



CITY OF SOMERVILLE, MASSACHUSETTS
MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT
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Case #: PB 2012-22

Date: July 16, 2013

Recommendation: Conditional Approval

UPDATED PLANNING STAFF REPORT*

Site: 315 Broadway / 18 Temple Street

Applicant Name: Young Investments, LLC

Applicant Address: 477 Concord Ave, Cambridge, MA 02138

Property Owner Name: Cynthia R. Gilman Irrevocable Trust

Property Owner Address: 17 Rumford Road, Lexington, MA

Agent Name: Terrence P. Morris, Esq.

Agent Address: 57 Elm Road, Newton, MA 02460-2144

Alderman: Tony Lafuente

Legal Notice: Applicant, Young Investments, LLC, and Owner, Cynthia R. Gilman Irrevocable Trust, seek a Special Permit with Site Plan review under SZO §6.1.22.D.1 to construct a new five story building, a Special Permit to establish 56 residential units in the building (§7.13.E), a Special Permit to establish 7700 sf of Use Cluster C – Medium Retail and Service, and a Special Permit for signage (§6.1.22.D.5.a). The site would include 68 parking spaces. The existing structure would be demolished.

Zoning District/Ward: CCD55 / 4

Zoning Approval Sought: Special Permit with Site Plan Review SZO §6.1.22.D.1, §7.13.E and §6.1.22.D.5.a

Date of Application: December 17, 2012

Dates of Public Hearing: Planning Board – continued from April 4, 2013 to July 11, 2013

*This report was updated since the staff report dated July 3, 2013. The changes in the plans since this report are noted by underlined additions and ~~struck~~ deletions. The testimony from the public hearing was included the Comments Section below. Please note that, while the size and number of units in this project is lower than the initial proposal, it is not necessary to update an advertisement when the proposed project becomes smaller, as it has in this case. The project, as now proposed, is smaller than noted in the legal ad.

I. PROJECT DESCRIPTION

1. Subject Property: The subject property is comprised of 3 parcels for a combined 33,676 square foot lot. Parcel 1 is a 16,012 square foot lot at the corner of Temple Street and Broadway. There is currently a 2 story building on Parcel 1 with 27 parking spaces behind it that are accessed from Temple Street. The building has retail on the ground floor and offices on the second. All of the retail spaces are currently occupied. Parcel 2 is a 10,199 square foot lot on Broadway and Parcel 3 is a 7,465 square foot lot on Temple; both parcels are currently vacant.



2. Proposal: The proposal is to demolish the structure on Parcel 1 and build a four-story mixed-use building totaling 52,726 square feet (exclusive of garage area) on Parcels 1, 2 and 3. The parcels encompass a block of Broadway from Temple Street to Langmaid Avenue. The building will contain 4 up to 5 retail spaces on the ground level accessible from Broadway totaling 7,403 square feet; 20,421 square feet of common area (including the garage and gym for the residences), and 13 one-bedroom units, 32 two-bedroom units, and one three-bedroom unit ranging from 514-1,348 square feet. There will be a total of 68 parking spaces proposed. Forty-seven spaces of underground parking are accessible from the Temple Street surface lot that has 16 spaces. The Langmaid Avenue surface parking lot has 5 outside spaces and bike parking.

Commercial Space

Five tenants will occupy the 7,403 square feet of commercial space. The retail unit at the corner of Broadway and Temple Street is 1,797 square feet. The three mid-block retail spaces are 1,007 square feet, 1,426 square feet, and 1,416 square feet. The retail unit at Broadway and Langmaid is 1,454 square feet. These spaces could be converted to Eating and Drinking (SZO §7.13 Use Cluster D); however, the parking requirement for a restaurant of any size would need to be met as the requirement for this use is higher than it is for Retail and Service.

Residential Units

The residential entrance and lobby will be on Broadway. The lobby is also accessible from the parking garage. There will be 46 residential units ranging in size from 514 to 1,348 square feet with an average of 979 square feet. Six of the units will be designated with an affordability restriction in perpetuity as required by Somerville Zoning Ordinance Article 13, Inclusionary Housing. One of the residences will have a balcony above the bay at Broadway and Temple Street.

Site & Landscaping

Landscaping will consist of a band of landscaping along Temple Street with 5 street trees. The Broadway side will also have 5 street trees and select areas for annuals, shrubs, and perennials. The 3 street trees along Langmaid Avenue will remain. The back lot line will be 10' of a heavy landscaping buffer including new and existing trees, arborvitae, as well as shrubs and perennials. The vegetation for the site will include a mix of lawn, trees, shrubs, and ground cover.

Parking & Traffic

There will be a total of 68 parking spaces onsite. 16 parking spaces will be in the Temple Street lot that also serves as the entrance to the 56 47 garage spaces. Five parking spaces are proposed to be located off of Langmaid Avenue. The spaces will be accessible via new curb cuts on Temple and Langmaid. The existing curb cut on Temple will be closed. There will be 20 bicycle parking spaces behind the building. Also, each parking space in the garage will have a bike hanger that has the capacity for one bicycle.

Building Design

The mixed-use building has a distinctive first floor because of the large windowed storefronts that respond to the grade changes on the site. There is a cornice detail above the first floor and third floors to provide materials separation and a base, middle and top to the building. There is a pentagonal bay on floors 2 and 3, with a balcony on floor 4 that will be prominent on the busy Broadway and Temple Street intersection. The ground level retail unit on the same corner is angled to further connect Broadway and Temple Streets. The materials of the building will primarily be brick (2 colors) and cast stone, with portions of fiber cement board.

Lighting and Signage

Details about the exterior lighting are not included in the plans at this time. Signage locations are shown below the cornice for the retail spaces. Review and approval of the specifications of the lighting scheme and materials of the signage will be a condition of approval and if additional signage locations are desired, a new special permit will be required.

Trash/Utilities

A trash and recycle room will be in the garage area.

The Gas Meter Room and Sprinkler Room are located on the ground level. There is no other mechanical equipment included in the plans at this time.

The transformer and switchgear is proposed to be located near the Temple Street parking lot and surrounded by a solid material.

3. **Nature of Application:** This portion of Broadway is part of the CCD-55 district. This type of district was created (originally as the “CCD” district) as a part of the Union Square rezoning study in 2009. Additional refinements to CCD-55 were made when the zoning was applied to Broadway in Winter Hill and East Somerville in February 2010.

Generally the massing and uses capture the intentions of the CCD-55 district. The building reflects the intention to provide for 55-foot buildings along the street corridors. The site provides adequate parking without developing excessive parking within this urban neighborhood, and encourages retail storefronts that will engage the pedestrian while improving the impact of the block. The project also provides on-site affordable housing.

Below is an explanation of how the project meets or does not meet the zoning requirements:

Uses

Under SZO section 6.1.22.D, if some uses in new development are by-right and some are allowed by Special Permit, the entire development shall be subject to Special Permit with Site Plan Review (SPSR) review. Since the residential use requires a special permit, the entire development requires SPSR review. The residential use falls under Use Cluster E, §7.13.E, Residential, and any number of residential units requires a special permit.

All five of the commercial uses are likely to be by-right. Small Retail and Service comprises establishments of up to 1,500 net square feet and a total square footage of all of the establishments up to 10,000 net square feet is allowed by-right. This application includes 4 spaces less than 1,500 sf. The remaining one retail components falls into the Use Cluster B, §7.13.C, Medium Retail and Service. Medium Retail and Service comprises establishments of from 1,500 to 10,000 net square feet and a total square footage of all of the establishments up to 5,000 net square feet is allowed by-right. This application includes 1 space totaling 1,797 net square feet and therefore a Special Permit is not required for this establishment. The use of these spaces may be any use allowed in this Use Cluster or another Use Cluster that is allowed by-right at this size, although if changing to a different Use Cluster the parking requirements would need to be evaluated and therefore may require zoning approval to be established.

