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Project Description

In accordance with Article 15 of the City of Somerville Zoning Code (the “Zoning Ordinance”), Boynton Yards LandCo LLC (a joint venture between DLJ Real Estate Capital Partners and Leggat McCall Properties LLC, collectively the “Proponent”), respectfully submits this development review application (DRA) to initiate the Site Plan review and approval process for the second phase of development for the approved Boynton Yards Master Plan Development (also known as the “Boynton Yards Project”) located on 6.55 acres of land in the Boynton Yards neighborhood (also referred to herein as the “BY Sub-Area”) of Somerville, Massachusetts (the “Development Site”).

This DRA is specifically to review and approve Building 2 (also known as “One Boynton”), which will be a pedestrian- and transit-oriented all-commercial development that includes up to approximately 330,000 square feet (SF) of floor area (also known as “GFA”), of office, research and development, and lab enabled uses (“office/R&D/lab”), retail space, and approximately 242 parking spaces beneath the building (the “Project”). Building 2 will be constructed on Lot B2 at the southwest end of the Development Site (also known as the “Building 2 Site”, or “121 South Street”).

The construction of Building 2 will be the second step in transforming Boynton Yards into an urban employment center and mixed-use neighborhood. The delivery of Building 2 will bring a myriad of benefits described in Section 1.9, including delivering a significantly upgraded streetscape and public realm with multiple new passive public spaces, creating permanent jobs relating to the office/R&D/lab, life sciences and retail uses, incorporating arts/creative enterprise uses throughout the first two floors in celebration of Somerville’s thriving arts community, and a substantial net positive fiscal benefit for the City of Somerville.

A concurrent DRA has been submitted for the construction of the civic space to the east of Building 2 referred to herein as “Civic Space 1”. Refer to Figure 1.1 for a site diagram. This chapter describes the existing Building 2 Site conditions, the proposed Project and the Development Site, the Project’s public benefits, and the Project schedule.

1.1 Existing Conditions

The Boynton Yards Project is proposed on a 6.55-acre Development Site that is bounded by the Massachusetts Bay Transportation Authority (MBTA) Commuter Rail train tracks to the north, South Street to the south, Harding Street to the east, and Windsor Street to the west. The Development Site is bisected by an existing

vehicular access drive, which is currently privately owned land with existing access and utility easements.

Building 2 will be located on Lot B2, an approximately 0.96 acre building lot in the southwest corner of the Development Site at the intersection of South Street, Windsor Street and Thoroughfare 1. The existing conditions on the proposed Building 2 Site includes an approximately 15,000 SF two-story commercial building and surface parking. To the east, Building 1 is currently under construction with substantial completion anticipated by August 2021. Refer to Figure 1.2 for a neighborhood context diagram, Figure 1.3 for an existing conditions plan, and Figures 1.4a-b for existing site photos.

Refer to Appendix A for the plot plan.

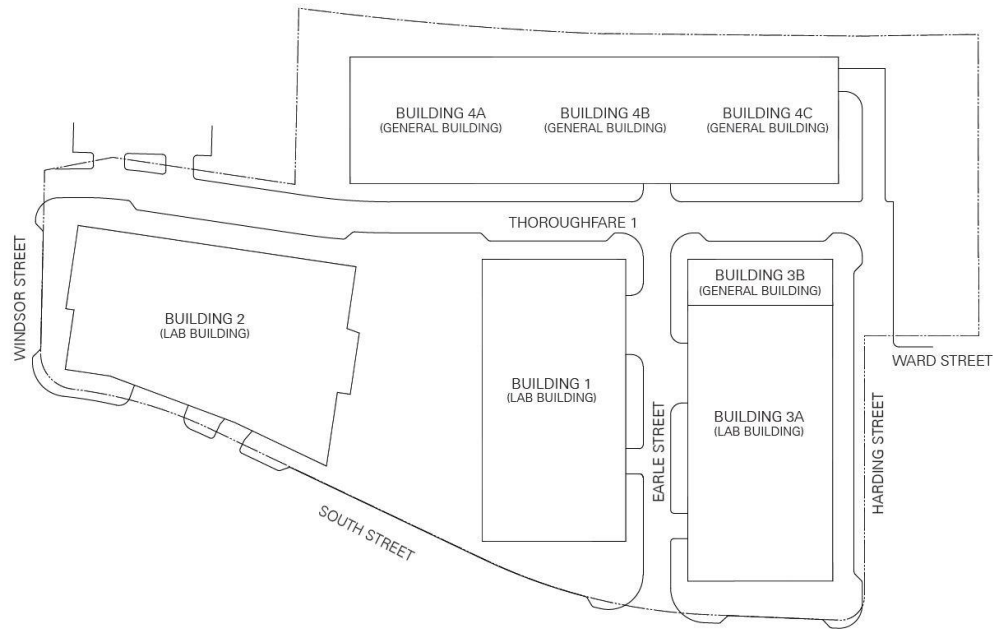
1.2 Project Review History

On August 18, 2020, the Proponent filed a Master Plan Special Permit (MPSP) application with the City of Somerville. On February 4, 2021 the Somerville Planning Board issued a decision approving the MPSP (the "Approved Master Plan"). The Proponent plans to submit simultaneously DRAs to initiate the Site Plan review and approval process for both Building 2 and Civic Space 1.

