May 11th, 2022

Sarah Lewis, Director of Planning & Zoning
City of Somerville
93 Highland Avenue
Somerville, MA 02143

Development Review Application – 10 Washington Street - P&Z #21-134

Dear Director Lewis,

On behalf of Paradigm Direct Roland LLC, I am pleased to submit this development review application (DRA) for Site Plan Approval and Special Permit for a new development (the "Project", also known as "10 Washington Street") on approximately ½ acre of land located at the intersection of Washington Street and Innerbelt Road on the northeastern edge of Somerville (the "Development Site").

This DRA is specifically to review and approve (i) Site Plan Approval for the construction of one new Commercial Building containing approximately 78,000 square feet (SF) of floor area (also known as "GFA") of lab, research and development, and office uses (lab/R&D/office), new landscape and public realm improvements (the "Project"), and (ii) a Special Permit to reduce the minimum parking at the Development Site from [78] parking spaces to no parking spaces.

The construction of the Project will serve as a substantial improvement to the existing conditions of the Development Site and contribute to the ongoing transformation of the Inner Belt neighborhood by meeting the continued demand for high-quality lab/R&D/office space in Somerville. The Development Site is located at a highly visible gateway location that offers strong public transit access throughout the Greater Boston area. The 10 Washington Street project will serve the innovative and entrepreneurial companies which call the Inner Belt Road/Roland Street neighborhood home by employing highly sustainable design practices and building systems specialized to meet today's most cutting-edge research and development companies.

The Project will bring a number of benefits described in the *Project Narrative* including the widening of the sidewalk along Innerbelt Road and Washington Street and substantial contributions to local transportation, infrastructure, and affordable housing funds and projects.

Consistent with the City's development review application submittal requirements, the following information has been submitted to the appropriate City departments, including:

- Mobility Management Plan
- Sustainability Documentation
- Transportation Impact Study
- Transportation Access Plan
- Green Score Documentation

We look forward to your review of 10 Washington Street. Please contact me at (860) 575-3675 if you have any questions.

Noah Sparkman
AVP – Acquisitions & Development
Paradigm Properties
93 Summer Street - 2nd Floor
Boston, MA 02110

DEVELOPMENT REVIEW APPLICATION – P&Z #21-134

10 Washington Street
Somerville, Massachusetts

Submitted To:
City of Somerville
Attn: Sarah Lewis
93 Highland Avenue
Somerville, MA 02143

Submitted By:
Paradigm Direction Roland LLC
93 summer Street - 2nd Floor
Boston, MA 02110

Submission Date: May 11th, 2022

Project Narrative – 10 Washington Street, Somerville MA

In accordance with Article 15 of the City of Somerville Zoning Code (the "Zoning Ordinance"), Paradigm Direct Roland LLC respectfully submits this Development Review Application ("DRA") for Site Plan Approval and a special permit for a new development on approximately ½ acre of land located at the intersection of Washington Street and Innerbelt Road on the northeastern edge of Somerville (the "Development Site").

This DRA is specifically to review and approve (i) Site Plan Approval for the construction of one new Commercial Building containing approximately 78,000 square feet (SF) of floor area (also known as "GFA") of lab, research and development, and office uses (lab/R&D/office), and new landscape and public realm improvements (the "Project"), and (ii) a Special Permit to reduce the minimum parking at the Development Site from [71] parking spaces to no parking spaces.

The construction of the Project will serve as a substantial improvement to the existing conditions of the site and contribute to the ongoing transformation of the Inner Belt neighborhood by meeting the continued demand for high-quality lab/R&D/office space in Somerville. The Development Site is located at a highly visible gateway location that offers strong public transit access throughout the Greater Boston area. The 10 Washington Street project will serve the innovative and entrepreneurial companies which call the Inner Belt/Roland Street neighborhood home by employing highly sustainable design practices and delivering building systems specialized to meet today's most cutting-edge research and development companies. The Project will bring substantial benefits to the northeastern edge of Somerville as described below:

- Strengthening Existing Commercial Corridors: The Project proposes a carefully designed 100-percent Commercial Development that will build on the transformation taking place at the mouth of the Innerbelt neighborhood and provide a notable destination at one of the key gateway locations between Somerville and Boston.

- Employment & Job Creation: The project will create approximately 165 permanent on-site jobs relating to the lab/R&D/office, life sciences, sustainability, and technology uses, and will also create approximately 220 temporary construction jobs in a variety of trades.