Dimensional Requirements

The proposal complies with the dimensional requirements of the zoning district. The minimum lot area per dwelling unit is 600 square feet and the proposal has 732 square feet per unit. The maximum ground coverage is 80% and the proposed building covers approximately 43% of the lot. The proposal meets the minimum landscaped area with 31% of the site landscaped. The maximum gross floor area ratio is 3 and the proposed building has a FAR of 1.56. The height of the building is 48.75 feet, which is below the 55 foot height limit.

Requirements	CCD-55	Proposal
Min Lot Size	NA	33,676 sf
Min Lot Area/Dwelling Unit	600 sf	732 sf
Max Ground Coverage	80%	43%*
Min Landscaped Area % of lot	10%	31%

Floor Area Ratio (based on gsf)	3	1.56
Max Height	55'	48.75'
Max Height Abutting RB	35'	no portion of building within 35'
Min Front Yard	NA	VARIES
Min Side Yard	NA	35'
Min Rear Yard Abutting RB	20' (10' exclusively landscaped)	35' (10' exclusively landscaped)
Min Frontage	30'	378'

*Note: The applicant has a typo on page A-010 indicating the coverage at 54%, but it is 43%.

Affordable Housing

Projects in the CCD are subject to a 12.5% inclusionary housing requirement. For the proposed project, this translates into the creation of six permanently affordable units at a location where none exist today. The six permanently affordable units will be made available to households in accordance with the City's inclusionary housing ordinance.

Parking & Loading Requirements

Sixty-eight parking spaces will be provided on site. Forty-six parking spaces are required and provided for the residential units. For the commercial units, 6 parking spaces are required and provided. In addition, there are 16 parking spaces proposed, beyond those required by the zoning.

The breakdown of the required parking spaces is as follows:

Residential Units – 1 per unit, 46 units = 46 spaces

Use Cluster B – Small Retail and Service, 1 per 1500 nsf
4 establishments totaling 5303 sf / 1500 = 3.54 or 4 spaces

Use Cluster C – Medium Retail and Service, 1 per 800 nsf
1 establishment totaling 1,797 sf / 800 = 2.25 or 2 spaces

Twenty-four bicycle parking spaces are required and 67 will be provided. Forty-seven of the bicycle parking spaces will be located in the garage and 20 will be located in the rear of the building. Each parking space in the garage will have a hanging bike rack on the wall. At least one of the bicycle racks should be located on the sidewalk so that it is easily accessible for the retail tenants.

Use Cluster B – Small Retail and Service, 1 per 6,000 nsf
4 establishments totaling 5303 sf / 6,000 = .88 or 1 space

Use Cluster C – Medium Retail and Service, 1 per 5,000 nsf
1 establishment totaling 1,797 / 5,000 = 0.36 or 0 spaces

Use Cluster E – Residential, 0.5 per unit
46 units totaling 46 x .5 = 23 spaces

No loading dock is required because there is not a single retail space that is over 5,000 square feet.

4. Surrounding Neighborhood: The site is a part of the busy Broadway corridor bridging the eastern and western edges of Somerville. The street contains a mixture of residential and commercial uses. The north side of the property is mostly residential. To the east is a Rite Aid, liquor store, and a vacant grocery store. To the South, across Broadway, there are parking lots, a bank, and some residential buildings. To the west, across Langmaid Avenue is a large apartment building.

The City has completed a number of planning studies in the area surrounding the project. The SomerVision plan set out goals for creating vibrant walkable squares at key points around the City. The MIT student study on Winter Hill and Magoun Square was developed in the Fall of 2012 with a number of urban design, streetscape and development ideas that implement SomerVision through proposals to bring more activity to Winter Hill, making it work more like other walkable City squares.

More recently, to implement the ideas begun in the MIT proposal, the City initiated a Central Broadway and Winter Hill Roadway and Streetscape Improvement design study, to evaluate the existing transportation needs and prepare an urban streetscape design. The focus of this study is around the subject property at Broadway and Temple Street. The goal of the plan is to improve safety and function while also fostering a distinctive sense of place along Central Broadway that builds on the character of the Winter Hill neighborhood. The design process should start in early fall and the ground breaking will follow after completion of this design.

As noted in the traffic study for the development, within a half mile of the site there are four bus routes that provide 27 bus stops and the ability to connect with the MBTA Green, Orange, and Red Lines.

5. Impacts of Proposal: The proposal will redevelop the site in a way that fulfills the purpose of the zoning district by creating an appropriate infill development that provides a scale and uses that are desired along the commercial corridor. The building does not need variances for parking, height, or FAR and is actually smaller than what is allowed on the site. The FAR is 1.56 and it could be 3.0. The height is 48.75 feet and it could be 55. The number of residential units is 46 and it could be 56. The Applicants responded to the Design Review Committee and Staff comments on the design and materials of the building to date.

The development will improve the streetscape by providing an attractive building that creates a street wall along Broadway where there are currently voids where the vacant lots are today. This provides more retail opportunities. In general, retail frontage and interesting street-front buildings will start to mitigate for the wide right-of-way on Broadway and create more of a neighborhood center that is walkable and active. There are many studies and articles discussing how to make places more walkable and how to make fast-moving urban streets more comfortable for residents who want to walk to a corner store or keep shopping at neighborhood retail destinations. Completing the streetscape with buildings will help towards accomplishing this goal.

Building height has been recently discussed as a concern of some residents in this location. The heights in this proposal are below those established in the CCD-55 zoning district. The height in the CCD-55 zoning district was based upon recommendations for making “great streets” proposed by Allan Jacobs in his book *Great Streets*¹. An essential quality of streets is for them to have definition created by boundaries with buildings that clearly delineate the edges of the street, keep eyes on the street and make it a place. When streets do not have definition, the eyes focus on discrete points and a sense of place is lost. The wider the street, the more building height is required to define it. Jacob suggests that streets have definition at certain height to horizontal distance ratios. The horizontal distance is measured at a 30

¹ Jacobs, Allan. Great Streets. Cambridge, MA: MIT Press, 1995.

degree angle because this is a natural angle for a pedestrian to turn his or her head while walking down the street (see image). A street with a ratio of 1:4 has weak definition, 1:3.3 has definition, and 1:2 has strong definition.²

Image (l) 140' foot street with a height to width ratio of 1:4 (Jacobs, p 279)

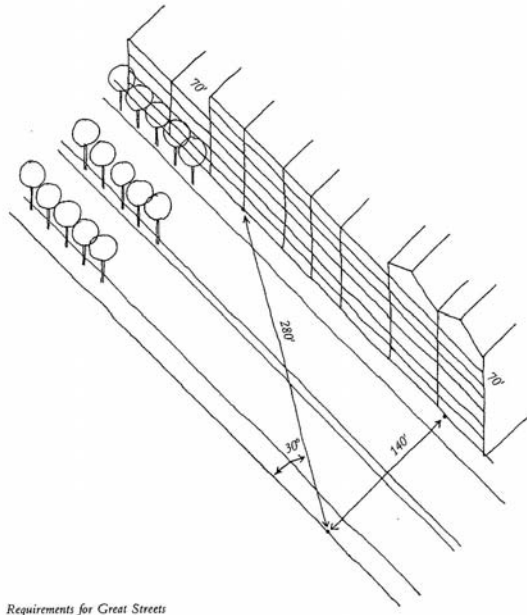
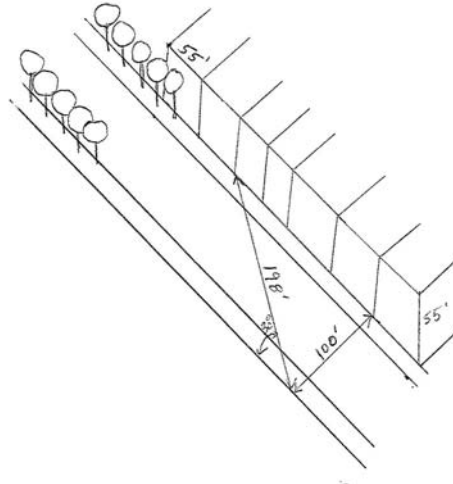


Image (r) 100' foot street (Broadway) with a height to width ratio of 1:4



The majority of Broadway in East Somerville has a width of 100 feet, although there are sections by McGrath Highway that have widths of greater than 140 feet. Using the ratios from Great Streets, the heights of the buildings along the 100 foot width of Broadway need to be at least 50 feet for weak definition, 60 feet for some definition, and 99 feet for strong definition (see image). The proposed 55 feet along much of the study area is between the “weak definition” and “some definition” categories. The proposed height of the building at 315 Broadway will give the street some definition and facilitate its physical form as a great street.

