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Project Summary

CDNV Assembly, LLC and CDNV Land, LLC (collectively, the "Applicant"), respectfully seek to amend Planned Unit Development Preliminary Master Plan ("PUD-PMP") for the proposed development, consisting of 9.43 acres, located at 5 Middlesex Avenue in the Assembly Square Mixed-Use District (ASMD) of Somerville, Massachusetts (the "Site"), known as XMBLY (the "Project"), approved by the City of Somerville ("City") Planning Board on June 7, 2018 in PB2018-7.

Section 7.4.3.c (*Applicability*) of the ASMD Zoning provision within the recently overhauled Somerville Zoning Ordinance effective December 12, 2019 (the "New Zoning Ordinance") states that "Real property subject to a previously approved Planned Unit Development (PUD) Preliminary Master Plan may be developed in accordance with the provisions of the Somerville Zoning Ordinance effective as of August 1, 2019."

The property containing approximately 9.43 acres bounded by Foley Street, Middlesex Avenue, Revolution Drive and Grand Union Boulevard and having an address of 5 Middlesex Avenue (also commonly known as XMBLY; hereafter the "XMBLY Site") is located in the Assembly Square Mixed-Use District and is subject to the previously approved PUD PMP (PB2018-7) approved by the Somerville Planning Board on June 7, 2018, which XMBLY PUD PMP was fully vested pursuant to Section 16.10.3 of the Somerville Zoning Ordinance then in effect by the issuance of the Special Permit with Site Plan Review-A (SPSR-A) final level approval for 290 Revolution Drive a/k/a Block 23 (PB2018-12) granted by the Somerville Planning Board on November 8, 2018. Accordingly, pursuant to Section 7.4.3.c of the New Zoning Ordinance, the XMBLY Site is and will remain governed by the provisions of the Somerville Zoning Ordinance effective as of August 1, 2019 (the "8/1/19 Zoning Ordinance").

Section 16.11.3 of the applicable 8/1/19 Zoning Ordinance (*Amendments to PUD Plans in Assembly Square*) sets forth the process for amending a previously approved PUD PMP in the ASMD. Accordingly, the provisions of Section 16.11.13 of the 8/1/19 Zoning Ordinance govern any amendments to the previously approved PUD PMP for the XMBLY Site presently being considered or considered in the future, such PUD PMP for the XMBLY Site, as the same may be amended from time to time, will remain vested under Section 16.10.3 of the 8/1/19 Zoning Ordinance whether such PUD PMP amendment is Major or Minor, and the XMBLY Site and its development pursuant to such PUD PMP as it may be amended from time to time will remain subject to and governed by the 8/1/19 Zoning Ordinance, and therefore will not be

subject to the New Zoning Ordinance or any future amendments to the New Zoning Ordinance.

Section 7.4.3.c of the New Zoning Ordinance provides that the New Zoning Ordinance does not apply to the master-planned XMBLY Site but rather the 8/1/19 Zoning Ordinance applies. Accordingly, case-by-case waivers under Section 16.10.2 of the 8/1/19 Zoning Ordinance will not be required from any provisions of the New Zoning Ordinance or any future amendments to the New Zoning Ordinance.

The existing Site as of June 7, 2018 consisted of 9.38 acres and contained an existing 162,000 square foot ("SF") office building, approximately 800 parking spaces within an asphalt paved surface parking lot, and a gravel lot covering land where a demolished building once stood.

Pursuant to Condition 11 of the approved PUD-PMP (PB-2018-7), an approved Subdivision Plan of Land (Plan 198 of 2019) was recorded with the Middlesex South Registry of Deeds, on March 14, 2019 which effectively adjusted the total Site area to 9.43 acres, created parcels for the Block 23 development (PB2018-12), and designated parcels for the Road K and Road L (eastern portion) Rights-Of-Way.

The Applicant proposes to Amend the PUD-PMP to redevelop the 410,947 SF (9.43 acres) Site with approximately 1.6-million ("M") SF pedestrian and transit-oriented, mixed-use development that consists of five (5) buildings on four (4) blocks organized around a new central publicly accessible civic open space and framework of new roadways with an inviting streetscape.

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

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

Upon completion, the Project includes the following components:

- Removal of Block 25 (190,000 SF residential tower) from the previously approved PUD-PMP (PB2018-7) to enable an increase of the central publicly accessible civic open space to approximately 58,000 SF,
- A total of approximately 1,220,000 SF of office/lab/R+D within three distinct buildings, inclusive of approximately 80,000 SF of innovation space,
- A total of approximately 329 residential units located in one distinctive building (PB2018-12),
- A total of approximately 24,500 SF of ground-floor retail and/or Active Use spaces including restaurants,
- A 15,000 SF potential fire station, and

- 1,899 on-site below-and above-grade structured parking spaces. The previously approved PUD-PMP's (PB 2018-7) parking ratios were applied to the proposed development program to adjust the number of provided parking to the Amended PUD-PMP program. Additionally, 38 on-street City-metered parking spaces are proposed to be provided on Road K designated for the fire station, retail/restaurant and active uses.

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

3.1 Existing Conditions

The Project Site is a 9.43-acre lot bounded by Foley Street, Middlesex Avenue, Revolution Drive and Grand Union Boulevard at the western edge of Assembly Row in the City of Somerville. The adjacent parcels to the north (across Foley Street) and south (across Revolution Drive) support existing retail uses and surface parking. The adjacent parcels to the north and east (across Grand Union Boulevard) are part of the Assembly Row mixed-use development. The Site is located within walking distance from the Massachusetts Bay Transportation Authority's (MBTA) Orange Line Assembly rail station and multiple bus stops for the MBTA's number 90 and 92 bus lines. The majority of the existing site is covered in surface parking, with one 162,000 SF office building located in the southwest corner of the lot. Refer to Plan Sv-1 Existing Conditions Plan of Land, found in Appendix A.

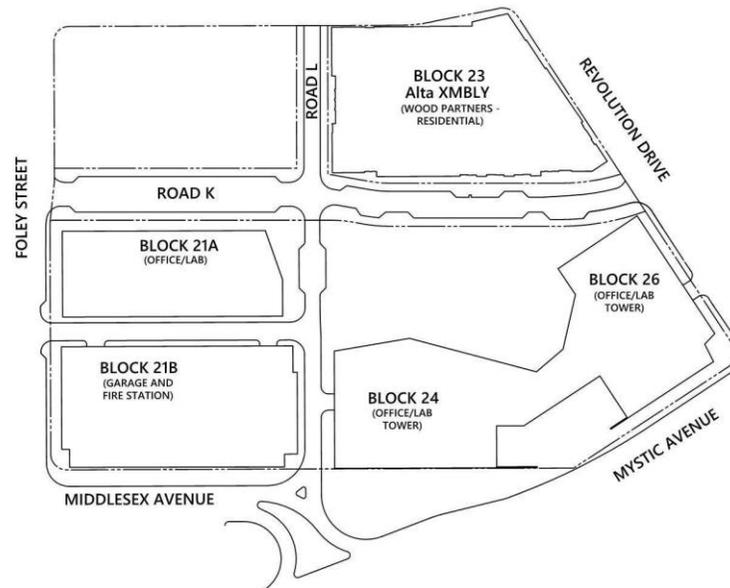
The Project Site has great visibility from Interstate 93 and pedestrian access to and from the new MBTA Assembly Station, the Site serves as a gateway to the Assembly Row area yet does not currently offer the density and variety of uses to establish itself as a vibrant urban neighborhood. In its current form, the Site is comprised of an existing four-level 162,000 SF office building, an open lot (where the former cinema was located), and surface parking lots currently accommodating approximately 800 parking spaces. See Figure 3.1 for a Site Location Map, Figure 3.2 for Existing Site Photos as of 06/07/2018, and Figure 3.3 for Existing Aerial Conditions as of 06/07/2018.

3.2 Proposed Project

3.2.1 Project Description

The Project will consist of approximately 1.6 million square feet (MSF) of residential and commercial uses within five (5) mixed-use buildings on four (4) blocks, surrounding a central publicly accessible civic open space: Block 21A includes office/lab/R+D uses and retail/active use space; Block 21B includes retail/active use space, a structured parking garage, and a fire station; Alta XMBLY, previously referred to as Block 23 (SPSR-A approved in PB 2018-12), includes residential and retail/active use space; and Blocks 24 and 26 are two buildings with a shared base, which includes a below grade parking garage, office/lab/R&D uses, and retail/active use space. Exhibit A below provides a Key Plan of the several proposed buildings and roadways.

Exhibit A – Project Site Key



The specific uses and unit mix, height, and sizing described below and shown on Figures 3.4 through 3.6 are conceptual, and subject to minor revisions as the design for each building is advanced, provided that the Applicant shall not exceed the limits of development and impervious areas described in this section and shown on the plans. The City and Applicant have developed a set of unique Design Guidelines for the proposed development attached in Appendix B, that compliments previous approved design guidelines within the Assembly Row Mixed-Use District. The Site Civil Plans found in Appendix A provide more design context for the overall Project Site.

Table 1 – Summary of PUD-PMP Project Information

	Existing Site as of 06/07/2018	PUD-PMP (PB 2018-7)	Proposed Amended PUD-PMP
Use	Office/Parking Lot	Retail, Office/Lab/R+D, and Residential	Retail, Office/Lab/R+D, and Residential
# of Dwelling Units	N/A	496	329
Lot Area	408,643 SF± (9.38± acres)	408,643 SF± (9.38± acres) (9.43 acres per Condition 11)	410,947 SF± (9.43± acres)
Lot Area ÷ # of Dwelling Units	N/A	824	1,249
Gross Floor Area of Footprints of All Buildings	52,600 SF±	238,463 SF±	225,090 SF±
Ground Coverage	12.9%	58.4%	54.8%
Landscaped Area	13.1%	33.9%	35.6%
Pervious Area	13.1%	15+%	15+%
Net Floor Area	162,000 SF±	1,496,000 SF±	1,576,600 SF±
Floor Area Ratio (FAR)	0.4	3.66	3.8
Building Height	54 FT±	54FT± - 250 FT±	85 FT± - 240 FT±
# of Structured Parking Spaces	800±	1,696	1,899
# of Bicycle Parking Spaces	10±	224	224
# of Loading Spaces	2±	8	13

Blocks 21A and 21B

Blocks 21A and 21B are located in the northwest corner of the Site, bordered by the proposed private extension of roadway "Road L" to the south, Middlesex Avenue to the west, Foley Street to the north, and the partially constructed "Road K" to the east. The two buildings will be of varying heights (the lower Block 21B at approximately 85' and the taller Block 21A at approximately 220' and will collectively accommodate 379,500 SF of office and/or laboratory/ R+D development. The ground level of Block 21A will be comprised of the building lobbies, which are oriented towards "Road K" and intended to activate this important streetscape, and other dynamic uses including a 4,000 SF retail space facing "Road L" and a zone for active uses along Foley Street and "Road K". This zone has the potential to support a variety of active uses, including a co-working environment, maker space, commercial amenity space, arts and creative enterprises, bicycle facilities, gathering areas and other uses intended to encourage a vibrant condition at the streetscape.

