



CITY OF SOMERVILLE, MASSACHUSETTS
OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT
JOSEPH A. CURTATONE
MAYOR

PLANNING DIVISION

STAFF

GEORGE PROAKIS, *DIRECTOR OF PLANNING*
LORI MASSA, *SENIOR PLANNER*
DAN BARTMAN, *SENIOR PLANNER*
ADAM DUCHESNEAU, *PLANNER*
AMIE SCHAEFFER, *PLANNER*
DAWN PEREIRA, *ADMINISTRATIVE ASSISTANT*

Case #: ZBA 2012-45
Date: August 30, 2012
Recommendation:
Special Permit with Site Plan Review –
Conditional Approval
Special Permit – Conditional Approval
Variance – Unable to Recommend

PLANNING STAFF REPORT

Site: 129-129R Highland Avenue

Applicant Name: Kenneth Lanzilli
Applicant Address: 6 Benham Street, Medford, MA 02155
Property Owner Name: Angelli Realty Trust
Property Owner Address: 108 Country Road, Tewksbury, MA 01876
Agent Name: Richard G. Di Girolamo, Esq.
Agent Address: 424 Broadway, Somerville, MA 02145
Alderman: Thomas Taylor

Legal Notice: Applicant Kenneth Lanzilli and Owner Angelli Realty Trust, seek a Special Permit with Site Plan Review under SZO §7.11.1.c to establish a seven (7) dwelling unit use, a Variance under SZO §5.5 for relief from the rear yard setback requirement under SZO §8.5.I, and a Special Permit to alter a nonconforming structure under SZO §4.4.1 to construct a rear addition with parking on an existing 2½ story four-family dwelling. RC zone. Ward 3.

Zoning District/Ward: RC zone / Ward 3

Zoning Approval Sought: Special Permit with Site Plan Review under SZO §7.11.1.c, Variance under SZO §8.5.I and §5.5, and Special Permit under SZO §4.4.1

Date of Application: May 31, 2012

Date of Public Hearing: Zoning Board of Appeals – **September 5, 2012**

I. PROJECT DESCRIPTION

1. Subject Property: The project site consists of two lots, 129 and 129R Highland Avenue. 129 Highland Avenue has 9,775 square feet, is located in an RC district, and has frontage onto Highland Avenue. The other lot, 129R Highland Avenue, is 5,674 square feet, is located in an RA district, and is located behind the 129 Highland Avenue parcel. 129R Highland Avenue is a land locked



CITY HALL • 93 HIGHLAND AVENUE • SOMERVILLE, MASSACHUSETTS 02143
(617) 625-6600 EXT. 2500 • TTY: (617) 666-0001 • FAX: (617) 625-0722

www.somervillema.gov



parcel, meaning it has no frontage onto any roadway. The only way to access this parcel is over 129 Highland Avenue or through another neighboring property. Together, the two lots combine for a 15,449 square foot project site near the intersection of Sycamore Street and Highland Avenue. Currently there is a 2½ story, hipped roof, four unit residential building on the property with 3,758 square feet of habitable space.

2. Proposal: The property owner currently has control over both 129 and 129R Highland Avenue. However, the Applicant and Owner are working out an agreement with some of the abutting neighbors to sell 129R Highland Avenue to two or more of the adjacent neighbors in a joint ownership agreement. In this agreement, which is still being finalized, the current owner would relinquish his rights to the 129R Highland Avenue parcel and the neighbors would become joint owners of the property. From there, the Applicant would move forward with the proposed project to convert the existing four unit structure into a seven unit building via a substantial rear addition at 129 Highland Avenue. A small portion at the rear of the existing structure would be taken off and then a two story addition with parking underneath would extend deep into the lot. The existing building portion of the structure would be converted into three dwelling units and the new addition would contain four dwelling units over the top of 12 at grade parking spaces.

Unit # 1 would be located on the first floor of the existing building and would have two bedrooms, two full bathrooms, a living area, dining area, kitchen, and an enclosed porch that would span the entire width of the structure. Units # 2 and # 5 would be located on the second and third floors of the existing building, both with two bedrooms and two full bathrooms. Unit # 2 would also contain a small study and a three sided fireplace. Units # 3, # 4, # 6, and # 7 would all be located in the newly constructed addition and have direct access via an internal/external stairway to the rear of the property. Each of these units would also have two bedrooms and two full bathrooms as well as two private outdoor balcony spaces at the side and rear of each unit, one of which connects directly to the master bedroom in each unit. These units would also have the standard living, dining, and kitchen areas. All of the units would be accessible through a common entryway/hallway that is located near the entrance to the parking area. All of the units are generally around 1,200 net square feet with the exception of Unit # 5 which would only be 930 net square feet.

The parking garage area would have 12 spaces including one handicap accessible space. This parking area would be screened around its entire perimeter with fencing to block the views of the parking area from Highland Avenue and from abutting properties. There would be also access to the 129R Highland Avenue parcel through the back of this parking area as well. A trash enclosure for the building would be located out the rear of the parking garage and to the left and four bicycle parking spaces would be located in the lobby of the common entryway. The third floor dormer on the front of the building will be slightly altered to return it to a design similar to the original dormer that was constructed when the house was built in the late 1800's.

3. Nature of Application:

Use

Under Somerville Zoning Ordinance (SZO) §7.11.1.c, any project that results in seven or more dwelling units on a site in the RC district requires a Special Permit with Site Plan Review (§5.2).

Alterations to the Structure

The existing four unit structure at the site is currently nonconforming with respect to its left side yard setback as the existing building is just four feet from the left side property line. Under SZO §4.4.1, lawfully existing nonconforming structures other than one- and two-family dwellings may only be altered,

enlarged, or extended by first obtaining Special Permit approval from the Special Permit Granting Authority, in this case the Zoning Board of Appeals. Additionally, although the structure is currently conforming with regard to its rear yard setback with 150 feet of distance between the structure and the rear property line, the proposed addition at the rear of the existing structure and the transfer of the 129R Highland Avenue parcel to the neighbors would then make this aspect of the building nonconforming because it would make the rear yard setback distance only seven feet when 20 feet is required. When a dimensional aspect of a structure is conforming in a proposed project and the resulting proposal would make that aspect nonconforming upon completion, this triggers the need for a Variance under SZO §5.5 before this alteration can occur. In this case the Applicant is seeking relief from the rear yard setback requirement as specified in SZO §8.5.I.

4. Surrounding Neighborhood: Much of the surrounding neighborhood contains primarily residential uses. The subject property is just 750 feet west of City Hall located in an RC district which runs along Highland Avenue containing mostly three- and multi-family dwellings, as well as some religious institutions and community uses. The Highland Masonic Temple Association is located directly to the right of the subject property and the First Church of Christ is located directly across the street. There is an RA district directly behind the subject property which contains primarily single- and two-family dwellings. Most of the structures along Highland Avenue are between four and seven stories in height. In the RA districts just off of Highland Avenue, most of the structures are between 2½ and 3 stories.