The residential component to the development will add more residents to the corridor to support the existing and new businesses and add to the vibrancy of the corridor. The housing will also help meet the demand for housing in urban areas near transit both nationally and in the Boston area. In rezoning Broadway careful consideration was taken to map the rezoning in areas where infill or redevelopment was desired, leaving the existing intact neighborhoods out of the study area. The intent was to increase the housing supply in certain areas so that supply meets the increased demand for living in Somerville, thereby reducing the potential for dramatic spikes in housing prices that could cause displacement of existing residents.

Increasing the supply of housing will help to reduce dramatic spikes in houses prices and it will make the surrounding area more desirable. Some of the neighbors have expressed difficulty with the inability to rent their apartments in the residential neighborhood today and concern if there are more apartments available if this building is constructed. Redevelopment of the subject property will likely make apartments within the neighborhood more desirable because of the amenities and improvements to the built environment that the new building will provide. Housing values in Somerville have remained

² Jacobs, p 279.

strongest in areas with access to compact walkable neighborhood centers like Ball or Teele Squares. This site will be one of the first redevelopments along the Broadway Corridor and it will hopefully be a catalyst to redevelopment and improvements to nearby property that will complete the 'square' at this corner.

Traffic and Parking

The Zoning Ordinance requires that parking is hidden from view from public ways. Parking may be located at the side or rear of a lot or in concealed structures suitably screened both visually and acoustically from the street and abutters. Any views into parking structures shall be minimized through use of landscaping or architectural treatment. The majority of parking will be underground with two parking lots proposed on site due to the grade change.

In addition to the visible impact of the parking, the demand for parking and impact to traffic was studied. The Applicant submitted a traffic impact and access study for the development. The study area includes the intersections of Temple Street and Broadway and Temple Street at the site driveway / Rite Aid driveway. The daily traffic volume data were collected on Temple Street north of the site driveway in March when the MassDOT statewide and more local data indicates that traffic volumes on these classifications of streets are generally higher than other times of the year. There were 11,920 vehicles on a typical weekday with 875 vehicles during the peak morning hour and 910 during the peak evening hour. The proposed development is estimated to generate 4 vehicles entering and 25 exiting during the morning peak hour and 41 vehicles entering and 24 exiting during the evening peak and 41 entering and 39 exiting during the Saturday midday peak hour. As often happens in projects such as this, the development team counts the vast majority of trips as automobile trips. With the proximity of 27 bus routes and access to services within walking distance of the site, often more than half of daily trips are met by walking or by bus. Under these circumstances, the project will add an average of one vehicle ever 2 minutes to the current 800-1000 vehicles going past the project in a typical peak hour.

The study area intersections operate at acceptable levels of service under existing conditions and will continue to operate in similar levels in the 2018 no-build and build conditions. The crash rates for both intersections are well below the MassDOT District average. Therefore, the development will have minimal effect on the traffic operations with the study area.

The parking requirement at this site is being exceeded by the proposed development. Staff understands that neighbors often have concerns about off-site impacts of new developments that do not meet on-site parking demand. However, this project is likely to meet and exceed parking demand, thereby limiting the effect of the project on the already limited on-street parking in the neighborhood. While the project cannot solve a parking problem, it is designed not to make it any worse. To compare parking utilization of typical local apartment buildings, the staff gathered data from nearby residential buildings on Broadway in Winter Hill to understand the parking demand of other households in the area. The following data indicates the number of residential units, number of off-street parking spaces, and current number of residential and visitor parking permits issued for each address. Please note that an off-street space and a residential permit may count an individual car twice, as some residents with off-street parking get residential permits so that they can park on-street elsewhere in Somerville. As these results show, typically, these buildings do not create parking demand beyond a single car per unit, and in some cases the demand is far less.

Table: Parking Information for Residential Properties around the Subject Property

Address	Street	Residential Units	Off-street parking spaces	# of Residential Permits	# of Visitors Permits
331-333	Broadway	50	13	2	0
379-381-383	Broadway	62	5	40	37
390	Broadway	33	33	23	29
391	Broadway	53	1	7	12
397-399	Broadway	12	0	8	4
400	Broadway	8	2	11	15
100	Fellsway West	19 + office	60	3	1

Two zipcar spaces are planned for the parking lot which will reduce parking demand.

Traffic studies can be confusing, as they include a significant level of background data and engineering detail. If it is helpful, planning division staff can provide more detail about the traffic study to the Board and the public at the public hearing.

Shadows

A shadow study was submitted for the proposal from 9-10am, noon to 1pm, and 3-4pm during the summer solstice, fall/spring equinox and winter solstice. The proposed building will not cast shadows on neighboring properties in the summer solstice. In the fall and spring equinox the building will only cast a shadow in the neighboring properties yards to the north in the morning. Finally the proposed building will cast a shadow into the neighboring yards and portions of the structures to the north and northeast in the morning and noon time hours during the winter solstice, a time of year when almost any new or existing building will cast shadows.

Responses to Concerns

The plan brought to the first neighborhood meeting met the CCD-55 zoning requirements but raised a set of substantial neighborhood concerns. After the neighborhood meetings for the project, there were a number of changes made to the project. While staff is aware that some concerns remain, and look forward to discussing those concerns at the Planning Board meeting, the staff has noted the following items that have been adjusted since the first meeting:

- Density of the Project:
 - Number of units was decreased from 56 to 46 and the amount of commercial space decreased by 618 square feet.
- Views:
 - Approximately 36 feet of the massing of the building for 5 stories was eliminated on Temple Street. A portion of this bulk was moved from Temple Street to Broadway, thereby completing the Broadway streetscape and removing the patio at the street edge. The remainder of this area was removed, to create a smaller building. This

was designed to attempt to maintain the straight line of site for views from the rear of 11 Langmaid Avenue.

- Noise:
 - The patio area along Broadway was removed to address a concern about noise emanating from the patio.
- Langmaid Parking Lot/Loading Area:
 - A loading dock is not required because the individual retail spaces are less than 5,000 square feet. The loading area that was previously proposed in the parking lot off of Langmaid Avenue was removed from the plan. Loading will occur on the street. The number of parking spaces in this lot decreased from 7 to 5 so that less cars would travel on Langmaid, although staff is interested in the possibility of eliminating this parking area.
- Dumpster:
 - The dumpster that was previously proposed in the parking lot off of Temple Street where a dumpster is currently located was removed. There will be a trash and recycling room on the garage level.

The following requested information was provided to answer questions and address concerns:

- Restaurant Use:
 - A restaurant of over 1,500 net square feet would require a special permit in order to establish in this location.
- Construction Impacts
 - The condition regarding the demolition plan was edited to include a construction management plan. The demolition plan must include minimization of dust, rodent control, etc.
- Snow Storage
 - There is a condition of approval that snow not removed from the site must be kept in the rear yards. The site plan indicates the snow storage areas.
- Visibility
 - The building is further back from the Temple Street driveway, thereby eliminating a blocked view for exiting vehicles.
- Drainage and Sewer Plans
 - Since 1990 the City has refused permits for new stormwater connections to the City collection system. The information on stormwater provided by the Applicant meets the stormwater requirements. New sanitary sewer connections for flows over 2,000 GPD require a 4:1 removal of infiltration and/or inflow to qualify for a permit. A proposed condition of approval for the project at 315 Broadway is that the Applicant will provide documentation to the city Engineer on how the project will address sanitary sewer requirements that are outlined in the stormwater policy. Compliance with the policy will be required before a building permit is issued. If the site plan needs to be altered beyond a de minimis change to accommodate the sanitary sewer requirements, the revised plan will require approval from the Planning Board during a public hearing.
- Pervious Surfaces
 - Removing the loading area and dumpster reduced the amount of asphalt on the site.
- Environmental Cleanup
 - The release tracking number of the oil spill at 18 Temple Street is 3-3110. A Class A-1 Response Action Outcome was achieved meaning that the contamination has been reduced to background levels and there is no significant risk associated with the oil from the spill.

