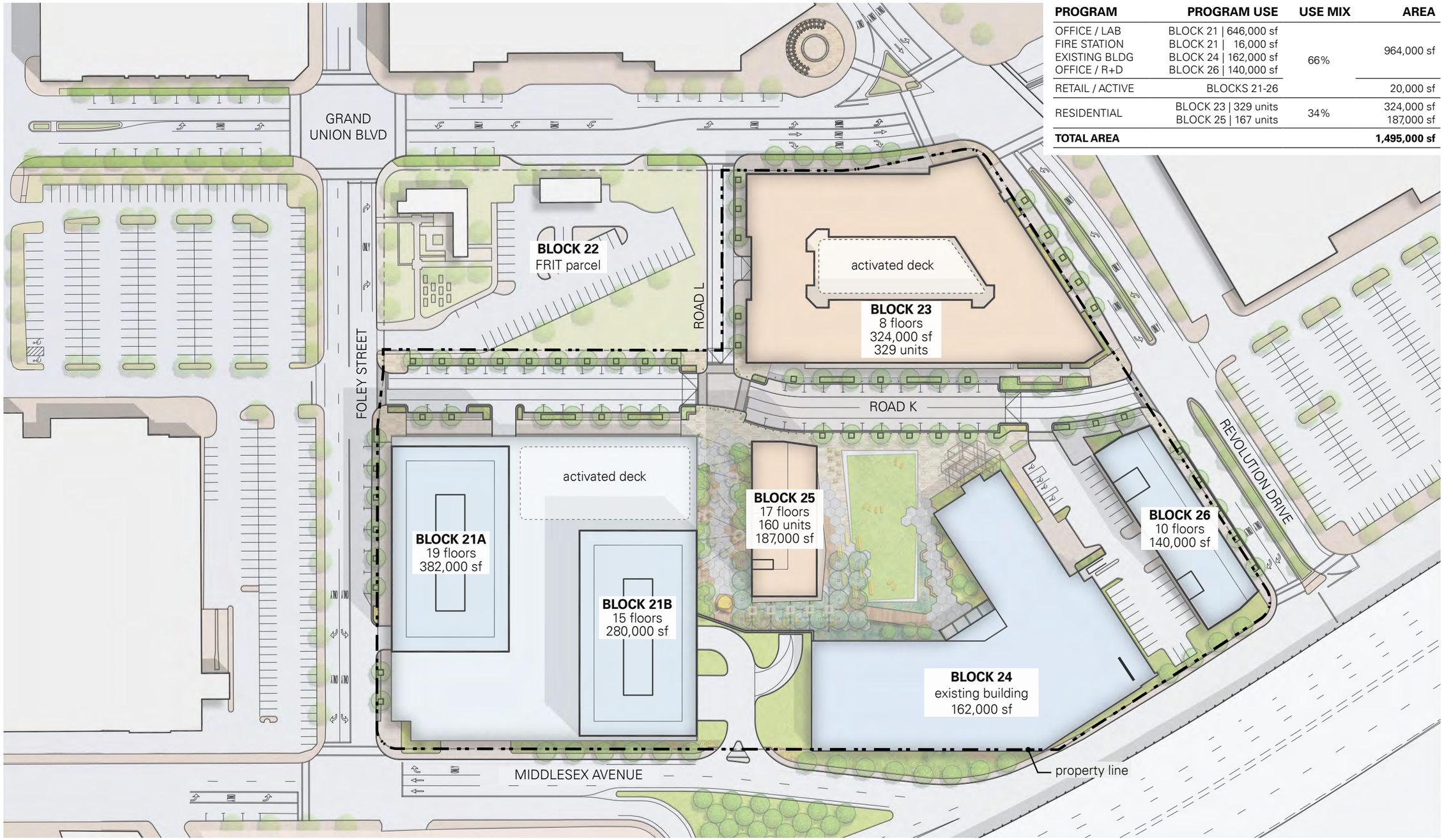
FIGURE 3.6 - TYPICAL UPPER FLOOR PLAN



PROGRAM	PROGRAM USE	USE MIX	AREA
OFFICE / LAB FIRE STATION EXISTING BLDG OFFICE / R+D	BLOCK 21 | 646,000 sf BLOCK 21 | 16,000 sf BLOCK 24 | 162,000 sf BLOCK 26 | 140,000 sf	66%	964,000 sf
RETAIL / ACTIVE	BLOCKS 21-26		20,000 sf
RESIDENTIAL	BLOCK 23 | 329 units BLOCK 25 | 167 units	34%	324,000 sf 187,000 sf
TOTAL AREA			**1,495,000 sf**

FIGURE 3.7 - ROOF PLAN

PROGRAM	PROGRAM USE	USE MIX	AREA
OFFICE / LAB FIRE STATION EXISTING BLDG OFFICE / R+D	BLOCK 21 | 646,000 sf BLOCK 21 | 16,000 sf BLOCK 24 | 162,000 sf BLOCK 26 | 140,000 sf	66%	964,000 sf
RETAIL / ACTIVE	BLOCKS 21-26		20,000 sf
RESIDENTIAL	BLOCK 23 | 329 units BLOCK 25 | 167 units	34%	324,000 sf 187,000 sf
TOTAL AREA			**1,495,000 sf**



