



CITY OF SOMERVILLE, MASSACHUSETTS
MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT
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Case #: ZBA 2013-18

Date: July 3, 2013

Recommendation: Conditional Approval

PLANNING STAFF REPORT

Site: 625 McGrath

Applicant Name: Berkeley Investments

Applicant Address: 121 High Street Boston, MA 02110

Property Owner Name: 625 McGrath Highway, LLC

Property Owner Address: 625 McGrath Highway Somerville, MA 02143

Agent Name: Adam Dash

Agent Address: 48 Grove Street, Suite 304 Somerville, MA 02144

Alderman: Maureen Cuff-Bastardi

Legal Notice: Applicant, Berkley Investments, Inc., and owner, 625 McGrath Highway, LLC., seek a Special Permit with Site Plan Review under SZO §7.11.1.c to establish 34 new residential units in a NB/RB District. Affordable housing per Article 13. ~~The applicant seeks a variance for 9 parking spaces under SZO §9.5.~~ Ward 1.

Zoning District/Ward: NB & RB / Ward 1

Zoning Approval Sought: Special Permit with Site Plan Review §7.11.1.c, §5.2.5 ~~and~~
~~Variance §9.5~~

Date of Application: March 19, 2013

Date of Hearing: Zoning Board of Appeals - May 15, 2013

*This report was updated since the staff report dated May 9, 2013. Additions are underlined and deletions are ~~struck~~.

I. PROJECT DESCRIPTION

1. Subject Property: The subject property is a 34,143 square foot lot comprised of 4 lots, Lots 1, 3, and A and B at 625 McGrath Highway. One building, a 10,858 square foot auto parts store, is currently located on Lot 1. The business in this location relocated in June. The FAR is 0.32. The building is surrounded by single, two-, and three-family dwellings, as well as small businesses. A pedestrian bridge, on Massachusetts Department of Conservation and Recreation land, allowing pedestrians to cross over McGrath Highway abuts the southwest corner of the site.

2. Proposal: The proposal is to demolish the existing structure at 625 McGrath and build two residential buildings; one abutting Bonair Street, 'Unit Building A,' and the other abutting Otis Street, 'Unit Building B.' Building A will be 3 stories with 24 units with main entrances on Bonair Street and ancillary entrances off of the parking area totaling ~~24,003~~ 23,477 square feet. Building B will be 3 stories with 10 units with main entrances on Otis Street totaling ~~10,185~~ 9,875 square feet. The combined net floor area will be 33,352 square feet. There will be 2 studio units, 15 one-bedroom units, ~~47~~ 15 two-bedroom units, and 2 three-bedroom units. Five of the units will be affordable.

There will be ~~49~~ 58 parking spaces, the majority provided between the two buildings. However, there will be ~~13~~ 16 spaces east of Building A and 10 spaces at grade but partially under Building B. There are 11 compact spaces. Vehicles will enter the site through the existing Bonair Street curbcut and exit the site through the existing curbcut at Otis Street. There will be an electronic gate at the exit for pedestrian safety and so vehicles will not be able to cut through the site. The curbcut along McGrath Highway will be closed.

There will be landscaping along Bonair, Otis, and McGrath. There will be a 6' tall fence along the east property line that abuts the RB district.





3. Nature of Application: Lots 3, A, and B are in a Neighborhood Business (NB) zone; Lot 1 is mostly in an NB zone with the exception of roughly the back third which is in a Residence B (RB) zone.

The development of more than 7 residential units in a NB district requires a Special Permit with Site Plan Review under SZO §7.11.1.c. This development includes 34 residential units. Only three of the residential units (Unit 108, 208, and 308 of Building A) will be in the RB district and the rest will be in the NB district. The remainder of the RB land will be landscaping, parking, and the drive aisle. The SZO under §8.2 8.3 allows for land in a more restrictive zoning district to supply space for a use permitted in a less restricted zoning district if the use of the land in the more restrictive district satisfies space and passive use requirements that are not prohibited in the more restrictive district. Thirty-five units are allowed per the lot area per dwelling unit calculation and the density bonus in the SZO §13.5 which states that “for

every additional affordable unit provided beyond the 12.5% requirement, two additional market rate units may be authorized.” Thirty-four units are proposed, with 5 affordable units. (See chart below)