The Approved Master Plan comprised up to:

- › 984,500 SF of office/lab/R&D;
- › 338,000 SF of residential use;
- › 42,500 SF of retail use;
- › Over two acres of publicly accessible and sustainably designed civic/open space;
- › New public thoroughfare and substantial public realm improvements; and
- › Project-related parking (up to 1,002 below-grade spaces).

The Project Key Plan in Exhibit A below illustrates the conceptual location of the approved buildings, civic spaces and thoroughfare on the Development Site.



1.3 Building 2 Description

Building 2 consists of the construction of one commercial-use building that comprises up to:

- › 320,500 SF of lab/R&D/office uses;
- › 9,500 SF of retail uses;
- › New landscaped public realm improvements; and
- › Project-related parking (up to 242 below-grade shared spaces).

Consistent with the approved Boynton Yards Urban Design Framework (BYUDF), at least 10 percent of the total commercial floor area will be provided as leasable floor area for uses from the Arts & Creative Enterprise use category. Refer to Figure 1.5 for an illustrative site plan depicting proposed buildings and site improvements. Refer to Figure 1.6 for a scaled site plan showing required lot dimensions.

Table 1-1 Program Table

Use/Element	Approximate Dimensions/Quantity ¹
Office/Lab/R&D	320,500 SF ²
Retail	9,500 SF ²
Project Subtotal	330,000 SF
Below-Grade Parking	Up to 242 spaces
Building Height	168 feet ³

1 Inclusive of all building space, including mechanical spaces. Net floor area not yet defined
 2 Consistent with Article 8.3.11(f)(iii), approximately 10 percent of the in the approved Boynton Yards MPSP will be dedicated to Arts & Creative Enterprise principal uses.
 3 Measured from average finished grade to the top of the structural roof.

1.3.1 Zoning Compliance Summary Table

The summary in Table 1-2 below outlines Building 2’s conformance to key provisions of the Approved Master Plan. Refer to Table 2-1 of Chapter 2, *Zoning Compliance Narrative* for a detailed summary of the Project’s full compliance with massing and lot standards.

Table 1-2 Master Plan Special Permit Zoning Compliance Summary Table

Requirement	Approved MPSP	Proposed	Proposed %	Compliant
<i>Total Buildout SF</i>	366,000	330,000	n/a	Yes
<i>Building Type</i>	Lab	Lab	n/a	Yes
<i>Arts/Creative Enterprise Use</i>	10% Min.	33,000 SF	10%	Yes
<i>Maximum Height</i>	185 ft.	168 ft.	n/a	Yes
<i>Maximum Floorplate</i>	34,000 SF	31,000 SF	n/a	Yes

1.3.2 Design Summary

The Building 2 massing will reach a maximum height of 11 occupiable stories, (approximately 168 feet to the top of the structural roof). The first and second floors floor will house retail uses and arts/creative enterprise uses that are largely accessible to the public. Floors 3-11 will include office/R&D/lab uses, and arts/creative enterprise uses. Building 2 anticipates two additional mechanical penthouse floors (approximately 204 feet to the top of the mechanical penthouse). There will be three and a half levels of shared below-grade shared parking beneath the building. Refer to Figures 1.7a-d for floor plans, Figures 1.8a-b for project views and Figure 1.9 for axon diagrams. Refer to Figure 1.10a-b for building elevations and Figure 1.11 for building sections.

Character and Exterior Materials

The massing and articulation of Building 2 is inspired by the textures, scale, and ideas of interlocking volumes, folded paper, and books. The design scheme for Building 2 reflects on Somerville’s context – rich in culture, diversity and community – while striving to create a place that is a union of art, craft and science. Building 2 will be a state-of-the-art, Class A life science building that targets the highest standards of sustainability, achieving LEED platinum certification through the control of light, energy, and thoughtful use of materials. The exterior material palette will include a variety of textures and scales. The base of the building is a two-story podium that provides architectural elements such as an arcade, terrace, and sloped green space that reflect the human scale of the public realm. The base is also articulated in warmer materials such as glass fiber reinforced concrete (GFRC) in contrast to the building above that provides high-performance glazing to maximize views out from this unique site that is located at the crossroads of neighborhoods

coming together. The high-performing exterior wall assembly will have thermal insulation properties that will retain indoor conditioning, and reduce undesired heat gain and heat loss. Refer to Figure 1.12 for character and exterior precedent images, and Figure 1.13 for a signage plan.

Refer to Appendix D for a summary of the Urban Design Commission's (UDC) key recommendations, and a description of any changes to the proposed development made because of the feedback.