The ground level will also support the building's service areas, including loading and utility space. The ground level of Block 21B will be comprised of 3,400 SF retail space facing Foley Street, the parking garage, and area that supports the building's service areas, including loading, utility space and parking entries, as well as a Fire Station for the City of Somerville, which is proposed for the corner of Foley Street and Middlesex Avenue. Special consideration was given to the ground level program to ensure that there were opportunities for activation along Foley Street, "Road K" and the open space facing Block 24, while the service functions were organized along Middlesex Avenue. Above the ground level of Block 21B, the remainder of the floor levels support parking for Block 21A as well as for the Blocks 24 and 26. Block 21B is intended to accommodate 1,283 vehicles. The design of Blocks 21A and 21B is intended to comply with the requirements as defined for the

“Block Building” typology per the proposed Somerville Zoning Ordinance and further described in the design guidelines for the district.

Alta XMBLY (Block 23)

Alta XMBLY, which was previously referred to as Block 23 in the previously submitted PUD-PMP for XMBLY on May 5, 2018, fronts Grand Union Boulevard to the east, and borders Revolution Drive to the south, the proposed “Road L” to the north, and the proposed “Road K” to the west. As approved in SPSR-A on November 8, 2018 in PB 2018-12, the primary program for Alta XMBLY is intended for multi-family residential use. Totalling eight levels and approximately 343,630 SF, Alta XMBLY accommodates 329 residential units. Five levels of residential use sit above a three-story concrete podium. The podium supports retail, active uses and parking at the ground level, parking and back-of-house functions at level 2, and residential use at level 3. This building is consistent with the “Block Building” typology per the proposed Somerville Zoning Ordinance. Two lobbies support the activation of the ground level; the main lobby is located to serve as a “gateway” opportunity at the corner of Grand Union Boulevard and Revolution Drive, while the secondary lobby faces internal to the Site activating the corner of “Roads K and L”. A 2,700 SF retail/active space will anchor the corner of Grand Union Boulevard and “Road L”, a 4,489 SF retail space is provided on “Road K”, a 3,044 SF retail space is provided at the corner of “Road K” and Revolution Drive, and 412 SF bike room on Revolution Drive. Further activation along “Road K” (facing the central open space) is provided through the positioning of five (5) residential town house units with direct access to the sidewalk. The primary parking and loading entrances will be positioned along “Road L”. Parking will be provided at the ground level as well as Level 2 to support approximately 188 vehicles. The requested amendments to the PUD-PMP for the XMBLY Site do not affect Alta XMBLY’s SPSR-A approval.

Block 24

The existing 4 level building, totaling approximately 162,000 SF of office space, will be replaced with a new iconic building totaling approximately 464,000 SF. Located towards Middlesex Avenue, the building frames a large open space in the center of the Site which is proposed to be a 58,000 SF publicly accessible civic open space. The edges of the ground level will be carefully integrated into the landscape design for the central open space and a new entry element will also serve as a backdrop for the park. Approximately 3,900 SF of retail is proposed facing Road L and the central open space to allow further public activation.

Block 26

Located at the corner of Revolution Drive and Mystic Avenue, Block 26 anchors the southern edge of the Site. This important corner represents a “gateway” opportunity for the development’s identity. Block 26 is intended to provide approximately 386,000 SF of office/lab/R&D use over 13 levels. The lobby areas and active edges are oriented towards “Road K” and central open space to allow for further activation along this critical edge. The design of Block 26 will correspond with the High Rise “Commercial Building” typology and is further defined in the design guidelines for

the district. The garage located within Blocks 24 and 26 will provide 428 below grade structured parking spaces. Approximately 2,500 SF of retail space is proposed on the ground floor facing Road K.

Innovation Space:

With these amendments to the previously approved PUD-PMP, the Applicant has committed to providing 80,000 SF of innovation space with the following features:

- The innovation space may include a variety of uses such as lab, office, common areas, and other accessory uses. It may be concentrated in a single building or spread throughout multiple buildings.
- The innovation space will strive to accommodate a variety of companies and users and will provide shared services and amenity space to foster collaboration.
- The durations of lease agreements, or other similar occupancy agreements with individual business entities associated with the innovation space, will be shorter than average.

3.2.2 Site Access/Connectivity

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

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

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

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

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

Road K

"Road K" is the central north/south thoroughfare through the Site, connecting Revolution Drive to Foley Street and supporting frontage for Blocks 21A, 23, 24, and 26. The street consists of two portions – the northern section runs from Foley to the intersection of Road L, while the southern section runs from "Road L" to Revolution Drive.

At its northern portion, "Road K" will be vibrantly-activated by the uses at the base of Block 21A as well as the future development to the east. It will be characterized by wide, pedestrian-friendly sidewalks, street trees, a curbed roadway with parallel parking, and bumpouts at pedestrian crossings.

The southern portion of "Road K" will be designed with the vehicular roadway raised flush with the pedestrian sidewalk. This curbless condition constitutes a "Festival Street" (see Appendix B); allowing the roadway to be seamlessly purposed as an extension of the adjacent open space.

Road L

"Road L" connects Grand Union Boulevard to "Road K" and to Middlesex Avenue, and serves to support access and service for Blocks 21A, 21B, 24, and Alta XMBLY. The street section at "Road L" will support pedestrian movement (using sidewalks, planting zones, etc.) but will be de-emphasized as a major path of travel. There will be minimal parallel parking available adjacent to Block 21A.

The eastern portion of "Road L", from the intersection with the Block 21 Alley to the intersection with "Road K", will be designed with the vehicular roadway and on-street parking raised flush with the pedestrian sidewalk. This curbless condition continues the "Festival Street" (see Appendix B) condition of "Road K" and the seamless extension of the adjacent open space.

Grand Union Boulevard, Foley Street, and Revolution Drive

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

Mystic and Middlesex Avenues

The intersection between Mystic and Middlesex Avenues has been reconfigured to address Site lines and traffic calming measures while also providing an opportunity to buffer this edge of the Site with landscaped elements. Middlesex Avenue supports service access and vehicular parking access for Blocks 21A, 21B, 24 and 26, as well as access to the proposed City of Somerville Fire Station located in Block 21B. Refer to site plans for detail of the revised roadway curbs at the intersection of Middlesex Avenue and Mystic Avenue.

3.2.3 Central Civic Open Space

The Applicant is committed to providing, improving, and operating the Project Site with as much publicly accessible open space as possible. The master plan introduces 58,000 SF of publicly accessible central civic open space bounded by Block 21A, Block 24, Block 26, and "Road K". The proposed park would join Baxter Riverfront Park, Draw 7 Park, Assembly Line Park, and the Partners Open Space in creating series of open space options for Assembly Square. Its central location allows it to be visible from "Road K" and all proposed buildings within the development. See Figures 3.10 through 3.12. Exhibit B shows a key plan of the several Open Space provisions.

Exhibit B – Central Open Space Key Plan



The open space design provides a series of landscape experiences intended to enrich the lives of the residents and workers of Assembly Square. This is achieved through the provision of flexible spaces that can support a broad range of programming; development of landscape spaces at multiple scales to support different levels of social interaction; seamless integration of stormwater Best Management Practices (BMPs) and climate change planning measures; and including strategies for addressing adjacent highway impacts. The Project proposes to provide approximately 160,396 square feet of total open space and 134,763 square feet of publicly accessible usable open space. The following are specific Open Space provisions.

The Festival Streetscape

“Road K” from the intersection of “Road L” to the corner of Block 26 would be graded level with the adjacent streetscape. The flush-condition, a woonerf, allows the street to be used in conjunction with the streetscape for neighborhood celebrations. The Festival Streetscape forms the linear transition zone between the flush street and the core of the open space to the south. This area is intended to provide an active, vibrant, pedestrian corridor featuring a continuation of the street tree planting language, unique furnishing clusters, and decorative paver patterns.

The Town Square

Like the Festival Streetscape, "Road L" from the intersection of "Road K" to the Block 21 Alley is proposed as a flush-curb woonerf. This portion of the streetscape features a decorative paving condition that extends across the vehicular throughway from the face of Block 21A into the park itself. This seamless transition allows the space to function as a multi-use plaza – able to be closed off for smaller festivals, farmer's markets, and seasonal events.

The Pergola (Open-Air Pavillion) Plaza

The Pergola Plaza provides a central gathering space for both members of the Assembly Square neighborhood and XMBLY community. The Plaza would be anchored by a distinctive architectural structure that functions as a gateway to both the Town Square and Central Lawn; creating a strong architectural statement that would be visible throughout the community. This Pergola would function as a major visual beacon and identifier for the neighborhood. Dramatic integrated lighting would reinforce the beacon-like nature of the feature at night and during the darker winter months.

The Central Lawn

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

The Rain Garden and Bridges

At the east edge of the Town Square (adjacent to the Block 24 Lobby Entry) a feature Rain Garden is introduced to highlight on-site infiltration initiatives. This landscape element would include native plantings chosen for both beauty and resiliency. An engineered-soil profile would be developed to allow on-site infiltration if possible based on testing of the existing conditions. Pedestrian-scale bridge would provide a direct connection across the raingardens and engage the passersby.

The Filtration Grove/Urban Wild

The adjacency of Interstate 93 presents a set of visual, aural, and environmental realities which must be addressed within the context of any successful open space proposal. The XMBLY master plan through the careful siting of the Block 24 and Block 26 building masses creates a near continuous architectural "wall" between the major open space and the elevated interstate. Between these two buildings and the freeway a dense grove of evergreen and deciduous planting would be sited within a naturalized landscape. The ground plane would be shaped to create depressions for

temporary stormwater retentions and raised mounds to elevate plantings selected for their ability to filter air-borne particulate emanating from 1-93.

The Promenade

Adjacent to the Block 24 and Block 26 building entries, a vibrant linear plaza space is conceived. This pedestrian corridor would provide access to the lobbies and active spaces in the first floors of Blocks 21A and 24. Pavement patterning, changes in materiality and integration of public art will break the length of the Promenade into a series of successive, human-scaled gathering spaces. At the intersection of the Promenade and "Road K", a work of public art will be highlighted by the forced perspective.

3.2.4 Parking

Vehicle Parking

Structured Vehicular Parking

The Project provides 1,899 parking spaces in both above grade structured parking and below grade garages. Also, the parking levels at Block 21B have been designed to allow for future conversion to programmable area in the event that the need for parking is reduced. Table 3-1 below summarizes the required and provided parking spaces. The above-grade parking structure for Alta XMBLY contains 188 spaces for Alta XMBLY's residential units. These spaces will be accessed from a driveway apron on the proposed "Road L". Block 21B consists of an 85 foot high above grade parking structure that accommodates 1,283 spaces and will be accessed from entrances on the Block 21 service street. The below-grade parking garage at Block 24 and Block 26 accommodates 428 spaces with access from garage entrances on "Road L" and Revolution Drive.

