

130 Broadway Redevelopment



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UEP 294 – Green Urban Design & Place Making

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I. Executive Summary

130 Broadway is a large East Somerville property, located in the heart of the newly designated Broadway Commercial Corridor District (CCD) and is only a half mile from the MBTA Sullivan Station. The city of Somerville's recently approved streetscape improvements and the site's location make this piece of property prime for transportation and pedestrian oriented development.

The redevelopment plan encompassed in this report has been formulated by analyzing the site, neighborhood and the city's future plans for the corridor. In the formulation of this plan we felt it was critical to create sense of place and community through a car-free, pedestrian friendly and transit oriented development. The core of the plan is a 15,000 square foot plaza that connects the key elements of development as well as the existing neighborhood. The plaza spills directly out of the development's main building at 130 Broadway, which houses a 15,000 square foot Latin style dance hall and restaurant, 10,000 square feet of office space and 24 residences. Adjacent to 130 Broadway is a 12-unit residential building that helps the development blend into the existing neighborhood by its similar style and scale. And nestled in with the plaza is a community garden where members of the community will be able to gather together and grow their own food. The plaza also leads into a European style pedestrian oriented streetscape, where cars must adhere to very low speeds and which connects the development to Somerville's historic Gold Star Memorial Library.

The intention of the community and pedestrian focused design is to create a sense of place in the heart of the Broadway Commercial Corridor between Sullivan Station and McGrath Highway. While the new streetscape put forth by the city of Somerville is a step forward in helping to facilitate the redevelopment of the Broadway corridor and 130 Broadway, we feel that it is only one step. In order to ensure the success of this project and the revitalization of the Broadway corridor, the boundaries of the proposal have been expanded to include the restoration of streetcar service along Broadway. The redevelopment of 130 Broadway will create a sense of community and place, serving as the heart of the Broadway corridor, while the return of streetcar service along Broadway will serve as the community's connector facilitating economic growth.

II. Introduction

130 Broadway Somerville, MA

The design team for this project includes Andy Likuski, Janna Newman and Marcus Rozbitsky.

The contact person for the City of Somerville is Brad Rawson.

The purpose of this project is to create a pedestrian and community oriented center in the heart of the Broadway corridor through the redevelopment of a vacant building and site in Somerville, incorporating LEED ND and urban design principles.

The site was built in 1920 and is currently listed as an industrial warehouse. The site includes a vacant 29,000 square foot building with 8,400 square feet of parking and an additional 10,000 square feet across Glen Street. The most recent occupants of the site were City Cigarette Sales Inc. and Melo-Tone Vending Inc.

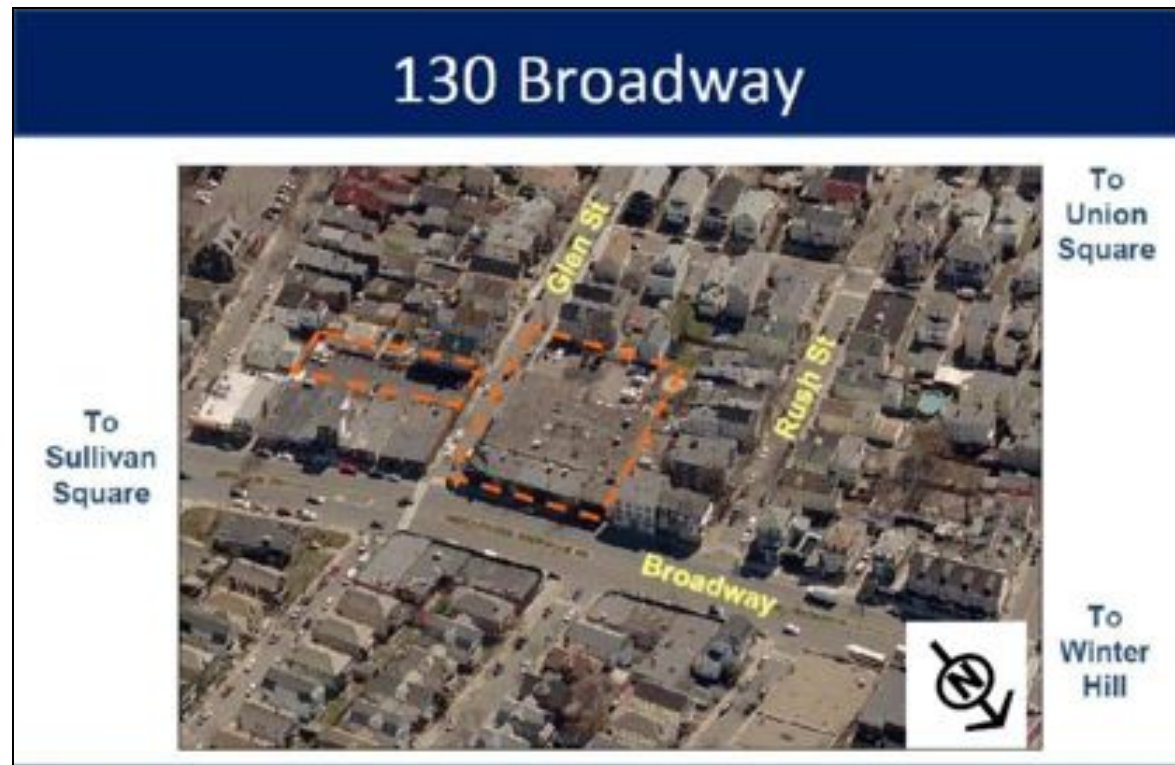


Figure 1 – Aerial photo of 130 Broadway

III. Site Description

Location and Zoning

130 Broadway is located in East Somerville, a half mile to the northwest of the Sullivan Station MBTA station, on the south side of Broadway. Glen Street runs between the building at 130 Broadway and a parking lot owned by the same owner. The closest cross-streets are Rush Street to the west and Cutter Street to the east. The neighborhood surrounding the site is bordered by Interstate 93 to the north and east and Route 28 to the west. As of February 2010, the site is zoned under a Commercial Corridor District (CCD), which allows for a five foot increase in building height for a total of 55 feet and an increase in maximum floor area ratio (FAR) from 2 to 3. The change offers substantial opportunity to increase density, as most buildings are two or three stories high and can now be increased to up to five stories. The zoning map in Figure 2 shows the CCD55 zone and indicates a maximum allowable height of 55 feet.



Figure 2 – Zoning Map

History

Originally part of Charlestown, East Somerville is one of the oldest and most densely settled areas of Somerville. Initially a farming community where Charlestown residents pastured their cows, East Somerville provided a relief from the city life of Boston when roads, bridges and the arrival of the railroad made the town an accessible and convenient location.

In contrast to other neighborhoods in Somerville, such as Spring Hill and portions of Prospect Hill and Winter Hill, where large lots were created affording spacious residences, the eastern part of the town was set out with a more urban development model. It included a grid system of narrow streets and small residential house lots. From the 1840s to the early 1870s, East Somerville was settled by a middle-class population that commuted to businesses in Boston. Their commute was made possible by the Boston and Maine Railroad through Sullivan Station located just to the north. In some cases, lots were as close as 200 feet to the railway depot.



Postcard offering a historic view of Broadway

Broadway is a major thoroughfare that serves as the gateway to Somerville as one comes from Charlestown and the city of Boston. Commerce along this street began around the same time that the horse-drawn trolley was introduced in the 1850s. Hurst's Broadway Theater, Tuck's Department Store, and Royal Furniture along with a host of other drug stores, soda fountains, and grocery stores once inhabited the corridor. Historic photographs depicting the streetcar system that ran through Broadway, as well as Hurt's Broadway Theater built in 1914 and now home to Mudflats Art Studio, are shown below.

The first recent distinct ethnic group to come to Somerville was Cape Verdeans hired by the Medford Basket Company in the 1960s and 1970s.

Cape Verdeans marked the beginning of a Portuguese speaking community that has increased since then. From the 1970s through to present day, many other ethnic groups have come to the area including Haitians, Salvadorians, Brazilians and people from other Latin American countries. Today, East Somerville is home to a large Latino and Brazilian population.¹



Hurt's Broadway Theater, built in 1914. Today the building is home to the Mudflats Art Studios, 149 Broadway, adjacent to 130 Broadway.

¹ East Somerville Main Streets. *East Somerville Main Streets*. http://www.eastsomervillemainstreets.org/about_us_mission.html (accessed May 10, 2010).

Site's Current Use

Currently, the building at 130 Broadway and the lot behind the building are vacant. They form one parcel that is 29,000 SQFT. Across Glen Street from this parcel is a 10,000 SQFT lot, where the owner rents out parking spaces. However, the lot is not used to its potential and only a maximum of 25% of the spaces are used during peak hours. In total, the site at 130 Broadway is 39,000 SQFT. See Figure 3 for a site map of 130 Broadway.



Figure 3 – Site map of 130 Broadway

Surrounding Uses

130 Broadway is in a Commercial Corridor District along with a mix of other uses. Restaurants, convenience/small grocery stores, and small specialty retail shops like a cell phone store, a woman's boutique clothing store, and a children's clothing store are located on Broadway. Also nearby are a library, an art studio, a senior and youth center, a daycare facility, and a hair salon. There are some single family homes and three-story apartment buildings also located on Broadway. However, a majority of residential units are found abutting 130 Broadway to the south. See Figure 4 for a map of the surrounding uses.