Active Ground Floor Uses

The design inspiration for Building 2 is rooted in creating a sense of place and an 18-hour neighborhood in what was once a derelict industrial scrapyards. As described in detail in Section 1.4, the Project proposes substantial public realm improvements that intertwine the design of the landscape, building and adjacent civic space, with the goal of engaging the public from all four corners of the building. The Project proposes a two-story arcade and activated ground level retail/creative uses along the north façade and Thoroughfare 1, which will lead the public to the proposed Civic Space 1 on the east edge of the building. A double height winter market on the east opens to the outside creating a porous boundary between Civic Space 1 and Building 2. The Project proposes a one-of-a-kind sloped public green on the south edge that creates a physical and visual connection between the building's first level and Civic Space 1 to the second level public roof deck (the "sloped green"). Arts and creative enterprise uses are proposed along the second floor deck which invite the public into the building and back down a public staircase to the first level winter market and civic space. The sloped green serves as an extension of the civic space and as an element that hides service and loading areas on the south side of the building from public view. Refer to Figure 1.14 for a circulation and access plan.

1.4 Open Space

The Project's proposed open space design on the Building 2 Site provides a wide range of spaces for users including a plaza, an arcade space, vegetated and well-appointed streetscapes, a public roof terrace and a sloped green with direct access to the adjacent Civic Space 1. The open space on the Building 2 Site is intended to engage with the active interior uses of the building. Ample public seating is proposed in the form of sculptural bench elements, while flexible moveable seating will also be provided throughout the open spaces. The hardscape patterning is purposefully sculptural, and proposes the use of consistent materials that visually extend Civic Space 1 to create a unified public realm without clear distinctions between Civic Space 1 and Building 2. Refer to Figure 1.15 for an illustrative landscape plan. Refer to Appendix E for scaled, stamped landscape plans that are included with the Green Score Package.

1.4.1 Plaza, Arcade and Pedestrian Streetscape

At the northwest corner of the Building 2 Site is a plaza, a welcoming zone that receives pedestrians approaching from Union Square to the west. The plaza includes bench seating and planting beds that create a landscaped gateway to Building 2, and the larger Boynton Yards Development Site. The plaza opens up into the arcade space which is a double height covered walkway that runs along the north face of Building 2 fronting Thoroughfare 1. The paving pattern has playful lines which draws the eye toward the adjacent civic space to the east, and creates smaller subspaces where moveable furniture or pop-up activities such as seasonal open air markets could be located. Adjacent to the arcade is the broad sidewalk of Thoroughfare 1. Along the flush curb of Thoroughfare 1 is a series of bench seats and robust street tree plantings that create a shaded linear plaza that transitions into Civic Space 1.

1.4.2 Roof Terrace

On the south side of Building 2 is the second-floor roof terrace which is a publicly accessible elevated plaza space that overlooks Civic Space 1 and South Street. The roof terrace will have moveable furniture for users and landscape beds with integrated bench seating. The interior building uses will support arts and creative enterprise programs. On the western side of the roof terrace is a gracious stair that connects to the sidewalk level at Windsor & South St. The stair will incorporate planters that provide a continuation of the planted path at Level 2 and soften the southwest corner of the building. The Proponent envisions that the stair could have integrated bleacher seating at the sidewalk elevation and along the rising steps. Along the eastern edge of the roof terrace the sloped green creates a connection with the adjacent Civic Space 1.

1.4.3 Sloped Green

Located at the southeast corner of Building 2 is the sloped green, a dynamic landscape feature that spans a full story of the building and links Civic Space 1 with the second-floor roof terrace. The sloped green integrates landscape with architecture and creates a one-of-a kind placemaking element for the Project.

The sloped green will have sculptural rolling topography with a grove of native trees and understory plantings. A series of stepped seat walls are proposed at the bottom of the sloped green that create opportunities for the public to sit at different levels and view the activities in the adjacent Civic Space 1.

1.5 Public Realm Improvements

The proposed street grid and public realm improvements associated with Building 2 are consistent with the Approved Master Plan. Refer to Figures 1.16a-c for landscape section plans.

The Project will create a well-furnished, shaded, and pedestrian-oriented streetscape surrounding the Building 2 Site. The following section summarizes the streetscape design and public realm improvements proposed on Thoroughfare 1, Windsor Street and South Street directly abutting Building 2 Site.

1.5.1 South Street

South Street is a major circulation corridor for the Project as the southern perimeter of the Development Site and longest abutting street within the neighborhood. Loading and garage access for Building 2 will initially be from South Street but would be shifted to a dedicated alley if South Street is realigned as contemplated by the City. The streetscape improvements along the Project's South Street frontage include a full pedestrian zone and a slightly reduced-width furnishing zone given that the street's right-of-way is an existing condition. Consistent with the Approved Master Plan, bicycle facilities along South Street will be enhanced with a raised, separated bike lane on the north side of South Street. On the opposite side of South Street, a buffered bike lane will be striped within the existing pavement widths.

1.5.2 Windsor Street

Windsor Street, the Project's western-most perimeter street, abuts the Taza Chocolate Factory commercial building to the west. The public realm on the Building 2 side of the street will be widened to include an active frontage zone with a plaza at the intersection with Thoroughfare 1. Consistent with the Approved Master Plan, the streetscape improvements on Windsor Street will include a full pedestrian zone, and a buffered and raised, separated bike lane along the eastern side of Windsor Street fronting Building 2. On the opposite side of Windsor Street, a buffered bike lane will be striped within the existing pavement widths and within the limits of the work noted above.

