3
COMPLIANCE

Zoning
Design Guidelines
Coordinated Development Special Permit (CDSP)

ZONING

Zoning Requirements Summary Table	Required		Proposed		Note
Lot Size		8,000 sf - 2 acres		21,369 sf	42% greater than CDSP requirement
Major Portion	75% (min)	16,026 sf	76%	16,222 sf	
Average Depth	40 ft (min)			76 ft	
Average Width	40 ft (min)			213 ft	
Max Width	3 x average depth (max)	228 sf		215'-10" ft	
Minor Portion	25% (max)	5,342 sf	24%	5,147 sf	
Average Depth	15 ft (min)			34 ft	
Average Width	15 ft (min)			158 ft	
Unobstructed Area	50% (min)	10,685 sf	59%	12,612 sf	
Pervious Area	70% (min)	14,958 sf	70%	14,972 sf	
Seating	1 linear ft / 30 sf of Civic Space	712 lf		712 lf	
Movable charis	n/a			238 lf	
Tables	1 per every 4 movable chairs (min)	30		30	
Green Space	10% (min)	2,137 sf	15%	3,170 sf	50% more than required
Number of Trees	1 per 1,000 sf. of civic space(min)	21		23	

6.7.5.D.4.c.ii.b.2.a:
The appropriateness of the proposed design for the site, with specific regard to solar orientation, integration with nearby buildings, and type and use of other nearby civic spaces.

Response
The civic space is oriented in a north-south direction parallel to the adjacent Prospect Street. The widest portion of the civic space is to the south. This southern portion of the site is exposed to the sun during daylight hours throughout the year. The western portion of the civic space situated between D2.2/D2.3 and Prospect Street, is exposed to the sun in the late afternoon throughout the year as well as early evening in the summer months. The civic space has lot lines oriented to all four cardinal directions. Reference the included Environmental Analysis for shadow studies.

The plaza responds to the uses and circulation of the immediately adjacent buildings, pedestrian desire lines, and offers places to sit in the sun and the shade

The D2 Civic Space is 'Plaza' type per zoning and complements the Union Square Plaza. Future planned civic spaces will be defined as other 'types' per zoning. Other proposed civic spaces will be different civic space types. The proposed adjacent civic space types and building footprint massing can be seen in the diagram referenced below.

see page CSA-G102

6.7.5.D.4.c.ii.b.2.b:
The maximization of the actual utility of a civic space for its intended use through landscape design and accommodation of pedestrian desire lines.

Response
The D2 Civic Space is a plaza providing connection to and from the future GLX station. The plaza manages multiple activities, and responds to the uses and circulation of the immediately adjacent buildings, pedestrian desire lines, and offers places to sit in the sun and the shade.

6.7.5.D.4.c.ii.b.2.c:
General Design Review Criteria- Civic Spaces

The appropriateness of irrigation and drainage systems to effectively reduce water use, minimize or eliminate storm water runoff into the sewer or storm system, address unique site conditions and meet the specific needs of the type of civic space.

Response
Most of the surfaces within D2 Civic Space are permeable in order to minimize storm water runoff and include both planted and hardscape areas.

The selected plant species are hardy and primarily native or adapted, requiring limited irrigation. The selected irrigation system is designed to be highly efficient with low water use.

see pages CSA-L602, CSA-L603, CSA-L604 and CSA-L605.

6.7.9. B.1.a:
Civic Space must be sized according to Table 6.7.9.

Response
Civic Space A is a 'Plaza" type per zoning with an area of 21,369 square feet, which is between the minimum size of 8,000 sf and maximum size of 2 acres according to Table 6.7.9.

see page CSA-L301

6.7.9. B.3.a:
Civic Spaces must be engineered and constructed as required by the City Engineer and the Director of Transportation & Infrastructure.

Response
Engineering and construction of the D2 Civic Space will conform to the requirements of the City Engineer and the Director of Transportation & Infrastructure.

6.7.9. B.4.a:
The design of all Civic Space must comply with the Americans with Disabilities Act and the Rules and Regulations of the Massachusetts Access Board (521 CMR), as amended.

Response
The design of the D2 Civic Space will comply with the Americans with Disabilities Act and the Rules and Regulations of the Massachusetts Access Board (521 CMR), as amended.

6.7.9. B.5.a:
Civic spaces must be accessible to the public at all times (twenty four (24) hours per day, seven (7) days per week, three hundred and sixty-five (365) days per year).

6.7.9. B.5.a.i:
The Planning Board may limit the public access when necessary for public health and safety purposes and maintenance of the space by the property owner.

Response
The D2 Civic Space will be accessible to the public at all times (twenty four (24) hours per day, seven (7) days per week, three hundred and sixty-five (365) days per year) except when limited by the Planning Board.