- Economic & Community Benefits: Upon construction completion, the Project will generate an estimated $1.1 million in community benefit contributions including, but not limited to, contributions to the affordable housing trust and employment linkage. Upon stabilization, 10 Washington Street will generate substantial annual Commercial Real Estate tax revenues for the City and significant State sales and business tax revenue to the Commonwealth.

- Sustainability: The Project will be constructed to achieve a LEED Platinum Certifiable level using the most current LEED Core and Shell rating system at the time the Project is advanced.

- Landscape & Public Realm: The project replaces an underutilized surface parking lot with a thoughtfully designed hub for innovation, incorporating public facing green space and a widening of the sidewalk along Washington Street and Innerbelt Road. The landscaped areas and furnishing zones have been designed to improve the green scape and remove blight at one of the most prominent corners along the Washington Street corridor. Additionally, the project team has worked closely with the Mobility department to incorporate a new bus stop and bike lane design into the Washington Street frontage.

- Prioritizing Public Transportation: The Project's proximity to the Orange Line in Sullivan Square, the East Somerville Green Line Extension station, and the MBTA Bus Routes 86, 91, and CT2, allow for a realistic approach to the prioritization of public transportation. With the support of the Somerville Mobility

Department and the Planning and Zoning Department, the applicant has submitted this special permit application to proceed as a no-parking development. Though the Project has access to up to 70 spaces which could be leased from the operator of the adjacent parking garage associated with The Residences at Innerbelt at 20 Innerbelt Rd., no on-site parking will be built with the Project, and all future tenants will be encouraged to capitalize on public transportation, electric and bicycle usage, and carpooling. The project team is actively working with the City's departments to improve the existing bus stop at Washington Street.

Site Context and Existing Conditions

Existing Conditions

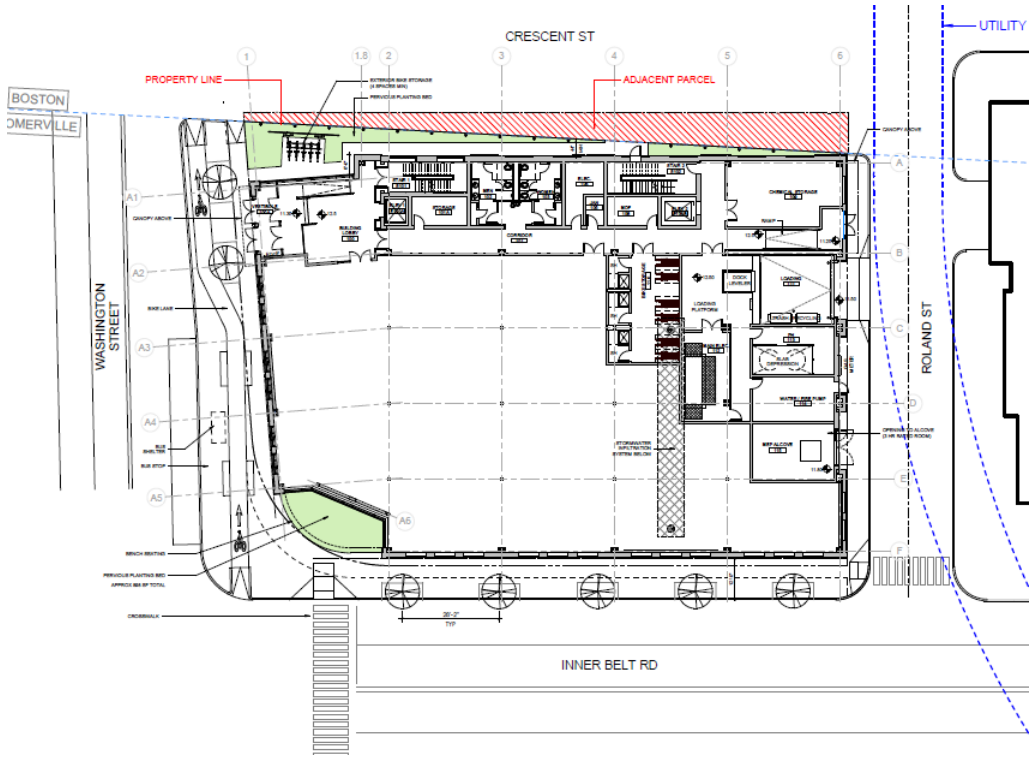
The Development Site is bounded by Washington Street to the north, Innerbelt Road to the west, Crescent Street to the east, and the future Roland Street Extension associated with the previously approved project at 20 Innerbelt Road to the south.

