



COORDINATED DEVELOPMENT SPECIAL PERMIT APPLICATION

UNION SQUARE REDEVELOPMENT

Submitted to the City of Somerville | September 18, 2017

Union Square Station Associates LLC
31 Union Square, Somerville, MA 02143



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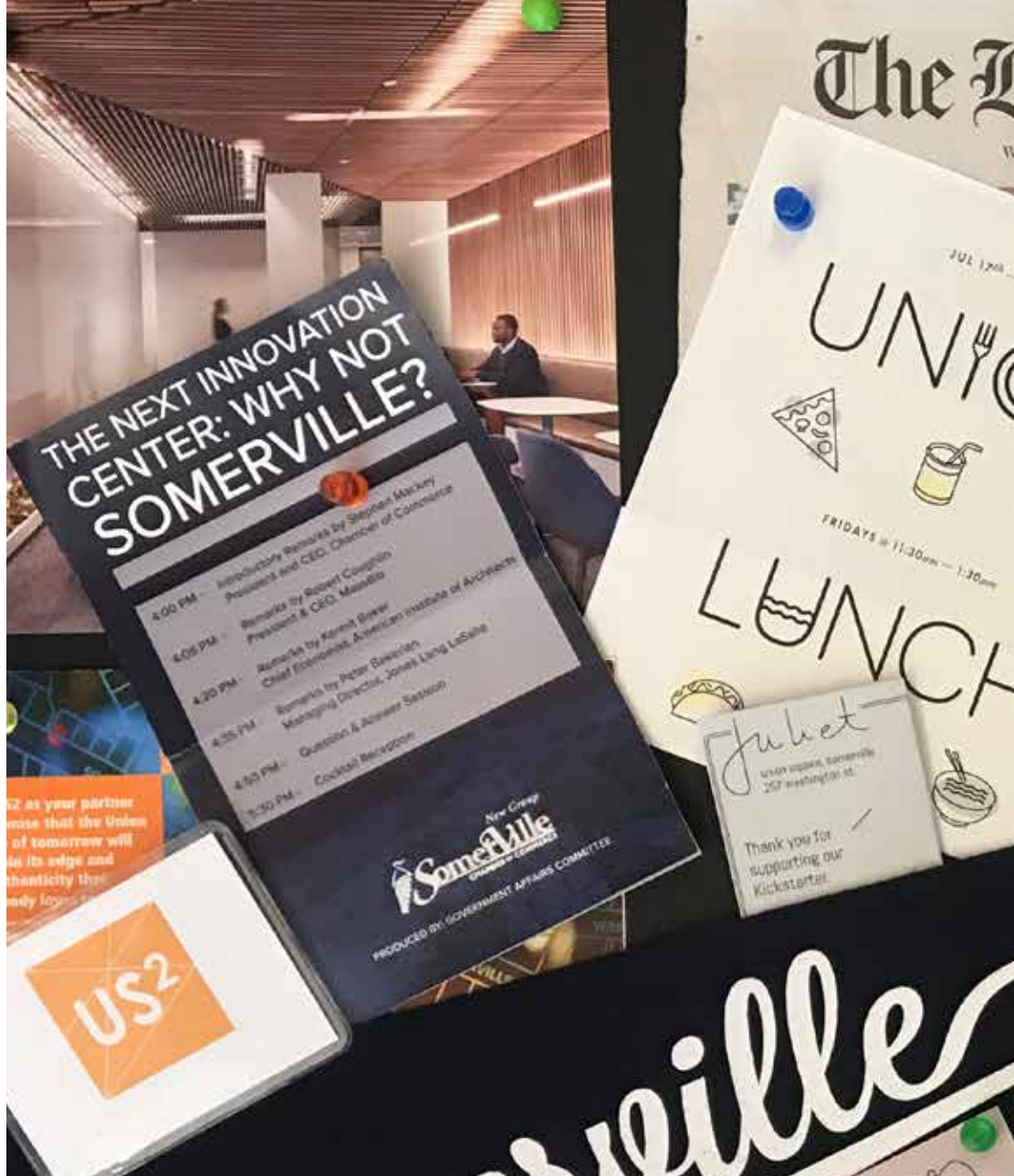
1. APPLICANT INFORMATION (UNDER SEPARATE COVER)

2. NEIGHBORHOOD MEETING MATERIALS (UNDER SEPARATE COVER)

3. CIVIC SPACE ANALYSIS (UNDER SEPARATE COVER)

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TRANSPORTATION IMPACT STUDY
MOBILITY MANAGEMENT PLAN



APPLICANT INFORMATION
PUBLIC PROCESS OVERVIEW
DEVELOPMENT SITE



Boston Globe

WEDNESDAY, APRIL 5, 2017

Green Line extension gets back on track

US approves new cost estimate, paving way for scaled-back project

By Nicole Deegan
The long-delayed Green Line extension to Somerville and Bedford should be back on track in January with the approval of the new cost estimate for the \$2.3 billion project that does up nearly 400,000 sq ft of space where and if the project would be in over \$1 billion.

\$2.3 billion
Cost of new line extension

OFFICE PROJECTS - 7.5+ million square feet

2nd Saturdays
UNION SQUARE
AUGUST 13TH
OFFERS & GUIDE

DECEMBER 13th 2015
UNION SQUARE
HOLIDAY STROLL

SEP 19th
ON
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Out of the Shadow of Boston and Somerville
Like its narrow, hilly streets, Somerville, just north of Cambridge, has seen its share of ups and downs. "Somerville" was a name given to the area by the painter Winsor Homer, whose Water Hill gang was headquartered there. But this densely populated New England city of about 70,000 residents is coming into its own as a new alternative to both Boston and Cambridge, with vibrant events and cool cultural institutions like the AgCenter. The city is a major hub, Union Square has been transformed into a vibrant farmers' market, plus new businesses like the outdoor farmers' market Something Good and the American Brewing Co. are making waves.



PROJECT INTRODUCTION



Where Ideas Go To Work

INFO

OF SOMERVILLE, MA
Community Path Extension Context

to see future?
eas?
US2

Green Line extension gets back on track

US approves new cost estimate, paving way for scaled-back project

By Michael O'Connell
The long-delayed Green Line extension to Somerville and Lynnfield cleared a major hurdle in Tuesday when the approval of the new cost estimate for the \$2.3 billion project that does not include a station where the project would cross the highway. The federal government had previously estimated the project at \$2.3 billion.

\$2.3 billion

2nd Saturdays
UNION SQUARE

AUGUST 13TH
OFFERS & GUIDE

DECEMBER 13th 2015

UNION SQUARE

HOLIDAY STROLL

OFFICE PROJECTS - 7.5+ million square feet

Out of the Shadow of Boston and



What's So Good About

CUPPOW

Plan Union Square

Where Ideas Go To Work



US²

APPLICANT INFORMATION

Union Square Station Associates LLC (US2), the Applicant, is the Designated Master Developer for the *Union Square Revitalization Plan*, a M.G.L. Chapter 121B “Urban Renewal Plan”. US2 is a diverse group of industry experts located in Somerville and Boston assembled specifically for Union Square's revitalization. We have been working in partnership with the community, the Somerville Redevelopment Authority, and the City of Somerville since 2014 to realize the shared vision for the Union Square future that was envisioned in *SomerVision* and further refined in the *Union Square Neighborhood Plan*. We look forward to collaborating with you to implement the plans for Union Square. By bringing our shared vision to life, we can deliver on the goals of *SomerVision* and create a revitalized Union Square that we can all be proud of.



CONTACT INFORMATION

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LEGAL STANDING

Pursuant to Section 6.7.5.C.4.a. of the Somerville Zoning Ordinance, Applicant has demonstrated ownership or site control of the Property through a Master Land Disposition Agreement dated May 2, 2017 with the Somerville Redevelopment Authority (a copy of which is attached to this Application as Appendix 1) pursuant to the *Union Square Revitalization Plan* and the provisions for 760 CMR 12.05). Any existing legal judgments, actions, covenants, conditions, and/or restrictions that may control development of the Property are identified on the title reports attached as Appendix 1 as well as the MLDA and that certain Development Covenant dated June 8, 2017 by and between Applicant and the City of Somerville. Copies of the vesting deeds for the parcels comprising the Property are attached as Appendix 1.

APPLICATION FORM

Please find a copy of our completed Application Form on the following page (Figure 1).

ADDITIONAL APPLICANT INFORMATION

Please see Appendix 1: Applicant Information for the following additional required information:

- Title Commitments
- Deeds
- Beneficial Interests Disclosure
- Campaign Ordinance Disclosure



FIGURE 1: APPLICANT FORM



CITY OF SOMERVILLE
MASSACHUSETTS

Joseph A. Curtatone, Mayor
Office of Strategic Planning and Community Development (OSPCD)
City Hall 3rd Floor, 93 Highland Avenue, Somerville, MA 02143
(617) 625-6600 ext. 2500

COORDINATED DEVELOPMENT SPECIAL PERMIT APPLICATION • COVER PAGE

In accordance with Article 5 of the Somerville Zoning Ordinance, the undersigned hereby petitions the Somerville Planning Board for a Coordinated Development Special Permit for the premises identified below.

Location SEE THE PROJECT INTRODUCTION OF THE ATTACHED APPLICATION
 Zoning District UNION SQUARE OVERLAY DISTRICT
 Applicant UNION SQUARE STATION ASSOCIATES LLC
 Address 31 UNION SQUARE, SOMERVILLE, MA 02143
 Contact Information 617-804-1000 Phone GREZ@UNION SQUARE STATION ASSOCIATES.COM Email

Applicant Signature:

In circumstances where the Applicant is a party to a Land Disposition Agreement with the Somerville Redevelopment Authority, pursuant to the provisions of 760 CMR 12.05, the following section must be completed.

I hereby authorize the Applicant UNION SQUARE STATION ASSOCIATES LLC
 to apply for COORDINATED DEVELOPMENT SPECIAL PERMIT PURSUANT TO SECTIONS 5.B AND 6.7.5.C AND RELATED SPECIAL PERMITS PURSUANT TO SECTIONS 6.7.11.F, 6.7.6.A.3 AND SECTION 6.7.6.B.3 OF THE ORDINANCE.
 for premises located at SEE THE PROJECT INTRODUCTION OF THE ATTACHED APPLICATION
 subject to the agreement titled MASTER LAND DISPOSITION AGREEMENT
 effective on the date MAY 2, 2017

Signature:
(Chair of the Somerville Redevelopment Authority)

CITY OF SOMERVILLE USE ONLY		
CASE NUMBER	_____	
ZONING DISTRICT(S)	WARD/ALDERMAN	_____
SPECIAL PERMIT(S) REQUIRED?	<input type="radio"/> YES	<input type="radio"/> NO
VARIANCE REQUIRED?	<input type="radio"/> YES	<input type="radio"/> NO
FILING FEE	ADD FEE	LIST FEE
PRE-SUBMITTAL MEETING DATE	_____	<input type="radio"/> COMPLETED
NEIGHBORHOOD MEETING DATE	_____	<input type="radio"/> COMPLETED
PUBLIC HEARING DATE	_____	<input type="radio"/> COMPLETED

CITY CLERK STAMP

PUBLIC PROCESS OVERVIEW

Years ago, during the creation of the City of Somerville's first City-wide comprehensive plan (*SomerVision*), the City of Somerville and its residents had the foresight to plan for the future. Rather than allowing piecemeal residential development to gobble up underutilized properties, the community developed a more strategic approach to growth and envisioned Union Square as a vital, vibrant mixed-use and transit oriented employment center. A new Union Square Green Line transit stop would serve as a catalyst for commercial development that could shift the tax base and provide local job opportunity, add affordable housing, create new open spaces and help address critical infrastructure needs.

Since setting this goal for Union Square in *SomerVision* in 2012, the City has been working continuously and closely with community stakeholders through a series of related community-based processes focused on realizing its goals. The process started at a macro-level with the City-wide comprehensive plan and at each subsequent step in the process, is getting more detailed as it moves from City-wide to the Union Square neighborhood to the revitalization blocks (i.e. D Blocks) and ultimately, to specific building and civic space design review.

This Coordinated Development Plan (CDP) application, a zoning requirement, is the next step in the overall process and is focused on defining an

overall vision, program and phasing for the multi-lot D Blocks development. Once the Coordinated Development Plan is approved by the Planning Board, specific buildings will be reviewed through the Site Plan and Design Review public process before construction will begin. As the first project phase (Block D2) proceeds through Site Plan and Design Review, it is anticipated that Massachusetts Environmental Policy Act (MEPA) certification and community benefits agreement negotiation with the to-be-formed Neighborhood Council will proceed concurrently. Construction start for the first project phase (Block D2) is anticipated in mid-2018.

At US2's CDP Neighborhood Meeting, several participants asked how they can keep updated as the process moves forward. Both the City of Somerville (planning@somervillema.gov) and US2 (info@unionsquarestationassociates.com) maintain email distribution lists so periodic updates can be provided. Please email either or both emails in order to request to be added to the respective list.

In order to provide a foundation for the details of this Coordinated Development Plan application, summaries of the community-based process steps that preceded this application are described herein.



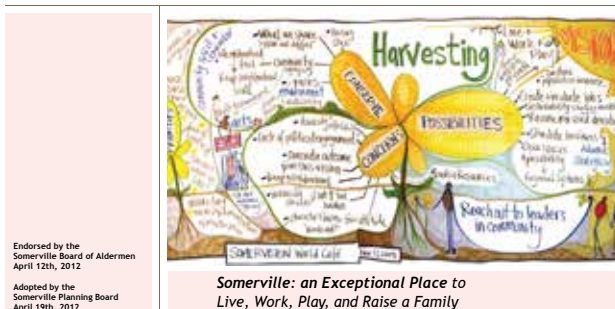
SOMERVISION

In 2012, the City of Somerville adopted its first City-wide comprehensive master plan, *SomerVision*, an award-winning community-driven plan. *SomerVision* built consensus around strategies to preserve Somerville’s identity as an accessible, mixed-income, multi-cultural City; while at the same time outlining an actionable policy agenda to invite and leverage

public and private investment in transit-oriented development. The Mayor’s Office of Strategic Planning & Community Development coordinated the four-year project with a 60-member Steering Committee comprised of residents, business owners, nonprofit agencies, and elected officials.

SomerVision provides a policy framework that captures community perspectives about diversity, community, economy, accessibility, sustainability, and innovation to guide future decisions made in neighborhood planning and capital projects. During the development of *SomerVision*, a series of public workshops helped the community articulate these shared values.

One of the goals in *SomerVision* is to “Transform key opportunity areas, such as...Union Square into dynamic mixed-use and transit oriented districts that serve as economic engines.”





UNION SQUARE REVITALIZATION PLAN

In 2012, the Somerville Redevelopment Authority (SRA), Somerville Board of Aldermen, and the Massachusetts Department of Housing and Community Development approved an Urban Revitalization Plan for Union Square pursuant to M.G.L. Chapter 121B. This plan provided the City with the tools to promote revitalization and to coordinate redevelopment of parcels within walking distance to future Union Square Green Line station in a manner that fully captures the value that new transit service can bring to the neighborhood. The plan prepared a path to fix sub-standard infrastructure, spur critical transit improvements and establish Union Square as a place for commercial development.

The *Union Square Revitalization Plan* identifies seven development parcels (the D Blocks) and initiated a process to select a master development partner that could guide redevelopment of those parcels into a mid- to high-density urban employment center. The plan also granted the SRA the power to acquire and dispose of property in order to realize the plan's goals.

MASTER DEVELOPER SELECTION

In June of 2014, after an extensive competition that included a public outreach and interview process, the SRA selected US2 as the designated Master Developer for the seven D Blocks identified in the 2012 *Union Square Revitalization Plan*. A Master Developer is a private real estate entity with the experience and capability to engage in public-private partnerships, to work with existing property owners, to finance and develop projects in order to realize the plan's goals, and to recruit commercial tenants through targeted marketing.

Selection of a Master Developer began in January 2013 through the issuance of a Request for Qualification. There were nine responses to the RFQ. With help from the Union Square Civic Advisory Committee (CAC), the SRA shortened the list to four teams. In the summer of 2014, City staff, CAC members, SRA members, and Aldermen toured featured projects of the remaining four development teams before selecting US2.

UNION SQUARE NEIGHBORHOOD PLAN

In May 2015, the Planning Board adopted the *Union Square Neighborhood Plan* after a 17-month community-based planning process that focused on implementing *SomerVision* at the neighborhood scale. The process included workshops, presentations and a three-day design charrette where different development alternatives and possibilities for both the neighborhood and the D Blocks were explored.

The award-winning plan provides a 20+ year strategic direction for the 400-acre Union Square neighborhood. A primary goal for the plan is to evolve Union Square into a mixed-use transit-oriented urban employment center. The plan explored policy approaches to minimizing displacement and capturing community benefits from the development. In order to improve access to open space, the neighborhood plan envisioned 15% of new development areas being dedicated to high-quality open spaces. Perhaps the most inventive portion of the plan focused on reimagining the public realm and converting existing right-of-ways into complete streets that prioritized pedestrians and cyclists over vehicles.

For the D Blocks, the neighborhood plan process led to a direction for program mix (60% commercial and 40% residential), individual site massing/height as well as overall program size (approximately 2.3 million square feet). Density and heights were carefully considered in order to capitalize on the economic growth and development that can come from development near the new transit while being sensitive to how the new development is woven into the existing neighborhood fabric. A critical mass of development density was desired in order to attract private investment as well as help fund community and public benefits (including the MBTA Green Line, infrastructure and community priorities).



MASTER LAND DISPOSITION AGREEMENT

In May 2017, after public review and discussion, the SRA executed the Master Land Disposition Agreement (MLDA) with US2 that sets the terms for acquisition and redevelopment of 15.7 acres of land designated in the Union Square Revitalization by US2. The agreement specifically outlines the purchase terms for the first phase of the development, the D2 Block that is currently owned by the City/SRA. It also identifies the process for acquisition and development of the other D Blocks, including schedule commitments related to overall development and construction of individual projects. The agreement also defines SRA recourse for US2 non-performance.

UNION SQUARE ZONING APPROVAL AND DEVELOPMENT COVENANT

Most recently, in June 2017, the Somerville Board of Alderman voted 9-1 to approve a zoning overlay district for the D Blocks in Union Square. The process began in mid-2016 and included many public meetings, presentations on topics of community or alderman interest and two public hearings. The zoning serves to codify the requirements of the Union Square Neighborhood Plan and regulate the development on the D Blocks. The details of

the zoning were carefully considered resulting in requirements for a minimum of 60% commercial development, 20% affordable housing, height and bulk regulations, ground floor use requirements, arts & creative economy uses and more. Based on community feedback, the final approved zoning requires 25% open space, an increase over the 15% contemplated in the neighborhood plan.

In parallel with the zoning process, US2 negotiated and executed a Development Covenant with the City of Somerville that addresses public and community benefits that were not part of the zoning or MLDA requirements. The covenant includes \$19.2 million of US2 cash contributions to the Green Line, infrastructure, jobs linkage and community benefits as well as US2's commitment to give priority to qualified Somerville residents and veterans for construction jobs. Additionally, in response to stakeholder feedback and to demonstrate US2's commitment to commercial development, US2 agreed that it would not start a residential project beyond D2 until the second commercial project on a D Block started construction. Finally, the covenant includes US2's written commitment to negotiate a community benefits agreement with the to-be-formed Neighborhood Council.

DEVELOPMENT SITE

PROJECT LOCATION

Union Square enjoys an enviable location just 2.5 miles northwest of downtown Boston and immediately north of and abutting Cambridge. Union Square is easily accessible from I-93 and from a number of local routes 1, 28 and 99 connecting it in all directions to the broader Boston metropolitan region. The location will become increasingly desirable as a result of significant infrastructure improvements that are part of the MBTA's Green Line Extension (GLX) project to build a new light rail station at Union Square and extend public transit service to the area and connect it to other economic centers. Union Square is well-situated to benefit from the spillover of commercial clustering activity in Kendall Square, as well as from its proximity to educational institutions (MIT, Harvard and Tufts). The area is also undergoing gradual transformation as the City implements progressive traffic management measures and invests in street improvement plans that will provide infrastructure support and maintain the connectivity needed as the neighborhood faces inevitable growth and aspires to evolve into Somerville's downtown.

The formation of the development site dates back to the *Union Square Revitalization Plan* in 2012, which identified an opportunity to redevelop the area and transform parts that contributed to decadence and

blight. This plan would take advantage of new transit to spur economic growth, create new jobs, upgrade infrastructure and secure new public open space. The development site is entirely located within the Union Square Revitalization Area and comprises multiple non-contiguous parcels, each made of one or more lots, that are interspersed around Union Square Plaza and across the MBTA railroad tracks to Webster Street, along the western edge of Boynton Yards. The parcels front onto Somerville Avenue, Washington Street, Warren Street, Prospect Street and Webster Street. Surrounding the development site, to the north, is the Prospect Hill neighborhood, which is predominantly residential with a historic identity and stunning views. To the east is McGrath Highway and the Inner Belt and blocks of largely industrial uses. To the west are the residential neighborhoods of Spring Hill and Ward Two. And to the south is the mixed-use Cambridge neighborhood of Inman Square.

The extensive planning for Union Square's revitalization included the community-driven planning process that resulted in the first City-wide comprehensive plan, *SomerVision*. Consistent with the Revitalization Plan, *SomerVision* identified the development site area as locations to be enhanced or transformed.

FIGURE 2: LOCUS MAP



DEVELOPMENT SITE

The following development site map (Figure 3) depicts the seven development parcels known as the “D Parcels” (hereinafter D Blocks) which were designated for redevelopment in the approved *Union Square Revitalization Plan*, an urban renewal plan pursuant to M.G.L. Chapter 121B. Each D Block consists of one or more lots, such as D1, D2, D3 and D6, and some D parcels represent an assemblage of non-contiguous lots, such as D4, D5 and D7. Many of the D Parcels currently have multiple owners. The Development Site as defined in the Union Square Zoning Ordinance for this application includes all of the parcels in aggregate and totals 684,374 square feet.

The **D1 Parcel** or **D1 Block** is referred to as the “Civic Block” and is bordered by Washington Street to the North, Prospect Street to the West, Somerville Avenue to the South and Merriam Street to the East. D1 has multiple owners and is currently owned and/or occupied by Ricky’s Flower Market, the City of Somerville Public Safety Building, Fred M. Susan & Sons Auto Painting shop and a two-family house.

The **D2 Parcel** or **D2 Block** is also referred to as the “North Prospect Block” and is bordered by Somerville Avenue to the North, Prospect Street to the West, the MBTA Fitchburg Line right-of-way to the South and several privately owned parcels facing Allen Street to the East. D2 is entirely owned by the Somerville Redevelopment Authority or City and is largely vacant. The site is being prepped for the first phase of redevelopment.

The **D3 Parcel** or **D3 Block** is also called the “South Prospect Block” and is bordered by the MBTA Fitchburg Line right-of-way to the North, Prospect Street and Webster Avenue to the West/Southwest and Columbia Street/Windsor Place to the South. The D3 Parcel contains three lots occupied by Beacon

Sales (50 Webster Avenue) and Royal Hospitality Services (56 Webster Avenue and 520 Columbia Street).

The **D4 Parcel** or **D4 Block** is referred to as the “West Prospect Block” and contains three non-contiguous lots with frontage on Prospects Street and that are currently occupied by commercial auto lots and a Cross-Fit gym.

The **D5 Parcel** or **D5 Block** is also known as the “Washington Street North Block” and contains two non-contiguous lots with frontage on Washington Street currently occupied by the former United States Post Office Building a Union Gulf gas station and Monro Muffler auto shop. The two D5 lots straddle either side of Columbus Avenue.

The **D6 Parcel** or **D6 Block** is also known as the “Somerville Avenue South Block” as it is located on the south side of Somerville Avenue and is bordered by Prospect Street to the East, Everett Street to the South, and privately owned parcels fronting Webster Avenue to the West. D6 is comprised of five separate lots with commercial buildings owned and/or occupied by the following businesses: Angel Nails, Tech Auto Body, Buk Kyung Korean Restaurant, Mandarin Chinese Restaurant, Mike’s Automotive, Ebi Sushi and Dunkin Donuts.

The **D7 Parcel** or **D7 Block** is also called the “Warren Block” and contains two non-contiguous lots located on either side of Warren Avenue at Bow Street. One lot is located at the Northwest corner of Warren Avenue and Bow Street and is currently occupied by the Goodyear Auto Service Center. The second lot is a through-lot fronting Warren Avenue to the Northwest and Stone Avenue to the Southeast and is currently occupied by Citizens Bank.

FIGURE 3: DEVELOPMENT SITE PLAN

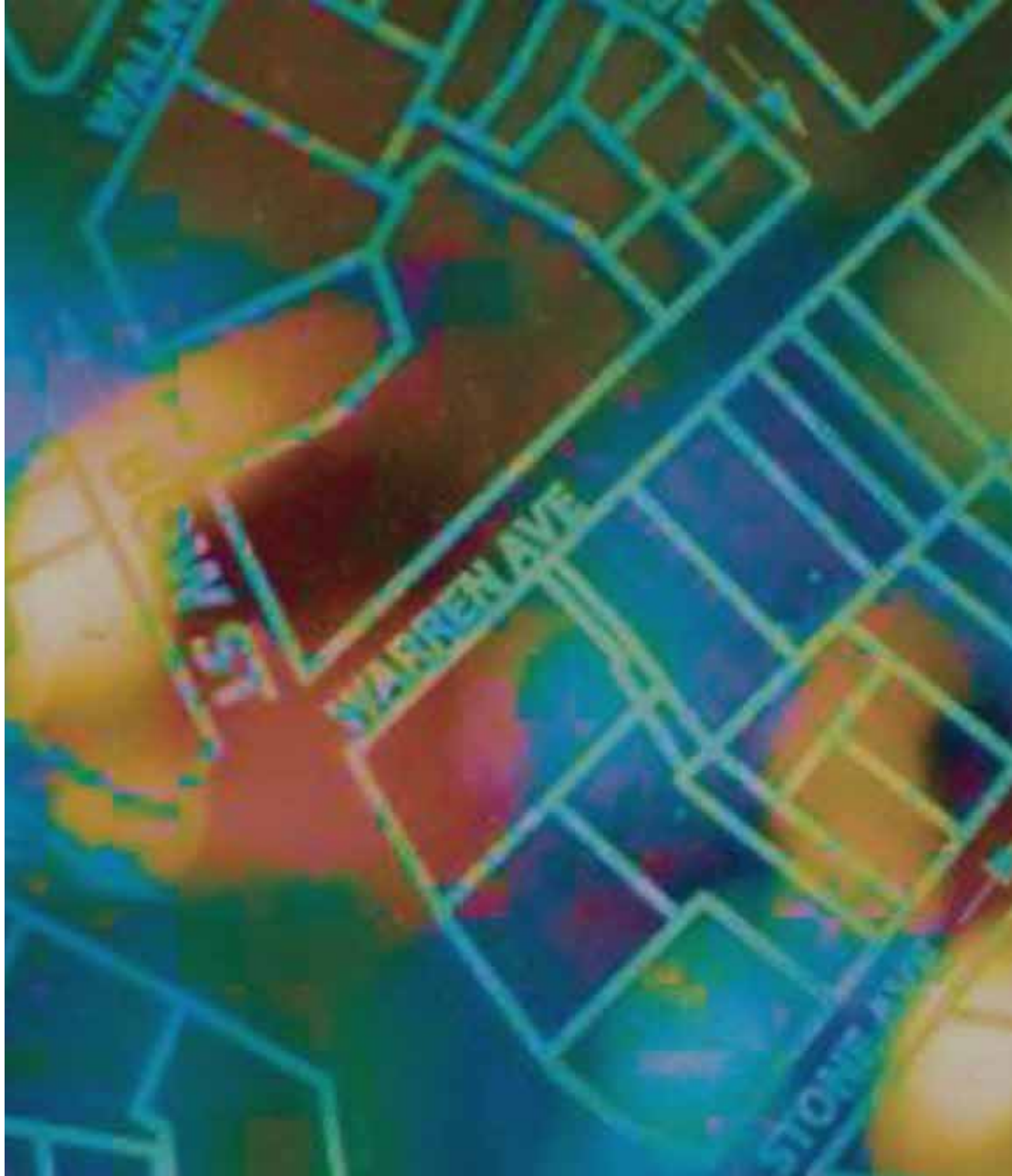


TABLE 1: THE DEVELOPMENT SITE

BLOCK / ADDRESS	LAND AREA (SF)	LAND AREA (ACRES)
D1 BLOCK "CIVIC BLOCK"		
238 Washington St. + 273 Somerville Ave.	9,739	0.22
269 Somerville Ave.	6,001	0.14
269 Rear Somerville Ave.	1,500	0.03
259 Somerville Ave. + 261 Somerville Ave	5,025	0.12
220 Washington Street	88,112	2.02
Sub-totals	110,377	2.53
D2 BLOCK "NORTH PROSPECT BLOCK"		
Multiple	186,172	4.27
Sub-totals	186,172	4.27
D3 BLOCK "SOUTH PROSPECT BLOCK"		
50 Webster Ave.	66,816	1.53
520 Columbia St.	52,581	1.21
56 Webster Ave.	59,993	1.38
Sub-totals	179,390	4.12
D4 BLOCK "WEST PROSPECT BLOCK"*		
41 Webster St.	6,578	0.15
45 Webster St.	15,667	0.36
47 Webster St.	7,264	0.17
48 Webster Ave.	5,976	0.14
35 Prospect St.	8,366	0.19
Sub-totals	43,851	1.01
D5 BLOCK "WASHINGTON STREET NORTH BLOCK"		
223 Washington St.	13,484	0.31
231 Washington St.	8,209	0.19
237 Washington St.	24,150	0.55
Sub-totals	45,843	1.05
D6 BLOCK "SOMERVILLE AVENUE SOUTH BLOCK"*		
9 Union Sq.	21,467	0.49
2 Union Sq.	15,599	0.36
298 Somerville Ave.	12,749	0.29
290 Somerville Ave.	5,270	0.12
286 Somerville Ave.	13,801	.32
Sub-totals	68,886	1.58
D7 BLOCK "WARREN BLOCK"		
41 Union Sq.	30,799	0.71
1 Bow St.	19,056	0.44
Sub-totals	49,855	1.14
TOTALS	684,374	15.71

* D4 and D6 areas calculated after Everett St. realignment as depicted on Block and Lot Plans

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PROJECT DESCRIPTION
NATURE OF APPLICATION
CIVIC SPACE
PROPOSED BUILD-OUT
TRANSPORTATION
INFRASTRUCTURE
IMPLEMENTATION OVERVIEW
PROJECT BENEFITS
BLOCK & LOT PLANS



**DEVELOPMENT
PROPOSAL**

PROJECT DESCRIPTION

The revitalization of Union Square, outlined on the following pages, represents US2’s strategy for fulfilling the multitude of goals of both the Union Square community and the greater City of Somerville identified through decades of thoughtful research and planning. It is the intent of this submission to establish a Coordinated Development Plan and subsequently return to the Planning Board for Design and Site Plan Review with detailed designs for each parcel in accordance with Section 6.7.5 of Union Square Zoning.

Utilizing the commitments set forth in Somerville’s first comprehensive plan, *SomerVision*, together with the plans for implementation identified in the *Union Square Neighborhood Plan*, this coordinated development special permit application maintains as its foundation the unique values of the community that have informed this process from the beginning. These same values, for diversity, strength of community, sustainability, innovation, and a resilient economy have informed the Union Square zoning overlay, setting the framework for the transformative development that will establish Union Square as a new regional employment center while ensuring Union Square remains a place for everyone.

