



CITY OF SOMERVILLE, MASSACHUSETTS
MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT
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PLANNING DIVISION

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Case #: PB 2014-17
Site: Assembly Row Block 11 (399 Revolution Drive / Grand Union Boulevard)
Date of Decision: July 10, 2014
Decision: Approved with Conditions
Date Filed with City Clerk: July 16, 2014

PLANNING BOARD DECISION

Site: Assembly Row Block 11 (399 Revolution Drive / Grand Union Boulevard)

Applicant Name: Partners HealthCare

Applicant Address: 101 Merrimac Street, 8th Floor, Boston, MA 02114

Property Owner Name: Street Retail, Inc., in its individual capacity and under power of attorney on behalf of FR Sturtevant Street, LLC, SRI Assembly Row B2, LLC, SRI Assembly Row B3, LLC, SRI Assembly Row B5, LLC, SRI Assembly Row B6, LLC, SRI Assembly Row B7, LLC, SRI Assembly Row B8, LLC, SRI Assembly Row B9, LLC (Collectively, Tenants in Common)

Property Owner Address: 1626 East Jefferson Street, Rockville, MD 20852

Agent/Attorney: Robert A. Fishman

Agent Address: 155 Seaport Boulevard, Boston, MA

Alderman: Matthew McLaughlin

Legal Notice: Applicant, Partners HealthCare, and Owner Street Retail, Inc., in its individual capacity and under power of attorney on behalf of FR Sturtevant Street, LLC, SRI Assembly Row B2, LLC, SRI Assembly Row B3, LLC, SRI Assembly Row B5, LLC, SRI Assembly Row B6, LLC, SRI Assembly Row B7, LLC, SRI Assembly Row B8, LLC, SRI Assembly Row B9, LLC (Collectively, Tenants in Common) seek a Special Permit with Site Plan Review-A, final level approval of "Block 11" of the Planned Unit Development Preliminary Master Plan (PUD-PMP) approved by the Planning Board on December 14, 2006 and as revised on August 5, 2010 and June 19, 2014. Applicant and owner seek approval under SZO Article §16.8.3 and §5.2, to construct two mixed-use buildings (1,106,578 gsf office, 105,922 gsf retail/restaurant space), a daycare (12,500 gsf) and 7-story parking garage (744,800 gsf). The project will be developed in two phases*. The uses include those approved in the PUD-PMP.



Waivers are sought (S.Z.O. §6.4.12 & 16.5.5) from the requirement for landscape and screening plan (§5.2.3.10), outdoor lighting plan (§5.2.3.12), dimensions and location of signage plan (§5.2.3.13), signage height waiver (§6.4.14), and loading bay requirement (§9.16 & 9.7).

Assembly Square Mixed Use District (ASMD); Planned Unit Development Overlay District - A (PUD-A) / Ward 1

* This Special Permit with Site Plan Review –A application is for phase 1 (874,297 square feet – 768,375 square feet of office and 105,922 square feet of retail/restaurant/health club). All future phase project work, including an additional office building, freestanding daycare facility and any parking garage addition shall require a new SPSR-A application and approval by the Planning Board.

Date(s) of Public Hearing: July 10, 2014
Date of Decision: July 10, 2014
Vote: 5-0

Appeal #PB 2014-17 was opened before the Planning Board at the Visiting Nurse Association on July 10, 2014. Notice of the Public Hearing was given to persons affected and was published and posted, all as required by M.G.L. c. 40A, sec. 11 and the Somerville Zoning Ordinance. After one hearing of deliberation, the Planning Board took a vote.

I. BACKGROUND & PERMITTING PROCESS

On December 14, 2006, the Planning Board granted Planned Unit Development-A-Preliminary Master Plan (PUD-PMP) approval, subject to certain conditions, for a development area that includes the subject property. On August 5, 2010 and June 19, 2014, the Board granted revisions to the PUD-PMP. Subsequent minor amendments and subdivisions have been filed that do not substantially impact this site. The PMP is for a mixed-use, transit-oriented development with approximately 5.7 million square feet of total development including 2.8 million square feet of commercial space (including but not limited to office, research and development, laboratory, medical office, manufacturing, etc.), 637,000 square feet of retail space including restaurants, cinema and health club, 1,840 residential units, up to a 170-room hotel, the existing Assembly Square Marketplace and approximately 10,066 parking spaces. The revised PMP includes much of the same overall development program and the replacement of IKEA with office and retail space. The site plan changes include adjustments to improve the urban design relationship of uses, the quality of the open space along the Mystic River, pedestrian and bicycle circulation, and the financial feasibility of the Project. Design Guidelines were adopted to complement the guidelines in §16.7. The guidelines establish façade hierarchies, district gateways, and key building elements to promote a cohesive PUD while still allowing for flexibility and creativity in design.

The Planning Board has issued Special Permits with Site Plan Review-A, the second phase of approvals after the PUD-PMP for the Marketplace (Phase 1AAA), for IKEA (Phase IAA) - which will not be developed as planned, for Phase IA Blocks 10, 1, 4, 3, 2A, and 2B (in chronological order), and temporary uses for Blocks 5 and 6.



A. Review Requirements under the Somerville Zoning Ordinance

This application is for a Special Permit with Site Plan Review–A (SPSR-A) for phase 1 of the development of parcel 99-A-8. As set forth in §16.8 of the Somerville Zoning Ordinance (SZO), “Application for PUD is a type of special permit with site plan review [SPSR], requiring two (2) stages of review. A PUD Applicant shall first file a preliminary master plan demonstrating a comprehensive land use plan for the entire PUD tract. Upon approval of this plan, the Applicant may then submit special permit with site plan review applications for definitive plans of each portion or phase of development of the PUD tract.”

The Applicant is seeking SPSR-A final level approval of a planned unit development under the revised Planned Unit Development Preliminary Master Plan (PUD-PMP) approved by the Planning Board on June 19, 2014. The PUD-PMP conditions and findings provide the basis for the review of this type of application. A subset of the requirements are required findings for each SPSR-A. The fulfillment of the required findings is indicated as such in the attached Appendixes.

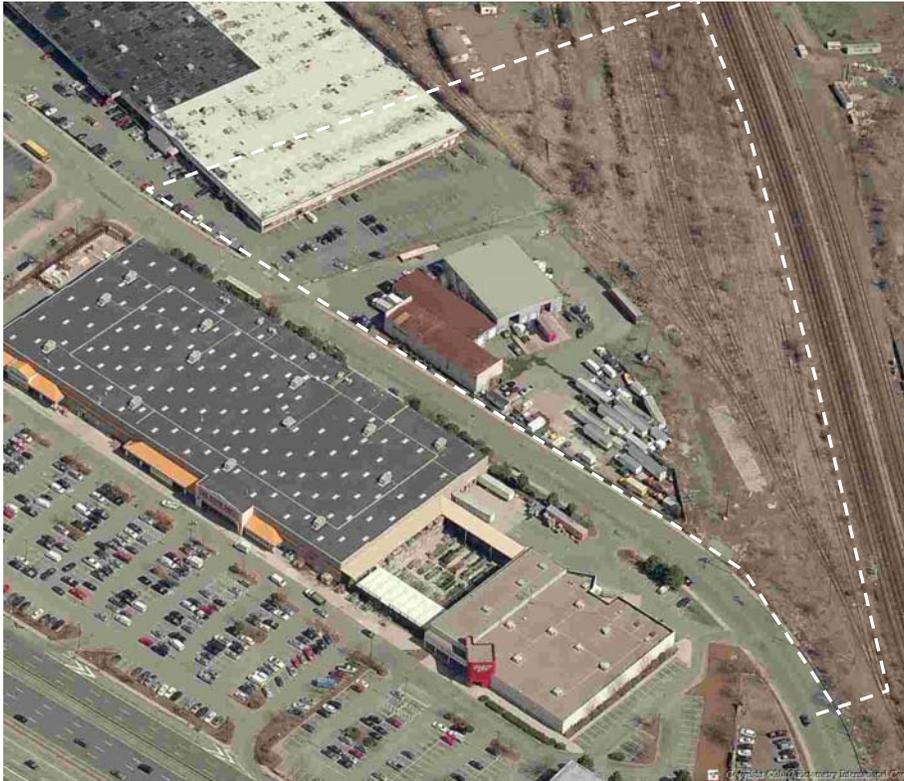
II. DESCRIPTION OF PROPERTY***A. Site***

The total land area of the Master Plan is 2.67 million square feet or 61.3 acres and the area of Block 11 is 464,265 square feet or 10.65 acres. Block 11 is a triangularly shaped lot bounded by the MBTA Orange Line tracks, Grand Union Boulevard and Revolution Drive. The buildings on the site have been razed and the land is currently vacant.

B. Surrounding Area

The area surrounding the proposed site contains Draw 7 Park on the opposite side of the MBTA Orange Line tracks, Home Depot and the vacant Circuit City building to the southeast and the development of the Assembly Row Blocks 1, 2, 3 and 4 which are nearing completion of construction and occupancy. Assembly Square Drive, which is now Grand Union Boulevard, roadwork and landscaping that were part of the Phase IAA approval are complete. The subdivision of land that corresponds to the Blocks approved in the PUD is complete and was recorded on December 28, 2011 and the new streets have names.





Approximate location of Block 11 – image from April 2008 – before buildings were razed



Approximate location of Block 11 – image from April 2009 – after buildings were razed

III. DESCRIPTION OF PROPOSAL***A. Overall***

The plan for phase 1 of Block 11 includes a mixed use building, parking garage and open space. Phase 1 includes 874,297 square feet which is comprised of 768,375 square feet of office and 105,922 square feet of retail/restaurant/health club. The total number of parking spaces for Phase 1 is 1,997 spaces which will be in a 7-story, approximately 744,800 gross square foot garage and in a surface parking lot.

Future phases of the site include additional office space, a stand alone daycare, and additional parking spaces. The full build out of the project totals 1,225,000 gross square feet which is made up of 1,106,578 gross square feet of office, 105,922 gross square feet of retail/restaurant/fitness center, and a 12,500 gross square foot daycare. All future phase project work will require a new SPSR-A application and approval by the Planning Board.

Compliance with dimensional standards is shown in the table below.

DIMENSIONAL REQUIREMENTS	PUD-A	Approved PUD	Proposed Project *
Minimum lot size	20,000 sf	66.5 acres	464,265 sf (10.65 acres)
Frontage	-	-	~900 ft
Front yard setback	No minimum	-	5.4 ft
Side yard setback (left)	No minimum	-	6.4 ft
Side yard setback (right)	No minimum	-	387.8 ft
Rear yard setback	No minimum	-	10.3 ft
Maximum Floor area ratio (FAR)	10.0	2.0	1.88
Maximum height, feet	70 feet up to 250 feet	Varying up to 250 feet	250 ft
Minimum lot area/per dwelling unit	No minimum	Approx 1379	N/A
Total open space (% & sf)	25%	27.9% / 744,174 sf	57.0 % / 292,359 sq
Useable open space (% & sf)	12.5%	21.2% / 565,983 sf	48.7 % / 250,004 sf

* The dimensional requirements do not need to be met for each individual SPSR as they contribute to the approved PUD that does comply with the dimensional requirements.