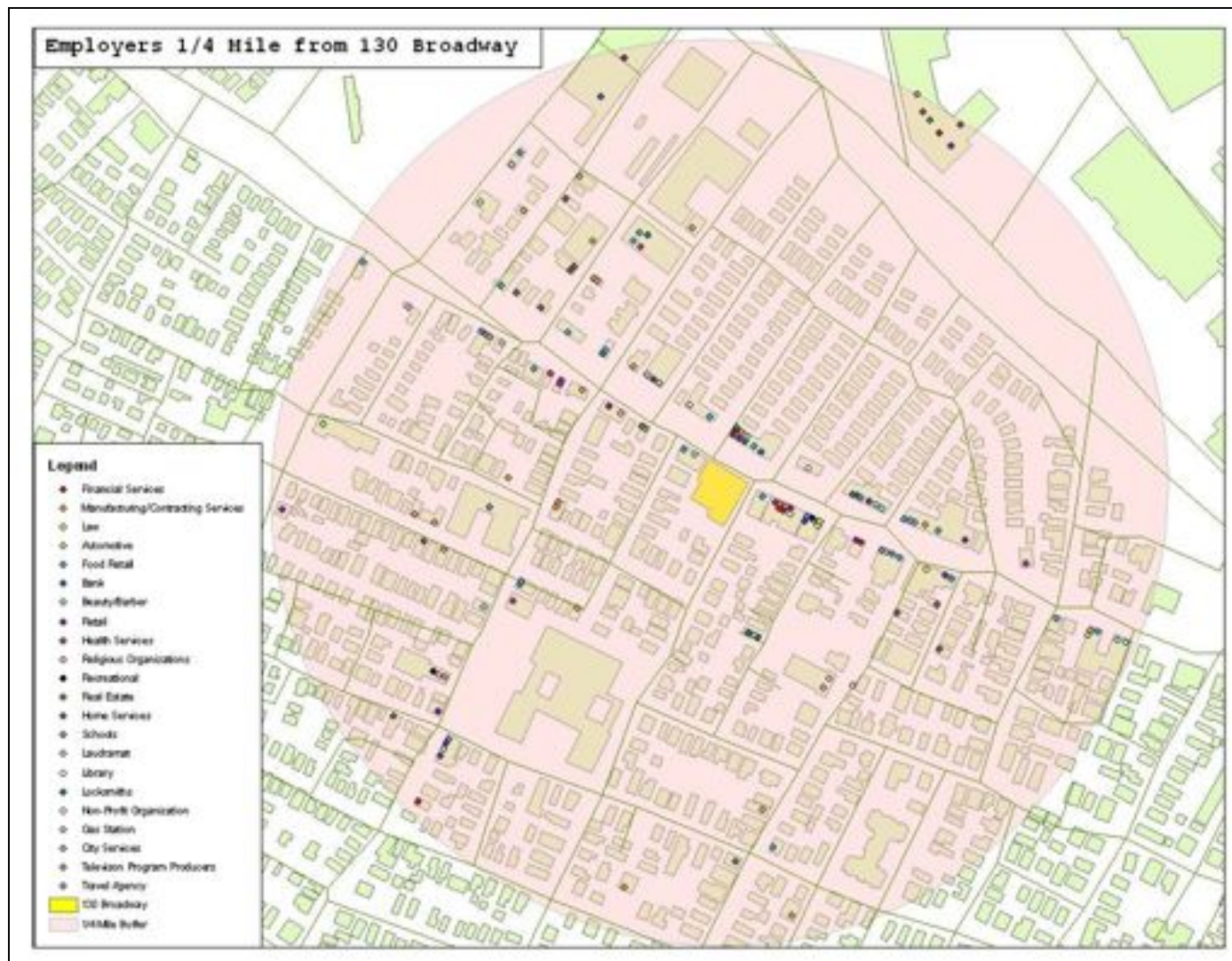


Figure 4 – Employers within 1/4 mile of 130 Broadway

Demographics

East Somerville neighborhood, Somerville, MA

Population Density: 18,485 people per square mile²

Gross Housing Unit Density: 6,458 units per square mile or 10 units per acre

Net Housing Unit Density: 8,610 units per square mile or 14 units per acre³

Age: 67% of the population in East Somerville is under the age of 45. 21% of the population is below the age of 18 and 10% above the age of 65.⁴

Table 1 – Population by Age (within 1/4 mile of 115 Broadway)

Age	Population	Percentage
0 – 4	527	12%
10 – 14	241	6%
15 – 17	121	3%
18 – 20	146	3%
21 – 24	222	5%
25 – 34	847	20%
35 – 44	779	18%
45 – 49	328	8%
50 – 54	269	6%
55 – 59	232	5%
60 – 64	175	4%
65 – 74	218	5%
75 and over	201	5%
Total	4306	100%

² City-Data.com. *Somerville, Massachusetts*. 2010. <http://www.city-data.com/city/Somerville-Massachusetts.html> (accessed May 10, 2010).

³ The method used to arrive at gross and net housing densities can be found in the Appendix.

⁴ All of the demographic data for the following tables has been drawn from data compiled by Claritas Inc. "PopFacts - Demographic Snapshot." 2008.

Household Income: 78% of households in East Somerville have an income lower than \$75,000, with 17% making less than \$15,000 and 25% earning between \$50,000 and \$75,000. The Average household income is \$56,683 and the median household income is \$47,658.

Table 2 – Number of Households by Household Income (within 1/4 mile of 115 Broadway)

Household Income	Number of Households	Percentage of Households
Less than \$15,000	254	17%
\$15,000 - \$24,999	147	10%
\$25,000 - \$34,999	169	11%
\$35,000 - \$49,999	220	15%
\$50,000 - \$74,999	374	25%
\$75,000 - \$99,999	181	12%
\$100,000 - \$149,999	121	8%
\$150,000 - \$249,999	28	2%
\$250,000 - \$499,999	11	1%
\$500,000 or more	7	0%
Total	1,512	100%

Race: Almost half (44%) of East Somerville's population is non-white and almost a third (29%) is Hispanic or Latino.

Table 3 – Population by Single Race Classification (within 1/4 mile of 115 Broadway)

Race	Population	Percentage of Total Population
White Alone	2,395	56%
Black or African American Alone	296	7%
American Indian and Alaska Native Alone	23	1%
Asian Alone	389	9%
Native Hawaiian and Other Pacific Islander Alone	1	0%
Some Other Race Alone	625	15%
Two or More Races	579	13%
Total	4,308	100%

Table 4 – Hispanic and Latino Population (within 1/4 mile of 115 Broadway)

Hispanic or Latino Population	Population	Percentage of Total Population
Mexican	41	1%
Puerto Rican	125	3%
Cuban	8	0%
All Other Hispanic or Latino	1092	25%
Total Hispanic or Latino	1,266	29%

Vehicle Per Household: 66% of households have 1 vehicle or less.

Table 5 – Vehicles per Household (within 1/4 mile of 115 Broadway)

Number of Vehicles	Households	Percentage of Total
No Vehicles	369	24%
1 Vehicle	631	42%
2 Vehicles	407	27%
3 Vehicles	63	4%
4 Vehicles	26	2%
5 Vehicles	14	1%
Total	1,510	100%

IV. Urban Design Analysis

Districts within site

A Commercial Corridor District (CCD) was adopted in February of 2010. A CCD includes a 5 foot increase in building height for a total of 55 feet and an increase in maximum floor area ratio (FAR) from 2 to 3 to incentivize mixed-use development. In the CCD, it would be possible to make a payment to a municipal parking fund in lieu of providing required parking on-site, relieving property owners of the most common impediment to building the allowable height and floor area.

Access

Sullivan Square Station is within walking distance (approximately 1/2 mile), buses stop frequently on Broadway. To the east, there is an entrance/exit ramp from Broadway to Interstate 93 and McGrath Highway (Route 28) is to the west. Sidewalks and crosswalks are not pedestrian friendly.

Edges (holdings and holes)

Residential zoning borders the site to the south; light industry is near Sullivan Station, and retail lines Broadway and McGrath Hwy. The strongest edges are I-93 to the north and east, and Fellsway to the west. There is no sense of distinct place from one neighborhood to the next, from Mt. Vernon to East Somerville to Winter Hill.

Landmarks

A public library is at the corner of Michigan Street and Broadway, a senior and youth center is at 165 Broadway, Mudflat Art Studio is at 149 Broadway (once home to Hurt's Broadway Theater)

Activity Nodes

Louie's Ice Cream (193 Broadway), Community Center (165 Broadway), Public Library (115 Broadway), Mudflats Art Studio (149 Broadway) are in the near proximity.

Circulation Issues and Breaks in pedestrian environment

Wide streets, busy streets, unsafe crosswalks, and poor lighting give the neighborhood an uninviting appearance.

Clash of Styles

Vacant buildings and storefronts are common, as are windowless storefronts; there is excess fencing and the parking lot on site is in a state of disrepair.

Challenges

Residences abut against the back of the site, the street is wide and busy, and there is no traffic light at intersection of Glen/Michigan and Broadway. There is metered parking in front of site, bus stops, and no local grocery store (closest is Super Stop and Shop). There lacks any kind of outside gathering space, or public indoor gathering spaces, such as a cultural center.

Opportunities

The neighborhood hosts a diverse population. Local mixed-use is already established (a laundry, convenience store, bank, residential homes, restaurants, barber/beauty, etc.), thus one can create an active street front, and bring back the “Main Street” atmosphere that was once vibrant on Broadway. In tandem one can create higher story buildings, more mixed use, and more public and open space as an extension of the library. The opportunity exists to work with East Somerville Main Streets, an organization composed of East Somerville residents, business owners, community leaders, the city of Somerville, and the National Main Streets Center. Their mission is to “help build East Somerville as a thriving, safe, friendly neighborhood and commercial district that welcomes cultural diversity and offers a variety of businesses, which both serve and employ residents.”⁵ Additionally, the city proposed a new East Somerville streetscape project, slated to begin on Broadway near Sullivan Station and run to its intersection with McGrath Highway, which is already in adoption. The plan is designed to promote a more pedestrian-friendly street to encourage residents to walk, bike, and gather on Broadway. The width of Broadway and its historic use as a streetcar right-of-way, combined with the dramatic success of neighborhoods like Davis Square that have received rapid transit, suggest that Broadway is well positioned to upgrade its transit service to modern class B right-of-way streetcar service.

⁵ East Somerville Main Streets. *East Somerville Main Streets*. http://www.eastsomervillemainstreets.org/about_us_mission.html (accessed May 10, 2010).

Issues Map

The map below portrays the positive and negative urban design characteristics of 130 Broadway and its surroundings.