COMMERCIAL | RESIDENTIAL | RETAIL | ACTIVE USE | PARKING | BACK OF HOUSE

0 25 50 100

N

FIGURE 3.8 - URBAN CONTEXT

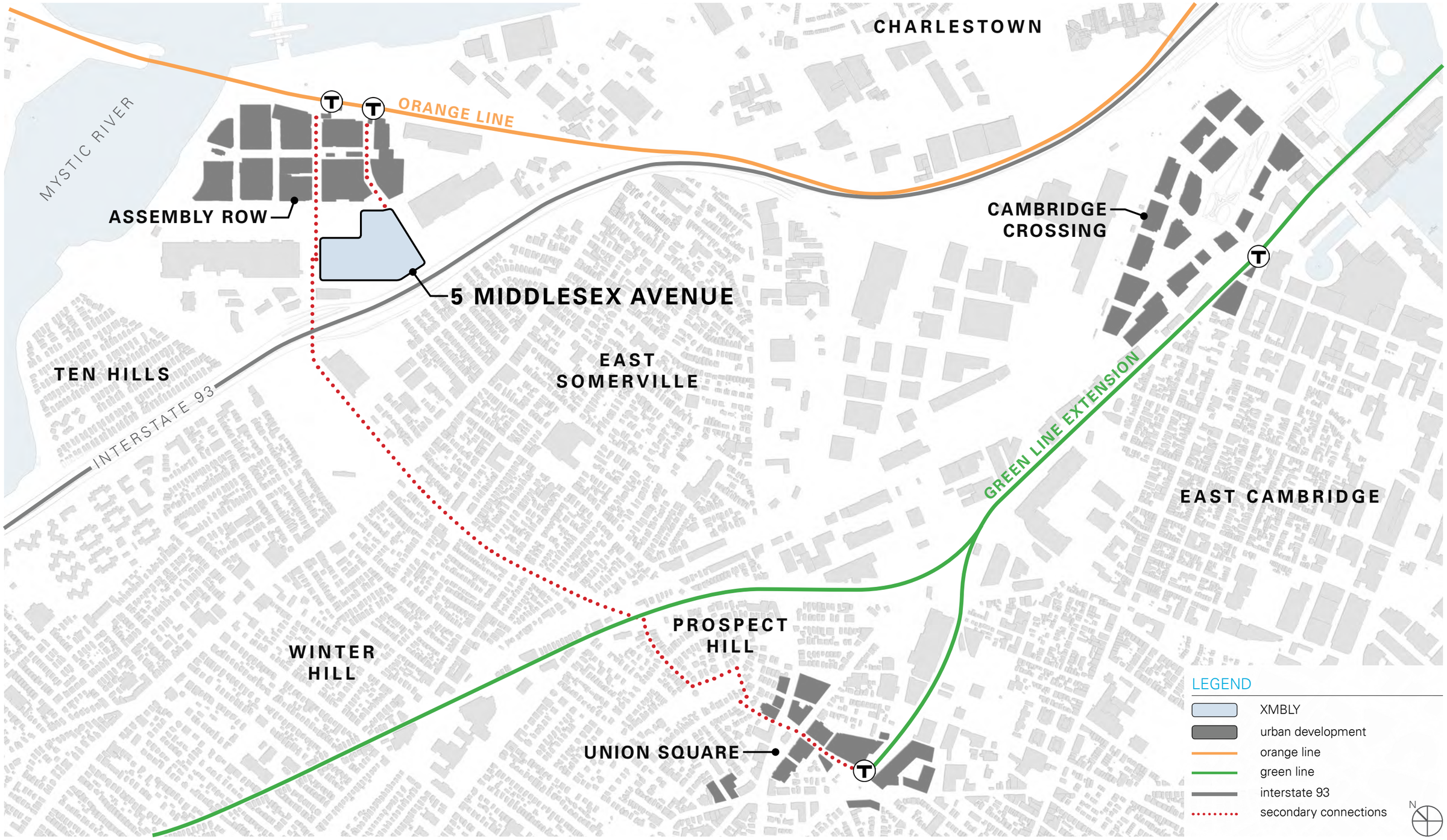
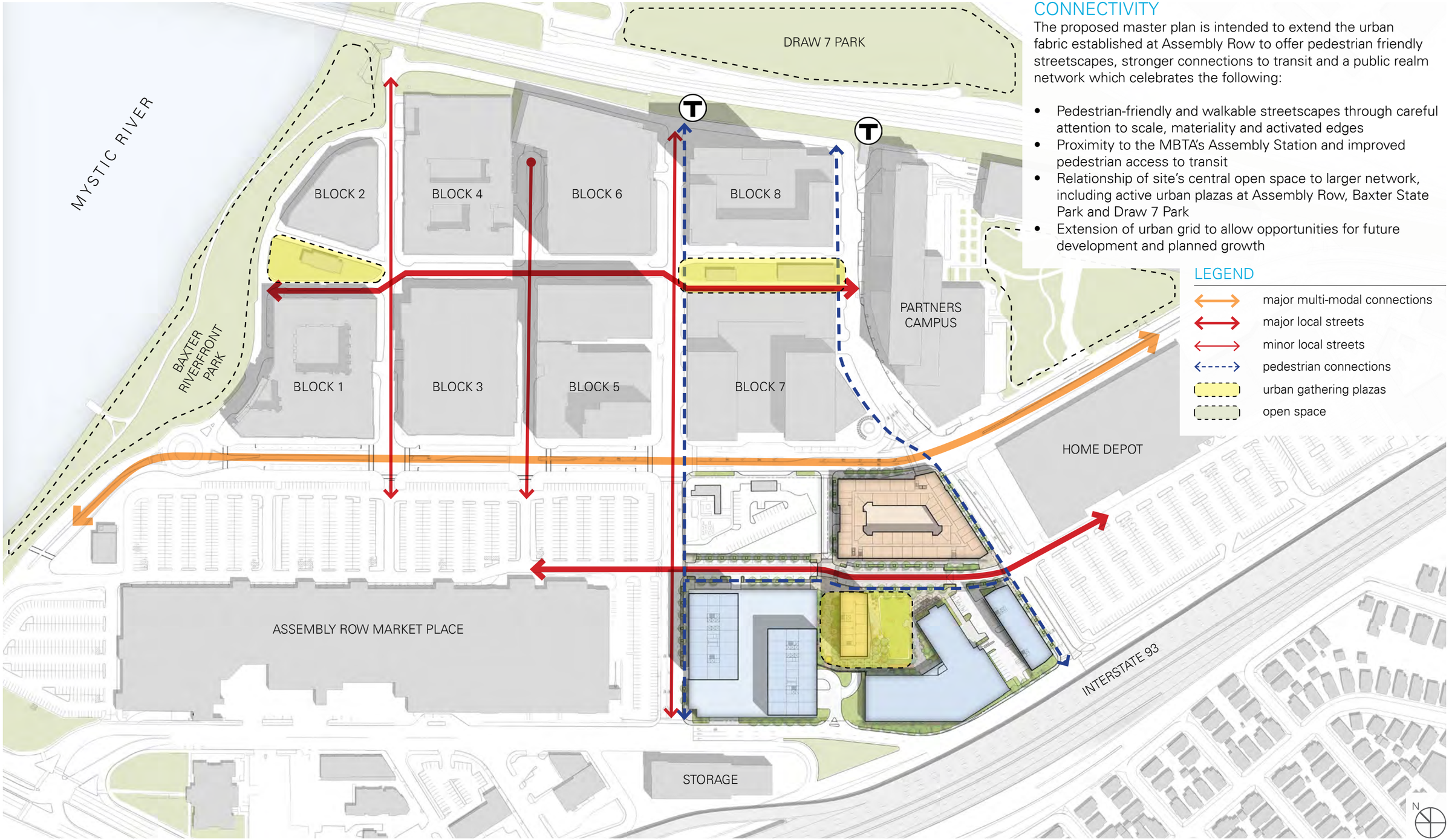