5. Impacts of Proposal: The largest change to the property as a result of this proposal would be the 78 foot long by 42 foot wide by three story high addition to the rear of the existing structure. While this may seem quite substantial at first glance, it is a fairly reasonable addition considering the new construction meets all of the dimensional requirements of the zoning district with the exception of the rear yard setback requirement. This is due to the large size of the 129 Highland Avenue lot which is 9,775 square feet. The existing use of the property is already a multi-family dwelling (4 units) and therefore the addition of three new units at the site would not greatly alter the impact of the property on the surrounding neighborhood as the area already has several three- and multi-family dwellings nearby. The proposal is providing all of the required parking on-site, at the rear of the property, underneath the new addition. As a result, there should be minimal impacts, if any, on the parking situation in the surrounding neighborhood and the view of much of the proposed on-site parking will be screened by the retained existing structure. The traffic flow for the project is also not anticipated to negatively impact the neighborhood as the project's location on Highland Avenue for bus service will also help to reduce potential traffic impacts that the project may create. Additionally, since almost the entire existing structure will be retained and the only alteration to the front of the building will be altering the oversized third floor gable dormer, the streetscape along Highland Avenue will not be impacted in any manner. In fact, by removing the existing oversized gable dormer at the front of the property and replacing it with a new dormer that is more in keeping with original dormer design when the building was constructed, the architectural integrity of the neighborhood will actually be enhanced. Most of the construction at the project site will take place at the rear of the property and should be contained by the existing structure at the front of the property and the vacant lot of 129R Highland Avenue. A six foot high fence will be installed around 3 sides of the property, with an opening at the rear of the property, to provide a visual buffer for neighbors from the parking spaces and condensing units which are located at grade. Lastly, since the project will only be taking place on the 129 Highland Avenue parcel, a substantial amount of greenspace (5,674 square feet) will be retained as open space which is a benefit that will be seen by all properties that abut the 129R Highland Avenue parcel.

6. Green Building Practices: The Applicant has indicated that "there are no green building practices that are being used."

7. Comments:

Fire Prevention: Indicated in a phone conversation with Planning Staff on Thursday, August 30, 2012, that they wanted the screening fence around the parking area to be lowered to a height of four (4) feet and they also wanted to work with the Applicant and Owner on the landscaping specifics along each side of the building to ensure that the plantings in these areas would not limit their ability to get equipment and fire apparatus down both the left and right sides of the structure.

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

Historic Preservation: Please see the attached memorandum from Preservation Planer Kristi Chase dated June 28, 2012.

Traffic and Parking: Has been contacted but has not yet provided comments.

DPW/Highway/Lights & Lines: Has been contacted but has not yet provided comments.

Housing: Has been contacted but has not yet provided comments.

Conservation Commission: Has been contacted but has not yet provided comments.

Engineering: Has been contacted but has not yet provided comments.

Wiring Inspector: Indicated in an email to Planning Staff on Wednesday, June 27, 2012 that "Highland Avenue is already underground. I have a concern on the service size given the number of units. Planning should require some sort of letter from NStar on what they can deliver to this development. A pad mount transformer is likely required here. Let the developers do the ground work up front."

Design Review Committee: The Design Review Committee reviewed the proposal at the follow meeting:

July 19, 2012:

The DRC asked about the following aspects of the project and the Agent/Architect provided the following responses.

- Will the front landscaping remain? – (r) A full landscape plan has not been done yet, but much of the existing character will remain.
- What is located on the adjacent property to the left of the subject property? – (r) A group home.
- Are the neighbors supportive of this proposal? – (r) They appear to now be supportive. They were against the original design with multiple town houses, but they are comfortable with this design leaving the rear parcel undeveloped. It will be beneficial to the neighborhood to restore the existing building and retain the rear lot.
- Will the screening fence be chain link? – (r) It will be wood stockade or lattice.
- Will the residents of 129 Highland Avenue have access to the rear lot? – (r) I do not think so. The deal has not been finalized. The Applicant will buy both lots and then sell the rear lot to the neighbors. He bought two lots with the intention of developing them both, but the neighbors would rather purchase the rear lot to keep it vacant.

- Where are the condensing units? – (r) On the left side of the structure. So the greenspace area is where the condensing units will be located.
- Will the brick foundation remain? – (r) Yes, that is correct.
- What is the scope of the renovations to the existing building? – (r) The existing building will be gutted and the exterior will be restored and brought up to code.
- The Commission feels that the overall design and massing is quite successful, but did you consider bringing some of the wall down to grade on the left side? – (r) A wall on that side would look like a fence because it has to be fairly porous for the parking garage for ventilation.
- What are you proposing for the siding? – (r) Clapboard in the rear and shingle on the front. That is a better strategy rather than all siding being uniform.
- What are the driveway materials? – (r) A paver material, such as a concrete unit paver.
- Does one of the units have the potential to be converted into an accessible unit? – (r) Yes. The development will try to accommodate a handicapped accessible unit if necessary.

Vehicular access to the garage looks very tight in terms of making the turn; it seems dangerous. The Commission recommends evaluating this point of access. The garage entrance corner will need to float and the column under the second floor kitchen has to be addressed somehow. The column either has to be shifted back or it has to be a cantilever to eliminate the column all together because there is no way to turn a car through there currently. Perhaps the kitchen could be cut back a bit to make parking easier.

It would be good to delineate the rear addition more as well. It might be good to acknowledge that on a grander scale, and perhaps put a gable and a dormer on the angled portion.

The left side of the building above the parking lot appears to be floating or hovering. The Commission recommends bringing some of that wall down to grade in order to ground that side of the building and shield the parking. Perhaps it would be possible to bring down everything except where the porches are which would allow for parking ventilation but also for the building to be grounded.

The double fence is a bit odd. Using rod-iron fencing might work better to link the new construction into the existing building.

On one set of perspective plans, on the right side the rear addition sticks out a little bit farther and there is a fairly blank façade that looks a bit foreboding because there are no windows or openings. But in another plan it looks as if kitchen windows do exist there. The Commission wants to ensure that the kitchen windows show up in the final plans, because that would address the issue and make that portion of the building seem more welcoming.

There may be an opportunity to make the trash enclosure something more than just a fenced object. Masonry on the siding could get at the feeling of the existing structure. It may be better to shield the trash enclosure a bit more; a shed roof would make it look more like a building.



Existing Conditions: Front of Existing Building (Top) and Rear of Existing Building (Bottom)



II. FINDINGS FOR SPECIAL PERMIT with SITE PLAN REVIEW (SZO §5.2, §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.
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.”

In considering a Special Permit with Site Plan Review under §7.11.1.c of the SZO, the Staff finds that the use proposed would not be substantially more detrimental to the neighborhood than the existing use. The Applicant is meeting all dimensional and parking requirements of Article 8 and Article 9 in the design of the proposed addition with the exception of the rear yard setback requirement. The reasoning behind this is that Applicant and Owner are working out an agreement with the neighbors where the parcel at 129R Highland Avenue would be transferred into joint ownership of the neighbors before the project is constructed. This means that the Applicant could no longer use the depth of the 129R Highland Avenue parcel towards meeting the rear yard setback requirement, which would trigger the need for a Variance since the project would be constructed with only seven feet of setback from the rear property line. Other than this Variance request, the Applicant is meeting all other dimensional requirements, including lot area per dwelling unit at the site.