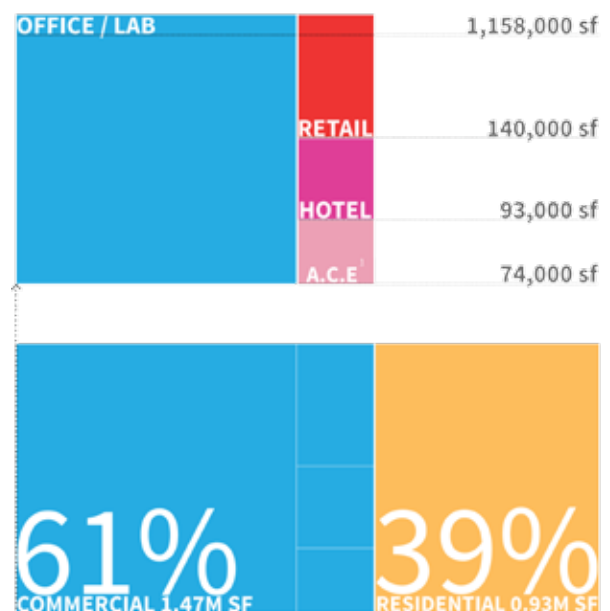
The redevelopment project is part of the state-approved *Union Square Revitalization Plan*, an urban renewal plan (M.G.L. Chapter 121B) that focuses on transit connectivity in order to prepare the area for economic development. The project area is defined by seven ‘D Blocks’ covering an area of approximately 15.7 acres, across which the project will prioritize the

achievement of planning objectives set forth in the *Union Square Neighborhood Plan*.

The proposed project will evolve Union Square into the transit-oriented, 18-hour, mixed-use urban employment center envisioned in *SomerVision*. At completion, the project will include 2.4 million square feet of new spaces in which to live, work, play and raise a family. Approximately 1.47 million square feet will be commercial spaces (61%) that will generate over 5,300 permanent jobs.

These work spaces will serve lab, office, retail, arts & creative enterprise and hotel uses that will establish Union Square as an employment center and offer a range of opportunities to local residents. Economic

FIGURE 4: PROJECT PLAN HIGHLIGHTS



research suggests that innovation job growth will stimulate job opportunities throughout the local economy. Every new innovation job has the potential to create five new local jobs (e.g. nurses, teachers, carpenters, accountants, etc.) and 60% of those new local jobs will be service jobs (*Enrico Moretti, Professor of Economics, University of California, Berkeley*).

As the neighborhood evolves, new residential units will be important to maintaining a vibrant environment, serving new workers and contributing to housing attainability for a range of residents and families. A proposed total of 933,000 SF of residential uses (39%) or approximately 900 to 1,000 new homes which will include 180 to 200 permanently affordable homes.

Over 174,000 SF of new open space, including 108,000 SF of new high-quality civic spaces, will be created as part of the development. These spaces will include a 27,000 square foot neighborhood park, a significant plaza that connects the new Green Line station to the neighborhood and a collection of other diverse and interesting civic space types that can serve a wide range of community needs.

Significant transit, infrastructure and public realm improvements will make Union Square a more complete neighborhood in which to live and work. The new Green Line station will provide transit connectivity throughout the Boston metro area, including other employment centers and areas of interest (e.g., North Station, Government Center, Copley Place, Fenway and Longwood Medical District). Updated public utility infrastructure constructed by the City of Somerville will improve service, mitigate flooding and create the capacity

for new land uses. The public right of way in Union Square will be significantly enhanced. It will prioritize the pedestrian and cyclist over the vehicle and will endeavor to implement the exciting streetscape vision included in the *Union Square Neighborhood Plan*.

The project will deliver the economic benefits that will enable the City of Somerville to better serve its residents and continue to grow as one of the most desirable places to live and work in the metro area. The project will deliver nearly \$475 million in revenue over the next 30 years in the form of permit fees, property taxes and land sale proceeds. Commercial taxes will outpace residential taxes by a ratio of 3:1 contributing to *SomerVision's* goal to reduce fiscal dependence on state aid and residential taxes.

Public and community benefits have been a priority since planning started in Union Square and the project includes a robust public and community benefits program which is valued at approximately \$100 million, and aims to address a range of community priorities (e.g. affordable housing, local jobs & workforce development, local business support, open space & sustainability, mobility and infrastructure). This includes \$19.2 million of US2 cash contributions to fund identified areas of neighborhood need, including the Green Line extension, infrastructure improvements, job linkage, and additional areas of community benefit need as identified and prioritized by the community. Lastly, US2 has committed to negotiating a community benefits agreement with the neighborhood council to address other means of collaborating to meet community objectives.

FIGURE 5: MASSING DIAGRAM

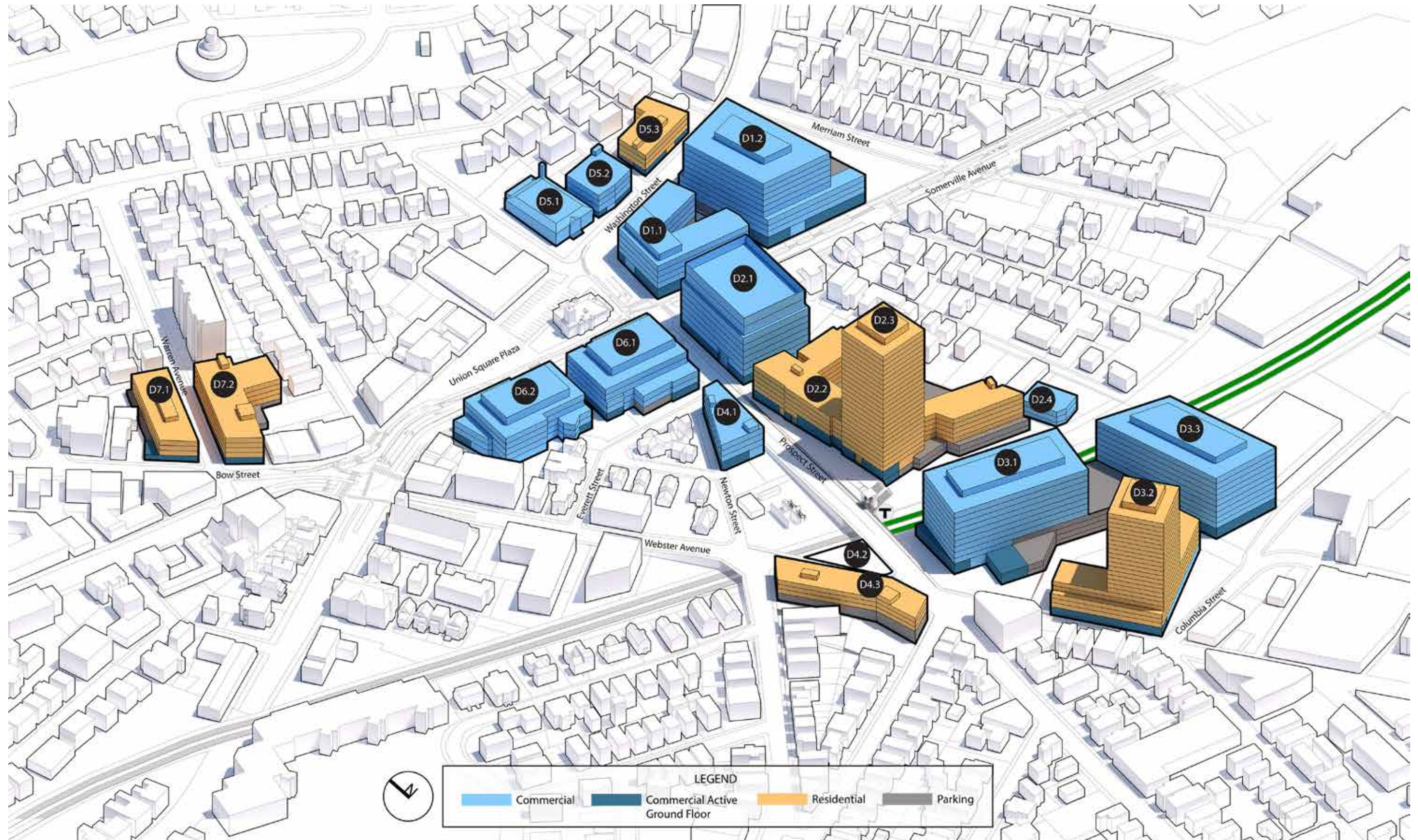


FIGURE 6: CDP CIVIC SPACE PLAN



SOMERVISION OBJECTIVES

CREATE AN EMPLOYMENT CENTER

While once a center of commerce (early 1900's), commercial development in Union Square has since been slow to occur due to a combination of factors. These range from poor transit connectivity, sub-standard infrastructure, and superior locations in the greater Boston area. The extension of the Green Line to Union Square is set to unlock the full potential of the area which boasts a highly educated workforce, 80% of which currently commutes out of Somerville for work. The redevelopment capacity of approximately 2.4 million square feet, (seen in the project overview diagram) sets as its primary focus the provision of employment opportunities by prioritizing the delivery of commercial uses. Allocating more than 60% of the planned area or 1.47M square feet to lab, office, retail, lodging, arts and other commercial service uses serves multiple purposes and provides a range of job opportunities. First, it provides opportunities for permanence for the innovators, entrepreneurs, and creative individuals that have become a defining characteristic of Union Square. The Union Square Zoning took the directive of *SomerVision*, to foster a creative economy, together with the ambitions of the Neighborhood Plan, to establish an Arts and Creative Enterprise (ACE) use category, a step further. Beyond creating a use type that could exist by-right, the ordinance requires that five percent of all commercial space created within the project support ACE users. As the greater area continues to evolve as an urban employment center, these area designations will ensure the creative economy continues to thrive.

Second, the prioritization of commercial space provides an abundance of opportunities for regional employers both large and small who are unable to find sufficient space for their operations. Somerville's favorable demographics and location paired with the supply of new space at a competitive rental rate will serve to attract and retain the businesses needed for fiscal self-sufficiency.

Similarly, the expansion provides much needed space for existing businesses that are uniquely positioned to benefit from increased commerce in the area. The synergistic nature of the overlapping uses that will share the Square will provide opportunities for existing businesses to grow and expand their footprint, evolving the square into an 18-hour urban commercial center.

In combination, the investment in commercial space will perpetuate opportunities for growth, resulting in a resilient and diverse economy that leverages the benefits that new access to transit provides. Across all commercial occupants, both those present and those to come, the objective of the revitalization remains the same: to provide opportunities for business to start, to grow, and to stay in Union Square.

NEW HOUSING WITH PERMANENTLY AFFORDABLE UNITS

The balance of the development capacity (39%) is used to deliver much needed new housing to Union Square. In likeness to neighboring communities, the desirability of the area paired with scarcity of land on which to develop has created enormous

pressure on the existing housing supply, directly impacting housing affordability. The development will address this prevailing shortage by adding to the existing housing stock, in service of both existing and future residents through market rate and permanently affordable units. Consistent with the objectives of the Neighborhood Plan, Somerville's inclusionary housing policy was expanded in 2016 to ensure that 20% of all housing provided will be permanently affordable. This policy expansion, designed to address affordability across a range of income brackets, will yield 180 to 200 new affordable units across three income tiers. Further, 15% of these affordable units will be 3-bedroom, deepening the City's commitment to families who desire to call Somerville, home — a key objective of Mayor Curtatone's Sustainable Neighborhoods Initiative.

PUBLICLY ACCESSIBLE OPEN SPACE

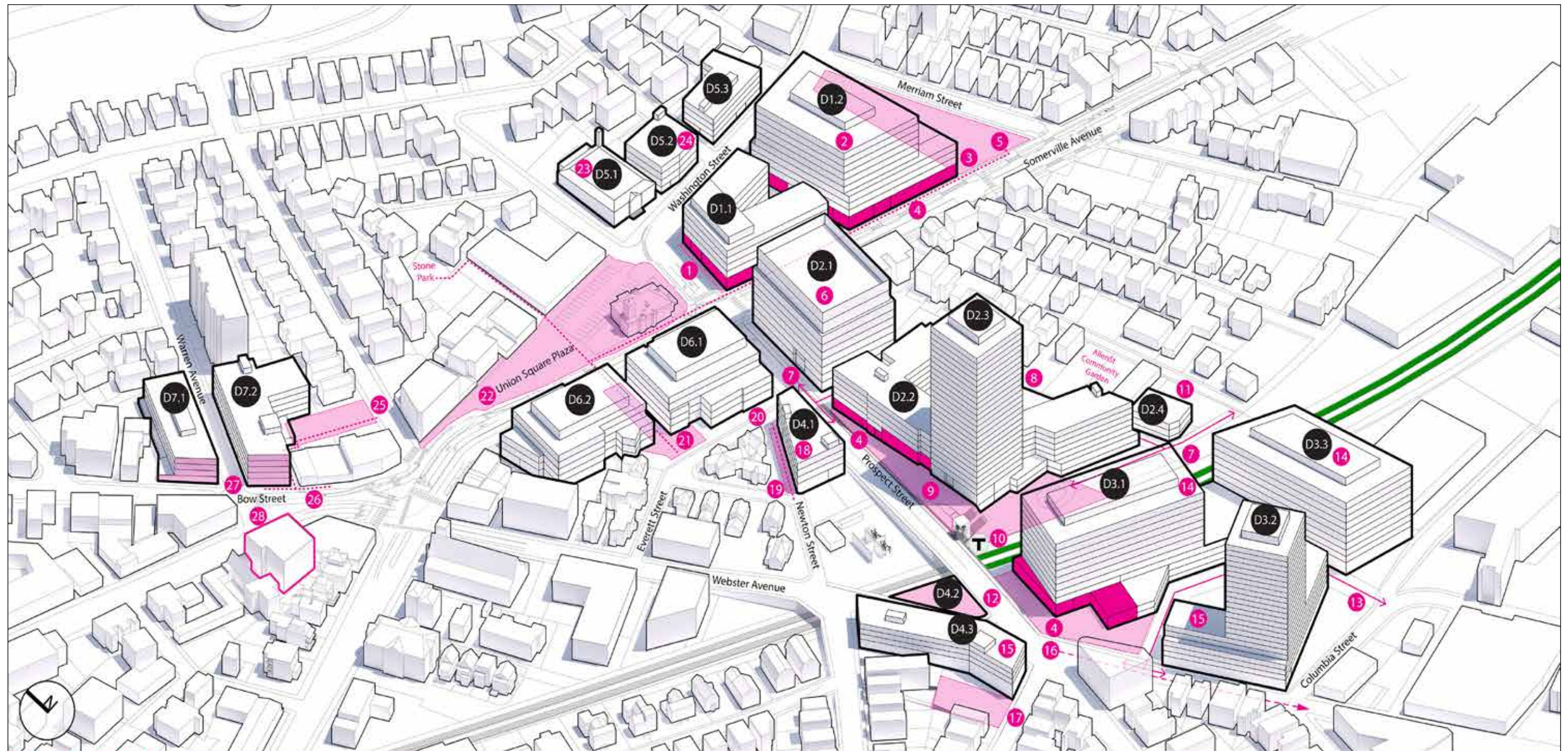
The combination of civic and open spaces contributing to public realm improvements exceed 25% of the total planned area. The more than four acres of publicly accessible open space are strategically distributed across the parcels and are set to support a wide range of programming in response to the needs of a diverse community. Nowhere is this direct response to need more evident

than the siting of the 27,000 SF Neighborhood Park, where the contextual analysis undertaken during this application highlighted a previously overlooked opportunity to serve an underserved part of the neighborhood. The approach to civic space is expanded in future detail in a later section of this document.

NEW TRIPS VIA TRANSIT, BIKE OR WALKING

The extension of the Green Line to Union Square will serve as the catalyst for this transformative project and stands to further promote walkability by reducing the prevailing reliance on personal vehicles. Streetscape improvements, including generous sidewalks, will also increase mobility. Integrating bike lanes onto the sidewalk along Somerville Avenue will increase safety and transit efficiency by distancing the mode away from the vehicle. Integrating the vertical projects with the public realm, street-level active uses will define the street wall, serving to enliven the expanded, pedestrian-friendly paths created throughout the project. Generous in space and public utility, these paths will serve the pedestrian first—providing ease of access to transit, to consumer experiences, and to places of employment—all in Union Square.

FIGURE 7: OVERALL PLAN HIGHLIGHTS



Planning Highlights

- 1 Hotel and ground level retail activates the square corner, serving as a neighborhood anchor and a large commercial tax producer.
- 2 Block D1 will be a mix of 100% commercial uses.
- 3 4-story plinth provides a sensitive scale transition from Merriam St homes to D1.2 commercial building.
- 4 The parking structure will be lined with active uses on pedestrian streets.
- 5 A large neighborhood park is located to best address underserved and economic justice populations, yet central enough to serve the entire neighborhood.
- 6 D2.1 will be the first major life sciences or office building in the Union Square employment center.
- 7 The new D2 alleys break up the large block, moving loading access off Prospect and providing drop-off access for the MBTA station.
- 8 D2.3 tower will provide an iconic landmark adjacent to MBTA train station.
- 9 A significant plaza provides public access to MBTA.
- 10 MBTA Green Line station will serve the community with direct access to the metro area - North Station, Government Center, Fenway, Longwood and Copley Square stops.
- 11 D2.4 will be an arts & creative hub.
- 12 D3.1 and D4.2 civic spaces create a new gateway moment for approaches from south.
- 13 A new alley breaks up the large D3 block and relocates loading off pedestrian streets.
- 14 D3.1 and D3.3 will be significant commercial buildings that define the employment center character of Boynton Yards.
- 15 D3.2 and D4.3 residential buildings are adjacent to transit and provide 20% affordable housing.
- 16 Development location is close in proximity to Kendall Square and MIT, resulting in a ~1 mile bike ride.
- 17 The existing community garden is preserved, as requested at first meeting with Union United in 2014.
- 18 D4.1 provides a creative or innovation office opportunity as a low-rise flat iron commercial building.
- 19 The new civic space responds to a desired pedestrian pathway expressed by the community.
- 20 Everett St and Prospect St intersection is rationalized to become a more usable condition.
- 21 The new through block passage breaks up D6 and provides greater connectivity to Union Square Plaza.
- 22 Union Square Plaza will be renovated as part of the City's streetscape program.
- 23 The adaptive re-use of the historic post office will include arts & creative uses.
- 24 D5.2 will be a commercial building or one potential relocation space for existing D Block businesses.
- 25 A peaceful pocket park will serve local residents along with adjacent senior and disabled housing.
- 26 The path between D7.2 and adjacent buildings connects civic space with the pedestrian street.
- 27 D7 residential buildings fill gaps in Bow St street wall and provide 20% affordable housing.
- 28 Workbar Union (est. 2015) was opened by US2 as a coworking space location to bring more workers to Union Square, now 100 members strong. It also serves as the office for US2.

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NATURE OF APPLICATION

CITY POLICY CONSISTENCY REVIEW

The Coordinated Development Plan described herein is consistent with the City and community's goals and policies that are identified in *SomerVision* and the *Union Square Neighborhood Plan*, demonstrating US2's shared vision with the community for the revitalization of Union Square.

This section reviews the Coordinated Development Plan in the context of its consistency with and contribution towards policies established by *SomerVision* (2012) and recommendations reflected in the approved *Union Square Neighborhood Plan* (2016). Importantly, the more recent adoption of the Union Square Zoning in June 2017 codified many of the City policies to which the Union Square CDP

must comply and which was addressed in the Zoning Review section of this document.

The policies described below were direct citations from the *Union Square Neighborhood Plan*, including that document's references to *SomerVision* policies. The policies listed are comprehensive and cover all of the key areas of *SomerVision*, including Economic Development, Equity, Public Realm, Housing, Development and Mobility. Only the policies and recommendations that were relevant to the Union Square Revitalization development sites outlined in the Neighborhood Plan were included in what follows.

TABLE 2: ECONOMIC DEVELOPMENT POLICIES

SOMERVISION	NEIGHBORHOOD PLAN	COORDINATED DEVELOPMENT PLAN
<p>Setting new economic targets</p>	<p>Develop an innovation ecosystem</p>	<p>The CDP prioritizes commercial development. At least 60% of the development square footage or 1.4 million square feet being developed as commercial space. This includes more than 1.1 million square feet of office or lab space across five different parcels. The master planning process involved extensive test-fitting to ensure that the development sites could accommodate the anticipated space and dimensional needs of future office and lab tenants while also conforming to buildout standards under the SZO.</p>
<p>A.V.C. Infill development should contribute to the fiscal health of the City.</p>	<p>Actively work to attract office and lab tenants from the life sciences, biotech, financial services, and technology fields to Union Square and Boynton Yards.</p>	
<p>B.I.A. Utilize land use planning and zoning to increase the commercial tax base.</p>	<p>Increase the supply of commercial office and lab space in the Union Square plan area.</p>	
<p>New urban employment center</p>		
<p>B.II.A. Promote job creation with a goal of reaching a 1:2 ratio between jobs and resident workforce in Somerville within the next 20 years.</p>	<p>Actively pursue and incentivize at least one anchor institution to locate in the Union Square plan area.</p>	
<p>B.II.B. Promote growth in strategically targeted economic centers.</p>	<p>Support the development of place based infrastructure needed by high tech companies (energy, utilities, broadband, transportation options, etc.)</p>	<p>The mix of uses, sizes of buildings and floorplates as well as their relatively broad distribution across the development area, are well-suited to attracting and addressing the varying needs of the users of an ‘innovation ecosystem’ and will help to lay the groundwork for the “economic gardening” described in the Neighborhood Plan. Yet, the sites are sufficiently close to enable clustering.</p>
<p>A.III.A. The City should establish policies, regulations and fees for small neighborhood businesses that are fair, clear, and designed to encourage entrepreneurship.</p>	<p>Facilitate the creation of non-traditional commercial spaces that are desirable to a variety of firms in different stages of their development.</p>	
<p>B.III.D. The City should support the development and retention of incubator, entry level and mid-level business space.</p>	<p>Practice economic gardening Expand business development and technical assistance resources toward attracting and supporting Stage 2 businesses.</p>	<p>US2 intends to pursue life sciences, technology and other office and lab users to occupy the commercial spaces in the development and is specifically targeting life sciences users for D2.1.</p>
		<p>In an effort to stimulate the local economy, US2 opened Workbar Union, a coworking center in the heart of Union Square that serves over 100 members.</p>

SOMERVISION**The Arts & Creative Economy**

C.I.A. The City should foster a creative economy.

C.I.B. The City and its community arts partners should sustain and expand Somerville's prominence in the arts.

C.II.A. The City should use zoning and public policy to foster space for a creative economy, promote live/work spaces, and retain affordable artist work spaces.

Local food and ethnic grocers

NEIGHBORHOOD PLAN**Support collaborative workspaces**

Establish an Arts & Creative Enterprise use category in the Ordinance that permits these new types of workplaces by-right in the Union Square plan area.

Establish an Office use category in the Ordinance that permits co-working uses in addition to office, research and development laboratory-by-right in the Union Square plan area.

Space = Work

Permit uses from the Arts & Creative Economy by-right within the Union Square plan area.

Require 5% of commercial floor space to be set aside in new development for Arts & Creative Enterprise uses.

Consider allowing required floor space for Arts & Creative Economy Uses to be consolidated and relocated from individual 'sending sites' to one or more 'receiving sites.'

COORDINATED DEVELOPMENT PLAN

5% of the commercial area will be Arts & Creative Enterprise (ACE) uses. Such uses may include artisan production, arts sales & service, arts instruction, live/work space, design services and shared workspaces.

As the design for individual buildings and civic spaces unfolds, opportunities for incorporating arts into the designs of the public realm will be pursued.

The CDP takes advantage of the opportunity to use the offsite compliance in the zoning to create ACE clusters.

TABLE 3: EQUITY POLICIES

SOMERVISION	NEIGHBORHOOD PLAN	COORDINATED DEVELOPMENT PLAN
<p>Mitigating direct displacement E.I.B. The City should promote policies that protect tenant and landlord rights and clarify landlord and tenant responsibilities.</p>	<p>Mitigate direct displacement Provide relocation assistance for existing businesses on the D Parcels. Consider an anti-displacement program for qualifying renter households with children.</p>	<p>Existing businesses located on the redevelopment parcels are eligible to receive relocation assistance in accordance with the Revitalization Plan. Eight of these businesses, which are permitted uses within the new zoning and including Ricky’s Flower Market, will be offered an opportunity to relocate their businesses within the redevelopment.</p> <p>20% of all housing created in the development will be permanently affordable and an estimated \$6.6 million in housing linkage payments will offer additional resources to address housing displacement.</p>
<p>Increase economic mobility B.IV.A. The City should pursue the creation of a network of workforce development programs that train residents for jobs today and in the future.</p>	<p>Helping to raise real incomes Continue to advocate for the Job Creation and Retention Trust home rule petition with the State Legislature.</p>	<p>5,300 new jobs will be created as part of the development across a range of different skill sets that will provide opportunity and economic mobility. Over 4,000 construction jobs will result from the development. The community benefits program includes jobs linkage payments of at least \$1.9 million that will fund workforce development programs. US2 has committed to giving first priority to qualified local residents and then qualified veterans for construction jobs.</p>
<p>Supporting small businesses B.III.B. The City should continue efforts around streamlining to facilitate the process of opening a business in Somerville, while ensuring a transparent public review process.</p>	<p>Level the playing field Increase the supply of retail space, including ‘off main street’ and second floor spaces in the Union Square plan area. Limit the storefront width of first floor uses over 10,000 SF in floor area in the Ordinance so that they are lined by other active establishments.</p>	<p>Approximately 140,000 square feet of active ground floor/retail uses as well as approximately 74,000 square feet of Arts and Creative Enterprise uses will be created as part of this plan.</p> <p>The Union Square zoning requires that spaces over 10,000 square feet receive a special permit through the approval process. Further, the MLDA precludes retail uses exceeding 20,000 square feet.</p>

TABLE 4: HOUSING POLICIES

SOMERVISION	NEIGHBORHOOD PLAN	COORDINATED DEVELOPMENT PLAN
<p>Setting new housing goals E.II.A. The City should facilitate the development of additional housing in close proximity to transit stations.</p>	<p>Expand Inclusionary Zoning Increase the Inclusionary Zoning percentage to 20% for new development within 1/4 mile of the future Union Square station.</p>	<p>The development will create 900 to 1,000 new housing units within a ¼ mile of the MBTA Green Line station.</p>
<p>E.I.C. The City should encourage the development and preservation of rental housing throughout Somerville to maintain a balance between rental and home-ownership units tied to the Housing Needs Assessment.</p>	<p>Expand the scope of Inclusionary Zoning to produce units priced for moderate and middle income households (i.e. workforce housing).</p>	<p>20% of the proposed housing or 180-200 permanently affordable units will be provided across the three income tiers designated in the affordable housing ordinance.</p>
<p>Affordable housing C.III.A. The City should encourage preservation of affordability especially in the vicinity of transit stations.</p>	<p>Consider giving preference to Union Square renters that are severely cost-burdened when selecting a household for City-managed inclusionary housing units.</p>	<p>All of the affordable units will be provided on-site.</p>
<p>E.I.A. The City should adopt programs and regulations to increase affordable housing, in part through additional housing creation.</p>	<p>Prioritize on-site affordable dwelling units (ADUs) Prioritize the construction of on-site inclusionary housing units in the SZO.</p>	<p>15% of all affordable housing units will be 3 bedrooms to accommodate larger households and families.</p>
<p>Housing for families E.IV.A. The City should undertake efforts to ensure that a range of housing options and services exist so that families and individuals who are homeless or at risk of homelessness can be housed rapidly and successfully.</p>	<p>Consider allowing inclusionary housing to be provided off-site by Special Permit in the SZO.</p>	<p>The community benefits program includes approximately \$6.6 million in housing linkage payments that will address additional housing needs in the area.</p>
	<p>Consider allowing a payment-in-lieu of providing inclusionary units by Special Permit in the SZO.</p>	
	<p>Produce family-oriented housing Require the creation of multi-bedroom affordable units in larger redevelopment projects through Inclusionary Zoning.</p>	

TABLE 5: PUBLIC REALM POLICIES

SOMERVISION	NEIGHBORHOOD PLAN	COORDINATED DEVELOPMENT PLAN
<p>Creating public space B.V.B.3 Create a great civic space in Union Square.</p> <p>D.III.B. The City should ensure that every transportation project results in improved pedestrian access.</p>	<p>Regulate for new spaces Establish Civic Space Types in the SZO with different design standards for each different space type.</p> <p>Establish a 15% usable open space requirement for the D Parcels in the SZO.</p> <p>Preserve the Concord Avenue Community Space in the D4 Parcel.</p> <p>Get more from our streets Redesign the major streets of Union Square using a pedestrian-first modal hierarchy to rebalance their design for all users as complete streets.</p>	<p>Consistent with the vision of creating more public space and a great civic space in Union Square, the plan provides for the 25% open space, public realm and civic space requirement by the Union Square Zoning and exceeds the Neighborhood Plan target. This includes 17.5% high quality civic spaces which total over 108,000 square feet. These civic spaces include a range of civic space types: a 27,000 square foot neighborhood park, a significant plaza near the MBTA station, pocket parks, pocket plazas, community gardens, plazas and greens.</p> <p>The Concord Avenue Community Space on D4.3 is preserved as part of this CDP.</p> <p>The City is pursuing renovation of the streetscape and transportation networks to prioritize the pedestrian as part of the overall Union Square infrastructure program. The buildings, public realm and civic spaces designed with the CDP will be designed to work in concert with those improvements.</p>
<p>Designing public spaces C.VI.A. The City should partner with local neighborhood organizations on the design, programming and increased volunteer participation in public parks and open spaces.</p>	<p>Public involvement in space design Require Design Review for any new public space built as a result of redevelopment.</p> <p>Establish a cost effective, public engagement methodology for the design and programming of public spaces focused on placemaking.</p> <p>Identify the programmatic requirements, activities, uses and events that each public space will need to accommodate during planning and design phases.</p>	<p>The Union Square Zoning ordinance requires that all civic spaces in the CDP be subject to a Design & Site Plan Review process which will include neighborhood meetings and a hearing process.</p> <p>US2 will comply with all public engagement requirements in the design and programming of the civic spaces.</p> <p>The US2 CDP Neighborhood Meeting included an exercise to gain feedback about the types and locations of civic spaces proposed within the plan. These perspectives were considered in the development of the civic space plan herein.</p>

SOMERVISION**Improving the pedestrian realm**

D.III.B. The City should ensure that every transportation project results in improved pedestrian access.

D.IV.B. The City should continuously strive to increase safety for all users on its roadways.

NEIGHBORHOOD PLAN**Enhance the pedestrian experience**

Establish street design standards in the SZO for redevelopment areas.

Establish block size standards in the SZO for redevelopment areas.

Establish Pedestrian Street standards in the SZO for street segments where active street life is desired.

Add art to the public realm

Include public art installations in the new public spaces created in Union Square.

Collaborate with Eversource to screen the electric distribution substation on Prospect Street with public art.

COORDINATED DEVELOPMENT PLAN

There are several examples where this plan implements pedestrian-friendly features including the creation of new thoroughfares, wider sidewalks and new civic spaces.

Connectivity between civic spaces was also an important planning consideration.

D1, D2, D6 and D7 all propose to establish more walkable blocks through the introduction of pedestrian passageways or alleys.

D1 will be split into D1.1 to the west and D1.2 to the east by a proposed new alley connecting Washington Street to Somerville Avenue allowing for new pedestrian connections.

D2 provides critical pedestrian access to/ from the GLX station.

D6 will be split into D6.1 to the east and D6.2 to the west by a proposed through block plaza from Somerville Avenue, at Union Square Plaza, to Everett Street.

While the Neighborhood Plan included a narrow passageway between D6.1 and D6.2 and a small plaza located along Prospect Street, shifting the open space off of the corner and widening the through block connection allowed more sunlight and air to penetrate the D6 blocks, enabled the desire lines and connected more directly to the D4.1 linear pocket park.

In response to feedback from the CDP neighborhood meeting, pedestrian connections from the D7.2 civic space to the adjacent senior and disabled housing building and to Bow Street were incorporated into the plan.