	A. Lot Area	B. Lot Area per Dwelling Unit	C. Lot Area/Dwelling Units (=A/B)	D. No. of Affordable Units	E. No. of Market Rate Units
RB	6,343	1500	4.23	-	-
NB	27,800	1000	27.8	-	-
Total	34,143	-	32.02	4	28
Density Bonus	-	-	3	1	2
Total Allowed	-	-	35	5	30
Total Proposed	-	-	34	5	29

Under SZO §9.5, 58 parking spaces are required for the site, ~~only 49~~ 58 spaces are being provided. A ~~variance is required for relief of the 9 parking spaces.~~ The parking requirement has been met.

The proposed structures and site are conforming in terms of the dimensional requirements. The FAR will be 1.0. The proposal has ~~15.5%~~ 13.2% landscaped area, which also translates to 13.2% of pervious surface area versus 0% of the existing site. The required ten bicycle parking spaces are provided.

4. Surrounding Neighborhood: The surrounding neighborhood is mostly single, two-, and three-family homes. The site abuts McGrath Highway (6 lanes) where it is at grade, Bonair Street (eastbound one-way) to the north, and Otis Street (westbound one-way) to the South. The nearest cross street is Cross Street.

5. Impacts of Proposal: The proposal to demolish the existing auto body parts store will not be detrimental to the neighborhood. The addition of 34 residential units will bring an active use to the neighborhood. The orientation of the buildings with entrances along the street will allow the new buildings to better connect to the neighborhood and complete the residential character of Otis and Bonair Streets. The height of the buildings are conforming, although there will be some increase in shadows due to the taller buildings.

The traffic memo for the project estimates that there will be 226 trips per day, 18 trips in the AM peak hour and 21 trips in the PM peak hour, approximately one every 3 minutes. This is less than the current use which results in 600 trips per day. Currently, it is reasonable to assume that all 600 trips are automobile trips. A residential project will also shift many trips to walking/walking to transit and cycling. There was also a parking study performed to justify the relief of 9 parking spaces. They found that there are between 35 and 52 spaces available, depending on the time of day, within a 500 foot radius east of McGrath Highway. This section of the study is valuable information; however, parking relief is no longer sought.

6. Green Building Practices: The building will be designed to the Certified level of the LEED for Homes rating system but will not go through the registration process with the US Green Building Council. Because of the location of the site, there are high scores in the location and linkages category as well as sustainable sites. The building will have high efficiency water fixtures and environmental preferred products. To improve indoor air quality there will be enhanced local exhaust, better filters in the HVAC system, and indoor contaminant control during and after construction.

7. Comments:

Fire Prevention: Has reviewed the drawings and has no comments.

Traffic & Parking: Note: This comment was given when the Applicant was seeking a parking variance, it is being kept in the Staff Report to reflect the changes in the application. The applicant seeks to construct a proposed development at 625 McGrath Highway. The proposed development will consist of 34 residential apartments. The project would include 49 off street parking spaces. The Somerville Zoning Ordinance (SZO) requires 58 off street parking spaces for this development. Obviously the development is nine parking spaces short of the required parking spaces per the SZO. Access to the property will be from Bonair Street which is one way. Egress from the site will be via Otis St.

The applicant has hired a professional Transportation Firm, Design Consultants, Inc. (DCI) to prepare a Parking Memorandum Study.

A section of the Parking Memorandum consists of a parking utilization study within a 500' walking distance of the site. Among other streets the study area included portions of Bonair St and Otis St. The parking study data indicated an average of 41 parking spaces were available on the adjacent streets between 7:00AM and 7:00PM on weekdays and 35 parking spaces in the morning and evening on a typical Saturday.

A further section of the Parking Memorandum reviewed Journey to Work data from the U.S. Census. Data on the different modes of transportation used to travel to work were obtained for the specific census block which the project site is located. This data indicated that slightly less than half of the commuters from this block either used public transportation or bicycled to work.