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 (6.1.3. RC - Residence Districts), which is, “To establish and preserve a district for multi-family residential and other compatible uses which are of particular use and convenience to the residents of the district.”

4. Site and Area Compatibility: The Applicant has to ensure that the project “is 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 buildings are compatible with those prevalent in the surrounding area.”

The proposed use would be compatible with the surrounding residential uses of the neighborhood. The property is located in an RC zoning district that runs along both sides of Highland Avenue. Immediately to left of the property is a group home, to the right is the Highland Masonic Temple Association, and at the rear is an RA zoning district with a mixture of single- and two-family dwellings. Along Highland Avenue there are a number of uses including several multi-family dwellings, institutional uses, and commercial/retail entities. Many of the structures along Highland Avenue are between four and seven stories in height, while the residential neighborhood behind the project site is mostly 2½ and 3 story structures. The proposed size and massing of the rear addition is in keeping with the overall context of the structures along Highland Avenue. The rear addition would be lower than the existing structure at the front of the property and at 34 feet in height, still 6 feet below the maximum allowable height requirement in the RC district. Additionally, by maintaining the existing structure right up against Highland Avenue and locating the parking at the rear of the lot, the project helps to maintain the existing streetscape experience along Highland Avenue and to promote a more friendly pedestrian environment. The project would still be maintaining the lot area per dwelling unit requirements for the district, along with all other dimensional

requirements with the exception of the required rear yard setback. However, this is mainly due to the fact that the property Owner has agreed to sell his rights to the 129R Highland Avenue parcel, which has no frontage, to the neighbors as part of developing the 129 Highland Avenue lot. The 129R Highland Avenue parcel will function as open space, but for the purposes of zoning it could not be counted towards the rear yard setback requirement in the 129 Highland Avenue lot.

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

The site meets the accepted standards for a functional design. The proposal will build off of the existing 2½ structure at the site and expand deeper into the lot with a portion of the structure that will contain four dwelling units and the project’s 12 parking spaces underneath this addition at grade. The parking area has sufficient space for vehicles to maneuver and exit the site in a forward direction. The Applicant will need to confirm with the City Engineer that the drainage system is acceptable, as conditioned.

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.”

The approval of the Special Permit with Site Plan Review shall be contingent upon the City Engineer’s determination that no adverse impacts on public systems will result from the development. The current use at the site is a four-family residential use and Staff is anticipating that the proposed three additional units will not adversely impact the public services, street system, or sidewalks in the area.

7. Environmental Impacts: The Applicant has to ensure that the project “will not create adverse environmental impacts, including those that may occur off the site, or such potential adverse impacts will be mitigated in connection with the proposed development, so that the development will be compatible with the surrounding area.”

Due to the residential nature of the proposed structure, no environmental impacts are foreseen as a direct result of this development. No new glare, smoke, vibration, nor emissions of noxious materials nor pollution of water ways or ground water nor transmission of signals that interfere with radio or television reception are anticipated as part of the proposal. There may be a slight increase in noise with the addition of three units to the site, but in the context of a mixed-use streetscape environment with heavy traffic on Highland Avenue, the impacts will be fairly minimal. The structure on the property will remain a multi-family residential building in an RC District, which is consistent with the surrounding neighborhood.

8. Consistency with Purposes: The Applicant has to ensure that the project "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 providing for and maintaining “the uniquely integrated structure of uses in the City; to lessen congestion in the streets; to protect health; to secure safety from fire, panic and other dangers; to conserve the value of land and buildings; and to encourage the most appropriate use of land throughout the City.”

The proposal is also consistent with the purpose of the district (6.1.3. RC - Residence Districts), which is, "To establish and preserve a district for multi-family residential and other compatible uses which are of particular use and convenience to the residents of the district."

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."

At this site there will be minimal if any grading to construct the project and there is no concern of erosion or the stripping of steep slopes as the site is relatively flat. On the 129 Highland Avenue parcel, the landscaping at the front and side of the property will be clean up and enhanced as part of the project. The landscaping at the front of the property will be visible from the Highland Avenue streetscape and will enhance the attractiveness of the neighborhood. Additionally, as part of this proposal, a significant area of greenspace will be preserved as the Applicant and Owner are working out an agreement with the neighboring property owners to have the 129R Highland Avenue parcel become jointly owned by multiple abutting neighbors. This parcel would then remain preserved as open space for all the abutting properties to enjoy and will act as a rear yard buffer for the proposed project.

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."

The existing building's massing and strong presence along Highland Avenue will not change as part of this project. The proposed addition will be entirely at the rear of the property therefore will not greatly alter the streetscape experience along Highland Avenue in any manner. The scale and massing of the proposed addition is also keeping in context with the surrounding neighborhood. The rear addition will be slightly lower than the existing building and will be well within the height limitations for the RC district at 34 feet. By maintaining the context of the existing structure on Highland Avenue and locating the parking at the rear of the lot, the project helps to maintain the existing streetwall pattern along Highland Avenue and will promote a more friendly pedestrian environment. Furthermore, by relinquishing rights to 129R Highland Avenue parcel and extending the proposed addition into the rear portion of the project site, much of the existing vegetation on this land locked parcel will be preserved for the neighboring properties to enjoy.

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.”

While additional review is required of drainage plans, any approval of the Special Permit with Site Plan Review should be conditional upon the City Engineer’s approval of such plans and determination that no adverse impact will result to the drainage system from the project’s design. Planning Staff has recommended this as a condition of the Special Permit with Site Plan Review.

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.”

Please see the attached memorandum from Preservation Planner Kristi Chase dated June 28, 2012.

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 appearance of the new seven unit building and the site in general will enhance the surrounding neighborhood. The proposal will renovate the existing structure at the front of the property, including landscaping, and the proposed rear addition will be substantially screened by the existing structure as it is lower in height. The parking for the project is located at the rear of the property and will be substantially screened by the existing building and proposed fencing for the project. Since almost the entire existing structure will be retained and the only alteration to the front of the building will be altering the oversized third floor gable dormer, the streetscape along Highland Avenue will not be impacted in any manner. In fact, by removing the existing oversized gable dormer at the front of the property and replacing it with a new dormer that is more in keeping with original dormer design when the building was constructed, the architectural integrity of the neighborhood will actually be enhanced.

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.”

The lighting will be residential in nature and conditioned to not interfere with neighboring properties.

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.”

Emergency vehicles and personnel will have access to Unit # 1 in the building directly off of Highland Avenue through the front entrance. All other units in the structure will need to be accessed through the common entrance and hallway near the entryway to the parking garage. The proposed driveway is 14 feet wide which meets the required width for emergency vehicles since the entire building will be fire

suppressed. However, the curb cut on Highland Avenue is only 13 feet wide and Staff has included a condition that this be widened by one foot to 14 feet to meet this emergency vehicle access requirement. Emergency equipment and apparatus can also be taken down both the left and right sides of the proposed addition as the structure has been pulled back away from each side property line.

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.”

The existing site has one 13 foot wide curb cut on Highland Avenue that will be maintained as part of this project. This will be the only way into and out of the parking area at the rear of the property and therefore the existing traffic patterns at the site will remain the same. Fire Prevention is requiring that this curb cut be widened by one foot to 14 feet to accommodate for the appropriate emergency vehicle access width. Planning Staff has proposed this as a condition of the Special Permit.