TABLE 6: DEVELOPMENT POLICIES

SOMERVISION	NEIGHBORHOOD PLAN	COORDINATED DEVELOPMENT PLAN
<p>Human scale design standards A.II.A. The City should establish policies and regulations that support neighborhood development with a strong relationship to transit.</p>	<p>Context sensitive infill Increase the required side setbacks for properties directly abutting a designated Local Historic District.</p> <p>Consider contextual front setbacks for properties directly abutting a Local Historic District.</p> <p>Introducing new building types Establish building type standards in the SZO based on the objectives of this plan.</p> <p>Require development to be consistent with <i>SomerVision</i> and the <i>Union Square Neighborhood Plan</i>.</p> <p>Context Sensitive Façade Design Establish minimum design standards for facade articulation in the SZO.</p> <p>Ensure that the full diversity of architecture firms on the US2 development team are used for the D Parcels and beyond.</p>	<p>The master planning effort for the D Blocks began with the Neighborhood Plan objectives and in most cases, were able to maintain consistency.</p> <p>In terms of context, the Blocks that were treated with the greatest sensitivity to the Local Historic District and the surrounding buildings were D1.1, D2.1, D2.2, D5, D6 and D7, which all have important relationships to the core of Union Square. The context for each parcel is more fully described in the Context Analysis, but in each of the above cases, the building heights proposed conform to the Union Square Zoning.</p> <p>US2 plans to use different design architects for each building project as promised during our selection as master developer.</p>
<p>Regulating development A.V.A. Zoning regulations in Somerville should provide clear and consistent direction including design standards and guidelines for contextual infill development.</p>	<p>Rezone Union and Boynton Adjust existing districts as needed to reflect the recommendations of the <i>Union Square Neighborhood Plan</i>.</p> <p>Establish a Commercial Core Zoning District for properties where only commercial development is desired.</p> <p>Create a development review process to facilitate the coordinated redevelopment of the seven D Parcels.</p>	<p>New Union Square zoning was passed by the Board of Alderman in June 2017 that reflected the goals of the Neighborhood Plan and also established this Coordinated Development Plan review process.</p> <p>Over 60% of the development will be commercial uses and the Union Square zoning established a core of commercial uses that border Union Square plaza.</p>
<p>Strengthen the image of the City B.I.D. The City should expand the local economy by leveraging the arts and historic and cultural tourism.</p>	<p>Create an iconic skyline Require large redevelopment projects to submit context analysis and skyline view studies for development review.</p> <p>Ensure Design Review considers how tall buildings provide for a variety in detail and texture to the skyline.</p>	<p>This CDP application includes a context analysis and skyline view, consistent with the objectives of the Neighborhood Plan.</p> <p>The tallest buildings are located near the GLX station and provide a skyline presence for Union Square in the area.</p> <p>The heights and bulk of the buildings are varied throughout the D Blocks to ensure a diversity of scale and height.</p>

SOMERVISION**Sustainable design**

C.VIII.A. The City should meet energy reduction goals by undertaking or requiring efficiency and renewal projects.

C.VIII.C. The City and property owners should assist in reducing the urban heat island effect through the use of efficient roofing, reflection and shading choices.

D.V.B. The City should pursue the best available technologies when revisiting parking in commercial zones.

NEIGHBORHOOD PLAN**Sustainable design**

Adopt a performance-based landscape requirement like the Seattle Green Area Ratio in the Somerville Zoning Ordinance.

Require new buildings to be environmentally responsible and resource efficient.

Permit Green Roofs and Renewable Energy Production Systems by right in the Somerville Zoning Ordinance.

Require large parking structures to be Electric Vehicle ready.

COORDINATED DEVELOPMENT PLAN

All buildings greater than 50,000 SF (95%) will be LEED Gold and all buildings less than 50,000 SF will be LEED Silver.

The City's Sustainability & Resiliency Questionnaire and goals will be considered as each building proceeds through the Site Plan and Design Review process.

Updating infrastructure

C.IX.A. The City should identify funding to upgrade utilities in key economic development areas.

C.IX.B. The City should strongly encourage utility companies to provide services in a way that improves the urban environment and aesthetics, while meeting future needs.

C.IX.C. The City should prepare for the desired level of business and residential development in Transformational areas, in terms of power and connectivity capabilities.

D.VIII.A. The City should provide a stormwater and system that is able to accommodate extreme events without flooding or causing combined overflows (CSOs).

Fixing the sewers

Secure funding for the Capital Improvements necessary to improve the stormwater infrastructure in the Union Square Plan Area.

Lessening stormwater's impact

Adopt a Stormwater Management Ordinance in the City's Municipal Code as replacement for Permeable Surface requirements in zoning.

Encourage depaving activities that reduce the amount of impermeable surfaces on residential lots, municipally owned properties, and public spaces.

As part of the community benefits program, US2 is making an investment of at least \$4.6 million in cash contribution or in-kind improvements to improve infrastructure and public realm.

The project will comply with inflow and infiltration policies that will mitigate the impact of storm water on the area.

US2 collaborated with the City to procure the \$16 million of MassWorks infrastructure grants that are partially being used to fund stormwater improvements beneath Somerville Avenue.

TABLE 7: MOBILITY POLICIES

SOMERVISION	NEIGHBORHOOD PLAN	COORDINATED DEVELOPMENT PLAN
<p>Complete the streets for all users D.II.A. The City should implement Transportation policies and programs that reduce automobile use.</p> <p>D.III.B. The City should ensure that every transportation project results in improved pedestrian access.</p> <p>D.III.E. The City should improve on-street bike infrastructure, prioritizing bike lanes over sharrows.</p> <p>D.IV.A. The City should efficiently manage traffic flow to reduce pollution and congestion.</p>	<p>Establish mode priorities Prioritize pedestrians-first modal hierarchy for all transportation projects and programs, from scoping to maintenance.</p> <p>A Green Light for 2-Way Streets Convert Somerville Avenue, Prospect Street, and Webster Street to two-way traffic flow.</p> <p>Embrace Protected Bikeways Prioritize the construction of protected bikeways on major streets when feasible within the right-of-way.</p> <p>Install bike traffic lights for cyclists at appropriate intersections.</p> <p>Implement Bicycle Boulevards in neighborhoods where appropriate.</p> <p>Establish a formal process for residents to establish a Neighborway, Playborhood, or PlayStreet.</p>	<p>US2 collaborated with the City to procure the \$16 million of MassWorks infrastructure grants that are partially being used to convert Prospect Street and Webster to two-way.</p> <p>US2 will be expanding sidewalks to improve the pedestrian experience throughout the square.</p> <p>US2 will be installing significant bike parking facilities throughout the development.</p>
<p>Embrace transit-orientation D.II.A. The City should implement Transportation policies and programs that reduce automobile use.</p> <p>D.V.C. The City should continue to reevaluate parking policy to reflect the needs of residents, visitors and businesses.</p>	<p>Implement mobility management Establish requirements for new commercial and multi-tenant residential development to implement Mobility Management policies and programs in the SZO.</p> <p>Create a Transportation Management Association for Union Square and Boynton Yards to efficiently manage and market mobility programs and services for members.</p> <p>Adopt transit-oriented parking standards Adopt new parking standards in the SZO for transit oriented development in the Union Square plan area.</p> <p>Consider establishing parking maximums instead of conventional minimum parking standards for transit-oriented development in the Union Square plan area.</p>	<p>This CDP includes a Mobility Management Plan, see Appendix 4.</p> <p>Shared parking approaches are being implemented.</p>
<p>Adopt smart parking policy</p>		

SOMERVISION	NEIGHBORHOOD PLAN	COORDINATED DEVELOPMENT PLAN
<p>Manage Parking as a Resource B.VII.B. The City should develop a parking policy that promotes commercial reuse and infill development.</p>	<p>Utilize shared parking Permit shared parking between uses and buildings in the Union Square plan area.</p>	<p>The parking garages proposed on D1, D2 and D3 will be shared parking facilities.</p>
<p>Establish new connections</p>	<p>Deliver the Green Line Extension Continue to work collaboratively with MassDOT and the MBTA to develop an appropriate solution to the current cost overruns.</p> <p>Invest in Bike Share Require development projects to provide and maintain service agreements for new Hubway stations strategically located throughout the Union Square plan area.</p> <p>Locate a Hubway station at or across the street from the Union Square station.</p> <p>Invite Worker Shuttles Encourage private services such as Bridj to provide service to Union Square from other locations in the region.</p> <p>Encourage employers to operate shuttle services to employment locations outside of a 1/4 mile from the future Union Square Station.</p>	<p>US2 continues to work with the City and the MBTA GLX team to ensure GLX completion. In an effort to close the budget gap, US2 agreed to privately fund critical MBTA station facilities including The Ride Drop Off, pedestrian access to the station from Prospect Street, and an employee lounge and restroom.</p> <p>US2's community benefits investments include \$5.5 million to offset the City of Somerville's GLX commitment.</p>

OPEN SPACE & RECREATION PLAN CONSISTENCY

Two of the four goals of the State Comprehensive Outdoor Recreation Plan are relevant to the D Blocks in Union Square, those being investing in recreation and conservation areas that are close to home for short visits and investing in racially, economically, and age diverse neighborhoods. Additionally, from the recently completed Somerville's *Open Space and Recreation Plan 2016-2023*, we understand that

goals for future open space in Somerville include an increase in green open space, spaces for seniors, and community gardens. Some of the early input we received directly from residents in the area relates to specific desires and opinions for aspects such as plantings, character and programming. We look forward to furthering discussions around specific landscape uses and design characteristics of the open space during the Design and Site Plan review stage.

SPECIAL PERMITS AND/OR VARIANCES REQUESTED

This Application requests the following Special Permits and/or Variances from the Somerville Planning Board:

1. Approval of a Coordinated Development Special Permit (“CDSP”) for development within the Union Square Overlay District (“USOD”) pursuant to Sections 5.8 and 6.7.5.C of the Somerville Zoning Ordinance (the “Ordinance”).
2. Approval of a Special Permit pursuant to Section 6.7.11.F of the Ordinance permitting Residential use as a principal use on Blocks D2, D3, D4, D5 and D7 as shown on Figure3: Development Site Plan.
3. Approval of a Special Permit pursuant to Section 6.7.6.A.3 of the Ordinance permitting up to ten percent (10%) or approximately 10,802 SF of the required Civic Space to be satisfied by a payment in lieu (and establishment of a fee schedule for such payment in lieu pursuant to the requirements of Section 6.7.6.A.4 of the Ordinance).

4. Approval of a Special Permit pursuant to Section 6.7.6.E of the Ordinance permitting the Arts and Creative Enterprise space requirement set forth in Section 6.7.6.B.3 to be satisfied through off-site compliance (enabling the Applicant to have the flexibility to provide higher quality and more useful commercial space for Arts and Creative Enterprise Uses by consolidating the requirements at one or more larger Receiving Sites).

As permitted pursuant to Section 6.7.5.D.5(a)(i) (a), additional Special Permits or Variances for individual Lots, Civic Spaces and/or Buildings may be requested as part of the Design and Site Plan Review applications to be filed for such Lots, Civic Spaces and/or Buildings.

CIVIC SPACE

PROPOSAL OVERVIEW

The neighborhood planning process confirmed the community's desire for new, publicly accessible open spaces in Union Square, a longstanding goal of *SomerVision*. Upon its completion, the Neighborhood Plan introduced new ambitions for size and implementation, those new ambitions were then increased by over 60% with the adoption of the Union Square Zoning. Beyond solely the quantity of space, quality of space became central to the discussion regarding how to make sure the objectives of *SomerVision* were realized.

The opportunity to introduce new, quality civic space brings with it the great responsibility to be cognizant of the range of needs for these spaces within the existing geographical context in which they will be provided. To this end, the Civic Space Study included as "Appendix 3" includes an extensive analysis of existing conditions that serves to catalogue current opportunities afforded to those in the vicinity of Union Square. Park type, size, location, and relative accessibility are further understood through a demographic analysis, while level of service to environmental justice populations concurrently highlights opportunities to better serve, addressing matters of social equity directly.

These studies together, paired with feedback from city departments and sustained dialogue from community members throughout the planning process, comprise a needs assessment that has served to inform our direction for the planning of approximately 4-acres of high quality civic spaces depicted on the pages that follow.

Through the Coordinated Development Plan process, the scale and locations of particular civic spaces will be defined. At the subsequent Design and Site Plan review stage, the process will include public review and discussion of the design, program and character of each individual civic space proposed with the development.

CIVIC SPACE TYPES GLOSSARY

The build-out standards outlined in the adopted Union Square Zoning require that 70 percent of the total civic space be provided in the form of two or more civic spaces of differing types, sizes, and locations. These must include at least one Neighborhood Park of at least 27,000 SF and one Plaza. The provision of the required park and plaza, as well as the balance of high quality civic spaces required to fulfill the objectives of zoning are all developed to standards outlined in the adopted zoning. Each of zoning's civic space types have a set of requirements that guide certain qualities and parameters of the type, including the dimensions of the lot, the seating and tables to be provided, the quantity of tree planting and other planted surfaces, as well as the overall percentage perviousness of the site. The overriding goal of the civic spaces types is to provide open spaces that serve the neighborhood needs and provide opportunities for a variety of activities. It can be said that, overall, the civic space types reflect the desire for permeable surfaces, substantial planting and significant tree canopy. A summary of the unique civic space types permissible and their design intent is provided on pages 40-41.

CIVIC SPACE TYPES GLOSSARY

NEIGHBORHOOD PARK

Designed for active and passive recreation with features and facilities that support the immediate neighborhood. Local examples include Perry Park, Albion Street Park, Walnut Street Park and Ed Leathers Community Park.



ED LEATHERS COMMUNITY PARK, SOMERVILLE

POCKET PARK

Designed for passive recreation consisting primarily of vegetation and a place to sit outdoors. Local examples include Quincy Street Park and Stone Place Park.



STONE PLACE PARK, SOMERVILLE

GREEN

Designed for passive recreation with landscape consisting primarily of green space with lawns, planting beds, paths and trees. A nearby example is Winthrop Square in Cambridge.



WINTHROP SQUARE PARK, CAMBRIDGE

PLAZA

Designed for passive recreation, civic purposes, and commercial activities, with landscape consisting primarily of hardscape. They are located in areas of high pedestrian activity. Local examples include Statue Park Plaza and Union Square Plaza.



STATUE PLAZA, CAMBRIDGE

THROUGH BLOCK PLAZA

Designed for passive recreation and to provide a pedestrian connection between two thoroughfares on opposite sides of a block. Consists primarily of paving and a place to sit outdoors.



BETHESDA ROW, MARYLAND

POCKET PLAZA

Designed for passive recreation consisting primarily of paving and a place to sit outdoors. Local examples include the Bay Village Neighborhood Park and Temple Street Park.



PALEY PARK, NEW YORK CITY

PLAYGROUND

Designed primarily as a play area for children. They may be freestanding or incorporated as a subordinate feature of a neighborhood park. Local examples include Walnut Street Playground, Grimmons Park and Chuckie Harris Park.



ARGENZIANO PLAYGROUND, SOMERVILLE

DOG PARK

Designed for the active recreation of dogs and their owners. Dog parks may be freestanding or incorporated as a subordinate feature of a neighborhood park. A local example is the Nunziato Field Off Leash Recreational Area.



NUNZIATO FIELD REC AREA, SOMERVILLE

COMMUNITY GARDEN

Designed as individual garden plots available to residents for urban agriculture purposes, including storage facilities for necessary equipment. May be freestanding or a feature of a Neighborhood or Pocket Park. A local example is Albion Community Garden.



ALBION COMMUNITY GARDEN, SOMERVILLE

EXISTING CONDITIONS OVERVIEW

To better understand the surrounding context of the proposed US2 development, the area within comfortable walking distances of the development was considered from various perspectives. The captured studied area, used repeatedly throughout the aforementioned civic space study, is defined by approaching the planning of future civic spaces through the lens of accessibility.

The specific boundary of the study area as shown here, is generated by extending a half mile radius, roughly equivalent to a 10-minute walk, from the center of each proposed development parcel. The combined captured area forms the basis for analysis executed in detail within the appendix. The study revealed the following considerations that informed our planning and design approach for civic spaces:

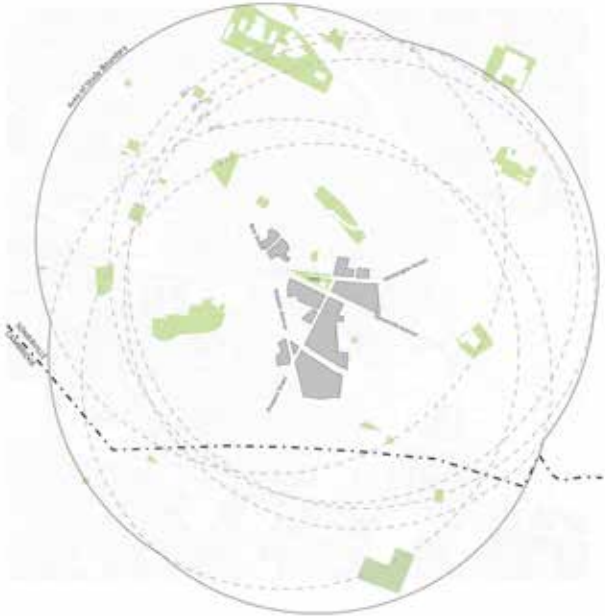
CIVIC SPACE TYPE NEEDS

- Residents and workers in the study area are best served by Central Plazas and Neighborhood Parks (over 50% of the study area has walkable access);
- Residents and workers in the study area are least served by Pocket Parks and Greens (less than a third of the study area has walkable access) that can provide moments of repose close to home and work;
- Passive areas, playgrounds and community gardens are the most common landscape use types;
- Civic spaces should serve a diverse range of ages from small children to the elderly;
- The civic space needs of the largest groups ages 25-29 and ages 30-34 should be considered; and
- Spaces for seniors is viewed as important as that population is projected to grow.

CIVIC SPACE LOCATIONS, MASTER PLAN

- As the neighborhood evolves into an employment center and 2.4 million square feet of development are added, new patterns of movement will evolve and the civic space plan should anticipate future demand;
- The eastern portion of the neighborhood lacks the civic space access that the portion of the neighborhood to the north and west enjoy — a social inequity;
- The D Blocks are best suited to filling neighborhood gaps for Neighborhood Parks, Greens and Public Commons;
- D1, D2 and D4 can all serve to fill gaps for more than two subtypes and should be considered as locations for civic spaces;
- D7 appears to be the best served by existing civic spaces as it is located within a 5-minute walk of five of the six subtypes; and
- Civic spaces located on any of the D Blocks, except for D7, would be directly located in an area directly serving Environmental Justice populations.

UNION SQUARE CIVIC SPACE STUDY AREA



CIVIC SPACE PLAN

The included 'Proposed Civic Space Plan' identifies the proposed location of civic spaces, together with Table 8, provides a comprehensive overview of the composition of the more than four acres of open space carefully defined through the project. In response to questions raised at the CDP neighborhood meeting regarding scale of the proposed spaces, a scale comparison of existing civic spaces is provided on pages 47-49. The subsequent programming and design of each civic space will be developed during the Design and Site Plan review process with multiple opportunities for public input.

FIGURE 8: PROPOSED CIVIC SPACE PLAN



TABLE 8: PROPOSED CIVIC SPACE BUILD OUT

MAP KEY	PARCEL / BLOCK	NET BLOCK AREA ¹	PUBLIC REALM IMPROVEMENTS						
			OPEN SPACE			CIVIC SPACE			TYPE
			SF	ACRES	% TOTAL	SF	ACRES	% TOTAL	
	D1	106,449	35,100	0.81	20%	27,000	0.62	26%	+
	D1.1		4,800	0.11	3%	-	-	-	
A	D1.2		30,300	0.70	17%	27,000	0.62	26%	Neighborhood Park
	D2	137,685	29,900	0.69	17%	23,400	0.54	23%	+
	D2.1		2,600	0.06	1%	-	-	-	
B	D2.2-3		18,000	0.41	10%	16,300	0.37	16%	Plaza
C	D2.4		9,300	0.21	5%	7,100	0.16	7%	+
	D3	161,618	42,200	0.97	24%	24,600	0.56	24%	+
D	D3.1		16,500	0.38	9%	13,200	0.30	13%	+
E	D3.2		15,400	0.35	9%	8,200	0.19	8%	+
F	D3.3		10,300	0.24	6%	3,200	0.07	3%	+
	D4	46,930	27,200	0.62	15%	14,400	0.33	14%	+
G	D4.1		7,700	0.18	4%	3,400	0.08	3%	+
H	D4.2		6,100	0.14	3%	4,800	0.11	5%	+
I	D4.3		13,400	0.31	7%	6,500	0.15	6%	+
	D5	45,843	11,300	0.26	6%	-	-	-	
	D5.1		7,300	0.17	4%	-	-	-	
	D5.2		1,500	0.03	1%	-	-	-	
	D5.3		2,500	0.06	1%	-	-	-	
	D6	68,886	19,200	0.44	11%	6,900	0.16	7%	+
J	D6.1		6,300	0.14	4%	1,400	0.03	1%	+
K	D6.2		12,900	0.30	7%	5,500	0.13	5%	+
	D7	49,885	14,200	0.33	8%	6,500	0.15	6%	+
	D7.1		2,000	0.05	1%	-	-	-	
L	D7.2		12,200	0.28	7%	6,500	0.15	6%	+
TOTALS		617,266	179,100	4.121		103,100	2.37		
% OPEN SPACE			29.0%						
% CIVIC SPACE						16.7%			
CIVIC SPACE AREA PROPOSED FEE IN-LIEU						4,922 SF			

¹ Excludes alleys and MBTA easement area

(+) To be determined in conjunction with community during Design and Site Plan review

FIGURE 9: CDP CIVIC SPACE PLAN



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FUTURE & EXISTING CIVIC SPACE SCALE COMPARISON

< 8,000 SF

QUINCY STREET PARK, SOMERVILLE, MA

5,200 SF



0' 64' 128' 256'



STONE PLACE PARK, SOMERVILLE, MA

6,100 SF



0' 64' 128' 256'



ALLEN STREET COMMUNITY GARDEN, SOMERVILLE, MA

5,200 SF



0' 64' 128' 256'



FUTURE & EXISTING CIVIC SPACE SCALE COMPARISON (CONT.)

8,000 - 17,400 SF

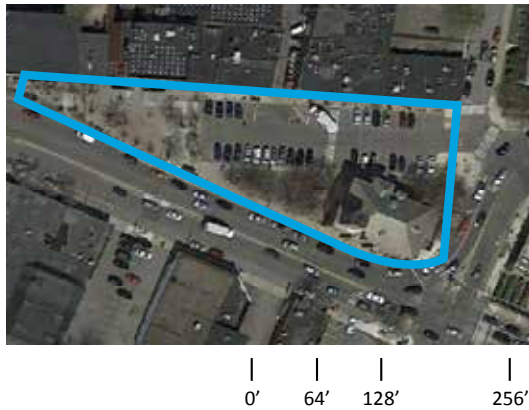
CHUCKIE HARIRIS PARK, SOMERVILLE, MA

14,400 SF



UNION SQUARE PLAZA, SOMERVILLE, MA

16,100 SF



SOMERVILLE COMMUNITY GARDEN CENTER, SOMERVILLE, MA

15,700 SF



FUTURE & EXISTING CIVIC SPACE SCALE COMPARISON (CONT.)

> 26,000 SF

EDWARD LEATHERS PARK, SOMERVILLE, MA

5,200 SF



NUNZIATO FIELD, SOMERVILLE, MA

39,600 SF



PERRY PARK, SOMERVILLE, MA

52,300 SF



CIVIC SPACE BLOCK DISTRIBUTION

Where not constrained by dimensional requirements, any of the previously outlined civic space types as defined by zoning may be included within the development. The majority of civic spaces will receive their ‘type’ designation during individual design and site plan review, with the exception of the required identification of a Plaza and the Neighborhood Park. As key planning milestones that will, in one instance, offer a moment of arrival for the new Green Line station, and in another define 27,000 SF of open space for the community, the definition of these spaces is directly responsive to community-driven zoning requirements that ensure these critical spaces are part of the CPD. Delivered over time, the sum of the project’s unique and site specific civic spaces, will define a common thread throughout all the blocks, unifying and complementing the buildings by way of the open space between them. Summary descriptions of each of the civic spaces located within the D Blocks follows.

D1.2: NEIGHBORHOOD PARK | CIVIC SPACE A

The neighborhood park is planned for the eastern side of the D1.2 block and will bridge two primary points of entry into Union Square along Washington Street and Somerville Avenue, two significant pedestrian streets. The park’s most prominent and significant frontage will run the length of Merriam Street, achieving a total area of approximately 27,000 square feet in size. Entry from Washington Street will constitute the park’s narrowest dimension, although still a generous fifty feet in width. Alternatively, the park’s southern exposure along Somerville Avenue extends to 140 feet. The largest frontage of the park site is on Merriam Street, a uniquely quiet street

considering its location near the center of Union Square. Yet the park is a short walk (0.10 mile) from Union Square plaza, the neighborhood’s existing “living room”, responding to community interest in building connections between different types of civic spaces.

The park’s interfacing with two prominent streets will promote its visibility and ultimate utility. With the arrival of the new Washington Street Station through the Green Line to the north, Washington Street will evolve as a more significant pedestrian point of entry to the square. The park’s location on D1.2 positions it as central between the future Union Square Station and Washington Street Station, presenting itself as central civic node that bridges access to the many jobs, services, and housing opportunities generated by the development. Enhancing connectivity between north and south, the increased pedestrian presence will have a calming effect on vehicular traffic entering the square, elevating the surrounding level of safety.



As heard and observed in the neighborhood meeting held on September 5, 2017, desired programming of the park is of great interest. Conducive to these desires, the rectilinear shape offers unique potential for multiple programming approaches as well as the ability to segment the space into different zones. This potential is unique in that the D Blocks are largely irregular in shape, especially those sites of sufficient size to accommodate an equivalent park. While the program and design of the park will be developed at a later design stage, ideas that we have heard from

residents include a planted green vine wall along the building, public art, performance space, as well as shaded seating, lounging and flexible play space. In combination, the park will be able to accommodate active, passive, and social activities. In an effort to provide some early ideas about what is possible for the neighborhood park's design and program, three preliminary park concepts are provided herein.

FIGURE 10: LUSH GREENERY PARK CONCEPT



FIGURE 11: ARTISTS' GETAWAY PARK CONCEPT



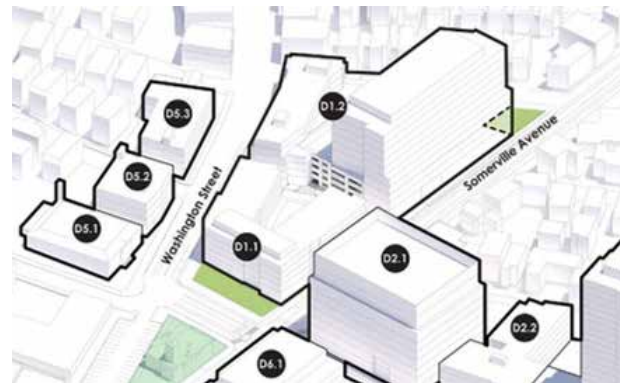
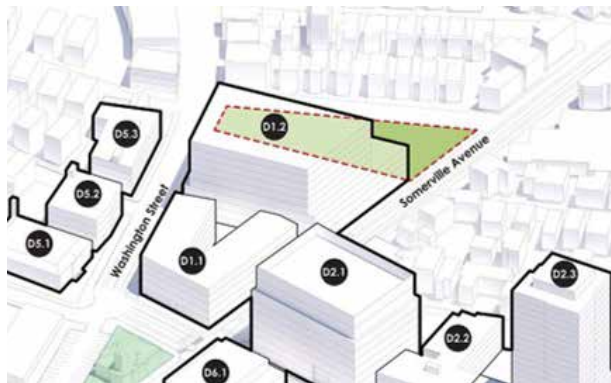
FIGURE 12: KIDS PLAY PARK CONCEPT



Contextually, the Neighborhood Park on D1.2 will provide a buffer between the higher densities central and west on the block and the residential homes opposite in a way not previously possible. The use-mix as identified by the Neighborhood Plan created an ambitious programming mix that subjected the residences along Merriam Street to an uncertain future. The Neighborhood Park, introduced as intermediary releases this contextual tension. The result is a park that will be ‘front-facing’ addressing the scale of Merriam Street.

This sensitive height transition will be facilitated by a parking structure, which will add an intermittent terrace level to negotiate the change in scales. Fronting a civic space, per the adopted zoning

the future design of the parking structure will be subject to heightened levels of scrutiny, requiring the articulation of a building that disguises the use within. The need to disguise simultaneously presents opportunity, with early commenters proposing art or ‘living’ green walls to lend to the creation of a stronger sense of place. The location of the garage relative to two pedestrian streets will require the wrapping of the garage with active uses on those frontages. Extending these uses around the planned corners at Washington Street and Somerville Avenue will provide another means of support to the park, as ground floor cafes or other businesses lend vitality to the space, further encouraging its continued activation.



Re-distributed program improves neighborhood connections. The contextual relief afforded to Merriam Street (left) viewed against the programmatic challenges from the Neighborhood Plan (right). The Neighborhood Park will act as an extended public "front porch" to Merriam Street homes (bottom).

NEIGHBORHOOD PARK INVESTIGATIONS

The siting of the Neighborhood Park on D1 is a pivot from the previous direction to provide it on D4.3 as informed by the Neighborhood Plan. This change is a direct result of Neighborhood Park investigations that the US2 team performed at the request of local residents who expressed concerns over the viability and success of a neighborhood park on D4.3 during the zoning process. These investigations were significantly informed by the existing conditions and needs assessment carried out as required by this application (visible in full detail in the Civic Space Appendix). Understandably, the process to define the Neighborhood Park location has been one of great importance to the community. Considering the development capacity the required 27,000 SF

park displaces, locations among the D Blocks are limited, especially when the nuances of locational characteristics are integrated into the rationale.

These things considered, options remain; options which must each demonstrate their ability to respond to the fulfillment of a present community need for open space, while serving a future development that will refocus density, shifting the activity centers of the neighborhood. Investigations should not only consider what creates the best neighborhood park but also what balances the other goals of the overall plan to create jobs, repair infrastructure, provide affordable housing, deliver community benefits and address social equity, as all of the parts of the plan are inter-related.



Investigated Locations for the Neighborhood Park

INVESTIGATION 1 | D4.3

Identified within the Neighborhood Plan as the ideal location for a park, prevailing interest in this location resulted in its site area ultimately defining the size requirement included in the Union Square Zoning. While spatially viable, its adjacency to significant vehicular traffic along Webster Avenue resulted in voiced concerns from community members during the neighborhood planning and zoning processes. These concerns were the impetus for considering alternatives in the interest of working collectively towards a better solution.

INVESTIGATION 2 | D7.2

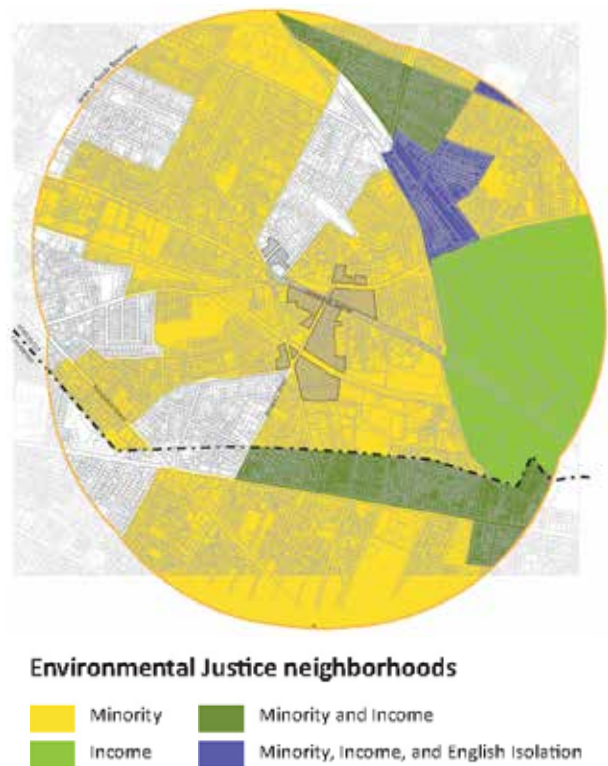
Unlike D4.3, the D7.2 area was identified as one removed from traffic, and provided a viable alternative given its size. Conceptual studies were developed for the site, and highlights were observed. In principle, its orientation provides for good access to sunlight given current contextual conditions, and its adjacency to Properzi Manor provided an open space accessible to its residents. Community members have reinforced these highlights and added others – the adjacency to planned residential units, centrality to neighborhood businesses, and connectivity to other area open spaces among them. These observations and comments have not been ignored. Instead – they’ve been advanced and reasoned extensively, subjecting the prospect of a D7.2 Neighborhood Park to the same analytical rigor as other alternatives, beginning with a return to the Neighborhood Plan.