Table 3-1 Parking Summary Table						
Description	Block 21A (Office/ Lab)	Block 21B (Parking)	Block 24 (Office/L ab)	Alta XMBLY (Wood Partners Residential)	Block 26 (Office/ Lab)	Total
Residential Required	0	0	0	329	0	329
<i>Residential Provided</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>188</i>	<i>0</i>	<i>188</i>
Office/Lab/R&D Required	376	0	461	0	384	1,221
<i>Office/Lab/R&D Provided</i>	<i>0</i>	<i>1,283</i>	<i>204</i>	<i>0</i>	<i>224</i>	<i>1,711</i>
Retail Required	5	4	4	6	1	20
<i>Retail Provided*</i>	<i>0</i>	<i>0*</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0*</i>
Restaurant Required	0	0	0	10	0	10
<i>Restaurant Provided*</i>	<i>0</i>	<i>0*</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0*</i>
Total Minimum Required	381	4	495	345	385	1,580
Total Provided	0	1,283*	204	188	224	1,899*
<p>* Project provides an additional 38 on-street parking spaces along "Road K", (not included in Table 3-1) that will service the retail and restaurant and potential fire station uses. The 30 retail/restaurant spaces required above are included in this on-street count.</p>						

Unstructured Vehicular Parking– The Project provides an additional 38 on-street parking spaces along “Road K”, (not included in Table 3-1) that will service the retail and restaurant and potential fire station uses.

Bicycle Parking

The Project will also include short- and long-term bicycle parking storage areas to meet Somerville Zoning Ordinance bicycle parking requirements. Based on the current design, the Somerville Zoning Ordinance requires that a minimum total of 181 bicycle parking spaces be provided on the Project Site. The Project will provide approximately 111 interior, secure bicycle spaces located in the above-grade parking for residents in Alta XMBLY. Additionally, the Project proposes to provide short term bicycle parking spaces via bicycle racks within 50 feet of each entrance for a total of 224 spaces in the Project. The amount of short-term bicycle spaces will be determined during each Block’s individual Special Permit submission, but will meet or surpass the current requirements at that time.

Table 3-2 Bicycle Parking Summary Table	
Description	Total Spaces*
Residential Use – Required	109
Non-Residential Use – Required	72
Total Required	181
Total Provided	224

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

3.2.5 Accessibility

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

The Project will implement the following:

- The sidewalks along Revolution Drive, Middlesex Avenue, Foley Street, and Grand Union Boulevard will be widened, paved in concrete, free of obstructions, where feasible, will have at least four (4) feet of clear width, match existing conditions, and will have comfortable and American with Disabilities Act (ADA) compliant slopes.

- The parking ingress/egress will incorporate a flush sidewalk condition giving priority to the pedestrian over the vehicle.
- Residential units will be designed to be accessible, in compliance with 521 CMR: Massachusetts Architectural Board (MAAB) regulations and the requirements outlined in the Fair Housing Act.

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

3.2.6 Sustainability/Green Building Design

The Applicant and the Project design team are committed to a sustainable and environmentally responsible design approach for the master plan. In recognition of the City's goal to achieve carbon neutrality by 2050, the team has considered the following climate change and resiliency strategies:

- Site design will reduce vulnerability to flooding due to rising sea levels and changes in intensity and frequency of storms by raising finished floor elevations for occupiable spaces above the projected flood elevations.
- Consideration will be given to the location of the proposed buildings' critical infrastructure in relation to the projected flood elevations. Additionally, flood mitigation plans will be considered for each building.
- The master plan has a significant amount of open space, tree coverage and impervious surfaces to help reduce heat exposure and the intensity of the urban heat island effect. The proposed buildings will also employ high albedo roof materials and will offer opportunities for vegetated roof areas.
- Energy modeling will be employed for each building to examine building performance and to examine opportunities to provide innovative sustainable design solutions focused on reducing GHG emissions.
- The Project will implement Best Management Practices (BMPs) to improve water quality. The stormwater management system will be designed to release flows less than or equal to the existing condition.
- Although the approved PUD-PMP (PB2018-7) targets a goal of Leadership in Energy and Environmental Design® ("LEED") Version 4 Certified rating. The Applicant is currently targeting a goal of Leadership in Energy and Environmental Design® ("LEED") Version 4 GOLD Certified rating. The Applicant will provide a LEEDv4 checklist as part of the Special Permit Applications for each block.

As the Project design advances for each building, the Project team will explore sustainable design strategies that will maximize the conservation of energy, water and other resources. The Applicant will also submit the City of Somerville's Sustainable & Resilient Building Questionnaire as part of the SPSR process, which

will include a Climate Change Vulnerability Assessment as well as the Carbon Neutral Pathway Assessment.

3.3 Urban Design Summary

Architectural Character

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

These buildings are intended to be designed with a focus on the pedestrian experience, and careful consideration will be given to elements at the ground level (such as canopies, storefronts, and building entrances) to define a comfortable pedestrian scale at the street edge. A high level of transparency will be offered at the ground level to encourage activation and to provide opportunities for a "porous" edge condition.

While common themes will be emphasized (such as the expression of the structural column grid, scale-appropriate rhythm for openings, and a mix of opaque and transparent materials) flexibility is given within the design guidelines for the buildings to have a distinct architectural expression, while also encouraging a cohesive relationship with the surrounding neighborhood. At the upper levels, a varied palette of materials is envisioned for this district to encourage each block to have a unique identity. Suggested materials include glazing, masonry, and rain-screen cladding with a focus on utilizing color, texture, and pattern to provide an architecturally diverse series of buildings.

A critical point of emphasis is for each building (for all use types) to express a distinct base, middle, and top, as well as offering a varied expression at the roof line to contribute to the Somerville skyline in this district. It is also critical for the parking podium levels to be treated in an integrated manner which is aligned with the primary façade language of the building above. Based on façade orientation and relationship to the public realm, the design guidelines further define the hierarchy of street wall conditions and offer areas of special emphasis, including corners which represent "gateway" opportunities and primary facades which respond to the Site's public realm goals.

Public Realm Character

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

Major pedestrian routes have been developed to include a furnishing zone, pedestrian zone, and frontage zone. Furnishing zones provide the opportunity to create a buffer from both adjacent street traffic and the flow of pedestrian commuters. As at Assembly, this zone will include significant street tree planting providing shade in the summer months and an opportunity for seasonal lighting in the darker winter months. A combination of raised tree pits, irrigation, and structural soils will be provided to aid in the long-term health of these trees. Between the tree pits, decorative or permeable pavers and integrated street furnishings will create places for rest, gathering, and people-watching within the new neighborhood. Through these various zones, the streetscape and publicly accessible civic open space promotes pedestrian connectivity and active uses, such as outdoor gatherings, festivals, outdoor eateries, and local community events.

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

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

3.4 Project Schedule/Phasing

Presuming PUD-PMP amendment approval, the Applicant intends to file Special Permit Applications for the Block 21A building and Block 21B garage in late 2020. Throughout the coming months, the Applicant expects to work diligently with the community and with the City to complete the PUD-PMP amendment, and Special Permit review and approval processes.

The Applicant commenced Site preparation, demolition and utility work in the first quarter of 2019 and has completed the initial roadway and utility infrastructure construction. Construction for the Alta XMBLY Block 23 residential building is in progress pursuant to its SPSR-A (PB2018-12). See Figures 3.12A-3.12E for anticipated site phasing. Temporary modifications in parking and landscaping as a result of construction logistics shall be allowed.

3.5 Consistency with SomerVision/Assembly Square Master Plan

SomerVision

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

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

The Project is consistent with these goals, as it is located within an identified "Transform" area of Somerville. As proposed, the Project will connect the Assembly Row development to the residential areas of East Somerville on the southern edge and to the west of the ASMD.

Assembly Square Master Plan

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

The Project will complement and support the surrounding land uses and adjacent residential and commercial areas by providing new commercial and retail/active use opportunities, new housing, enhanced public open spaces, and jobs for the surrounding population.

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

Local Permitting Authority and Designation as a Planned Unit Development

The Project Site meets the criteria to establish a Planned Unit Development (PUD) in accordance with the applicable provisions of Article 5, and with Article 16 of the City of Somerville Zoning Ordinance in effect on August 2019 as previously outlined. The

purpose of a PUD is to provide for a greater variety, density and intensity of land uses at a site than would normally be allowed under base zoning. PUD's allow greater design flexibility, in return for more thoughtful, sensitive land planning that encourages additional open space on site, and can reduce the Project's impacts on sensitive environmental resources.

3.6 Summary of Project Benefits

Land Alteration

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

Stormwater Management

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

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

Sustainability/Environmental

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

Sustainable Design – The Project utilizes sustainable design strategies and is anticipated to exceed minimum building energy code requirements, thereby

maximizing the conservation of energy and water, and minimizing impacts to regional infrastructure and water resources

Area Revitalization - The Project revitalizes an underutilized urban site, uses land efficiently by increasing density in immediate proximity to public transportation, and encourages the use of non-automotive modes of transportation. The Project will demolish the existing office building, which is a unsustainable structure lacking green infrastructure. The Project introduces low impact development, green infrastructure, and sustainable designs to the Site.

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

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

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

Transportation

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

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

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

Social and Economic

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

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

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

Affordable Housing - Consistent with the City of Somerville Inclusionary Housing Project, and the SPSR-A for Alta XMBLY approved in PB2018-12, 20% of the residential units to be constructed as part of the Alta XMBLY will be set aside as affordable units consistent with the Provisions of Article 13 – Inclusionary Housing of the Zoning Ordinances.

Linkage Fees – The Project will generate significant fees in excess of \$17 million that will be utilized for housing and jobs linkage, as well as community benefits and city infrastructure.

Potential Fire Station – The Plans are holding an approximate 15,000 SF space located in Block 21B for the potential of a new fire station that will serve the Assembly District.

Central Open Space – A centrally located park that is a venue for use and engagement from both the public and businesses in the nearby area.

Development Covenant

The Proponent, subject to the final Development Covenant, as executed by the Proponent and City of Somerville, will provide mitigation fees in excess of \$17 million that will be used for community benefits. The mitigation measures include an estimated \$7.9 million housing linkage fee, an estimated \$1.9 million jobs creation and retention linkage fee, and an estimated \$7.3 million to contribute to offsite infrastructure.