At this point, the Planning Staff is aware that some residents are still concerned about the impacts of the project. The staff looks forward to having these issues addressed in the public hearing process before the Planning Board.

6. Green Building Practices: None listed on the application form.

7. Comments:

Fire Prevention: The plans are acceptable. The sprinkler and fire alarm contractor shall contact Fire Prevention about the applicable requirements.

Traffic & Parking: The applicant for a proposed residential and retail development to be located at the corner of Temple St and Broadway has submitted a Traffic Study prepared by a professional Transportation Firm. The consultant is Vanasse Hagan Brustlin, Inc (VHB). The proposed development is for 46 residential units and 7572 sf of retail space. It should be noted that the number of residential units has been reduced from 50 units to 46 units. As part of this project approximately 4770 sf of existing retail and 4872sf of office space will be demolished. The Traffic Study submitted is for the original proposal of 56 units.

Access to the proposed site will be via two driveways. One driveway will be on Temple St. The other driveway will be onto Langmaid Ave.

VHB has conducted a thorough review of the two intersections that were studied i.e. Temple St at Broadway and Temple St at site driveway/Rite Aid Driveway.

Since the traffic signals at Broadway and School Street are coordinated with the traffic signals at Broadway and Temple St, Traffic and Parking would have preferred that this intersection be included in this Traffic Study. Also since the intersection of Temple Street and Jacques Street is a signalized intersection immediately north of the site access and egress, Traffic and Parking would have preferred to have this intersection included in this study.

Notwithstanding the above, VHB's review of the two intersections in this submittal was thorough. The Traffic Study review was based on 50 apartment units not the now proposed 46 units. The Traffic Study concludes that the study area intersections operate at acceptable levels of service under existing conditions and will continue to operate at similar levels in the build conditions. Overall the traffic study finds that the site generated traffic will have minimal effect on traffic operations within the study area reviewed and that the existing transportation network can accommodate the traffic volumes projected to be generated by the proposed residential and retail development.

Traffic and Parking does not disagree with these conclusions.

Since traffic impacts lessen the further from the site as traffic radiates outward, the intersections Traffic and Parking would have preferred to have been reviewed would similarly have minimal impacts. In addition the reduction of the number of residential units from 50 to 46 residential units would also reduce traffic impacts in the intersections studied and other intersections further from the so called studied area.

Traffic and Parking does not object to the conclusions as presented in the report as prepared by VHB.

Engineering: The City Engineer provided this comment prior to the July 11, 2013 meeting: The project appears to meet the stormwater requirements; however, documentation was not provided for how the project will address sanitary sewer requirements that are outlined in the stormwater policy prior to issuance of the last staff report. The Engineering Department has contacted the Applicant's engineer to obtain this information. Planning staff will seek to provide an updated comment from the Engineering office prior to the Planning Board meeting.

The City Engineer clarified this comment with an update on July 11, 2013:

Applicants are required to comply with the City of Somerville Stormwater Policy which reads:

To mitigate problems, the Somerville Zoning Ordinance (SZO) forbids adverse development impacts to abutters, city systems and water quality; the SZO encourages diversion, detention, retention and mandates maximum groundwater recharge with no increase in runoff volume or rate at site boundaries. New sanitary sewer connections for flows over 2,000 GPD require a 4:1 removal of infiltration and/or inflow to qualify for a permit.

You indicated that residents were concerned about the increase in wastewater generation from the site. This increase would be offset by the removal of inflow/infiltration from the system in this area. Developers are permitted to identify, quantify and eliminate the I/I themselves or they can pay a fee to the City and we will complete that work as part of a larger project.

Historic Preservation: The applicant submitted a request to demolish the current structure to the Historic Preservation Commission (HPC). The Commission declared the structure 'significant' as they typically do for a project of this type. The HPC indicated at first that the building be 'preferably preserved'. This determination is designed to begin a nine-month demolition delay process, in an effort to identify if there are strategies for preserving the structure and/or preserving the impact of the structure on the community. The adjacent "Princeton Apartments" are in a historic district, and the HPC wanted to ensure, amongst other things, that the Princeton was not negatively impacted by a change on this site. After a series of public meetings with the developer, the HPC stipulated certain design requests which were established to ensure that any proposed new building on the site would meet the design concerns of the Commission, and respect the more significant local historic buildings on nearby lots in the neighborhood. Based upon these meetings, the HPC proposed and the Applicant has signed a Memorandum of Agreement with the City of Somerville, acting by and through the Somerville Historic Preservation Commission (SHPC). Upon signing this memorandum, the HPC lifted the 'preferably preserved' status, allowing the current building to be demolished. The following stipulation has been included as a recommendation on the design intent of the future structure on the lot.

The Applicant shall comply with the understanding that certain design elements of the new building are to remain consistent with the plans presented at the Public Meeting on 1/3/2013. These design elements are the heavy cornice line above the first and third floors; use of patinated metal; high level of window detail regarding headers and sills as well as a the traditional window fenestration pattern; use of brick and cast stone; and a well defined corner at the intersection of Broadway and Temple Street. The SHPC also requests the potential use of arched entries and pilasters to retain the rhythm and pattern of the original storefronts as well as a reference to the quoining on the corner as a focal point of the building.

The applicant has met most of these design expectations, although the current design includes less brick and more fiber-cement board on a portion of the second and third floor facades of the building.

Ward Alderman: Alderman Lafuente held several neighborhood meetings to discuss the proposal. He has not submitted written comments, but has informed the planning staff that he will seek to address the Planning Board about this project at the public hearing on July 11, 2013.

Design Review Committee:

At the applicant's first public meeting before the DRC (January, 31, 2012), the Committee recommended:

The Committee acknowledges the input of the Historic Commission and agrees with their design recommendations to draw design details from the existing building and incorporate them into the design of the new building. These included an arched entrance for the residential units, a traditional windows fenestration pattern, the use of heavy headers and sills for each window, the integration of copper (which will patina with age) into the façade, the use of brick, a well defined corner at Broadway and Temple, and cornice/expression lines above the first and third stories. Recognizing the applicants attempt to meet these expectations, the Committee proposed using metal as an accent material rather than such widespread use as presented. The use of various brick colors accented by metal could do the job properly if well articulated to add shadows to the façade. There was also concern for the general design of the Temple Street façade of the building due to its length and visibility from multiple angles – greater attention needs to be paid to its rhythm, materials, and detailing especially at street level. The arched entrance to the upper story residential units appears stunted and should be redesigned as a well defined entrance that is at least two stories in height.



Plans reviewed at DRC meetings



At the applicant's second public meeting before the DRC (February, 28, 2012), the Committee recommended:

Adjustments made to the original design and consideration of the requests of the Historic Commission, including vertically breaking up the façade to read as multiple sections, providing heavy cornice/expressions lines above the first and third stories, the use of header and sills for all windows, the use of multiple brick colors, creation of a well defined entrance for the upper floor residential units along with a corner treatment for the building, have improved the design for the better.

The Committee expressed the following concerning the revised design:

- The cornices themselves are out of proportion and need to have their depth reduced significantly.