1.5.3 Thoroughfare 1

As part of the overall Master Plan development, a new thoroughfare will be constructed in phases from the intersection of Windsor Place and Windsor Street extending 725 feet to the east through the Development Site, where it will turn southward to connect at the intersection of Ward Street and Harding Street. Thoroughfare 1 serves as the Development Site's primary pedestrian spine, and this critical east/west connection is designed to deemphasize vehicular travel and to instead prioritize pedestrians and bicyclists. The entire length of the thoroughfare will be designed as a shared street with a flush-curb condition. At the full build-out of the Boynton Yards Project, Thoroughfare 1 proposes four dedicated paver crossing areas that will be employed as traffic-calming measures while also offering a "festival street" condition to support special community events. Thoroughfare 1 will feature street trees, planting areas and new lighting that will enhance the pedestrian experience. Consistent with the Approved Master Plan, on street short-term parallel parking will be provided along Thoroughfare 1.

1.6 Parking Summary

1.6.1 Vehicle Parking

The Approved Master Plan authorized a total of 1,002 vehicle parking spaces for the entire Boynton Yards Project. Building 1, which is currently under construction with substantial completion anticipated by August 2021, will include 233 below-grade parking spaces. Building 2 proposes 242 below-grade vehicle parking spaces, which results in an average ratio of approximately 0.73 spaces per 1,000 SF for the overall building. A rate less than the City’s parking maximums, and consistent with market use and demand. Vehicle parking spaces will comply with the dimensional specifications in the City’s Zoning Ordinance.

1.6.2 Bicycle Parking

The Project will include short and long-term bicycle parking storage consistent with the City of Somerville’s guidelines to encourage cycling as an alternative transportation mode. Based on the current design, Building 2 proposes a minimum of 102 interior long-term secured bicycle parking spaces, as well as approximately 42 short-term bicycle parking spaces. The short-term bicycle parking spaces will be located in proximity to the commercial building lobby entrances, and will comply with the dimensional specifications in the City’s Zoning Ordinance. Refer to Figure 1.17 for a plan depicting the location of short-term bicycle parking.

1.7 Sustainability Summary

Building 2 will be designed to comply with the requirements of the Zoning Ordinance as shown in Table 1-3.

Table 1-3 Sustainable Development Summary

Building	Required	Code Section	Proposed	Compliant
Building 2	LEED Platinum Certifiable	8.3.9.a.i	LEED Platinum Certifiable	Yes

Refer to Appendix B for the required sustainability documentation, which includes a preliminary LEED scorecard which shows one potential path for the Project to achieve LEEDV4.1 BD+C for Core and Shell Platinum certifiability. Appendix B also provides a preliminary LEED credit narrative, an affidavit signed by a LEED-Accredited Professional (LEED-AP), and the Sustainable and Resilient Building Questionnaire.

1.8 Building 2 Schedule

Building 2 will be developed and constructed over three to four years. This timeframe may be extended depending on market conditions. The following summarizes associated activities during each phase of construction.

- › Demolition and site enabling work – Q3 2021;
- › Construction commencement Building 2 – Q4 2021;
- › Substantial completion of Building 2 (core/shell) – Q4 2023; and
- › Tenant Fit-out work at Building 2 – Market-dependent; likely commencing – Q1 2024.

1.9 Summary of Building 2 Benefits

Urban Design and Public Realm

- › The Project will revitalize an underutilized urban site with a well-designed and thoughtful building and activated public realm.
- › Along with the construction of Building 2 the Proponent will provide a significantly upgraded streetscape along South Street, Windsor Street and Thoroughfare 1, including new sidewalks, new lighting, landscaping, and other public amenities to enhance the pedestrian experience.
- › The first and second floors of Building 2 will house retail uses and arts/creative enterprise uses that will be publicly accessible and will encourage a vibrant pedestrian environment.
- › The Project will create multiple passive public spaces with integrated and flexible seating that includes a plaza, an arcade space, vegetated and well-apportioned streetscapes, a public roof terrace and a sloped green with direct access to the adjacent Civic Space 1.
- › The sloped green will create a one-of-a kind placemaking element for the Project that serves as an extension of Civic Space 1 and also serves to hide service and loading areas on the south side of the building from public view.
- › The Project will improve accessibility by creating a 6-foot unobstructed pedestrian zone along Thoroughfare 1, Windsor Street and South Street that will comply with all accessibility requirements.
- › The Project proposes below-grade structured parking, replacing the existing surface parking that is located on the Building 2 Site today.

Sustainability/Environmental

- › The Project focuses on reducing carbon output, minimizing energy usage, and implementing resiliency initiatives in alignment with the City's goals to be carbon neutral by 2050.
- › The Project will comply with the Zoning Ordinance, which requires that new laboratory buildings meet the minimum requirements to achieve a LEED Platinum Certifiable level through sustainable and high-performance building strategies.
- › To mitigate the future risk of flooding, the Proponent proposes to construct Building 2 FFE above the forecasted 2070 precipitation-based flood events,

increasing the resiliency of the Project for the next 50 years. Specifically, Building 2 will be designed to a Finished Floor Elevation of 10.0 NAVD88.