6.7.9. B.6.a:
Entrances must be physically and visually accessible from surrounding sites, designed to make visitors feel welcome and comfortable entering the space, and oriented to preserve view corridors and enhance visual connections to surrounding properties or activities.

Response
There are multiple entrances to the D2 Civic Space, all of which provide physical and visual connection from surrounding sites and are designed to make visitors feel welcome and comfortable entering the space.

At the north end of the civic space is a 24 foot wide at-grade entry. This entry enhances the physical connection with Prospect Street, Somerville Avenue and the Union Square Plaza while framing views to establish a visual connection to Prospect Hill Monument and the old Post Office when oriented north.

To the south of the site there is an at-grade entry to the civic space directly from the MBTA station. To the southeast, there are additional entry paths to the plaza from the ride drop-off, a bicycle parking hub and the neighborhood to the east.

There are two other entries to the civic space from Prospect Street, both of which descend stairs from the Prospect Street sidewalk through a planted embankment. The midway stair is 4 feet above the height of the civic space and is flanked by planting and seatwalls. The southern stair starts approximately 15 feet above the plaza and swells to amphitheater style seating steps on its lower half that face onto the widest portion of the civic space.

see page CSA-L102

6.7.9. B.7.a:
Landscaping must be provided according to Table 6.7.9.

Response
Landscaping will meet or exceed the requirements of Table 6.7.9.

see page CSA-L306

6.7.9. B.7.b:
Plant species native to New England are encouraged.

Response
Plant selection includes plant species native to New England.

see pages CSA-L501

6.7.9. B.7.c:
Large trees are required as indicated for each type of civic space.

Response
Large trees will be provided in accordance with the 'Plaza' type requirement. Please reference the Zoning Requirements Summary Table for all metrics required and proposed at the beginning of this section.

see page CSA-L306

6.7.9. B.7.d:
New trees must be at least ten (10) feet in height or three (3) inches in caliper when planted, unless alternative, multi-stemmed equivalents are specified in the approved planting plan.

Response
The D2 Civic Space will include at least the minimum number of required trees at a size of at least ten (10) feet in height or three (3) inches in caliper when planted, unless alternative, multi-stemmed equivalents are approved.

6.7.9. B.7.e:
Unless otherwise specified, trees must be planted flush-to-grade or at grade within planting beds. Tree grates, raised curbs, railings, and resin-bonded aggregate are prohibited.

Response
Within the D2 Civic Space trees will be planted within planting beds.

see page CSA-L306

6.7.9. B.7.f: and i:
At least one thousand (1,000) cubic feet of uncompacted loam soil volume must be provided for each tree within a twenty-seven (27) foot radius of the tree trunk.

i. Where soil volumes (within the maximum allowable radii) for two or more trees overlap, up to twenty-five percent (25%) of the soil volume required for each tree may be shared between the trees.

Response
At least one thousand (1,000) cubic feet of uncompacted loam soil volume will be provided for each required tree within a twenty-seven (27) foot radius of the tree trunk with the exception of where soil volumes for two or more trees overlap, in which case twenty-five percent (25%) of the soil volume required for each tree will be shared between the trees in accordance with zoning.

6.7.9. B.7.f.ii:
Soil volume under paved surfaces must be provided through suspended pavements or structural cells. Sand-based structural soil system (SBSS) may be used with approval of the Director of Transportation & Infrastructure.

Response
Soil volume under paved surfaces will be provided through sand based structural soil upon approval of the Director of Transportation & Infrastructure.

see page CSA-L307 and CSA-L703

6.7.9. B.7.g:
Tree pits and planters must have a minimum thirty-six (36) sq. ft. (such as 6'x6') open soil area, centered at the tree trunk. Planting soil must be provided to a depth of three (3) feet in the tree pit or planter.

Response
Open soil area and planting soil depth will be provided as required.

See page CSA-L306

6.7.9. B.7.h:
Unless otherwise specified, shredded bark mulch must be applied to the soil area at a uniform depth of three (3) inches and distributed to create a smooth, level cover over the exposed soil at the time of planting.

Response
Mulch will be provided as required.

See page CSA-L702

6.7.9. B.8.a:
Surface materials must be approved by the Director of Transportation & Infrastructure.

Response
See page CSA-L401, CSA-L402 and CSA-L700

6.7.9. B.9.a:
Furnishing must be provided according to Table 6.7.9

Response
Furnishing has been provided to meet the requirements of zoning. Please reference the Zoning Requirements Summary Table for all metrics required and proposed at the beginning of this section.

See page CSA-L300, CSA-L304 and CSA-L305

6.7.9. B.9.b:
All amenities and public furniture must comply with the City of Somerville's Park Specifications Handbook. The Director of Transportation & Infrastructure may authorize the use of amenities and furnishings that are proportional or better in quality and function to those identified in the Park Specifications Handbook, excluding dedication plaques and signage.