As the site is currently utilized as a surface parking lot, there are no existing structures in place at the Development Site.

Site Constraints

Roland Street Extension Designation

As shown in the below Plot Plan, the Development Site is bounded on the south by the future Roland Street Extension. This public way will be dedicated to the city by the developer of 20 Innerbelt Road, and was approved along with the aforementioned project. The Roland Street Extension is a thoroughfare located within the block and providing access to the rear of 20 Innerbelt Road and the associated parking structure, loading facilities and utilities access for the 10 Washington Street project, and access to storage areas. With the above considerations, the Somerville Planning and Zoning Department has confirmed that the Roland Street Extension will be designated as an Alley under the Somerville Zoning Ordinance.



Curb Cut Location

As depicted in the Plot Plan the depth of the Development Site does not allow for the curb cut location to fall outside of the 100 ft. buffer zone recommended in the Zoning Ordinance. The Somerville Planning and Zoning department has confirmed that this is an acceptable condition and conforms with the intent of the Zoning Ordinance.

Site Context

The Development Site is located east of Union Square and at the entrance to the Innerbelt neighborhood. This locus places the site within the a "transform area," which is an area identified by Somerville's Comprehensive Plan 2010-2040 (SomerVision 2040) that is anticipated to absorb 85 percent of new development in Somerville.

The Development Site is located across from the Holiday Inn and adjacent to the 20 Innerbelt Road multifamily apartment development currently under construction.

The Development Site is located within a commercial corridor that connects the Cities of Boston and Somerville. The current condition of the streetscape is unwelcoming to cyclists and pedestrians. The Project will widen the public way along the Inner Belt Road and Washington Street property lines to allow for a 12' public way, inclusive of a sidewalk and furnishing zone to improve the existing pedestrian experience and increase greenery along Washington Street and Innerbelt Road.

The Development Site is located ½ of a mile from the future East Somerville Green Line Extension Station and less than 1/3 of a mile from the Sullivan Square Orange Line Station. Additionally, the Development Site is in immediate proximity to multiple MBTA bus routes including the 86, 91, and CT2 routes, which stop at the corner where the Development Site is located. Public Transportation provides access to Downtown Boston, the Seaport, Kendall Square, Harvard Square and other predominant locations in the Greater Boston area.

The Development Site is also located one and a quarter mile from Kendall Square/MIT to the south in East Cambridge, a predominant hub for technology and the life sciences industry, and less than two miles from Boston's Financial District to the south and Harvard University to the west. The Project is less than ¾ of a mile from Union Square and the restaurants and neighborhood amenities located in that neighborhood, and less than ½ mile from the Assembly Row and the neighborhood amenities found in the area. Small scale local restaurants and amenities are also available in the immediate Project area.

Project Description

The Project consists of the construction of one Commercial Building that comprises up to:

- 78,000 sf of lab/R&D/office uses
- New Landscaped and Public Realm Improvements

The Project anticipates the final mix of uses will vary between Office, Laboratory, and Research and Development uses depending on market conditions at the time the Project is constructed, but will not exceed the approximately 78,000 sf presented in this application and the maximum impacts as analyzed herein.

Design Summary

Massing and Height

The Project design consists of one four-story building on the approximately ½ acre Development Site. The first floor will house lobby, bike storage, changing and shower, building amenities, building support, loading, electrical/mechanical, and lab/R&D/office tenant suites. Floors 2 through 4 will be lab/R&D/office use. The mechanical penthouse and screened roof areas are located above floor 4.

To invigorate the high-visibility portions of the development site, special emphasis was placed on the corners of the building facing the Washington/Innerbelt intersection and the Project's corner presenting down the Sullivan Square/Washington Street sight corridor. At these focal points the building's brick façade cuts away and is replaced by glass to allow more clear views into the building, allowing a greater sense of interaction between the building and its environment.

The building's floor to floor height is designed to allow for a broad mix of uses, meeting or exceeding the Zoning Ordinance's minimums for the CI district.