3.7 Development Team

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

Table 3-3 – Development Team Contact Information

DEVELOPMENT TEAM CONTACT INFORMATION	
Applicant (Owner)	CDNV Assembly, LLC and CDNV Land, LLC 120 Water Street Boston, MA 02109 617. 624.9100 Contact: Ed Nardi
Legal Counsel for Applicant	Riemer Braunstein LLP 700 District Avenue Burlington, MA 01803 617.880.3457 Contact: Mark T. Vaughan
Architect, Master Planning, Urban Planning, and Design	Spagnolo Gisness & Associates (SGA) 200 High Street, 2nd Floor Boston, MA 02110 857.300.2610 Contact: Brian Slozak and John Sullivan
Alta XMBLY Architect	The Architectural Team, Inc. (TAT) 50 Commandant's Way at Admiral Hill Chelsea, MA 02150 617.889.4402 Contact: Glenn Mutz
Blocks 21, 24, and 26 Architect	Perkins and Will 225 Franklin Street, Suite 1100 Boston, MA 02110 617.478.0300 Contact: Gautam Sundaram and Sandra Smith
Landscape Architecture	Copley Wolff Design Group (CWDG) 10 Post Office Square, Suite 1315 Brookline, MA 02109 617.654.9000 Contact: Andrew Arbaugh and John Copley
Permitting	VHB 99 High Street, 10th Floor Boston, MA 02110 617.924.1770 Contact: Kyle Greaves
Transportation	VHB Contact: Patrick Dunford
Civil and Survey	VHB Contact: Dale Horsman

Environmental Engineer	CRB Geological & Environmental Service 5000 Old Buncombe Road Greenville, SC 29617 864.283.2000 Contact: Robert Workman
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Chapter 3 Figures

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\\vhb\gis\proj\Wat-LD\14000.00 5 MiddlesexAv Somerville\gis\Project\Figure 3.1 XMBLY Locus Map.mxd



XMBLY PUD-PMP

| Somerville, MA

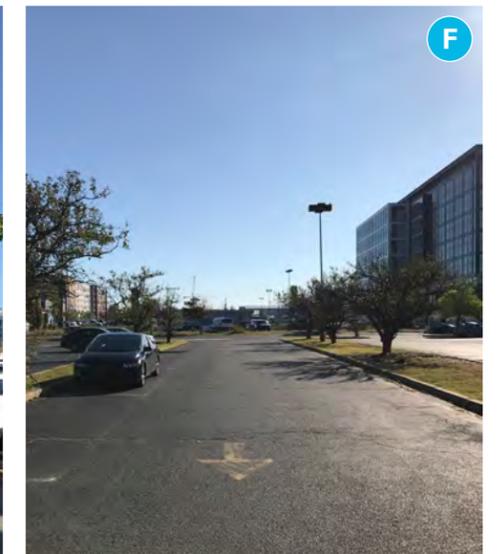
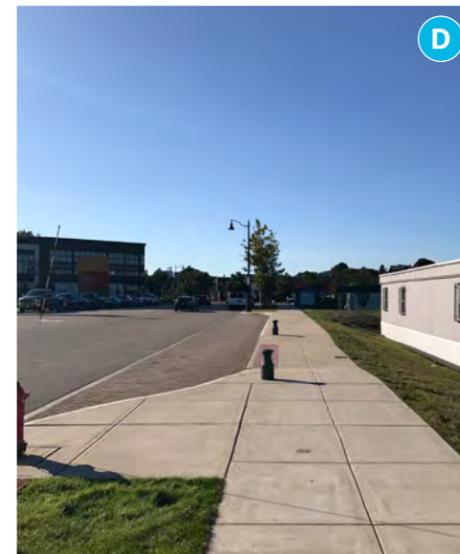
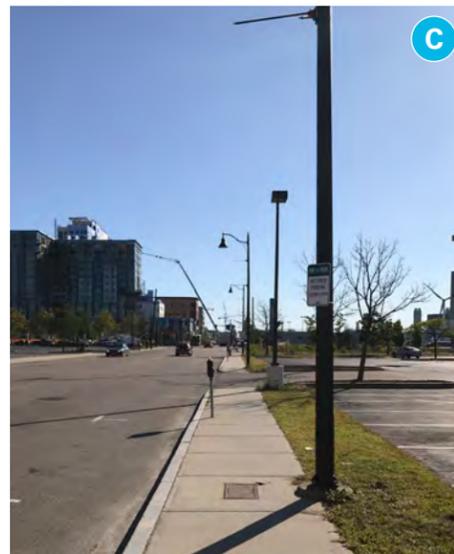
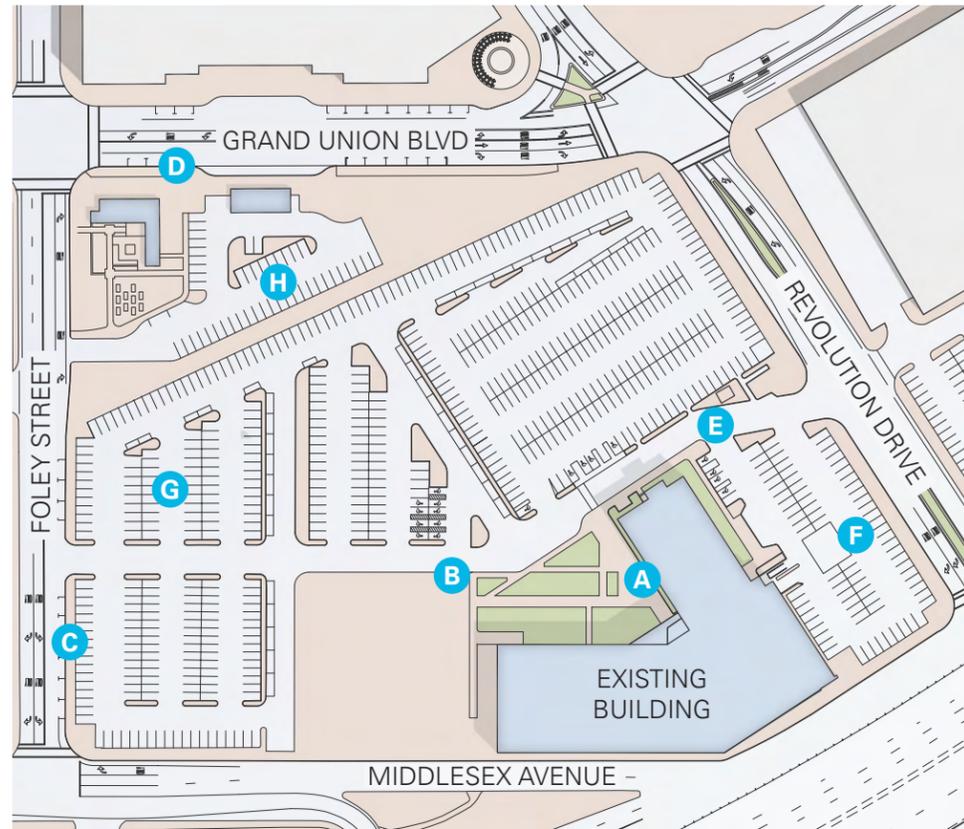
Legend

 Project Site

Site Location Map

Source Info: MassGIS

FIGURE 3.2 | EXISTING SITE CONDITIONS



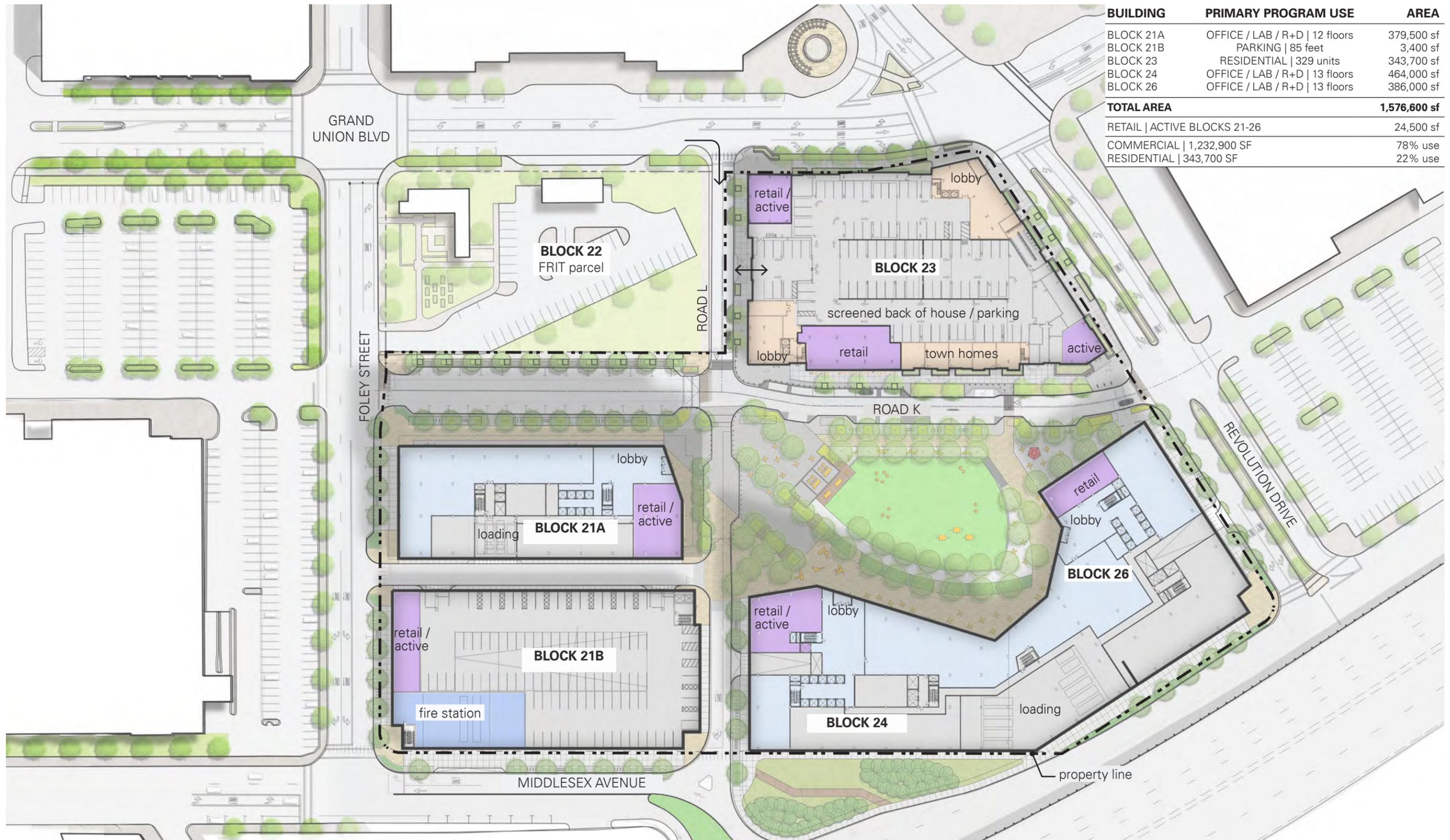
- A | Current landscape at existing building and view towards Foley Street
- B | Current landscape at existing building
- C | Sidewalk at Foley Street
- D | Existing bus drop-off at Grand Union Boulevard
- E | View at existing parking lot
- F | View at existing side parking lot towards Assembly
- G | View at existing parking towards Storage Building
- H | View at existing parking towards existing building