Response
Amenities and furnishings that are proportional to or better in quality and function to those identified in the Park Specifications Handbook will be provided.

See pages CSA-L403, and CSA-L404

6.7.9. B.9.c.i:
Seating is required as indicated for each type of Civic Space. The provision of seating in excess of this requirement is encouraged.

Response
Seating has been provided to meet the requirements of zoning. Please reference the Zoning Requirements Summary Table for all metrics required and proposed at the beginning of this section.

See page CSA-L300 and CSA-L304 and CSA-L305

6.7.9. B.9.c.ii:
Seating must be designed for the convenience and comfort of visitors, located in support of gathering spaces and along

pedestrian paths, but should be out of the flow of pedestrian traffic.

Response
Seating has been designed in different forms and locations throughout the civic space in support of unique gathering areas. "Eddies" located off the primary pedestrian path so as to not impede movement, facilitate small gatherings, while a feature, occupiable stair accommodates larger groups.

6.7.9. B.9.c.iii:
When required to provide seating, civic spaces should offer a variety of seating types and seating locations including places to sit in the sun, in the shade, out of the wind, in groups, alone, close to activity, and in relative seclusion to every extent possible.

Response
Seating has been designed in different forms and orientations throughout the civic space including places in the sun and the shade, proximate to different levels of activity and for individuals and groups of different sizes. Ample moveable tables and chairs allow seating options to be very responsive to changing desires and conditions.

See page CSA-L304 and CSA-L305

6.7.9. B.9.c.iv:
Linear feet of seating may be provided through movable chairs, fixed individual seats, fixed benches with and without backs, and design feature seating such as seat walls, planter and fountain ledges, and seating steps.

Response
See response to "6.7.9.B.c.i" above and page CSA-L304 and CSA-L305

6.7.9. B.9.c.v:
All seating must have a minimum seat depth of eighteen (18) inches and a seat height between sixteen (16) and twenty (20) inches above grade (nearby walking surfaces). Seating steps may have a height up to thirty (30) inches and seating walls may have a height up to twenty-four (24) inches.

Response
All seating that counts toward the required minimum length of seating complies with requirements of this section. Additional seating options beyond the required minimum length does not always achieve the tolerances indicated in this section.

See page CSA-L304 and CSA-L305

6.7.9. B.9.c.vi:
Seating thirty-six (36) inches or more in depth is counted as double the linear feet, provided there is access to both sides.

Response
See response to "6.7.9.B.c.i" above.

6.7.9. B.9.c.vii:

Response
All seating that counts toward the required minimum length of seating complies with requirements of this section.

See page CSA-L304 and CSA-L305

6.7.9. B.9.c.viii:
Seat backs must be a minimum of fourteen (14) inches high and either contoured in form for comfort or reclined between ten (10) to fifteen (15) degrees from vertical. Walls located Adjacent to a seating surface do not count as seat backs.

Response
All seating that counts toward the required minimum length of seating complies with requirements of this section.

See page CSA–L304, CSA-L305 and CSA–L701

6.7.9. B.9.c.ix:
Movable chairs, excluding chairs for outdoor cafes, may be counted as two (2) feet of linear seating per chair. All moveable chairs must have seat backs and a maximum seat depth of twenty (20) inches.

Response
All seating that counts toward the required minimum length of seating complies with requirements of this section.

See response to "6.7.9.B.c.i" above page CSA-L701.

6.7.9. B.9.c.x:
Movable chairs are not permitted to be chained, fixed, or otherwise secured while a civic space is open to the public, however may be secured or removed during the hours of 9:00pm to 7:00am.

Response

Moveable chairs will not be chained or otherwise fixed except during the hours of 9:00pm to 7:00am.

6.7.9. B.9.c.xi:
Steps provided for pedestrian circulation and the seating of open-air café areas do not count toward seating requirements.

Response
Steps provided for pedestrian circulation and the seating of open-air café areas are not included in the count toward seating requirements.

6.7.9. B.9.c.xii:
Deterrents to seating, such as spikes, rails, or deliberately uncomfortable materials or shapes, placed on surfaces that would otherwise be suitable for seating are prohibited.

Response
No such seating aimed at being deliberately uncomfortable has been proposed.

.7.9. B.9.c.xiii:
Deterrents to skateboards, rollerblades and other wheeled devices are permitted on seating surfaces if they do not inhibit seating, maintain a minimum distance of five feet between deterrents, and are integrated into the seating surface at the time of manufacture or construction.

Response
Deterrents to skateboards, rollerblades and other wheeled devices will be included such that they do not inhibit seating and are integrated into the seating surface at the time of manufacture or construction.

6.7.9. B.9.d.i:
All civic spaces requiring tables must include a minimum of one handicapped accessible table.

Response
At least one handicapped accessible table will be provided.