B. Site Design and Access

The project area is triangular in shape and the building is situated along Revolution Drive. The main entrance to the office building has been assigned 399 Revolution Drive. When the retail space is subdivided addresses for each occupant will be established. The parking garage is located along the MBTA tracks and the southwestern corner touches Grand Union Boulevard.

Pedestrian access will be via a portal through the building at the intersection of Assembly Row and Revolution Drive, from sidewalks on the northern and southwestern side of the parcel, and from the shared use path along the MBTA tracks. The portal will be 90 feet wide, which is the width of Assembly Row's median and streets so that the building and site will be clearly open to pedestrians. The portal connects the usable open space of the median to a large open space in the middle of the block. A formal open space is planned close to the office building with organized seating, vegetation and a water feature. The water feature as an overflow that allows for percolation into the ground via a meandering stream that enters into the more naturalistic landscaped portion of the site. In the open space there will also be an amphitheater and possibly a stage.



There is a shared use path along the MBTA tracks that is 8 feet wide with a 3 foot landscaped buffer between it and the parking garage. On the other side will be a 10 foot grasscrete area with trees placed a regular intervals and a fence to serve as a barrier to the MBTA tracks. The path will be lit from fixtures on the parking garage.

There are three vehicular access points to the garage. Two are along Grand Union Boulevard which will require removal of portions of the medians in the middle of the road, and one is at the terminus of Revolution Drive by the southern MBTA headhouse. If approved by the MBTA, the current owner of the site may reconstruct the headhouse so that it extends farther west allowing the entry driveway into the parking garage to be straightened out. If this occurs the driveway would align with Great River Road.

C. Building Shape and Placement

The mixed-use building is located along Revolution Drive, which will serve three important functions in the Phase 1 design. First, the placement of the building will create a strong street wall for those exiting the Orange Line southern headhouse which will provide an interesting experience along the street from the station to the rest of the neighborhood. Also, the buildings east-west orientation maximizes solar exposure for the occupants. Finally, the building orientation for Phase 1 will frame the end of Assembly Row and provide an active and interesting terminus, which was once the big blue box of IKEA. There is sufficient land area to orient future buildings along Grand Union Boulevard to ensure that the southwestern edge of the site also has a strong streetwall in future phases of the development.

Future development along Grand Union Boulevard will help to block the view of the large parking structure. Its placement is set back along the MBTA tracks but due to its size, the corner of the garage meets the street. There is a condition to further refine the final design of the parking structure and screening with review by the Design Review Committee to address its scale and potentially alter its footprint to allow for future active uses along Grand Union Boulevard.

D. Uses

The use of the building is proposed to be office for Partners HealthCare and retail, restaurant and fitness center uses as approved in the PUD-PMP. A list of specific uses from the Somerville Zoning Ordinance use table was approved as part of the PUD-PMP and the building could contain a mix of those approved uses. The podium which is two-stories in the western section of the building and one-story in the eastern portion will be retail, restaurants and a fitness center. The number of tenants in the building is not yet known. The intension is to locate food-related businesses for the retail area in the portal so that the space can be activated by outdoor seating. The upper floors of the 13 story building will be office space. The number of jobs that are being relocated from Partners existing sites in and around Boston to Somerville is 4,750. Because of the open concept, efficient floor plan and desk sharing arrangement the square foot per employee ratio low. Forty-five hundred desks will be provided in 768,375 square feet of office space for an average of 171 square feet per employee. The square footage of the building contributes towards the 2.8 million square feet of commercial space and 637,000 square feet of retail space including restaurants that was permitted through the PUD-PMP. Appendix F provides information on the square footage of each use that was permitted through the Master Plan approval and how many square feet of each use has been constructed to date

E. Linkage

The City, the Somerville Redevelopment Authority, IKEA, and Federal Realty Investment Trust have entered into a development covenant from 2006 that establishes that linkage will be paid after the first 300,000 square feet of space is constructed in the PUD PMP, excluding the existing Mall. This threshold has been reached as outlined in Appendix F and linkage will be required for the square footage of this building as in outlined in the attached conditions.

F. Inclusionary Housing

The provisions of SZO section 13.2 do not apply to this proposal because there will not be a residential component to the development.



G. Landscaping and Open Space

The open space at the site will be a bookend to the Baxter Riverfront Park at the opposite end of Assembly Row. These two parks contain large open spaces with portions that are programmed and other portions that are open to allow for a flexibility of uses. The Block 11 site includes formal and naturalistic landscaping as described in the Site Design section above. The size and form of this open space is limited in the City and could provide a valued amenity for everyday uses and large events. The final design has not yet been determined and Planning Staff review and approval is a condition of this report.

Under §16.6.1 of the SZO, the usable open space must be permanent, made accessible to the public at a minimum from 9:00 am to 5:00 pm, and protected through a covenant or other appropriate legal instrument. This site has 48.7% (approximately 250,004 square feet) of usable open space that is counted towards Block 11. The overall calculation of useable open space in the PUD is 21.2%.

H. Parking, Loading and On-site Circulation

The minimum and maximum parking requirements are outlined in the table below. Assuming a use mix of 40,000 square feet of retail, 769,000 square feet of office, 15,000 square feet of retail and a 50,000 square foot health club, the minimum requirement is 939 and maximum is 1,778.

PARKING REQUIREMENTS	Square Feet	Minimum Requirement	Minimum # Spaces	Maximum Requirement	Maximum # Spaces*
Retail	40000	1/1000sf	40	1/500sf	80
Restaurant	15000	1/500sf	30	1/250sf	60
Office	769000	1/1000sf	769	1/500sf	1538
Fitness Center	50000	1/500sf	100	1/500sf	100
Total			939		1778

* The parking requirements do not need to be met for each individual SPSR as they contribute to the approved PUD that does comply with the parking requirements.

The total number of parking spaces proposed for phase 1 include 1,997 spaces in the 7-story parking garage and in an at grade parking lot. The retail parking will occupy 380 spaces and the office parking will occupy 1,617 spaces. The parking lot is located at the entrance to the Assembly Square neighborhood when coming from the south. This is a prominent location and the Applicant shall make best efforts to eliminate or minimize the visual impact of it. A condition of approval is that if the at grade parking lot is needed, that it be limited to the 46 shown on the illustrative site plan.

SomerVision, Somerville's 20-year Comprehensive Plan, calls for a minimum of 50 percent of new trips to the City to be by walking, bicycling or taking public transit. Conditions of approval require a detailed transportation management plan, data related to parking utilization, and an updated shared use analysis to ensure that data related to parking is up-to-date and transparent and that the City's mode split goals are being met. The transportation section of the application for this SPSR-A shows a 25 split mode split for office uses in the Master Plan area. For this Block, a rough calculation shows that at least a 50 mode split will be achieved. There will be 4,500 desks and 1,617 parking spaces, which means that 36 percent of the employees during the peak time can drive and 64 percent need to take alternative forms for of transportation. It is likely that 75 percent of the employees will be on-site during peak work hours due to telecommuting, flexible time schedules, vacation, etc, resulting in a 45/55 percent mode split favoring walking, bicycling, and taking transit. Using this calculation of the reduced number of workers on-site at peak times, which in and of itself incorporates transportation demand management techniques, the Comprehensive Plan goal for mode split will still be met.

The bicycle parking requirement is 20 spaces plus 1 for every 20 parking spaces above 200. Since 1,997 parking spaces are proposed, 110 bicycle parking spaces shall be provided. The spaces shall be in the building and on the sidewalk.



Based on the Applicant's assumptions of the number and size of the retail and restaurant tenants anticipated along with the office requirement for loading and probable need for loading for the fitness center, 14 parking spaces are required. The users of the buildings will be able to share loading docks and therefore a waiver is being requested to only provide 5 docks. Loading will occur off of Grand Union Boulevard and into the southwestern side of the building and along the driveway off of Revolution Drive into the northeastern side of the building. Trucks are able to ingress and egress the site in the forward direction.

The number of required loading docks varies depending on the mix of retail and restaurant uses. The Applicant has determined that the maximum number of loading docks that would be required is 14. The requirements are: 3 for between 35,001 square feet and 50,000 square feet and 1 for each additional 50,000 square feet of retail; 3 for between 16,001 and 40,000 square feet of restaurant; and 1 for between 10,001 and 100,000 square feet and 1 for each additional 150,000 square feet of office. The proposed number is 5.

I. Form and Design of the Building

The design guidelines that lay out the form and key elements of the Blocks of the Preliminary Master Plan (PMP) that were adopted as part of the PMP approval. The guidelines for Block 11 were approved as part of the Preliminary Master Plan approval on June 19, 2014 and the proposed design complies with them. The building has a one- and two-story retail podium that creates a human scale experience along the sidewalk and the towers are setback and achieve the full height planned for this location that is within 250 feet of the MBTA Orange Line station. Primary facades wrap the three sides of the building that do not face the tracks. There is a gateway area above the portal and on the first floor of the building in the courtyard to create an open and active façade to ensure that the large building is interesting and transparent in key locations. The massing was designed as a central spine with two smaller volumes to break down its scale. The colors and materials further break down the building into parts.

The design guideline for the garage includes ionic facades at the stairs which project off of the main body of the garage and at the corner of the garage that meets the street. A condition of approval is that a View Corridor Marker, as described in the Assembly Row Design Guidelines, is added on the parking garage or in front of it to establish an interesting terminus to the view corridor from median park looking through the 2-story portal. There is also a condition to further refine the final design of the parking structure and screening with review by the Design Review Committee to address its scale and potentially alter its footprint to allow for future active uses along Grand Union Boulevard.

J. Signage

The retail signage will be located along the first and second floors where the retail and fitness center storefronts exist. Staff will review and approve retail signage based on the Assembly Row Storefront and Signage Design Standards. Plans that are inconsistent with the Standards will require review from the Design Review Committee and approval from the Planning Board. Signage outside of that on the retail podium is not proposed at this time.

K. Waivers & Other Relief Requests

The Applicant is requesting waivers from the requirements of the Zoning Ordinance for submission of a landscape and screening plan (§5.2.3.10) and outdoor lighting plan (§5.2.3.12) at the time of application. The Applicant is also requesting a waiver from the loading bay requirement (§9.16 & 9.7).

- There is a condition of approval that would require a landscape plan prior to commencing vertical construction. The condition specifies that the open space shall include a variety of sitting areas and amenities for the employees and the public and that they shall encourage public access and interactions.
- There is a condition of approval that would require a lighting plan prior to commencing vertical construction. The condition specifies that lighting shall be provided on the shared use path between the garage and the railroad tracks, as well as elsewhere in the open space.



- The loading space requirement is dependent on the breakdown of retail versus restaurant space in the mixed use building. Since the breakdown has not yet been determined, the Applicant calculated that the maximum number of loading docks required is 14 and 5 will be provided. The rationale for providing less than the maximum number of loading spaces is that allocating less ground floor space to loading results in more square footage for retail and restaurant uses that enliven the district. Moreover, five parking spaces will be sufficient for the proposed uses. Several of the tenants will likely use vans for deliveries and two vans can fit in a loading area designated for a larger truck. The site will be managed to minimize conflicts.

A waiver for the signage plan, §5.2.3.13, and signage height, §6.4.14, was submitted as part of this application. Because the location, size and technology of the office signs are not yet determined, the signage package outside of the retail signage on the podium will need special permit approval by the Planning Board.