FIGURE 3.3 | EXISTING AERIAL CONDITIONS



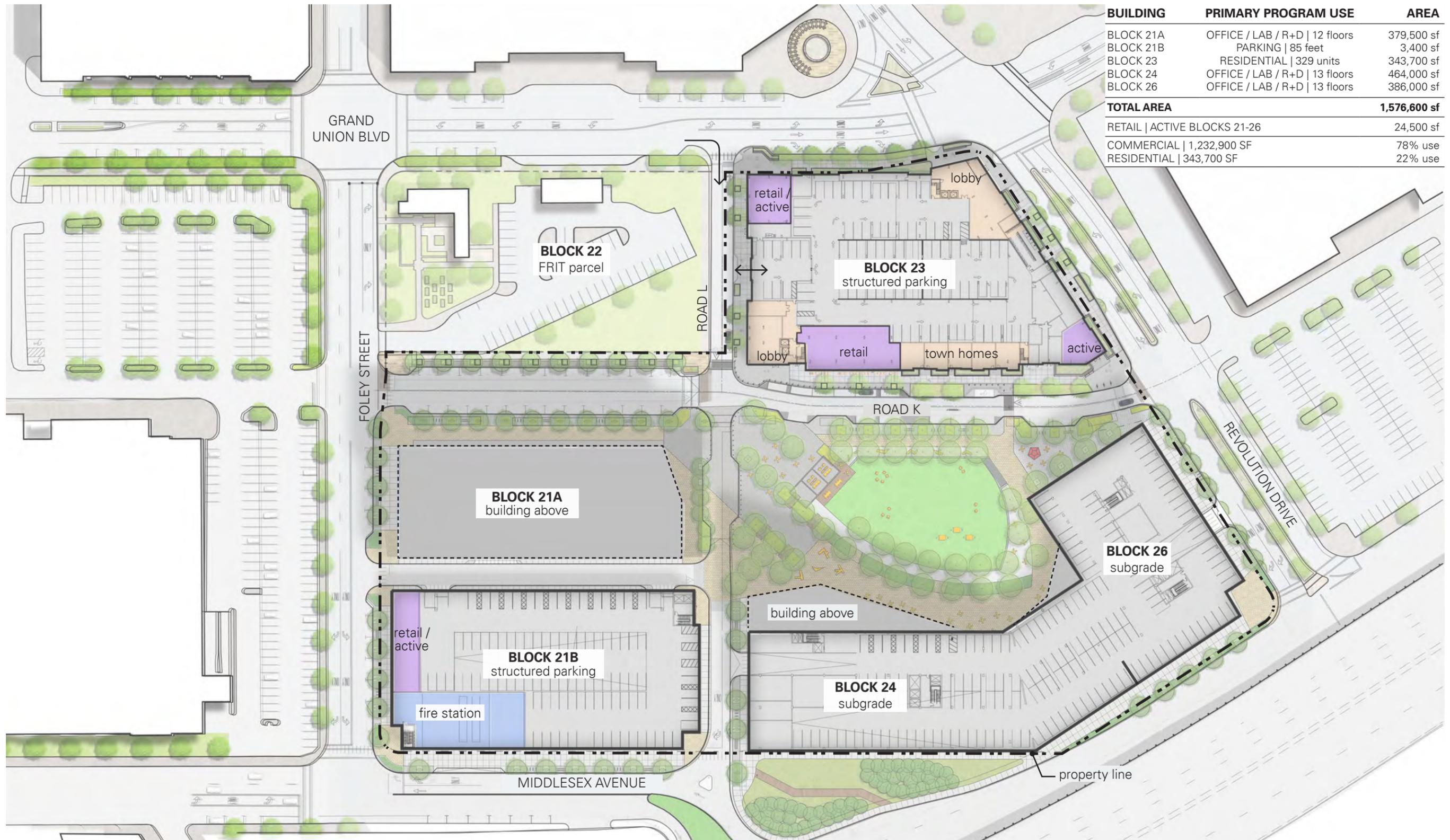
FIGURE 3.4 | GROUND FLOOR PLAN



BUILDING	PRIMARY PROGRAM USE	AREA
BLOCK 21A	OFFICE / LAB / R+D 12 floors	379,500 sf
BLOCK 21B	PARKING 85 feet	3,400 sf
BLOCK 23	RESIDENTIAL 329 units	343,700 sf
BLOCK 24	OFFICE / LAB / R+D 13 floors	464,000 sf
BLOCK 26	OFFICE / LAB / R+D 13 floors	386,000 sf
TOTAL AREA		1,576,600 sf
RETAIL ACTIVE BLOCKS 21-26		24,500 sf
COMMERCIAL 1,232,900 SF		78% use
RESIDENTIAL 343,700 SF		22% use



FIGURE 3.5 | PARKING FLOOR PLAN



BUILDING	PRIMARY PROGRAM USE	AREA
BLOCK 21A	OFFICE / LAB / R+D 12 floors	379,500 sf
BLOCK 21B	PARKING 85 feet	3,400 sf
BLOCK 23	RESIDENTIAL 329 units	343,700 sf
BLOCK 24	OFFICE / LAB / R+D 13 floors	464,000 sf
BLOCK 26	OFFICE / LAB / R+D 13 floors	386,000 sf
TOTAL AREA		1,576,600 sf
RETAIL ACTIVE BLOCKS 21-26		24,500 sf
COMMERCIAL 1,232,900 SF		78% use
RESIDENTIAL 343,700 SF		22% use

■ COMMERCIAL
 ■ RESIDENTIAL
 ■ RETAIL / ACTIVE USE
 ■ FIRE STATION
 ■ PARKING | BACK OF HOUSE

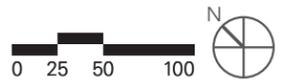
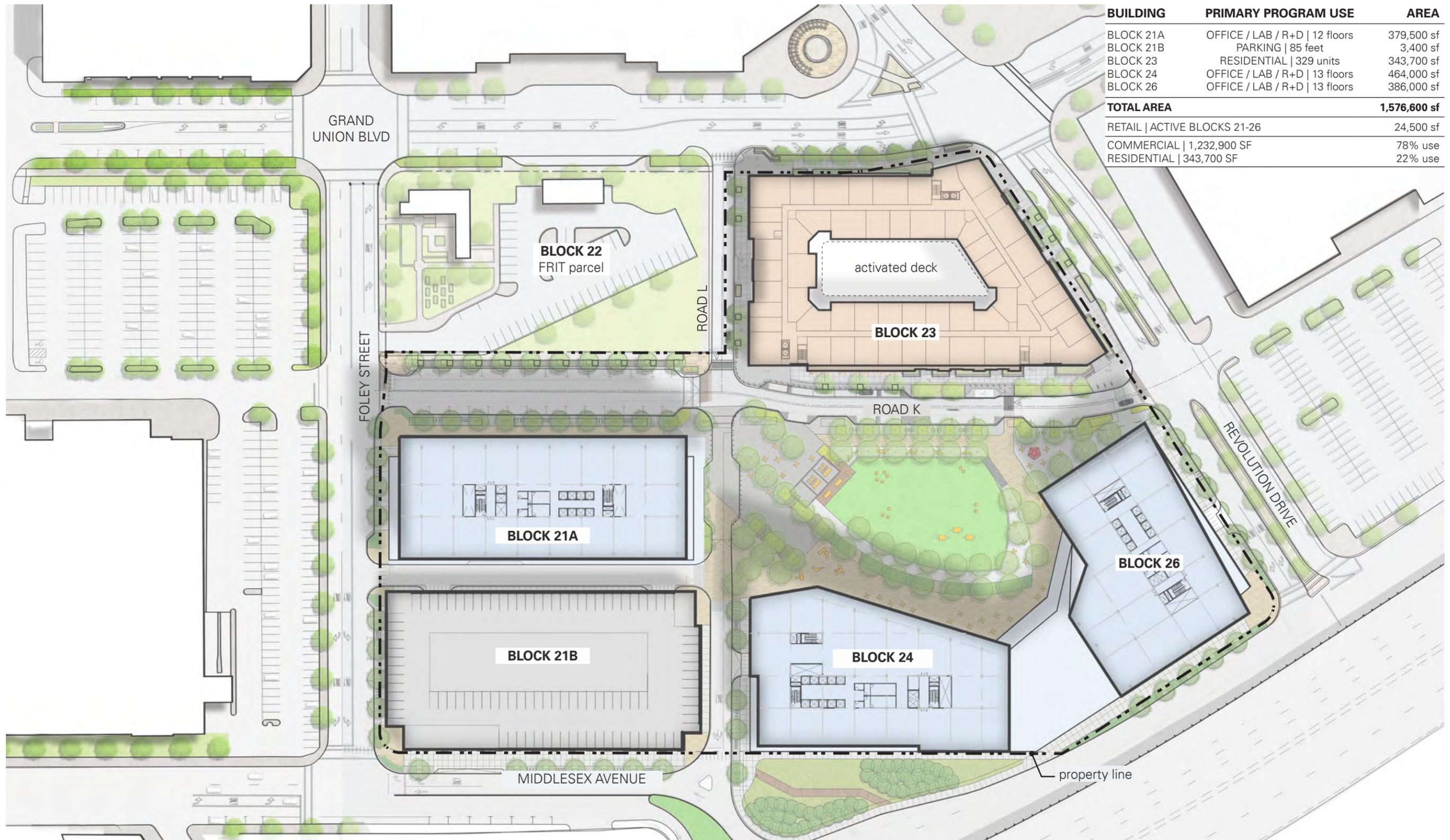


FIGURE 3.6 | TYPICAL UPPER FLOOR PLAN



BUILDING	PRIMARY PROGRAM USE	AREA
BLOCK 21A	OFFICE / LAB / R+D 12 floors	379,500 sf
BLOCK 21B	PARKING 85 feet	3,400 sf
BLOCK 23	RESIDENTIAL 329 units	343,700 sf
BLOCK 24	OFFICE / LAB / R+D 13 floors	464,000 sf
BLOCK 26	OFFICE / LAB / R+D 13 floors	386,000 sf
TOTAL AREA		1,576,600 sf
RETAIL ACTIVE BLOCKS 21-26		24,500 sf
COMMERCIAL 1,232,900 SF		78% use
RESIDENTIAL 343,700 SF		22% use