See page CSA-L304 and CSA-L305

6.7.9. B.9.g.i-v
i. Litter receptacles must be designed in such a manner that users do not have to touch the receptacle or push open a door in order to dispose of litter.

ii. Litter receptacles must be constructed of durable materials that are graffiti-, fire-, rust, and stain-resistant.

iii. Litter receptacles must include a metal barrier to prevent rodents from entering from the bottom.

iv. Litter receptacles should be located near entrances to civic spaces and within reasonable proximity to seating areas.

v. Recycling receptacles are required in conjunction with litter receptacles.

Response
Litter receptacles will be selected to comply with these requirements.

See page CSA-L401, CSA-L402, CSA-L403 and CSA-L701

6.7.9. B.10.a:
Lighting that promotes personal safety and invites pedestrian activity while adding visual ambiance and character to civic spaces at night must be provided.

Response
Lighting design will comply with requirements of this section.

See page CSA–L606, CSA–L607 and lighting appendix

6.7.9. B.10.b:
Lighting fixtures should be smaller-scale, frequently placed, and scaled to pedestrians. Fixture components (base, pole, luminaries) should have stylistic compatibility, while varying in form according to functional requirements. The indiscriminate use of bright lighting should be limited.

Response
Lighting design will comply with requirements of this section.

See CSA-L606, CSA–L607 and lighting appendix for the fixture schedule.

6.7.9. B.11.a, b, c
a. All irrigation systems must be designed to use the minimal amount of water necessary.

b. To every extent practicable, storm water should be reused on-site for irrigation and other purposes where appropriate.
c. Drainage systems should be designed to reduce or eliminate the amount or rate of storm water runoff directed into the sewer or storm system.

Response
Irrigation design will comply with requirements of this section. The system will be low water use employing moisture sensors.

Stormwater from the civic space will be directed to a subsurface detention system, and will be eventually discharged to the City's stormwater system. The potential to reuse stormwater collected from roof surfaces for irrigation and cooling tower makeup has been studied and will continue to be investigated for possible implementation.

The proposed stormwater management system on the D2 block will significantly reduce the rate of stormwater runoff directed to the City's stormwater system. The proposed stormwater management system within the civic space is comprised of various inlet structures that convey stormwater to a subsurface detention system below the parking garage of the building to be located on Parcel D2.2/D2.3. The detention system will have the capacity to detain approximately 330,300 gallons of stormwater. Stormwater water will be pumped out of the system to the new drainage culvert to be installed in Somerville Avenue. The detention system and pumps have been designed for all storm events up to the 100-year storm to not exceed the existing conditions discharge rate for a 2-year storm.

See page CSA–L602, CSA–L603, CSA–L604 and CSA–L605

6.7.9. B.11.d:
All water holding and infiltration facilities must be designed to meet the specific needs of each type of civic space and properly address site conditions.

Response
Within the civic space, several trench drains will be provided to capture stormwater at the designated low points on site. The stormwater will be conveyed to a larger subsurface detention system described above. In addition to the trench drains, portions of the civic space will be comprised of permeable pavers to promote infiltration and groundwater recharge. The stormwater management system on the civic space will effectively collect stormwater from the surface as well as promote infiltration and groundwater recharge.

6.7.9. B.12.a:
Structures common to civic spaces, including but not limited to, restrooms, open-air pavilions, gazebos, picnic shelters, outdoor theaters/ performance stages, field houses, kiosks and their substantial equivalents are permitted.

Response
Current structures are associated with MBTA use.

See page CSA–L102

6.7.9. B.13.a:
Outdoor cafes and retail sales within Civic Spaces are only permitted by Special Permit.

Response
A special permit is not being pursued with this application.

6.7.9. C.4.a.i:
A plaza is a civic space type designed for passive recreation, civic purposes, and commercial activities, with landscape consisting primarily of hardscape. Plazas are generally located in areas of high pedestrian activity. Examples include: Statue Park Plaza and Union Square Plaza

Response
The D2 Civic Space confirms to the description included in this section.

See page CSA–L102

6.7.9. C.4.a.ii:
Contiguous lots designed as plazas are considered one single plaza.

Response
See page CSA–L301

6.7.9. C.4.b.i, ii, and iii
i.Plazas must be generally rectilinear in shape (e.g. rectangular or square).
ii. The major portion of a public plaza is the area of a plaza that is largest in size and intended for primary use. Major portions must have a minimum average width and depth of forty (40) feet, a maximum width

that is not greater than three (3) times the average depth, measured perpendicularly from the Abutting sidewalk, and occupy no less than seventy five percent (75%) of the plazas total area. All points within the major portion of a plaza must be visible when viewed perpendicularly from the sidewalk of the Abutting thoroughfare.
iii. Minor portions of a plaza are secondary areas that allow for additional flexibility in the shape and configuration of a plaza. Minor portions must have a minimum average width and depth of fifteen (15) feet, occupy no more than twenty five percent (25%) of the plazas total area, and be directly adjacent to the major portion. All points within a minor portion must be visible from within the major portion when viewed perpendicularly from the major portion. Minor portions that do not front onto the same thoroughfare as the major portion (plaza alcoves) must have a maximum width that is not greater than three (3) times the average depth.