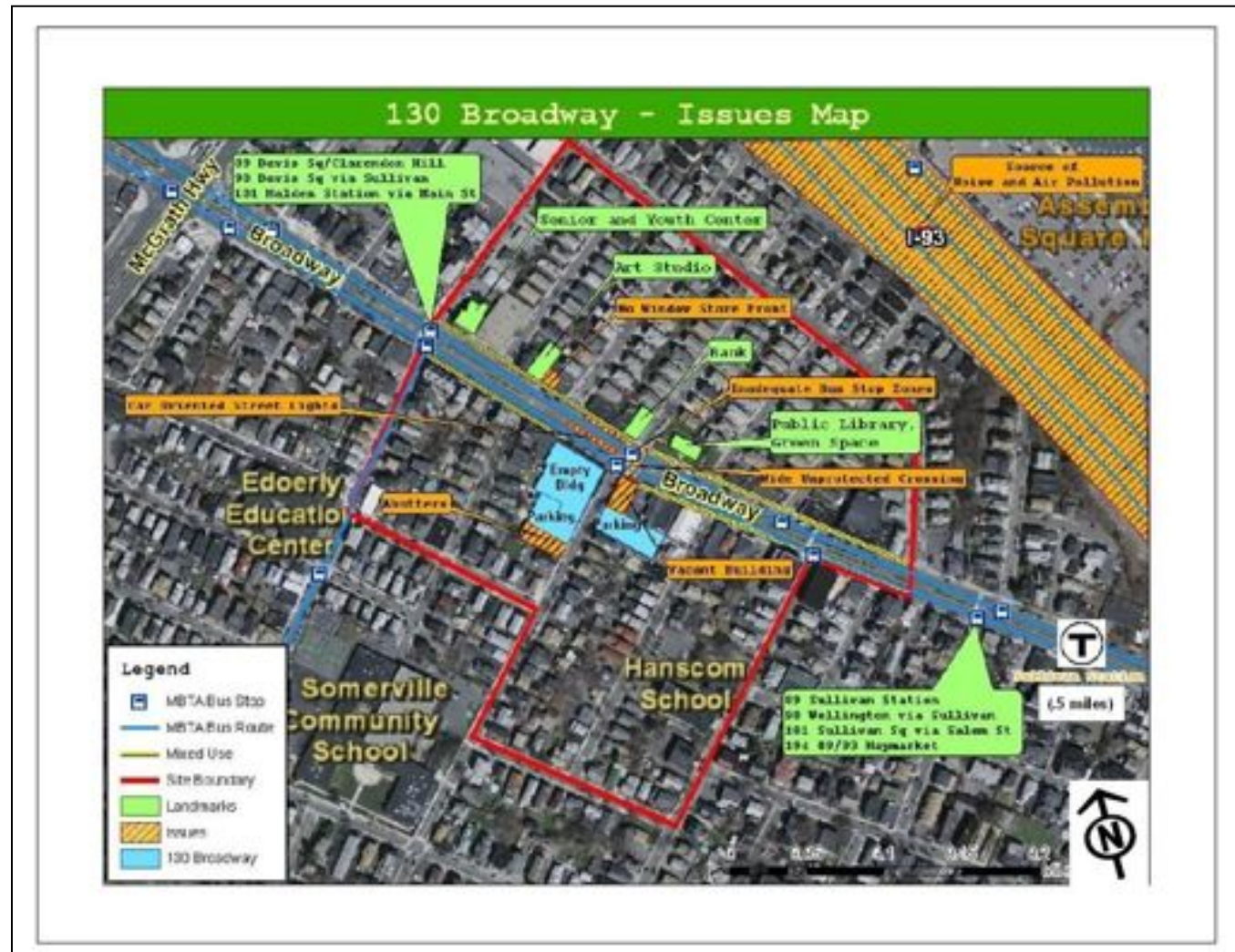


Figure 5 – 130 Broadway Issues Map

V. Analysis

Interviews of Resource People

Brad Rawson, City of Somerville

The site is currently under private ownership. The city is interested in acquiring the site, possibly as an opportunity for structured parking. The city placed the site in a Commercial Corridor District to increase FAR and building height. The city is in the process of creating the new streetscape plan that would widen sidewalks and narrow Broadway to encourage a more pedestrian friendly environment.

Carrie Dancy, East Somerville Main Streets

Carrie would like to see the first floor of the building as commercial/retail, as is stated in the new zoning code. Carrie believes that there is not a lot of office space in the area. She hopes that building office space would create a population of day time customers who would buy lunch and spend time in the restaurants and retail already existing on Broadway. Carrie also believes it would be a mistake to make the whole building structured parking because it would break up the commercial district they are trying to create and would send the wrong message. She said it would be helpful if we could add parking into our mixed use site, but does not think parking is a huge need for the area. She states that parking is available, it is just may be a five to ten minute walk from the Broadway corridor. Carrie agrees that there is a lack of cultural space in the neighborhood. Their organization did an audit of cultural spaces in the neighborhood and found that they were lacking, aside from a few bars that have music on some sporadic nights. Carrie also believes that it would be beneficial to include housing such as condominiums or apartments on our site. Although a new development of apartments and condominiums has not sold quickly in East Somerville, this development is not situated on Broadway. She envisions a mixed-use building that includes housing on Broadway in the neighborhood's long term plan.

Resident Survey

The following comments were made by residents along the Broadway corridor during a 2008 zoning study by the city of Somerville⁶:

- Open for flexible redevelopment
- Could add one or two more stories to commercial buildings
- Look at Cambridge parking standards for lower ratios
- We want no auto shops in this area of Broadway (someone commented that this is throwing businesses out of the area and makes it inconvenient to the residents)
- Expand on Mudflats/Art Center, performance art space, public spaces
- Too many struggling businesses that rely on local draw. Create larger draw.
- Narrow the street: an added bike lane and wider sidewalks could have open air eating on both sides of the street.
- Residential homes would make great 1st floor commercial use.
- Get residents on Broadway to get rid of paved yards
- Love the library! Improve green space around library
- Introduce cultural/arts activity near center of Lower Broadway to attract additional pedestrian activity along street.
- Add plaza space to library
- Public art installation at library open space
- More parking means it will look like New Jersey-instead, greener and less parking!
- Incentivize diversity among food establishments

⁶ Images with Community Comments of area including 130 Broadway, East Somerville North 2,3, and 4 taken from City of Somerville. *City of Somerville 2008 Zoning Study*. Municipal, Somerville: City of Somerville, 2008.

Retail Inventory

The following lists show the largest gaps in retail within a quarter mile and mile radii of 115 Broadway. This list was compiled from a Cushman & Wakefield *Opportunity Gap Report* conducted in 2008 for the city of Somerville.⁷

Within a quarter mile radius of 130 Broadway, the largest gaps in retail are:

- Groceries and Other Food
- Drugs, Health Aids, and Beauty Aids
- Optical Goods
- Cigars, Cigarettes, Tobacco, Accessories
- Books
- Paper and Related Products
- Cars, Trucks, Other Powered Transportation
- Automotive Fuels
- Automotive Lubricants

⁷ Demand is the total amount spent by residents living in the radius. Supply is the total revenue of businesses within the radius. A positive number in the gap column indicates that the local market is undersupplied and a negative number indicates that businesses are drawing customers from an area outside the radius. Cushman & Wakefield. *Opportunity Gap Report - 115 Broadway Somerville, MA 02145*. Commercial Real Estate, Boston: Cushman & Wakefield, 2008.

Within a mile radius of 130 Broadway, the largest gaps in retail are:

- Meals and Snacks
- Alcoholic Drinks
- Optical Goods
- Cigars, Cigarettes, Tobacco, Accessories
- Men's wear
- Women's, Juniors', and Misses Wear
- Footwear
- Jewelry
- Computer Hardware, Software, and Supplies
- Audio Equipment, Musical Instruments
- Small Electronic Appliances
- Kitchenware and Home Furnishings
- Furniture and Sleep Equipment
- Photographic Equipment and Supplies
- Toys, Hobby Goods, and Games
- Sporting Goods
- Automotive Fuels
- Automotive Lubricants
- All Other Merchandise

Table 6 – Opportunity Gap Report (within 1/4 mile of 115 Broadway)

Business	2008 Demand	2008 Supply	2008 Gap
Groceries & Other Foods	\$9,628,648	\$4,532,247	\$5,096,401
Meals & Snacks	\$6,081,992	\$9,943,907	-\$3,861,915
Alcoholic Drinks	\$673,045	\$2,692,392	-\$2,019,347
Packaged Liquor/Wine/Beer	\$1,059,084	\$1,147,816	-\$88,732
Drugs, Health Aids & Beauty Aids	\$3,469,932	\$3,117,368	\$352,564
Soaps, Detergents & Household Cleaners	\$454,044	\$731,227	-\$277,183
Pets, Pet Foods & Pet Supplies	\$221,340	\$393,493	-\$172,153
Optical Goods	\$121,514	\$40,499	\$81,015
Cigars, Cigarettes, Tobacco, Accessories	\$1,403,427	\$437,043	\$966,384
Men's Wear	\$1,425,034	\$5,728,049	-\$4,303,015
Women's, Juniors' & Misses' Wear	\$2,291,844	\$8,669,935	-\$6,378,091
Children's Wear	\$601,913	\$2,479,090	-\$1,877,177
Footwear	\$942,290	\$1,758,829	-\$816,539
Jewelry	\$608,159	\$1,553,711	-\$945,552
Computer Hardware, Software & Supplies	\$1,296,725	\$5,180,121	-\$3,883,396
Televisions, Video Recorders, Video Cameras	\$418,195	\$3,244,442	-\$2,826,247
Audio Equipment, Musical Instruments	\$638,887	\$3,480,208	-\$2,841,321
Major Household Appliances	\$363,306	\$3,599,126	-\$3,235,820
Small Electric Appliances	\$161,511	\$533,439	-\$371,928
Kitchenware & Home Furnishings	\$601,255	\$1,862,462	-\$1,261,207
Furniture & Sleep Equipment	\$888,454	\$1,816,954	-\$928,500
Flooring & Floor Coverings	\$280,682	\$2,381,825	-\$2,101,143
Curtains, Draperies, Blinds, Slipcovers Etc	\$335,921	\$1,866,762	-\$1,530,841
Books	\$290,679	\$97,812	\$192,867
Photographic Equipment & Supplies	\$143,133	\$230,347	-\$87,214
Toys, Hobby Goods & Games	\$399,984	\$992,248	-\$592,264
Sewing, Knitting & Needlework Goods	\$70,281	\$111,647	-\$41,366
Sporting Goods	\$633,983	\$1,915,692	-\$1,281,709
Hardware, Tools, Plumbing, Electrical	\$2,456,458	\$60,279,142	-\$57,822,684
Lumber & Building Materials	\$1,783,899	\$46,110,645	-\$44,326,746
Paper & Related Products	\$432,267	\$338,137	\$94,130
Paint & Sundries	\$251,934	\$11,054,783	-\$10,802,849
Cars, Trucks, Other Powered Transportation	\$7,846,952	\$2,007,891	\$5,839,061
Automotive Fuels	\$4,439,319	\$726,375	\$3,712,944
Automotive Lubricants	\$2,572,315	\$1,848,597	\$723,718
All Other Merchandise	\$1,772,517	\$3,860,493	-\$2,087,976