■ COMMERCIAL
 ■ RESIDENTIAL
 ■ RETAIL / ACTIVE USE
 ■ FIRE STATION / BICYCLE PARKING
 ■ PARKING | BACK OF HOUSE



FIGURE 3.7 | URBAN CONTEXT

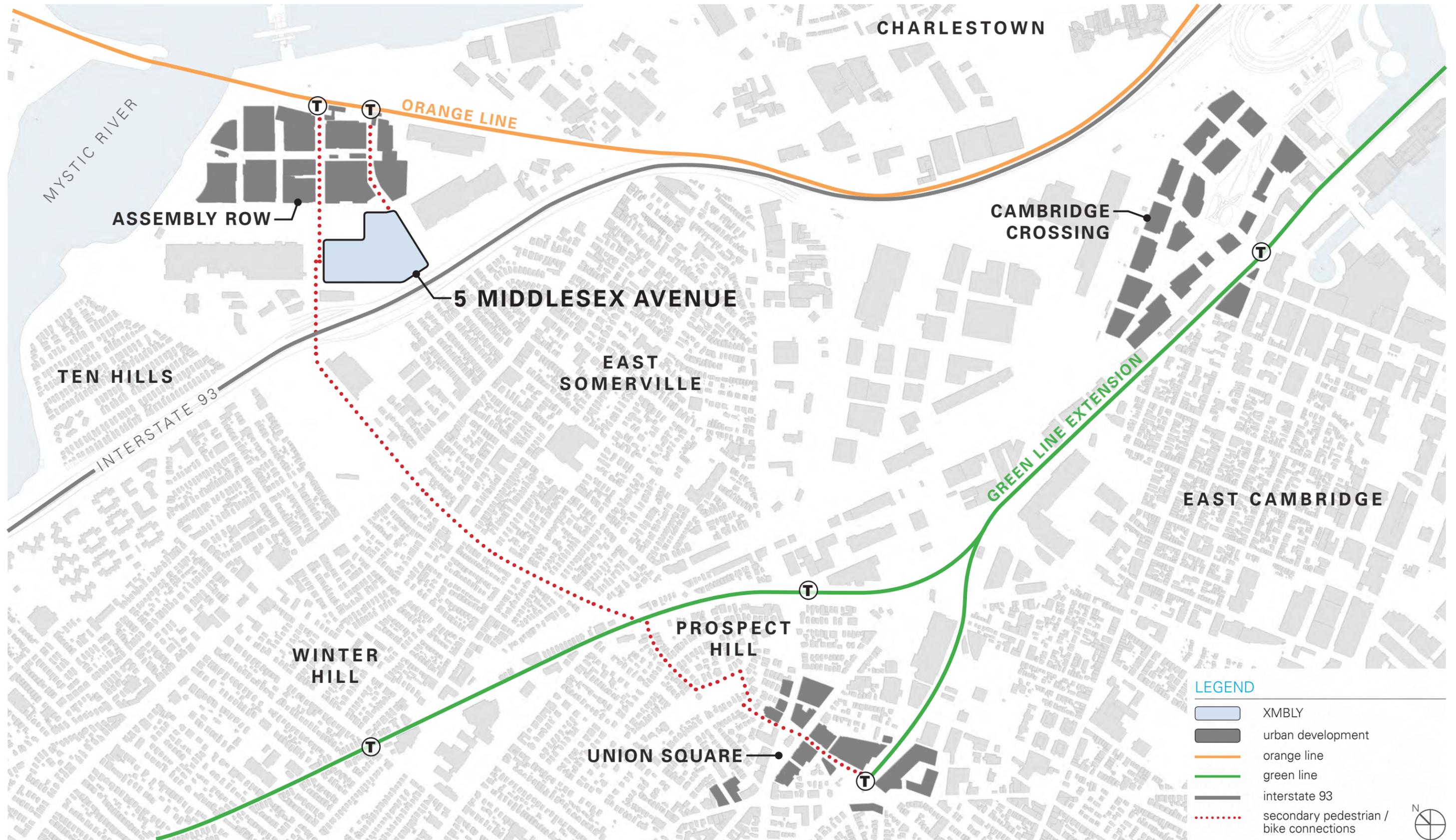
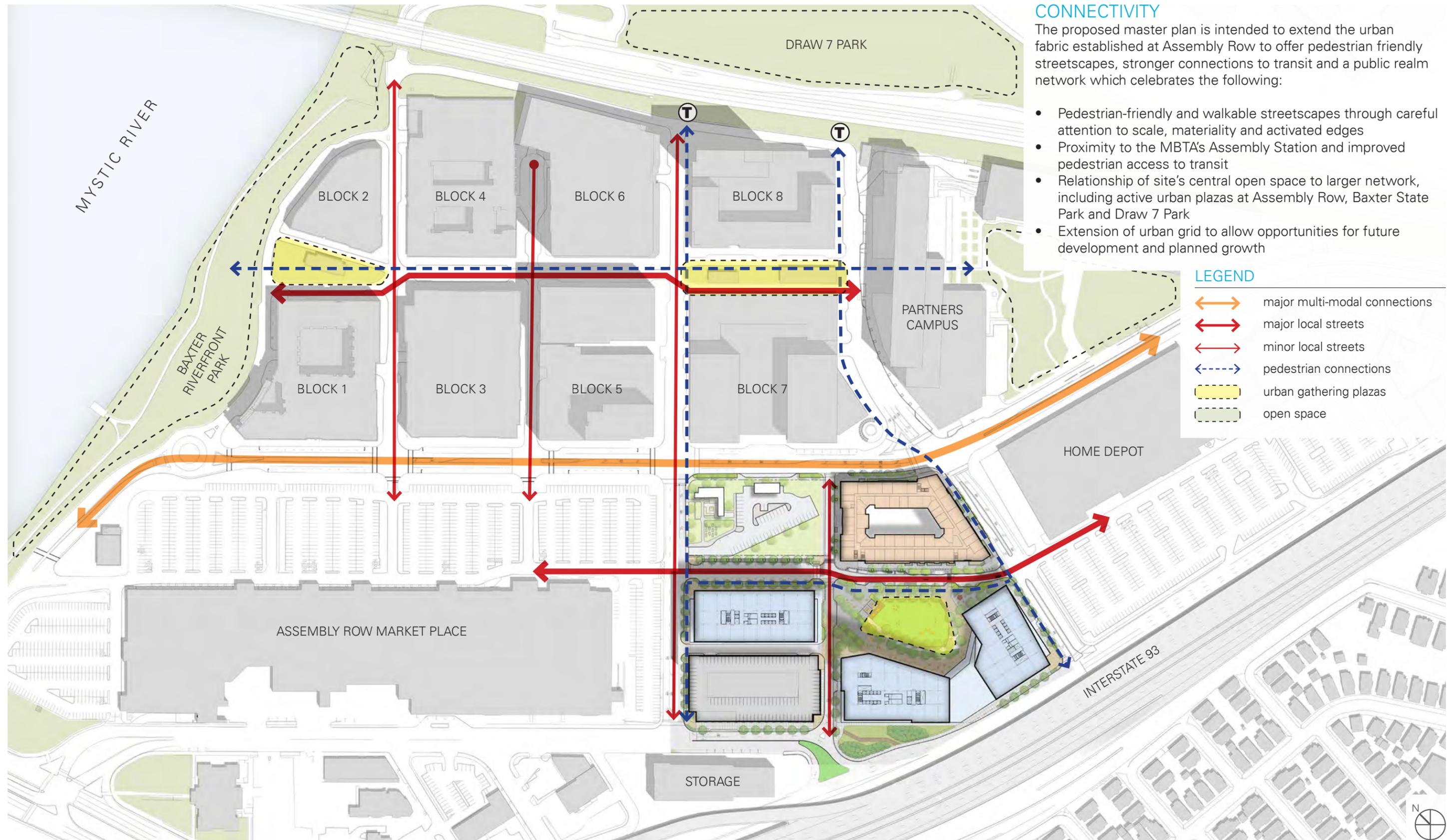


FIGURE 3.8A | URBAN DESIGN CONNECTIONS | VEHICULAR



FIGURE 3.8B | URBAN DESIGN CONNECTIONS



CONNECTIVITY

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

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

LEGEND

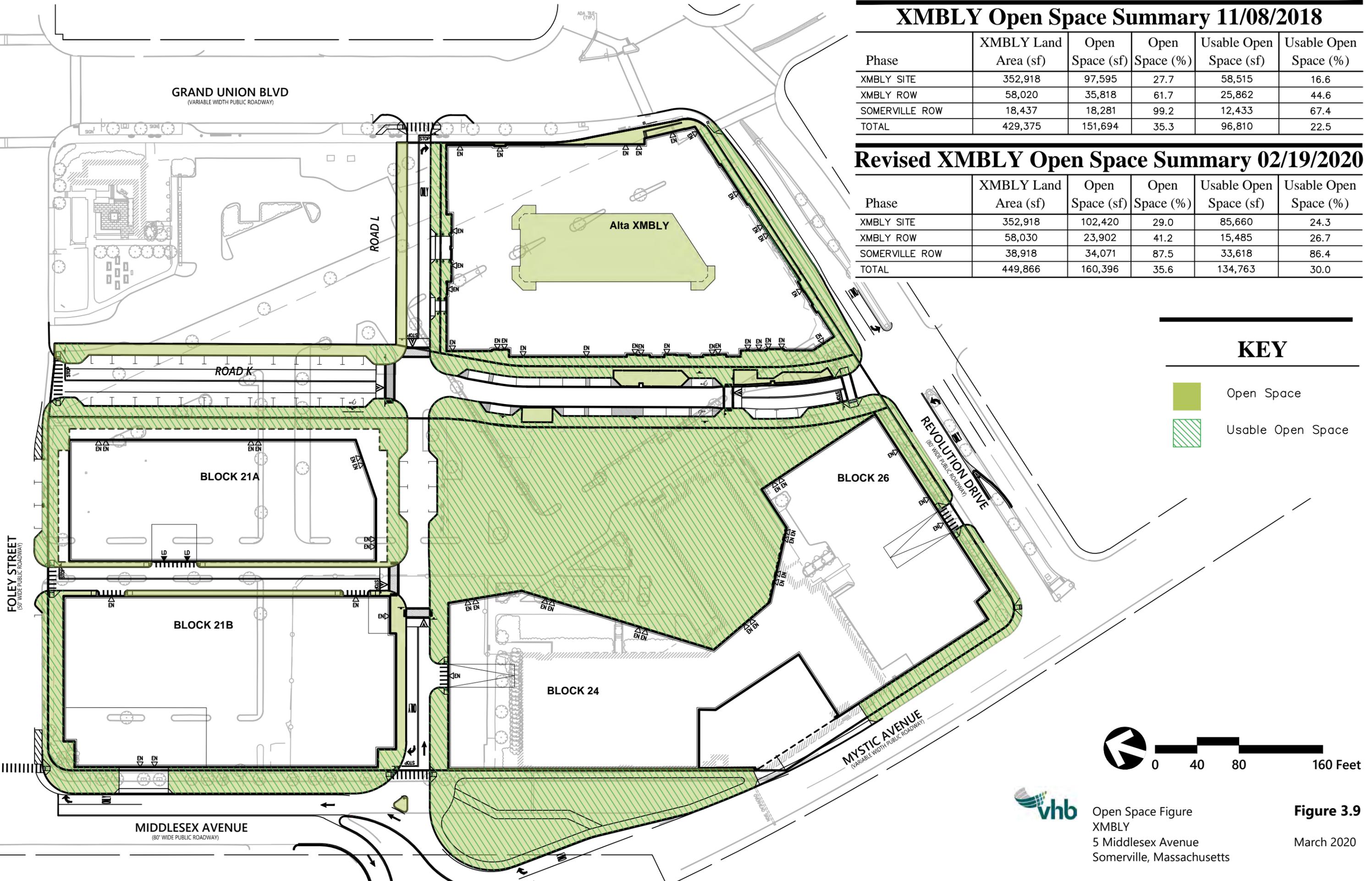
- ↔ major multi-modal connections
- ↔ major local streets
- ↔ minor local streets
- ⋯ pedestrian connections
- ▭ urban gathering plazas
- ▭ open space