- Design of the corner element is to be revisited to better signify the corner. This may include some combination of adding a guardrail element at the 4th floor balcony, raising the parapet at the balcony to act as a guardrail, increasing the height of the corner element by a few feet, and/or varying the exterior finish material used on the corner element. The DRC will review the design revision upon submission and advise on its acceptability.
- The DRC requested that the building elevation incorporate a durable masonry material (preferably brick or stone) where the building abuts a public sidewalk, as the proposed simulated masonry material is not intended for an at-grade application.
- The DRC suggested a design revision to the storefront elevation along Broadway, from the edge of the building to the edge of the brick “portal” that serves as the combined residential unit entry. The design as presented incorporated simulated masonry pilasters between the storefront frames. It was suggested that the pilaster material be re-considered as either a different masonry material or a continuation of storefront framing (with spandrel panels), in order to better delineate the retail activity. The DRC will review the design revision upon submission and advise on its acceptability.
- Signage locations need to be determined. The DRC recommended utilizing the uppermost lite of the storefront glazing for signage panels, rather than applying a signage band over the simulated stone/concrete cornice
- The color of the metal fascia to be used was presented as a hunter green. The DRC requested that a lighter green color, more akin to patinated copper, be used instead.

The DRC has agreed to let the development team submit adjusted plan documents electronically.

Public Testimony July 11, 2013:

The Planning Board accepted public testimony on July 11, 2013. Alderman Tony Lafuente, Alderman Dennis Sullivan and 7 residents spoke regarding the development; 3 were in favor, 3 were in opposition, and 1 wanted to provide comment. Written comment was originally accepted until 12 on July 12th but was extended until 4:30 on July 15, 2013.

Alderman Lafuente and Sullivan spoke against the project. Alderman Lafuente identified a number of goals of the zoning that he feels were unmet by the current proposal: bringing commercial activity, complementing the area, and designing the building massing along the corridor. He stated that this area has never been a downtown and the proposal is not consistent with the 1 and 2 story buildings currently in the area. He proposed that the building be real brick. He has requested that the existing building be designated a local historic district because of the character of the existing building. But most significantly, he asked the Board to consider if and how a smaller building can be accommodated as a development on the lot. Alderman Sullivan discussed the stress that the development has caused and the impact to views from neighboring properties.

Of the three that spoke in favor of the project, 2 were residents of Langmaid Avenue. They supported the design of the project and the investment being made in their neighborhood. The abutter at 13 Langmaid wishes to utilize the proposed parking area accessed off of Temple Street because of the direct rear access to his property. (a condition is proposed to address this)

All three people that spoke in opposition of the project are direct abutters (two from one house on Langmaid Avenue and one from the abutting house on Temple Street). Concerns mentioned, but not necessarily shared by the whole group, include the size of the project, privacy loss, potential loss of rental income, traffic, parking (in particular during church hours), and new development when there are already 7 commercial vacancies on Winter Hill.

The final comment regarding the project was a resident encouraging development on Winter Hill but referenced an opposing abutter's feedback on the specific project. She mentioned that 'Winter Hill is controlled by landlords that don't care', and requested a smaller building be considered.

Planning Staff received five written comment signed by a total of ten individuals. Two people submitted supportive comments for the development, one submitted comments regarding development in Winter Hill in general and the rest of the comments were from opponents to the project.

Alderman Lafuente submitted a written comment requesting that the Board consider a smaller development on the site.

Planning Staff will be available to further summarize and respond to the concerns in the written comments, if requested by the Board.

II. FINDINGS FOR SPECIAL PERMIT with SITE PLAN REVIEW (SZO §6.1.22.D.1, §7.13.E, and §6.1.22.D.1):

In order to grant a special permit with site plan review, the SPGA must make certain findings and determinations as outlined in §5.2.5 of the SZO. This section of the report goes through §5.2.5 in detail. The Planning Staff is indicating a recommendation below, based upon the information provided to date, and may be updated after testimony before the Planning Board on July 11, 2013.

1. Information Supplied: The Staff finds that the information provided by the Applicant conforms to the requirements of §5.2.3 of the SZO and allows for a comprehensive analysis of the project.
2. Compliance with Standards: The Applicant must comply "with such criteria or standards as may be set forth in this Ordinance which refer to the granting of the requested special permit with site plan review."

The development standards for the CCD (SZO §6.1.22.G) are met.

1. Penthouses and Mechanical Equipment. The elevator and stairwell penthouses are shown on the roof floor plan and will be setback from the roof edge at least at a 45 degree plane.
2. Service Areas and Loading Spaces. The utility area for trash and recyclables for all of the uses on-site will be inside of the building. There will not be a loading dock onsite. Loading will occur from the street. Large amounts of loading times are not anticipated for these small commercial spaces.
3. Pedestrian Oriented Requirements. The building has separate pedestrian entrances for the residential use and retails spaces. There will be five entrances along Broadway and from an 11 to 12 foot wide sidewalk. There are no entrances along Temple Street but there will still be an 11 to 12 foot wide sidewalk.
4. Lighting. The lighting scheme of the site has not yet been developed. A recommended condition of approval is to submit a lighting plan prior to receiving a building permit. The lighting shall be appropriate to the historic and pedestrian-oriented character of the surrounding area and shall enhance the safety and security while minimizing glare and light

trespass.

5. Transition to Abutting Residential District. The site plan complies with the setbacks for CCD districts abutting a RB zone. There is at least a 35 foot setback from the rear lot line, the outermost 10 feet will be heavily landscaped. The building massing is concentrated along the commercial corridors of Temple Street and Broadway.

6. Parking Design. Parking may be located at the side or rear of a lot or in concealed structures suitably screened both visually and acoustically from the street and abutters. Any views into parking structures shall be minimized through use of landscaping or architectural treatment. Parking will only be visible from Temple Street and Langmaid Avenue, the sides of the lot. The entrances will not be screened but landscaped.

All new development must undergo design review under Section 5.6 of this Ordinance, with findings giving consideration to the Design Guidelines of Section 6.1.22.H.

- i. The building will fill in the streetwall along Broadway and Temple Street.
- ii. The massing and the height of the building are articulated in a manner that is compatible with the physical character of the surrounding area. A rhythm to the building is established with base, middle and top, with cornice lines and varying materials.
- iii. The mass of the structure is proposed towards Broadway and Temple Street, away from the residential neighborhood to the north.
- iv. The retail portions of the building have storefront systems and individual entrances to the sidewalk, which are typical elements for Somerville storefronts. The retail portions of the façade meet the guideline for having 75 percent transparent material on the ground floor. The windows will be conditioned to maintain the ability for pedestrians to view the interior of the space as specified in this guideline. The residential upper floors will have sufficient, typical residential windows.

Flat facades have been avoided by the cornices above the first and third floors. There is variety with projected vertical bands on all elevations. The corner feature, a polygonal bay, is an emphasis at the intersection of Temple Street and Broadway.

- v. The exterior building materials will be high quality, durable materials including brick in 2 colors, cast stone and metal that will light green and akin to patinated copper. Staff would like to see brick replacing the fiber cement board on the second and third floor of the building.
- vi. All four sides of the building contain the same material as the front of the building. The first floor and third floor cornice line will wrap around the back of the building and the windows in the rear will be the same quality as those on the other sides of the building.
- vii. Details about the exterior lighting are not included in the plans at this time. Signage locations are shown above the doors of the retail spaces. Review and approval of the specifications of the lighting scheme and materials of the signage will be a condition of approval and if additional signage locations are desired, a new special permit will be required.

- viii. The uses on the ground floor will be pedestrian-oriented as they are proposed to be in the retail and service cluster. The Somerville Zoning Ordinance classifies these uses to be pedestrian-oriented uses because they are typically uses that people frequent and are open to passersby.
- ix. The proposal does not include artist live/work spaces.
- x. Units range from 514 to 1,348 square feet and the average is 979 square feet. There are one, two, and three bedroom units in the proposal which provides a great variety to accommodate a variety of family sizes as is recommended; however, the size of the units does vary and the average is just less than the recommended average unit size of greater than 1,000 square feet.
- xi. The sidewalks will be 11 to 12 feet wide and the building will be setback from 0 to 0.5 feet from the property line effectively satisfying the guideline that encourages at least a 10-foot sidewalk in the district.