Table 7 - Opportunity Gap Report (within 1 mile of 115 Broadway)

Business	2008 Demand	2008 Supply	2008 Gap
Groceries & Other Foods	\$81,703,446	\$143,658,997	-\$61,955,551
Meals & Snacks	\$56,724,428	\$35,147,397	\$21,577,031
Alcoholic Drinks	\$6,947,583	\$5,334,091	\$1,613,492
Packaged Liquor/Wine/Beer	\$9,826,732	\$15,658,852	-\$5,832,120
Drugs, Health Aids & Beauty Aids	\$30,620,966	\$42,609,638	-\$11,988,672
Soaps, Detergents & Household Cleaners	\$3,785,414	\$6,673,295	-\$2,887,881
Pets, Pet Foods & Pet Supplies	\$2,014,304	\$3,104,368	-\$1,090,064
Optical Goods	\$1,142,309	\$460,166	\$682,143
Cigars, Cigarettes, Tobacco, Accessories	\$12,020,906	\$8,262,479	\$3,758,427
Men's Wear	\$12,795,181	\$11,020,787	\$1,774,394
Women's, Juniors' & Misses' Wear	\$21,646,725	\$19,787,740	\$1,858,985
Children's Wear	\$4,840,289	\$4,914,671	-\$74,382
Footwear	\$8,206,491	\$3,985,106	\$4,221,385
Jewelry	\$6,853,808	\$3,351,007	\$3,502,801
Computer Hardware, Software & Supplies	\$12,641,961	\$8,247,417	\$4,394,544
Televisions, Video Recorders, Video Cameras	\$3,930,080	\$5,059,301	-\$1,129,221
Audio Equipment, Musical Instruments	\$5,969,550	\$5,375,539	\$594,011
Major Household Appliances	\$3,320,115	\$5,732,652	-\$2,412,537
Small Electric Appliances	\$1,515,522	\$1,303,888	\$211,634
Kitchenware & Home Furnishings	\$6,249,164	\$6,233,065	\$16,099
Furniture & Sleep Equipment	\$8,776,192	\$3,590,038	\$5,186,154
Flooring & Floor Coverings	\$2,681,099	\$6,167,951	-\$3,486,852
Curtains, Draperies, Blinds, Slipcovers Etc	\$3,438,171	\$4,163,370	-\$725,199
Books	\$3,232,408	\$3,957,414	-\$725,006
Photographic Equipment & Supplies	\$1,399,198	\$872,935	\$526,263
Toys, Hobby Goods & Games	\$3,809,942	\$2,622,574	\$1,187,368
Sewing, Knitting & Needlework Goods	\$648,056	\$823,481	-\$175,425
Sporting Goods	\$6,560,357	\$4,390,584	\$2,169,773
Hardware, Tools, Plumbing, Electrical	\$22,418,065	\$70,380,888	-\$47,962,823
Lumber & Building Materials	\$16,213,220	\$56,265,665	-\$40,052,445
Paper & Related Products	\$3,749,654	\$5,979,963	-\$2,230,309
Paint & Sundries	\$2,456,921	\$12,538,719	-\$10,081,798
Cars, Trucks, Other Powered Transportation	\$70,647,515	\$124,672,323	-\$54,024,808
Automotive Fuels	\$39,463,276	\$14,623,759	\$24,839,517
Automotive Lubricants	\$22,573,793	\$15,619,633	\$6,954,160
All Other Merchandise	\$17,660,120	\$12,730,954	\$4,929,166

VI. Urban Design Principles

Through the analysis of the site and surrounding neighborhood, review of the city of Somerville's Broadway redevelopment plan and the consultation of area experts, we developed urban design principles, listed below, that guided our plan for the site at 130 Broadway. The main principle for the design of the site is a pedestrian oriented development that will create a sense of place and foster the growth of the community.

- Promote the Commercial Corridor District
 - 130 Broadway is part of the Broadway Commercial Corridor District. The new zoning designation encourages mixed use development, increased the FAR from 2 to 3, and increased the building height allowance by 5 feet to 55 feet.
 - Mix housing, retail and office uses
 - Maximize the FAR
 - Maximize housing density
- Leverage a Transit Oriented Location
 - The site is within a half mile of the MBTA Sullivan Station – Orange Line with 130 trips per work day both inbound and outbound, as well as 10 additional bus routes that make stops at the station.
 - Three bus routes stop directly in front of the site with 153 combined stops both inbound and outbound per work day.
- Implement Car Free Development, Create a Walkable Environment and Provide Open Space
 - Because of the site's high connectivity and transit-rich location, along with the planned Broadway Corridor street improvements, the need for cars has been eliminated.
 - Eliminate Parking
 - Build a pedestrian friendly crossing area on Broadway that connects 130 Broadway with Somerville's historic East Branch - Gold Star Memorial Library.
 - Close 170 linear feet of street and create over 5,000 square feet of outdoor public space

- Convert two virtually unused parking lots (19,613 square feet) into useable residential and open space:
 - Create 7,150 square feet of community garden space
 - Build a new 17,000 square feet residential building
- Provide Community Oriented Cultural Space
 - Build over 11,000 square feet of a community dance hall/studio and art exhibit space.
- Build Housing on Broadway and Glen Street
 - Build affordable housing in East Somerville - 25% of rental units will be 80% of AMI and 15% of sale units will be 100% of AMI
 - Create a residential presence on Broadway helping to transition the corridor to mixed use
 - Connect the new housing with the existing neighborhood through the same style and scale

The design resulting from these principles encompasses the following five elements:

- a commercial component that includes a Latin style dance hall and restaurant,
- over 9,000 square feet of office space above the ground floor
- 36 housing units (24 at 130 Broadway and 12 at 15 Glen Street),
- a community garden with 30 plots, and
- a central pedestrian street and plaza that will unify these uses along with providing a connection to Somerville's historic Gold Star Memorial Library.

The pedestrian oriented design is marked by a unique car-free and transit oriented environment creating a destination in the heart of Broadway's new Commercial Corridor. In addition, in order to ensure the success of this project and the revitalization of the Broadway corridor the boundaries of the proposal have been expanded to include the restoration of streetcar service along Broadway.

VII. Program of Uses

The new building at 130 Broadway consists of an 11,288 square foot dance hall and arts center with a 25 foot ceiling, specifically oriented toward a Latin ballroom. There is a mezzanine level around the perimeter of the dance space 15 feet wide and measuring 5,670 square feet. The mezzanine also provides office, classroom space and rooms for public and private functions. Adjoining the ballroom on the south end of the building is a 3,936 square foot Latin style restaurant/café. This restaurant space complements the ballroom and permits direct access between the two spaces for certain functions. The kitchen space of the restaurant permits banquet activities in the ballroom. Directly above the restaurant is 4,018 square feet of office space. On the top two floors above the commercial space is 15,224 square feet or 12 residential per floor.

Located at 15 Glen Street, behind 130 Broadway is a multi-unit residential building. This building has three floors of 5,700 square feet for a total of 17,100 square feet. The complex will be divided into twelve units, four units per floor, having an average of 1,425 gross square feet per unit. This average square footage allows for a mix of two, three and four-bedroom dwellings.

Table 8 – Program of Uses for 130 Broadway

Floor	Commercial GSF	Commercial NSF	Office GSF	Office NSF	Housing GSF	Housing NSF	Housing Units	Parking Spaces	Open Space
Ground	15,224	11,418	0	0	0	0	0	0	21,685
1st	0	0	9,696	7,272	0	0	0	-	0
2nd	0	0	0	0	15,224	11,418	12	-	0
3rd	0	0	0	0	15,224	11,418	12	-	0
Total	15,224	11,418	9,696	7,272	30,448	22,836	24	0	21,685

Table 9 – 15 Glen Street

Floor	Housing GSF	Housing NSF	Housing Units
Ground	5,700	4,275	4
1st	5,700	4,275	4
2nd	5,700	4,275	4
Total	17,100	12,825	12

VIII. Proposed Design

Our design combines several elements into a pedestrian mixed-use development and proposes streetcar service within a larger transit context:

- Pedestrian street and Plaza
- Mixed-Use Buildings
- Dance Hall and Restaurant
- Offices
- Housing on Broadway
- Housing on Glen Street
- Broadway Streetcar
- The larger transit context



Aerial View of Site: 130 Broadway at the North, 15 Glen Street at the Southwest corner, Community Garden at the South, Plaza and Farmer's Market built between 130 Broadway and Community Garden



Proposed Broadway Streetcar with stop in front of 130 Broadway and Proposed Streetscape

Pedestrian Street and Plaza

The 130 Broadway site borrows from some of the best urban planning practices occurring internationally. It transforms a section of the busy Broadway corridor into a European-style plaza dedicated to pedestrians and transit. Cars are tolerated only at very low, safe speeds, and are limited to the narrowest possible passage. Borrowing from innovations in Holland and Germany, we have further eliminated all street signs and street markings to make it clear that this is a mixed-use space and not dedicated to the automobile.

Nieder-Erlenbach in Germany has implemented this policy downtown, marking the streets with only one sign and reducing speeds to 30kmh, or 18mph. We have further followed European precedents by combining the sidewalk and street. This



Single combined sign,
Nieder-Erlenbach, Germany.

helps to erase the delineation between pedestrian space and vehicle space. It also removes many accessibility problems inherent in sidewalks, such as narrow passages and uneven pavement. The entire street surface is permeable, which greatly reduces drainage needs. The drain covers are flush with the surface of the street and are wheelchair safe.

The plaza on the south side of Broadway borrows from the Spanish tradition by creating an elevated perimeter in the middle of the plaza. This creates a natural gathering point in the space (assisted by benches and the elevated perimeter itself), allows pedestrians to stroll in a around the perimeter, and supports diverse activities in the center of the plaza. We envision the space being used for farmers markets, food vendors, and recreational activities, such as Frisbee or small soccer games. The plaza's size is in large part due to the closing of the small portion of Glen Street that connects to Broadway. Appropriation of this space has several advantages. First and foremost, it enlarges the available space for the pedestrian plaza. It also eliminates one



Multiple signs after removal,
Nieder-Erlenbach, Germany

intersection point on Broadway that aggravates car circulation, though the thoroughway of Glen Street remains open to cyclists and pedestrians. The numerous other connections from the neighborhood to Broadway, and the absence of private driveways on this small portion of Glen Street, make it easy to close the street without consequence. The plaza takes advantage of and benefits from the removal of one of our site's two vacant buildings, the one on the east side of Glen Street, south side of Broadway. On the north side of Broadway is the Library, a place of greatly used and beloved by local residents. The library's front lawn extends pedestrian space from the library, across the street, and onto the plaza to create a truly grand mixed-use space.