The Neighborhood Plan identified the scale and context of D7 as “parcels well suited for residential development targeted towards families due to their close proximity to a number of public spaces, the Argenziano school, and various local businesses.” Revisiting the context, close proximity to an abundance of public spaces, many of which are open civic spaces is indeed a characteristic of this location in the neighborhood. It is served in abundance by open spaces, boasting close proximity to Union Square Plaza, Nunziato Field, Walnut Street Park, Prospect Hill park, Lincoln Park, and

Stone Place Park. These observations are supported by our needs assessment in which we found this same level of access to open spaces. As it relates to accessibility, a study of Environmental Justice populations throughout the captured study area clearly depicts how a D7.2 park would be the most far removed of all the Blocks from fulfilling a need of the underserved. In fact, the census block on which the group D7.2 parcel lies does not register within the analysis because the area fails to meet the criteria for environmental justice populations as it relates to either minority populations, language, or income.

FIGURE 13. ENVIRONMENTAL JUSTICE MAP

D7 is the only D Block that does not qualify as within an environmental justice neighborhood.



As previously mentioned, the opportunity to introduce new civic space brings with it the responsibility to be cognizant of existing needs. In this context, to speak of a park on D7 is to promote the accumulation of additional open space inventory at the cost of an opportunity to address social equity.

Beyond these realities of the lack of a present need, the siting relative to other uses also creates a challenge in implementation. The irregular shape of D7.2 as it steps away from Bow Street, finds itself in the center of a block, behind Reliable Market and the backs of the residential homes on Stone Avenue. The resulting condition is one that would orient the park to the ‘backs’ of buildings – a backdrop over which there would be no control.

Lastly, a long-term planning investigation warrants a more expanded view of service and utility imagined within the context of future conditions. To that end considering the distribution of development blocks around Union Square, it is quickly apparent that the majority of increased density will occur away from D7. Reference, for example, the future site context map on the following page that identifies the present

and future context of schools, religious institutions, daycares, affordable housing, residential buildings, elderly housing, and large employers.

This increased density should be thought of in terms of its output: jobs, commercial services, arts & creative spaces, housing opportunities, all of which collectively will define new and robust activity centers in the neighborhood. These new populations of residents and workers will introduce new use patterns, and planned civic spaces should anticipate and respond to that evolution. A Neighborhood Park on D7.2 would not acknowledge this future, instead it would eliminate more than half of the housing identified as best suited for this location, all at the added cost of having ignored an opportunity to address social equity head on.

FIGURE 14: D7 EXISTING CONDITION



View looking southwest from D7.2, a less than ideal edge to a Neighborhood Park.

FIGURE 15. FUTURE SITE CONTEXT MAP



Site Context

- Schools * Also a Large Employer
- Religious Institutions
- Daycares
- Affordable Housing (>6 Units)
- Elderly Housing * Also a Residential Building (>6 Units)
- Large Employers
- Residential Buildings (>6 Units) * includes Affordable Housing (>6 Units)



To execute on the vision of The Neighborhood Plan on D7, is to reintroduce the historical scale of the block in a way that has not existed since World War II.

INVESTIGATION 3 | D1.2

The D1.2 site is uniquely suited to fulfill a present community need for open space, while serving a future development that will create new activity centers in the neighborhood. Better still, it is able to accomplish this while maintaining control of the character of its edge. The Civic Space Study required as part of this application was instrumental in highlighting the unique opportunity to fulfill open space needs in Union Square. While the location's flexible planning potential, scale buffer, and promise to become a significant community node are outlined above, most saliently, the location addresses matters of equity in a way other locations fail to. Whether a deep dive into the Civic Space Analysis, or a quick glance at the Union Square Civic Space Study Area at the beginning of this section, the realities of civic space needs east of the development blocks are readily apparent; the east is underserved. Provision of a Neighborhood Park at this location addresses the inequity directly. To ignore the need would be to ignore the community input that pushed the plan to investigate alternatives, in the same way that it would be to ignore the results of the extensive analysis required of this application. Does it come at a cost? Yes. To locate the park here is to concede 25 residential units, but the result is a stronger plan. However challenging the task, the responsibility in advancing a coordinated plan is ensuring all elements are working together in the best possible way. We remain committed to the process which has presented us with the unique opportunity to fulfill a present need while accommodating the future urban employment center that will be Union Square.

D2 | CIVIC SPACES B AND C

The D2 site will connect the new Green Line T station to the heart of Union Square. The civic space type in the D2.2 location will be a significant linear plaza that will terrace gently down in concert with the slope of Prospect Street. The plaza will provide ample shade trees and seating opportunities, and will be lined with active retail frontage. The plaza will be ADA compliant with an accessible path provided through sloping walkways. A generous terraced stair

and elevator will connect Prospect Street to the new Greenline stop. At the platform level, the lower plaza connects the T, the vehicular drop off, bicycle parking and lower level retail.

To the east of D2.3 will be a green open space nestled within this predominantly residential neighborhood. Provided its area, depending on the program of the D2.3 building, the civic space could be a playground, green, pocket park or plaza.

D3 | CIVIC SPACES D, E AND F

The building at the D3 Block spans from Prospect Street to Columbia Street and is bookended with a civic space at either end. The civic space along Webster Avenue could continue a similar type of civic space as at D2.2 southward, giving a cohesive pedestrian character to the street edge, or alternatively could be developed into a different civic space type, possibly with a higher percentage of planting. At the southern edge of D3.3, a smaller scaled civic space neighbors that of D3.2. The adjacent relationship of these two civic spaces will create a generously scaled sun filled open space along Columbia Street at the southern edge of the block.

D4 | CIVIC SPACES G, H AND I

The choreographed move that positioned the Neighborhood Park on D1.2, posits that site's residential building program on the D4.3 site. The resulting building limits its footprint in a way that protects and augments the existing community garden located off of Concord Avenue. Increasing the garden's potential area, the civic space's orientation ensures no impact to sun and shade conditions, providing the possibility to extend the community garden into the new space.

Across Webster Street, D4.2 provides an opportunity for a pocket park, green or pocket plaza. Located at a prominent position when entering from Cambridge into Union Square, this site could be a location for a gateway marker into Union Square.

Along the western edge of D4.1 is a civic space that lines the edge of the building providing a quiet green connection into the neighborhood as well as the potential for programs located in D4.1 to spill out onto the passageway and further animate it.

D5 | NO CIVIC SPACE PLANNED

No civic spaces will be located in the D5 parcels given their small scale. Fortunately, their proximity to the planned Neighborhood Park and Union Square Plaza will provide significant outdoor opportunities.

D6 | CIVIC SPACES J AND K

The D6 Blocks are located along Somerville Avenue, directly opposite Union Square Plaza. While the Neighborhood Plan included a narrow passageway between D6.1 and D6.2 and a small plaza located along Prospect Street, the opportunity to widen the through block connection to allow for more sunlight and air to penetrate to the center of the block influenced the direction taken here. As a result, this planned civic passage is planned to capture pedestrian traffic for a quieter alley off of Prospect Street, providing a new point of entry to Union Square Plaza.

D7 | CIVIC SPACE L

In alignment with community interests in serving Properzi Manor to the north of the Block and providing additional civic space for this portion of the neighborhood, it is the intent of the plan to deliver a civic space of more than 6,000 SF, on the D7 Block that will fulfill the neighborhood aspirations for increased connectivity. The level of service will be at an appropriate scale to its surrounding density. The proposed pocket park on D7.2 can be designed as a green oasis that also provides inter-block connectivity between Stone Street, Somerville Avenue and Properzi Manor – a suggestion made by residents at the CDP neighborhood meeting. Residents of both the new building on D7.2 and Properzi Manor could be provided with direct access to the park. The potential park is of a scale that can accommodate groups and individuals, offering a variety of seating and lounging spaces, as well as active areas that might include an art walk out to an expanded plaza area on Somerville Avenue.

FIGURE 16: D7.3 CIVIC SPACE DESIGN CONCEPT



PRELIMINARY SHADOW STUDY

A thorough shadow study was completed to analyze the impact of shading from the built improvements on all proposed civic space locations. The study comprised of two parts; the first an analysis of single times ranging from morning until afternoon, and the second a time-lapse hour by hour composite to gauge the magnitude of shadow impact on each space throughout the entire day informing which areas receive the least amount of daily sun. The dates

that were studied include March 21st, June 21st, September 21st and December 21st which accounts for the Vernal Equinox, Summer Solstice, Autumnal Equinox and Winter Solstice respectively. These days represent the shortest, longest and days of equal sun and darkness. The studies are organized by month on the pages that follow, and commence with the time-lapsed composite image followed by the analysis of single times.

FIGURE 17: SHADOW STUDY — MARCH COMPOSITE

March 21 - Time Lapse 9am-3pm EST.
(Vernal Equinox)

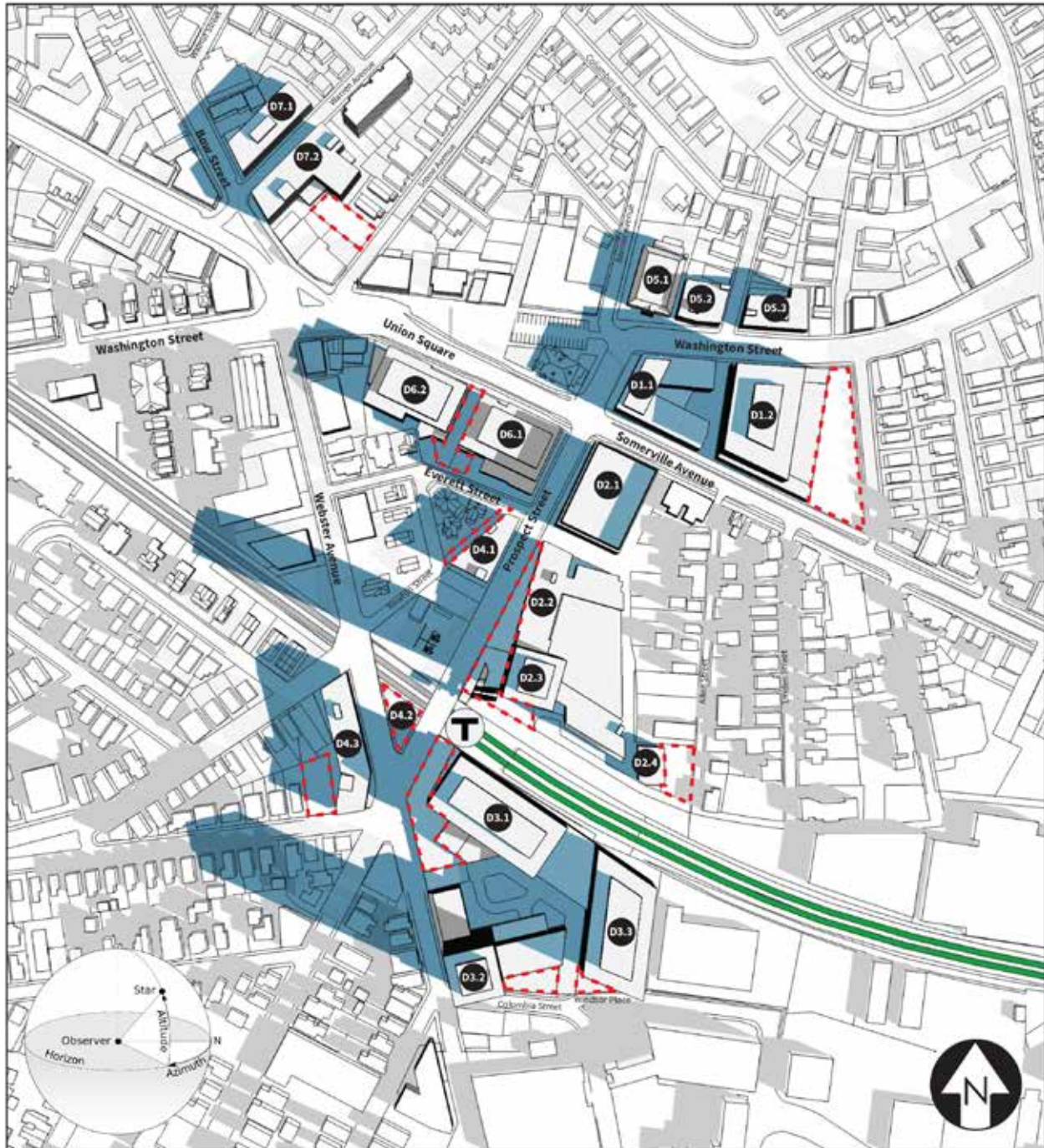


Somerville, Massachusetts (W 71.07, N 42.23)

- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 18: SHADOW STUDY

March 21 @ 9am EST.
(Vernal Equinox)

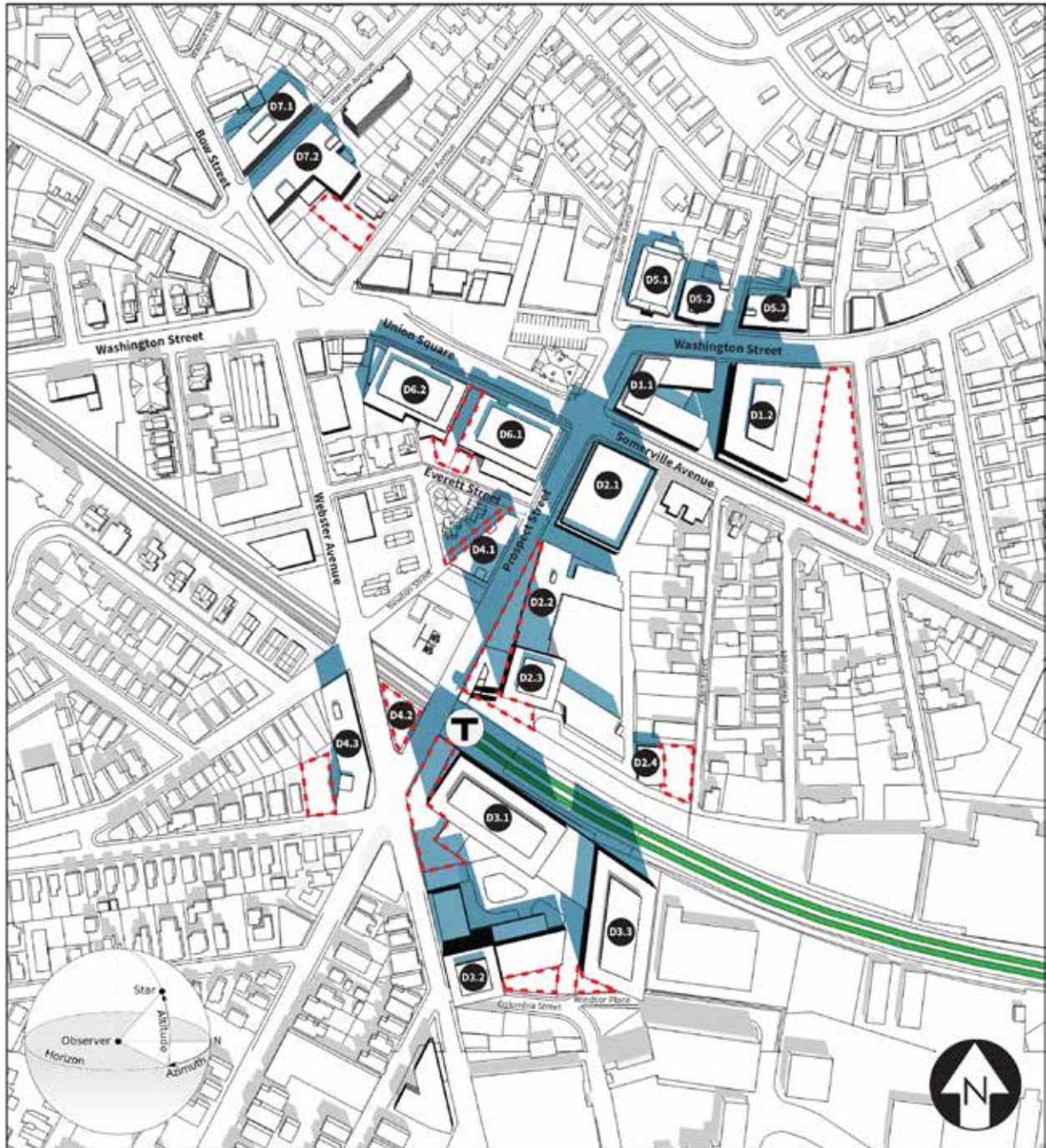


Somerville, Massachusetts (W 71.07, N 42.23)
Altitude: 33.2, Azimuth 125.6

- Existing shadows
- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 19: SHADOW STUDY

March 21 @ 12pm EST.
(Vernal Equinox)

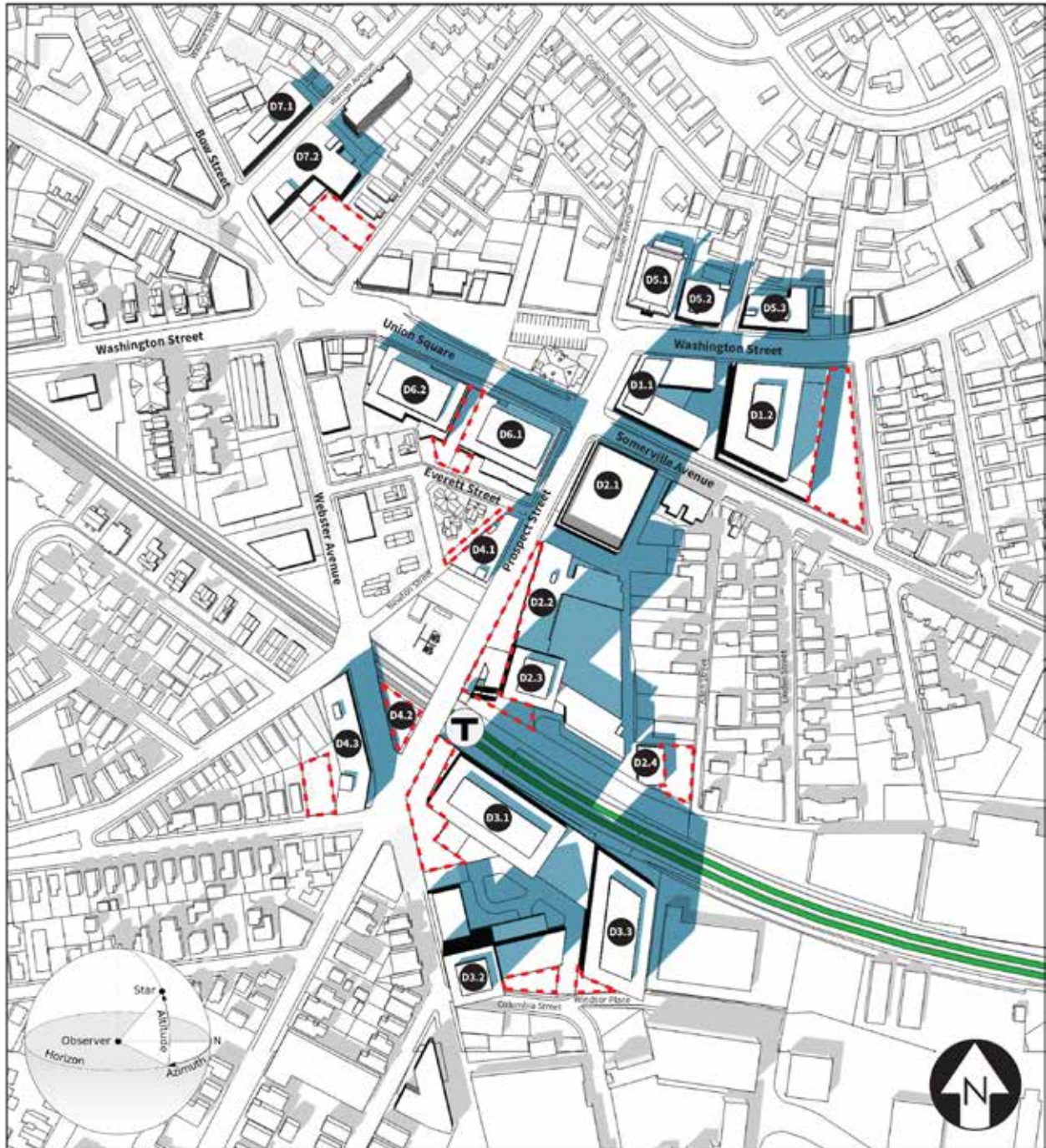


Somerville, Massachusetts (W 71.07, N 42.23)
Altitude: 48.2, Azimuth 183.2

- Existing shadows
- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 20: SHADOW STUDY

March 21 @ 3pm EST.
(Vernal Equinox)



Somerville, Massachusetts (W 71.07, N 42.23)
Altitude: 30.7, Azimuth 238.4

- Existing shadows
- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 21: SHADOW STUDY — JUNE COMPOSITE

June 21 - Time Lapse 9am-6pm EST.
(Summer Solstice)

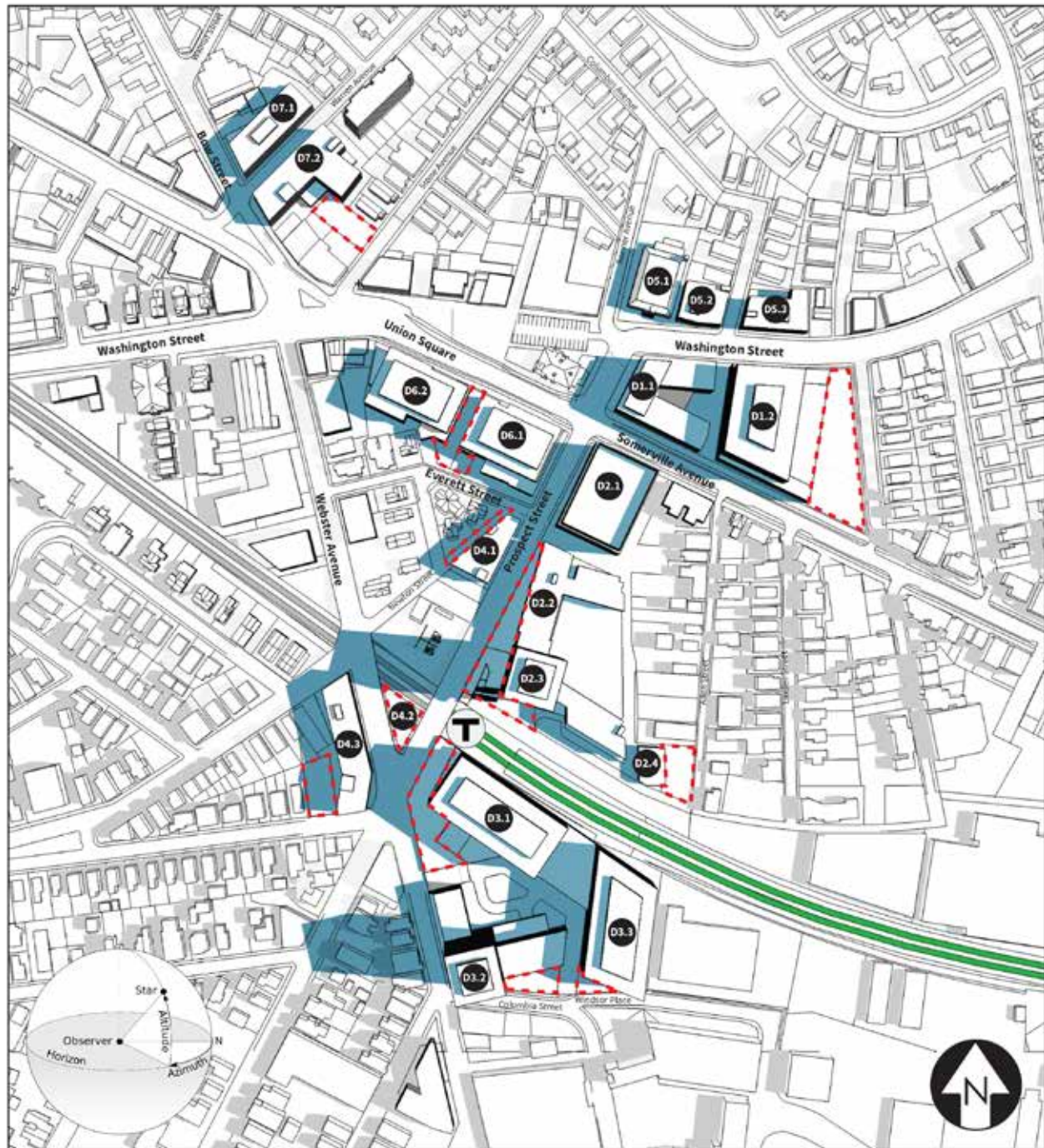


Somerville, Massachusetts (W 71.07, N 42.23)

- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 22: SHADOW STUDY

June 21 @ 9am EST.
(Summer Solstice)

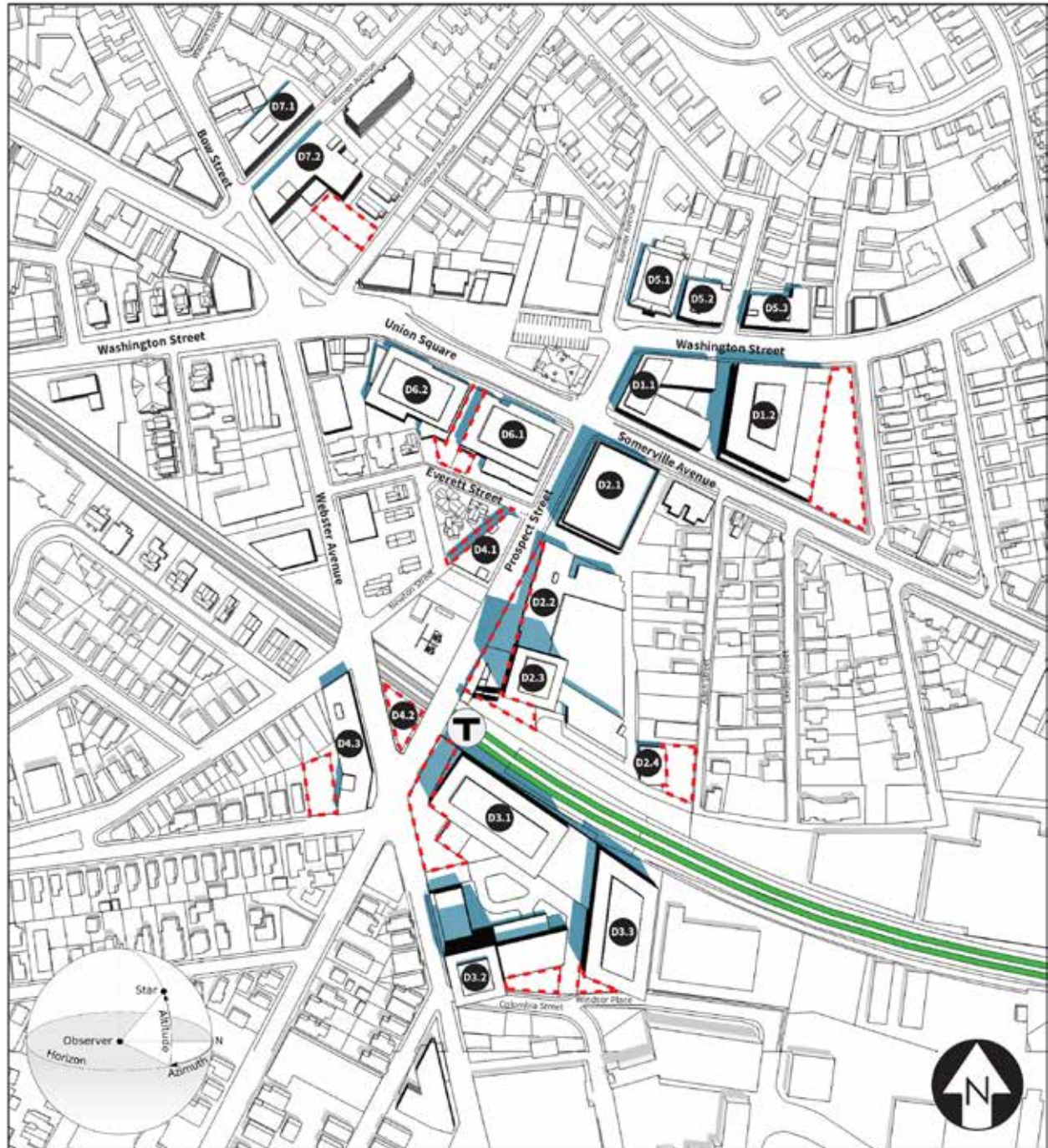


Somerville, Massachusetts (W 71.07, N 42.23)
Altitude: 50.8, Azimuth 105.5

- Existing shadows
- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 23: SHADOW STUDY

June 21 @ 12pm EST.
(Summer Solstice)

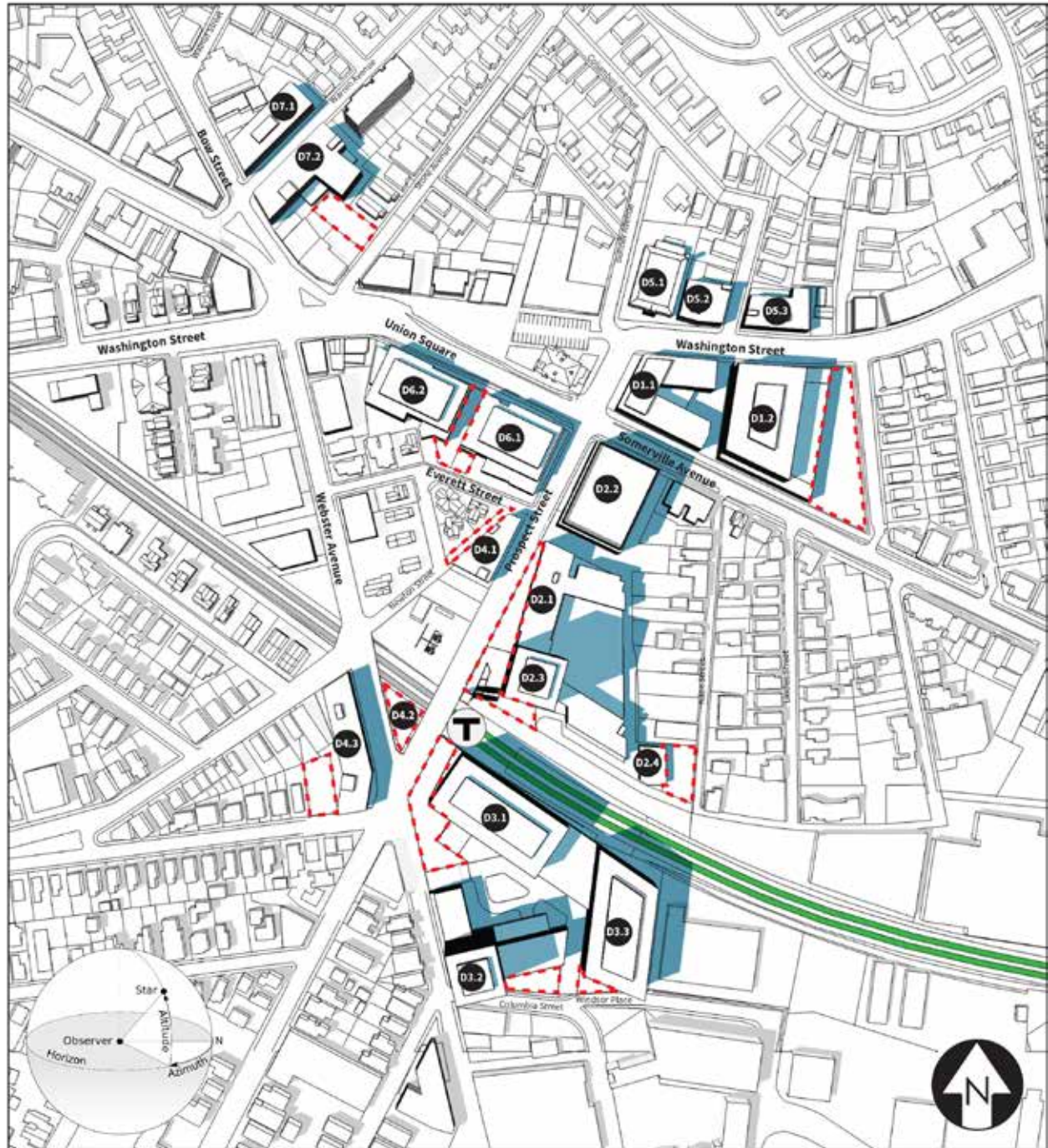


Somerville, Massachusetts (W 71.07, N 42.23)
Altitude: 70.8, Azimuth 189.6

- Existing shadows
- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 24: SHADOW STUDY