Character and Exterior Materials

The project will capitalize on the historic brick and beam design found elsewhere in the immediate neighborhood while including distinct gestures to the contemporary at critical sightlines and viewpoints. The façade will consist of red brick, dark metal frame lintels around the fenestration, with the inclusion of two dramatic curtain wall cut-away sections. Penthouse equipment will be screened by a metal panel system with a dark finish intended to reduce the visual impact of the rooftop mechanical elements of the building.

The Project will employ the use of a steel and Cross Laminated Timber structure to increase the Project's embodied carbon and utilize renewable building materials. 10 Washington Street will be a transformative building on a high visibility site that provides a clear example of sustainability and innovation to local residents and employers, bringing the Project's Brick and Beam heritage into the modern day.

Zoning Compliance Summary

The summary in the table below outlines the building's conformance to key requirements of the Zoning Ordinance. The Development Site is located within the Commercial Industrial (CI) Zoning District, and the Project is consistent with the Commercial Building type as described in section 6.3.7 of the Zoning Ordinance.

Zoning Compliance Table:

	Permitted	Proposed	Code Section	Compliant
Proposed Building Type	**Commercial Building**		**6.3.6**	**Yes**
Lot Dimensions/Coverage				
Lot Width (min)	30 ft	93 ft	6.3.7	Yes
Lot Coverage (%) (max)	100%	88%	6.3.7	Yes
Green Score	0.2 Min	0.23	6.3.7	Yes
Building Setbacks				
Primary Front Setback (min/max) (ft.)	0 ft	3 ft	6.3.7	Yes
Secondary Front Setback (min/max) (ft.)	0 ft	0 ft	6.3.7	Yes
Side Setback (min)	0 ft	0	6.3.7	Yes
Rear Setback (min)	10 ft	N/A	6.3.7	N/A
Main Massing				
Building Width (max)	300 ft	175 ft	6.3.7	Yes
Façade Build Out (min)	80%	98%	6.3.7	Yes
Floor Plate (max)	50,000	19,130	6.3.7	Yes
Ground Story Height (min)	14 ft	16 ft	6.3.7	Yes
Upper Story Height (min)	10 ft	15 ft	6.3.7	Yes
Building Height (stories) (max)	4 stories	4 stories	6.3.7	Yes
Max Building Height	65 ft	61 ft	6.3.7	Yes
Roof Type	Flat	Flat	6.3.7	Yes
Façade Composition				
Ground Story Fenestration (min)	15%	23%	6.3.7	Yes
Upper Story Fenestration (min/max)	15%	20% - 23%	6.3.7	Yes
Blank Wall (max)	50 ft	N/A	6.3.7	Yes
Entry Canopy				
Width (max)	Equal or Greater to Width of Doorway surrounded or exterior casing it is mounted over.	22'-10"	6.3.8.f	Yes
Depth (max)	3 ft	3'	6.3.8.f	Yes
Clearance (min)	8 ft	14'-2"	6.3.8.f	Yes
Front Setback Encroachment (max)	100%	0%	6.3.8.f	Yes
Lobby Entrance				
Width (min/max)	15 ft / 30 ft	17 ft	6.3.8.g	Yes
Recessed Entrance Width (max)	15 ft	7'-2"	6.3.8.g	Yes
Recessed Entrance Depth (max)	5 ft	8 in	6.3.8.g	Yes
Parking				
Off-Street Vehicle Parking (min)	**1/1000 sf min ([78] Spaces)**	**0/1000 sf (0 spaces)**	**6.3.13**	**Seeking Special Permit**
Bicycle Parking (Long-Term)	1/3000 sf min (26 spaces)	1/3000 sf (26 spaces)	6.3.13	Yes
Bicycle Parking (Short Term)	1/20,000 sf min (4 spaces)	1/20,000 sf (7 spaces)	6.3.13	Yes
Permitted Use				
Permitted Use	Office/Lab/Research & Development	Office/Lab/Research & Development	6.3.11	Yes

Public Realm Improvements

The Project's landscape design is focused on improving the Development Site's environmental sustainability through the use of native species which require limited or no irrigation. The proposed landscape design improves on the existing conditions of the site, which currently consists of almost 100 percent impervious coverage with aging asphalt parking lots. The Project's street-level improvements include up to 925 sf of new publicly visible green scape.