The street and plaza use a slightly uneven surface that is better for feet and slows cars, but does not hamper bikes or wheel chairs. As mentioned, our paving surface makes use of permeable material, and even supports greenery in places without car traffic, such as the streetcar track. The pedestrian space creates a tremendous benefit in health, ambiance, and functionality, and unlike Somerville's plan for streetscape improvements along Broadway, our pedestrian space is designed for a great variety of purposes.

Two unsightly vacant buildings and the accompanying parking lots will also be eliminated, thus reducing underused and potentially dangerous space.



A view of Plaza from Library at 119 Broadway



A view facing south from Michigan Avenue toward Plaza



A close up view of Plaza and Community Garden from center of Broadway

Community Garden

The community garden converts 7,150 square feet of underutilized parking to usable and productive community space. The garden's orientation next to the plaza will help to further the sense of community and place, by making the garden and plaza not just a thoroughfare but a destination.

The garden is also oriented to the south for optimal sunlight and production. The 30 plots will provide locally grown food for neighborhood families. It also fills a gap in the area's network of community gardens as noted in the map in Figure 6.

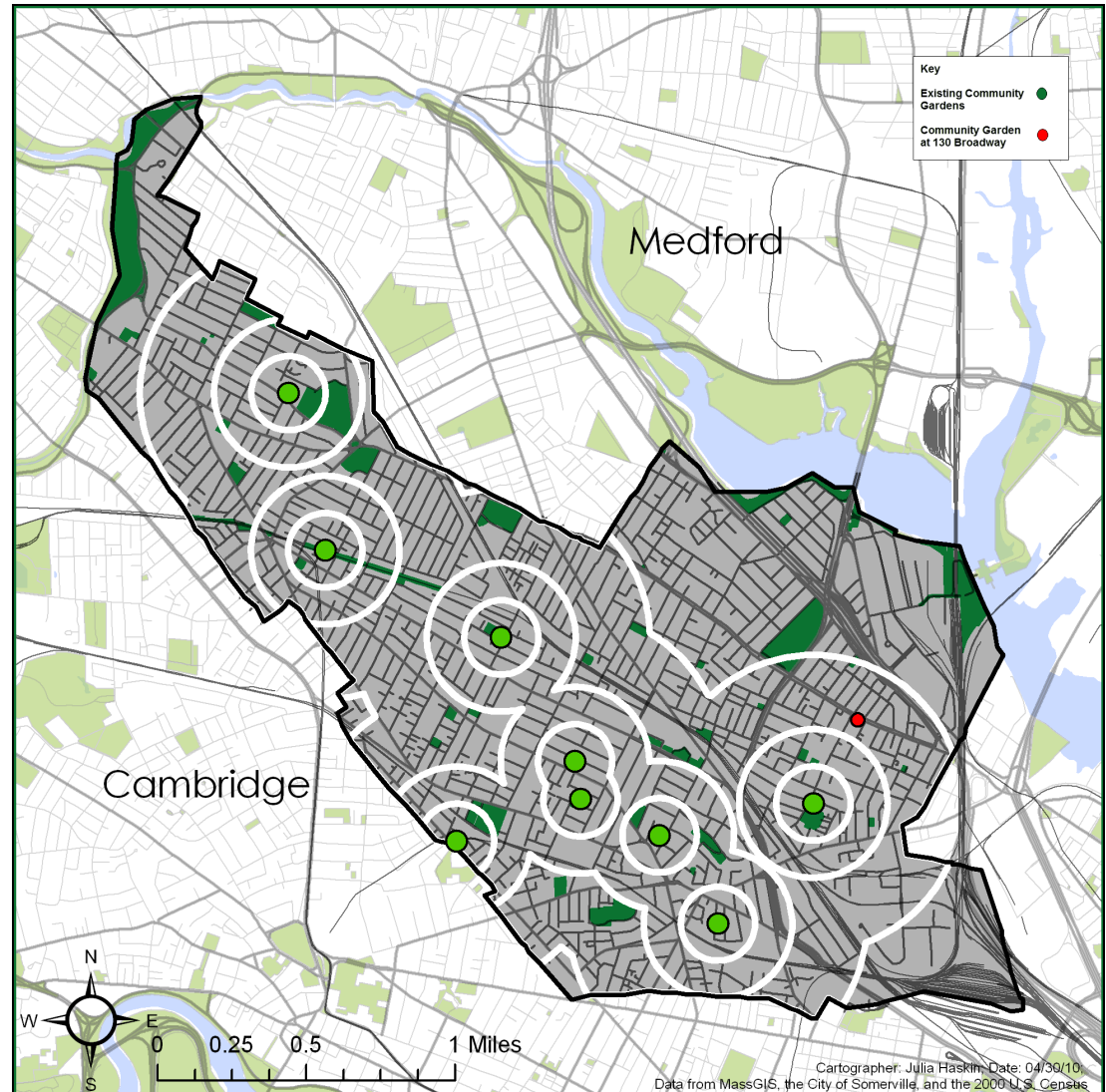


Figure 6 – Map of community gardens in Somerville. The community garden at 130 Broadway is notated by a red circle. The white rings are at ¼, ½ and 1 mile radii around current community gardens notated in green.



A View of Community Garden from roof at 130 Broadway

Mixed-Use Buildings

Dance Hall and Restaurant

An 11,288 square foot dance hall will bring scores of benefits to the neighborhood. It introduces new social opportunities, education, exercise, and cultural opportunities—including music performances, art exhibits, and large catered functions such as wedding receptions.

The adjoining 3,936 square foot Latin-style restaurant complements the dance hall by providing meals and coffee for dance hall visitors and others in the neighborhood. It also can provide a kitchen for catering events at the dance hall.

The design of the dance hall and restaurant at 130 Broadway was inspired by Tivoli Square, located in the Columbia Heights neighborhood of Washington, DC.

Tivoli Square houses the historic Tivoli Theater, which is currently home to GALA (Grupo de Artistas Latino Americanos) Hispanic Theatre, a Washington, DC non-profit group committed to sharing Hispanic culture through the arts. GALA occupies the theater space, which includes a stage, balcony, and orchestra section. A privately owned coffee bar is located in the lobby at the entrance of the theater, situated on the corner of 14th Street Northwest and Park Drive Northwest. The rest of the building is dedicated to mixed-use, with ground floor retail, office space and condominium housing with 20 percent set aside for low and moderate income households. A photograph and site plan of Tivoli Square can be seen in picture above.⁸



Tivoli Square, a mixed-use development in the Columbia Heights neighborhood of Washington, D.C.

⁸ Horning Brothers. *Tivoli Square*. <http://www.horningbrothers.com/tivoli.html> (accessed May 18, 2010).



Main entrance of restaurant found at the eastern corner of 130 Broadway



Ground floor restaurant at 130 Broadway with housing and office space above



Dance Hall with main entrance found at the western corner of 130 Broadway

Office Space

There is 4,018 square feet of office space above the restaurant and 5,670 square feet on the mezzanine level overlooking the dance hall. The offices above the restaurant can be configured as one large space or broken into four equal units leased to outside businesses. The offices on the mezzanine level will be used by East Somerville Main Streets and the other space will be used for dance hall staff as offices and classroom space.

Housing on Broadway

In providing housing above the dance hall and restaurant, we help make Broadway a street that is more active during all waking hours. Residents will be able to look down on the calmed street and the pedestrian plaza from balconies. 25% of the rental units will be at 80% of AMI and 15% of the sale units will be at 100% AMI.

Housing – 15 Glen Street

The housing building at 15 Glen Street located behind the dance hall and restaurant provides larger units for families, thus diversifying housing options. 25% of the rental units will be at 80% of AMI and 15% of the sale units will be at 100% AMI.



A view of the housing building at 15 Glen Street from across the street at 16 Glen Street

Streetcar Service

Running down the center of the street is a restored streetcar line with its own dedicated right-of-way. The streetcar reclaims the 89 bus route from Sullivan Station to Clarendon Hill. The streetcar stops will be spaced no closer than a quarter mile apart. This spacing, in combination with other proposed measures described below, will greatly improve the level of service on Broadway for all transportation modes. The streetcar enjoys a class B right-of-way, meaning that it enjoys priority for the majority of its route, with the exception of major intersections. At these intersections we recommend automatic traffic light changing to allow the streetcar to pass through without stopping. Placing the streetcar stop before the light will allow adequate time for pedestrian lights to turn red prior to giving a green light to the streetcar. This will also benefit the remaining buses along the route. The combination of right-of-way, limited stops, and light changing will dramatically improve the level of transit service along Broadway. Also, the limited number of stops will help to define a sense of place at each of the stops.