XMBLY Open Space Summary 11/08/2018

Phase	XMBLY Land Area (sf)	Open Space (sf)	Open Space (%)	Usable Open Space (sf)	Usable Open Space (%)
XMBLY SITE	352,918	97,595	27.7	58,515	16.6
XMBLY ROW	58,020	35,818	61.7	25,862	44.6
SOMERVILLE ROW	18,437	18,281	99.2	12,433	67.4
TOTAL	429,375	151,694	35.3	96,810	22.5

Revised XMBLY Open Space Summary 02/19/2020

Phase	XMBLY Land Area (sf)	Open Space (sf)	Open Space (%)	Usable Open Space (sf)	Usable Open Space (%)
XMBLY SITE	352,918	102,420	29.0	85,660	24.3
XMBLY ROW	58,030	23,902	41.2	15,485	26.7
SOMERVILLE ROW	38,918	34,071	87.5	33,618	86.4
TOTAL	449,866	160,396	35.6	134,763	30.0



KEY

- Open Space
- Usable Open Space



FIGURE 3.10 | CENTRAL OPEN SPACE



FIGURE 3.11 | STREETSCAPE TREES

INVESTING IN ECOLOGICAL DIVERSITY

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

LARGE TREES

GREATER THAN 50' IN HEIGHT WHEN MATURE

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

MEDIUM TREES

26' - 40' IN HEIGHT WHEN MATURE

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