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.”

The Applicant is proposing to tie into the existing City services for electric, telephone and cable. Any new lines would be placed underground in accordance with the SZO and the policies of the Superintendent of Lights and Lines.

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 existing use of the property is already a multi-family dwelling (4 units) and therefore the addition of three new units at the site would not greatly alter the impact of the property on the surrounding neighborhood as the area already has several three- and multi-family dwellings nearby. Most of the construction at the project site will take place at the rear of the property and should be contained by the existing structure at the front of the property and the vacant lot of 129R Highland Avenue. A six foot high fence will be installed around 3 sides of the property, with an opening at the rear of the property, to provide a visual buffer for neighbors from the parking spaces and condensing units which are located at grade. Additionally, since the project will only be taking place on the 129 Highland Avenue parcel, a substantial amount of greenspace (5,674 square feet) will be retained as open space which is a benefit that will be seen by all properties that abut the 129R Highland Avenue parcel.

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.”

Due to the residential nature of the building, signage is not anticipated on the site. Any signage in the future would have to conform to the sign standards for residential districts.

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.”

The trash enclosure for the building will be located at the back left of the parking garage for the project, just to the left of the opening to the 129R Highland Avenue parcel. This enclosure is a full enclosure (enclosed on all sides, including the top) and is incorporated into the support poles for the back portion of the addition. The condensing units for the project are located along the left side of the existing structure. These will be screened from the neighboring properties by the existing building as well as by the six foot privacy fence that will be erected along the left side property line. Transformers are not being proposed for this project, however, Planning Staff is also recommending a condition be included to screen transformers if they were to ever to be implemented.

21. Screening of Parking: The Applicant must ensure that “the parking areas should be screened or partitioned off from the street by permanent structures except in the cases where the entrance to the parking area is directly off the street.”

All 12 of the required parking spaces will be well screened from Highland Avenue as the parking area is located behind the existing structure and underneath the rear addition. Where the existing building does not block views of the parking area a screening fence will be used to partition off the parking spaces from the street as well as the neighboring properties. In the current design, there is not screening to block views of the parking area looking directly up the driveway from Highland Avenue, however, Planning Staff has proposed a condition that the Applicant be required work with Staff to ensure that an acceptable solid screening be implemented in this area if possible and acceptable to the Fire Department.

III. FINDINGS FOR SPECIAL PERMIT (SZO §5.1, §4.4.1):

In order to grant a Special Permit, the SPGA must make certain findings and determinations as outlined in §5.1.4 of the SZO. This section of the report goes through §5.1.4 in detail.

1. Information Supplied: The Staff finds that the information provided by the Applicant conforms to the requirements of §5.1.2 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."

In considering a Special Permit under §4.4 of the SZO, Staff finds that the renovations and expansions proposed would not be substantially more detrimental to the neighborhood than the existing structure. The renovations to the existing structure as well as the enhanced landscaping will beautify the existing property, which will benefit the surrounding neighborhood. While the proposed addition may seem quite substantial at first glance, it is a fairly reasonable addition considering the new construction meets all of the dimensional requirements of the zoning district with the exception of the rear yard setback requirement. This is due to the large size of the 129 Highland Avenue lot which is 9,775 square feet. The existing use of the property is already a multi-family dwelling (4 units) and therefore the addition of three new units at the site would not greatly alter the impact of the property on the surrounding neighborhood as the area already has several three- and multi-family dwellings nearby. The proposal is providing all of the required parking on-site, at the rear of the property, underneath the new addition. As a result, there should be minimal impacts, if any, on the parking situation in the surrounding neighborhood and the view of much of the proposed on-site parking will be screened by the retained existing structure. Additionally, since almost the entire existing structure will be retained and the only alteration to the front of the building will be altering the oversized third floor gable dormer, the streetscape along Highland Avenue will not be impacted in any manner. In fact, by removing the existing oversized gable dormer at the front

of the property and replacing it with a new dormer that is more in keeping with original dormer design when the building was constructed, the architectural integrity of the neighborhood will actually be enhanced. Lastly, since the project will only be taking place on the 129 Highland Avenue parcel, a substantial amount of greenspace (5,674 square feet) will be retained as open space which is a benefit that will be seen by all properties that abut the 129R Highland Avenue parcel.

3. Consistency with Purposes: The Applicant has to ensure that the project "is consistent with (1) the general purposes of this Ordinance as set forth in Article 1, and (2) the purposes, provisions, and specific objectives applicable to the requested special permit which may be set forth elsewhere in this Ordinance, such as, but not limited to, those purposes at the beginning of the various Articles."

Please see Item 8 in Section II for the consistency with purposes finding which is the same for the Special Permit and the Special Permit with Site Plan Review.

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 project is compatible with the characteristics of the surrounding residential neighborhood. For the most part, all of the structures in the area are between 2½ and 3 stories. At 34 feet in height, the rear addition is consistent in scale and massing with the structures in the surrounding area. In fact, the building is actually shorter than a number of buildings along Highland Avenue. Additionally, when completed, the seven dwelling units at the site would also be consistent with density of many of the other properties along Highland Avenue. Further, by making the 129R Highland Avenue parcel an open space lot, the project separates itself from the RA residential neighborhood at its rear where most of the properties are single- and two-family dwellings. By maintaining the presence of the existing structure along Highland Avenue and locating the parking towards the rear of the lot underneath the addition, the project helps to maintain the existing streetwall along Highland Avenue and promote a more pedestrian friendly environment.

5. Adverse 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.

No adverse environmental impacts are anticipated as part of this proposal. No new glare, smoke, vibration, nor emissions of noxious materials nor pollution of water ways or ground water, nor transmission of signals that interfere with radio or television reception are anticipated as part of the proposal. There may be a slight increase in noise with the addition of three units to the site, but in the context of a mixed-use streetscape environment with heavy traffic on Highland Avenue, the impacts will be fairly minimal. The structure on the property will remain a multi-family residential building in an RC District which is consistent with the surrounding neighborhood.

6. Vehicular and Pedestrian Circulation: The circulation patterns for motor vehicles and pedestrians which would result from the use or structure will not result in conditions that create traffic congestion or the potential for traffic accidents on the site or in the surrounding area.

The traffic flow and parking situation for the project are not anticipated to negatively impact the surrounding neighborhood. The proposal is providing all of the required parking on-site (12 spaces), at the rear of the property, underneath the new addition. As a result, there should be minimal impacts, if any,

on the parking situation in the surrounding neighborhood and the view of much of the proposed on-site parking will be screened by the retained existing structure. The traffic flow for the project is also not anticipated to negatively impact the neighborhood as the project's location on Highland Avenue for bus service will also help to reduce potential traffic impacts that the project may create.

IV. FINDINGS FOR VARIANCE (SZO §5.5, §8.5.I)

In order to grant a Variance the Board 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 Applicant indicated the following response to this question in their application:

"The special circumstances affecting the land relative to this project is the shape of the lot, it is an RA lot and RC lot which creates an odd shaped lot and thus requires the variance for the rear yard setback. This has therefore, created a hardship under these special circumstances with the unusual shape of the lot as proposed in the site plan."