FIGURE 3.9A - URBAN DESIGN CONNECTIONS

FIGURE 3.9B - URBAN DESIGN CONNECTIONS



CONNECTIVITY

The proposed master plan is intended to extend the urban fabric established at Assembly Row to offer pedestrian friendly streetscapes, stronger connections to transit and a public realm network which celebrates the following:

- Pedestrian-friendly and walkable streetscapes through careful attention to scale, materiality and activated edges
- Proximity to the MBTA's Assembly Station and improved pedestrian access to transit
- Relationship of site's central open space to larger network, including active urban plazas at Assembly Row, Baxter State Park and Draw 7 Park
- Extension of urban grid to allow opportunities for future development and planned growth

LEGEND

- major multi-modal connections
- major local streets
- minor local streets
- pedestrian connections
- urban gathering plazas
- open space

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XMBLY Open Space Summary 2/21/2018

Phase	XMBLY Land Area (sf)	Open Space (sf)	Open Space (%)	Usable Open Space (sf)	Usable Open Space (%)
TOTAL XMBLY	429,375	145,630	33.9	90,840	21.1

KEY

Open Space

Usable Open Space

GRAND UNION BLVD

FOLEY STREET

REVOLUTION DRIVE

MYSTIC AVENUE

0 40 80 160 Feet

Open Space Figure
XMBLY
5 Middlesex Avenue
Somerville, Massachusetts

Figure 3.10

March 15, 2018

FIGURE 3.11 - CENTRAL OPEN SPACE

FIGURE 3.12 - OPEN SPACE STREET TREES

INVESTING IN ECOLOGICAL DIVERSITY

The proposed tree list has been developed from the recommendations provided by the City of Somerville's Draft Urban Forestry Management Plan developed by the Davey Resource Group. A variety of tree species would be selected based on size and solar requirements.