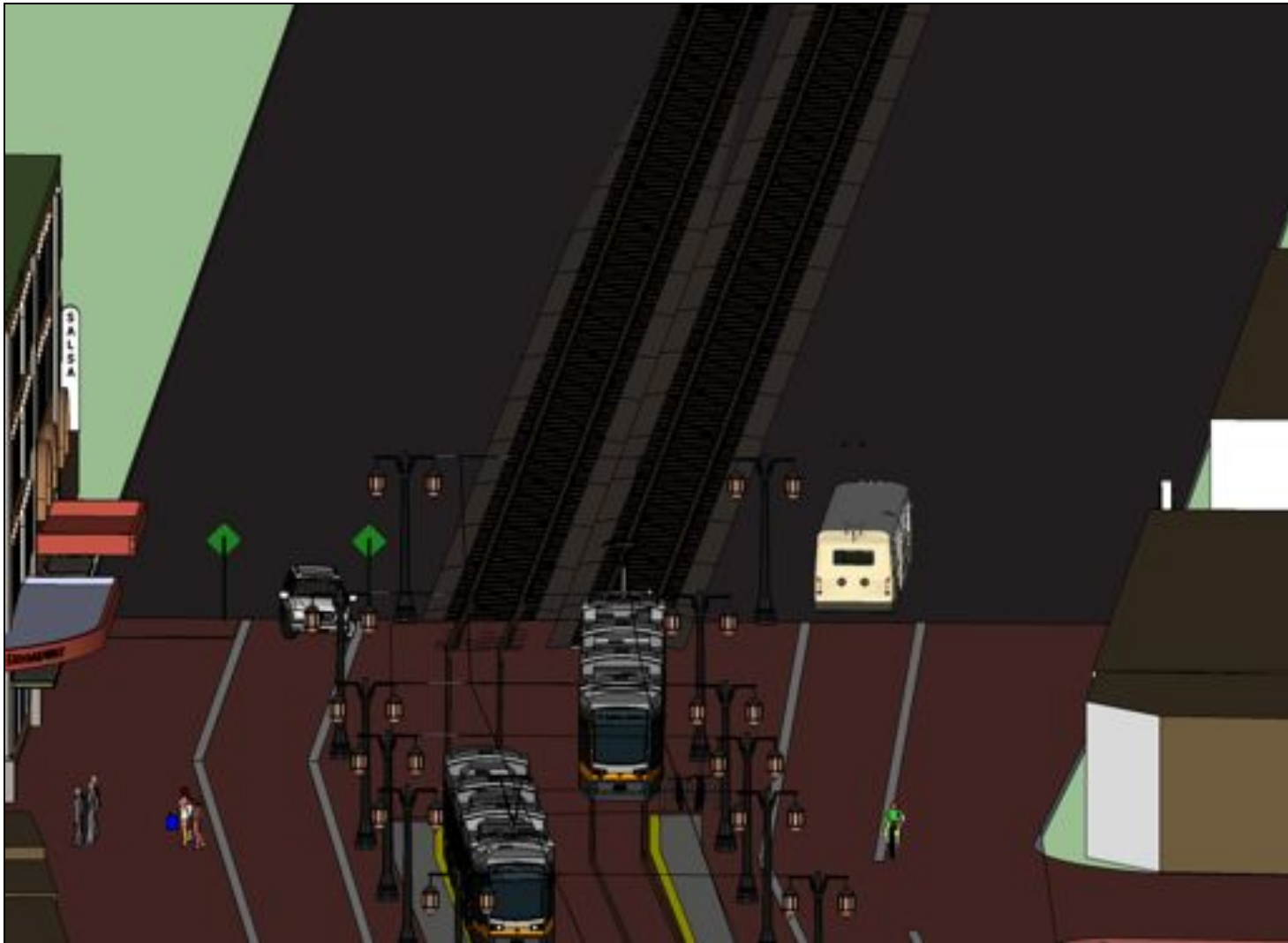
The environmental benefits, in terms of health, ambiance, functionality, and the ecology, of our site are numerous. Better transit vastly improves the accessibility to our site and the rest of Broadway. Using a streetcar in particular has the additional benefit of helping people "visualize sustainability now", something that is difficult to accomplish with some energy saving technologies or traditional bus service:

“The tramway [a.k.a. streetcar] thus makes possible what is not possible with the bus. But for all that, the tramway is not a metro: it does not transport enormous crowds in dark tunnels. It is open onto the city and visible from the city. Architects, designers, and landscape architects are going to take advantage of this visibility to give a bit of reality to the abstract concept of sustainable development, whose positive benefits can only be shown in the long term. The tramway gives an impression of immediate environmental improvement: The silence and absence of pollution of the air, planting of trees, landscaped platforms...It makes the city sustainable now”.⁹

This quote suggests that the streetcar is not only a visible sign of sustainable development, but a springboard for sustainable development around its route. Next, the reduction of car speed enhances the ambiance and

⁹ Translated from French. Gouin, Thierry. "Planification urbaine et tramway en France: les leçons de l'expérience du tramway français moderne." http://www.euromedina.org/bibliotheque_fichiers/Doc_TramCertu1.pdf (accessed May 10, 2010).

safety of the site. Since the City's plan calls for reducing car lanes anyway, we do not anticipate that our site will have much impact on total throughput, though we believe that it does encourage a shift from car use to transit, both by making driving less appealing and transit more so. We have also greatly improved ambiance and reduced pollution by eliminating parking on our site. Though this will undoubtedly anger some, in reality it only eliminates about twenty spaces. Some may also argue that the new public space and buildings demand more parking. The vastly improved transit more than makes up for the loss of spaces and imagined increase in demand. We also anticipate those that people who come from afar can park at Sullivan Station and ride to our site on the streetcar. Bikers will greatly benefit from our plan. Since cars are forced to travel at 15 miles per hour, bikes can safely share the car lane or travel alongside it. Since the bikes do not have to contend with parking cars, nor car doors opening, their safety will be greatly increased. We also have plentiful bike parking in a highly visible area on each end of the streetcar loading space. This space can optionally be covered to protect bikes from the weather.



A cross sectional view of Streetcar and Broadway from the East

Larger Transit Context

The map below shows an estimate of the new streetcar stops, as shown in bright green. We recommend seven stops along the route starting from Sullivan Station: at our site, the Star Market site, the intersection of Main St. and Broadway, the intersection with the Green Line extension at Ball Square, Powderhouse Square, Teele Square, and Clarendon Hill. The heavy use of Broadway as a transit corridor permits future additions to the streetcar network, including replacing the 101 bus spurs off Broadway on the Main St. and goes to Malden.

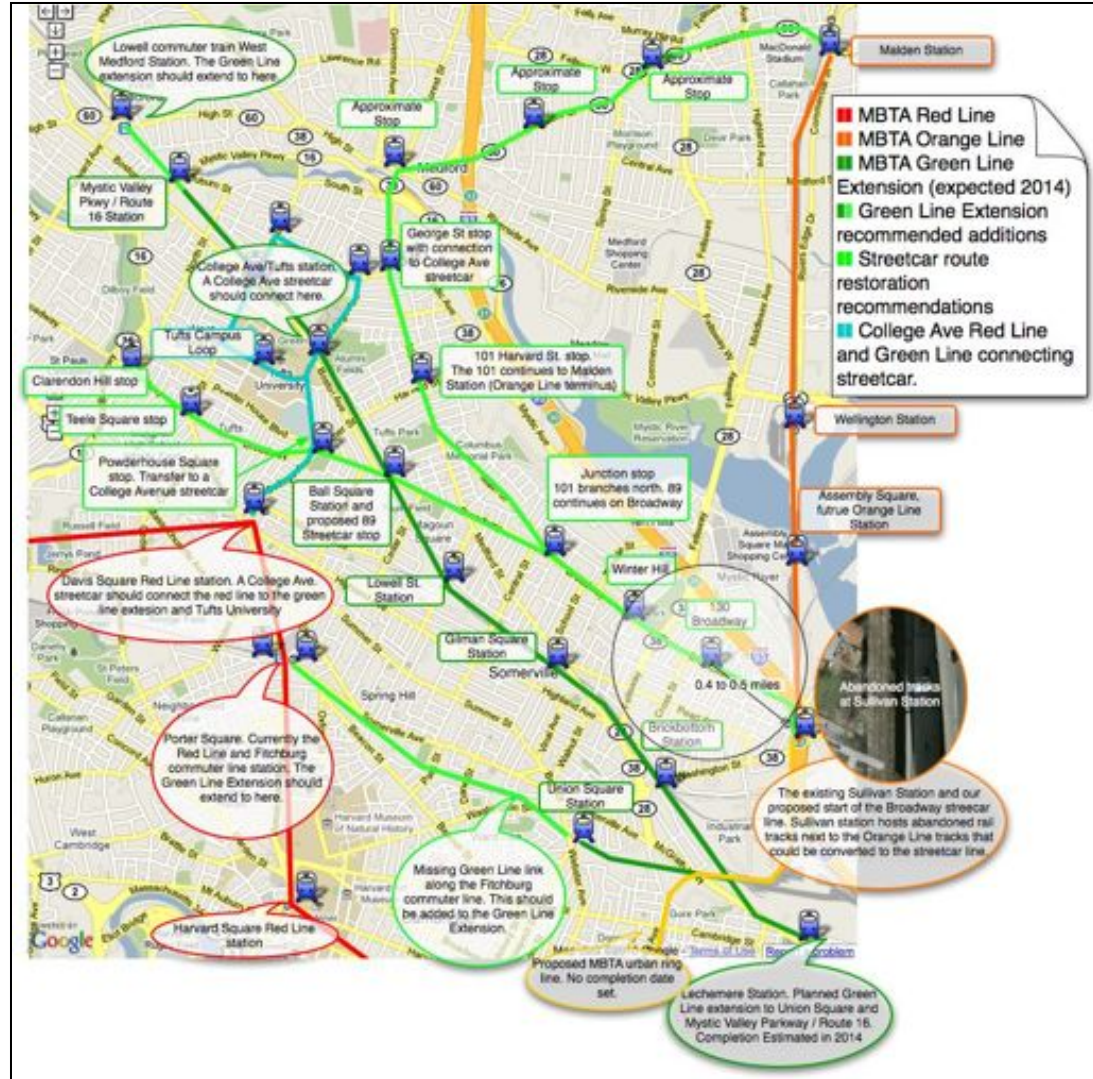


Figure 7 – Map of streetcar plan



Figure 8 – Annotated 1920s elevated rail and streetcar map. Many of the bus routes in Somerville were originally streetcar routes (shown as solid lines). The proposed routes in Figure 6 restore some of the original routes.¹⁰

¹⁰ Clark, Bradley H. *Streetcar Lines of the Hub - The 1940s*. Boston: Boston Street Railway Association, 2003.

The map in Figure 7 shows that 130 Broadway is about a half mile from Sullivan Station or the proposed Brickbottom Station. Though this distance is walkable, it is the outer limit for walkability to a transit station. The realities of the neighborhood mean that 130 Broadway is not a neighborhood that will be “discovered” by passengers alighting at Sullivan or Brickbottom. Broadway needs its own fast transit solution to unite the entire Broadway corridor. The dark green line represents the proposed Green Line extension, now expected to be completed in 2014. The light-green line that travels the length of Broadway represents our streetcar solution for the Broadway corridor, which replaces the 89 bus service between Sullivan Station and Clarendon Hill with a restored streetcar service. It can also replace the 89 service between Sullivan Station and Davis Square with streetcar service. The light blue line shows an additional streetcar improvement for College Avenue between the Davis Square Red Line station and the proposed College Avenue Green Line station at Tufts. Another improvement shown is the replacement of the 101 bus between Sullivan Station and Malden Station with streetcar (the light green line spurring north off of Broadway). Finally a light green line from the Union Square station to the Porter Square Red Line station and the Fitchburg commuter line is shown. This extension reflects the large number of recommendations from the public about the Green Line extension, and is included for completeness.