3. Purpose of District: The Applicant has to ensure that the project "is consistent with the intent of the specific zoning district as specified in Article 6".

The proposal is consistent with the purpose of the district, which is to promote appropriate infill development along heavily traveled transportation corridors. The proposal will increase investment in the neighborhood in a high-profile location, the Broadway Commercial Corridor. There is a mix of commercial space and residential units that will contribute to the active mix of uses. The small size of the commercial space will likely attract neighborhood serving businesses. Parking behind the building will improve pedestrian safety on the block. The five main entrances along the sidewalk promote pedestrian activity.

The fundamentals of this project are also consistent with four planning and zoning efforts undertaken by the City in recent years: the SomerVision Comprehensive Plan, a recent MIT Winter Hill / Magoun Square Plan, current streetscape planning and rezoning of Broadway in Winter Hill. SomerVision and the Winter Hill Plan both call for developing a new square at Temple and Broadway in the heart of Winter Hill that would provide economic development opportunities in this area.

The proposal meets the SomerVision's goals of strengthening and supporting neighborhood commercial centers that integrate residential uses, offer lively destinations and contribute to Somerville's unique identity. The make-up of uses matches the objective of constructing mixed-use buildings with active, publicly-accessible first floor uses and upper story office or residential uses. The subject property is in an Urban Mixed Use category in the future land context map of the SomerVision plan. The proposal works towards the intent and intensity of this classification and it is projects like this that will make the Plan a reality. The Urban Mixed Use intensity is for structures to be multi-story in height, vertically and horizontally integrated with residential units or business uses above an array of small- or medium-scale street level commercial uses.

The current proposal meets these goals as well as the MIT Fall 2012 Winter Hill Plan that identifies this site as an important site for redevelopment. The Plan calls for a four story building at the corner of Broadway and Temple Street that would provide 29,000 square feet of retail and 96,000 square feet of residential floor area. The study points out that this type of development would complement a redevelopment of the vacant Star Market site which are catalyst sites for developing this intersection as a vibrant square.

A new square at Broadway and Temple Street would serve some of the needs of the existing residential neighbors, provide a stronger sense of a destination and create new housing that would add to the vitality of the area. This type of redevelopment will align with the streetscape planning and forward the goals of the streetscape work of improving safety and fostering a distinctive sense of place along Central Broadway. Generally, areas of the city with access to a strong commercial mixed/use center with nearby housing and office space are able to increase walking traffic, reduce demand to drive, create healthy neighborhood centers, meet daily needs in close proximity to home and raise property values. Winter Hill can sustain such a center, if it is well built.

There remains significant demand for residential units in Somerville that are close to rail or bus transit and close to amenities. Because of all this, the city undertook a two-year process to update and change zoning along the Broadway corridor that was completed in 2010. At that time, with significant community involvement, the Board of Aldermen passed a new zoning ordinance that set the current height, setback, design and unit count regulations for this site. The zoning created rules that require a 20 foot rear setback from residentially zoned lots with the outermost 10 feet as exclusively landscaping, but raised the height limit to allow 5 stories and 55 feet.

This proposal is generally consistent with those regulations: it is lower than 50 feet, 4 stories, and set back greater than 35 feet from abutting residential lots. The unit count is allowed under the zoning, and the project meets the parking requirements that were set forth in the zoning amendment. As required, it has active ground-floor uses along the main street which is Broadway for this location.

Despite these points, the Planning Staff is aware that the project changes the experience from properties located immediately behind the site, particularly on Langmaid Avenue. And, while the project has reduced its size and located further from these properties, there are likely still concerns. The Planning Staff feels that the applicant has addressed significant neighborhood concerns, but understands that there will be opportunity in the public hearing for the Planning Board to hear further concerns about the project.

4. Site and Area Compatibility: The Applicant has to ensure that the project “(i)s designed in a manner that is compatible with the existing natural features of the site and is compatible with the characteristics of the surrounding area, and that the scale, massing and detailing of the buildings are compatible with those prevalent in the surrounding area”.

The building form is appropriate for the site because the massing is at the busy Temple Street and Broadway corner. The ‘L’ shaped form along the street completes the street wall. Several buildings along Broadway are 3-4 stories high. This building will be a new landmark for the district. The proposed building includes detailing in the cornice lines, more activity along the streetfront, storefront systems and variation in materials that creates a modern looking building that relates to the surrounding area. The site is currently a two story building with minimal landscaping and two underutilized lots. The proposal will improve the site by providing landscaping and street trees. The land uses of retail and service tenants with residential units above are compatible with the uses in the surrounding area.

5. Functional Design: The project must meet “accepted standards and criteria for the functional design of facilities, structures, and site construction.”

The structure will function well as a mixed-use building. The four retail spaces and residential lobby are accessible from the street. The surface lots provide spaces for shared parking with the retail components of the project leaving the secured garage spaces for the majority of the residential units.

6. Impact on Public Systems: The project will “not create adverse impacts on the public services and facilities serving the development, such as the sanitary sewer system, the storm drainage system, the public water supply, the recreational system, the street system for vehicular traffic, and the sidewalks and footpaths for pedestrian traffic.”

As conditioned, the project will not create adverse impact on the public services and facilities serving the development. The City’s stormwater policy must be followed. An infiltration bed for the parking area will help to improve the amount of stormwater that is retained onsite.

7. Environmental Impacts: “The proposed use, structure or activity will not constitute an adverse impact on the surrounding area resulting from: 1) excessive noise, level of illumination, glare, dust, smoke, or vibration which are higher than levels now experienced from uses permitted in the surrounding area; 2) emission of noxious or hazardous materials or substances; 3) pollution of water ways or ground water; or 4) transmission of signals that interfere with radio or television reception.”

A copy of the Response Action Outcome (RAO) Statement, signed by a Licensed Site Professional (LSP) and filed with DEP, verifying that a level of no significant risk for the proposed residential use has been submitted with the application and filed with DEP.

The proposed residential building will not result in any environmental impacts beyond activities that are typically associated with residential units.

8. Consistency with Purposes: “Is consistent with: 1) the purposes of this Ordinance, particularly those set forth in Article 1 and Article 5; and 2) the purposes, provisions, and specific objectives applicable to the requested special permit with site plan review which may be set forth elsewhere in this Ordinance, such as, but not limited to, those at the beginning of the various sections.”

The proposal is consistent with the general purposes of the Ordinance as set forth under Section 1.2, which includes, but is not limited to providing for and maintaining the uniquely integrated structure of uses in the city, encouraging housing for persons of all income levels, and encouraging the most appropriate use of land throughout the city. The proposal fills two vacant parcels with a mixed use building that is appropriate for the urban environment of today. The development provides new options for housing and other amenities. The redevelopment creates 7 6 units of permanent affordable housing and increases the supply of housing to help to meet the future demand and alleviate spikes in housing prices.

9. Preservation of Landform and Open Space: The Applicant has to ensure that “the existing land form is preserved in its natural state, insofar as practicable, by minimizing grading and the erosion or stripping of steep slopes, and by maintaining man-made features that enhance the land form, such as stone walls, with minimal alteration or disruption. In addition, all open spaces should be designed and planted to enhance the attractiveness of the neighborhood. Whenever possible, the development parcel should be laid out so that some of the landscaped areas are visible to the neighborhood.”

Due to the vacant parcels, Parcels 2 and 3, the site will be more impervious post construction. However, the proposed building will maintain the landform and be built into the grade change on the site. Landscaping will be added to the site to buffer the residential neighbors to the north and some landscaping will be added to the Broadway and Temple Street fronts. Landscaped areas in this infill districts are encouraged to be along residential abutters. Pedestrians will see this landscaping.