- › The Project will incorporate design features that will keep occupants and visitors safe and comfortable during extreme heat, such as using an efficient mechanical cooling system, triple-pane glazing, and window shading that will reduce solar heat gain in the summer.
- › Critical life safety equipment will be placed above a designed flood elevation of 10.2 NAVD88, making it resilient to the 2070 100-year storm event flood level.
- › Runoff from the Building 2 roof will be collected by internal roof drains and conveyed to a series of Best Management Practices. Initially, roof runoff will be directed to a 15,000 gallon storage tank for mechanical make-up water reuse. The 15,000 gallon storage tank will then overflow to an approximately 65,000 gallon subsurface infiltration system beneath Civic Space 1. In large storms, this system will overflow to upgraded stormwater infrastructure in Thoroughfare 1.
- › The Somerville Water and Sewer Department (SWSD) requires all new sewer connections or expansions of existing connections that exceed 2,000 gallons per day of wastewater to mitigate the impacts of the development by removing four (4) gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. The Proponent will comply with this requirement and develop an I/I mitigation plan through coordination with SWSD.

Transit and Transportation

- › The Development Site's perimeter streets will be improved to meet the City's goals of providing a pedestrian-friendly, walkable environment in the area.
- › The Project will include short and long-term bicycle parking storage in compliance with the City of Somerville's guidelines to encourage cycling as a strong alternative transportation mode.
- › Consistent with the Approved Master Plan, bicycle facilities along the east side of Windsor Street and the north side of South Street will include a separated bike lane or substantial equivalent.
- › The Project will provide preferred parking for low-emitting fuel-efficient vehicles and/or electric vehicle (EV) charging stations within the garage. The Project is targeting five percent of spaces to have installed EV infrastructure and an additional 10 percent of spaces to be EV ready.
- › In partnership with the City, the design of the Development Site acknowledges the City's potential future goal of realigning South Street to provide a continuous connection between Medford Street and Webster Avenue. The Development Site is designed to be modified at the time of this potential realignment, offering a pedestrian focused streetscape and allowing Civic Space 1 to be expanded by others to meet the City's goal of cohesive open space between South Street and Ward Street.

- › The Project will implement a robust program of Transportation Demand Management (TDM) strategies to take full advantage of its proximity to multiple mobility options and to reduce vehicles traveling to and from the Development Site. Refer to the Certified Mobility Management Plan (MMP) for a description of specific TDM measures to be implemented for the Project.

Social and Economic Benefits

- › The Project will incorporate 10 percent of the total commercial floor as leasable floor area for uses from the Arts & Creative Enterprise use category. The majority of these spaces will be located at the first two levels of the building to foster a unique and vibrant art-focused experience to emphasize Somerville's artistic and creative culture.
- › The Boynton Yards Project as a whole will create over 4,000 on-site jobs relating to the office/R&D/lab, life sciences, retail, and parking uses, and over 800 construction jobs in a variety of trades.
- › Based on current projections, the Boynton Yards Project as a whole will contribute approximately \$24 million in community benefit contributions including but not limited to contributions to the affordable housing trust, the Green Line Extension, and employment linkage.
- › Upon stabilization, the Boynton Yards Project as a whole will generate approximately \$12 million annually in new real estate tax revenues for the City of Somerville and significant State sales and business tax revenue to the Commonwealth.

2

Zoning Compliance Narrative

This chapter briefly describes how Building 2 complies with applicable provisions of the Ordinance.

2.1 MASTER PLAN STANDARDS

8.3 Master Planned Development (MPD)

8.3.5 Development Review

b. Master Planned Development

(iii) Following the approval of a Master Plan Special Permit, development of individual lots is permitted in accordance with the zoning district showing on the regulatory map for each sub-area.

The superseding zoning district for the Development Site is the high-rise zoning district.

2.2 ARTICLE 5: HIGH RISE DISTRICT

5.1.6 Building Types

a. One (1) principal building type is permitted on each lot.

The Proponent proposes to construct only one principal building type on the Project Site. The Project is most consistent with the lab building type as described in Section 5.1.9 of the Ordinance.

5.1.9 Lab Building

The Development Site is located within the high-rise zoning district. The proposed building will be designed in accordance with the City's defined lab building type as defined in Section 5.1.9 of the Ordinance. The table below provides a summary of the average lot and building dimensions for the proposed building. Refer to Figure 2.1 for a massing diagram, and Figure 2.2 for an overall massing zoning diagram.