June 21 @ 3pm EST.
(Summer Solstice)

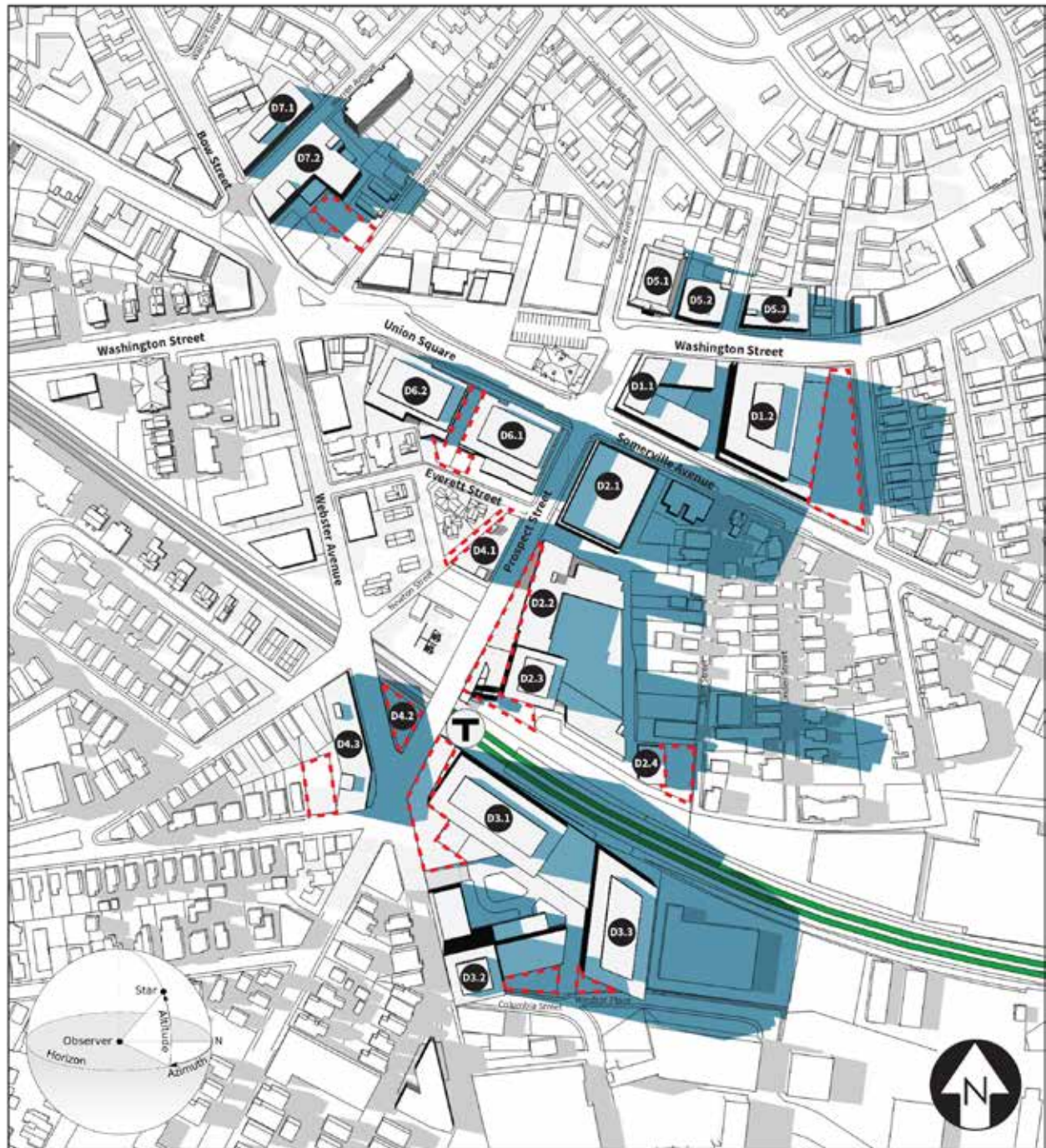


Somerville, Massachusetts (W 71.07, N 42.23)
Altitude: 45.9, Azimuth 260.3

- Existing shadows
- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 25: SHADOW STUDY

June 21 @ 6pm EST.
(Summer Solstice)



Somerville, Massachusetts (W 71.07, N 42.23)
Altitude: 13.2, Azimuth 289.8

- Existing shadows
- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 26: SHADOW STUDY — SEPTEMBER COMPOSITE

September 21 - Time Lapse 9am-6pm EST.
 (Autumnal Equinox)

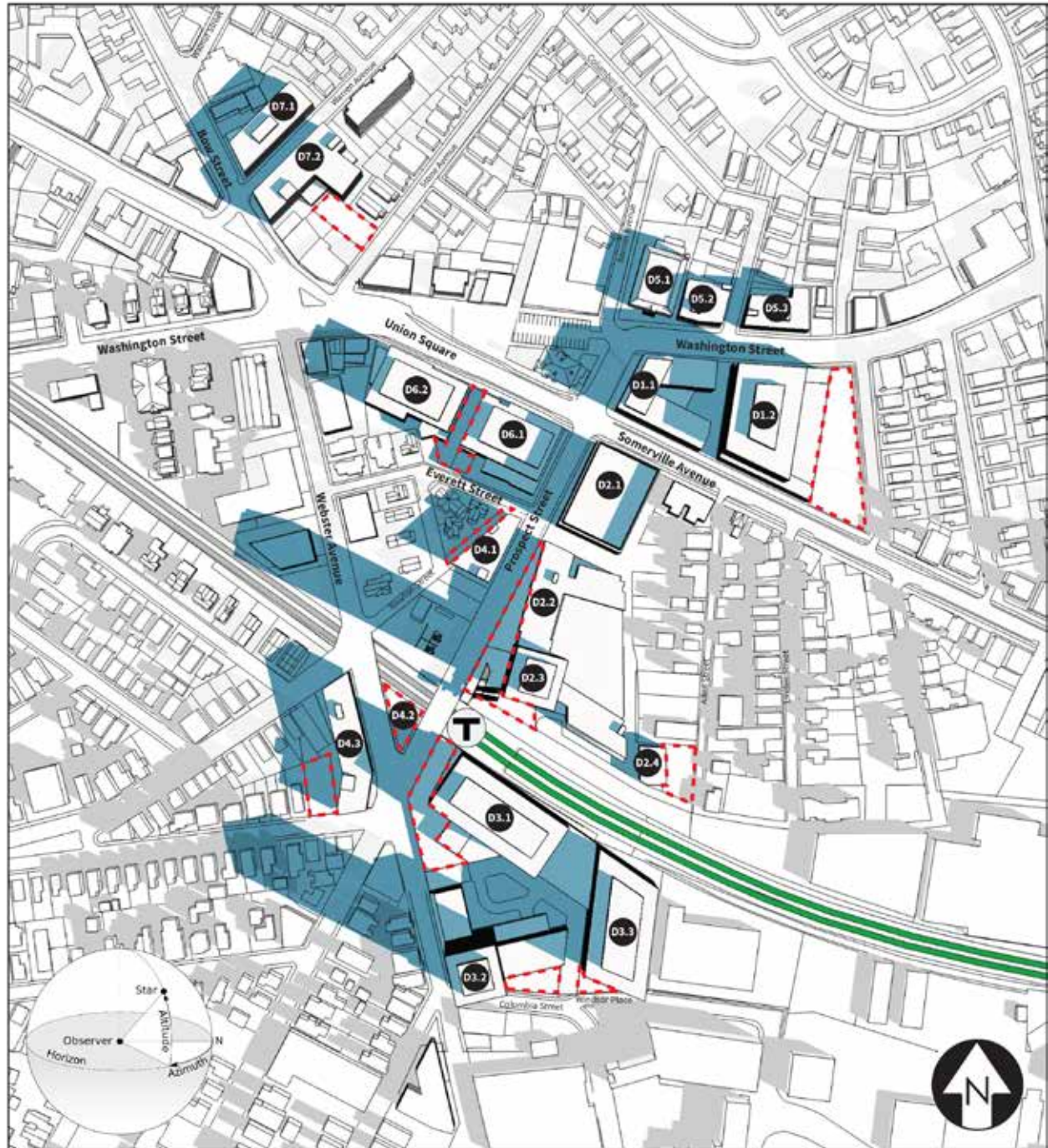


Somerville, Massachusetts (W 71.07, N 42.23)

- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 27: SHADOW STUDY

September 21 @ 9am EST.
(Autumnal Equinox)

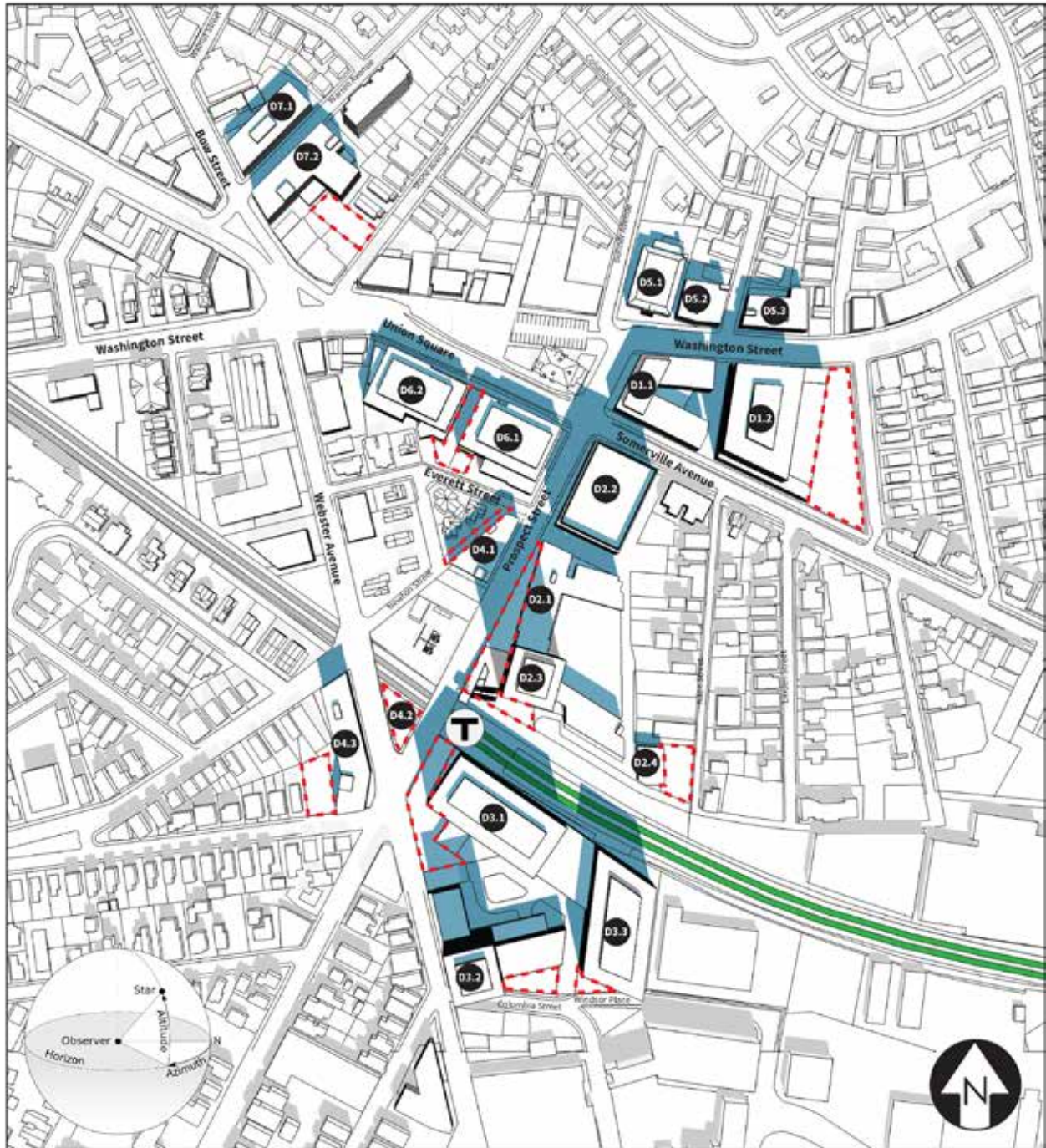


Somerville, Massachusetts (W 71.07, N 42.23)
Altitude: 35.2, Azimuth 129.2

- Existing shadows
- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 28: SHADOW STUDY

September 21 @ 12pm EST.
(Autumnal Equinox)

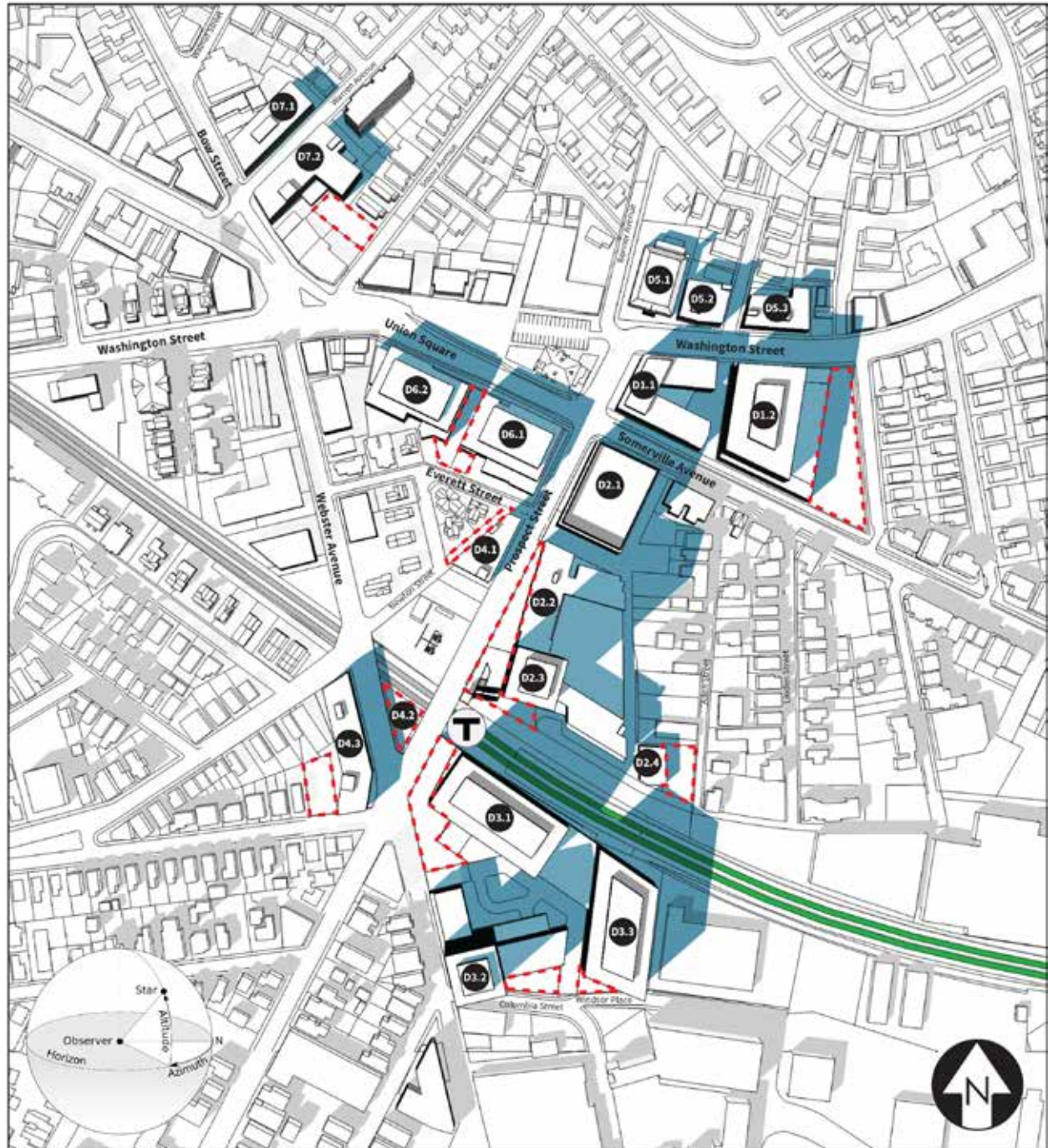


Somerville, Massachusetts (W 71.07, N 42.23)
Altitude: 47.7, Azimuth 188.4

- Existing shadows
- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 29: SHADOW STUDY

September 21 @ 3pm EST.
(Autumnal Equinox)

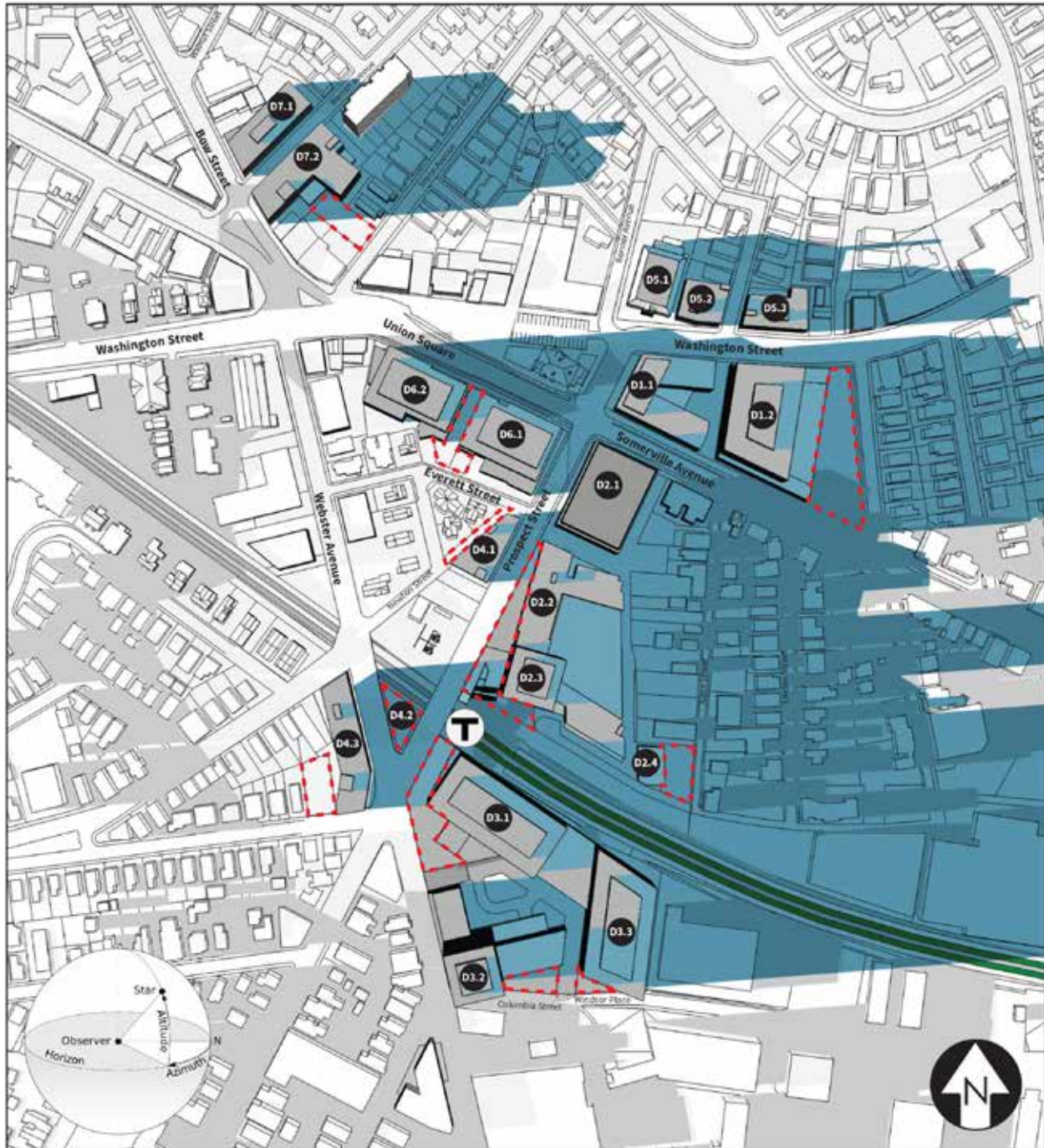


Somerville, Massachusetts (W 71.07, N 42.23)
Altitude: 28.2, Azimuth 241.3

- Existing shadows
- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 30: SHADOW STUDY — SEPTEMBER COMPOSITE

September 21 @ 6pm EST.
(Autumnal Equinox)

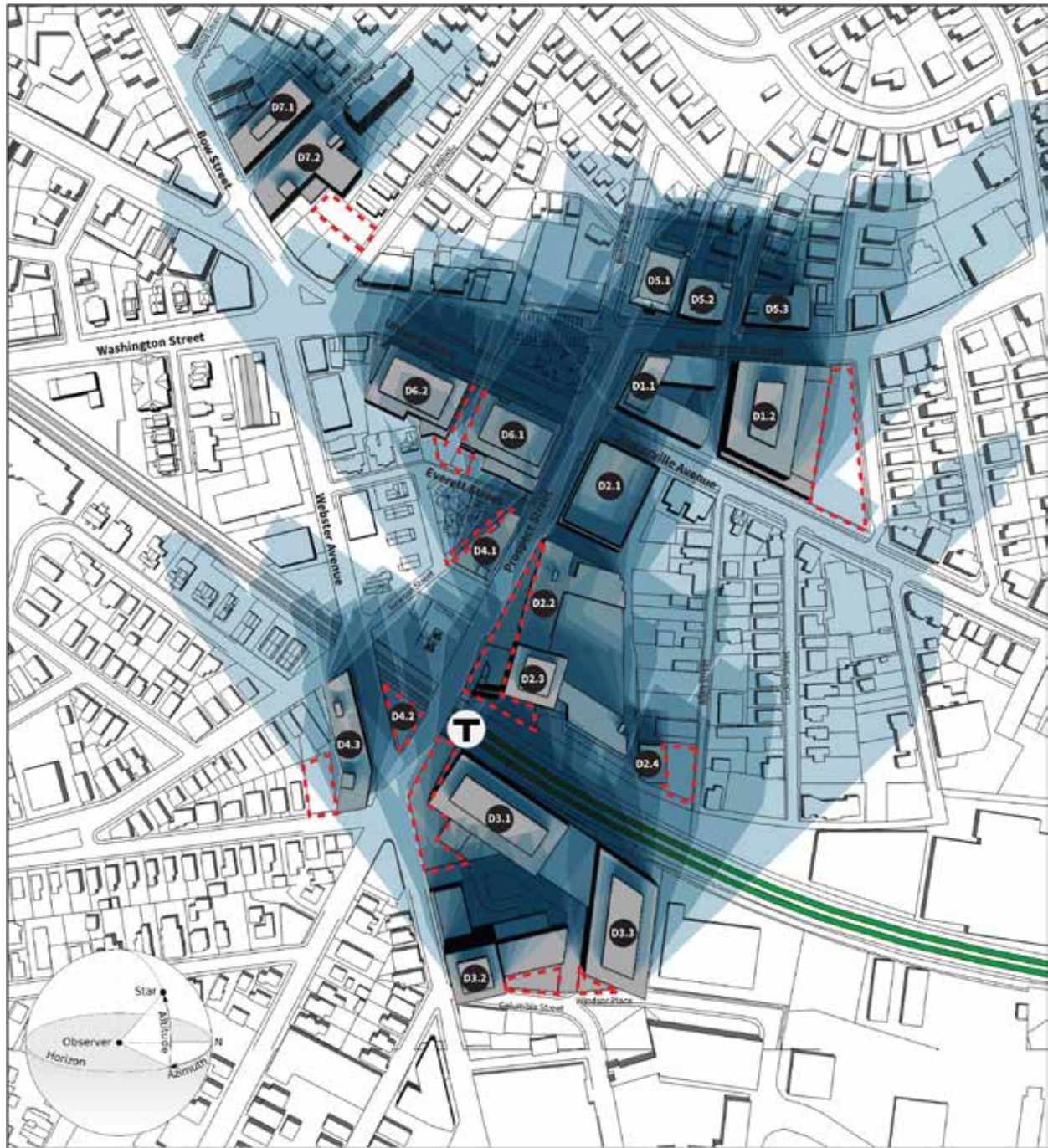


Somerville, Massachusetts (W 71.07, N 42.23)
Altitude: 14.3, Azimuth 141.9

- Existing shadows
- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 31: SHADOW STUDY — DECEMBER COMPOSITE

December 21 - Time Lapse 9am-3pm EST.
(Winter Solstice)

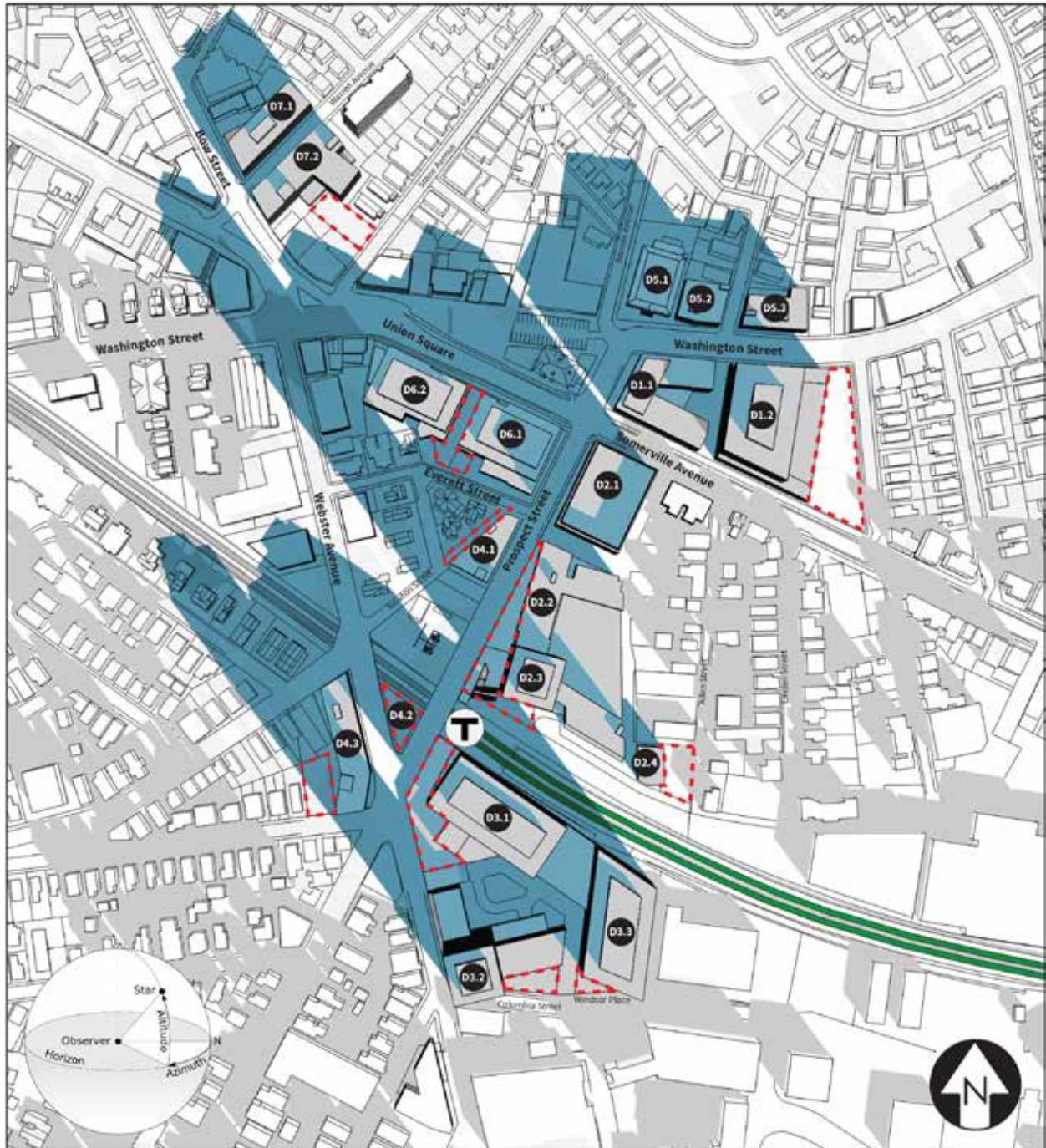


Somerville, Massachusetts (W 71.07, N 42.23)

- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 32: SHADOW STUDY

December 21 @ 9am EST.
(Winter Solstice)

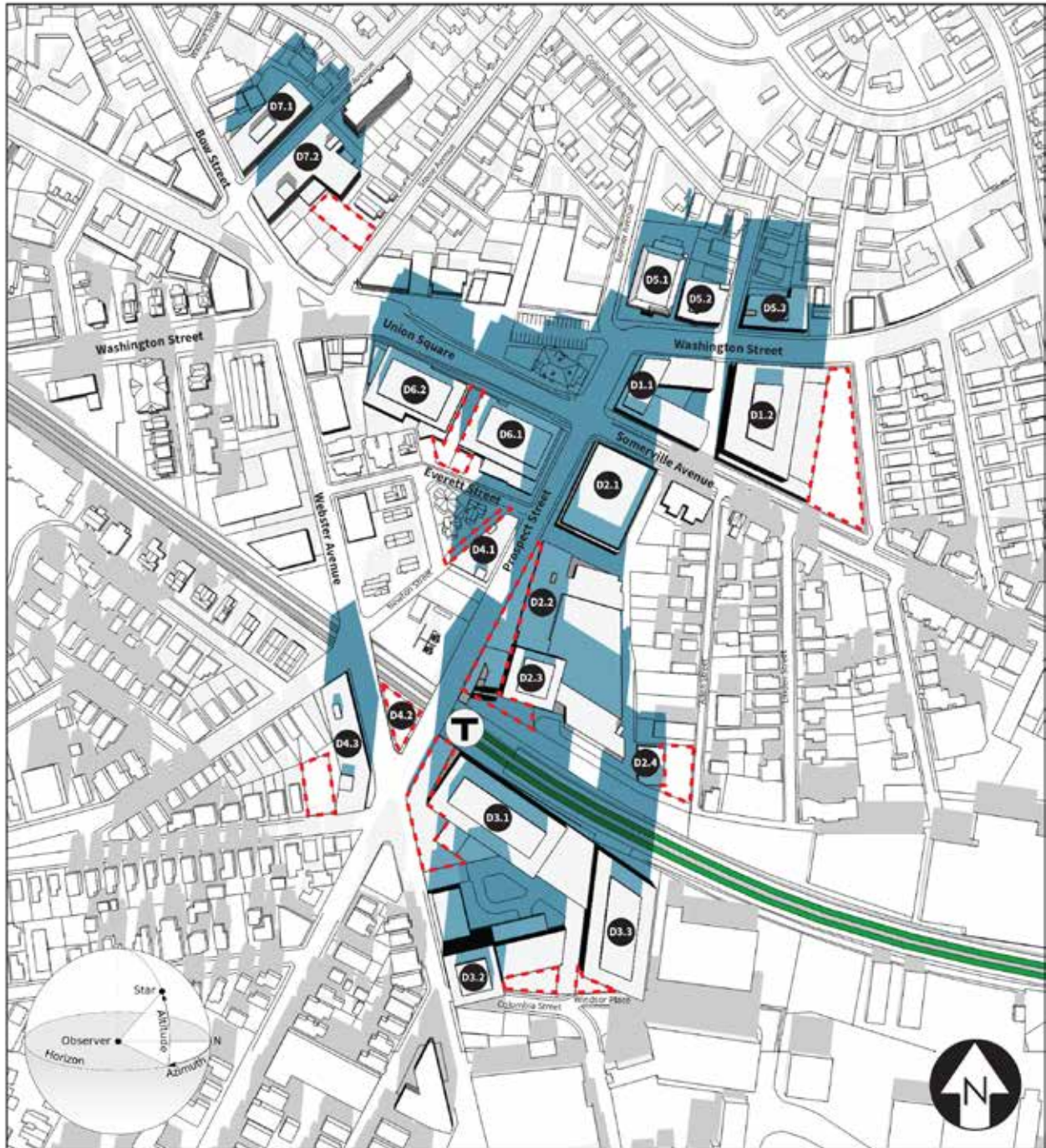


Somerville, Massachusetts (W 71.07, N 42.23)
Altitude: 14.3, Azimuth 141.9

- Existing shadows
- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 33: SHADOW STUDY