The Applicant's proposed project is triggering the need for a rear yard setback Variance because the existing structure on the project site currently meets the minimum rear yard setback requirement of 20 feet, but the proposed addition would not. The existing structure has a rear yard setback of 150 feet because the current site includes both the 129 and 129R Highland Avenue parcels. However, the proposed addition at the rear of the existing structure would only be seven feet from the rear property line due to the proposed transfer of the 129R Highland Avenue parcel into joint ownership of the surrounding neighbors. This transfer of ownership of the 129R Highland Avenue parcel to the neighbors is something that the abutters had pushed for and allows for that parcel to remain as undeveloped open space for all abutting properties to enjoy. In essence, this parcel will be acting as a setback and buffer for all of the neighbors at the rear of the property and it would create a more substantial setback than the normally required 20 feet. This transfer of ownership rights is something that the neighbors had requested and the owner is amenable to, but it does create a nonconformity for the proposed rear addition. Therefore, Planning Staff finds that there are special circumstances affecting the property that are causing a substantial hardship.

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 Applicant indicated the following response to this question in their application:

"The variance is the minimal approval necessary to grant reasonable relief to the owner/applicant with the lot's odd shape it would be difficult to present a building on the site that would meet other requirements and achieve the seven (7) residential units. This therefore, results in the most reasonable use of the land since there would be three (3) additional residential units on the site as well as enough on site parking to accommodate all seven (7) of the dwelling units. As stated, the lot's odd shape gives the Applicant very few options to develop the site to its full potential. In this proposal there will be seven (7) residential units with sufficient parking all on the site, this type of proposal is very rare and especially with lots that are of odd shape."

The existing structure at the 129-129R Highland Avenue project site is conforming to its 20 foot rear yard setback requirement but the proposed addition would not be conforming with only seven feet of setback from the rear property line. While this new nonconformity is created because the 129R Highland Avenue parcel will be transferred to the ownership of the abutting neighbors, the existing four unit structure would still not have a rear setback nonconformity if the 129R parcel changed ownership. A four unit residential use at the property appears to Planning Staff to be a reasonable use of subject property. Additionally, there appears to be space, even after the 129R parcel changed hands, to pull back the proposed addition another 13 feet to allow the addition to meet the rear yard setback requirement of 20 feet. Therefore, Planning Staff is unable to determine that the request for the rear yard setback Variance is the minimum amount of relief necessary to make reasonable use of the property.

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.”

The Applicant indicated the following response to this question in their application:

“The granting of the variance will be in harmony with the Somerville Zoning Ordinance and not be injurious to the neighborhood or otherwise detrimental to the public welfare, as the proposal will provide three (3) additional residential dwelling to the site and there will be sufficient parking for all seven (7) of the units on the site itself. Therefore, there will not be taking any of the on street parking from the neighborhood.”

The proposed Variance is in harmony with the intent of the Ordinance and it does not appear that it would be injurious to the surrounding neighborhood. Even though the Applicant is requesting a rear yard setback Variance to construct the project, it will only have a minimal impact to the immediate abutters. The rear yard setback nonconformity of the project is trigger by the fact that the 129R Highland Avenue parcel will no longer be owned by the current property owner if this project moves forward. Once this property changes ownership, the project site could no longer count the 129 Highland Avenue parcel towards the distance needed to meet the rear yard setback requirement. The land swap agreement that will take place will turn the 129R Highland Avenue parcel into an open space lot that will act as a buffer to all the neighbors at the rear of the project site and, in a sense, function as a rear yard setback of between 50 and 60 feet. Had the Owner not decided to work out an agreement with the neighbors, the land area of 129R Highland Avenue could have been used towards the required rear yard setback for the project. Therefore, Planning Staff finds that approving the Variance will facilitate a development that meets or exceeds the expectations of the SZO and that the requested Variance would not be injurious to the neighborhood or detrimental to the public welfare.

V. RECOMMENDATION

Special Permit with Site Plan Review under §7.11.1.c, Special Permit under §4.4.1, and Variance under §5.5 & §8.5.I

Based on 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 **SPECIAL PERMIT**.

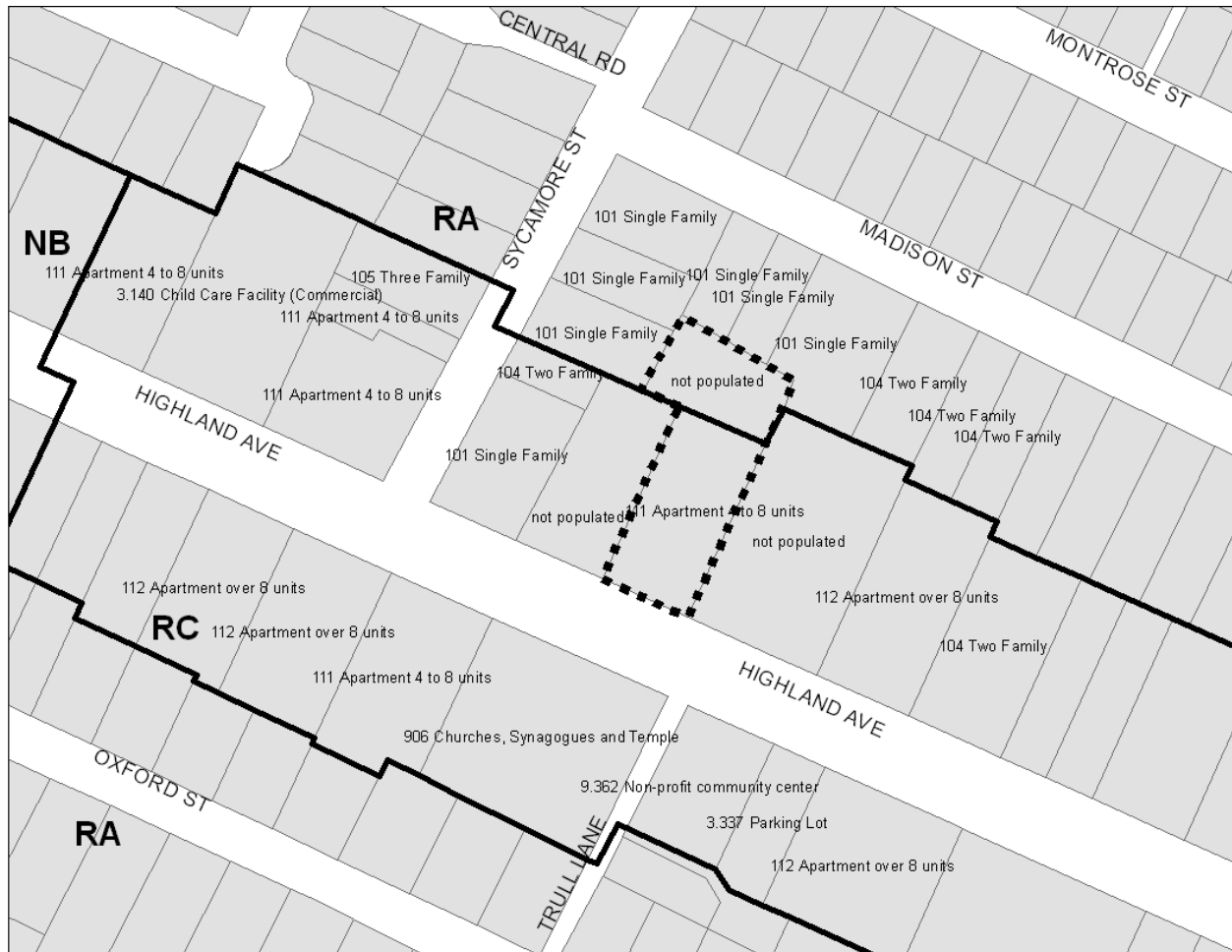
Based on the above findings and subject to the following conditions, the Planning Staff is **UNABLE TO RECOMMEND APPROVAL** of the requested **VARIANCE**.