City of Somerville’s Proposed Streetscape Improvement

The City of Somerville is in the process of changing the streetscape along Broadway in East Somerville. The City’s project served as the impetus for our streetscape proposal, which represents a far more comprehensive shift in the usage of the space than the city has planned.

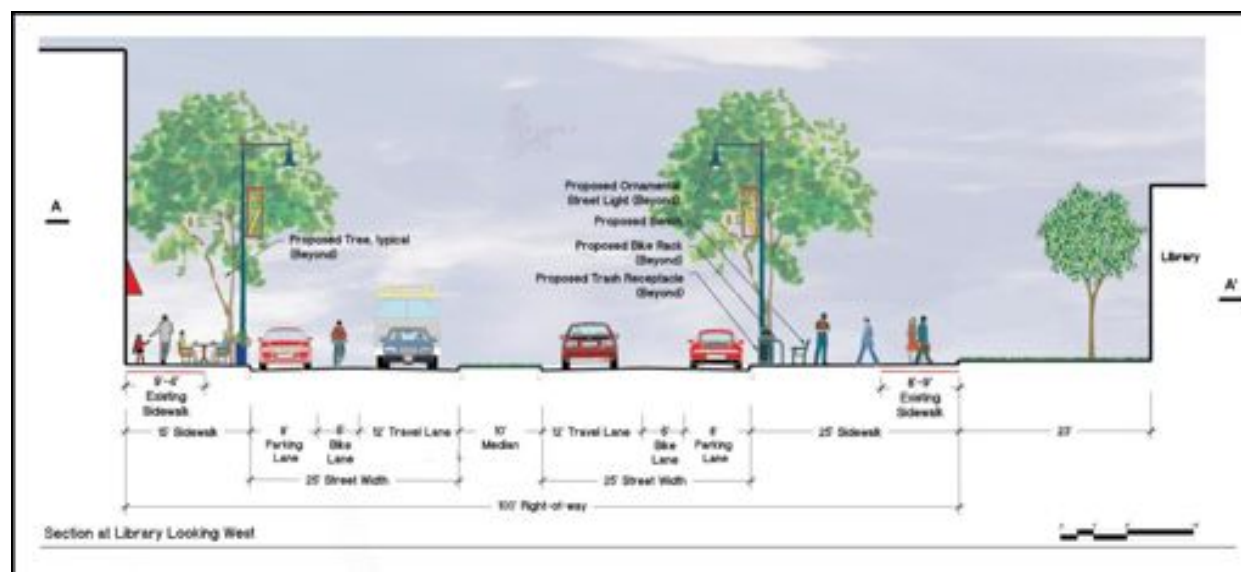


Figure 9 – Cross section of the city of Somerville’s streetscape plan at 130 Broadway.

“Since this past winter the city has worked in conjunction with East Somerville Main Streets, and East Somerville residents and business owners to come up with a pedestrian-friendly, multi-modal, transit-oriented street that encourages people to walk, bike and gather along East Somerville’s central business corridor.”¹¹

“This type of streetscape project can enhance economic activity and create an attractive environment to draw pedestrian shoppers while smoothing transportation access of all kinds. In order to do that, we need to balance the needs of the businesses, residents, and the public while at the same time being sensitive to the history of the area.”¹²

¹¹ City of Somerville. *Broadway Streetscape Project in East Somerville*. 2008. <http://www.somervillema.gov/spotlight.cfm?id=68> (accessed May 10, 2010).

¹² Ibid.

Though Somerville's intentions are in the right direction, the proposed improvements fail to identify all of the necessary streetscape enhancements that make a business district welcoming both to its residents and outsiders. The city's plans reduce Broadway's unreasonably wide car-dedicated roadway from six lanes to four, where two driving lanes have been reduced (narrowed or eliminated?), two preserved, and two parking lanes preserved. The space thus reclaimed is generously dedicated to widening the sidewalks, and one can assume that this extra width will allow tree planting, outdoor seating, bicycle parking, better bus stops, or simply a wider walking area. In fact, at 15' on the west side of the street and an unusual 25' on the north side of the street, one might even wonder if the space was allocated for lack of any use for it, such as a true cycle track on each side of the street that would protect cyclists from moving vehicles and car doors. The rest of the savings is dedicated to widening the two foot median to ten feet. This median is intended to create a barrier between the opposing traffic, a "calming" measure that gives pedestrians a safe landing space when crossing a dangerous street. From the observation of similar streetscapes in Somerville that do not have a median, such as Broadway at Ball Square, we saw that cars often travel at speeds up to forty miles per hour, regardless of the speed limit. The median would likely increase vehicle speeds, since it would give the road the feel of a parkway.

The central fault in this plan is that it needlessly removes the ability to offer a needed public transit solution. Even though the city's intention was to create a transit-oriented street, the proposed design would preclude it. Buses would lose two lanes that help them stay on schedule and avoid uncomfortable stops. Walking down Elm Street from Davis Square shows the dire results of a two-lane street with parallel parking on each side. Buses and cyclists are blocked by parking cars, aggravating a congested corridor. The city's planned configuration for Broadway guarantees the same problem, and worsens the experience for transit riders.

Good transit is paramount for Somerville in creating a successful business district. Davis Square is the sole example of success within the city upon which Somerville bases its neighborhood redevelopment. In the case of Union Square, the city is relying on the arrival of the Green Line to truly transform the neighborhood. Without that station, Union Square will never reach its potential. The same applies to Broadway in East Somerville. The street was developed by the arrival of the Boston and Lowell railroad and a streetcar line along Broadway. The Lowell commuter train no longer stops in Somerville, though the right-of-way is being modified to accommodate an extension to the Green Line. This will be helpful for points further northwest on Broadway, notably Ball Square, but not for the southeast section. Streetcar service was downgraded to buses in the 1940s along with

most of the other streetcar lines in town. Without a real transit solution, Broadway will only succeed in places that are close to the Green Line or Red Line.

Our design fills the gaps in the fixed-rail transit network in Somerville to give 130 Broadway and other neighborhoods along the corridor the connectivity needed to enable success when their streetscapes and building spaces are improved. Our streetscape design rejects the Somerville's practice of small-scale improvements such as laying decorative brick, bulging sidewalks at crosswalks, and raising crosswalks to sidewalk level. Instead it truly transforms the street into a space dominated by pedestrians, cyclists, and clean, comfortable transit. Though we acknowledge the need for Broadway to serve as a throughway for some vehicle traffic, we revoke the right of drivers to inefficiently use valuable public space for on-street parking. Furthermore, we posit that the street can only be safe and pedestrian-oriented if vehicles are forced to reduce their speed to 15 mph, the speed at which a cyclist can travel.



Figure 10 – Historic streetcar photos along Broadway. The photo in the bottom left is the closest to 130 Broadway.¹³

¹³ Clark, Bradley H. *Streetcar Lines of the Hub - The 1940s*. Boston: Boston Street Railway Association, 2003.

IX. Implementation

In order to implement this design plan, a few steps need to be taken:

1. A streetscape project that includes the widening of sidewalks and regulation of speed on Broadway should take place. The city of Somerville has proposed a plan that would extend the sidewalk and narrow the Broadway corridor while including a parking lane, a bike lane, a large median and one travel lane in each direction. This plan can be seen below.

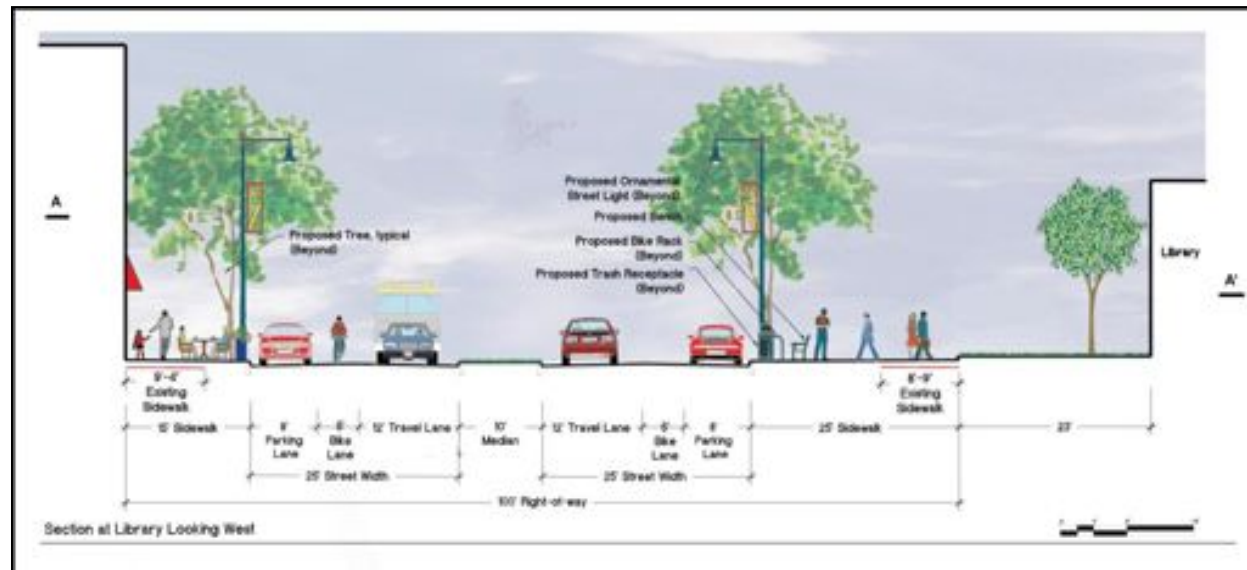


Figure 11 – Cross section of the city of Somerville's streetscape plan at 130 Broadway.

This plan would also include extending the sidewalk and including a bike lane; however, we would like to see the elimination of the on-street parking. We would also like to preserve and widen the space where the median is proposed in order to reserve the possibility of installing a streetcar through the center of Broadway in the future.

We would also like to hold public meetings in order to educate the residents of East Somerville about the history of the streetcar and the benefits it will provide to the neighborhood. The support of the residents is important in going forth with the streetcar plan in the future.

While the streetscape is being constructed, the residential building on Glen St will be developed. This building will create a buffer between the current residential abutters and the larger construction site of the main building. The landscaping around the rear lot will also be done at this time, again, to create a buffer. This stage of the development process will also show a commitment to investing first in the residential neighborhood that surrounds 130 Broadway.

The plaza and the main building that includes the dance hall, the restaurant/café, residences, and office space will be constructed at the same time.