December 21 @ 12pm EST.
(Winter Solstice)

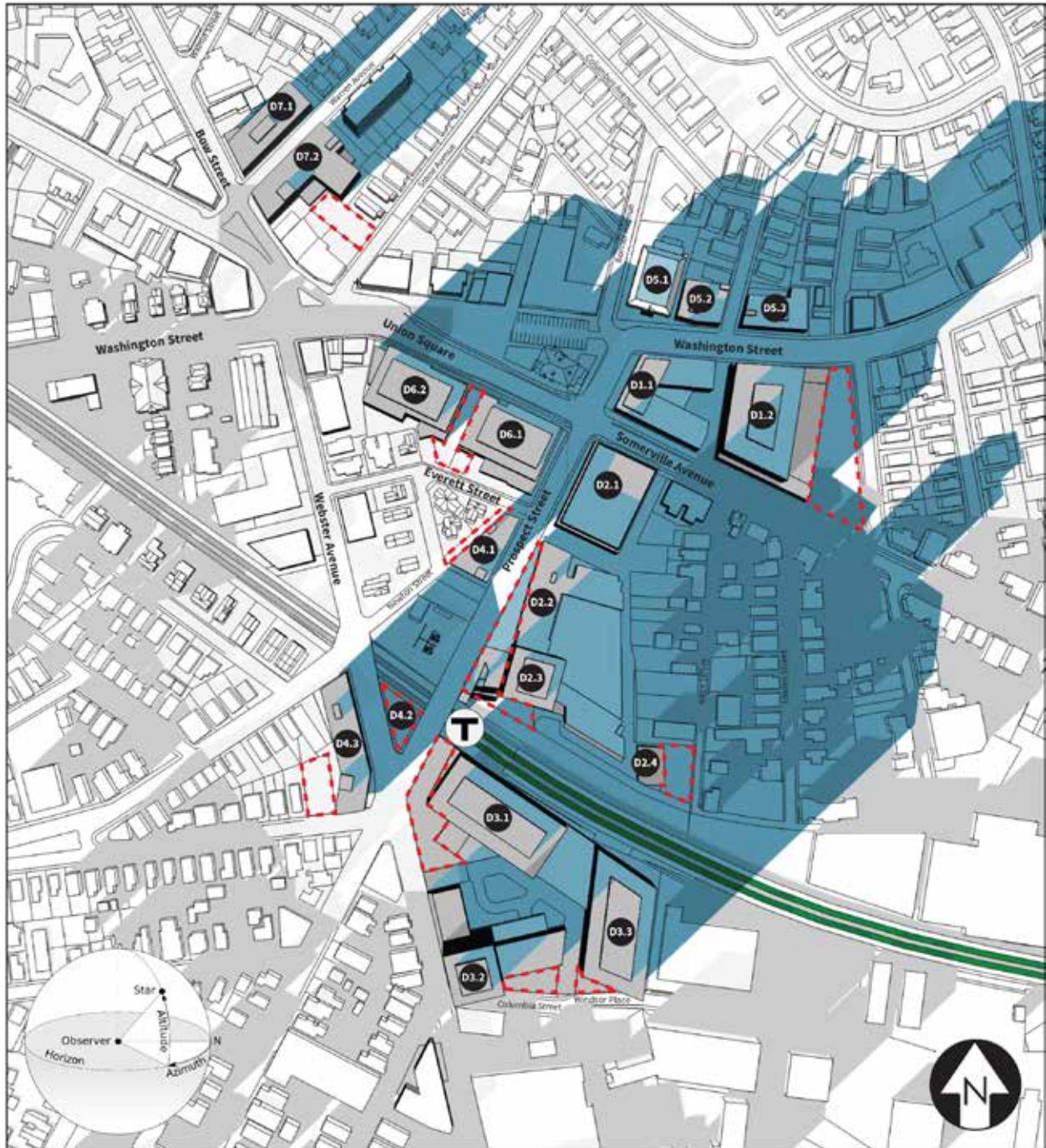


Somerville, Massachusetts (W 71.07, N 42.23)
Altitude: 24.1, Azimuth 184.3

- Existing shadows
- Net new shadows from proposed buildings
- Proposed Civic Spaces

FIGURE 34: SHADOW STUDY

December 21 @ 3pm EST.
(Winter Solstice)



Somerville, Massachusetts (W 71.07, N 42.23)
Altitude: 10.1, Azimuth 224.9

- Existing shadows
- Net new shadows from proposed buildings
- Proposed Civic Spaces

PROPOSED BUILD OUT

Beginning with *SomerVision* in 2012 and developed into the *Union Square Neighborhood Plan* in 2016, the urban design goals of Union Square's revitalization were outlined as follows:

- To create an employment hub that includes small, medium, and large commercial employers;
- To develop a range of housing options that support enhanced affordability (20% of the total units proposed);
- To enhance the public realm with wider sidewalks, landscaping, benches, and a variety of civic open spaces that greatly improve the current Union Square pedestrian experience;
- To activate the public realm with ground floor retail shops, building lobbies, and arts + creative uses;
- To connect the new MBTA Green Line station to existing neighborhoods around Union Square through various pedestrian paths; and
- To encourage biking and walking over vehicular use.

This section outlines in greater detail how the proposed 2.4 million SF mixed-use program will be realized on the development site in conformance with the zoning, following all formal building limitations including façade lengths, heights, and setbacks while providing corresponding civic spaces as required. It includes a site plan and massing diagram that depict how the 61% commercial uses and 39% residential uses are distributed across the sites. A design discussion and context analysis provide additional details related to the design, massing and proposed use mix. A build out program table details the mix of uses proposed for each block and building site. Character perspectives and a skyline view are provided to further illustrate the possibilities for the development.

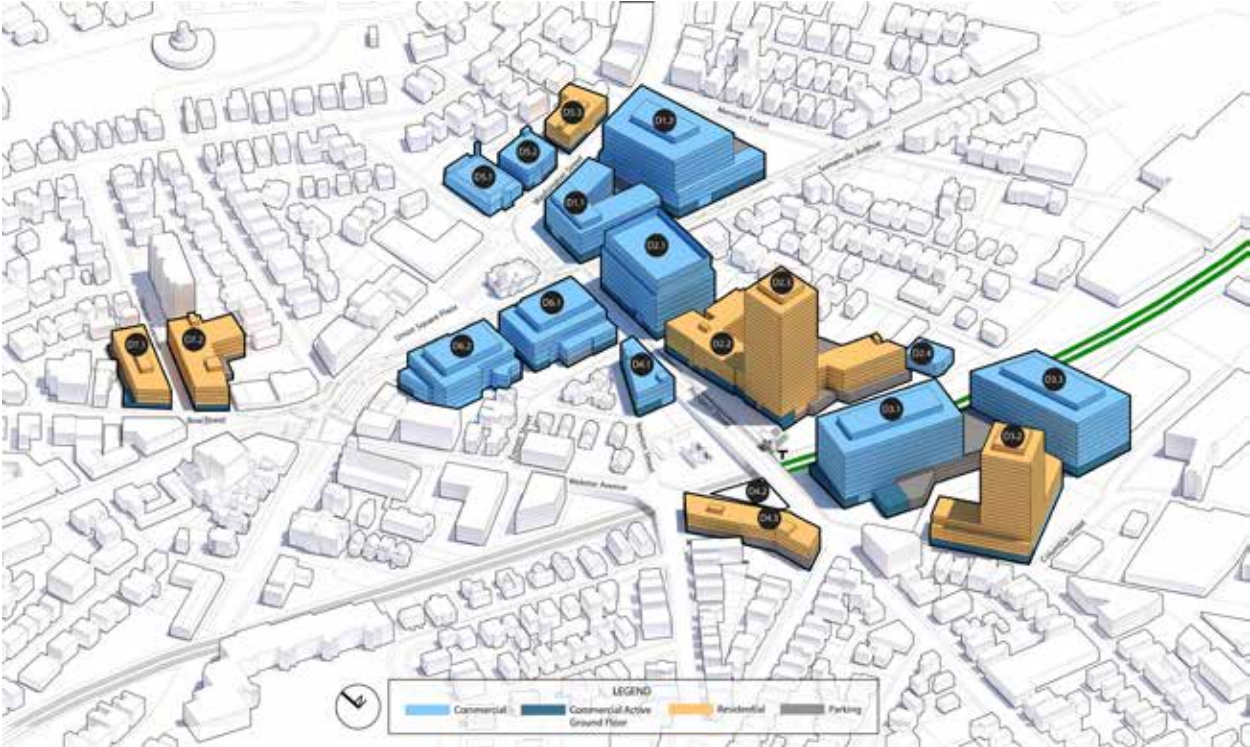
The last section includes a Block & Lot plan for each D Block which shows how each of the blocks will be sub-divided to accomplish the building, thoroughfare and civic space plans in compliance with the zoning requirements.

FIGURE 35: SITE PLAN



SITE PLAN OVERVIEW

FIGURE 36: MASSING & USES SITE AXON



Through the CDP planning effort, the following building program emerged for the development.

DESIGN NARRATIVE

In order to develop a vibrant commercial employment district in and around Union Square, every built site includes a mix of uses that complement each other and energize the district with places to discover and enjoy. For example, Phase 1 development on D2 provides for a landscaped open space that is activated by a residential lobby, active ground floor retail, a commercial lab/office building, and of course, the new MBTA station. D1 has a hotel, office/lab, arts & creative enterprise (ACE), parking, and ground floor retail, as well as a neighborhood park. Even D6, primarily office/lab, benefits from office/lab lobbies, shops, and ACE on the ground floor that will engage the neighborhood and create a new pedestrian passage as an alternative pathway to Union Square from areas south of D6.

This CDP represents the most current thinking about the massing, use mix and open spaces for the D Blocks based on the original principles of the Neighborhood Plan and subsequent feedback from neighbors, Aldermen, City Planning, Transportation, and other city departments. It also takes into account studies by US2 and their consultants to meet and service the program for office, residential, community, arts, and parking uses on each site and in total. Taken together, these inputs have resulted in some variations from the Neighborhood Plan, which are highlighted below for each of the D Blocks.

For each block below, the first diagram is taken directly from the Neighborhood Plan, while below that is the current massing as well as an explanation of the changes that have occurred.

D1 BLOCK

While D1 is still platted into two lots (D1.1 and D1.2), the block's open space has been increased to the size of a Neighborhood Park and consolidated onto D1.2 to address issues of equity on the eastern side of Union Square, an area underserved by open space (see Civic Space section). A portion of the residential program previously shown along Washington Street has been moved to - and replaces - the previous neighborhood park envisioned on D4.3 in the Neighborhood Plan. The result is a net loss of 25 to 30 units; however, this plan simplifies the built area on D1.2, improves the public realm and is sensitive to the existing residences along Merriam Street, who will now face onto a large new public park. The overall reduction in density on D1 results in a more open central core of the neighborhood. The D1 buildings also become 100% commercial, reinforcing the goal to add employment to Union Square.

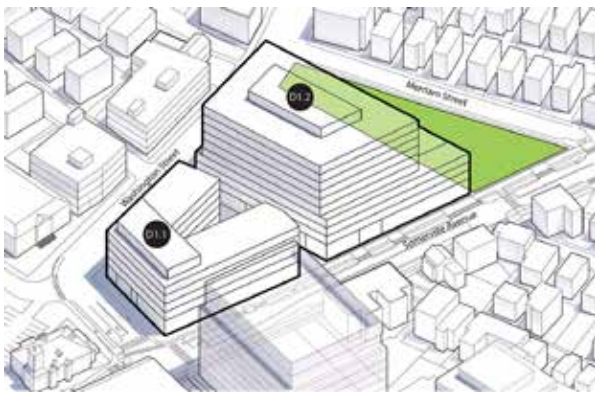
To accomplish such a sizable park, it was necessary to remove the open space facing Union Square in front of D1.1. Because of the way the Post Office is positioned on axis with the stair and elevator down to the MBTA platform, the view corridor to the Post Office down Prospect Street is still intact.

As discussed in the Civic Space section, green space, playgrounds, and/or art and leisure zones are all possible on the D1.2 park site. At the CDP neighborhood meeting, the team heard many ideas from neighbors about what uses and activities might be desired. Their feedback will be incorporated into the next level of design work when D1 goes through Design and Site Plan Review.

Consistent with the Neighborhood Plan, D1.1 is conceived as a 5-story hotel, fronting on the terminus of Prospect Street and Union Square Plaza. The widened sidewalk, created by setting the building



NEIGHBORHOOD PLAN



COORDINATED DEVELOPMENT PLAN

back from the property line, will support the hotel lobby and active retail uses that will occupy the base of the building. Unlike an office building, hotel guests will activate the building after normal work hours and will be able to take advantage of the vibrant night life and the many restaurants in the Square, supporting the local economy.

D1.2 will be developed as a 10-story commercial office/lab building wrapping a lined parking garage, with frontage on Washington Street, Somerville Avenue, a new thoroughfare running between D1.1 and D 1.2, and a new civic space. Above the fourth floor, the building is set back 10' from the Somerville Avenue and Washington Street facades, and is approximately 60 feet from the facade that fronts the new civic space, creating a 4 story base wrapping 3 sides of the building. Ground floor uses that bookend the park will be carefully tenanted so those uses can enhance the vibrancy of the park. ACE uses will also be included in the overall programming of the building as part of the activated liner that fronts the parking garage.



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D2 BLOCK

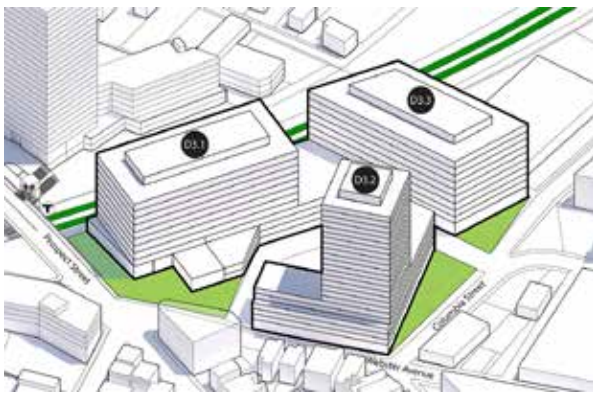
Consistent with the Neighborhood Plan, D2 remains platted into five individual building lots. D2.1 will be developed as a 7-story commercial office/lab building, with ground floor retail fronting Somerville Avenue and Prospect Street. It will be the first major commercial building in Union Square and will start its evolution into an employment center. Located at the intersection of Prospect Street and Somerville Avenue, the 7-story building will serve as the corner stone to the commercial re-development of Union Square. Parking for the new commercial building will be provided in base of the residential building on D2.2.

D2.2 and 2.3 will be developed as residential buildings with ground floor retail fronting Prospect street and ACE spaces. D2.2 will be a 5-story General Building, separated by a hypothetical lot line from D2.3, which will be developed as a 25-story podium point tower. A significant plaza civic space will be provided along the Prospect Street frontage, with a landscape stair providing access to the new Union Square T Station. Because the MBTA is no longer providing a head house along the Prospect Street bridge, a preliminary design concept for the station area accommodates an elevator to provide accessible access to the platform and the enlarged drop-off plaza at the platform level. Continued collaboration with the MBTA GLX team is required to resolve the design and operation of this connection. The tower celebrates the new transit line to downtown and will provide an iconic landmark at the center of the Union Square neighborhood.

D2.4 will be developed as a 3-story commercial building with frontage on a new civic space. The height of the building is appropriately scaled to the adjacent residential buildings that line Allen and Linden streets, and is envisioned as a suitable location for an arts & creative enterprise hub. No development is planned for D2.5.



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D3 BLOCK

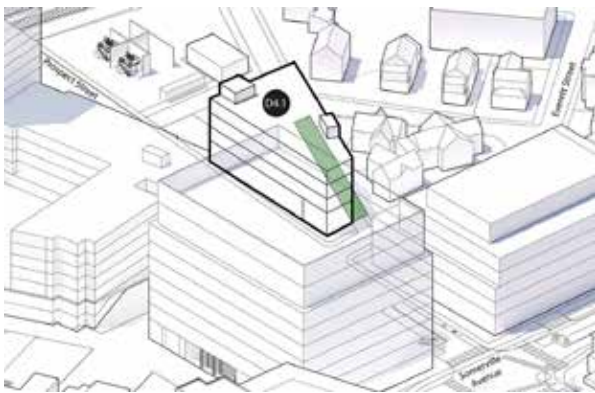
The master plan for D3 has evolved as US2 has studied the massing and layout of uses since the Neighborhood Plan was conceived. These improvements include:

- The expansion of open space along Prospect Street to facilitate pedestrian connections to the MBTA from the South;
- Shifting the commercial buildings and parking decks to the back of the site parallel to the rail line, in order to reduce the scale of development and lengths of building facades along Webster Avenue;
- Relocating the residential toward Webster so that the scale and use of the base of the building can relate to the residential character of the neighborhood; and
- Adding a new, sun filled open space at Columbia Street that sets the residential and commercial buildings back from the sidewalk behind a landscape buffer (a comment provided by several neighbors during the CDP Neighborhood Meeting).

The D3 Block will be platted into three individual zoning lots. D3.1 and D3.3 will be developed as 10-story commercial buildings for office/lab users. Parking is located on the lower levels of the buildings parallel to the train tracks. D3.2 will be developed as a 24-story podium point tower, with ground floor retail fronting Webster Avenue, and residential uses above. The height of the D3.2 point tower is consistent with the tower on D2.3, and when viewed from Prospect Hill, in conjunction with D2.3, will frame the new T station. ACE uses will be integrated into the building program for D3.2 and D3.3.



NEIGHBORHOOD PLAN



COORDINATED DEVELOPMENT PLAN



COORDINATED DEVELOPMENT PLAN

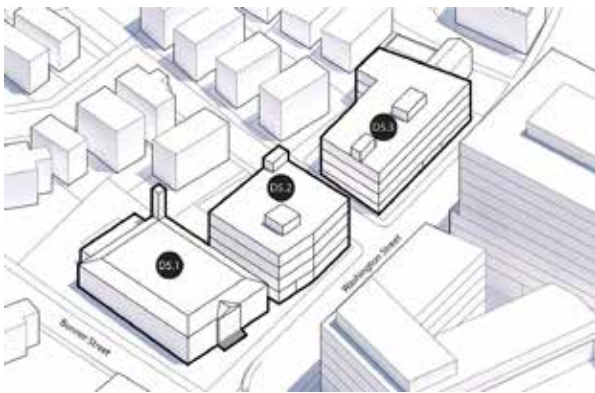
D4 BLOCK

As shown in the Neighborhood Plan, D4.1 and 4.2 remain as a building and open space respectively, while D4.3 has been changed to a 4-story residential building. As was mentioned in the D1 section above. US2 heard several concerns from neighbors that the park on D4.3 would be surrounded by vehicular traffic, yielding a less desirable environmental condition for children and the elderly. Thus, the Neighborhood Park was relocated to D1.2, and the residential use previously planned on D1.2 was moved to D4.3, despite a net loss of 25 to 30 residential units.

D4.1 will be a simple 4-story commercial building that will target emerging companies and will include retail space located along Prospect Street. A new pocket plaza will be created when a portion of Newton Street is improved into a civic space, creating a buffer to the adjacent single-family homes and a new open space that can be enjoyed by the entire community. D4.2 will be developed as an civic space. D4.3 will be developed as a 4-story general building, with ground floor retail facing Webster Avenue and residential units on the upper 3 floors. The new residential building will frame the multi modal gateway open space on D4.2, and the existing community garden will remain along Concord Avenue.



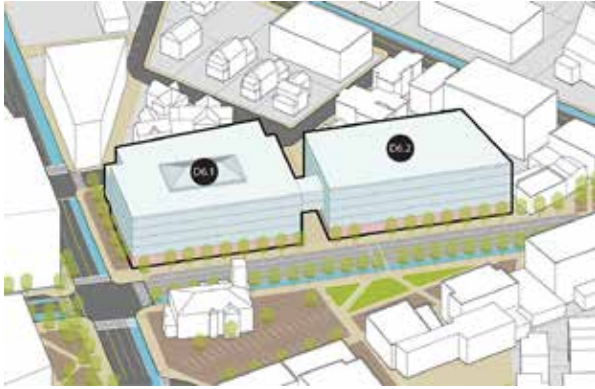
NEIGHBORHOOD PLAN



COORDINATED DEVELOPMENT PLAN

D5 BLOCK

Each of the three parcels shown in the Neighborhood Plan have remained and the historic former Post Office is being redeveloped into a vibrant mix of uses that will include a focus on ACE uses. The current concept contemplates a market place, an entertainment venue and coworking. D5.2 and D5.3 will be developed as 4-story buildings with ground floor retail. The former will be a commercial building, while the latter will be a general building with residential uses on the upper three floors. D5.2 has potential as a relocation opportunity for one of the existing D Block businesses (See Implementation section).



NEIGHBORHOOD PLAN



COORDINATED DEVELOPMENT PLAN

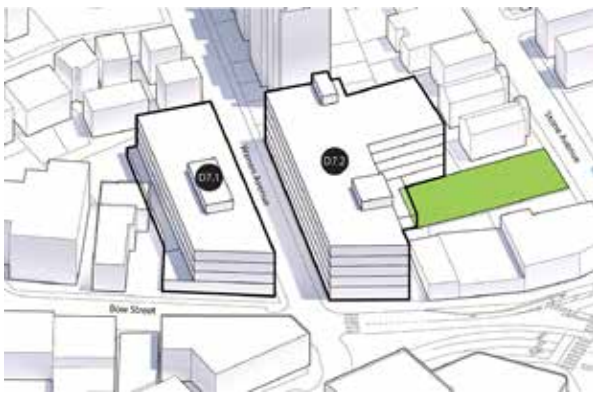
D6 BLOCK

Consistent with the Neighborhood Plan, parcels D6.1 and D6.2 will be developed as 5-story commercial buildings, with ground floor retail spaces and ACE spaces occupying ground floor locations. After considerable study of shadow impacts and general massing, these buildings and their penthouses have been reshaped to more sensitively respond to the character of each of the streets, open spaces and neighboring buildings that surrounds them.

The massing of the D6.1 reduces to three stories on the south side of the building to provide a better scale relationship to the residential buildings that front Everett Street. The pedestrian through-block passage, required by zoning because the overall block length exceeds 400', has been widened to allow more sunlight and air to penetrate the D6 and improve the pedestrian experience. Ground floor retail uses are planned for the through block passage, ensuring a lively and engaging civic space. The plaza that was located at the corner of Prospect Street and Somerville Avenue in the Neighborhood Plan has been removed to accommodate the widened through block passage.



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COORDINATED DEVELOPMENT PLAN

D7 BLOCK

The D7 Blocks remain as residential buildings with ground floor retail fronting Bow Street. During the planning process, community members suggested a pedestrian connection between the new pocket park on 7.2 and Bow Street, and the team responded by pulling the building back from the adjacent lot. From there, neighbors thought a link to Stone Park and Sanborn Court could be achieved away from the activity of Union Square.

D7.1 will be a 4-story building, approximately the same height as the residential buildings at the western end of Bow Street. D7.2 steps up to 5 stories, relating to height of the residential buildings on Webster Avenue and taller apartment buildings on Warren Avenue and the D6 parcels. Together, the building volumes of D7.1 and D7.2 serve to define and restore a street edge, incomplete since World War II. Since the area around D7 is well served by parks and playgrounds for families with children, neighbors have suggested that the civic space create a quiet oasis of green space directed toward adults and the seniors living in the public housing on Warren Street.

CHARACTER PERSPECTIVES

D1 BLOCK: NEIGHBORHOOD PARK



D2 BLOCK: PLAZA



D2 BLOCK: STAIR

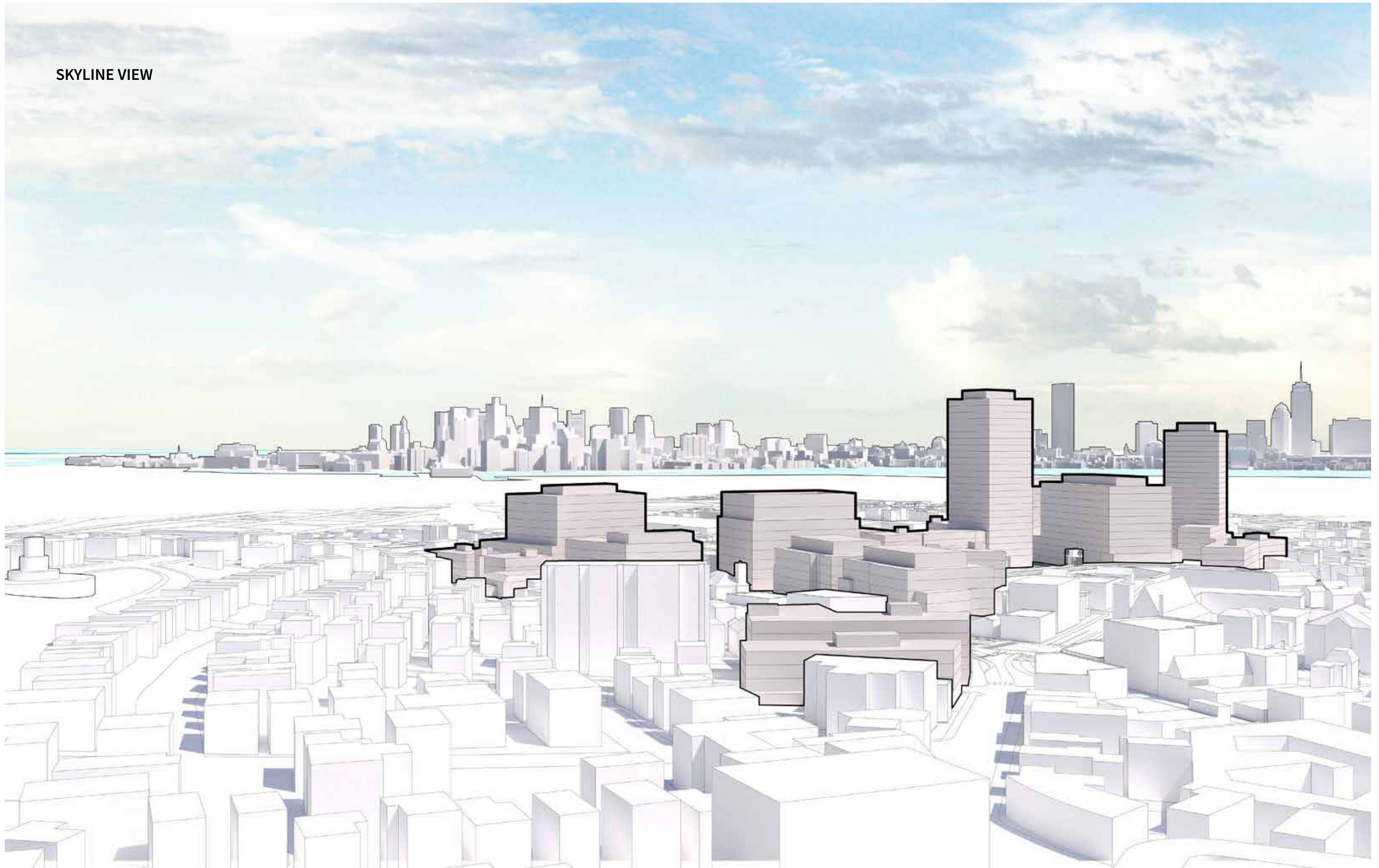


D6 BLOCK: THROUGH BLOCK PLAZA



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SKYLINE VIEW



BUILD OUT PROGRAM ESTIMATES

TABLE 9: BUILD OUT PROGRAM ESTIMATES

PARCEL / BLOCK	TOTAL AREA (SF)	COMMERCIAL USE DISTRIBUTION										RESIDENTIAL USE DISTRIBUTION							
		OFFICE / LAB		RETAIL		HOTEL AREA		HOTEL ROOMS		ARTS & CREATIVE		COMMERCIAL TOTAL		RESIDENTIAL TOTAL		UNITS*		AFFORDABLE UNITS	
		SF	% TOTAL	SF	% TOTAL	SF	% TOTAL	Rooms	% TOTAL	SF	% TOTAL	SF	% TOTAL	SF	% TOTAL	MIN	MAX	MIN	MAX
D1	354,000	231,000	20%	22,000	16%	93,000	100%	175	100%	6,000	8%	354,000	24%	-	-	-	-	-	-
D1.1	105,000	-	-	11,000	8%	93,000	100%	175	100%	-	-	105,000	7%	-	-	-	-	-	-
D1.2	249,000	231,000	20%	11,000	8%	-	-	-	-	6,000	8%	249,000	17%	-	-	-	-	-	-
D2	619,000	166,000	14%	29,000	21%	-	-	-	-	25,000	34%	220,000	15%	399,000	43%	389	456	78	91
D2.1	178,000	166,000	14%	12,000	9%	-	-	-	-	-	-	178,000	12%	-	-	-	-	-	-
D2.2-3	429,000	-	0%	17,000	12%	-	-	-	-	13,000	18%	30,000	2%	399,000	43%	389	456	78	91
D2.4	12,000	-	0%	-	0%	-	-	-	-	12,000	16%	12,000	1%	-	-	-	-	-	-
D3	888,000	522,000	45%	18,000	13%	-	-	-	-	15,000	20%	555,000	38%	333,000	36%	325	381	65	76
D3.1	280,000	271,000	23%	9,000	6%	-	-	-	-	-	-	280,000	19%	-	-	-	-	-	-
D3.2	351,000	-	-	9,000	6%	-	-	-	-	9,000	12%	18,000	1%	333,000	36%	325	381	65	76
D3.3	257,000	251,000	22%	-	0%	-	-	-	-	6,000	0	257,000	18%	-	-	-	-	-	-
D4	90,000	25,000	2%	12,000	9%	-	-	-	-	-	-	36,000	2%	54,000	6%	53	62	11	12
D4.1	29,000	25,000	2%	5,000	4%	-	-	-	-	-	-	29,000	2%	-	-	-	-	-	-
D4.2	-	-	0%	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D4.3	61,000	-	0%	7,000	5%	-	-	-	-	-	-	7,000	0%	54,000	6%	53	62	11	12
D5	95,000	21,000	2%	24,000	17%	-	-	-	-	20,000	27%	65,000	4%	30,000	3%	29	34	6	7
D5.1	37,000	-	0%	17,000	12%	-	-	-	-	20,000	27%	37,000	3%	-	0%	-	-	-	-
D5.2	25,000	21,000	2%	4,000	3%	-	-	-	-	-	-	25,000	2%	-	0%	-	-	-	-
D5.3	33,000	-	0%	3,000	2%	-	-	-	-	-	-	3,000	0%	30,000	3%	29	34	6	7
D6	225,000	193,000	17%	26,000	19%	-	-	-	-	8,000	11%	225,000	15%	-	-	-	-	-	-
D6.1	111,000	96,000	8%	12,000	9%	-	-	-	-	4,000	5%	111,000	8%	-	-	-	-	-	-
D6.2	114,000	97,000	8%	14,000	10%	-	-	-	-	4,000	5%	114,000	8%	-	-	-	-	-	-
D7	126,000	-	0%	9,000	6%	-	-	-	-	-	-	9,000	1%	117,000	13%	114	134	23	27
D7.1	45,000	-	0%	5,000	4%	-	-	-	-	-	-	5,000	0%	40,000	4%	39	46	8	9
D7.2	81,000	-	0%	4,000	3%	-	-	-	-	-	-	4,000	0%	77,000	8%	75	88	15	18
TOTALS	2,397,000	1,158,000		140,000		93,000		175		74,000		1,464,000		933,000		910	1,067	183	213
AS % OF TOTAL		48%		6%		4%				3%		61%		39%					
AS % OF COMMERCIAL		79%		10%		6%				5%									

*NOTE: at full build-out, total residential until shall not exceed 999 units.

CONTEXT ANALYSIS

BLOCK D1

D1.1 is conceived as a 5-story hotel, fronting on the terminus of Prospect Street and Union Square Plaza. The height of the building is approximately equal to the buildings on D6.1 and 6.2, providing a consistent datum on the south and east sides of Union Square Plaza.