10. Relation of Buildings to Environment: The Applicant must ensure that “buildings are: 1) located harmoniously with the land form, vegetation and other natural features of the site; 2) compatible in scale, design and use with those buildings and designs which are visually related to the development site; 3) effectively located for solar and wind orientation for energy conservation; and 4) advantageously located for views from the building while minimizing the intrusion on views from other buildings.”

There are no remaining natural features of the site. The building design visually relates to the development site as detailed in the design guidelines in finding 2. The building is oriented to the street and the massing is shifted away from the residential abutters. Due to the steep grade of Winter Hill, views from other buildings should not be obscured.

11. Stormwater Drainage: The Applicant must demonstrate that “special attention has been given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. Storm water shall be removed from all roofs, canopies, and paved area, and routed through a well-engineered system designed with appropriate storm water management techniques. Skimming devices, oil, and grease traps, and similar facilities at the collection or discharge points for paved surface runoff should be used, to retain oils, greases, and particles. Surface water on all paved areas shall be collected and/or routed so that it will not obstruct the flow of vehicular or pedestrian traffic and will not create puddles in the paved area. In larger developments, where practical, the routing of runoff through sheet flow, swales or other means increasing filtration and percolation is strongly encouraged, as is use of retention or detention ponds. In instances of below grade parking (such as garages) or low lying areas prone to flooding, installation of pumps or other devices to prevent backflow through drains or catch basins may be required.”

The project appears to meet the stormwater requirements; however, documentation was not provided for how the project will address sanitary sewer requirements that are outlined in the stormwater policy. The Engineering Department has contacted the Applicant’s engineer to obtain this information and ~~while it is a condition of approval, staff is seeking an update prior to the Planning Board meeting.~~ has provided updated comments indicating how the establishment of an inflow & infiltration strategy will be required to meet the requirements of the City’s stormwater standards. Staff has proposed a condition to reflect this.

12. Historic or Architectural Significance: The project must be designed “with respect to Somerville’s heritage, any action detrimental to historic structures and their architectural elements shall be discouraged insofar as is practicable, whether those structures exist on the development parcel or on adjacent properties. If there is any removal, substantial alteration or other action detrimental to buildings of historic or architectural significance, these should be minimized and new uses or the erection of new buildings should be compatible with the buildings or places of historic or architectural significance on the development parcel or on adjacent properties.”

The Somerville Historic Preservation Commission (HPC) at first deemed the existing structure significant and preferably preserved. After these steps, the HPC and the developer discussed the role of the new building in the neighborhood, and preservation of key design elements that were in the former structure. The owners signed a Memorandum of Agreement (MOA) and the HPC lifted the ‘preferably preserved’ status, and thereby lifted the delay before the nine month delay is over. The current plans, as conditioned, meet the design recommendations in the MOA.

13. Enhancement of Appearance: The Applicant must demonstrate that “the natural character and appearance of the City is enhanced. Awareness of the existence of a development, particularly a non residential development or a higher density residential development, should be minimized by screening

views of the development from nearby streets, residential neighborhoods of City property by the effective use of existing land forms, or alteration thereto, such as berms, and by existing vegetation or supplemental planting.”

The proposal replaces a small two-story retail and commercial building with a modern mixed use building. The proposal includes landscaped buffers along the residential district and landscaping along Broadway and Temple Street.

14. Lighting: With respect to lighting, the Applicant must ensure that “all exterior spaces and interior public and semi-public spaces shall be adequately lit and designed as much as possible to allow for surveillance by neighbors and passersby.”

All lighting shall be directed downward to light the parking areas and site without spilling onto adjacent properties and the night sky. The Planning Staff recommends that the project be conditioned to ensure that this issue is addressed as well as the design guideline related to lighting above.

15. Emergency Access: The Applicant must ensure that “there is easy access to buildings, and the grounds adjoining them, for operations by fire, police, medical and other emergency personnel and equipment.”

The building will be accessible from the public streets that surround the building on three sides.

16. Location of Access: The Applicant must ensure that “the location of intersections of access drives with the City arterial or collector streets minimizes traffic congestion.”

There is a proposed new curb cut on Langmaid Avenue, a new curb cut on Temple Street, and a curb cut filled in on Temple Street.

17. Utility Service: The Applicant must ensure that “electric, telephone, cable TV and other such lines and equipment are placed underground from the source or connection, or are effectively screened from public view.”

All utilities will be located underground.

18. Prevention of Adverse Impacts: The Applicant must demonstrate that “provisions have been made to prevent or minimize any detrimental effect on adjoining premises, and the general neighborhood, including, (1) minimizing any adverse impact from new hard surface ground cover, or machinery which emits heat, vapor, light or fumes; and (2) preventing adverse impacts to light, air and noise, wind and temperature levels in the immediate vicinity of the proposed development;”

The proposal will maintain an adequate amount of landscaping on the site. The proposed residential building will not result in any adverse impacts beyond activities that are typically associated with residential units. The dumpster will be located in an enclosed area and not visible from public view.

19. Signage: The Applicant must ensure that “the size, location, design, color, texture, lighting and materials of all permanent signs and outdoor advertising structures or features shall reflect the scale and character of the proposed buildings.”

Signage locations are shown above the doors of the retail spaces and below the first floor cornice. Review and approval of the specifications of the lighting scheme and materials of the signage will be a

condition of approval and if additional signage locations are desired, a new special permit will be required.

20. Screening of Service Facilities: The Applicant must ensure that “exposed transformers and other machinery, storage, service and truck loading areas, dumpsters, utility buildings, and similar structures shall be effectively screened by plantings or other screening methods so that they are not directly visible from either the proposed development or the surrounding properties.”

There is a switch gear and transformer proposed for the landscaped area on Temple Street. There are evergreen proposed between this equipment and the street. The entrances to the gas meter room and sprinkler room are located in the rear of the building. There are no other service facilities on the site.

21. Screening of Parking:

The majority of the parking spaces will be located in the enclosed garage. The two surface lots will be screened by landscaping.

A Closing Note:

The Planning Staff has completed this staff report based upon the required findings of the Zoning Ordinance and information provided by the applicant. The staff has worked to make this project meet the city-wide goals for a vibrant square in Winter Hill while helping to address neighborhood concerns about traffic, building bulk, neighborhood impacts and design. The project has made significant progress, and the applicant has been more responsive than most with regards to the requests that were made at the first neighborhood meeting, including pulling back the Temple Street wall, reducing units, moving the dumpster and moving the loading area.

The Planning Staff will seek to suggest addressing four remaining issues through proposed conditions:

- a. **Driving and Parking on Langmaid Avenue:** The most straightforward solution to this situation is to remove the entire remaining parking area off Langmaid Avenue. It will eliminate the need for this curbcut, eliminate neighborhood cut-through traffic and create more green space. It will further reduce on-site parking, but all data that we have from the neighborhood suggests the site is over-parked.
- b. **Stormwater drainage and sewer:** There were questions asked about this item that ~~we hope to address on or before Monday, July 8, 2013, and at that time staff addressed at the July 11 hearing. we will issue a subsequent update memo. Staff believes that the applicant has adequate systems for ensuring that stormwater runoff is contained on site better than the current condition, and that adequate sewer capacity is available, but will seek confirmation from the applicant and City Engineer.~~
- c. **Building materials:** To keep the new building design consistent with the Historic Preservation Commission’s design request, the staff recommends that the fiber-cement board on the Broadway façade be replaced with real brick, as is being used elsewhere on that façade. The upper and lower stories should remain stone and brick, for the purpose of creating an interesting façade.
- d. **Transformer location:** The transformer is located immediately adjacent to an abutting property on Temple Street. Understanding that often the electric company drives the location decisions, the Planning Staff recommends that the transformer be moved so that it is away from immediate neighbors and outside of the 10 foot no-build buffer.

If other issues may remain, we hope to address them at the Planning Board meeting, or, if the case should be continued, in a subsequent staff report.