Traffic and Parking does not disagree with the submitted Parking Memorandum and that any off site parking by this development residents would be able to be assimilated into the surrounding neighborhood parking supply and inventory.

However, Traffic and Parking is also cognizant that there will be a slight increase in the traffic congestion and vehicle delay in the neighborhood due to the above stated on street parking. Also there will be a slight decrease in both pedestrian and vehicle safety as vehicles circulate the public ways of this neighborhood seeking the available parking spaces. To alleviate this condition and to promote a safe comprehensive transportation network, traffic mitigation is required. For traffic mitigation it is recommended that the applicant repaint all pavement markings with thermoplastic on Bonair St and Otis Street between McGrath Highway and Cross St and also including the intersections on Cross St from Otis St and Bonair St.

Engineering: Engineering has reviewed the project. The project needs to meet the City's current stormwater policy in particular for stormwater impacts and sanitary sewer impacts (over 2,000 GPD). Engineering proposes a condition that the applicant reconstruct sidewalks abutting development to bring them into compliance with current ADA/AAB regulations. The work should include curb ramps and any reciprocal ramps impacted by work.

Design Review Committee: At the applicant's last public meeting before the DRC (February 28, 2013), the Committee recommended:

- Review pedestrian bridge plans with the Transportation Department because of McGrath redevelopment
- Fencing Plan for McGrath Highway

- Entrances on Otis and Bonair will knit building into the neighborhood
- The project is ready to file an application
- The DRC recommended repurposing/relocating the green space currently occupied by picnic benches within the parking field as planted islands to help alleviate the expansiveness of the parking field. It was questionable how much use an exterior picnic table would get given the immediate surrounding context of McGrath Highway
- The DRC recommended the addition of accent paving areas within the larger parking field to better delineate pedestrian pathways, and/or intersections with the surrounding public sidewalks.

Ward Alderman: Has been contacted but has not yet provided comments.

Community Meeting: In a community meeting on October 18, 2012 there were concerns brought forth by neighborhood residents. Residents were concerned with the density of the site, the quantity of parking provided, traffic backing up on Otis Street, and rodent control during construction. There is a preference for condos versus rental units. Suggestions included triple deckers with driveways, more traditional materials, and tunnels/'walk-throughs' so the residents wouldn't have to walk around the building to get to their unit. Planning Staff have tried to address these concerns. A condition of this report is for rodent control measures to be part of the demolition permit. Traffic and Parking has requested mitigation in the form of new pavement markings around the site. Planning Staff acknowledges the convenience of the tunnel concept so that residents would not have to walk around the building to access their unit. However, Planning Staff feels that there is a safety concern that overshadows this convenience.

There was another community meeting on June 18, 2013 to show the updated design that was organized by Alderman Bastardi and the Applicant. Planning Staff was able to attend. Changes included an updated façade that is more traditional, 'walk-throughs' on Building A, and the parking layout. Eighteen people signed the sign-in sheet, approximately 25 people attended. Almost all of the attendees appreciated the changes made. Even though parking relief is no longer part of the proposal, residents voiced concerns about parking supply in the neighborhood. It is possible for residents and Planning Staff to address this topic in the Somerville By Design process.

II. FINDINGS FOR SPECIAL PERMIT with SITE PLAN REVIEW (SZO §7.11.1.c):

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.

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 with respect to the required Special Permits.

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 proposed design of 34 residential units, in two buildings, totaling ~~34,047~~ 33,352 square feet will eliminate an auto use and replace it with a residential use. ~~The applicant is seeking a variance for parking and the staff has determined that it meets the variance standards (see Section III).~~

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 two districts in which it sits. The purpose of a Residential B (a portion of Lot A) district is, "To establish and preserve medium density neighborhoods of one-, two- and three-family homes, free from other uses except those which are both compatible with and convenient to the residents of such districts." Three residential units will be in the RB district.