The project team has worked closely with the City's Mobility and Engineering department to develop a plan to improve the existing bus stop along the Washington Street site frontage. These new designs will include a new bike lane, a new bus enclosure, substantial curbing and streetscape improvements, and a public transportation tracking screen. The documents included in this Application reflect a conceptual design approved by Planning & Zoning, and the City's departments. The Planning and Zoning department has determined that the refinement of the bus stop designs will be handled through the Thoroughfare Permit Process.

Parking and Mobility

Vehicular Parking

The Project is seeking a special permit to reduce the minimum required number of parking spaces on the Development Site from [78] to no parking spaces. While no additional parking will be added with the Project, 78 unbundled parking spaces are available (but not required) to be leased by future tenants of 10 Washington Street in the neighboring structured parking garage at the Residences at Innerbelt at 20 Innerbelt Rd. The proposed parking plan is consistent with SomerVision 2040 because the Project creates new employment opportunities with strong access to key public transportation infrastructure such as the MBTA Orange Line, Red Line, and MBTA bus Line 91 and 86, and encourages use of these public transportation options. Furthermore, because the Project will have access to parking spaces immediately south of the Development Site in the structured parking garage at 20 Innerbelt Road, the supply and demand of on-street parking will not be negatively impacted by the Project. Finally, the mobility management programs – including bike share, rideshare, and other transportation development management programs – ensures that there are robust programs in place to incentivize the use of alternative means of transportation and reduce demand for vehicular parking at the Development Site. With these provisions, the Project is expected to generate fewer than 50 new vehicle trips on the surrounding roads under peak-hour conditions. This translates into fewer than one additional vehicle per minute, which will not result in any perceptible impact. The absence of any new parking constructed as part of this Project will discourage use of automobile traffic to the Site and effectively will control trip generation.

Bicycle Parking

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. In the current design, the bicycle parking needs for the Project will be accommodated through the provision of long-term secured storage within the building and short-term bicycle parking around the proposed building. Employees with have secure access to a bike storage room on the ground level of the building with the capacity for 26 bicycles, lockers for personal belongings, changing rooms, and showers. Outside the building, in close proximity to the building's entrance, short-term parking for up to 7 bicycles will be installed for the building's users and visitors.

The project is also within a ¼ mile of the Bluebikes station at the intersection of Washington Street and Myrtle Street in Somerville. Through its ongoing discussions with the Somerville Mobility Division, a new 19-dock Bluebikes station will be installed as part of this Project at a nearby off-site location to be identified through further consultation with the Project team and the City.

Sustainability

The project has been designed to comply with the requirements of the Zoning Ordinance for new development over 50,000 sf, including LEED Platinum Certifiability. Some of the key elements contributing to the project's Platinum Certifiability status are:

Integrative Process – The project team have engaged in discussions regarding environmental sustainability from the earliest concept drawings. Considering the building's use as a lab facility, consideration for mechanical equipment loads and efficiencies have been paramount to the design, providing considerable influence to the building's size, structure, and internal layout.

Location & Transportation – The project is positioned exceptionally well to take advantage of a number of nearby, and in some cases, directly adjacent resources. The project team has included changing rooms and bike storage opportunities in the building for future tenant use to encourage alternative transportation methods to and from the property.

Sustainable Sites – The building will incorporate a combination white roof membrane and vegetated green roof to minimize heat island effect and improve access to outdoor vegetated spaces. Considering the current use as a paved parking lot, we anticipate the local reduction to heat islands will be significant from one material to another. We also anticipate that a properly designed green roof system will mitigate roof runoff during extreme weather events.

Paradigm has agreed to incorporate binding tenant lease agreement language ensuring that future tenant buildouts will adhere to, and hopefully exceed, today's LEED standards moving forward.

Water Efficiency – The project will incorporate high efficiency, low-flow water fixtures for all domestic water flow and flush uses. There will be no provision for permanent irrigation for outdoor landscape features, which will all be designed to coordinate with seasonal New England weather. Finally, additional meters will be installed for major water use functions within the building.

Energy & Atmosphere – The building will be modeled for energy usage and compared to ASHRAE 90.1-2010 standards. The team is anticipating an overall energy cost reduction of 35-40% over this ASHRAE standard. The building will utilize advanced energy metering and will potentially be Demand Response "ready" vis-à-vis the BAS controls. This will allow the building to shed certain loads when the grid requires it.

Materials & Resources – As required by the City of Somerville, the building will provide for the recycling of ongoing consumables through a third-party service. Regarding construction practices, the general contractor will provide a comprehensive Construction & Demolition Waste Management Plan. The results of this plan will be shared with the project team and reviewed against the team's internal goal of a minimum rate of 90% CDW landfill diversion.