IV. CITY DEPARTMENT/COMMITTEE COMMENTS

Design Review Committee

The Citywide Design Review Committee (DRC) reviewed the proposal at a public meeting on June 26, 2014. The minutes, as noted by Planning Staff are copied below:

The DRC reviewed a preliminary plan and made the following comments and recommendations.

Overall they thought that the architecture of the mixed use building is successful and that the garage still needs refinement. The geometry of the garage makes it feel like a back from the entry from the south. A member asked about the feasibility for underground parking. The remediation of the old industrial site to get parking underground for such a large area is cost prohibitive. Some of the other topics that the committee discussed include the larger context of the site and connectivity to the surrounding area, green technology such as the green roofs and LEED silver certification under version 4, and the experience along the shared use path. The DRC did not request to see a redesign of the mixed use building; however, they did request to see material samples for the buildings before they are purchased and to review the design of the garage again.

Traffic and Parking

Traffic and Parking has reviewed the Traffic Section of the Proposed Block 11A Development Program within Assembly Square. The developer's Transportation Consultant, Vanasse, Hangen, Brustlin, Inc (VHB) has submitted a traffic assessment of this proposed development. This submittal is a professional well prepared document.

Traffic and Parking concurs with the conclusion of the proposed development of Block 11A and that it will readily be able to accommodate the traffic and vehicle trips generated by this use.

Traffic and Parking has no objections to the submitted proposals concerning the Block 11A.

Engineering

The Applicant shall complete the Site Plan Review Checklist and supply the information to the Engineering Office.

Also, a full set of as built plans shall be submitted to the Office prepared and stamped by a Registered Licensed Surveyor in the State of MA prior to final sign off. This Office shall review submitted as built and at its discretion require additional information if needed.

All sidewalks and handicapped ramps shall be ADA compliant and a letter of compliance prepared by a professional engineer registered in the State of MA shall be submitted to this office prior to final sign off.

The utilities were addressed in prior permitting. If alterations are to be made to existing site utilities, a full review and approval by this Office must be made prior to construction.



Water

There is a 4 inch ductile water line that was to be used for potable water for IKEA. Also there is a 12 ductile water line that was to be looped into the IKEA site. These lines should be sufficient for the needs of the current development proposal.

Fire Prevention

At this time, Fire Prevention's requirements for Block 11 include an approved fire alarm system, at least three radio master boxes that transmit properly to the fire department, sufficient radio amplification for fire channels 1 & 2 and police channel 1 to operate in all areas of the structure. Location and type of all fire department connections must be specifically approved by the fire department. Other requirements include providing sufficient lock boxes for fire department operations, additional review of access to the parking garage, and additional hydrants or relocation of existing for fire department operations. Fire Prevention reserves the right to make additional comments pending review of more specific information before final approval.

Housing

The applicant shall meet the obligations required by Article 13, if housing is introduced as a future use, and Article 15 of the SZO. All covenants, contractual agreements and other documents necessary to ensure compliance with this Article shall be executed prior to the issuance of a building permit. The first payment shall be made prior to the issuance of a certificate of occupancy. The number of square feet for Phase 1 that shall be used for the payment calculation shall be approximately 874,297 sf minus the 30,000 sf exemption (768,375 sf of office and 105,922 sf of retail/health club). The final square footage shall be determined at the time of issuance of a building permit. Per Article 15, the 30,000 sf exemption is limited to phase 1.

Lights & Lines

Lights & Lines has preliminarily reviewed the plans and may submit comments or conditions prior to the hearing.

Conservation Commission Staff

The Applicants need to file a Notice of Intent (NOI) to the Conservation Commission for the construction of Block 11 because these buildings will drain into the 72 inch outfall pipe. The Commission will review the NOI at a future meeting.

Ward Alderman

Alderman McLaughlin is aware of the proposal and has not submitted comments at this time.

V. PUBLIC COMMENTS

As of July 3, 2014, Planning Staff did not received any comments directly related to the SPSR-A application. Planning Staff received numerous comments prior to the hearing for the revision to the Master Plan that were forwarded to the Planning Board members. Many of the comments were related to Block 11. The Applicants made changes to their plans, where possible, and Staff incorporated conditions of approval to address comments and concerns raised by the public.

A summary of the comments received and resulting changes to the plans or conditions of approval are as follows:

- The office use and number of jobs that will be brought to the City is valued.
- The architecture of the mixed use building is beautiful.
- The building and block does not fit into the urban context.
 - One of the priorities for Partners in choosing a site to construct an office building was the size of the land. Block 11 provides a very large land area on which a building with large, efficient floors could be constructed. The site plans provides a portal to break up the large building and to connect Assembly Row through the Block 11 site for pedestrians. Partners was able to design an office where only 171 square feet is needed per employee. The building footprint is proposed in



the current location to provide a streetwall and active uses from the MTBA station along Revolution Drive, maximize solar exposure to the building, provide a large open space and leave land area for future phases that provide the ability to infill buildings along Grand Union Boulevard. The large green space in the middle of the block has less of an urban feel than some may desire; however, there will be details and amenities that will add to the variety of options of open space in the neighborhood. There will be a mix of hardscapes and softscapes, a water feature, seating options, and an amphitheater in which a large group can gather.

- There are too many parking spaces for a transit oriented development.
 - Conditions of approval require a detailed transportation management plan, data related to parking utilization, and an updated shared use analysis to ensure that data related to parking is up-to-date and transparent and that the City's Comprehensive Plans mode split goals are being met. The transportation section of the application for this SPSR-A shows a 25 split mode split for office uses in the Master Plan area. For this Block, a rough calculation shows that at least a 50 mode split will be achieved; however, more information will be submitted as the project moves forward. The Applicants have reduced the size of the at grade parking lot as a result of comments during the public hearing and are continuing to work towards incorporating the spaces in the garage and eliminating the lot.
- The garage location does not present an attractive entrance from the south.
 - The final design of the garage (final footprint details, spandrels, materials, stair tower design, screening and circulation) will be reviewed by the Planning Staff, Traffic Engineer and Design Review Committee, and approved by the Planning Staff per a condition of approval. The condition also states that the exposed parking decks shall include an applied artistic screen or wall of durable material on all "dominant" facades. The site plan allows for future phases of the Block to be infilled with buildings on Grand Union Boulevard so that it becomes a pedestrian oriented street that fits in with the urban form of the rest of the Assembly Row Master Plan.
- The shared use path should be open 24 hours per day and may not be a desired path to Assembly Row.
 - A condition of approval requires the shared use path to be open and accessible 24 hours per day, lighting will be installed along the path, and the applicant shall provide emergency call boxes if deemed necessary by the City.
 - A path along the western side of the garage through the site to the portal was added to provide a second option for those who would prefer a more scenic route through the landscaped area as opposed to the shared use path along the MBTA tracks to access the area from the south.
- The portal should be wider to match the width of the Assembly Row right of way.
 - The portal is 90 feet wide and 38 feet tall for a distance of 120 feet from Revolution Drive and 70 feet wide and 56 feet tall for approximately 90 feet through the rest of the portal. The increased height is towards the south to provide as much light through as possible. The 90 foot width matches the width of the Assembly Row median park and the streets abutting it. The Applicant maximized the width and height of the portal to the extent possible and designed it with transparent materials and a reflective ceiling to ensure that it will feel open and connected to the existing grid structure.
- The shadows of the building fall on the street.
 - Shadow studies were submitted as part of the application on the summer and fall equinox and winter and summer solstices. In the spring and fall there will be some shadows on a short segment of Assembly Row in the morning and midday and a portion of Draw 7 park in the afternoon. The only shadows of great impact are during December midday when the Block 11 building will shadow the street and other buildings will not during this time. The vision for the neighborhood was to have 250 foot tall buildings around the MBTA station and shadows are going to be a natural impact. The building footprint was carefully considered as discussed above and the shadows that result are unavoidable. The open space on the site will receive sufficient light until future buildings are built per the plan for this dense, urban neighborhood.

VI. FINDINGS FOR SPECIAL PERMIT WITH SITE PLAN REVIEW–A

A. General Application Requirements

Application requirements are identified in Section 16.8 of the SZO. Section 16.8.2 and 16.8.3 identifies the general information required for a preliminary PUD PMP approval and final level approval. Section 16.8.2.H and 16.8.3 identifies that the Special Permit with Site Plan Review requirements in Section 5.2 are required for both phases of approval. The Board finds the SPSR-A meets the application submittal requirements in the above listed sections. Detailed findings are contained in Appendix A.

B. Required Findings of Fact for PUD

Section 16.10.1 of the SZO indicates that PUD preliminary master plan approval shall be considered preliminary approval that recognizes that the plan is in general accordance with provisions of the Somerville Zoning Ordinance (SZO). Findings are then required under 16.1, 6.4.1, 6.4.3, 16.4, and 16.7 of the SZO. The ASMD further requires findings to meet development standards and design guidelines under 6.4.7 and 6.4.8. The Planning Board determined that the PMP met the required findings for a PUD PMP, but indicated that some issues would require further review at the SPSR-A submittal. The Board has reviewed these required findings as they relate to the SPSR-A application and find that these findings have now all been met. Detailed findings are contained in Appendix B.

C. Requirements for SPSR (SZO §5.2.5)

The SZO requires that the PMP be reviewed to ensure that projects under the PMP can meet the standards required for SPSR-A in the ordinance. Section 6.4.9 requires that the requirements in Section 6.4.9C as well as parts a-h of Section 5.2.5 must be addressed when SPSR-A requests are submitted. The Board finds that projects submitted for SPSR-A under this PMP meets the findings required as identified in Appendix C.

D. Waiver Standards

Upon written request by the applicant, the SPGA may waive submission of any of the required information for Special Permit with Site Plan Review applications, if the SPGA finds the information is not applicable to the project, per Section 5.2.3, 6.4.12 & 16.5.5. The Board finds that the requested waiver from providing a landscape and screening plan (§5.2.3.10) and outdoor lighting plan (§5.2.3.12) at the time of this application and the loading bay requirements (§9.16 & 9.7) should be met. The Board finds that projects submitted for SPSR-A under this PMP meets the findings required as identified in Appendix D.

The waivers for dimensions and location of signage plan (§5.2.3.13) and signage height waiver (§6.4.14) are not included in the review of this application because the details of the office signage package is not yet complete. The applicant will need to seek a special permit for signage outside of the retail area as part of a future application.

VII: DECISION

Present and sitting were Members Kevin Prior, Gerard Amaral, Michael Capuano, Joseph Favaloro, Dorothy Kelly Gay with James Kirylo absent. The Planning Board determined that the application for Special Permit with Site Plan Review–A for final level approval of a planned unit development under the Planned Unit Development Preliminary Master Plan approved by the Planning Board on December 14, 2006 and as amended on August 5, 2010 and June 19, 2014 meets the required findings, as addressed in Appendixes A, B, C and D of this decision. Dorothy Kelly Gay made a motion to approve the Special Permit with Site Plan Review – A and approve the requested waivers for submitting the landscape and lighting plan at the time of submission and the waiver to reduced loading bay number. Michael Capuano seconded the motion. The Planning Board voted 5-0 to APPROVE the amendment and to approve the waivers requested for submitting the landscape and lighting plan at the time of submission and the waiver to reduced loading bay number. The Planning Board incorporated the conditions in Appendix E and in order to complete this project, the attached PMP-PUD conditions in Appendix F need to be satisfied within the designated



timeframe for compliance. The Board also attached Appendix G that addresses the PUD-PMP thresholds that will adjust as the Assembly Row project is built out.