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																		
1	Approval is for the establishment of a seven (7) unit residential use under SZO §7.11.1.c, for relief from the minimum rear yard setback requirement under SZO §8.5.I, and to make renovations to an existing nonconforming structure under SZO §4.4.1 to construct a rear addition with parking. This approval is based upon the following application materials and the plans submitted by the Applicant:	BP/CO	ISD/Plng.																			
	<table><tr><th>Date (Stamp Date)</th><th>Submission</th></tr><tr><td>(May 31, 2012)</td><td>Initial application submitted to the City Clerk’s Office</td></tr><tr><td>August 27, 2012 (August 28, 2012)</td><td>Cover Sheet</td></tr><tr><td>January 5, 2012 (August 28, 2012)</td><td>Plot Plan</td></tr><tr><td>August 27, 2012 (August 28, 2012)</td><td>Zoning Compliance Sheets (Z-1 – Z-3)</td></tr><tr><td>August 27, 2012 (August 28, 2012)</td><td>Proposed Architectural Site Plan (A-0)</td></tr><tr><td>August 27, 2012 (August 28, 2012)</td><td>3D Views (A-0.1)</td></tr><tr><td>August 27, 2012 (August 28, 2012)</td><td>First Floor/Parking Level, Second Floor Plan, and Third Floor Plan (A-1 – A-3)</td></tr><tr><td>August 27, 2012 (August 28, 2012)</td><td>Front & Rear Elevations & Section, Driveway Elevation, and Side Elevation (A-4 – A-6)</td></tr></table>				Date (Stamp Date)	Submission	(May 31, 2012)	Initial application submitted to the City Clerk’s Office	August 27, 2012 (August 28, 2012)	Cover Sheet	January 5, 2012 (August 28, 2012)	Plot Plan	August 27, 2012 (August 28, 2012)	Zoning Compliance Sheets (Z-1 – Z-3)	August 27, 2012 (August 28, 2012)	Proposed Architectural Site Plan (A-0)	August 27, 2012 (August 28, 2012)	3D Views (A-0.1)	August 27, 2012 (August 28, 2012)	First Floor/Parking Level, Second Floor Plan, and Third Floor Plan (A-1 – A-3)	August 27, 2012 (August 28, 2012)	Front & Rear Elevations & Section, Driveway Elevation, and Side Elevation (A-4 – A-6)
	Date (Stamp Date)				Submission																	
	(May 31, 2012)				Initial application submitted to the City Clerk’s Office																	
	August 27, 2012 (August 28, 2012)				Cover Sheet																	
	January 5, 2012 (August 28, 2012)				Plot Plan																	
	August 27, 2012 (August 28, 2012)				Zoning Compliance Sheets (Z-1 – Z-3)																	
	August 27, 2012 (August 28, 2012)				Proposed Architectural Site Plan (A-0)																	
	August 27, 2012 (August 28, 2012)				3D Views (A-0.1)																	
	August 27, 2012 (August 28, 2012)				First Floor/Parking Level, Second Floor Plan, and Third Floor Plan (A-1 – A-3)																	
August 27, 2012 (August 28, 2012)	Front & Rear Elevations & Section, Driveway Elevation, and Side Elevation (A-4 – A-6)																					
Any changes to the approved plans or elevations that are not <i>de minimis</i> must receive SPGA approval.																						

2	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	
3	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	
4	The Applicant will be required to demonstrate that the project meets the current City of Somerville stormwater policy. Utility, grading, and drainage plans must be submitted to the Engineering Department for review and approval.	BP	Eng.	
5	Applicant shall provide final material samples for siding, trim, windows and doors to the Planning Staff for review and approval prior to construction.	BP	Plng.	
6	The Applicant shall provide a Landscape Plan to Planning Staff for review and approval, prior to the issuance of a Building Permit. The Landscape Plan should indicate specific plantings at the site and also identify a proposed location for a transformer should the need arise to install one.	BP	Plng.	
7	The Applicant/Owner shall work with Planning Staff on the particular type of screening fence for the privacy fence at the perimeter of the project site and for the parking area.	BP	Plng.	
8	The Applicant/Owner shall obtain permission for and implement a one (1) foot expansion to the curb cut on Highland Avenue to provide a 14 foot wide access lane from Highland Avenue into the project site.	BP	Plng.	
9	The Owner shall file the appropriate paperwork with the Middlesex South Registry of Deeds that relinquishing the Owner's rights to the 129R Highland Avenue parcel to the neighbors. A copy of this documentation should be provided to Planning Staff.	BP	Plng.	
10	The Applicant or Owner shall work with the Fire Prevention Bureau to provide adequate access along each side of the building while still maintaining landscaping requirements in these areas as specified under SZO §2.2.81.	CO	FP and Plng.	

11	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	
12	The Applicant or Owner shall meet the Fire Prevention Bureau's requirements.	CO	FP	
13	The screening fence for the parking area shall only be four (4) feet in height.	CO	FP	
14	If possible, the screening fence for the parking area shall be implemented to block views of the rear parking area from Highland Avenue looking up the driveway for the project.	CO	Plng.	
15	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	
16	If implemented, any transformers shall be fully screened.	CO	Plng.	
17	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.	Perpetual	ISD	
18	Landscaping should be installed and maintained in compliance with the American Nurserymen's Association Standards.	Perpetual	Plng. / ISD	
19	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.	Perpetual	ISD	
20	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.	