LARGE TREES
GREATER THAN 50' IN HEIGHT WHEN MATURE

Fraxinus americana	White Ash
Ginkgo biloba (male)	Ginkgo
Gleditsia triacanthos inermis	Thornless Honeylocust
Gymnocladus dioicus	Kentucky Coffeetree
Metasequoia glyptostroboides	Dawn Redwood
Nyssa sylvatica	Black Tupelo
Quercus bicolor	Swamp White Oak
Quercus rubra	Northern Red Oak

MEDIUM TREES
26' - 40' IN HEIGHT WHEN MATURE

Acer campestre	Hedge Maple
Aesculus x carnea 'Briotti'	Red Horsechesnut
Carpinus caroliniana	American Hornbeam
Cercidiphyllum japonicum	Katsuratree
Cladrastis kentukea	American Yellowwood
Halesia tetraptera	Carolina Silverbell
Koelreuteria paniculata	Goldenraintree
Ostrya virginiana	American Hophornbeam
Parrotia persica 'Vanessa'	Persian Ironwood
Ulmus parvifolia	Lacebark Elm

SMALL TREES
10' - 25' IN HEIGHT WHEN MATURE

Acer ginnala 'Red Rhapsody'	Amur Maple
Amelanchier spp.	Serviceberry
Cercis canadensis	Eastern Redbud
Cornus kousa	Kousa Dogwood
Crataegus spp.	Hawthorn
Malus spp.	Flowering Crabapple
Syringa reticulata 'Ivory Silk'	Japanese Tree Lilac