Response
Plaza follows a generally rectilinear orientation parallel to Prospect Street.

The major portion of the plaza conforms with the requirements of this section.

The minor portion of the plaza is directly adjacent to the major portions and fronts onto the same thoroughfare. All points of it are visible from the major portion.

See page CSA–L301

6.7.9. C.4.b.v:
Plazas must be open to the sky and unobstructed for at least fifty percent (50%) of the area of a plaza except for the following features, equipment and appurtenances: bicycle racks; lighting; litter receptacles; planters, planting beds, lawns, trees, and other landscape features; outdoor cafes and kiosks; public art; seating, including movable chairs, fixed individual seats, fixed benches, seat walls, planter and fountain ledges, and/or seating steps; stages; temporary exhibitions; and water features.

Response
The plaza is unobstructed for at least 50% of its area.

See page CSA–L302

6.7.9. C.4.b.v.b:
Obstructions that are non-permanent or moveable, such as moveable furniture, outdoor cafes, or temporary exhibitions are considered within gross areas designated on a site plan and not measured as individual pieces of furniture.

Response
See page CSA–L302

6.7.9. C.4.b.v.c:
Approved building awnings, canopies, and signs are exempt.

Response
See page CSA–L302

6.7.9. C.4.b.viii:
Pedestrian circulation paths within a plaza must provide for unobstructed circulation throughout the major and minor portions of the plaza and must, at minimum, connect any Abutting sidewalk or civic spaces to all major focal points and activity areas of the plaza and principal entrances of abutting buildings. At least one circulation path of at least eight (8) feet clear width must be provided.

Response
Multiple circulation paths provide unobstructed access through the major and minor portions of the plaza and to all principal points, all of which exceed 8 feet in width.

See page CSA–L102

6.7.9. C.4.b.ix:
The surface of a plaza must be equal to the average elevation of the Abutting sidewalks, publicly accessible walkways, or other civic spaces. Sidewalks along bridge approaches are exempt. Minor changes beyond this elevation not exceeding two (2) feet are permitted. Plazas over ten thousand (10,000) square feet in area may have up to twenty percent (20%) of the plaza area elevated up to four (4) feet above the grade of the Abutting sidewalk, provided that the raised areas is setback from the front lot line at least twenty (20) feet.

Response
The plaza meets grade on all abutting sidewalks and other abutting approaches with the exception of the Prospect Street which is exempt per its use as a bridge approach.

See page CSA–L601

6.7.9. C.4.b.x:

Paving must be of non-skid, durable materials that are decorative and compatible in color and pattern with other design features of the plaza.

Response
Paving will comply with the requirements of this section.

See page CSA-L401 and CSA-L402

6.7.9. C.4.b.xi:

Each plaza must provide at least two types of seating. Plazas over ten thousand (10,000) square feet in size must provide moveable seating as one of the required seating types.

Response
Multiple types of seating are provided.

See page CSA-L304 and CSA-L305

6.7.9. C.4.b.xiii:

Seat walls and seating steps may not, in aggregate, represent more than fifteen (15) percent of the linear feet of required seating.

Response
Seatwalls and seat steps are counted up to the point that they represent 15% of the required linear feet of seating. The total lengths of seatwalls and seating steps exceeds the 15% but additional length is not included in the minimum seating count requirements.

See page CSA–L304 and CSA-L305

6.7.9. C.4.b.xiv:

Steps provided for pedestrian circulation must have a height (rise) between 4 to 6 inches and minimum tread (run) of 17 inches, except that steps with a height (rise) of 5 inches may have a minimum tread (run) of 15 inches.

Response
Steps will comply with the requirements of this section.

6.7.9. C.4.b.xv:

Required open soil areas for trees may be reduced or covered with the approval of the Director of Transportation & Infrastructure using one of the following techniques:

6.7.9. C.4.b.xvi:

A minimum of one (1) compacting combination litter/recycling receptacle is required for every five thousand (5,000) square feet of plaza area.

Response
Litter/recycling will comply with the requirements of this section.

DESIGN GUIDELINES

6.7.5.D.4.c.ii.b.2.c:
Plaza Type Civic Spaces

i. A plaza should contain substantial areas of hardscape complemented by planting beds or arrangements of trees with open canopies.