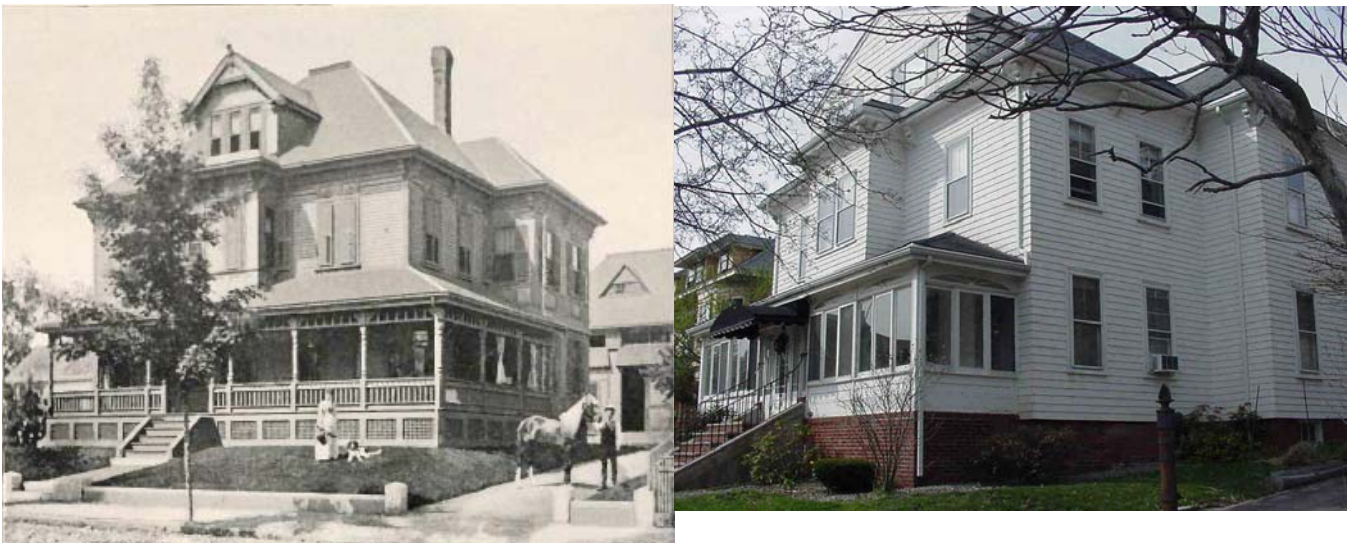


129-129R Highland Avenue

To: Planning Division
From: Kristi Chase, Preservation Planner
Date: June 28, 2012
Re: HPC 12.074 – 129 Highland Avenue

Historic and Architectural Significance

This property has never been surveyed. A quick review of the Hopkins, Bromley and Stadley atlases show that the house belonged to former Mayor Edward Glines and his widow Frances C. He purchased the property before 1884 and constructed the house and stable before 1895. Mayor Glines' administration was involved with many of the landmarks we see in the City today such as the Prospect Hill Tower, the Armory, Somerville Hospital and several schools.



Existing Conditions

The house is located on a busy local artery with several other grand 1890s residences, most of which have been altered in some way. It abuts the National Register Ralph Waldo Cram designed First Universalist Church and is near several other National Register properties.

The building has had several alterations since it was constructed the most noteworthy are the large dormer, removal of the original wrap-around porch and the construction of an enclosed front porch with a shallower brick rather than granite stairway. Building permits reveal that from July 1924, the stable had been used as a dance hall until it was demolished in April 1927. The last building permit found was for the demolition of the garage and a porch repair in 1847. No permits were found for the enlarged dormer.

Recommendations

While bringing Mayor Glines' home back by returning the wrap-around porch and reconfiguring the dormer is unlikely, restoring the siding to wood clapboard and retaining the slate roof would go a long way toward giving the house some dignity.

The proposed new construction will not have a major impact on the streetscape, located as it is behind the original house and with a lower roofline. It generally follows HPC Guidelines for infill construction.

HPC GUIDELINES FOR ADDITIONS AND INFILL CONSTRUCTION

A. Size, Shape and Proportion

New building facades should be designed to look appropriate to, and compatible with, adjacent buildings. If there are no immediately adjacent structures, the applicant should look to nearby structures and blocks.

1. *Building height should be similar to nearby buildings, respecting the predominant heights of existing houses or commercial structures.*
2. *Facade proportions (ratio of width to height) should be similar to those of surrounding buildings to create or complement streetscapes and views with the area.*
3. *Roof forms should follow predominant styles of adjacent buildings.*
4. *Utility connections should be placed to minimize visibility from the street.*

B. Materials.

1. *Materials should be compatible with those used in adjacent structures or, when there are no immediately adjacent structures, buildings within the surrounding area. Exterior surfaces should be painted or otherwise finished in a similarly compatible manner.*
2. *Materials of foundation walls should be compatible with those of nearby buildings. If use of matching materials is impractical, substitutions that are not obtrusive should be used.*

C. Details

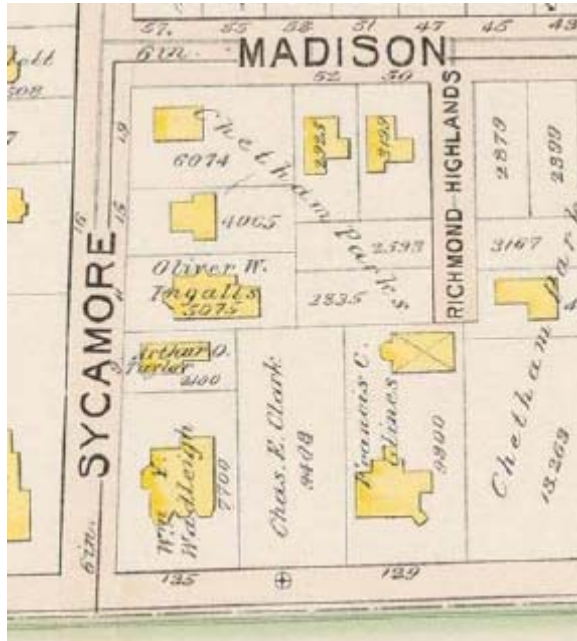
1. *Infill design can be approached with non-historic designs using simple neutral elements which will fit better with the character of the neighborhood. New designs generally should not copy existing structures, but must be consistent with the character, style and scale of those structures.*
2. *Door and window height-to width ratios should be similar to those in neighboring structures. The pattern established by the relationship of window or door openings and the surrounding wall area should respect the neighboring structures. The percentage of glass to wall should approximate that of neighboring structures.*
3. *Facade elements which can help give a new structure a historical appearance include:*
Window hoods and lintels;

Entrances with porches and balustrades;
Cornice lines with architectural detailing;
Brick work with quoins, corbels, and other details;

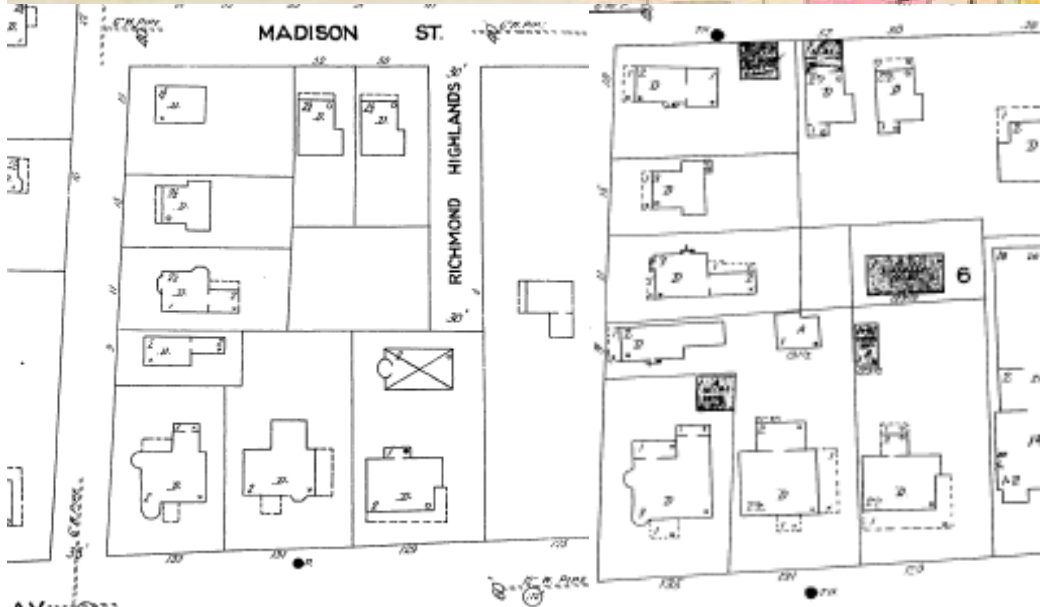
Friezes;
Gables;
Columns and pilasters; and
Chimneys

Any such detail elements must be consistent with the design of the structure. Adding details typical of one historic period may be inconsistent with a structure typical of the style of another period.