WHITE ASH


NORTHERN RED OAK


KENTUCKY COFFEETREE


DAWN REDWOOD


PERSIAN IRONWOOD


KOUSA DOGWOOD


THORNLESS HONEYLOCUST


JAPANESE TREE LILAC


GINGKO


EASTERN REDBUD


BLACK TUPELO

FIGURE 3.13A
SITE PHASING | EXISTING CONDITIONS

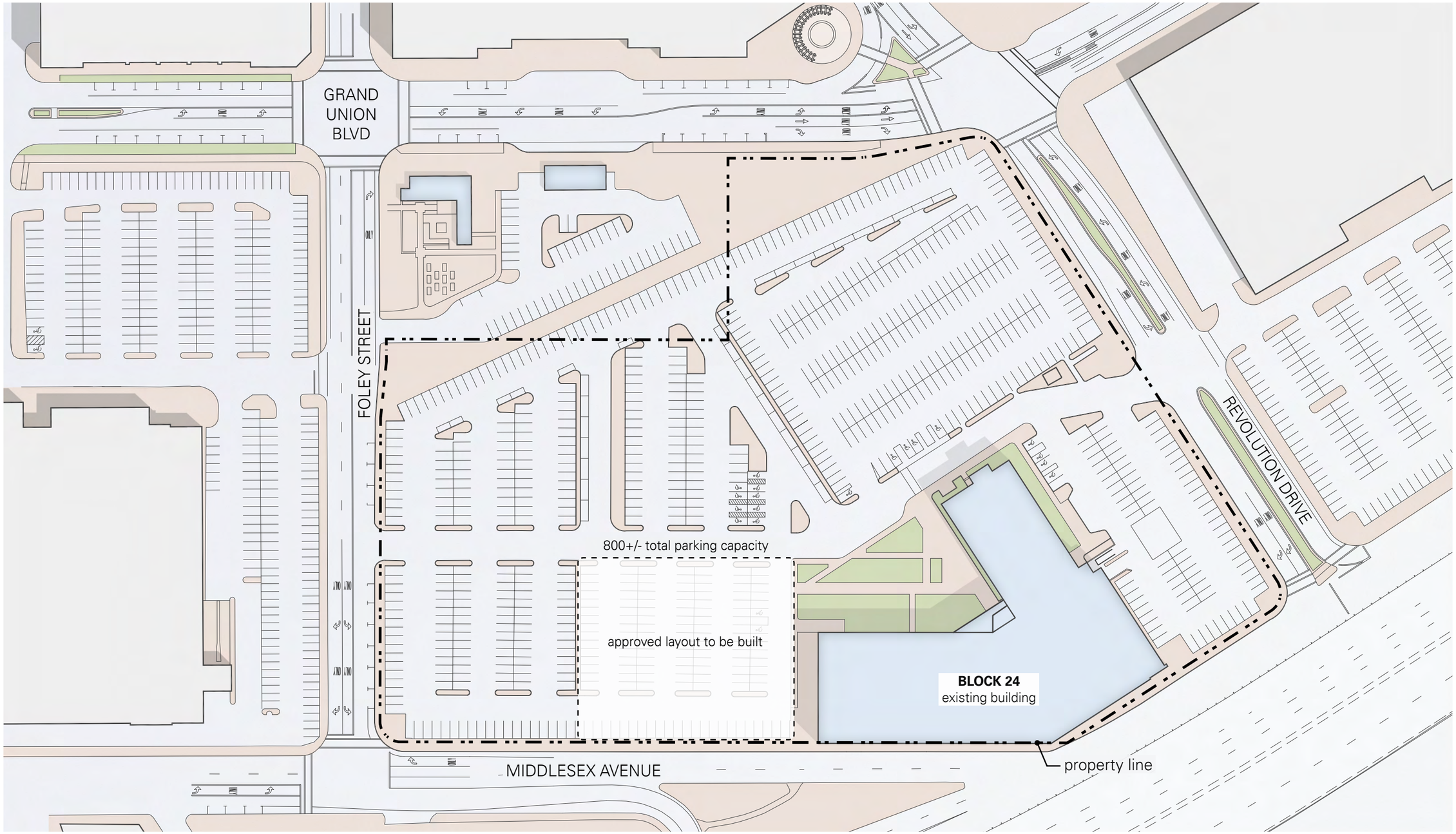


FIGURE 3.13B
SITE PHASING | PHASE 1

BLOCK 23 RESIDENTIAL BUILD-OUT

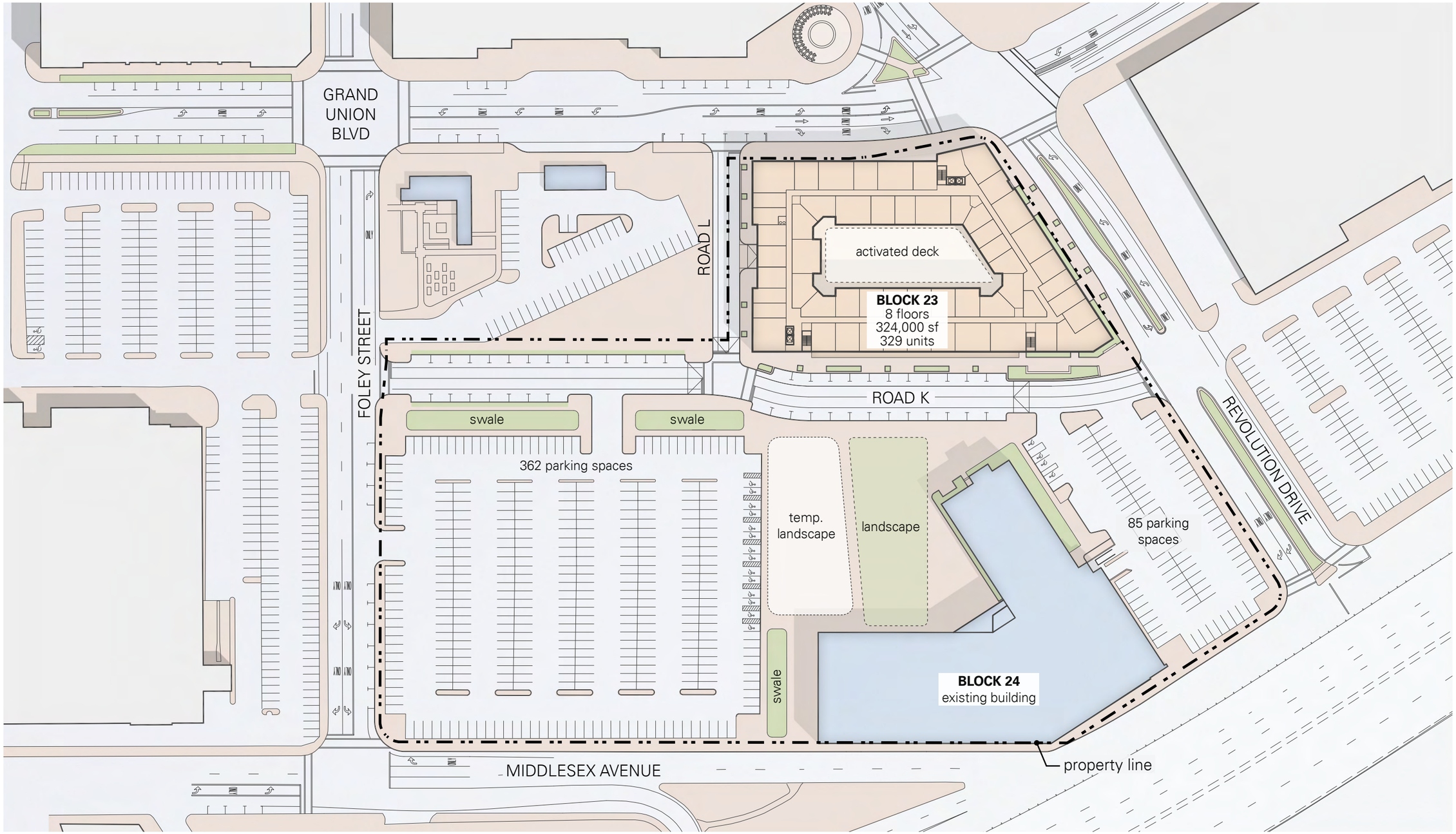


FIGURE 3.13C
SITE PHASING | PHASE 2 (LOWER)