Approval constitutes an approval of the site plans and building design details for phase 1 of the buildout of the Block. Phase 1 includes a 13-story, mixed use building of approximately 874,297 square feet which is comprised of 768,375 square feet of office and 105,922 square feet of retail/restaurant/health club. The maximum number of parking spaces for Phase 1 is 1,997 spaces which will be in a 7-story, approximately 744,800 gross square foot garage and potentially also in a surface parking lot.

Approval does not include the design of the storefronts or first floor retail signs, which are subject to the Assembly Row Signage and Storefront Standards that are currently before the Planning Board for approval. The storefront design and signage are subject to staff review to ensure that the design is consistent with the standards. Wayfinding signs will be subject to design standards that the Owner submits.

Attest, by the Planning Board:



Kevin Prior, Chairman



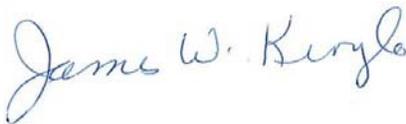
Gerard Amaral



Joseph Favaloro



Dorothy A. Kelly Gay



James Kirylo



Copies of this decision are filed in the Somerville City Clerk's office.
Copies of all plans referred to in this decision and a detailed record of the
SPGA proceedings are filed in the Somerville Planning Dept.

CLERK'S CERTIFICATE

Any appeal of this decision must be filed within twenty days after the date this notice is filed in the Office of the City Clerk, and must be filed in accordance with M.G.L. c. 40A, sec. 17 and SZO sec. 3.2.10.

In accordance with M.G.L. c. 40 A, sec. 11, no variance shall take effect until a copy of the decision bearing the certification of the City Clerk that twenty days have elapsed after the decision has been filed in the Office of the City Clerk and no appeal has been filed, or that if such appeal has been filed, that it has been dismissed or denied, is recorded in the Middlesex County Registry of Deeds and indexed in the grantor index under the name of the owner of record or is recorded and noted on the owner's certificate of title.

Also in accordance with M.G.L. c. 40 A, sec. 11, a special permit shall not take effect until a copy of the decision bearing the certification of the City Clerk that twenty days have elapsed after the decision has been filed in the Office of the City Clerk and either that no appeal has been filed or the appeal has been filed within such time, is recorded in the Middlesex County Registry of Deeds and indexed in the grantor index under the name of the owner of record or is recorded and noted on the owner's certificate of title. The person exercising rights under a duly appealed Special Permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone.

The owner or applicant shall pay the fee for recording or registering. Furthermore, a permit from the Division of Inspectional Services shall be required in order to proceed with any project favorably decided upon by this decision, and upon request, the Applicant shall present evidence to the Building Official that this decision is properly recorded.

This is a true and correct copy of the decision filed on _____ in the Office of the City Clerk, and twenty days have elapsed, and

FOR VARIANCE(S) WITHIN

_____ there have been no appeals filed in the Office of the City Clerk, or
_____ any appeals that were filed have been finally dismissed or denied.

FOR SPECIAL PERMIT(S) WITHIN

_____ there have been no appeals filed in the Office of the City Clerk, or
_____ there has been an appeal filed.

Signed _____ City Clerk Date _____



Appendix A: Application Requirements

A.1: Procedures for PUD Applications - Supportive Information (SZO 16.8)					
Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
16.8.2.A	A neighborhood context map, at a scale not less than one (1) inch equals one hundred (100) feet, providing a graphic description of the neighborhood in which the tract lies, including roads, utilities and other public facilities, major existing buildings and structures. There shall also be a statement and/or plan as to the general impact of the proposed PUD upon the area, indicating how the PUD relates to surrounding properties and what measures will be taken to create appropriate transitions and access from the subject property to abutting public properties (i.e. parks, waterfront, etc.) or other neighboring tracts (if applicable)	x			Included in application submission
16.8.2.B	A conceptual site plan drawn to a scale of not less than one (1) inch equaling fifty (50) feet, or series of drawings at the same scale, and any necessary supporting information	x			Included in application submission
16.8.2.C	Analysis of compliance with regulations as to dwelling units per square feet of lot area, height, building coverage, floor area ratio (FAR) and parking requirements	x		x	See Overall Site Plan
16.8.2.D	Names of all property owners within five hundred (500) feet of the PUD boundary	x			Included in application submission

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
16.8.2.E	Explanation of provisions for the landscaping and maintenance of all open space and drainage areas	x		x	See Stormwater Management section in Analysis for maintenance of drainage are a condition relative to preparation of Ma Agreement for this Block. The landscapir extensive on the Block; however, the det not yet been determined. Submission of landscape plan is a condition of approval
16.8.2.F	A traffic analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies, including current traffic counts for streets surrounding the project, analysis of the existing capacity of those streets, projections of the amount of traffic that will be generated by the proposed development, and the ability of the thoroughfare system to absorb the increased traffic without decreasing the level of service below an acceptable level . . .	x		x	A transportation study was completed w plan. The peak traffic periods have shifte weekday AM and PM peaks as opposed t a Saturday for retail. The capacity of the projected to be sufficient for the propose development.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
16.8.2.G	A utilities analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies. Said analysis shall contain an inventory of existing utilities including, but not limited to, storm sewers and drains, sanitary sewers, electrical lines, fire alarm boxes and lines, gas lines/mains, water mains, lighting, curb and gutter, etc. Said inventory shall illustrate utility locations, sizes, diameters, carrying capacity and present load on the system. The engineer's report shall state if the current system is capable of adequately serving the proposed development. If the current utility system is found to be inadequate for the proposed development, the report shall confirm the deficiencies and make recommendation(s) as to the infrastructure improvements necessary to properly service the proposed development and maintain the existing service. The report shall also present a formal plan for infrastructure improvements, documenting timing, funding mechanisms and coordination with the City	x		x	See Utility Analysis
16.8.2.H	All applicable information required for special permit with site plan review (See Article 5 of this Ordinance). This information may be submitted at a preliminary level, in consideration that PUD approval is a preliminary approval	x		x	See section A2, below

Block 11

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July 10, 2014

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
16.8.2.1	Any other supportive information the applicant feels may be beneficial to the City of Somerville in the evaluation of the request	x			Additional information provided includes guidelines and supplemental detail on in plans to later be submitted for SPSR-A re
A.2: General Information Required for SPSR Applications (SZO 5.2)					
Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
5.2.3.1	names, addresses, and telephone numbers of the applicant, the owner if other than the applicant, and other agents for the applicant, such as the architect, engineer and/or attorney, and the name and address of the proposed project	x		x	Included in application submission
5.2.3.2	plot plan certified by land surveyor indicating total land area, boundaries, angles, and dimensions of the site and a north arrow	x		x	The Layout and Materials Plan, certified by Hahn, PE depicts boundaries, angles and for the proposed Block 11 project area.
5.2.3.3	scaled site plans certified by a registered land surveyor, architect, landscape architect or engineer showing present and proposed use of land and existing buildings, if any; dimensions of existing and proposed structures; location and dimensions of any easements and public or private rights of way; and at grade parking and loading areas.	x		x	See Overall Site Plan, Layout and Materials Grading and Drainage Plan, Utility Plan all by Hugh Hahn, PE. The Building Elevations prepared by Gensler. The footprint is shown in the Layout and Materials Plan along with a zoning summary chart. There are easements on that are shown on the Existing Conditions: total proposed number of parking spaces is which will include 40 accessible parking spaces. proposal is for 76 bicycle parking spaces. aisles within the garage will be 24-feet wide

Block 11

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July 10, 2014

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
5.2.3.4	brief written description of the proposed project, such as proposed construction or demolition, all uses, who the project is intended to serve, expected number of employees, and/or occupants and methods and hours of operation, as applicable	x		x	The project for phase 1 is 768,375 square office space and 105,922 square feet of retail/restaurant/fitness center. Future plans include additional office space for a total 1,225,000 sf - 1,106,578 sf of office and 1 of retail and 12,500 sf of daycare space. parking garage will be built in 2 phases. The office building can include 270 spaces with number of employees in the office building 4500 and the hours of operation are 7am
5.2.3.5	the total floor area and ground coverage ratio of each proposed building and structure	x		x	The FAR for phase 1 is 1.88. The footprint of phase 1 mixed use building is approximately 106, and parking garage is approximately 106,
5.2.3.6	front, side, and rear elevations			x	Mixed use building elevations dated July Garage elevations will be submitted after refinement.
5.2.3.7	existing and proposed contour elevations in two foot increments	x		x	The ground elevations are shown in one-foot intervals on the Existing Conditions Plan. The project is generally flat with elevations from 11.6 feet to 13.6 feet. The site is at relative elevation as the surrounding area:

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
5.2.3.8	provisions for vehicular and pedestrian circulation	x		x	See Overall Site Plan and Design Guidelin information. Detailed information regard design of streets and sidewalks are a con approval for review by the City Engineer Engineer. The sidewalk along Grand Union Boulevard has been constructed. A share will run along the MBTA tracks and there paths through the site. Vehicular access Union Boulevard and Revolution Drive.
5.2.3.9	color, materials, and exterior features of proposed structures	x		x	The mixed use building will include alumi curtain wall, architectural precast concrete and trim, and insulated metal panels. The facades will be designed to be variable as in the Assembly Row Storefront and Sign Standards.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
5.2.3.10	landscaping and screening, including trees, stones, walls, fences, and other features to be retained and removed, as well as color, size, and type of landscaped surface materials	x		x	<p>The lot is currently vacant and none of the features are present on the land. The applicant includes a description of the types of open space that will be present. The retail streetscape will have the feel of the other blocks in Assembly Field including street tree plantings in a consistent rhythm with 5'x5' tree wells with granite Corners and "special moments" in the area. The entrances of the buildings will be accentuated with paving. At the southeast edge of the mixed-use building will be a formal courtyard that is an extension of the interior space. There will be a grid of trees and a linear water feature to capture stormwater.</p> <p>Partner's Park contains 29,000 sf of lawn surrounded by naturalistic planting and covered walking paths. Roof decks on the podium provide additional landscaping on the site for interior programmed space. The roof terraces provide 39,000 sf of planting space and 10,000 sf of occupiable outdoor space. Finally, the future daycare site will contain low maintenance landscaping and function as an "urban tree nursery" that the applicant plans for future phases of development.</p>