The purpose of a Neighborhood Business district is to "establish and preserve areas for small-scale retail stores, services and offices which are located in close proximity to residential areas and which do not have undesirable impacts on the surrounding neighborhoods." The proposed site plan complies with the standard of the district which is to locate on-site parking at the rear of the lot and providing vehicular access from either a side street or alley.

4. Site and Area Compatibility: The Applicant has to ensure that the project "(i)s designed in a manner that is compatible with the characteristics of the built and unbuilt surrounding area, including land uses."

The applicant has provided a residential use that is compatible with the existing neighborhood and introduces new landscaping on the site that currently has none. The Design Review Committee reviewed the project on February 28, 2013. The DRC is supportive of the contemporary design, ~~which has elements that relate to the existing housing stock such as flat roofs and front entrances with plantings in the setback area. However, some residents have concern regarding the contemporary aesthetic.~~ The new design has more traditional materials and colors, a flat roof, and expressions similar to the triple-decker building type. The DRC made a few suggestions including a review with the Transportation Department regarding the plans for the pedestrian bridge because of the McGrath Highway redevelopment, relocation of the picnic area due to the immediate surroundings, submitting a fencing plan for McGrath Highway, and accent paving within the parking field to better delineate pedestrian pathways.

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

The two structures will function well as residential buildings. The buildings front Bonair and Otis streets and will become part of the East Somerville neighborhood. The surface lot is screened by the building and landscaping. There will be more landscaping provided than the previous use.

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 impacts on the public services and facilities serving the development. The City's stormwater policy must be followed.

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."

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 §1.2, which includes, but is not limited to promoting the health, safety, and welfare of the inhabitants of the City of Somerville; to lessen congestion in the streets; to encourage the most appropriate use of land throughout the City; and to encourage housing for persons of all income levels.

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.”

The proposed development will improve the landform and open space of the site. It will increase pervious and landscaped area. There are no natural or man made features of the site worth preserving. Landscaping will be added to the front of each building along Otis and Bonair Streets as well as McGrath Highway.

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 new building will be oriented to the residential streets and the massing is shifted away from the residential abutters.

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 powered 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 must meet the stormwater requirements; in particular, compliance with stormwater impacts and sanitary sewer impacts (over 2,000 GPD anticipated). A condition of this report is that utility, grading, and drainage plans must be submitted to the Engineering Department for review and approval.

12. 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 one-story automotive use with two modern residential buildings. The proposal includes landscaped buffers along Bonair Street, Otis Street, and McGrath Highway with a fence buffer with residential abutters.

13. 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 exterior 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.

14. 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 Bonair and Otis Streets. The gate along Otis Street is conditioned to have Opticom technology.

15. 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.”

The existing curb cut on McGrath Highway will be closed. The access will be on Bonair and Otis Streets. Cars will enter the site via Bonair Street and exit the site through Otis Street thereby ensuring that traffic from the site does not travel through neighborhood streets. There will be a gate at Otis Street to eliminate cut throughs on the site and for pedestrian safety.

16. 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.”

A condition is that all utilities will be located underground.

17. 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 add 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 screened from view.

18. 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.”

A condition of this report is that rooftop mechanical equipment is screened.

19. Screening of Parking:

The surface lot will be screened by landscaping and the residential buildings.

III. FINDINGS FOR VARIANCE (SZO §9.5):

In order to grant a variance for parking requirements (§9.5) the SPGA must make certain findings and determinations as outlined in §5.5.3 of the SZO.

1. ~~There are “special circumstances relating to soil conditions, shape or topography of land or structures which especially affect such land or structures but not affecting generally the zoning district in which it is located, causing substantial hardship, financial or otherwise.”~~

~~The proposed lot is currently accommodating 48 spaces or 1.4 parking spaces per unit. There is limited ability to expand the property to add parking or loading without taking away landscaped islands or bicycle parking and significantly impacting quality of life. These unique circumstances means that any expansion of the building, or any new building on the lot, would in all probability be subject to a parking and loading variance under the current zoning.~~

2. ~~“The variance requested is the minimum variance that will grant reasonable relief to the owner, and is necessary for a reasonable use of the building or land.”~~