III. RECOMMENDATION

Special Permit with Site Plan Review under § SZO §6.1.22.D.1, Special Permit under §7.13.E and §6.1.22.D.5.a

Based on the materials submitted by the Applicant, the above findings and subject to the following conditions, the Planning Staff recommends **CONDITIONAL APPROVAL** of the requested **SPECIAL PERMIT with SITE PLAN REVIEW**.

The recommendation is based upon a technical analysis by Planning Staff of the application material based upon the required findings of the Somerville Zoning Ordinance, and is based only upon information submitted prior to the public hearing. This report may be revised or updated with new recommendations, findings and/or conditions based upon additional information provided to the Planning Staff during the public hearing process.

#	Condition	Timeframe for Compliance	Verified (initial)	Notes						
1	Approval is for construction of an approx. 67,371 sf five-story retail and residential building with 46 residential units and 68 parking spaces. The existing structure would be demolished. This approval is based upon the following application materials and the plans submitted by the Applicant:	CO / BP	ISD/PIng.							
	<table><tr><th>Date (Stamp Date)</th><th>Submission</th></tr><tr><td>12-17-12</td><td>Initial application submitted to the City Clerk's Office</td></tr><tr><td>6-12-13</td><td>Modified plans submitted to OSPCD (A-000 Cover Sheet, Topographic Site Plan, Proposed Site Plan, Detail Sheet, L-01 Landscape Plan, A-008 Aerial View of Site Location & Surrounding Context, A-009 Existing Site Photos, A-010 Building Plans & Zoning Study, A-100 Garage Floor Plan, A-101 Fire Floor Plan, A-102 Second & Third Floor Plan, A-103 Fourth Floor Plan, A-105 Roof Floor Plan, A-300 Exterior Elevations, A-301 Exterior Elevations, A-900 Perspective Views)</td></tr></table>				Date (Stamp Date)	Submission	12-17-12	Initial application submitted to the City Clerk's Office	6-12-13	Modified plans submitted to OSPCD (A-000 Cover Sheet, Topographic Site Plan, Proposed Site Plan, Detail Sheet, L-01 Landscape Plan, A-008 Aerial View of Site Location & Surrounding Context, A-009 Existing Site Photos, A-010 Building Plans & Zoning Study, A-100 Garage Floor Plan, A-101 Fire Floor Plan, A-102 Second & Third Floor Plan, A-103 Fourth Floor Plan, A-105 Roof Floor Plan, A-300 Exterior Elevations, A-301 Exterior Elevations, A-900 Perspective Views)
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Any changes to the approved site plan or elevations that are not <i>de minimis</i> must receive SPGA approval.										
2	The Applicant shall provide documentation to the City Engineer on how the project will address sanitary sewer requirements that are outlined in the stormwater policy.	BP	Engineer							

Affordable Housing				
3	The Applicant shall complete an Affordable Housing Implementation Plan (AHIP). Affordable units shall be provided on-site.	Prior to BP	SPGA / Housing	
4	No certificate of occupancy shall be issued until the OSPCD Housing Division has confirmed that the Condominium Documents have been approved and the Developer has agreed to a form of Deed Rider for the Affordable Unit(s).	CO	Housing	
Construction Impacts				
5	The Applicant shall at his expense replace any existing equipment (including, but not limited to street sign poles, signs, traffic signal poles, traffic signal equipment, wheel chair ramps, granite curbing, etc) and any other portion of the sidewalk that was not proposed to be replaced immediately abutting the subject property if damaged as a result of construction activity.	CO	Plng.	
6	All construction materials and equipment must be stored onsite. If occupancy of the street layout is required, such occupancy must be in conformance with the requirements of the Manual on Uniform Traffic Control Devices and the prior approval of the Traffic and Parking Department must be obtained.	During Construction	T&P	
7	The Applicant shall conduct a survey of foundations and buildings adjacent to the site prior to construction and shall address concerns about impact to these structures from project construction.	BP	ISD	
8	The Applicant shall identify an on-site project manager to be a primary point of contact for all questions and concerns about quality of construction. The project manager shall be available at all times during construction and at all inspections.	BP – through construction	ISD	
9	The Applicant shall develop a demolition plan in consultation with the City of Somerville Inspectional Services Division. Full compliance with proper demolition procedures shall be required, including timely advance notification to abutters of demolition date and timing, good rodent control measures (i.e. rodent baiting), minimization of dust, noise, odor, and debris outfall, and sensitivity to existing landscaping on adjacent sites.	CO	FP	
Design				
10	Landscaping should be installed and maintained in compliance with the American Nurserymen's Association Standards.	Perpetual	Plng. / ISD	
11	The material and lighting technology of the commercial and residential signage shall be submitted to Planning Staff for review and approval.	BP for signs	Plng/ ISD	
12	Signage footprint beyond that which is shown on the elevations shall require a Special Permit.	BP for signs	Plng/ ISD	
13	The commercial windows shall not be blocked by interior storage, non-artistic displays or greater than 30% internally mounted signage per SZO Section 6.1.22.H.4.	Perpetual	Plng/ ISD	

14	The applicant will provide material samples (including colors) to the Planning Staff for review and approval. The applicant will change the material on the second and third floor of the structure from fibercement board to brick.	BP	Plng.	
15	The applicant will relocate the transformer. The transformer should not be located in the 10 foot landscape buffer from adjacent residential properties. The transformer location shall be subject to review and approval by Planning Staff, with the understanding that the electric company's specific needs for a transformer location may dictate limitations on the possible locations.	BP	Plng.	
Traffic and Parking				
16	If not taken off-site, snow plowed from the development can only be stored the landscaped area in the back of the site.	Perpetual	ISD	
17	Applicant will supply 22 bicycle parking spaces in the garage or in an enclosed secured structure on site. Applicant will purchase and install at least one bicycle rack on the City sidewalk near the building.	CO	Plng.	
18	Applicant will amend the plan to remove the five parking spaces and curbcut off Langmaid Avenue, and develop the site according to this modified plan.	BP	Plng.	
<u>18</u> <u>A</u>	<u>Applicant will provide an easement to the owner at 13 Langmaid Avenue to allow parking access to the rear of 13 Langmaid Avenue.</u>	<u>CO</u>	<u>Plng.</u>	
Public Safety				
19	A code compliant fire alarm and suppression system shall be installed. The sprinkler and fire alarm contractor shall contact Fire Prevention about the applicable requirements.	CO	FP	
20	To the extent possible, all exterior lighting must be confined to the subject property, cast light downward and must not intrude, interfere or spill onto neighboring properties. A lighting plan shall be submitted to Planning Staff for review and approval.	Cont.	ISD.	

21	<p>Because of the history of the site and the intended use, the Applicant shall, prior to issuance of any foundation permit and/or any building permit for the project, provide to the Planning Department and the Inspectional Services Division:</p> <p>a) a copy of the Response Action Outcome (RAO) Statement, signed by a Licensed Site Professional (LSP) and filed with DEP, verifying that a level of no significant risk for the proposed residential use has been achieved at the site; or</p> <p>b) if remediation has not reached the RAO stage, a statement signed by an LSP describing (i) the management of oil and hazardous materials/waste at the site, including release abatement measures intended to achieve a level of no significant risk for residential use at the site, treatment and storage on site, transportation off-site, and disposal at authorized facilities, (ii) a plan for protecting the health and safety of workers at the site, and (iii) a plan for monitoring air quality in the immediate neighborhood.</p>	BP	Planning	
22	Notification must be made, within the time period required under applicable regulations, to the Massachusetts Department of Environmental Protection (DEP) if there is any release of oil, hazardous materials, or regulated hazardous substances at the site. The City's OSE office, Fire Department and the Board of Health shall also be notified.	Demolition /Building Permitting	ISD	
Final Sign-off				
23	The Applicant shall contact Planning Staff at least five working days in advance of a request for a final inspection by Inspectional Services to ensure the proposal was constructed in accordance with the plans and information submitted and the conditions attached to this approval.	Final sign off	Plng.	