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
5.2.3.11	measures taken to preserve and protect natural resources	x		x	The site is currently a brownfield and the remediation of the soil for the PUD is an improvement to the environment. The A aiming to achieve LEED silver certification
5.2.3.12	outdoor lighting, including location and intensity of lighting facilities			x	Lighting throughout the site will be a low and utilized at the pedestrian scale. Uplig not be used to restrict light pollution. Th City streetlights will be used along Revolt and Grand Union Boulevard.
5.2.3.13	dimensions and locations of signs, proposed and existing			x	There is no existing signage at the site. R signage will be dictated by the tenants ar conformance with the Assembly Row Sign Standard. The office signage is not yet de will require Special Permit.
5.2.3.14	location and significance of historic structures	x		x	There are no structures of historical signi the site and all of the structures have been removed.
5.2.3.15	method for handling solid waste disposal, and for screening of disposal facilities			x	A licensed private contractor will pick up disposal and recycling. Dumpsters and co will be located within the building and will be visible from public view.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
5.2.3.16	description and location of all proposed mechanical and electrical system components, including exhaust and ventilation system, transformers, and satellite dishes			x	Major electrical system components such as transformers and switch gear will be located in the building adjacent to loading areas and not visible from the public street. Major mechanical equipment such as condensers will be located on the roof behind screened enclosures where necessary. Retail kitchen exhaust will terminate on the roof top. Retail fresh air makeup will be integrated into the building elevation.
5.2.3.17	locations of and adequacy of existing and proposed on-site public utilities, facilities, and conditions (water, sewerage, and drainage), showing size and direction of flows	x			See Existing Conditions Plan; Utility Analysis and Materials Plans.
5.2.3.18	demolition and construction procedures including impact mitigation measures; an estimate of the time period required for completion of the development			x	A construction management plan will be required for approval. The estimated completion date for the project is mid-2016.
5.2.3.19	a traffic study including estimated peak hour traffic volumes generated by the proposed use in relation to existing volumes and projected future conditions or, if the project is twenty-five thousand (25,000) square feet or more, a traffic impact analysis which is prepared by a professional traffic engineer	x			An updated traffic impact and access study has been completed for the current proposal. The study results in reduced traffic generation on-site both on a daily basis and during peak hour conditions, as well as reduced weekday traffic generation. There will be an increase in traffic generation in the weekday morning and afternoon peak hours. The study states that the traffic can be accommodated with the surrounding traffic infrastructure.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
5.2.3.20	general summary of existing and proposed easements or other burdens now existing or to be placed on the property	x		x	See Existing Conditions Plan; ROW Plan. 20-foot wide existing driveway easement the site that is to be revised or abandoned
5.2.3.21	wetlands, ponds, and surface water bodies, as defined under the Wetlands Protection Act, M.G.L. Chapter 131, Section 40, and rules promulgated there under, 310 CMR 10.00	x			See Existing Conditions Plan. There are none on the project area.
5.2.3.22	photographs of at least eight (8) by ten (10) inches, showing the development site and surrounding parcels	x		x	Included in application submission
5.2.3.23	names and addresses of all property owners within three hundred (300) feet of site boundaries	x		x	Included in application submission. Staff has a current list.
5.2.3.24	such other information as will aid the SPGA in judging the application and in determining special conditions and safeguards, and as the SPGA should deem necessary, in its determination of completeness of said application as provided in Section 5.3.1 and the SPGA Rules and Regulations	n/a			n/a

Appendix B: Required Findings of Fact for PUD

<i>B.1: General Findings under Section 16 (SZO 16.9 and 16.1)</i>					
<i>Section</i>	<i>Required Finding</i>	<i>Met in PUD</i>	<i>Not Met</i>	<i>Met in SPSR-A</i>	<i>Comment</i>
16.9	The SPGA shall review and determine whether a PUD application is complete and place special emphasis in its review as to PUD compliance with provisions of Article 16 herein, including compliance with the purpose and general requirements/features of a PUD	x			See Appendix A. Applicant has provided a complete application. See the remainder of Appendix B which establishes that Applicant has provided an application that is in compliance with the provisions of Article 16 and complies with the purpose, general requirements and features of a PUD.
16.9	The SPGA shall . . . determine whether the proposal is consistent with the most suitable development of the City, and conduct a review in accordance with the requirements for special permit with site plan review as set forth in Article 5 of this Ordinance. The PUD shall comply with all requirements of this Ordinance unless a deviation from these strict requirements is authorized herein in Article 16	x			The proposal to reuse a brownfield next to the Orange Line for a transit-oriented mixed-use, green development is consistent with the most suitable development in the City. It is based upon a long-term set of principles established by the City for redevelopment of the Assembly Square area in the ASD Plan. The applicant requested a waiver from providing a landscape and lighting plan at the time of application and a reduction in the number of required loading spaces which are addressed in Section D of this report.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
16.1	<p>The purpose of a Planned Unit Development, or PUD, is to provide for a mixture of land usage at designated locations at greater variety, density and intensity than would normally be allowed . . . to achieve, to the greatest possible degree, land development responsive to an analysis of the environmental assets and liabilities of a site, both natural and man-made. A PUD should be a well-integrated development in terms of land uses, functional activities, and major design elements such as buildings, roads, utilities, drainage systems and open space. A PUD is allowed greater design flexibility so that larger-scale site and master planning for a development may protect natural features and consider most fully the surrounding land use and development context . . .</p> <p>.Development should be concentrated in the most suitable and least environmentally sensitive areas of the landscape. Preservation and enhancement of open space is strongly promoted.</p>	x			<p>The proposed project has benefitted from an additional years of work by the applicant in collaboration with the City and community stakeholders since the original 2006 PMP. The result is a plan for a vibrant, mixed use, urban neighborhood and commercial center providing more than 4,500 new jobs, increased tax revenues, improved access to transportation, improvements to regional stormwater systems and enhanced open space amenities. The project mixes uses, provides urban densities, develops according to environmental constraints and opportunities on the site, while creating a group of urban blocks that concentrate development with the highest densities near the transit station, mid-rise buildings fronting on the Mystic River parks, and expanded open space. The project meets this finding.</p>