Response
An open hardscape area is framed by plant beds along the length of the western edge as well as on three sides at the wider southern end, creating a flexible hardscape area for programming and circulation.

see pages CSA-L102 and CSA-L403

ii. Plantings should contribute to the spatial definition of the space as an outdoor room

Response
Planting beds and associated seating benches, are organized to define the area of greatest plaza depth as an outdoor room.

see pages: CSA-L306 and CSA-L501

iii. Benches and seating ledges or walls should be designed for the convenience and comfort of visitors, located in support of gathering spaces and along pedestrian circulation paths, but should be out of the flow of pedestrian traffic.

Response
Benches, seating steps and seating ledges are located throughout the plaza and are designed for convenience and user comfort. Seating clusters of unique scale and position accommodate a range of functions. Un-fixed seating alternatives provide for flexible use. These are located in support of pedestrian paths to increase utility, yet out of the flow of pedestrian traffic.

see page CSA-L304 and CSA-L305

iv. The perimeters of a plaza should be well integrated into its surroundings and free from fences, hedges and other barriers that would impede movement into the space and obscure visibility from adjacent streets or building frontages.

Response
The perimeter of the plaza has been integrated with the adjacent Prospect Street by a connective sloping green buffer that resolves the grade change between plaza and street, and does not require a guardrail or fence. The planted slope was inspired by a river bank and will include trees, low shrubs and groundcover. These are strategically designed so that they can be enjoyed from both sides and do not preclude visibility from one level to another. Multiple points of entry including two sets of stairs and an at-grade connection invite movement into the plaza from Prospect Street.

The northern and eastern edges of the plaza are open to the adjacent walkways and thoroughfare allowing easy movement through the plaza and to adjacent spaces and the buildings that are directly connected to it. The southern end of the civic space provides the sole connection to the GLX Station Platform. Beyond this point of connection, a fence, provides for safety from the active railroad right of way. Extending past the proposed Civic Space boundary, this space represents a 'potential improvement area', subject to ongoing coordination with the MBTA.

COORDINATED DEVELOPMENT SPECIAL PERMIT (CDSP)

COMPLIANCE
Coordinated Development Special Permit (CDSP)

#27A
Civic Space

The Applicant will work with the Neighborhood Council and interested parties in the Union Square community to allow for the inclusion of an 'indoor civic space' as a part of the design process. An 'indoor civic space' is a space provided to a public and/or non-profit use or uses, with ground level access, within the interior of a D Block building. The applicant shall, in collaboration with the Neighborhood Council, make reasonable efforts to identify the appropriate tenant or tenants for lease of this space for civic uses within the appropriate development block and the applicant shall work to consummate a lease with said tenant. This effort shall include, at a minimum, the following steps: a) seek interested tenant or tenants; b) work with tenant to develop a program; c) work with tenant on size of space for the program; d) work with tenant to locate the optimate site for the tenant. The applicant shall provide updates and collect feedback from the Neighborhood Council as the process unfolds, particularly with respect to steps b) and d). The Planning Board expects that the Neighborhood Council will work with the entire Union Square community as well as with the Applicant to address the tenant and program, and meet items a) through d), above, for the 'indoor civic space' within a timeframe that permits the delivery of the 'indoor civic space' in accordance with condition 31A. The Applicant shall provide regular updates to the Planning Board on these efforts – at a minimum with the submittal of the DSPR for each block. Unless otherwise waived by the Planning Board, the Applicant shall complete the steps and use reasonable efforts to implement the 'indoor civic space'.

Compliance

The Applicant has been meeting nearly weekly since July 2018 with members of the Neighborhood Council to negotiate a community benefits agreement. Conversations regarding the inclusion of an 'indoor civic space' within the interior of a D Block building have been part of this dialogue and are ongoing between the Applicant and the Neighborhood Council.

In addition, the Applicant has met several times with a group organized by the Neighborhood Council that includes the Neighborhood Council, the City, non-profits, civic groups and social organizations to discuss the potential approaches to facilitating the inclusion of civic uses in the neighborhood. The Applicant will continue to participate in these ongoing discussions.

#34
Infrastructure

Infrastructure must be designed to meet all requirements and standards of the City of Somerville and its relevant departments (including, but not limited to, the City Engineer, Department of Public Works, Inspectional Services, Traffic & Parking, Fire Department and the divisions of the Mayor's Office of Strategic Planning and Community Development) and all other legal requirements for the installation of services within public rights-of-way. DSPR application must include reasonable written evidence establishing that such infrastructure is sufficient to support the proposed development, that all details are designed to City standards, that installation, unless otherwise include in capital project work of the City, is done without cost to the City, and that installation will be functionally adequate and completed at the appropriate time in the course of the phases of development.

Compliance

The City of Somerville's existing water, sewer and storm drainage infrastructure, and infrastructure that the City will construct as part of the Somerville Avenue Utility and Streetscape Improvements project, will provide sufficient capacity for public utility services to the proposed development.