1895



1900



1900

1933

Cutter, William Richard, 1847-1918, ed. **Historic Homes and places and genealogical and personal memoirs relating to the families of Middlesex County, Massachusetts; (1908)** pp. 517-519; New York, Lewis Historical Publishing Company

“Hon. Edward Glines, son of Jacob T. Glines was born in Somerville, Massachusetts, August 31, 1849, and has always lived in that city. He was educated in the public schools of Somerville, graduating from the high school in 1869 under the principal ship of George L. Baxter, who served the city so long and well in that position, and is its principal now. Afterwards the high school building became the city hall, and Mr. Glines presided as mayor in the same room in which he had been a student. Active in athletics, Mr. Glines was eager to get into business, and followed his father's advice to make a beginning for himself. For a short time he was clerk in H. T. Parker's grocery store; then for two years he conducted an express business between Winter Hill and Boston. In 1872 he entered his father's business, beginning as clerk in the office and working his way up through the factory, on the road, and in the counting room, until he became thoroughly familiar with each department of the business. Even today his familiarity with all the work of the business accounts for the success of the company in great measure. When his father retired Edward Glines became the president and treasurer of the corporation—the J. T. Glines Company.



“Mr. Glines has always been a Republican, and from his early youth has shown an interest and taken part in public affairs. His first public office was that of member of the Somerville common council, to which he was elected in 1878, and he was chosen president of the council the following year, and ex officio member of the school committee. He was an overseer of the poor in 1885-86-87. In 1882-83 he represented his district in the general court, and served on important committees with distinction and efficiency. In 1885-86 he represented his district on the Republican state central committee. He was a state senator in 1887, and served on the committees on railroads, labor and public health, and was chairman of the committee on roads and bridges and on expediting business. He was re-elected, and in the following year was chairman of the railroad committee, chairman of the committee on federal relations and chairman of the committee on expediting business. As chairman of the railroad committee he reported and secured the passage of two important measures—the consolidation of the Old Colony and the Boston & Providence railroads, and the union of the Boston & Maine, the Eastern, and several other smaller railroad companies, into larger corporations. Mr. Glines had the exceptional good fortune of never losing a bill that he reported from his committees in either branch of the

legislature. In 1892 he was delegate to the Republican national convention, and also an elector on the Republican presidential ticket in the following campaign. In that year also he was the unanimous choice of the Somerville and Medford delegates for the congressional nomination. There were two other principal candidates—Hon. Samuel W. McCall, of Winchester, and William F. Wharton, of Boston, each of the candidates having about a third of the delegates. After five ballots Mr. Glines withdrew in favor of Mr. McCall, who has been reelected at each subsequent election.

“In 1900 Mayor Proctor appointed Mr. Glines a trustee of the public library, a position that he resigned a year later to become mayor of the city, he being the first native born citizen to occupy that position. For three years he was the chief executive of the city, each year being accorded a unanimous nomination, and his refusal to stand for a fourth term caused much disappointment and regret. Mayor Glines gave his time, talents and energy to the city during his terms of office. With his aggressive determination to accomplish results, he had tact and good sense, keeping his administration working smoothly from the highest to the humblest public servant. The city finances were admirably managed and many public improvements undertaken. Prospect Hill Park was laid out and the tower constructed; highways were greatly improved; various schoolhouses built; the property for the contagious hospital was purchased; the armory established; and in all ways the city blossomed under his wise and vigorous administration. The small pox epidemic, the coal famine, the assassination of President McKinley, the development of the Broadway Athletic Field, the suppression of the brown-tail-moth pest and the case of Patrolman Knight, required action during his term of office, and gave him, opportunity to demonstrate his ability to act in difficult and disagreeable as well as other situations. As the official head of the city, Mayor Glines brought Somerville into public notice and prominence to an unusual degree. His eloquence and forcefulness as a public speaker, inspired by a genuine love for his native place and regard for her institutions, attracted attention to the city, and undoubtedly assisted in its growth and progress. From his subordinates he required closest attention to duty, and inspired them with his own devotion to the city. He gave up office, to the regret of the people, feeling that he could no longer neglect his own affairs.

“Edward Glines was too young to serve in the Civil war, but when the war with Spain broke out he volunteered and was commissioned a captain by President McKinley. For seven years he served on the staff of General Thomas R. Mathews, of the First Brigade Massachusetts Volunteer Militia, retiring in 1905 with the rank of major. He is now deputy quartermaster- general, on the staff of Governor Guild, with the rank of lieutenant-colonel. Besides being a patriotic and public-spirited citizen, Mr. Glines has always been a generous contributor to public and private charities. He is a member of many social organizations, and was one of the founders of the Central Club, of which he was president in 1894-95. He has held office in the Somerville volunteer fire department. He is also a member of Soley Lodge of Free Masons ; Somerville Royal Arch Chapter; Orient Council; De Molay Commandery, Knights Templar ; Paul Revere Lodge of Odd Fellows ; the Boston Athletic Club ; the Corinthian Yacht Club ; the Bay State Riding and Driving Club; the Republican Club of Massachusetts ; the Middlesex, New England, Algonquin, Boston, Taylor, Cliff and Point Shirley clubs ; the Naval and Military Order, Spanish American War ; companion of the Legion of Foreign Wars ; and member of the Boston Chamber of Commerce in which he has served as chairman of the committee on arbitration. He is also a life member of the Somerville Improvement Association ; the Somerville Historical Society ; and

associate member of Willard C. Kinsley Post, No. 139, Grand Army of the Republic. No citizen of Somerville is more widely and favorably known. Few if any men in business in Boston stand higher in the estimation of their associates. The stamp of this firm is a guarantee of excellence. Not once during its existence has the factory been closed for want of orders. Each year has shown an increase in business and in net profit over the preceding year. On the order books of the Glines Company are the names of customers who were buying of the Glines firm before the present head of the house was born. The largest and best hotels of Boston are supplied by this concern. At no time in its history has the business been more flourishing and prosperous.

“Mr. Glines married Frances C. Hanks, daughter of Ziba P. and Nancy L. (Henderson) Hanks, of Augusta, Maine. No children.”