<i>Section</i>	<i>Required Finding</i>	<i>Met in PUD</i>	<i>Not Met</i>	<i>Met in SPSR-A</i>	<i>Comment</i>
<i>B.2: Consistency Findings (SZO Section 6.4)</i>					
<i>Section</i>	<i>Required Finding</i>	<i>Met in PUD</i>	<i>Not Met</i>	<i>Met in SPSR-A</i>	<i>Comment</i>
6.4.1	Purpose. The Assembly Square Mixed-Use District (ASMD) has been enacted to encourage the best use of Assembly Square physically, economically, environmentally and socially while promoting the best interests of residents of the City. The ASMD is intended to fulfill the goals and objectives contained in the Assembly Square District Plan (the ASD Plan, as hereinafter defined). The ASMD zoning is designed to allow the district to reach these goals.	x			See comments under Section 6.4.4 below.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
6.4.4	The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <u>Assembly Square Planning Study</u> dated October 2000	x			The Assembly Square Planning Study prepared by the Cecil Group in 2000 created a framework for development in the Assembly Square area over the next twenty years and beyond. This Planning Study encouraged mixed- use development, but also recognized that a certain amount of big box retail would be the most feasible use in Assembly Square in the immediate future. The Planning Study specifically supported the redevelopment of the Assembly Square Mall and the proposed new IKEA store to improve Assembly Square’s visibility and image, helping to pave the way for more intensive office development in the future. While the ASD Plan's site layout was based upon the ownership arrangement before the IKEA land swap and removal of IKEA from the plan, the general principles and concepts of the plan are supported by the proposed PMP amendment, and this PMP includes all of the physical characteristics, values and goals that were addressed in the Planning Study.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
6.4.4	The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <u>Assembly Square Revitalization Plan</u> dated 2002	x			The Assembly Square Revitalization Plan is an approved Urban Renewal Plan under MGL 121B. The 2002 plan is a Major Plan Change to the 1980 Assembly Square Revitalization Plan -- the City's urban renewal plan for Assembly Square. The Major Plan Change built on the foundation of the Cecil Group's Planning Study. The Major Plan Change envisioned a mixed use district with office, retail, residential, cinema, hotel, and restaurant uses – a vibrant 24-hour district with a density somewhere between Boston's density and level of density in nearby suburbs. The Major Plan Change also envisioned the redevelopment of the Assembly Square Mall and a new IKEA store. The removal of the IKEA store allows for a larger mixed use district and the revised PMP is consistent with the overall vision of the Revitalization Plan. Upon approval of this revised Master Plan, the Redevelopment Authority intends to amend the Revitalization Plan to reflect the latest redevelopment plan as outlined in this PMP and the FEIR.
6.4.4	The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <u>Assembly Square Design Guidelines for the Public Realm</u> dated 2002	x			Overall, the revised PUD PMP is consistent with the Public Realm Guidelines. The PUD's four key principles closely align with the goals of the Public Realm Guidelines; both encourage design that supports the PUD's public spaces and achieves sense of place, multi-modal functionality, and 24-hour activity. Both documents give streetscapes and public spaces high priority, stressing the role these spaces play in the framework of the PUD. Both establish street hierarchies and district gateways for orientation. The PUD PMP is also consistent in its recognition of the Mystic River as a regional amenity, maximizing pedestrian accessibility to the waterfront. The Public Realm Guidelines generally include a greater level of streetscape and building detail, while the PUD PMP establishes complementary detailed design guidelines to drive decisions made at the SPSR-A phase and during streetscape design.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
					For example, the Public Realm Guidelines call for a unified signage system that considers elements like sign character, placement, materials, and typestyle. This issue is addressed through inclusion of a condition that a sign design guideline be established. The Public Realm Guidelines also place emphasis on creating physical and visual connections between the PUD and its surrounding neighborhoods. The Applicant is undertaking several significant transportation improvements to enhance multi-modal access to the site. These efforts are especially important along the PUD's outer edges.
6.4.4	The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the Assembly Square Transportation Plan dated 2003	x			The Assembly Square Transportation Plan generally calls out for development of a street grid within the mixed-use area. That grid has changed with the relocation and removal of IKEA, but the overall transportation strategy in the PMP meets the spirit of the original Transportation Plan.
<u>B.3: General Requirements of a PUD (SZO Section 16.4)</u>					
Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
16.4a	a designated tract of land meeting the minimum lot size requirements of Section 16.5.1.a for the PUD district	x			The parcel size is 2,896,740 s.f., or approximately 66.5 acres. This exceeds the 20,000 SF minimum lot size required for the PUD-A in the ASMD.
16.4b	developed in a comprehensive, design-integrated manner, according to an overall master plan, with two (2) or more types of use	x			The Applicant has submitted a revised Master Plan with supporting plans showing buildings and roadways prepared by the architectural firm of Streetworks, Inc. and the engineering firm of Vanasse Hangen Brustlin, Inc. The PUD includes the following uses: retail (including restaurant and cinema), commercial (including office, R&D, and other commercial uses), residential, hotel, and parking.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
16.4c	consistent with the objectives of this Ordinance;	x			The Applicant has utilized the increased height and FAR allowed under the PUD Ordinance, proposing buildings ranging from 8 to 23 stories with a maximum height of 250 feet. By contrast, the maximum height permitted as of right is only 40 feet. The proposed PUD has been designed so that each phase, the Marketplace and Assembly Row functions well on its own and also in relation to other phases. With Assembly Row, the applicant has the flexibility to design and construct residential, retail and/or commercial, or a mix of all, in response to the market and to other development taking place in Assembly Square.
16.4d	consistent with the goals, objectives and plans of the City for the general subject area	x			The goals, objectives, and plans of the City for Assembly Square have been expressed in various public documents. Section B2 of these findings identifies in more detail how the proposed PUD is consistent with the these documents. The previous PUD approval in 2006 met the goals and objectives of these documents and this revision is a refinement of the original PUD approval. The DRC reviewed the Design Guidelines for Assembly Row which provide greater clarity regarding the future development to take place on the site. The DRC's comments have been included in this report.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
16.4e	developed so as to locate or cluster development sites, especially buildings, in a manner that provides usable open space, preserves natural or historic features, and preserves views of such features to the maximum extent possible	x			The PUD is oriented around a series of open spaces connected by pedestrian friendly streets. Assembly Row has been oriented to preserve a view of the Mystic River. The Applicant will widen the existing DCR park as part of the PUD, and this expanded park will serve as an anchor to the north end of Assembly Row. The new park will be lined with a cluster of residential/retail buildings to give it an active edge and it is expected to serve as a place for public enjoyment of the river. Throughout the site, the Applicant proposes to construct a series of additional passive pocket parks for residents, shoppers, office workers, and visitors. Other than the riverfront, Assembly Square does not have any important natural or historic features to be preserved. During SPSR-A review for each component of the Master Plan, the provision of usable open space and the preservation of views will continue to be monitored by the Planning Board, and this Decision includes conditions regarding the Applicant's obligation to submit detailed information for each Special Permit application.
16.4f	an efficient use of land which properly considers topography and protects significant natural features including, but not limited to, waterways, wetlands, floodplains and wildlife	x			The existing site is relatively flat, except for the area near the water, where the land slopes to the river. Although there are some former tidelands in Assembly Square (which will subject the project to Chapter 91 review), there are no significant wetlands, floodplains, or wildlife. The most important natural feature is the Mystic River, and the PUD will enhance passive recreational elements of the DCR park, as expanded, with landscaping, public artwork, and associated improvements consistent with a first-class commercial standard for urban public space. Finally, the PUD has been designed to locate the tallest buildings furthest away from the Mystic River.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
16.4g	an efficient use of land demonstrating full coordination of its own site development including, but not limited to, the land uses and functions contemplated, architecture, open space and pedestrian networks, vehicular access and circulation, and all other infrastructure	x			The Master Plan demonstrates that full consideration has been given to site development as a whole. The project has been phased such that the proposed uses and their associated roadways, parking, and infrastructure are developed in a coordinated manner. During the Special Permit process for developments within Assembly Row, the architecture, open space and pedestrian networks, vehicular access and circulation, roadways, and infrastructure will be reviewed in appropriate detail, and this Decision includes conditions to ensure that these issues are more fully addressed during the Special Permit process.
16.4h	linked and coordinated with surrounding land uses, off-site public facilities, infrastructure and roadway access where appropriate, in a manner that is safe, efficient and non-injurious to the public, and an improvement or benefit to the public where possible	x			The Applicant has linked the residential buildings with the existing parkland that abuts the site and has designed a network of roadways and sidewalks which constitute an improvement to the existing conditions and a benefit to the public. During the special permit process links with surrounding land uses, off-site public facilities, infrastructure, and roadway access will be reviewed in appropriate detail. Conditions have been attached to this Decision to ensure that these issues will be fully addressed.
16.4i	designed with sizing of street and other infrastructure systems to accommodate the overall service demand of the PUD	x			A full Traffic Impact and Access Study was prepared for the project and was included in the original submission package and amended for this revision. The City Traffic engineer concluded that all facets of intersections and roadways illustrated on the revised Master Plan are consistent with proper Traffic Engineering design practice. Recommendations for traffic mitigation and additional analysis are included in the Conditions section of this report.
16.4j	inclusive of provisions for the ownership and maintenance of usable open space as appropriate (see Sec. 16.6 of this Article)	x			The Applicant will be required to maintain the usable open space within the PUD subject to a maintenance agreement(s) that must be developed or revised as a condition of this approval.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
16.4k	inclusive of appropriate deed restrictions or covenants requiring compliance of all development with the PUD master plan, and any architectural or other guidelines or standards			x	There is an Easement Agreement with the City that is conditioned to be amended to reflect this PMP amendment. Deed restrictions for specific parcels not yet developed will be addressed in subsequent submission for special permits with site plan review. In addition, the PUD has urban renewal district and some of the key parcels were acquired from the Somerville Redevelopment Authority via land disposition agreements containing covenants and restrictions ensuring that the goals and objectives of the City as expressed in the Major Plan Change will be adhered to. The existing covenant from December 2006 remains in effect.
16.4l	when inclusive of a proposed use allowable under this Ordinance only within a PUD setting, that said use is integrated into the proposed development in terms of function and service to other users of the PUD site and/or to the immediately surrounding area	n/a			<u>Not applicable.</u> This finding is not applicable in the ASMD District because all uses in the PUD align with the underlying district.
<u>B.4: PUD Design Guidelines (SZO Section 16.7)</u>					
Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
16.7a	PUD architecture should demonstrate the cohesive planning of the development and present a clearly identifiable design feature throughout. It is not intended that buildings be totally uniform in appearance or that designers and developers be restricted in their creativity. Rather, cohesion and identity can be demonstrated in similar building scale or mass; consistent use of facade materials; similar ground level detailing, color or signage; consistency in functional systems such as roadway or pedestrian way surfaces, signage, or landscaping; the framing of outdoor open space and linkages, or a clear conveyance in the importance of various buildings and features on the site			x	The building has a cohesive identity while providing variety in the façade to break up the massing of the building. The building conforms to the design guidelines, which ensures that it is built to be consistent with the PUD-PMP. Details of how the building conforms to the guidelines can be found in the form and design section of the decision.
16.7b	Buildings adjacent to usable open space should generally be oriented to that space, with access to the building opening onto the open space			x	The usable open space on Block 11 is located in the center of the main entrance to the office building will be at the end of the portal near the formal portion of the open space which will ensure that there will be activity in this part of the site. The building was designed to have transparent storefront systems with active uses on the ground floor adjacent to the open space. The uses planned here are a cafe, lobby and multifunction auditorium. The utilitarian area of the building that faces open space that opens onto Grand Union Boulevard will be blocked by a building constructed in phase 2.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
16.7c	When a building is proposed to exceed the base district height limit, it is intended that buildings be of slender proportions emphasizing the vertical dimension			x	The Design Guidelines submitted in the application adhere to the height requirements outlined in the ASMD dimensional requirements with specific height limits based on the distance from the Mystic River bank and the MBTA station. The building on Block 11 is 13 stories and 230 feet tall. The ability to have a building with a large floor plate made this site appealing for Partners to develop here. Vertical elements were incorporated into the design to achieve this finding. The building has a vertical window pattern, a change in material above the portal, and two wings that wrap the central bar of the building that gives it verticality.
16.7d	It is strongly encouraged that landscaped space, and particularly usable open space, be designed and located to connect as a network throughout the PUD. It is also generally intended that said space be designed and located to connect with existing off-site usable open space, and provide potential for connection with future open space by extending to the perimeter of the PUD, particularly when a plan exists for the location and networking of such future open space	x			see 6.4.7.A.4

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
16.7e	It is intended that no non-residential structure cause a casting of any shadow on any residential lands between 10:00 AM and 2:00 PM, solar time, on the vernal equinox (March 21); and that any shadow cast by a PUD structure on public usable open space be of minimal impact on the desired functional use of said open space, particularly in the period from March 21 to September 21			x	Shadow studies were submitted for the block for 9am, 12pm and 3pm on Mar 21, Jun 21, Sept 21, Dec 21. On March 21 in the morning there will be some shadowing of Block 7, which is planned to have a residential tower, and midday a portion of Block 8 will be in shadow, which is not planned to have residential uses. The building will cast some shadow on Draw 7 park in March, June and September at 3pm. The open space onsite will only partially be in shade in the morning in March and September and in the morning and afternoon in December. In general, shadow impacts have been reduced to the extent possible, with the understanding that the basic design of the site that is stipulated by the zoning, Chapter 91, and the desire for more intense development near the T will result in a plan that puts taller buildings on the southern edge of the site, thereby creating more shadow than would be created if the tallest buildings were near the water.
16.7f	Vehicular access to and from public roads is intended to be consolidated. Vehicular access to PUD lands from a public roadway shall generally be limited to one (1) access point, particularly when PUD frontage along said roadway is three hundred (300) feet or less. When a PUD has more than six hundred (600) feet of frontage on a public road, separation between existing, approved, and proposed curb cuts, whether on or off-site, shall average a minimum of two hundred (200) feet. Consolidation to a minimal number of access points is strongly encouraged	x			Vehicular access to this area is provided though Revolution Drive and Grand Union Boulevard. There is a total of approximately 900 feet of frontage and there are 3 vehicular access points. The site plan complies with this finding and the Applicant's traffic engineer state that this is the minimum required for a garage of this size as designed for optimal transportation access to the site, and a robust street grid to handle traffic within the site.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
16.7g	Internal PUD streets shall consist of local and collector roadways, designed in accordance with standard traffic engineering practice. Any street proposed for public dedication shall meet the standards of the City's Director of Traffic and Parking.	x			The internal street layout is proposed in a grid pattern with local and collector streets. The main retail street travels north/south through the center of the Assembly Row development between Block 11 and the park land adjacent to the Mystic River, supporting a robust street grid that can handle traffic within the site. Other internal streets provide connections to Grand Union Boulevard, the MBTA station and perimeter locations. As these streets will be dedicated to the public these streets will be conditioned to meet City standards or better pursuant to review by the Director of Traffic and Parking and City Engineer.
16.7h	PUD block sides should reflect average city block size of Somerville, to maximize a pedestrian-friendly scale in the street grid. Alight streets to give building energy-efficient orientations.	x			Block sizes are larger than typically found in Somerville to accommodate buildings much larger than are typical in the City. Though the blocks are larger, the ground floor retail uses proposed and pedestrian friendly architectural elements and designs offset the negative effects of the above average block sizes and provide a scale appropriate for pedestrians. The reason for the proposed building footprint and portal design to achieve this findings can be found the Building Shape and Placement and Site Design and Access sections of the decision.
16.7i	The PUD design should preserve and enhance natural features such as topography, waterways, vegetation, and drainage ways.	x			The natural features of the site have been substantially altered over the years as an industrial and commercial site. This proposal would expand and improve vegetation on the site as well as expand the open space existing along the Mystic River.
16.7j	The PUD design should minimize impervious surfaces and incorporate other design features to minimize storm water runoff.			x	The building and site include several measures to minimize stormwater runoff including green roofs and a landscaped water feature to capture runoff and allow for infiltration. The Applicant is going to seek LEED silver certification and storm water runoff is an important element achieving this certification.