Table 2-1 Dimensional Summary Table

	Permitted	Proposed
Proposed Building Type	Lab Type	
Lot Dimensions/Coverage		
Lot Width (min) (ft.)	30 ft. min	268 ft.
Max. Lot Coverage (%)	100%	72%
Green Score		
Minimum	0.2	.330
Ideal	0.25	.330
Open Space (%)	15%	25%
Building Setbacks		
Primary Front Setback (min/max) (ft.)	2/15 ft.	2 ft. 8 in. / 13 ft. – 8in.
Secondary Front Setback (min/max) (ft.)	2/15 ft.	6 ft – 8 in / 13 ft-9 in
Front Setback (min/max) Civic Space	2/15 ft.	7 ft-5in / 14 ft-0 in
Rear Alley Setback (min) South Street	-0-	-0-
Main Massing		
Building Width	240 ft.	240 ft.
Min. Façade Build Out	80%	100%
Max. Floor Plate	35,000 SF	31,000 SF
Min. Ground Story Height	18 ft.	18 ft.
Min. Upper Story Height	10 ft.	15 ft.
Min. Building Height (stories)	4 stories	11 ft.
Max. Building Height	155 ft. ¹	168 ft. ¹
Façade Composition		
Ground Story Fenestration (min)	70%	70%
Upper Story Fenestration (min/max)	15/70%	50%
Max. Blank Wall	20 feet	29 ft.
Building Components		
Entry Canopy	Permitted	
- Width (max)		6 ft.
- Depth (max)	3 ft.	3 ft.
- Clearance (min)	8 ft.	9 ft.
- Front Setback Encroachment (max)	100%	-0-
Lobby Entrance		
- Width (min/max)	15/30ft.	22 ft.
- Recessed Entrance Width (max)	15 ft.	-0-
- Recessed Entrance Depth (max)	5 ft.	-0-
Storefront	Permitted	
- Width (min/max)	15/30 ft.	22 ft.
- Display Window Height (min)	8 ft.	14 ft. 6 in.
- Recessed Entrance Width (max)	15 ft.	-0-

- Recessed Entrance Depth (max)	5 feet	-0-
1	Requirements related to the number of stories and building height are superseded by the dimensional standards of Section 8.3.12 of the Zoning Ordinance.	

5.1.12 Building Components

a. Building components are permitted by Site Plan Approval as specified on Table 5.1.12.

Refer to Figures 2.3a-d and 2.4 for a depiction of the Projects compliance with the requirements for façade composition, storefront and entry building components.

5.1.15 Use Provisions

a. Permitted Uses

The Project proposes uses that are “Permitted Uses” as defined by Table 5.1.15 of the Ordinance.

c. Required Uses

(i) At least ten percent (10%) of the gross leasable commercial floor space in any building must be provided as leasable floor area for uses from the Arts & Enterprise use category.

The Project proposes approximately 330,000 SF of commercial uses. In compliance with this requirement, approximately ten percent (33,000 SF) of commercial uses will be leasable from uses in the Arts & Creative enterprise categories.

5.1.17 Parking and Mobility

b. Type

(i) Motor vehicle parking may be provided as above ground structured parking, or underground structured parking. Surface parking is prohibited.

The Project will comply with this standard. The Project does not propose any surface parking on the Project Site.

b. Driveways

(ii) New Driveways are not permitted in the frontage area between a building and the front lot line.

The Project does not propose a new driveway.

Loading and garage access for Building 2 will initially be from South Street, but would be shifted to a dedicated alley if South Street is realigned as contemplated by the City.

(f) Unbundled Parking

(i) Motor vehicle parking spaces must be rented or leased as an option rather than a requirement of the rental, lease or purchase of a dwelling unit, rooming unit or non-residential floor space.

The Project will comply with this requirement. The Proponent will provide unbundled parking with all rental, lease, or purchase agreements of building space so that parking is used as an optional amenity instead of a required/allocated benefit.

(ii) Bicycle parking must be provided at no cost or fee to customers, visitors, employees, tenants and residents.

The Project will include short- and long-term bicycle parking storage consistent with the City's guidelines to encourage cycling as an alternative transportation mode. Based on the current design, the bicycle parking needs for the Project will be accommodated through the provision of long-term secured and short-term bicycle parking within and around the proposed building. Employees will have secure access to a bike parking storage room with capacity for approximately 102 bicycles, lockers for personal belongings, changing rooms, and showers. Outside the building, 21 racks for 42 bicycles will be installed for the building's users and visitors under the cover of the building overhand near the building's east entrance.

Please refer to Figure 1.7b of Chapter 1, *Project Summary* for a plan depicting the location of the long-term interior bicycle parking on the ground level. Please refer also to Figure 1.17 for a plan depicting the conceptual location for short-term bicycle parking.

5.1.18 Parking and Mobility**a. Sidewalks**

(i) When development occurs on any lot abutting a sidewalk that is less than eighteen (18) feet in total width, the building must be set-back an additional distance to accommodate expansion of the abutting sidewalk to a width of at least eighteen (18) feet. The minimum and maximum front setbacks for each building type are increased accordingly.

The existing public sidewalk along Windsor Street is approximately 5 feet wide, and will be widened to approximately 21 feet to include a pedestrian zone, furnishing zone, separated bike lane and buffer along the Building 2 Site frontage.

The existing public sidewalk along South Street is approximately 7 feet wide, and will be widened to approximately 19 feet along the Building 2 Site frontage.

As a component of Phase 2, Thoroughfare 1 will be constructed with an approximately 21 foot wide sidewalk. The width of the sidewalk varies, but generally includes on-street parking, edge zone, furnishing zone and walkway along the Building 2 Site frontage.

b. Sidewalk Curb Cuts

(i) A curb cut requires a permit from the City Engineer and must be compliant with all City Ordinances.

The Project will comply with all City requirements, as necessary. Loading and garage access for Building 2 will initially be from South Street, but would be shifted to a dedicated alley if South Street is realigned as contemplated by the City.