The community garden and farmer's market will be the final stages of this project.

Table 10 below shows the plan's action steps and those agents that would need to be involved in initiating them:

Table 10 – Action Plan Steps & Entity Responsible for Implementation

	Office of Strategic Planning & Community Development	Department of Public Works	Private Developer	Health Department	Office of Sustainability & Environment	Department of Recreation	East Somerville Main Streets	Corporations
Streetscape Plan	X	X					X	
Residential Building Construction	X		X					
Main Site & Plaza	X		X					X
Community Garden	X	X		X	X	X	X	
Farmers Market	X			X	X	X	X	

Chronologically, the following steps would also need to occur in order to implement this plan:

- The City appoints an Advisory Committee consisting of residents, East Somerville Main Streets, local businesses, the arts community, representatives from the Hispanic/Latino community in East Somerville, sustainability experts, and the city of Somerville.
- The city acquires the site from the private owner, to be sold or leased to a private developer, whether for or non-profit.
- The Advisory Committee issues a Request for Proposals to developers and architects, reviews proposals and selects a development team to implement the project.
- The Advisory Committee and development team hold public meetings, including a design charrette, to gather input from stakeholders.
- The developer secures financing, the architect designs the project; the development team and Advisory Committee begin marketing the site to retail and office tenants, and to residential tenants and/or buyers.
- The city and Advisory Committee hold a ground breaking event for the new housing on Glen Street, with the development team, funders, neighbors, and all interested parties.
- Construction proceeds: demolition, sitework, utilities, Glen Street housing, dance hall/office and housing on Broadway, pedestrian plaza and community garden (2 years) .
- The City and Advisory Committee host an outdoor “block party” inspired grand opening of the new development at 130 Broadway, with all stakeholders, funders, development participants, committed tenants, and the community at large.

X. LEED ND Criteria

Smart Location and Linkage:

Prerequisite 1. Smart Location

Prerequisite 2. Imperiled Species and Ecological Communities Conservation

Prerequisite 3. Wetland and Water Body Conservation

Prerequisite 4. Agricultural Land Conservation

Prerequisite 5. Floodplain Avoidance

Credit 1. Preferred Location: 10 Points

a. Location Type: An infill site on a previously developed site (5 Points)

b. Connectivity: 310 Connections (3 Points)

c. Designated High-Priority Locations: 25% of the rental units will be at 80% of AMI and 15% of the for sale units will be at 100% AMI (3 Points)

Credit 2. Brownfield Development: 0 Points

a. n/a

Credit 3. Location with Reduced Auto Dependency: 7 Points

a. Within half a mile of the MBTA Sullivan Station – Orange Line

b. Three bus lines stop in front of the site.

Credit 4. Bicycling Network and Storage: 0 Points

a. Unable to qualify because even with the redesign of Broadway there will not be enough continuous miles of designated bike path.

b. Bicycle storage spaces will be provided for each residential unit.

c. Bike racks will be provided to accommodate the community space, restaurant and dance/art hall.

Credit 5. Housing and Jobs Proximity: 3 Points

Table 11 – Transportation Trips within ½ mile

	Weekday Trips	Weekend Trips
Bus	306	92
Subway	260	146
Total	566	238

- a. The development has an affordable housing component and there are more jobs within a ½ mile radius of the site than there are housing units.

Credit 6. Steep Slopes Protection: 0 Points

- a. The development has a slope greater than 15%.

Credit 7. Site Design for Habitat or Wetland and Water Body Conservation: 0 Point

- a. n/a

Credit 8. Restoration of Habitat or Wetlands and Water Bodies: 0 Points

- a. n/a

Credit 9. Long-Term Conservation Management of Habitat or Wetlands and Water Bodies: 0 Points

- a. n/a

Neighborhood Pattern and Design:

Prerequisite 1. Walkable Streets

Prerequisite 2. Compact Development

Prerequisite 3. Connected and Open Community

Credit 1. Walkable Streets: 11 Points

- a. 100% of the street-facing façades are less than 25 feet from the street.
- b. 100% of the street-facing façades are less than 25 feet from the street.
- c. 100% of the street-facing building façades in the development are within 1 foot of a sidewalk or equivalent provision for walking.
- d. Functional entries to the building occur at an average of 75 feet or less along nonresidential or mixed-use buildings or blocks.
- e. n/a
- f. The ground-level of the development will have clear glass on at least 60% of their façades between 3 and 8 feet above grade.

- g. The façade of the building along the sidewalk will have no blank walls, windows or doors will stretch along the façades for most of its length.
- h. Ground-level windows will be kept visible (unshuttered) at night and the CC&R will stipulate as such.
- i. n/a
- j. Continuous sidewalks or equivalent provisions for walking are available along both sides of all streets within the project, including the project side of streets bordering the project and will be 10' wide or greater.
- k. Ground-floor residential units in the project will not have an elevated finished floor higher than 24 inches above the sidewalk grade.
- l. 100% of the ground-floor space will be for commercial purposes in the main building and directly accessible from the sidewalks or plaza.
- m. The development's street frontage has a building-height-to-street-width ratio greater than 1:3.
- n. The development will close part of Glen Street making it pedestrian only plaza and will create a pedestrian friendly zone across Broadway with speed limits of 15 mph.
- o. The development will create a pedestrian friendly zone across Broadway with speed limits of 15 mph.
- p. The at-grade driveways in the development will be less than 10%.

Credit 2. Compact Development: 5 Points

- a. 58 DU/Acre
- b. 2.70 FAR

Credit 3. Mixed-Use Neighborhood Center: 4 Points

- a. 100% of the development's residences are with-in a ¼ mile walking distance of over 20 diverse uses.

Credit 4. Mixed-Income Diverse Community: 3 Points

- a. 25% of the rental units will be at 80% of AMI and 15% of the sale units will be at 100% AMI.

Credit 5. Reduced Parking Footprint: 0 Point

- a. The development is car-free and no new parking facilities are included in the development's plans. Bicycle storage is included for residents and ample bike racks to accommodate visitors.

Credit 6. Street Network: 1 Point

- a. There are right-of-way intersects on project boundary at least every 400 feet.
- b. 310 street intersections within a ¼ mile of the site.

Credit 7. Transit Facilities: 1 Point

- a. The project will incorporate bike racks and improved bus-stop shelters.

Credit 8. Transportation Demand Management: 0 Points

Credit 9. Access To Civic and Public Spaces: 1 Point

- a. The development includes a public plaza as a major part of its design.

Credit 10. Access to Recreation Facilities: 1 Point

- a. Foss Park is within a half-mile of the development.

Credit 11. Visitability and Universal Design: 1 Point

- a. Strategy package “a” for universal design will be used in the development.

Credit 12. Community Outreach and Involvement: 2 Points

- a. Will engage the community and conduct a design charrette.

Credit 13. Local Food Production: 1 Point

- a. The development includes a community garden of 7,150 square feet and the plaza will host a weekly farmer’s market for at least five months per year.

Credit 14. Tree-Lined and Shaded Streets: 2 Points

- a. The development will include tree lined streets for shade.
- b. A landscape architect will be employed to develop the planting details.

Credit 15. Neighborhood Schools: 1 Point

Green Infrastructure and Buildings

Prerequisite 1. Certified Green Building

Prerequisite 2. Minimum Building Energy Efficiency

Prerequisite 3. Minimum Building Water Efficiency

Prerequisite 4. Construction Activity Pollution Prevention

Credit 1. Certified Green Buildings: 5 Points

- a. Both buildings on the site will be LEED certified.

Credit 2. Building Energy Efficiency: 2 Points

- a. Both buildings will be energy efficient.

Credit 3. Building Water Efficiency: 1 Point

- a. Both buildings will use low flow fixtures to reduce water consumption by 40% over the base line.

Credit 4. Water-Efficient Landscaping: 1 Point

- a. The watering system for plants and vegetation in the plaza and community garden will be supplied by a stormwater capture system.

Credit 5. Existing Building Use: 0 Points

Credit 6. Historic Resource Preservation and Adaptive Reuse: 0 Points

Credit 7. Minimized Site Disturbance in Design and Construction: 1 Point

- a. 100% of the developments footprint is located on an area that has been previously developed and for which 100% of the construction impact zone is previously developed.

Credit 8. Stormwater Management: 1 Point

- a. The sites stormwater management system will capture 80% of the stormwater.

Credit 9. Heat Island Reduction: 0 Points

Credit 10. Solar Orientation: 0 Points

Credit 11. On-Site Renewable Energy Sources: 1 Point

- a. Solar panels on the roofs of 130 Broadway and the residential building on Glen Street will provide at least 5% of the annual electricity for the site.

Credit 12. District Heating and Cooling: 0 Points

Credit 13. Infrastructure Energy Efficiency: 1 Point

- a. All new infrastructure (street lights, signal lights, etc.) will be energy efficient and produce a 15% reduction to the baseline.

Credit 14. Wastewater Management: 0 Points

Credit 15. Recycled Content in Infrastructure: 1 Point

- a. 50% of the developments infrastructure will be made from recycled content.

Credit 16. Solid Waste Management Infrastructure: 1 Point

- a. The site will include ample recycling facilities for occupants and visitors, as well as composting facilities that will be used for the community garden.

Credit 17. Light Pollution Reduction: 0 Points

Innovation and Design Process

Credit 1. LEED Accredited Professional: 1 Point

- a. Principal member of the project team is LEED certified.

Regional Priority Credit

Credit 1. Mixed-Income Diverse Communities: 1 Point

Credit 2. Access to Civic and Public Spaces: 1 Point

Credit 3. Building Energy Efficiency: 1 Point

Total Points: 73 LEED ND Gold

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Appendix

The method used to obtain Gross Housing Density and Net Housing Density for the East Somerville neighborhood is described below.

At the real estate site www.city-data.com, the land area of a neighborhood, its population and population density are given at the outset. To obtain the total number of housing units, the distribution of units in the different categories of number of rooms, first for the ownership units at the graph “Rooms in owner-occupied houses/condos” then for the rental units at the graph “Rooms in renter-occupied apartments” are added together. This gives the gross housing density: the number of units over the total land area. The housing density per net acre is an estimate: the land area is reduced by 25% (multiplied by .75). This represents the non-residential portion of the land: an average proportion taken up by streets and sidewalks (public right-of-way), parks, playgrounds, and commercial and institutional uses. The area in square miles is converted to acres by multiplying it by 640 (1 square mile = 640 acres).