Block 11

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Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
16.7k	PUDs should maximize pedestrian transit-oriented development. Specifically they should use "traffic-calming" techniques liberally; provide networks for pedestrians as good as the networks for motorists; provide pedestrians and bicycles with shortcuts and alternatives to travel along high-volume streets, and emphasize safe and direct pedestrian connections to transit stops and other commercial and/or employment nodes; provide long-term, covered, bicycle parking areas; provide well-lit, transit shelters; incorporate transit-oriented design features; and establish Travel Demand Management programs at employment centers.	x			Traffic calming measures have been included in the roadway designs that feature combination pedestrian/vehicle streets and open spaces, traffic circles, paver cross walks, intersection bumpouts, Median Park and street trees. Pedestrians and bicyclists have alternative networks to access the project without travel on the high volume streets and can bypass the entire project on a dedicated bike/pedestrian path around the perimeter of the site. The highest intensity development will be proximate to the MBTA station which will promote rapid transit ridership and is in line with ideals of Transit Oriented Development.
16.7l	Make shopping centers and business parks into all-purpose activity centers.	x			The proposal calls for a wide array of uses that would create a vibrant and sustainable community with amenities and activities that will serve the residents of the development and the surrounding areas. This project is much more integrated than a typical shopping center or business park, allowing for a new community to be developed adjacent to the new T station.
<u>B.5: ASMD Development Standards (SZO Section 6.4.7.A)</u>					
Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
6.4.7.A.1	<i>Transportation Analysis.</i> All new Developments shall conform to the requirements set forth in any Transportation Study, subject to the approval of the SPGA.	x			A full Traffic Impact and Access Study was prepared for the project and was included in the original submission package and amended for this revision. The City Traffic engineer concluded that all facets of intersections and roadways illustrated on the revised Master Plan are consistent with proper Traffic Engineering design practice. Recommendations for traffic mitigation and additional analysis are included in the Conditions section of this report.
6.4.7.A.2	<i>Parking Requirements.</i> Developments shall meet the parking requirements set forth in Section 9.15.	x		x	The minimum number of spaces for this development is 1997 and approx 380 of those spaces will be for retail. The maximum number of spaces is 1778. The requirement is exceeded with the proposed parking spaces; however, the overall number of parking spaces is capped for the PUD to allow for flexibility in parking neighborhood wide. The office parking and cinema parking for example are two uses that have opposite peak parking demand and could share spaces. Future development may be possible without building more parking. Utilization data and updated parking study projects are conditions of approval to ensure that the site will not be over parked. The total number of bike parking spaces is conditioned to be 110.
6.4.7.A.3	<i>Landscaping Requirements.</i> Developments shall conform to the applicable landscaping requirements set forth in Article 10. Open spaces shall be contiguous to the extent practical, in the opinion of the SPGA.			x	The general landscape has been submitted and complies with Article 10. It is contiguous and will be usable. Providing the details of the landscape plan for staff review and approval is a condition of approval.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
6.4.7.A.4	<i>Pedestrian Connections.</i> Continuous pedestrian connections shall be supported between all major points of pedestrian activity on the Development Site, including, but not limited to, connections to the Mystic River waterfront, connections to all public and private ways abutting the Development Site, and any transit stops. Developments shall support improved access between the ASMD and the Ten Hills and East Broadway neighborhoods by means of sidewalk connections, crosswalks, landscaping, traffic signalization and traffic calming methods as appropriate.	x			The project incorporates sidewalks throughout, connecting all parts of the development including to and from the proposed MBTA T stop, the Mystic River and the Assembly Square Marketplace. In addition, a shared use path is planned along the Orange Line right of way that will connect pedestrians along the length of the project to the riverfront. The enhanced riverfront park also provides enhanced and new pedestrian connections to Draw 7 Park and to points within the site. The Proponent has previously provided \$100,000 to the City for the design of a new Mystic River pedestrian/bicycle walkway underneath Route 28 connecting Assembly Square and the Ten Hills neighborhood. The Proponent has also committed to fund construction of the new Mystic River pedestrian/bicycle walkway underneath Route 28 as part of an up to \$2 million commitment to fund pedestrian/bicycle/riverfront park enhancements on DCR land, in addition to other mitigation being constructed by the Proponent in conjunction with the Project.

B.6: ASMD Design Guidelines (SZO Section 6.4.7.B)

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
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Note: The applicant has provided, of its own volition, additional Design Review Guidelines to address the design and massing of the proposed blocks and of quality in material and design that will achieve the goal of creating a diverse and vibrant mixed-use neighborhood they in no way represent the only viable

6.4.7.B.1	<i>Street and Sidewalk Design.</i> Street and sidewalk design shall be based on the Assembly Square Public Realm Design Guidelines and applicable engineering standards, provided that any street shown in such Guidelines as running through an existing Building is not required to be constructed until such Building is demolished.			x	The design of streets and sidewalks will respond appropriately to the Street and Sidewalk design criteria. To the extent that is known at this time, the streets and sidewalks appear to be designed to meet the expectations of the Design Guidelines. Full engineering plans will need to be provided for review and approval prior to a building permit being issued for the block to ensure that streets meet City engineering standards. There are no longer buildings that need to be demolished to construct the streets around the site. Block 11 PB 2014-17
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Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
6.4.7.B.2	<i>Building Design.</i> Buildings shall be designed to the highest architectural standards and shall be sited appropriately on the Lot.			x	The design has been reviewed by the Design Review Committee and Planning Board and it complies with the design guidelines as detailed in the decision.
6.4.7.B.2a	Buildings should be located to create a presence on existing street edges or along major internal circulation routes and have maximum building setbacks of five feet except in special circumstances, where greater setbacks would enhance the pedestrian friendly experience of the ASMD, such as dedicated open space; and buildings should be located to reinforce both existing and future circulation patterns that may serve more than one Site.			x	The building will have a presence on the street. The building is 6 feet from the property line along Revolution Drive. Future phases will create a presence along Grand Union Boulevard.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
6.4.7.B.2b	Buildings should have interesting entrance areas that are visible and directly accessible from major public access points, streets and circulation patterns. Extensive areas of glass and window, providing visual access to interior uses, should be part of all street facades and accompany building entrances. Multiple and frequent entrances oriented to streets are encouraged. Building entrances should be clearly defined, through the use of elements such as canopies, porticos, overhangs, peaked roof forms, arches. Entries set back from the street should have outdoor patios, tile work, moldings, integral planters or wing walls with landscaped areas, or places for sitting.			x	Retail storefronts that must meet the Assembly Row Storefront Standards will line the sidewalks. The main entrance to the office building will be at the end of the portal and will be transparent with an overhead canopy.
6.4.7.B.2c	There should be a clearly defined pattern of bays, rhythms, and dimensions that create continuous visual interest and variety in the design of all facades.			x	Vertical elements were incorporated into the design to achieve this finding. The building has a vertical window pattern, a change in material above the portal, and two wings that wrap the central bar of the building that gives it visual interest.
6.4.7.B.2d	The overall scale of development should be broken down to respond to the pedestrian scale use of open space.			x	The ground floor retail surrounding much of the building and there are two office lobby area entrances. The building was designed to provide active uses along the open space. Also, the paths through the building and landscaping and sidewalks surrounding the parcel make it a pedestrian friendly building and site. The parking, loading and trash/recycling areas are internal to the block and away from pedestrian access to the building. Block 11 PB 2014-17

<i>Section</i>	<i>Required Finding</i>	<i>Met in PUD</i>	<i>Not Met</i>	<i>Met in SPSR-A</i>	<i>Comment</i>
6.4.7.B.2e	Materials and colors shall be consistent with traditional buildings in the area with historic merit.			x	Two buildings in the Assembly Square area were inventoried by the Massachusetts Historical Commission and were not deemed to have historic merit. Two buildings were previously demolished for the IKEA store.
6.4.7.B.2f	Building equipment and service areas should be located away from public streets or major interior circulation routes and provide screening. All storage of items for sale or related inventory should be enclosed unless completely screened from public view with architectural elements meeting the §6.4.7 guidelines.			x	All of the building equipment and service areas have been located in the middle of the block and are screened by the building and by an overhead door. The utilitarian area on the southern façade by the loading dock will be blocked by future phases of development and in the interim screened with landscaping. The mechanical equipment on the roof will be screened.
6.4.7.B.2g	Preference should be shown for vertical integration of uses. Developments should ensure that development patterns provide active uses on the ground floor that take advantage of the waterfront views and open spaces, and that add presence to public ways and sidewalks.			x	The ground floor and second floor of the western side of the building will be retail providing some vertical integration of uses. The office-related uses on the ground floor facing the open space also help to meet this finding. The ground floor is as transparent as possible and takes advantage of the views of the open space and prime location of retail along the sidewalk to the Orange Line Station.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
6.4.7.B.2h	The façade of a building should not have any uninterrupted or unfenestrated length exceeding thirty-five (35) horizontal feet. Facades greater than one hundred (100) feet in length, measured horizontally, should incorporate wall plane projections or recesses having a depth of at least three percent (3%) of the length of the facade and extending at least twenty percent (20%) of the length of the façade.			x	There are no stretches of the façade that exceed 35 feet in length and are uninterrupted or unfenestrated except for the utilitarian area on the southern façade by the loading dock. This area will be blocked by future phases of development and in the interim screened with landscaping. The retailers will design their own space which will provide variety to the façade. The podium and two smaller volumes that wrap the building provides depth. The upper stories have fins in the window pattern that break up the buildings length.
6.4.7.B.2i	All Ground Floor facades that face public ways or the Mystic River should have windows providing visual access to the interior of a space, arcades, display windows, entry areas, awnings, or other such features along no less than seventy percent (70%) of their horizontal length. Forty percent (40%) of this activated facade area+ on the ground floor of building walls along primary and secondary streets shall consist of windows or doors meant for public entry and exit.			x	This guideline will be met with the office lobby design including aluminum and glass storefront system and the amount of retail storefronts that will provide large expanses of window and doors meant for public entry and exit.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
6.4.7.B.3	<i>Parking Lot Design.</i> Refer to Section 9.15 for parking requirements. Parking Lots shall avoid large expanses that are unbroken by Buildings or substantial landscaped Open Spaces, as set forth in Section 10.4 of this Ordinance.			x	Parking will be located in a free-standing, 7-story structure and there may be a small surface parking lot, which will have to conform to the standards in Section 10.4. The façade of the garage was designed in the design guideline with iconic components and dominant facade articulation on all side except for along the MBTA tracks. A condition of approval requires further refinement of the garage design.
6.4.7.B.4	<i>Open Space.</i> Landscape strips required in parking areas shall not apply to UOS calculations. Developments are encouraged to make significant contributions to Open Space along the Mystic River adjacent to the ASMD.			x	Landscaped islands are not include in the Usable Open Space for the Block.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
6.4.7.B.5	<p><i>Efficiency of Design.</i> Every effort shall be made to design Buildings and use materials and construction techniques to optimize daylight in building interiors, natural ventilation, energy efficiency, and to minimize exposure to and consumption of toxics and non-renewable resources and incorporate appropriate "green" design techniques. In accordance with this principle all Developments within the ASMD in excess of ten thousand (10,000) square feet shall be required to complete an Leadership in Energy & Environmental Design (LEED) worksheet and submit the worksheet to the SPGA with permit application materials. This worksheet shall be considered in evaluating whether a proposed Development meets the applicable standards set forth elsewhere in this Ordinance. However, consistency with the LEED standards shall not be a factor in whether or not to permit a Development.</p>			x	<p>The Application included a LEED worksheet. The Applicants are seeking to achieve LEED silver certification and there is a condition of approval is that FRIT make best faith efforts to achieve LEED certification for the neighborhood.</p>
6.4.7.B.6	<p><i>Contributions.</i> Contributions for Infrastructure and Open Space related to a Development made by an Applicant to the City or its constituent agencies in other agreements or permits shall be credited by the SPGA toward any applicable requirements hereunder for a Special Permit.</p>	x		x	<p>The Applicant has committed to contributions and mitigation under contracts with the City and the SPGA shall take that into consideration. The applicant will enter into maintenance agreements for useable open space and a portion of the public infrastructure as well.</p>

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
6.4.7.B.7	<i>Loading Spaces.</i> To the extent possible, Loading spaces shall be located away from major Public Ways, the Mystic River and other highly visible locations. Every effort shall be made to incorporate creative design to reduce the negative visual impacts of the Loading space.			x	The loading areas are located within the building and have been consolidated to 5 if the waiver for the loading area reduction is granted.