2.3 ARTICLE 10: DEVELOPMENT STANDARDS

10.3 Landscaping

10.3.5 Site Landscaping

Materials and plant selection will comply with the provisions of Sections 10.3, *Landscaping*.

Plant materials will be selected for their tolerance of urban conditions, year-round interest and reduced water usage. As such, native and adapted species will be utilized throughout. Additionally, species that offer habitat value and are pollinator-friendly will be given greater priority in planting design.

Shade trees will be located to provide canopy cover over hardscape surfaces to help reduce heat island effect. Street trees are proposed to be spaced 40 feet on center, and will be equipped with guard-protected planter beds with ample uncompacted growing medium set in suspended pavement or structural planting cell systems below the hardscape to allow the trees to flourish. Irrigation, where provided, will employ Water Sense practices, making use of smart technologies and efficient watering products to provide the optimal amount of water when needed.

The Project team is committed to working with the PSUF to advance the landscape plan going forward.

10.4 Green Score

10.4.4 Compliance & Enforcement

a. Real property must comply with the Green Score indicated for each building type. See the standards for each building type in each zoning district for more information.

This Project will comply with this requirement. A preliminary accounting of the Green Score indicates that the Project will achieve a Green Score of 0.330, which is greater than the required .20 score. Refer to Appendix E for the Green Score Plan and required supporting plans.

10.11 Sustainable Development

10.11.1 Green Buildings

b. New construction or modification of any principal building type greater than fifty thousand (50,000) square feet in gross floor area must be LEED Platinum certifiable.

Building 2 is being designed to comply with the Ordinance, which requires all new building construction over 50,000 GSF to be LEED Platinum certifiable. This Project will follow the LEEDv4 BD+C Core and Shell (CS) rating system.

Refer to Appendix C for a preliminary LEED scorecard which shows one potential path for the Project to achieve LEEDV4.1 BD+C for Core and Shell Platinum certifiability. Appendix C also provides a preliminary LEED credit narrative, and an affidavit signed by a LEED-Accredited Professional (LEED-AP).

In compliance with the Ordinance, an updated LEED scorecard and narrative description outlining compliance will be submitted prior to the issuance of the Building Permit, and prior to issuance of the Certificate of Occupancy.

10.11.2 Green Roofs & Storm Water Management

a. To every extent practicable, storm water should be reused on-site for irrigation or other purposes.

The Proponent and the Project team will analyze the feasibility of stormwater reuse during the design phases of the Project.

The Project will require a City of Somerville Site Construction Permit for design and construction of a stormwater management system prior to issuance of a building permit.

b. The review boards may authorize the City Engineer to grant a credit to properties, against which any storm water impact fees are imposed, equivalent to the quantity of storm water that is removed from entering the system through the use of green roofs or other onsite storm water management practices.

The Proponent's intent is to capture stormwater runoff from on-site impervious areas, direct it to a detention or infiltration basin in order to manage stormwater runoff from the Development Site and recharge stormwater into the ground. The Proponent and Project team will review other opportunities for green infrastructure, where feasible, during the design phases of the Project.

10.11.3 Heat Island Reduction

a. Roofs and parking covers must have a Solar Reflectance Index as specified on Table 10.11.1 for a minimum of seventy five percent (75%) of the roof area or parking spaces.

Roofing materials will comply by having a Solar Reflectance Index (SRI) at or above the requirement.

10.11.4 Environmental Performance

a. The review boards shall establish submittal requirements for development review applications to ensure the following:

(i) That shadows cast by high-rise buildings do not substantially and adversely limit ground level access to sunlight on sidewalks and Civic Spaces.

Refer to Appendix C for the Project's shadow studies. Based on the shadow studies conducted for the Project, the shadows cast will not substantially and adversely limit ground level access to sunlight on sidewalks, the public realm and publicly accessible open spaces. Throughout the year the majority of net new shadows will be cast to the west, northwest, north and northeast, towards the MBTA Commuter Rail train tracks, existing commercial development, and paved areas.

Building 2 will cast limited net new shadow onto Civic Space 1 to the west, which is largely limited to the late afternoon and early evening hours during the spring, summer, fall and winter. At no time during the year will the entire Civic Space be cast in shadow, and therefore the new shadow is not expected to have any noticeable effect on pedestrian use or enjoyment of Civic Space 1. In fact, the limited shadow late in the day during the spring and summer could improve thermal comfort by offering users of the civic space the opportunity to select a location in the park that might offer shade, or direct sunlight.

(ii) That by high-rise buildings pedestrian level wind velocities do not exceed acceptable levels for various activities existing or proposed at particular locations.

Refer to Appendix C for the results of the Project's preliminary pedestrian wind comfort analysis. The analysis results indicate that suitable pedestrian wind comfort conditions are generally anticipated throughout

the year in the Build and Full-Build conditions at the Project's main entrance, and other sheltered locations.

In the Build Condition, limited uncomfortable conditions are anticipated northwest and west of Building 2 along Windsor Street, and Thoroughfare 1. Uncomfortable conditions are also predicted at the southeast corner of Building 2 near the sloped green, and in Civic Space 1 to the east. In the Full Build configuration, with the inclusion of the future Approved Master Plan components of comparable height to Building 2, it is anticipated that the pedestrian comfort conditions will generally improve on and around the Development Site.