Indoor Environmental Quality – The building has been designed to exceed minimum ASHRAE standards for indoor air quality, including the introduction of additional outside air, the use of the building automation system to monitor and act on IAQ events, and the separation of any potentially hazardous gases or particulates from supplied occupant air. As with material transparency disclosures, all materials that have off-gassing potential will be submitted with documentation supporting low-emitting criteria for both VOC testing, and anticipated VOC emission levels. This two-part approach ensures that new materials will not degrade interior air quality over the life of the project. Finally, the team is looking into ways to introduce as much controlled natural light as possible into the interior of the building's workspaces, and combine that natural light with properly adjusted artificial light.

Innovation & Regional Priority – The team will continue to look for opportunities for Innovation. At this time the team is targeting two allowed points for Exemplary Performance, most likely derived from BPDO documentation. The team is also considering two Innovation points dealing with ongoing consumable purchasing and community outreach. Finally, we will be petitioning for the Walkable Project Pilot Credit. In addition, we anticipate achieving four Regional Priority credits by meeting or exceeding thresholds in other areas of the LEED evaluation.

Please refer to the Sustainable and Resilient Building Questionnaire, LEED Checklist, Narrative, and Affidavit for the required sustainability documentation, which includes preliminary LEED scorecard depicting one potential path for the Project to achieve LEED V4.1 BD+C for Core and Shell Platinum certifiability.

Project Schedule

Over the coming months, the Proponent intends to work diligently with the community and the City to complete the Development Review Application, Special Permit, and Thoroughfare Permit processes.

The Proponent anticipates commencing site preparation and utility work in Q3 of 2022 and commencing site work shortly thereafter. Work for the core and shell is anticipated to complete approximately 18 months after site work is started. Tenant fit-out work will be market dependent, but is anticipated to be completed around 12-18 months after completion of core and shell.

Regulatory Context

Consistency with SomerVision 2040

The Project was developed with special consideration to the SomerVison 2040 plan as endorsed by the Somerville Board of Alderman (now known as the City Council), and adopted by the Somerville Planning Board in April of 2012. The primary goals of SomerVision are to:

- Enhance Existing Commercial Corridors
- Emphasize Pedestrian and Transit Oriented Planning and Design
- Transform opportunity areas on the eastern and southern edges of Somerville; and
- Focus development on new pedestrian-oriented public spaces.

The City recently completed a comprehensive update that expands the SomerVision plans and goals to the year 2040 (SomerVision 2040).

As proposed, the Project will provide a transformative development in an underutilized area along a key commercial corridor, delivering a modern and highly sustainable office/R&D/lab building featuring public realm improvements, and innovative work environments. The project is located along high-traffic public transportation routes which allow for multi-modal pedestrian access and encourage alternative transportation methods. The Project is consistent with the SomerVision 2040 goals and conforms with the Somerville Zoning Ordinance.

Public Process Overview

Neighborhood Meetings

The Proponent has met with and received feedback from multiple City agencies, elected officials, abutters, and community stakeholders. These stakeholders include, but are not limited to:

- Somerville Department of Planning and Zoning
- Somerville Mobility Department
- Somerville Engineering Department
- Somerville Public Space and Forestry Department
- Somerville Urban Design Commission

A pre-submittal meeting was held with the City of Somerville on September 21st, 2021. Prior to and during production of the DRA, the Project Team met with City staff from multiple departments to solicit feedback and advance the Project. Additionally, two neighborhood meetings were held on October 18, 2021, and March 15th 2022. Please refer to the Neighborhood Meeting Report for a summary of the key topics discussed during the neighborhood meetings.

These discussions covered a broad array of topics, including urban design and improvements to the public realm, sustainability and LEED Certifiability, project density and space usage, and a discussion of the proposed special permit for a reduction of parking at the March 15, 2022, neighborhood meeting. The Project Team welcomes the input of the community, governmental agencies, neighbors, and other stakeholders and will continue to meet with the community and others as the Project moves through the development review process.

The Project was also reviewed by the Urban Design Commission (UDC) on November 23, 2021, and February 1, 2022. Refer to Urban Design Review Report for a summary of the UDC's key recommendations and a description of the changes to the proposed development made because of the UDC feedback.