~~The variance being sought would be a reasonable relief to the owner and would allow for a reasonable use of the land. The residential units are appropriate uses for the Neighborhood Business and Residence B zones and would replace an undesired automobile oriented use. Any new building at this site that attempted to comply with the on-site parking requirements of the Ordinance would have to have structured parking which, most likely, would be financially infeasible. A smaller building with the required amount of surface parking would be a visual detriment of the streetscape. Furthermore, the units will be roughly a ½ mile from the Gilman Square Station and 6/10 of a mile from the Washington Street Station, part of the Green Line Extension. In addition, there are four bus routes nearby and the development is within a mile of Sullivan and Assembly Square stations.~~

3. ~~“The granting of the variance would be in harmony with the general purpose and intent of this Ordinance and would not be injurious to the neighborhood or otherwise detrimental to the public welfare.”~~

~~As demonstrated in the special permit findings above, the project is consistent with the purpose of the Ordinance and the zoning district in which it is located. The residential use will replace an unwanted auto oriented use. The most recent data on parking demand in Somerville has shown that the on site parking is adequate to meet all of the parking demand for the 34 units. Planning Staff is aware of the parking concerns expressed by the community and will speak in more detail about this variance at the ZBA meeting. The Traffic and Parking and Planning Staff are in agreement that the Applicant’s parking memo that the development would not be detrimental to the neighborhood. There will be a reduction in 374 trips per day because of the change in use. The parking survey concluded that there is an average of 35 spaces available on streets within a 500 foot distance of the project at the most congested time. In addition, the~~

~~proposed use will likely not have the parking demand for the required number of parking spaces. Providing additional off-street parking would be a detriment to the public as excess parking attracts buyers with extra vehicles, and encourages owners to buy and keep extra vehicles. The parking is mostly hidden from view and nicely landscaped areas will be visible in the front and side yards, improving the site from its current state. Approving the variance will facilitate a redevelopment that meets or exceeds the expectations of the SZO.~~

IV. RECOMMENDATION

Special Permit with Site Plan Review ~~and Variance under §7.11.1.c and §9.5.~~

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 AND VARIANCE**.

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
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1

Approval is for the establishment of 34 new residential units in a NB/RB District, affordable housing per Article 13, ~~and the variance for 9 parking spaces.~~ This approval is based upon the following application materials and the plans submitted by the Applicant:

Date (Stamp Date)	Submission
March 18, 2013	Initial application submitted to the City Clerk’s Office
May 2, 2013 (May 7, 2013)	Modified plans submitted to OSPCD (A010 Zoning Diagram, A100 Building ‘A’ Floor Plans, A101 Building ‘B’ Floor Plans, A200 Building ‘A’ Elevations, A201 Building ‘B’ Elevations)
<u>May 5, 2013</u>	<u>Modified plans submitted to OSPCD (A-101 Zoning Diagram)</u>
March 19, 2013 (May 7, 2013)	Modified plans submitted to OSPCD (A300-Shadow Study-Spring Equinox, A301-Shadow Study-Summer Solstice, A302-Shadow Study Fall Equinox, A303-Shadow Study-Winter Solstice, A400 Perspective Bonair Street, A401 Perspective Otis Street)
<u>July 2, 2013</u>	<u>Modified plans submitted to OSPCD (A-201 Building A Floor Plans, A-202 Building B Floor Plans, A-301 Building A Elevations, A-302 Building B Elevations, A-401 Bonair Street Rendering, A-402 Otis Street Rendering)</u>
May 2, 2012 (May 7, 2013)	L001-Planting Plan
March 19, 2013 (May 7, 2013)	L002-Details