SMALL TREES

10' - 25' IN HEIGHT WHEN MATURE

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



WHITE ASH



NORTHERN RED OAK



KENTUCKY COFFEETREE



DAWN REDWOOD



PERSIAN IRONWOOD



KOUSA DOGWOOD



THORNLESS HONEYLOCUST



JAPANESE TREE LILAC



GINGKO

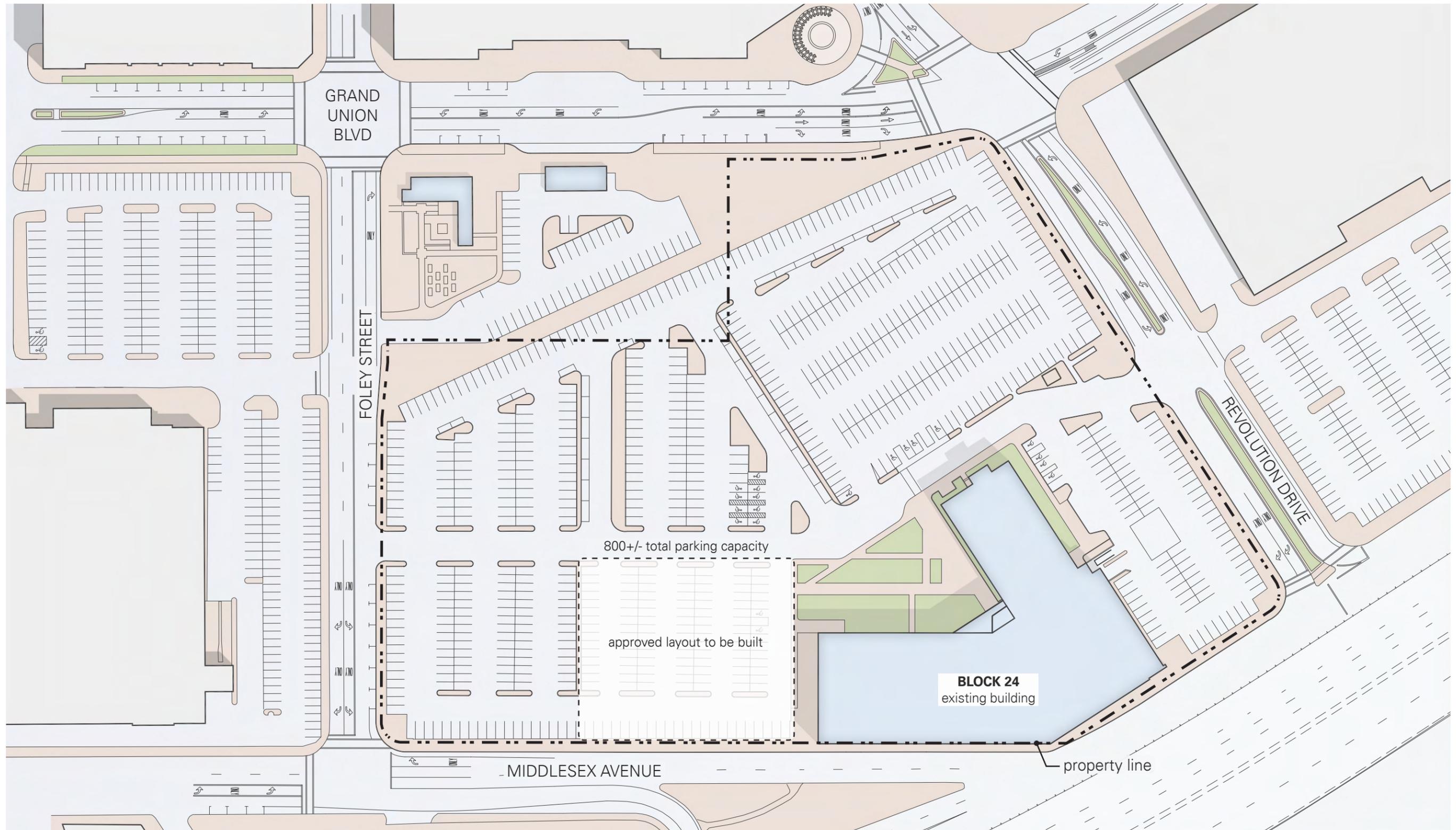


EASTERN REDBUD



BLACK TUPELO

FIGURE 3.12A | SITE PHASING | SITE CONDITIONS AS OF 06/07/2018

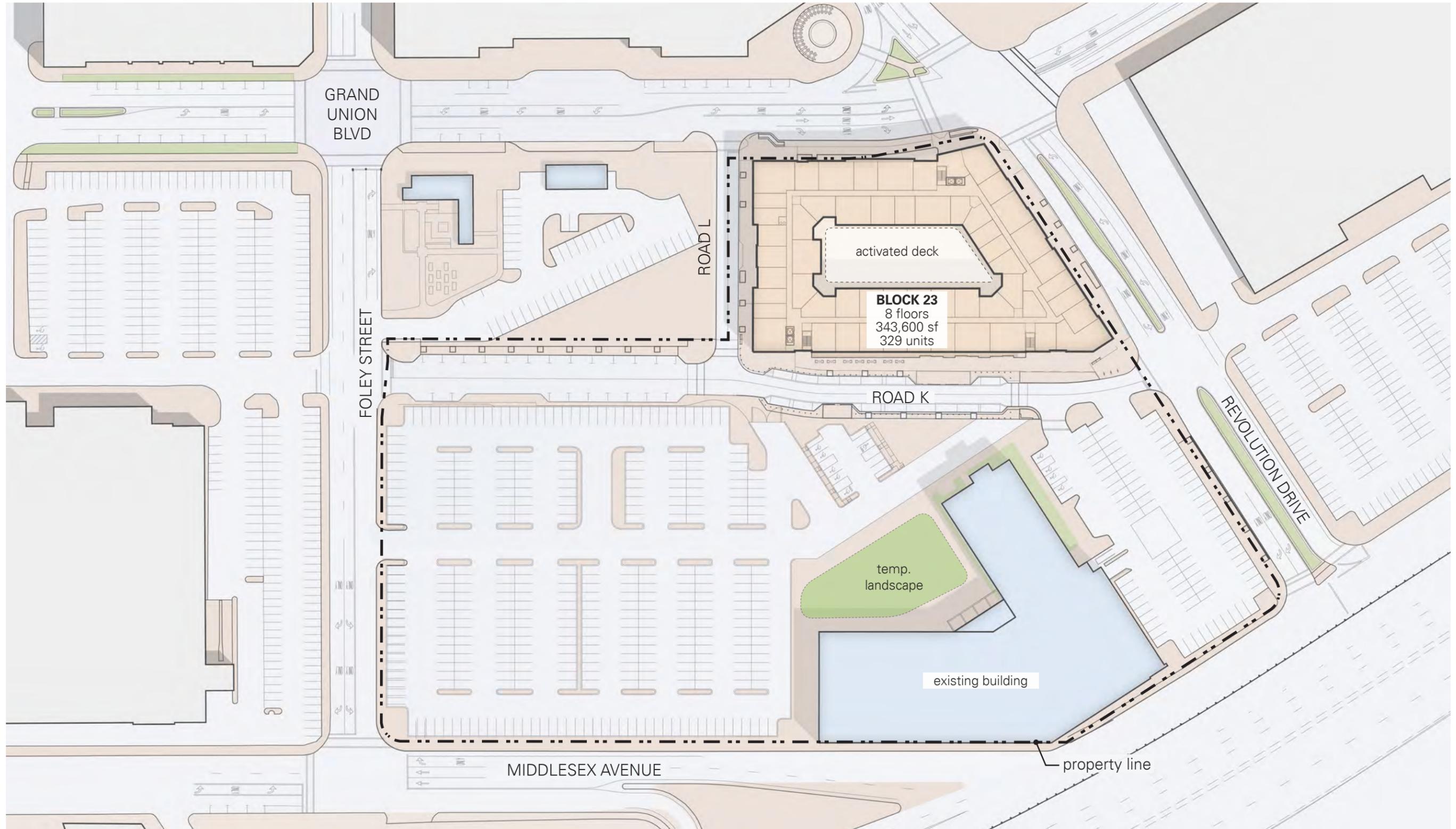


COMMERCIAL RESIDENTIAL



FIGURE 3.12B | SITE PHASING | CURRENT CONDITIONS - MASTER PLAN

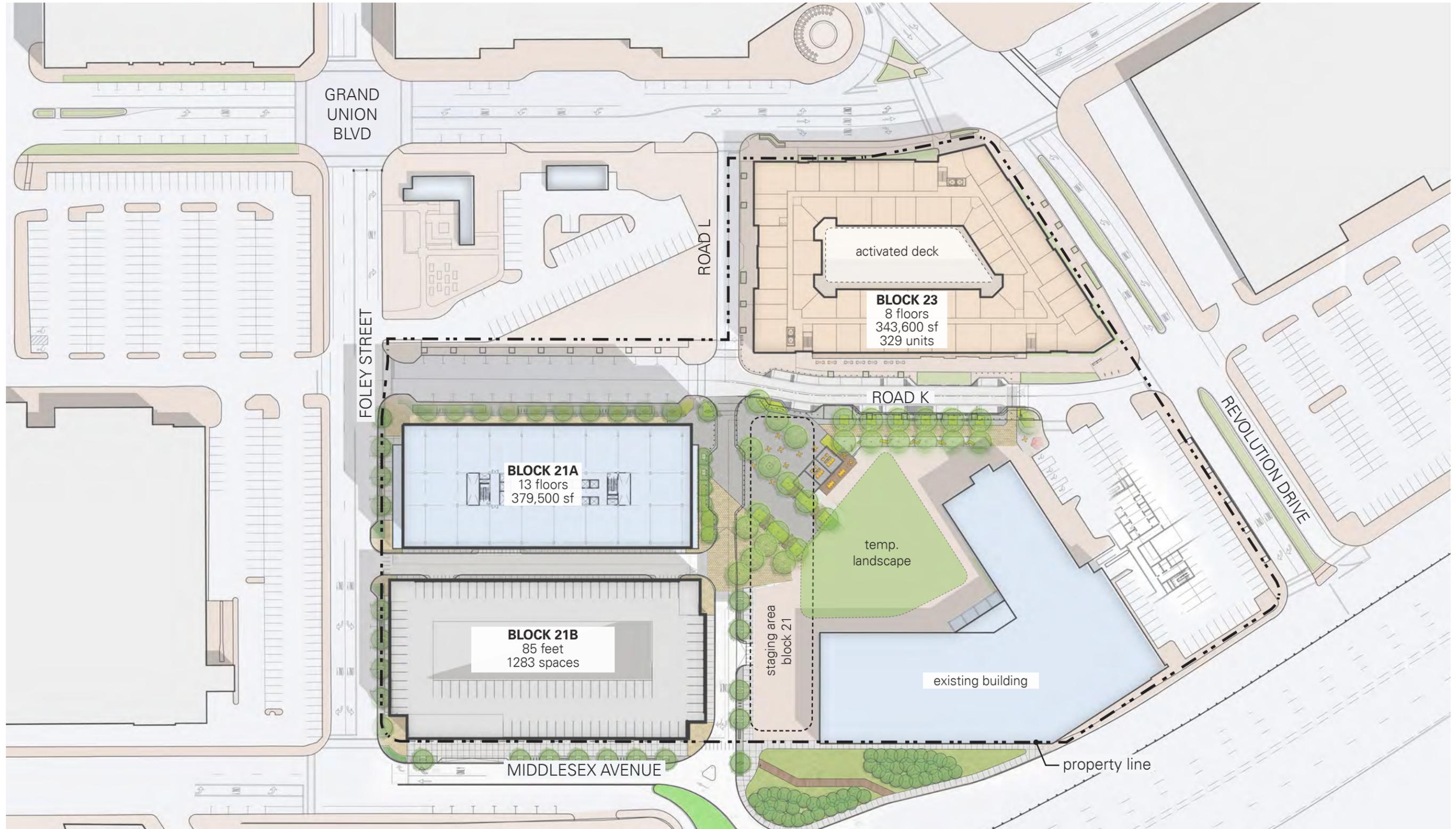
BLOCK 23 RESIDENTIAL BUILD-OUT - UNDER CONSTRUCTION



COMMERCIAL RESIDENTIAL



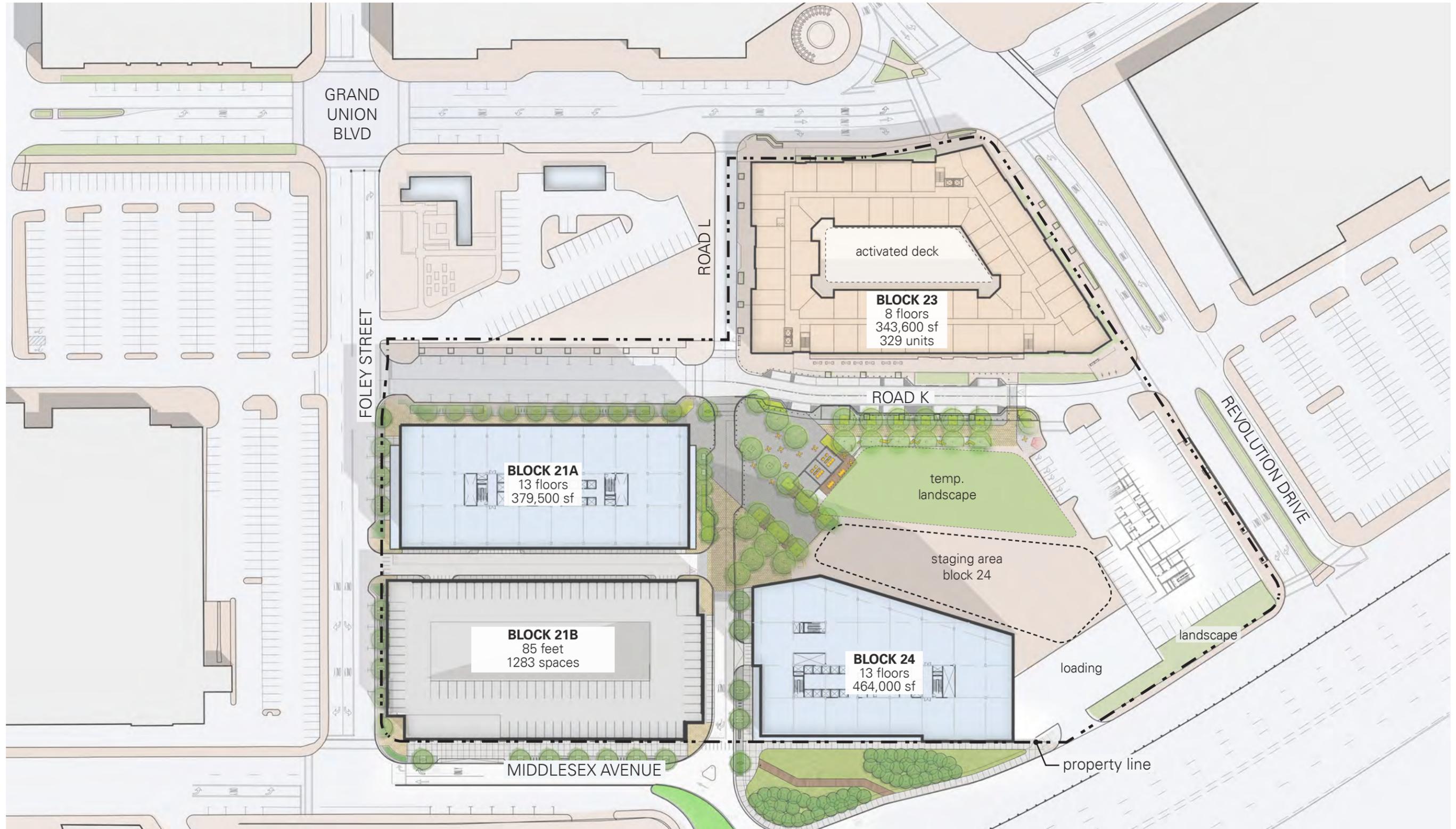
FIGURE 3.12C | SITE PHASING | PHASE 1



COMMERCIAL RESIDENTIAL



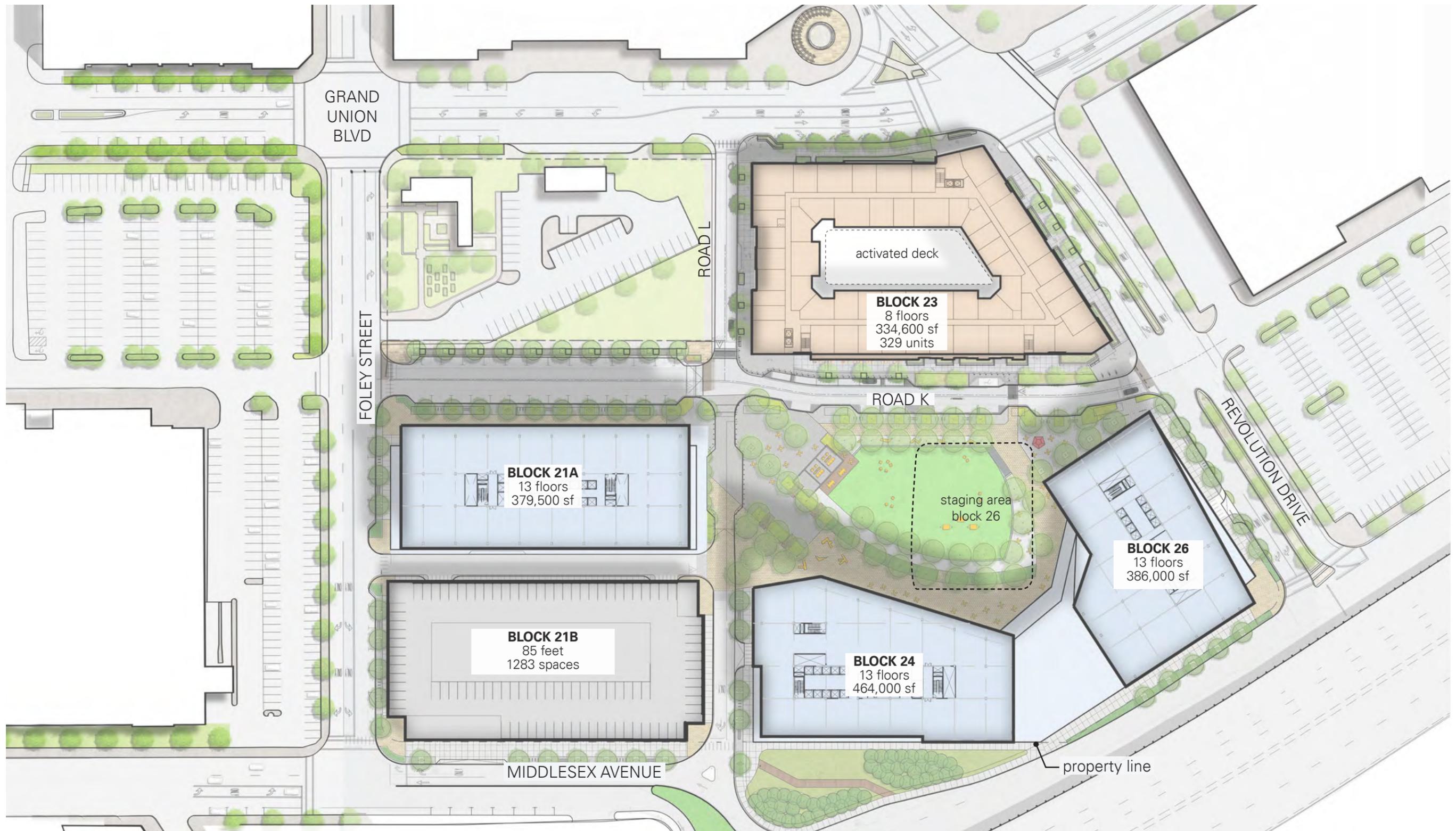
FIGURE 3.12D | SITE PHASING | PHASE 2



COMMERCIAL RESIDENTIAL



FIGURE 3.12E | SITE PHASING | PHASE 3 - FULL BUILDOUT



COMMERCIAL RESIDENTIAL

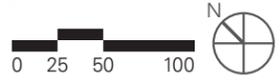


FIGURE 3.13 | SITE MASSING DIAGRAM