D1.2 will be developed as a 10-story commercial building wrapping a lined garage, with frontage on Washington Street, Somerville Avenue, a new alley between D1.1 and D 1.2, and a new neighborhood park. Above the fourth floor, the building is set back 10' from the Somerville Avenue and Washington Street facades and 40' from the facade that fronts the new civic space, creating more than a 4-story plinth which wraps three sides of the building. The 4-story base of the building relates to the scale of the single-family homes that line Merriam Street, and the commercial and new residential buildings on Washington Street and Somerville Avenue. The neighborhood park provides a green buffer and scale transition from the Merriam Street homes to the 4-story commercial and parking podium and then to the 10-story commercial building on D1.2.

BLOCK D2

D2.1 will be developed as a 7-story commercial building, with ground floor retail fronting Somerville Avenue. The height of the building including the

potential mechanical penthouse will be comparable to the height of the commercial buildings that are planned for parcels D1.2 and D3.1.

D2.2 and D2.3 will be developed as residential buildings with ground floor retail fronting Prospect Street. D2.2 will be a 5-story general building, separated by a hypothetical lot line from D2.3, which will be developed as a 25-story podium point tower. Due to the rising grade of Prospect Street as it crosses the train tracks, the height of the D2.2 building and the podium of D2.3 will be approximately equal to the height of D6.1. The 25-story tower of D2.3 will provide an iconic landmark near the neighborhood train station, and will be approximately equal in height to the podium point tower planned for parcel D3.2.

BLOCK D3

D3.1 and D3.3 will be developed as 10-story commercial buildings. The height of these buildings will be consistent with the height of the commercial building on D1.2, and approximately the same height as the commercial building on D2.1 when the mechanical penthouse is included. D3.2 will be developed as a 24-story podium point tower, with ground floor retail fronting Webster Avenue, and residential uses above. The height of the point tower is consistent with the tower on D2.3.

BLOCK D4

D4.1 will be a 4-story commercial building, with retail space located along Prospect Street. The height of the building relates to the scale of the podium base of D2.2 and the south side of D6.1 and provides for a transition from the D2 density to the residential scale to the west and southwest.

D4.3 will be developed as a 4-story general building, with ground floor retail facing Webster Avenue and residential units on the upper 3 floors. The height of the building relates in scale to the residential neighborhood along Webster Avenue, and the podium base of D3.2 and provides for a transition in scale from the D3 density to the residential scale to the south and southwest.

BLOCK D5

D5.1 (the former post office) will remain a three story building. D5.2 and D5.3 will be developed as 4-story buildings with ground floor retail. The height of the buildings will be approximately equal to the height of the 4-story base of D2.2 and the new residential buildings that have been developed on Washington Street. The scale of the buildings on D5 was limited to 4-stories to provide for a transition in scale to the residential neighborhood to the north.

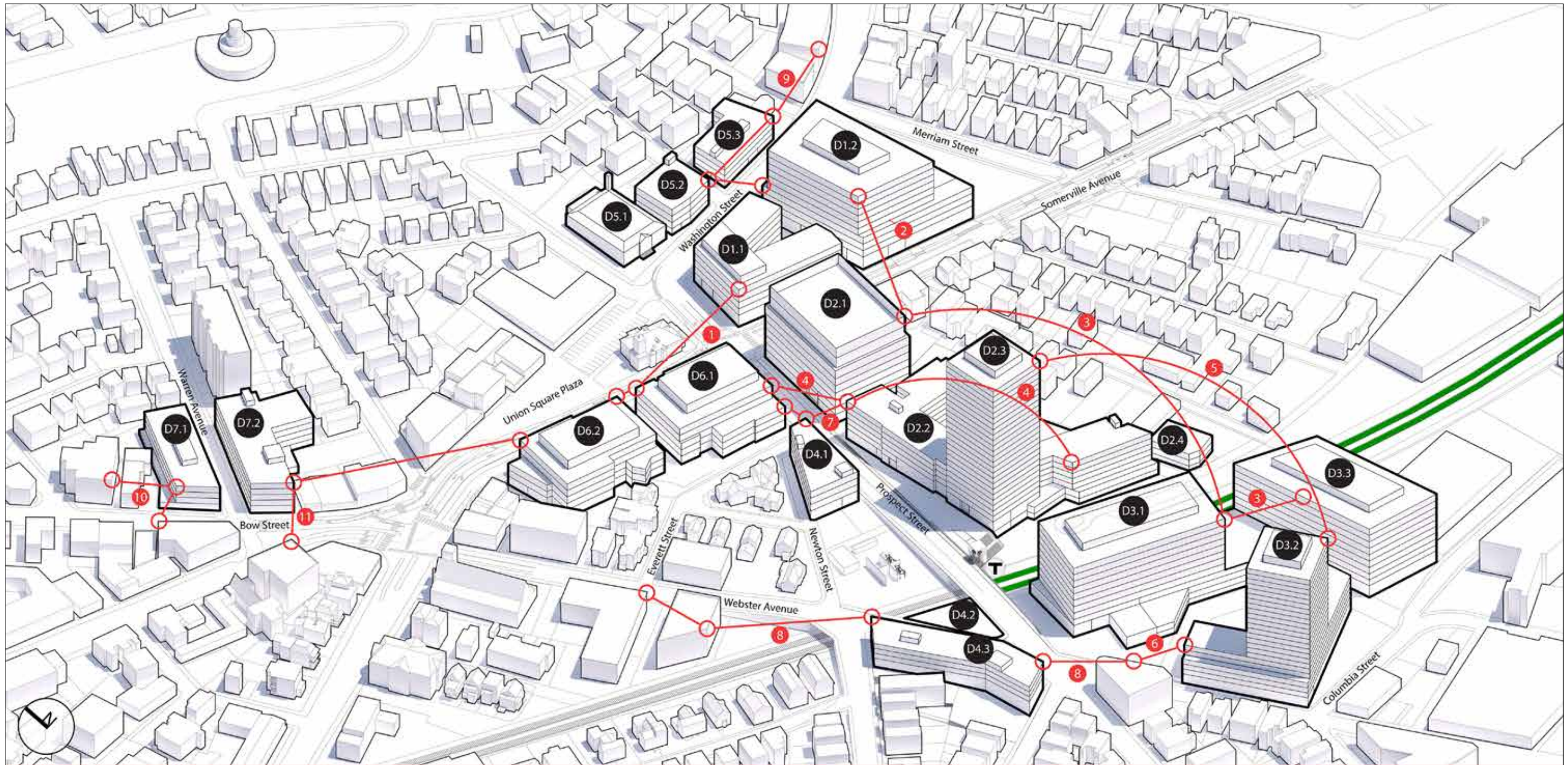
BLOCK D6

D6.1 and D6.2 will be developed as 5-story commercial buildings, with ground floor retail space fronting Somerville Avenue. The height of buildings will be approximately the same height as the hotel that is planned for D1.1. The massing of the D6.1 building reduces to 3 stories on the south side of the building to provide a better scale relationship to the residential buildings that front Everett Street.

BLOCK D7

D7.1 and 7.2 will be developed as residential buildings with ground floor retail space fronting Bow Street. D7.1 will be a 4-story building, approximately the same height as the commercial building across the street and close to the height of the eave of the former church adjacent to Bloc 11 cafe. D7.2 steps up to 5 stories, relating to the height of the 3-story commercial building on Somerville Avenue, the 11-story Somerville Housing Authority building to the north and the proposed commercial buildings that are planned for D6.

FIGURE 37: CONTEXT ANALYSIS, DIMENSIONAL RELATIONSHIPS



Dimensional Relationships

- 1 Similar building heights frame the South and East sides of USQ Plaza - D1.1 height approximately equal to D6.1 and D6.2 heights.
- 2 Building set back 10'-0" from Somerville Ave and Washington St facades creating 4 story plinth at base of building.
- 3 Similar building heights between D1.2, D2.1 (including penthouse) and D3.1 commercial buildings.
- 4 Height of D2.2 and D2.3 residential podium approximately equal to D6.1 and D6.2 buildings.
- 5 Height of D2.3 residential point tower approximately equal to D3.2 residential tower.
- 6 D3.2 tower is set back 10'-0" and low-rise height similar to new 5-story building at Prospect St and Webster Ave.
- 7 D4.1 building height relates in scale to podium base of D2.2 and south side of D6.1.
- 8 D4.3 residential building height similar to neighboring buildings on Webster Ave and the new 5-story building at Prospect St and Webster Ave.
- 9 D5.2 and D5.3 building heights approximately equal to the height of 4 story base of D2.2 and new residential buildings on Washington St.
- 10 D7.1 building height relates to commercial buildings across Bow St.
- 11 D7.2 building height similar to 3-story commercial building on Somerville Ave and the proposed buildings on D6.1.

NOTE:
All building heights will be subject to final design of individual buildings and will comply with the height and story limitations of the Union Square Zoning.

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CONNECTIVITY

In addition to regional connectivity that the Green Line will provide, the City of Somerville is planning significant improvements to the public right-of-ways within the Union Square neighborhood that will enhance mobility for pedestrians and cyclists. Through its Union Square infrastructure program, the City of Somerville is reconstructing the streetscape based on the vision outlined in the *Union Square Neighborhood Plan* and US2 will be contributing funds and/or providing in-kind improvements for infrastructure. A “complete streets” design approach will be implemented that prioritizes the pedestrian and cyclists over vehicles. Sidewalks will be widened (doubled in size in many instances) to allow

adequate space for pedestrians, new street trees, benches, and bike racks, and will include 3 different zones: a curb zone directly against the roadway, a furnishing zone with street trees, planting and site furniture, and a clear pedestrian walkway of at least 6 feet width. In some locations the sidewalks will expand further to provide space directly in front of the new buildings. The public realm improvements will enhance the overall pedestrian experience and encourage residents, office workers and visitors alike to stroll through a newly energized Union Square. These pathways will connect civic spaces, businesses, transit nodes, retail stores and homes making Union Square a more livable neighborhood.



Complete streets as envisioned in the Neighborhood Plan

SUSTAINABILITY & RESILIENCY

Sustainability will inform every design decision that is made. Enduring and energy efficient buildings conserve embodied energy, preserve natural resources, and limit the amount of greenhouse gases that are emitted into the atmosphere. Newly created open spaces replace impervious pavement with new landscape areas, reducing storm water run-off, providing comforting shade and reducing the heat-island effect on a neighborhood scale. The project embraces the opportunity to positively influence the urban environment by pursuing sustainable design.

The project will follow the most current requirements from the U.S. Green Building Council's (USGBC) leadership in Energy and Environmental Design (LEED) rating system, and pursue LEED Gold for approximately 95% of the buildings in the project (i.e. all buildings larger than 50,000 square feet) and the balance will pursue LEED Silver.

As the sustainable design opportunities are reviewed in a neighborhood context, stormwater management will be an area of focus given the historical stormwater challenges of the neighborhood. The Union Square community and the City of Somerville will benefit from the redevelopment of the D Blocks because development will increase the amount of pervious area and landscape material on each of the D Blocks. New open spaces with pervious surfaces and materials will reduce the amount of stormwater runoff, and uptake of water by new plant materials will further reduce the amount that will be discharged directly into the sewer system from

each parcel. Working in coordination with the City of Somerville, the project will investigate stormwater management infrastructure that will allow for detention and infiltration on site to reduce rates and volumes to the extent practicable and feasible. These improvements will reduce the pressure on the City's stormwater managements systems, and will help reduce the duration and extent of flooding events in the Union Square area during significant storm events.

In addition to the reductions in the rate and volume of stormwater, the quality of stormwater will be improved with the provision of best management practices that are consistent with current engineering approaches to limit the amount of sediment and pollutants that are introduced to the City of Somerville's collection systems.

On a building scale, sustainability measures that will be studied include:

- Energy efficient building envelopes with high performance glazing;
- Low flow water efficient plumbing fixtures;
- Green roofs;
- LED lighting sources;
- White roof membranes to reduce heat island effect;
- Energy efficient heating and air conditioning systems; and
- Low VOC materials.



Sample image of a green roof.

Designing the buildings to be resilient to future climate change and potential flooding is also an important component of the projects vision. The development of D Blocks in low lying areas that have been susceptible to flooding in the past, and parcels that could be susceptible to flooding in the future due to climate change, will be designed with first floor elevations that consider predicted water surface elevations during flood events. First floor uses, and below grade uses, will consider the potential for flood impacts, and will be designed to protect building systems. Flood sensitive assets will not be located in

areas that are deemed to be susceptible to flooding. Hazardous or toxic materials will not be stored in buildings below predicted flood elevations.

Sanitary sewer systems for buildings in areas susceptible to flooding will be designed with overflow tanks and backflow preventers to protect buildings from surcharging through plumbing fixtures and allow the building systems to remain functional during flooding events.

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TRANSPORTATION

The US2 development is envisioned as a mixed-use, multimodal accessible destination, with ample and easy access to transit, dedicated bicycle infrastructure, safe and widespread pedestrian accommodations, and efficient parking, loading, and service access. The Union Square Revitalization project's vision for the future transportation network in Union Square serves as the basis for the City of Somerville's proposed new roadways, bicycle and pedestrian facilities, and other future transportation improvements. While long serving as a regional crossroads, Union Square's roadways and thoroughfares prioritized through traffic to the detriment of its neighbors, residents, and businesses. As the earliest fulfillment of the Neighborhood Plan, the Union Square Development is helping to reclaim the roads, sidewalks, streets, and byways for people who want to live, work, and play in Union Square.

The arrival of the Green Line in Union Square serves as a catalyst for the development, allowing direct, single-seat service between Union Square, downtown Boston, Back Bay, and destinations further west such as Boston University and Boston College. This new connection allows for unprecedented access to and from Union Square. Green Line facilities are intended to interface directly with the new development, being located directly adjacent to D2. Motor vehicle pickup and drop-off access for the Union Square station takes place on D2 itself, while required MBTA facilities such as restrooms and break areas for drivers will be provided within the D2 buildings. Promotion of the Green Line and emphasis on easy access to the Union Square station reinforces the vision of an accessible, transit-oriented development. Furthermore, access to premium transit promotes a greater alternative transportation mode share, reducing the number of vehicle on Union Square's roadways and, as a result, improving the pedestrian and cycling experience in the neighborhood.

TRANSPORTATION IMPACT STUDY SUMMARY

The Transportation Impact Study (TIS) is a required analysis of existing transportation infrastructure and anticipated impacts reasonably attributable to proposed development. This full impact analysis will be completed pending additional data collection, and will provide mitigation strategies for impacts to the motor vehicle, bicycle, and pedestrian networks, as necessary.

Summaries of the estimated site-generated person trips and vehicle trips are available in the Mobility Management Plan attached as an appendix to this document. These trips form the foundation of the TIS analysis. The forthcoming TIS will be provided as an appendix to this document with detailed summaries of expected impacts, mitigation, and the analysis methodologies.

EXISTING TRANSPORTATION

Long serving as a regional crossroads for the Lower North Shore, Union Square’s roadways and thoroughfares have prioritized through traffic to the detriment of Somerville’s neighbors, residents and businesses. While well connected to many destinations by road, bus, bike and sidewalk, each of these modes converges in and around Union Square, competing for limited space. A circuitous street network routes vehicles through multiple intersections and the resulting delays and roadway space dedicated to vehicles crowds out local trips in Union Square. The City of Somerville has recognized these challenges, and through multiple efforts is directly combatting them. The recent conversion of Prospect Street and Webster Avenue to two-way streets will minimize unnecessary moves once

drivers adjust. The coming Green Line extension will take a neighborhood that is already using transit at high levels to amongst the highest in the Boston region. Consistent, persistent advances in the bicycle and pedestrian network, including ever improving facilities on Somerville Avenue and the Somerville Community Path, are providing better connections to the neighborhood and surrounding region. As the earliest fulfillment of the Union Square Neighborhood Plan, the Union Square Development has been carefully planned to help to reclaim the roads, sidewalks, streets and byways for people who want to live, work and play in Union Square, not just pass through it.

FIGURE 38: EXISTING ROADWAY NETWORK



FIGURE 39: EXISTING BIKEWAY NETWORK

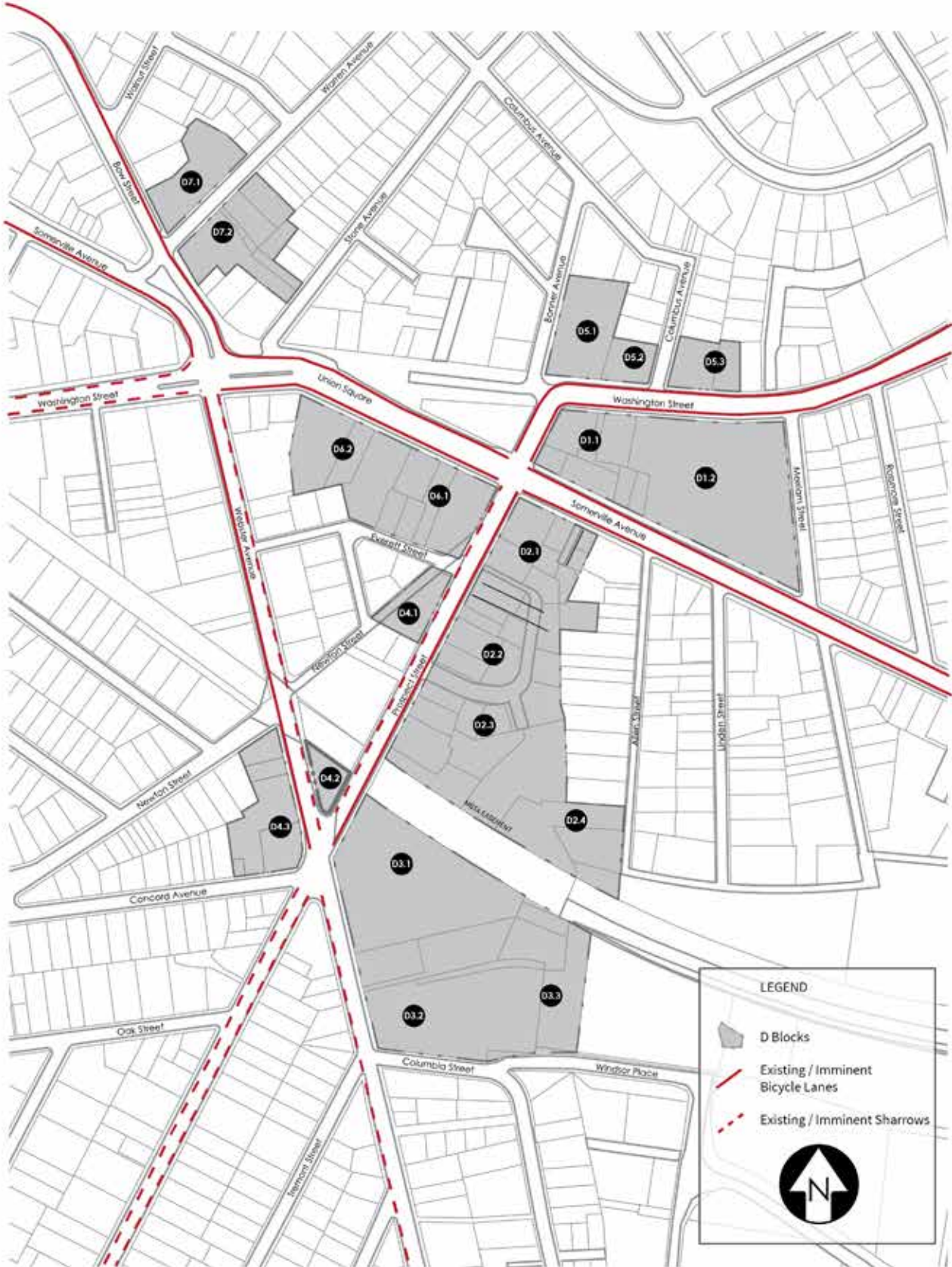


FIGURE 40: EXISTING PEDESTRIAN-WAY NETWORK



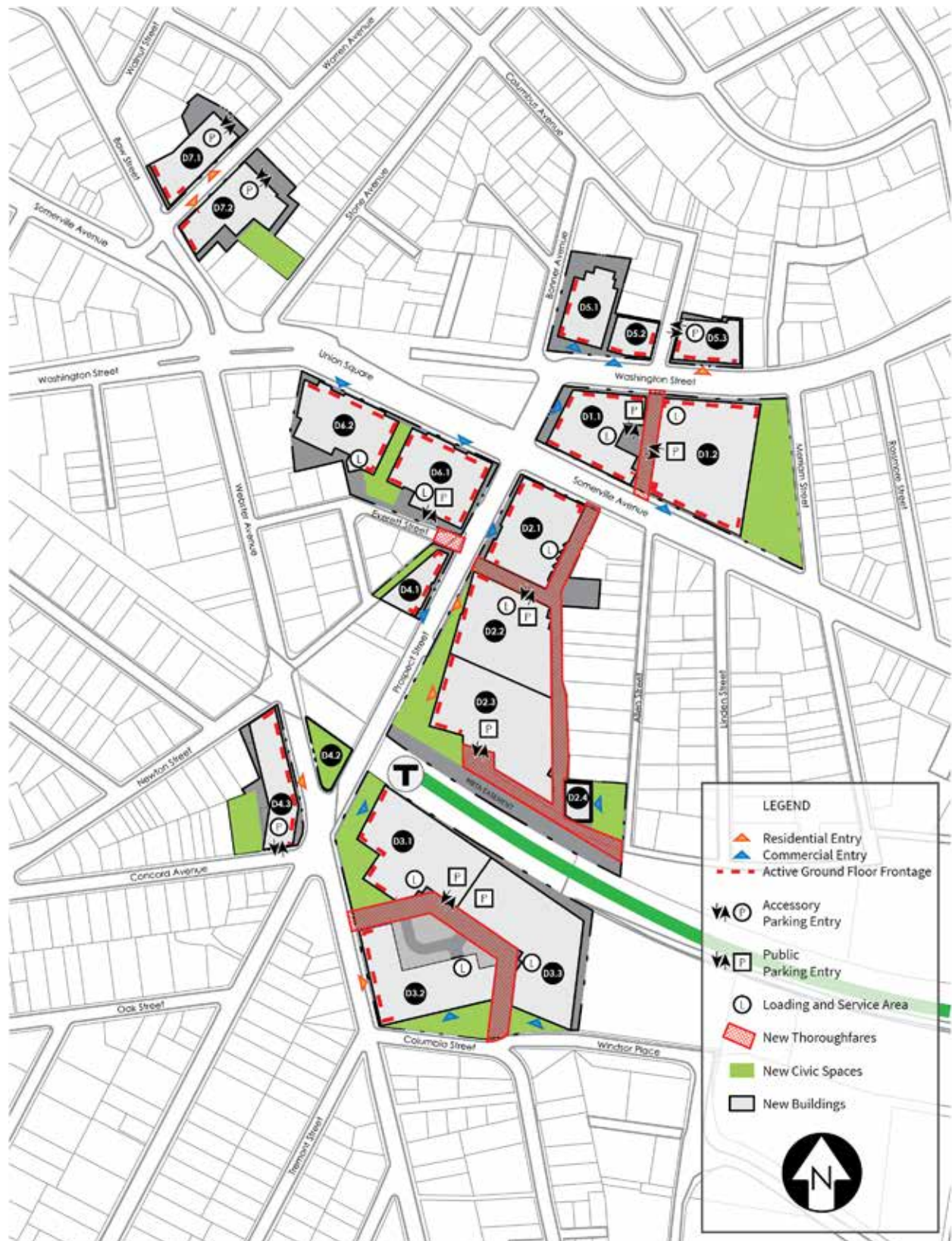
TRANSPORTATION NETWORK

PROPOSED NEW THOROUGHFARES

Multiple new thoroughfares are planned to provide effective access to the development blocks, allow passage through larger blocks, and minimize impacts on the surrounding transportation network. These new thoroughfares are intended to provide parking, loading, and service access away from the primary Union Square roadways, allowing traffic to flow more safely and easily. Proposed new thoroughfares are displayed in Figure 41 and include:

- A new thoroughfare bisecting D1, allowing access to parking and loading areas at D1.1 and D1.2 from both Washington Street and Somerville Avenue. This thoroughfare is intended as a two-way alleyway, aligned with Columbus Avenue to allow through movements into the site. It is not envisioned as a new through roadway connection, and is not intended to provide a cut-through between Washington Street and Somerville Avenue.
- New thoroughfares are proposed within D2 which allow access to parking, loading, and service areas, as well as vehicle pickup and dropoff for the Green Line's Union Square station as part of the MBTA's The Ride paratransit program. The new thoroughfare on the eastern edge of D2 provides a north-south connection within the site, allowing access from Somerville Avenue into the parking and loading areas within D2, as well as the Green Line dropoff. An alleyway connecting this thoroughfare to Prospect Street passes between D2.1 and D2.2. An additional connection is made to the intersection of Allen Street and Charlestown Street, allowing another option for access to the Green Line dropoff, and providing an additional entry/exit location for vehicles entering the D2 parking areas. The access points at Somerville Avenue and Allen Street are envisioned as two-way, while the Prospect Street access point is entrance-only.
- The intersection of Everett Street and Newton Street is proposed for realignment. Under existing conditions, Newton Street intersections with Prospect Street at a skewed angle, making exit and entry difficult. The proposed condition removes the portion of Newton Street east of Emerson Street, eliminating the intersection of Newton Street and Everett Street and extending Everett Street to intersect directly with Prospect Street. This creates a safer and more efficient entry/exit point for vehicles entering the D6 site. Please see the Block & Lot Plan for D6, included later in this section, for a plan depicting the Everett Street and Newton Street realignment.
- A new thoroughfare is proposed within the D3 block, bisecting the site and extending between Columbia Street and Webster Avenue. This thoroughfare is envisioned as a two-way driveway allowing access to the parking and loading areas located within D3.

FIGURE 41: PROPOSED NEW THOROUGHFARES



BICYCLE INFRASTRUCTURE

Bicycles play a critical role in the redevelopment plan, with ample bicycle parking scheduled for delivery at each project site. The City's ongoing improvements to roadways in the study area include significant enhancements to the existing bicycle network. Figure 42 displays existing / imminent (scheduled for construction) bicycle facilities, corridors identified for bicycle improvements per the City's CP-2/CP-3 project on Somerville Avenue, and other potential corridors with room for bicycle improvements.

Existing / imminent bicycle lanes exist along both sides of Washington Street north of Somerville Avenue, along both sides of Somerville Avenue east of the Union Square intersection, and along one side each of Somerville Avenue and Bow Street west of Union Square.

Shared lanes exist along both sides of Washington Street west of Union Square, as well as along both sides of Prospect Street south of the intersection with Webster Avenue. North of this intersection, a northbound bicycle lane and southbound shared lane exist along Prospect Street until the intersection with Somerville Avenue. Similarly, a northbound shared lane and southbound bicycle lane exist along Webster Avenue between the Union Square intersection and the Prospect Street intersection.

The CP-2 / CP-3 roadway improvements are scheduled to enhance bicycle facilities along Somerville Avenue and at the Union Square

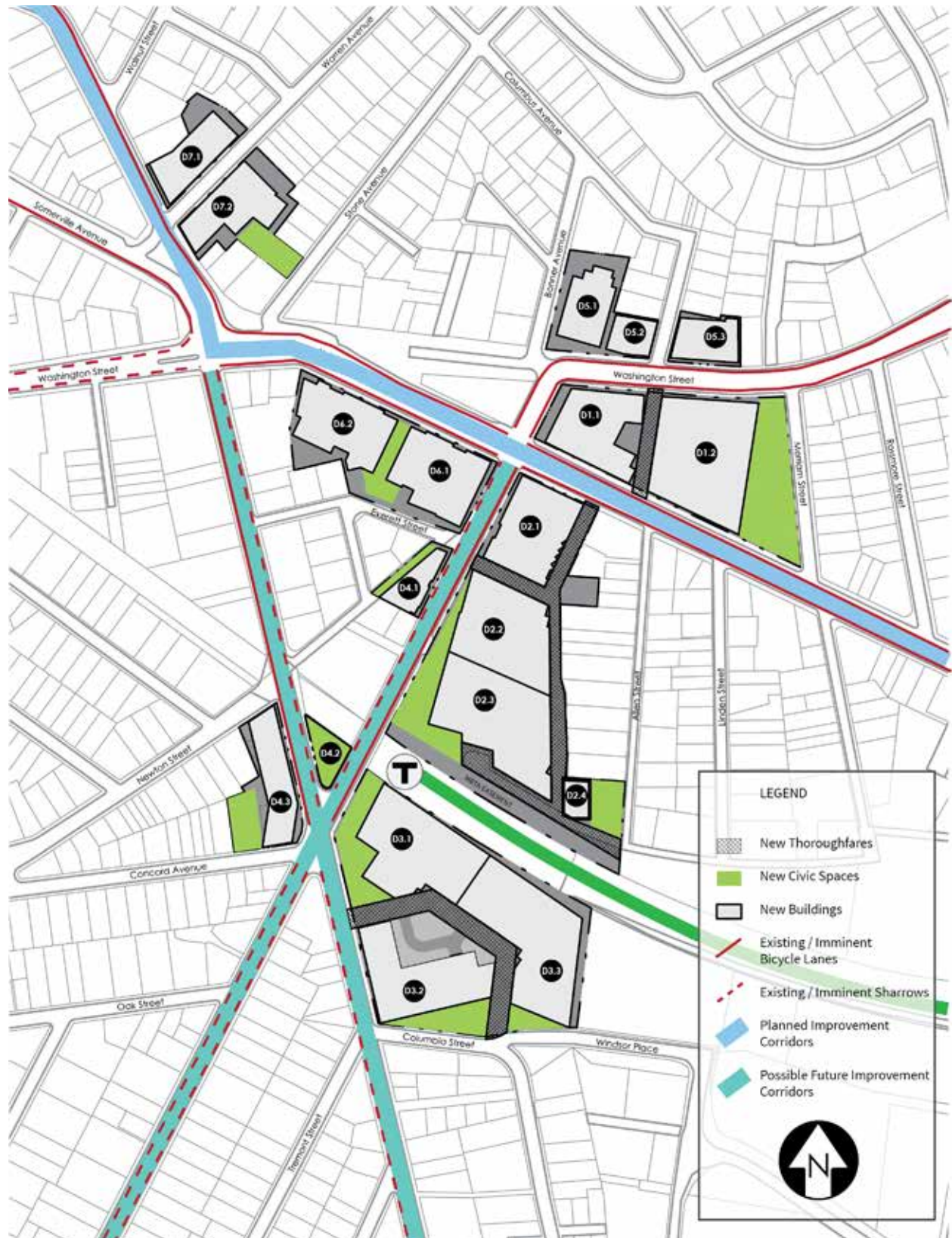
intersection. Corridors impacted by these improvements are highlighted in Figure 42 as "Planned Improvement Corridors." Scheduled improvements include:

- Improvements to striping at the Union Square intersection which provides clearer direction for bicycle turning movements between Somerville Avenue southbound, Somerville Avenue westbound, and Webster Avenue northbound. These include bike boxes and green striping indicating pathways for bicycles through the intersection
- A fully separated bicycle track is planned for Somerville Avenue between the Union Square intersection and Medford Street. This cycle track will be separated from the vehicle lanes of travel via placement on the sidewalk, adjacent to the pedestrian walkways. Eastbound and westbound cycle tracks will be placed on each side of the roadway.

NEW THOROUGHFARES PLAN

A 50' scale new thoroughfares plan is provided as an appendix to this document. This thoroughfare plan aligns with the new thoroughfares proposed in Figure 42 in the Transportation Network section of this document. The thoroughfares plan provides a greater level of detail and is scaled appropriately to the existing site.

FIGURE 42: EXISTING/IMMINENT BICYCLE INFRASTRUCTURE



PEDESTRIAN INFRASTRUCTURE

Pedestrian access to and from each development site is critical for Union Square residents, shoppers, and employees. Existing sidewalks are displayed in Figure 43. All roadways adjacent to or near the development sites include sidewalks on both sides, with the exception of Newton Street between Webster Avenue and Prospect Street.

Crosswalks are present in some form at all major intersections, while mid-block crosswalks on Somerville Avenue and Washington Street enhance pedestrian connectivity.