BP/CO

ISD/Plng

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Any changes to the approved site plan and elevations that are not <i>de minimis</i> must receive SPGA approval.																		
Affordable Housing																		
3 2	The Applicant shall complete an Affordable Housing Implementation Plan (AHIP). Five affordable units shall be provided on-site.	Prior to BP	SPGA / Housing															
4 3	No certificate of occupancy shall be issued until the OSPCD Housing Division has confirmed that the Condominium Documents Affordable Housing Restriction has been approved and recorded and the Developer has agreed to a form of Deed Rider for the Affordable Unit(s) provided the required affordable units on-site.	CO	Housing															
Construction Impacts																		
5 4	The electric, telephone, cable TV and other such lines and equipment shall be placed underground from the source or connection. The utilities plan shall be supplied to the Wiring Inspector before installation.	Installation of Utilities	Wiring Inspector															
6 5	The applicant shall post the name and phone number of the general contractor at the site entrance where it is visible to people passing by.	During Construction	PIng.															
8 6	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 the entire sidewalk immediately abutting the subject property if damaged as a result of construction activity. All new sidewalks and driveways must be constructed to DPW standard.	CO	DPW															

97	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	
108	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.	Demolition Permitting	ISD	
Design				
119	Applicant shall provide final material samples for siding, trim, windows, and doors to the Design Review Committee for review and comment and to Planning Staff for review and approval prior to construction.	BP	Plng.	
1210	Landscaping should be installed and maintained in compliance with the American Nurserymen's Association Standards.	Perpetual	Plng. / ISD	
1311	The 10 street trees shown on L001 should be installed. Any damage to existing street trees shall be replaced by the applicant.	CO	Plng/ISD	
1412	Any transformers should be located as not to impact the landscaped area, and shall be fully screened.	Electrical permits & CO	<u>Plng/ISD</u>	
1513	Applicant will screen the dumpster with fencing that blocks any view of the dumpster itself.	CO	Plng.	
Traffic and Parking				
1614	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	
1715	Applicant will supply 10 bicycle parking spaces.	CO	Plng.	
1816	The Applicant shall close the existing curb cut on McGrath Highway.	CO	Plng.	
1917	Applicant must repaint all pavement markings with thermoplastic on Bonair St and Otis Street between McGrath Highway and Cross St including the intersections on Cross St from Otis St and Bonair St.	CO	T&P	
18	<u>Parking Spaces 1-8 and space 55 will be grass planted porous paving grid.</u>	<u>CO</u>	<u>Plng</u>	
19	<u>Between parking spaces labeled 31-42 and 43-54 and at parking spaces 9-16, the applicant will use wheelstops in order to increase planting area.</u>	<u>CO</u>	<u>Plng</u>	
Public Safety				
20	The Applicant or Owner shall meet the Fire Prevention Bureau's requirements.	CO	FP	
21	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 or the night sky.	CO	Plng.	

22	The Applicant will be required to demonstrate that the project plans meet the current City of Somerville stormwater policy in respect to stormwater impacts and sanitary sewer impacts (over 2,000 GPD anticipated). Utility, grading, and drainage plans must be submitted to the Engineering Department for review and approval.	BP	Eng.	
23	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: 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 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.	Foundation Permit	Plng/ISD	
24	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.	CO	OSE/FP/BOH	
25	All utilities must be located under ground. See Condition 5.	BP	Eng	
Miscellaneous				
26	The Applicant must contact the Engineering Department to obtain an <u>Otis Street and Bonair</u> street address prior to a building permit being issued.	BP	Eng.	
27	The Applicant, its successors and/or assigns, shall be responsible for maintenance of both the building and all on-site amenities, including landscaping, fencing, lighting, parking areas and storm water systems, ensuring they are clean, well kept and in good and safe working order.	Cont.	ISD	
28	There shall be a gate at the parking lot exit that has Opticom technology. The Applicant shall work with the Fire Department on the specification of this technology.	CO	FP	
29	There shall be a 6' fence along the property line between the subject site and the residential abutters.	CO	Plng.	
30	Applicants must reconstruct sidewalks abutting development to bring them into compliance with current ADA/AAB regulations. Work should include curb ramps and any reciprocal ramps impacted by work.	CO	Eng.	
<u>31</u>	<u>All rooftop mechanicals will be screened. Applicant will submit and updated roof plan for Planning Staff approval.</u>	<u>CO</u>	<u>Plng</u>	
Final Sign-off				

34 32	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.	
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