The Proponent is committed to designing a pedestrian environment that is generally comfortable for its intended uses. The robust landscaping and structural design elements planned within Civic Space 1 were not included in the baseline study. It is expected that the inclusion of the associated landscape and structural elements will have a material beneficial impact on wind mitigation and pedestrian comfort. As the design advances, the Proponent will continue to explore conceptual wind control measures to reduce these wind speeds to appropriate levels.

(iii) That buildings do not cause visual impairment or discomfort due to reflective spot glare and solar heat buildup in any nearby buildings.

Refer to Appendix C for the results of the Project's preliminary solar glare and heat loading analysis. The results of the solar glare analysis indicate that reflection impacts from the Project on motorist, pedestrians, and facades will be short in duration and no more than a visual nuisance. Solar glare is not anticipated to pose safety concerns, and the study does not expect any significant thermal impacts to occur on the surrounding neighborhood.

Reflections from Building 2 were predicted to be generally confined to within 350 feet of the building, however eastbound and westbound drivers on South Street, and northbound drivers on Windsor may experience some limited moderate to high impact glare events.

Impacts to drivers traveling eastbound on South Street are expected to be short in duration, lasting an average of less than 10 minutes, and will occur infrequently (fewer than 30 days per year annually). Impacts to drivers traveling westbound on South Street are also expected to be short in duration, lasting an average of less than 22 minutes, and will occur fewer than 92 days per year annually. Given the slow speed of travel on these streets the reflections should be a nuisance at worst.

At the pedestrian level, reflections were predicted to fall most frequently onto the area immediately south of Building 2. This condition is common in many urban centers and is unlikely to present a significant safety risk.

The maximum frequency of glare occurrence found at the pedestrian level is approximately 40% of daytime hours. Reflections from the Building are not anticipated to negatively impact Civic Space 1.

2.4 ARTICLE 11: PARKING AND MOBILITY

11.4 Mobility Management Plan

a. A mobility management plan (MMP) is required for all development and for Master Plan Special Permits.

The MMP was submitted to the Mobility Division on May 21, 2021. A preliminary approval letter was issued on June 16, 2021

2.5 ARTICLE 15: ADMINISTRATION

15.3 Site Plan Approval

a. Purpose

(ii). The Site Plan Approval process provides an Applicant with the opportunity to submit architectural, site, landscape, and engineering plans so that compliance to the provisions of this Ordinance can be determined prior to preparation of construction documents.

The Project complies with this requirement. Illustrative and scaled plans are provided herein this application.

d. Procedure

(ii). The review procedures required for a Site Plan Approval may, at the discretion of the designated review board, be conducted simultaneously with the review procedures required for other discretionary or administrative permits.

A concurrent DRA has been submitted for the construction of Civic Space 1, which is located immediately east of Building 2.

e. Review Criteria

(i). The review board shall approve a development review application requiring Site Plan Approval upon verifying that the submitted plan conforms with the provisions of this Ordinance and demonstrates consistency to the following:

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

Building 2 is a component of the Approved Master Plan which is located within the Boynton Yards Sub-Area. The Boynton Yards Project is consistent with the Union Square Neighborhood Plan and the Boynton Yards Urban Design Framework. According to the guiding city planning

documents, the urban design goals for Boynton Yards include, but are not limited to: *create a street network with blocks appropriately sized for commercial buildings; design complete streets; provide 2.59 acres of open space; and build enough residential development to create a vibrant, mixed-use neighborhood.*

Additionally, the Project is consistent with SomerVision, which aims to guide future growth and development in Somerville with the primary goals to: enhance existing squares and commercial corridors; emphasize pedestrian and transit-oriented planning and design; transform opportunity areas on the eastern and southern edges of Somerville; and focus development around new pedestrian-oriented public places.

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

The Project is located within the BY Sub-Area, which is presently characterized by industrial uses, including automotive, vehicle storage and dispatch for Gentle Giant Moving Company, and commercial laundry services, as well as one- to three-family structures, warehouse buildings, and parking lots. The intent of the BY Sub-Area zoning is to provide for a greater variety, density, and intensity of land uses with mid- and high-rise buildings, and to establish a new street grid/thoroughfare and civic space.

The superseding zoning district for the Building 2 Site is the high-rise zoning district, which is intended to accommodate a variety of moderate to large floor-plate high rise buildings that create a wide variety of employment opportunities. The district is envisioned primarily as commercial uses, which is consistent with the office/lab/R&D uses proposed in Building 2.

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

Building 2 will be LEED Platinum certifiable using the LEEDv4 BD+C Core and Shell (CS) rating system, and will be designed to mitigate storm-water run-off. The stormwater management system will be designed to release flows less than or equal to the existing condition, and will integrate BMPS to improve water quality.

The Project's MMP outlines detailed TDM measures to promote alternative modes of transportation and reduce single-occupancy vehicle trips to the Project Site.

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

The Project is consistent with all considerations in the Zoning Ordinance required for Site Plan approval.