Sanitary Sewer

The proposed discharge to the City of Somerville's sanitary sewer system has been discussed and coordinated with the City. The City's Somerville Avenue Utility and Streetscape Improvements project will remove stormwater flows from that combined system, which will result in improved sewer capacity during storm events. Average day sewage generation from the D2 Block is projected to be 45,013 gallons per day. The capacity of the 36" sewer in Somerville Avenue is estimated to be 13.01 million gallons per day. With a peaking factor of 5 applied to the projected average daily flow from the D2 Block, the flow represents less than 2% of the capacity of the existing sewer.

The City has formally adopted an Infiltration and Inflow (I/I) ordinance that requires 4:1 offsets for any increase in wastewater flow. The Proponent will comply with the City of Somerville's I/I mitigation requirements, which may include financial contributions and/or private mitigation projects identified by the City that will remove I/I from the City's combined sewer system in an amount equal to at least four times the daily sewerage generation. The proponent will

work closely with the City to ensure that the I/I mitigation is completed. After the I/I mitigation is completed, the net will be a reduction in the total flow to the City's sewer system.

Water Distribution

The 12-inch water main in Prospect Street installed in 2016, and the new 16-inch main adjacent to the D2 in Somerville Avenue, to be installed as part of the Somerville Avenue Utility and Streetscape Improvements project, will provide sufficient capacity for the D2 Block.

Water capacity and pressure is not anticipated to be an issue for the Project as the City had anticipated the demand from the Project when they installed the new water lines.

Hydrant flow tests were conducted on hydrants on Prospect Street and Somerville Avenue on May 1, 2018. The hydrant flow test conducted on Prospect Street yielded the following results:

Static Pressure: 71 psi
Flow: 1,233 gpm
Residual Pressure: 65 psi
Extrapolated flow at 20 psi: 4,501 gpm

The hydrant flow test conducted on Somerville Avenue yielded the following results:

Static Pressure: 70 psi
Flow: 1,186 gpm
Residual Pressure: 66 psi
Extrapolated flow at 20 psi: 5,347 gpm
These results suggest that adequate flow and pressure is available for Prospect Street and Somerville Avenue.

Stormwater

The Project will incorporate BMPs to address the Massachusetts Department of Environmental Protection's (MassDEP's) Stormwater Management Standards and provide substantial compliance with the City of Somerville's Code of Ordinances. The goal of the Project is to provide compliance to the maximum extent practicable. The project will significantly reduce the peak rates of stormwater runoff, and runoff volumes, discharging to Somerville Avenue.

All details will be designed to City standards and all installation on the D2 Block will be done without cost to the City. The proposed utility connections will be a functionally adequate and completed prior to occupancy.

#36
Infrastructure

Prior to the submittal of the first DSPR application for any building in the Phase 1 of the proposed development, the TIS must be updated as follows:

a. Use the most recent version of the ITE Trip Generation Manual
b. Apply one standard deviation of the ITE Trip Generation Manual trip generation rates and apply those additional trips to the pedestrian trips total
c. Add the number of vehicle trips removed for internal trips (15% of person trips) to the pedestrian trips total
d. Provide a distribution of pedestrian trips through the study area thoroughfares and intersections to reassess the Project's impact on City sidewalks for each scenario (base year and future year built condition analyses), so that updated analyses can be conducted.
e. Assess Project-related MBTA Green Line Trips with the latest capacity data to understand how they effect existing capacity challenges at the North Station, Government Center, and Park Street MBTA station.
f. Prove Automatic Traffic Recorder data, including hourly and daily volumes broken down by vehicle type, and hourly and daily 85th percentile speeds for a 72-hour period spanning from a Thursday at midnight through a Saturday at 11:59PM, in summarized form and the raw data.
g. Provide a narrative demonstrating active consideration of strategies to shift, as much as possible, travel modes from cars to other forms of transportation.

Compliance

An update to all analysis, including those described above for the Union Square Development was included in the recently submitted DEIR, a copy of which was providing to City staff.

Transit analysis was also updated and included per recently updated MBTA and MassDOT requirements.

The DEIR and the Mobility Management Plan for Parcel D2.1 further describe commitments to programs to shift, as much as possible, travel modes from cars to other forms of transportation.

#37A
Infrastructure

As a part of the continued effort to shift travel away from private cars, the Applicant shall map all bus stops in the CDSP area, consider how the stops are used and whether relocation or more are necessary, and provide a report with

each DSPR application of how to improve and coordinate bus transit more smoothly with other modes of transportation, specifically at and around the location of the relevant DSPR.

Compliance

A map and description of all bus stops is included in the recently submitted DEIR. The DSPR for Parcel D2.1 includes a review of the adjacent stop and potential integration with the city of Somerville's plans to reconstruct Prospect Street.

#38A
Infrastructure

As a part of the continued effort to shift travel away from private cars, the Applicant shall provide sheltered and secure bike storage facilities in strategic locations, with each DSPR application.