BLOCK 21A COMMERCIAL BUILD-OUT

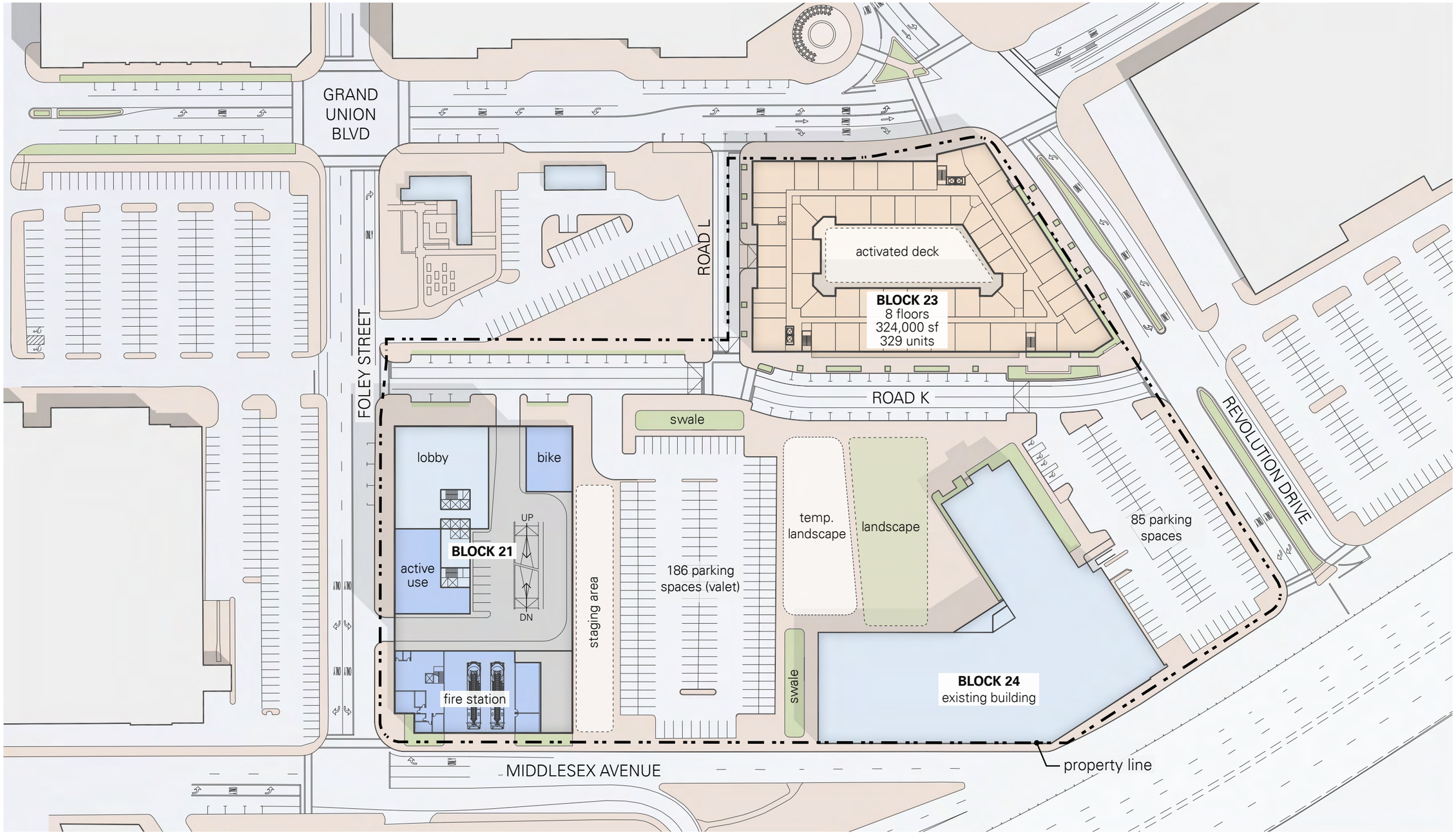


FIGURE 3.13D
SITE PHASING | PHASE 2 (UPPER)