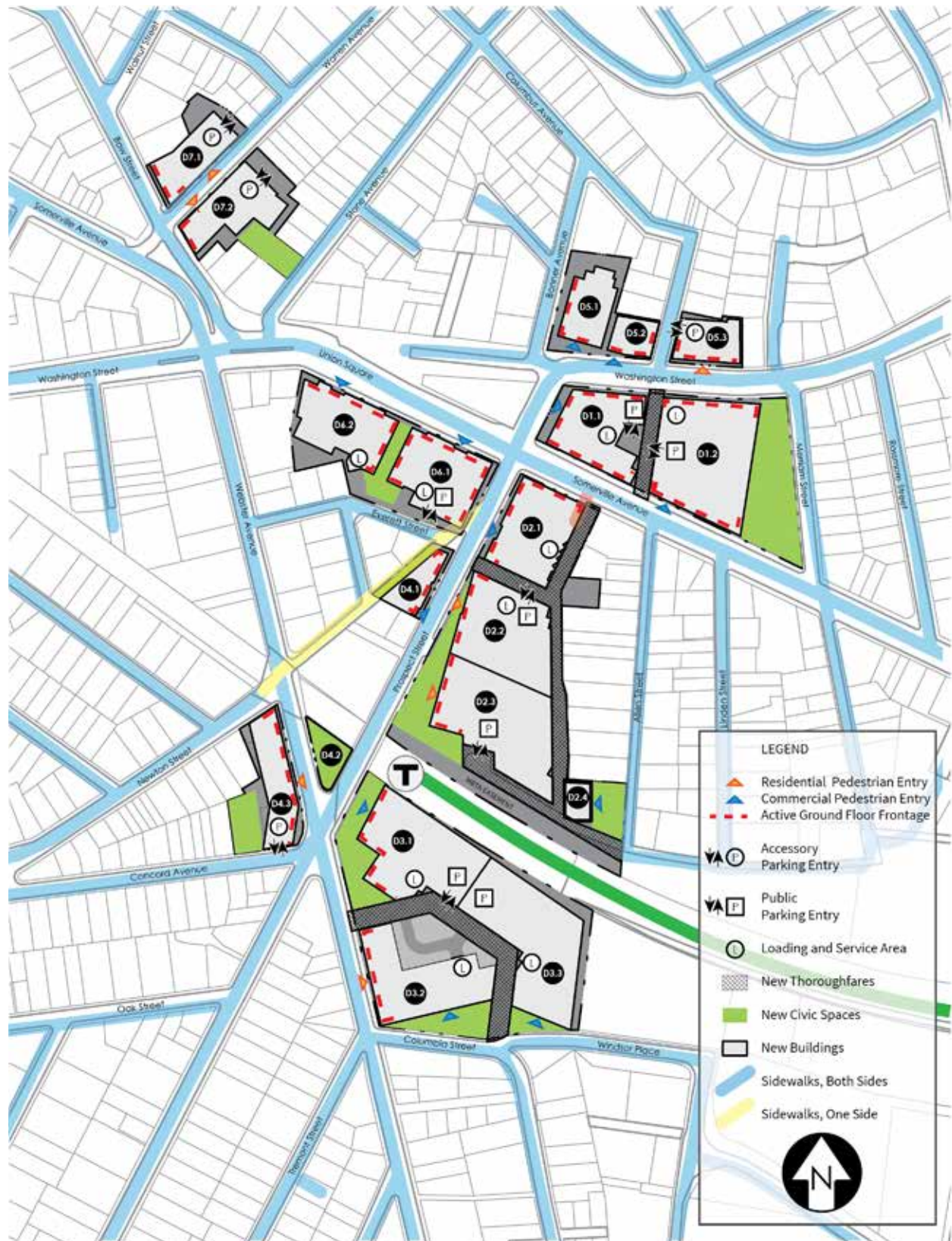
The D blocks site plan enhances pedestrian connectivity by providing open space and links between and through buildings. These types of connections encourage pedestrian access by creating short paths between and to destinations. In particular, the D2 building is set back to accommodate a pedestrian connection to the Green Line station. Sidewalks impacted by changes to the D blocks will be increased in width to further enhance pedestrian mobility.

As part of the City's ongoing and scheduled improvements to roadways within the study area, significant upgrades will be made to crosswalks along Somerville Avenue, Prospect Street, and Webster Avenue. These include:

- Updated parallel crosswalks at all intersection along Somerville Avenue between the Union Square intersection and Medford Street, with raised crosswalks at Linden Street, Merriam Street, Rossmore Street, and Mansfield Street.
- A mid-block crosswalk with signage and warning lights across Somerville Avenue between Union Square and the intersection with Prospect Street.
- New crosswalks across Washington Street at Merriam Street and Rossmore Street.
- Updated crosswalks at the intersection of Webster Avenue and Prospect Street which improve sight lines, increase safety, and enhance connectivity.

The comprehensive streetscape improvements in the Union Square neighborhood, with highlights detailed above, will greatly improve pedestrian safety and connectivity alongside the proposed development sites. Given the high percentage of pedestrian trips anticipated in association with the new development, these improved crosswalks and new mid-block crossings will provide significant value for the community. Furthermore, effective, safe, and ADA-compliant crosswalks facilitate access to the forthcoming Green Line extension, a significant pedestrian trip generator.

FIGURE 43: PEDESTRIAN INFRASTRUCTURE



LOADING/SERVICE ANALYSIS

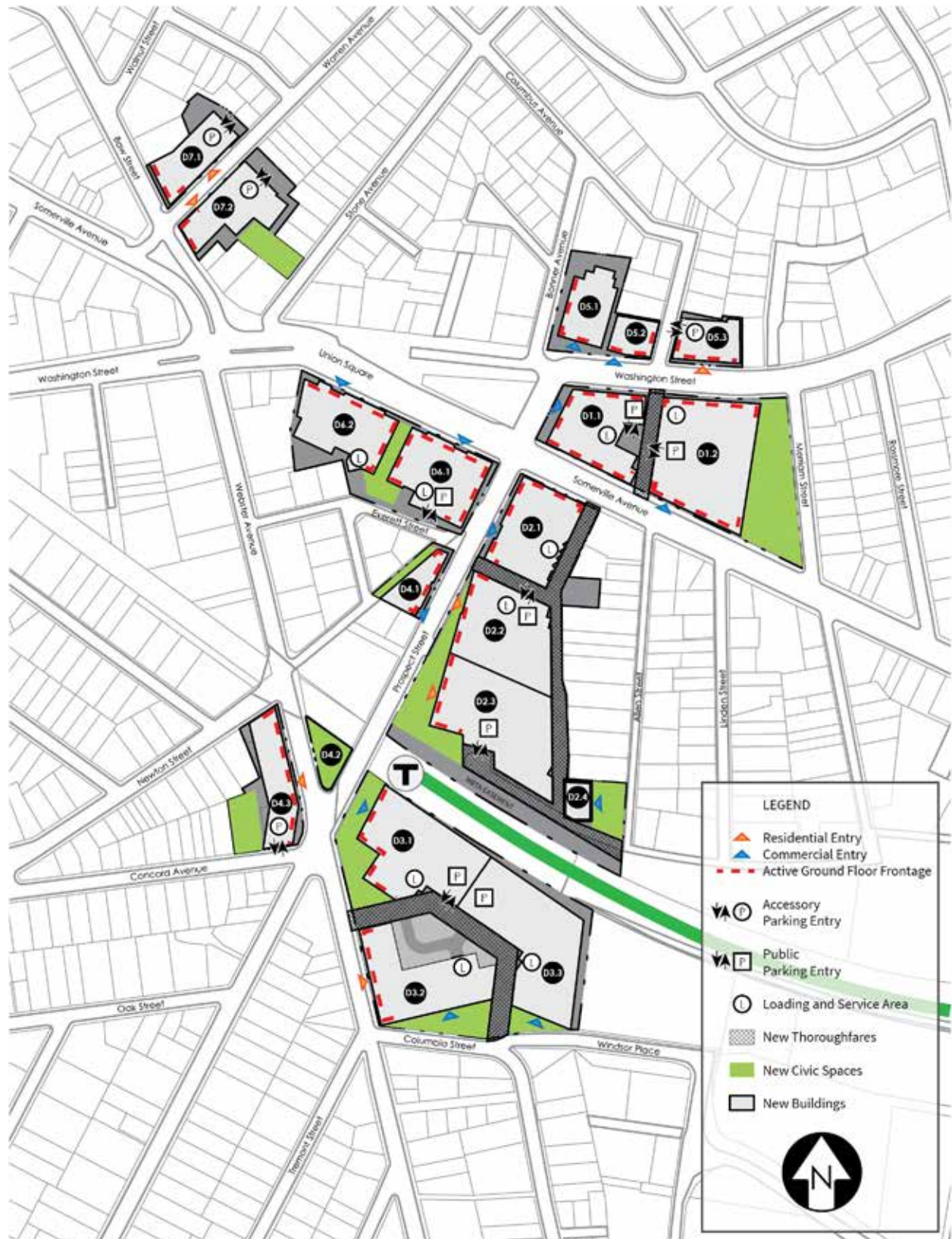
The separation of loading and service activities from pedestrian, cyclist, and other activity is a critical component of a well-functioning development.

Given the high level of activity expected across the D blocks, loading and service areas will be separated from pedestrian and public parking entryways.

Figure 44 displays the planned parking and loading areas, as well as pedestrian entryways. At all sites, loading areas are positioned in the rear or along the side of buildings, with active ground floor frontage preserved along all building faces adjacent to major thoroughfares. Details for each site are as follows:

- D1 includes loading areas on each side of the new thoroughfare which bisects the site. An open paved area is available on the western side of the new thoroughfare where loading and service vehicles may park or stand by during loading activity. Pedestrian entrances are removed from the loading areas and are present along the major corridors of Washington Street and Somerville Avenue
- D2 includes two loading areas, both accessible from the new thoroughfare proposed within D2. These are positioned at the rear or side of the site's buildings, and do not conflict with the pedestrian entryways available along Prospect Street. The Green Line pickup and dropoff area in the southern portion of the site is separated from the loading areas, preventing conflicts between circulating vehicles and loading vehicles.
- D3 provides three dedicated loading areas, each accessible from the site's new thoroughfare. These loading areas are removed from the adjacent primary roadways, which preserve active ground floor frontage and pedestrian entryways.
- D4 contains no dedicated loading areas. Pedestrian entrances to D4.1 are available from Webster Avenue, while pedestrian entrances to D4.1 are available from Prospect Street. Parking entry is available from Concord Avenue.
- D5 contains no loading areas, and maintains active ground floor frontage and pedestrian entryways along Washington Street, with parking entry available from Columbus Avenue.
- D6 offers two dedicated loading areas in the rear of the site buildings. These are accessible from Everett Street, as is the D6.1 parking entry. Active ground floor frontage and pedestrian entryways are available in the front of the site buildings, along Somerville Avenue and Prospect Street.
- D7 contains no dedicated loading areas. Parking entries to D7.1 and D7.2 are available in the rear of each building, with active ground floor frontage along Bow Street, and pedestrian entrances along Warren Avenue.

FIGURE 44: PEDESTRIAN AND VEHICULAR ACCESS AND LOADING SITES



PARKING PLAN

The project seeks to provide parking that serves the proposed development and adjacent neighborhood without incentivizing driving, and is as efficiently utilized as possible in order to meet the goals of the *Union Square Neighborhood Plan*. To that end, management principles for parking at the D blocks include:

- The uses in the Union Square Redevelopment will share parking to the greatest extent possible, including between buildings. This recognizes that Union Square is a mixed-use development where, for example, one parking space can serve someone who is working in an office during the day and visiting a restaurant at night.
- Parking will generally be “unbundled,” i.e. sold separately from any lease or sale of another use within the development. This approach makes the cost of parking visible to the potential user, and gives them the opportunity to go without.
- Parking will be built in phases with the project. This will help the development team monitor use and adjust management accordingly.
- Dedicated parking will be limited. In accordance with recently adapted zoning, reserved parking will be limited to encourage the efficient use of all parking spaces.
- The estimated peak demand for the Union Square development is approximately 1,454 vehicles at midday. This is an estimate based on a model that is described in detail below.

TOTAL DEMAND ESTIMATE

Estimates of parking demand used the detailed model developed specifically for Union Square as part of the Union Square Neighborhood Plan. Based on Union Square’s mixed use and accessible context, the team used an adapted shared parking model based on Urban Land Institute's (ULI) Shared Parking Manual (2nd Edition, 2005), and the Institute for Transportation Engineers (ITE)'s Parking Generation (4th Edition, 2010) to model demand. This model accounts for the sharing of uses over the course of a day.

The model is based on the program depicted in Table 9 (Buildout Program Estimates).

Specifically, the parking demand model includes the following inputs:

- Land use in Union Square;
- Shared use by time of day;
- Mode shares in Union Square;
- Internal capture (trips that access multiple uses without generating additional parking demand, i.e. walking from a residence to a coffee shop, or from the office to a restaurant); and
- TDM program impacts.

Specifically, the model assumes the following reductions, shown in Table 10 on the following page.

TABLE 10: CONTEXTUAL REDUCTIONS IN PARKING DEMAND

REDUCTION	% REDUCTION	SOURCE	UNION SQUARE CONTEXT
Captive Market Effect: Commercial	32%	Internal capture rates for commercial land uses reported a 32% average reduction. (Trip Generation Handbook, 2nd Edition. ITE pg. 129 - Districtwide Trip Generation Study, Florida Department of Transportation, District IV, March 1995)	Union Square has an excellent mix of uses, ranging from retail to office to residential. This will only improve in the future. Thus, this model input set internal capture to the maximum.
Captive Market Effect: Residential	31%	Internal capture rates from various mixed-use studies --> 11% - 50% residential internal capture observed --> 31% - average residential internal capture (Trip Generation Handbook, 2nd Edition. ITE pg. 129 - Districtwide Trip Generation Study, Florida Department of Transportation, District IV, March 1995)	
Employee TDM Impact	24%	Transportation demand management effectiveness reducing # of commuter vehicles (Trip Generation Handbook, Second Edition. Appendix B - Page 123)	Union Square's accessibility by a mix of modes currently serves as excellent TDM for employees and residents alike. This will only improve in the future – thus the model set this input to the maximum.
Residential TDM Impact	30%	Unbundling the cost of parking from residential property sales/lease cost reduces household vehicle ownership by up to 30% (VTPI Parking Management. (2009))	Union Square is currently well-served by MBTA bus service and will have high-quality Green Line service. Therefore, this input is set to the maximum.
Transit Access Impact on Retail	8%	Shopping centers with access to transit services appeared to have lower peak parking demand than those sites without transit service. Range from 1-8% (ITE Parking Generation, 4th ed. P. 227)	In the future, Union Square will have both paid parking and high-quality transit service. The team used a range for this input.
Office Employee Mode Adjustment	35%	A mode adjustment of 0.3 to 0.6 is appropriate for downtown office space in areas with paid parking and high-quality transit service (ULI Shared Parking, Second Edition, p.91)	Employees respond differently to transportation context changes as they commute in similar patterns daily. Thus it is important to distinguish this group from customers at non-office uses. This was assumed to be consistent across uses.
Employee Parking Share (non-office)	20%	Average share of peak parking demand consumed by employees. (The True Cost of Free Parking. Shoup, Donald. Pg. 86)	Employees respond differently to transportation context changes as they commute in similar patterns daily. Thus it is important to distinguish this group from customers at non-office uses. This was assumed to be consistent across uses.
Office Visitor Parking Share	4%	Visitor parking accounts for 7-8% of office parking on a per space basis (ULI Shared Parking, Second Edition, p.91)	Visitor parking demand at offices is similarly broken out by the model as influenced by different factors than regular commuters. As the proportion of visitors to different offices varies (i.e. the difference between a call center and a lawyer who sees clients) this number was varied across scenarios.

DEMAND ESTIMATES BY USE

- **Employee:** The model assumes that at peak, the parking demand for employees at the office use will be 995 vehicles at midday. There will be additional parking for retail employees, which is assumed to be approximately 20% of peak parking demand for the hotel and retail, or a peak of approximately 50 employees at midday.
- **Resident:** Residential peak demand would occur at midnight, with approximately 570 parked vehicles.
- **Short- and Long-Term Visitor Parking Demand:** This demand is included in the parking generation rates by use. We note further that any proposed retail space will be primarily local servicing with limited demand or use of parking facilities.

These modeled results are close to what is happening on the ground today. As described later in this section, the Neighborhood Plan included a comprehensive study of parking inventory and utilization in the study area. This was compared to existing land uses in the Square. The team identified a peak parking demand ratio of 0.61 spaces per 1,000 square feet in Union Square. This proposed total of 1,500 spaces for 2.4 million square feet is providing parking at a similar rate (0.63 spaces per 1,000 square feet). Enhanced transit access, bicycle infrastructure, and Transportation Demand Management programs will support this ratio into the future.

PARKING LOCATION MAP

Figure 45 shows the location of accessory and public parking. Public parking will be concentrated on D1, D2, D6, and D3, while D7, D5, and D4 provide accessory parking only. The public parking can be accessed outside of the heart of the square, on Concord Avenue, Everett Street, Webster Avenue, and Somerville Avenue, a best practice that will intercept traffic before it gets to the square's retail core.

NUMBER OF SPACES PROVIDED

Applicant proposes to provide parking as outlined in Table 11, below.

TABLE 11: PARKING PROVISION

LOT	ACCESSORY	COMMERCIAL	
D1.1	50		
D1.2		385	
D2.2		290	
D3.1		270	
D3.3		300	
D4.3	25		
D5.1	5		
D5.3	15		
D6.1	55		
D6.2	55		
D7.1	20		
D7.2	30		
TOTAL	255	1,245	1,500
PERCENTAGE	17%	83%	100%

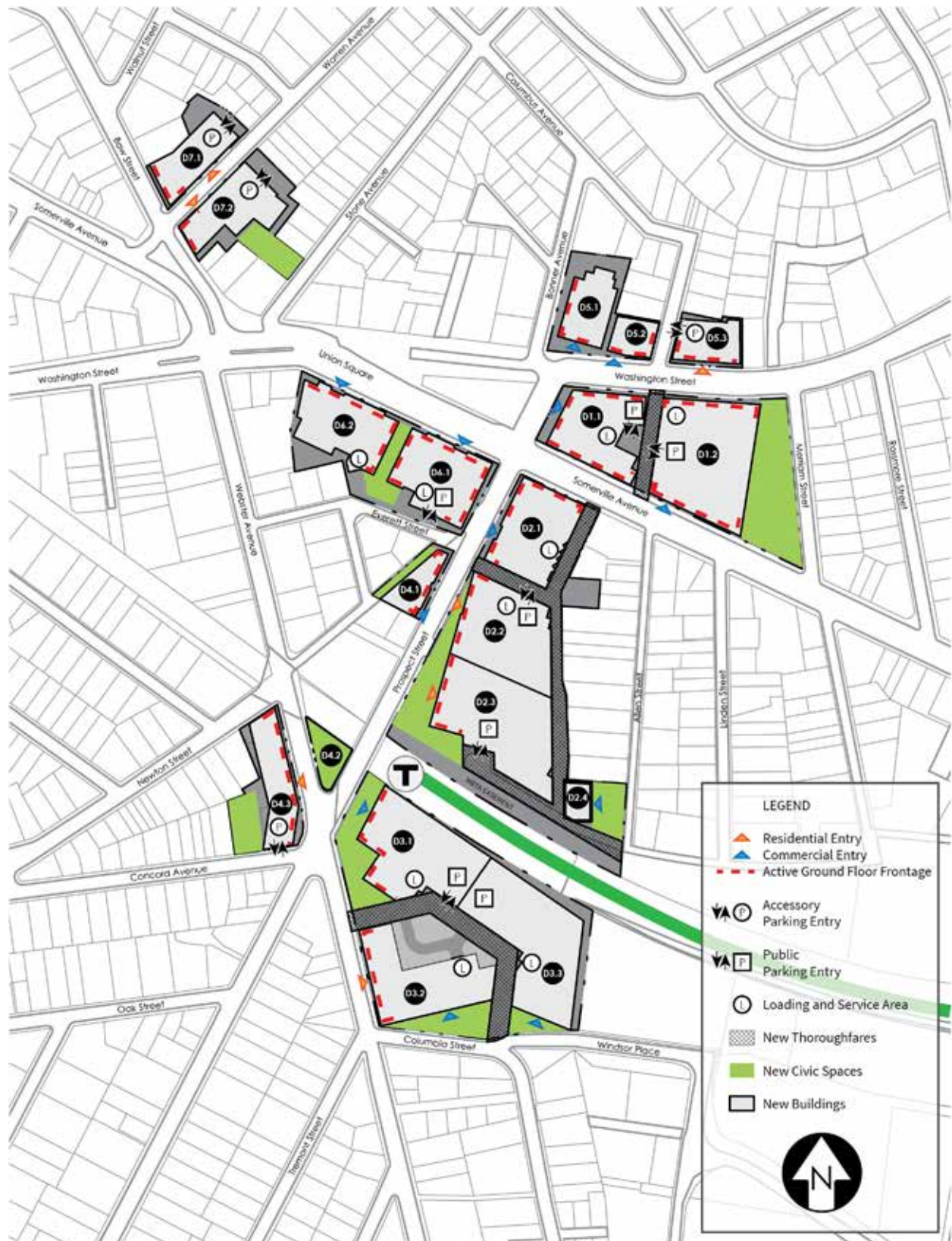
CHANGES IN PARKING FROM EXISTING CONDITION

The Union Square development will add significant parking on each site with the exception of D7. In total, the project will add just over 1,000 new parking spaces to Union Square, with most spaces concentrated on D1, D2, and D3. These parcels will have commercial parking that is open to all, while other parcels will have accessory parking to serve local uses. Table 12 provides an overview of the changes in parking supply by site.

TABLE 12: NET CHANGE IN PARKING SUPPLY

SIZE	EXISTING PARKING	PROPOSED PARKING	NET CHANGE
D1	87	425	338
D2	17	287	270
D3	46	464	418
D4	0	25	25
D5	11	21	10
D6	48	118	70
D7	110	48	-62
TOTAL	319	1,388	1,069

FIGURE 45: PARKING LOCATION MAP



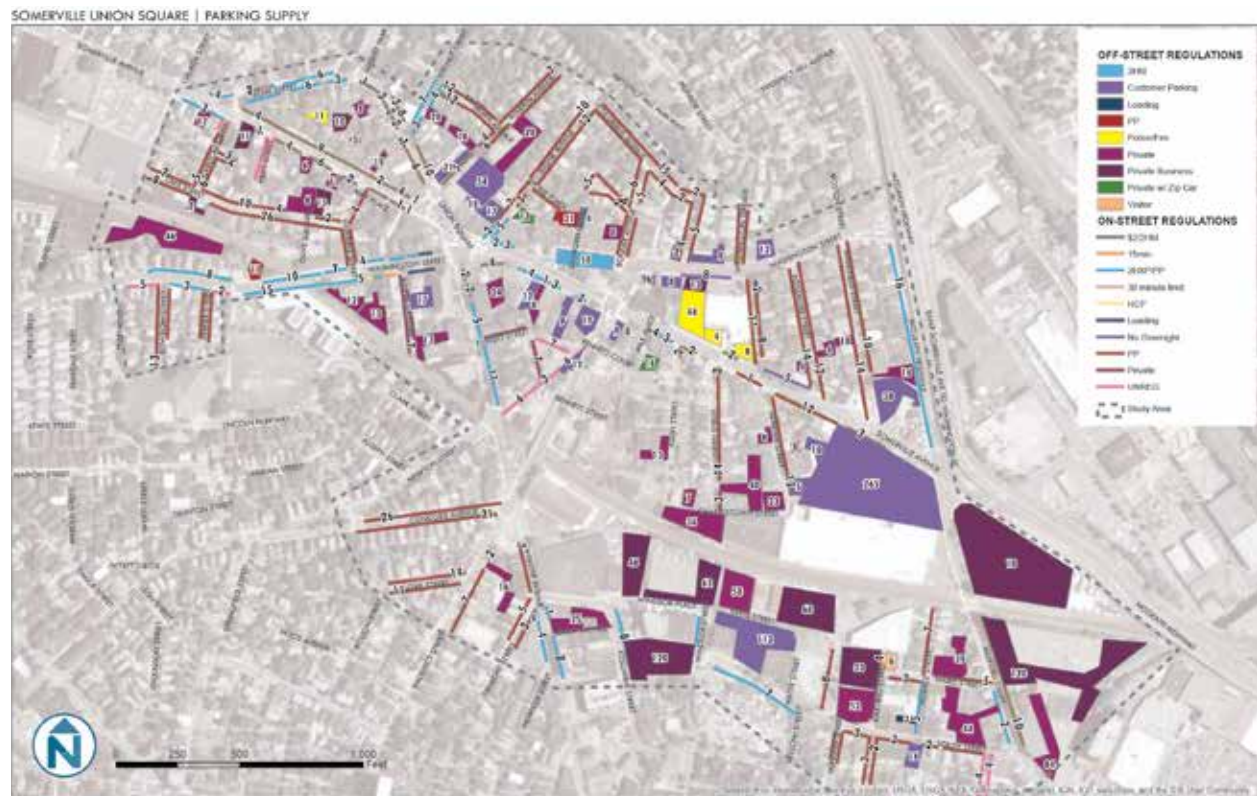
PARKING UTILIZATION

As part of the Union Square Neighborhood Plan, the team performed a comprehensive parking inventory and utilization study in Union Square. Utilization data was collected on the following days: Saturday, September 12th, 2015 and Thursday, September 17th, 2015. The study area is shown in Figure 46.

Key findings from the study are summarized below²:

- One third of the parking in Union Square is on-street, thus slightly dispersed.
- There is a limited and concentrated supply of off-street public parking, located near the heart of the square.
- 2/3 of the parking in Union Square is restricted to certain user groups, for example customers of a certain establishment.
- Peak parking occurs at 2PM on weekdays and at 6PM on Saturdays.
- Over the study area, parking is never more than 64% full on weekdays and 54% on weekends.
- Even at peak occupancy on a weekday, about 1,139 spaces are still available.
- During dinnertime on weekdays and during weekend peak (which also occurs at dinnertime), parking near the center of Union Square (near Bow, Somerville, and Washington Streets) is close to full whereas parking in the southeast area of the neighborhood (near Target and Boynton Yards) is quite empty.
- During weekday peak at 2pm, parking demand is somewhat evenly-distributed but slightly more concentrated near the intersection of Prospect, Somerville, and Washington Street.
- The public lot is well utilized around the lunch and dinner hours, but has availability throughout the day.

FIGURE 46: UNION SQUARE PARKING INVENTORY, 2015



²For more information, see “Technical Memorandum: DRAFT Parking Analysis” submitted to the Union Square Neighborhood Design Team 11/5/2015

The series of charts on the following pages show the public parking utilization profiles throughout the collection day in Union Square. The red lines on the bar graphs indicate “functional capacity” of parking or the maximum practical capacity.³

FIGURE 47: THURSDAY OVERALL UTILIZATION

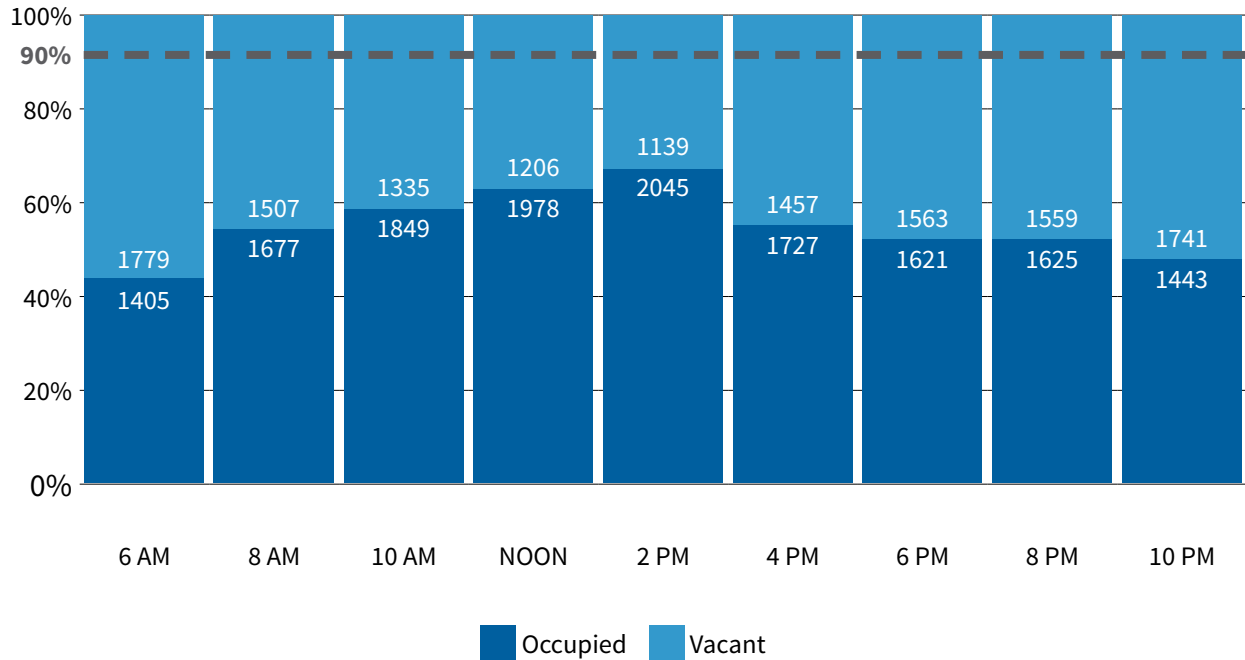
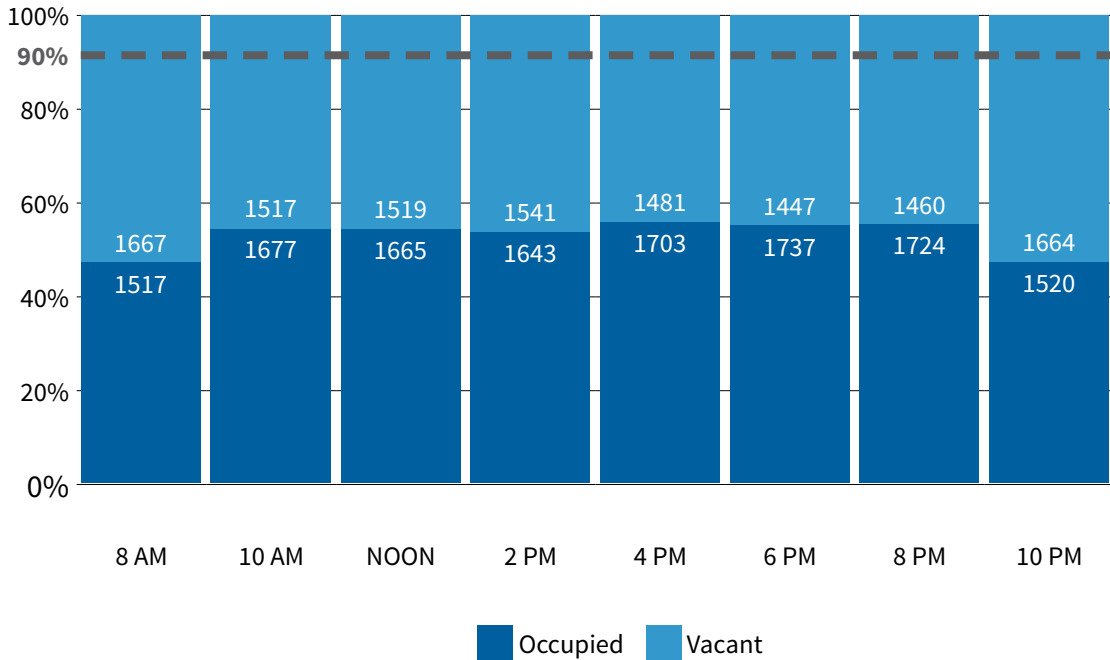


FIGURE 48: SATURDAY OVERALL UTILIZATION



³ Best national parking management practice suggests that parking is functionally full when utilization reaches 85% or greater on-street (about one of every seven spaces is available) and 90% off-street.

FIGURE 49: PEAK WEEKDAY UTILIZATION IN UNION SQUARE, 2015



MOBILITY MANAGEMENT PLAN SUMMARY

The Mobility Management Plan (MMP) is attached as Appendix 4. The MMP gives an overview of how the Union Square Redevelopment will provide both programs and infrastructure to encourage people to travel to and from the sites by walking, bicycling, and/or taking transit. These include:

- Financial Incentives
- Shared Vehicles Services

- Alternative Schedules
- Marketing and Education
- Parking Management
- On-Site Services

The MMP also includes a commitment to monitoring and annual reporting to measure the effectiveness of these travel demand management (TDM) programs.