Compliance

Sheltered and secure bike parking has been planned in accordance with the requirements of the Union Square Zoning as previously described in Zoning Compliance item 6.7.13.C.4

#61
Affordable Housing

A draft Affordable Housing Implementation Plan (AHIP) must be provided by the Applicant showing the anticipated program of affordable units, types and sizes, in each DSPR applications.

Compliance

An approach to the drafting of an Affordable Housing Implementation Plan (AHIP) has been discussed with the OSPCD Housing Division. Upon DSPR permit approval, the applicant will work with the Housing Division to develop the anticipated program of affordable units per the planned unit types and sizes depicted here.

Unit Type	Avg Unit SF	Total Unit Qty	Total Unit SF
Studio/Convertible	440	152	66,946
1 Bed	627	190	119,116
2 Bed	887	93	82,496
3 Bed	1,064	15	15,955
Total		**450**	**284,513**

#66
Design and Site Plan Requirements

The Applicant must contact the Engineering Department to obtain street addresses for all of the D Blocks (CDSP Parcels) prior to the first DSPR application submittal. The addresses will be refined as part of the DSPR process when the development program is more refined.

Compliance

The Applicant has engaged with the Engineering Department to obtain building addresses for the D2 Block buildings and will continue to coordinate the addressing of subsequent development parcels as each proceeds through DSPR.

#68
Design and Site Plan Requirements

Each subsequent DSPR application submitted under the CDSP must identify vulnerabilities and/or risk for each parcel based on the City's Climate Change Vulnerability Assessment. The application should clearly identify the extent and nature of planning/design interventions necessary to mitigate those risks. To ensure effective strategies for resiliency by preparing for weather and flooding impacts, the Director of the Office of Sustainability and Environment shall define specific appropriate expectations for responses to this condition, and the applicant shall provide these responses with each CDSP application.

Compliance

Each DSPR application includes a completed Sustainable and Resilient Buildings Questionnaire which addresses site-specific vulnerabilities and/or risks based on the City's Climate Change Vulnerability Assessment.

#69
Design and Site Plan Requirements

Each subsequent DSPR application submitted under the CDSP must document how the proposed development, including civic spaces, public realm improvements, and buildings, will help to reduce the urban heat island, assist in the City's stated objective to be Net Zero by 2050, and assess whether the infrastructure presents an opportunity for reducing demand and/or district energy solutions.

Compliance

Each DSPR application includes a completed Sustainable and Resilient Buildings Questionnaire which addresses site-specific vulnerabilities, inclusive of the urban heat island effect, as well as planned approaches to reducing energy demands.

#70
Design and Site Plan Requirements

The Applicant shall complete the Site Plan Review Checklist and supply the information to the Engineering Office. The plans must comply with the City's Stormwater Management Policy.

Compliance

A Stormwater Management Report and Site Plan Review

COMPLIANCE
Coordinated Development Special Permit (CDSP)

Checklist will be will be filed under separate cover to the Engineering Office for review accompanying plans for each Development Parcel and the proposed Thoroughfares.

#72
Design and Site Plan Requirements

Applicant shall submit plan drawings clearly showing all existing municipal fire alarm and related communications infrastructure to be impacted by the proposed construction, including but not limited to underground conduit, above-ground alarm boxes and control cabinets. Applicant shall submit plan drawings clearly showing temporary and permanent relocation of all impacted fire alarm and communications infrastructure necessitated by private construction. Applicant shall meet with Lights and Line Division to discuss plans and address conflicts to avoid service interruption during construction and occupancy phases.

Compliance

The Applicant has met to review plans with the Department of Public Works, the Somerville Fire Department, Engineering, and Inspectional Services Division. Matters of life safety will continue to be coordinated.

#73A
Design and Site Plan Requirements

In an effort to provide opportunities for small, independent and local businesses, the Applicant shall share retail plans with Union Square Main Streets and the Director of Economic Development, along with strategies to encourage such business, and report back to the Planning Board on this process.

Compliance

The Applicant has shared the overall project plans, including the retail areas, with members of the City and community throughout the pre-application process. Prior to Building Permit issuance, the Applicant will meet with the Director of Main Streets and the Director of Economic Development to specifically review the retail plans for the project as required by the CDSP.

#75
Applicant shall provide material samples for siding, trim, windows, and doors to Planning Staff and the Design Review Committee for review, comment, and approval as part of the Design Review required prior to each DSPR application. Materials shall respect the unique and historic character of the Union Square neighborhood. In accordance with the USQ zoning, large expanses of highly mirrored glass surfaces are discouraged.

Compliance

In accordance with the Union Square Zoning's timing expectation of Design Review Committee meetings (earlier in the public review process than is typical), material submissions should necessarily occur with final material selection. The Applicant intends to submit material samples for review as final material selections are made, and will do so prior to building permit.