BLOCK 21A COMMERCIAL BUILD-OUT

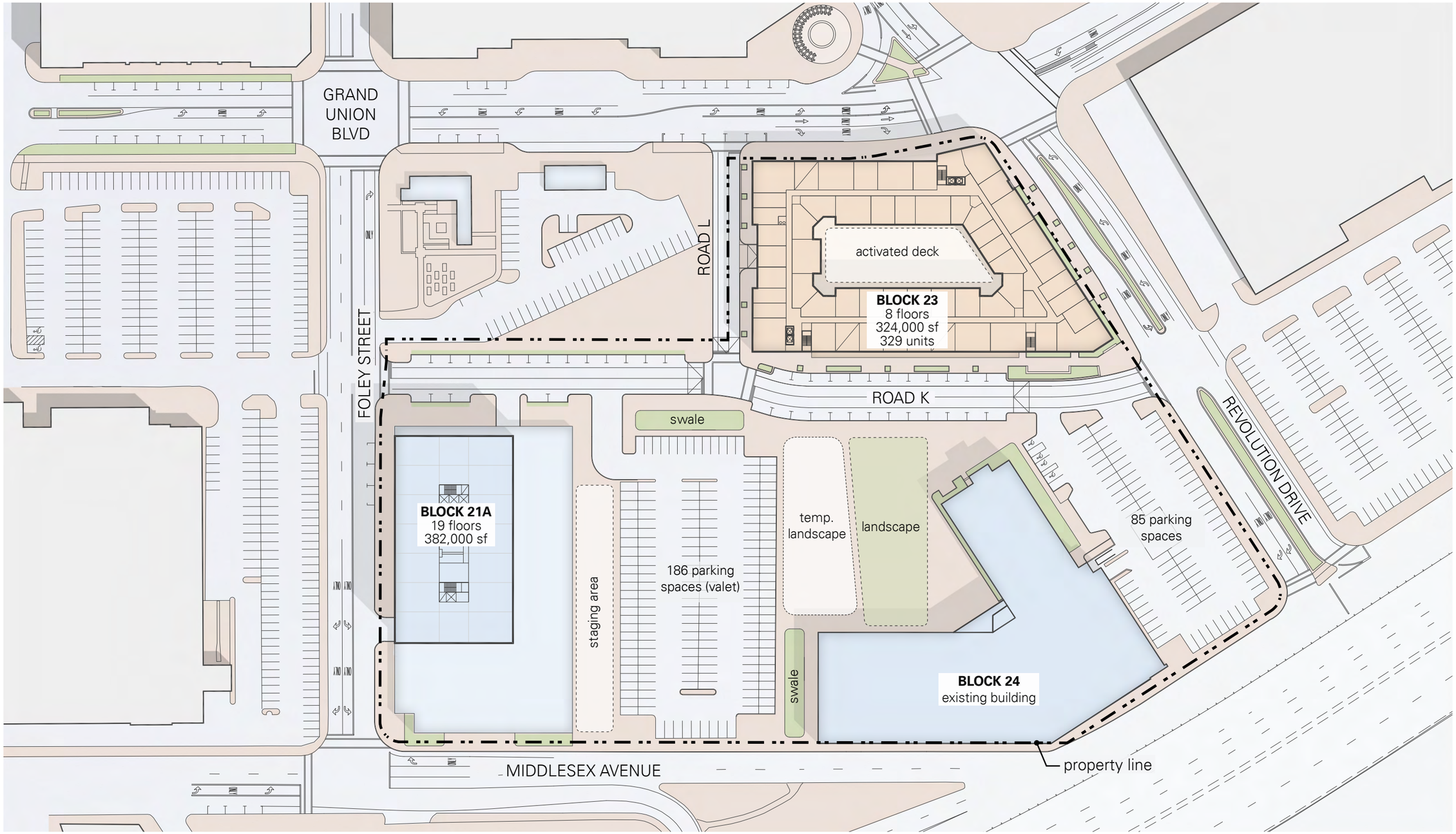


FIGURE 3.13E
SITE PHASING | PHASE 3

BLOCK 21B COMMERCIAL BUILD-OUT

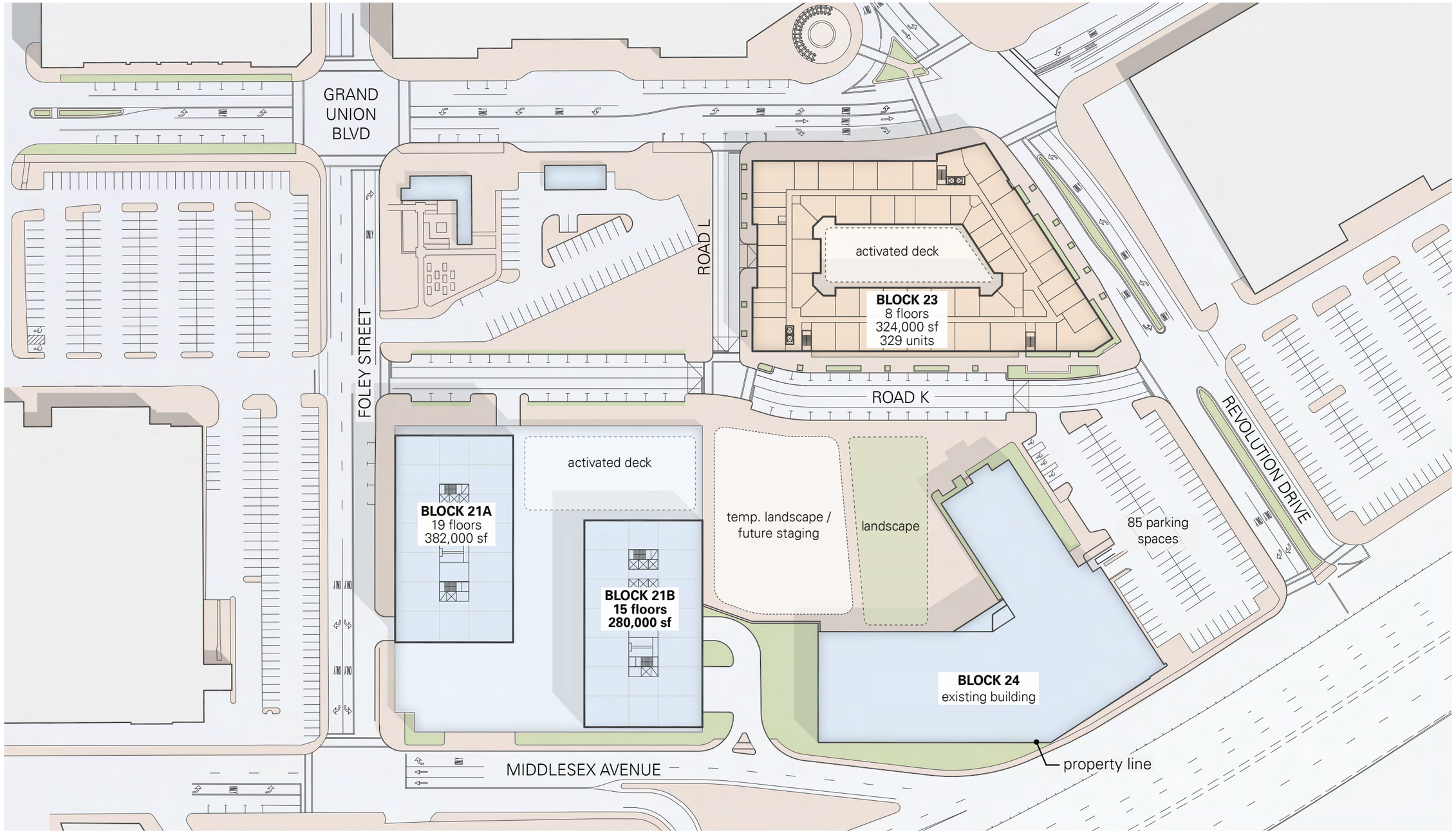
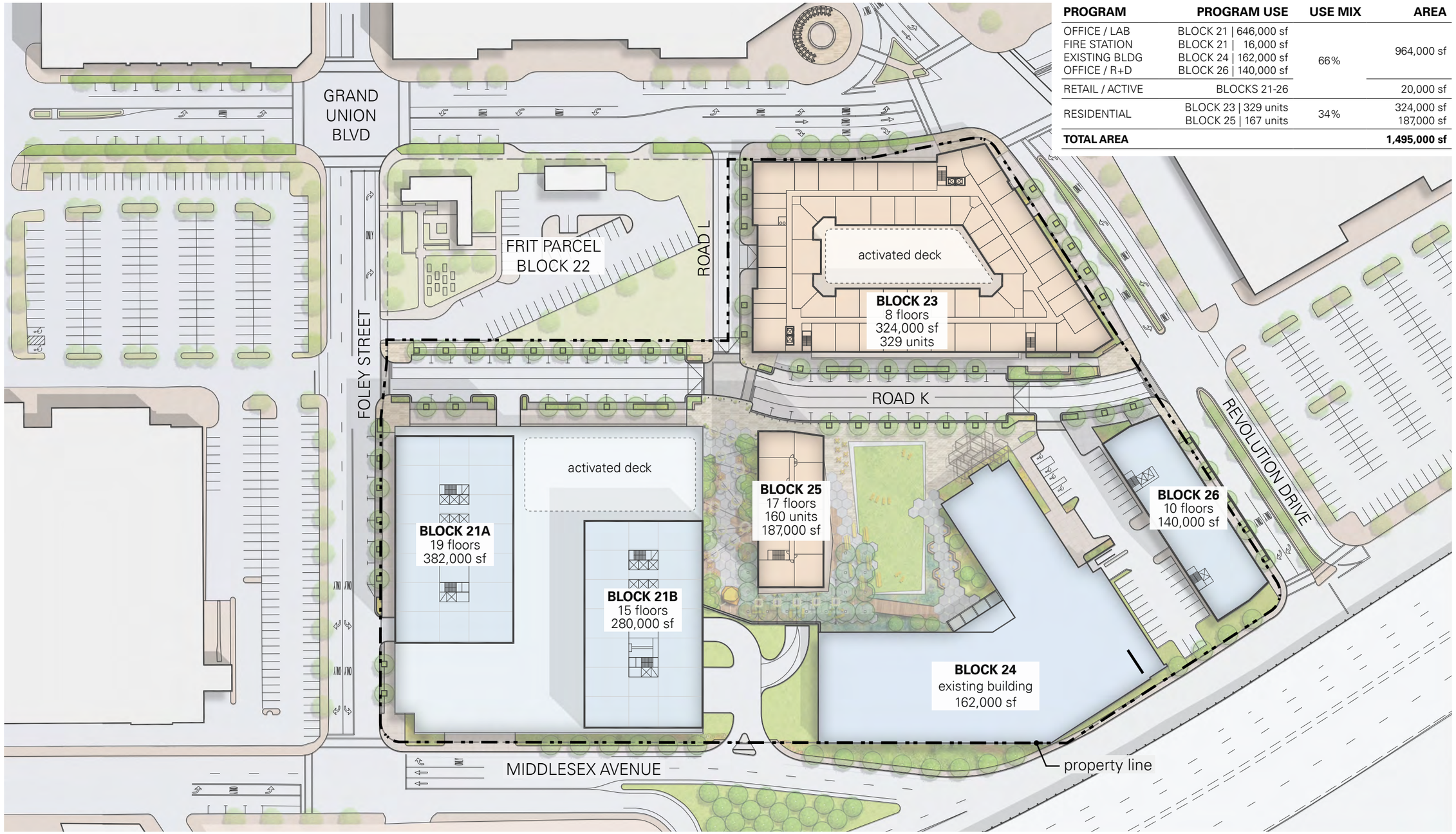


FIGURE 3.13F
SITE PHASING | PHASE 4

BLOCK 25 (RESIDENTIAL) AND BLOCK 26 (COMMERCIAL) BUILD-OUT



PROGRAM	PROGRAM USE	USE MIX	AREA
OFFICE / LAB FIRE STATION EXISTING BLDG OFFICE / R+D	BLOCK 21 | 646,000 sf BLOCK 21 | 16,000 sf BLOCK 24 | 162,000 sf BLOCK 26 | 140,000 sf	66%	964,000 sf
RETAIL / ACTIVE	BLOCKS 21-26		20,000 sf
RESIDENTIAL	BLOCK 23 | 329 units BLOCK 25 | 167 units	34%	324,000 sf 187,000 sf
TOTAL AREA			**1,495,000 sf**

COMMERCIAL | RESIDENTIAL | RETAIL | ACTIVE USE | PARKING | BACK OF HOUSE

N

0 25 50 100

FIGURE 3.14 - SITE MASSING DIAGRAM