B.7: ASMD Large Project Development Standards (SZO Section 6.4.8.D)

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
6.4.8.D.1	Transportation Analysis. Large Developments shall provide a Transportation Access and Impact Study. The Director of Traffic and Parking shall approve the geographic scope and content of the study in consultation with the Executive Director of the Planning Department and the Traffic Commission. In addition, the Applicant shall submit a Transportation Demand Management (TDM) plan tailored to the specific uses and the geographic location of the Development Site. If the Transportation Access and Impact Study indicates a significant impact to the transportation network in the specified study area, the Applicant shall include in the study proposed mitigation measures to address those impacts.	x		x	A full Traffic Impact and Access Study was prepared for the project and was included in the original submission package and amended with this application. The assessment states that any level of service degradations identified as compared to the previously approved conditions are primarily due to traffic growth on the study area roadways unrelated to the Project. Regardless, the study indicates that the surrounding infrastructure system can accommodate the addition peak-hour traffic associated with the proposed development. The Assembly Row roadway improvements will be readily available to accommodate traffic generated by Block 11 and future development. The MBTA new Orange Line Station is under construction and station is expected to be operational by late 2014. The station will reduce the burden on the roadways by providing an alternative to vehicular transportation.

Block 11

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
6.4.8.D.2	<p><i>Large Retail Projects.</i> Any Large Development in which any single Retail Use is more than fifty thousand (50,000) square feet of gross floor area shall also be deemed a Large Retail Project. A). Nonretail Component --“No Large Retail Project ... shall be permitted in the ASMD unless permitted as part of a PUD-A which includes 1.5 net square feet of non-retail uses for every square foot over 50,000 net square feet of Retail Use in the Large Retail Project.” B). Ground Level Retail Size Cap-- “In a Large Retail Project, not more than 50,000 square feet of Gross Floor area of any single Retail Use shall be located on the Ground Floor of any Building included in the PUD-A.”</p>			x	<p>Section A) The proposed PUD meets this requirement as indicated in the Overall Site Plan breakdown of the proposed uses. Section B) The Applicant received a waiver from this requirement with the 2006 approval of the PMP for the TJ Maxx Store and the Christmas Tree Shop. Otherwise, the proposed PUD meets this requirement and no additional waivers from this provision are requested at this time. A condition of approval is that one retail tenant cannot make up more than 50,000 sf of the ground floor of any building.</p>

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
6.4.8.D.3	<i>Landscaping.</i> A minimum of fifty (50) percent of the Landscaped Area in a new Large Development shall be Usable Open Space. The SPGA shall have final discretion in deciding if land constitutes Open Space for the purposes of determining whether this requirement has been met. The Open Space requirement may be met with land that is part of the Large Development, or with land that is outside of the Large Development area but is located within the ASMD that was not already Useable Open Space, provided that the conditions of paragraph 2 of Section 16.6.1 of the Ordinance relating to public dedication of such Usable Open Space are met.			x	As required, the proposed PMP includes greater than 48% usable open space. This project contributes a great deal towards the usable open space for the development and provides a unique type of usable open space in a strategic locations.

B.8: ASMD Large Project Design Guidelines (SZO Section 6.4.8.E)

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
6.4.8.E.1	<i>Structured Parking.</i> Due to the size and scope of Large Developments, every effort shall be made to provide as much parking as possible underground and/or in structures	x		x	The Applicant is working towards fitting all of the 1997 parking spaces into the garage. If a surface lot is needed, there is a condition of approval that it fit no more than 46 cars.

Appendix C: Requirements for SPSR-A

<i>C1: Requirements for SPSR-A</i>					
<i>Section</i>	<i>Required Finding</i>	<i>Met in PUD</i>	<i>Not Met</i>	<i>Met in SPSR-A</i>	<i>Comment</i>
6.4.9.C.1	Traffic impact and proposed mitigation, if any, (should be) consistent with any applicable Transportation Study, Traffic Access and Impact Study and/or Transportation Demand Management Plan, and the goals and objectives of the ASD Plan			x	An updated traffic impact study was submitted and reviewed by the City Traffic Engineer. A preliminary Transportation Demand Management Plan was submitted with the application and a full plan is a condition of approval.
6.4.9.C.2	The application (should) reflect an overall consistency with the intent and purpose of any applicable Design Guidelines set forth in this Section 6.4			x	The applicant has provided proposed Design Guidelines as part of the PUD-PMP. See Appendix B for assessment of the guidelines for consistency with the Design Guidelines set out in 6.4.7B and 6.4.8E of the SZO. Projects developed in accordance with the submitted Design Guidelines should be able to meet the general provisions of these sections and this project complies with the design guidelines for the master plan.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
6.4.9.C.3	The application (should) promote the following objectives: mix of residential, office, research and development, retail, hotels, places of assembly and institutional uses' economic benefits and employment opportunities' structured parking; pedestrian and bicycle access; affordable housing units and project mitigation contribution; view corridors to the Mystic River; enhanced and activated Open Space' creation of new Open Space or enhancement of existing Open Space; and, . . . support transit service at (the MBTA Station).			x	The retail, restaurant, fitness center and office uses will provide a mix of uses. Pedestrian and bicycle access will be provided via sidewalks and a shared use path surrounding the site and paths internal the site. Project mitigation payment will be required that will go the Affordable Housing Trust fund. The site will increase the amount of usable open space that was originally planned in the neighborhood and provide outdoor amenities that are not found on other blocks. The building will provide active uses immediately adjacent to the MBTA station.
6.4.9.C.4	Additional Findings and Determinations: Prior to granting a Special Permit with Site Plan Review-A, the SPGA shall make findings and determinations as noted in 6.4.9.C.4			x	These additional findings address submittal requirements, criteria for review, impact on public services, site surface drainage, access to buildings, utilities, signage, transformers, screening, and shadow impacts. These materials were submitted as part of the application for the Block.
5.2.5.a	<i>Information supplied.</i> Complies with the information requirements of Section 5.2.3			x	Applicants submitted all required information for SPSR-A applications.
5.2.5.b	<i>Compliance with standards.</i> Complies 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			x	Applicants meet individual SPSR-A findings as identified in this Appendix C.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
5.2.5.c	<i>Purpose of district.</i> Is consistent with the intent of the specific zoning district as specified in Article 6			x	The overall plan is consistent with the intent of the specific zoning district and this project is consistent with the PMP. The project advances the district's goals of development a mix of uses including high density commercial, residential and retail and does not preclude the other mix of uses planned for the area to locate near the site. The project will also greatly increase the number of jobs located in the City.
5.2.5.d	<i>Site and area compatibility.</i> 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			x	The overall plan is compatible with natural features and character of the surrounding area. The project is consistent with the PMP and therefore meets this finding. The adjacency of the MTBA station, solar orientation, and existing street grid and were considered when designing the site.
5.2.5.e	<i>Functional design.</i> Meets accepted standards and criteria for the functional design of facilities, structures, and site construction			x	The building and site meets functional standards of the SZO.
5.2.5.f	<i>Impact on Public Systems.</i> 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			x	The applicant has adequately addressed that the overall project, with agreed-upon public service upgrades, will have adequate public services. The proposed project is consistent with the uses anticipated in the public services and facilities impact assessment that was created for the PMP and does not have any adverse impacts within the development site.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
5.2.5.g	<i>Environmental impacts.</i> 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			x	The applicant has adequately addressed that the overall project mitigates adverse environmental impacts, cleans an existing brownfield and redevelops a waterfront site with future transit access. The building is designed to meet LEED silver certification.
5.2.5.h	<i>Consistency with purposes.</i> 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			x	The project meets the purpose of the Ordinance in encouraging the most appropriate use of the land and increasing the amenities of the municipality. The project also meets the purpose of Article 5 for the Board to evaluate the findings and determinations and provisions of the Ordinance and attach conditions to mitigate concerns.
5.2.5.V	Housing Impact: Will not create adverse impacts on the stock of existing affordable housing			x	The project will comply with Article 15 requirements for project mitigation payments to the Affordable Housing Trust Fund. The funds will help establish and support affordable units in the City.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
5.2.5.W	<p>SomerVision Plan: Complies with the applicable goals, policies and actions of the SomerVision plan, including the following, as appropriate: Preserve and enhance the character of Somerville’s neighborhoods, Transform key opportunity areas, Preserve and expand an integrated, balanced mix of safe, affordable and environmentally sound rental and homeownership units for households of all sizes and types from diverse social and economic groups; and, make Somerville a regional employment center with a mix of diverse and high-quality jobs.</p>			x	<p>The proposal complies with the applicable goals, policies and actions of SomerVision. The Plan calls for all of Assembly Square to share 29% of the City's growth, increase the number of jobs by 8,500, and develop 3 million square feet of commercial space. The Assembly Row Master Plan area makes up approximately half of the Assembly Square area. Phase 1 of this Block will achieve more than half of the number of jobs planned for this area. The Block will also contribute 6.7 acres of open space towards the goal of creating 125 acres of new open space across the transformational areas in the City.</p>

Appendix D: Standards for Waivers

D.1 Loading Waiver				
Section	Required Finding	Met	Not Met	Comment
16.5.4 & 16.5.5	<i>Waiver of dimensional standards.</i> In order to maximize flexibility in the application of design standards to PUD projects, the SPGA may waive strict compliance with the standards of Section 16.5 upon making a determination that: (a) such a waiver would result in a better site plan than strict compliance with the stated standards; (b) the proposed PUD design furthers the Purpose and PUD Design Guidelines of this section; and (c) the granting of such a waiver will not cause detriment to the surrounding neighborhood.	x		The applicant is requesting a waiver from the loading standard Section 9.7 as referenced in Section 9.16.3 . The waiver would be for 5 loading areas on the site instead of the 14 that may be required depending on the mix of retail and restaurant uses. The waiver would waive the required findings as follows: a) removing the loading area requirements would result in a better site plan by being able to provide more retail space on the ground floor to enliven the Assembly Square neighborhood; b) the waiver furthers the design and purpose of the PUD by locating loading in the middle of the block and away from major Public Square and other highly visible locations and achieves the guidelines of the SZO of making every effort to incorporate creative design to reduce the negative visual impacts of loading spaces (section 6.4.7.B.7); and c) the granting of such a waiver will not cause detriment to the surrounding neighborhood as loading will be coordinated to be staggered and tenants will have van deliveries that take up half the loading area required for a truck.
6.4.12.a.1	Strict enforcement of such standards or requirements would run counter to achieving the objectives of the ASD Plan;	x		The ASD Plan encourages below ground parking and discourages surface parking. Reducing the footprint of the ground floor of the building to build more loading space that is not practically needed for loading to this building would be counter to the objectives of the ASD Plan.
6.4.12.a.2	The application is substantially consistent with the objectives of the ASD Plan and advances the objectives of the ASD Plan;	x		The waivers create a development on Block 11 that is part of the mixed-use program that creates pedestrian oriented streets on Revco Drive and the portion of the building along Grand Union Boulevard. The buildings are only minimally disrupted by access to loading areas. The waiver to retain this nature of the building and not create a loading dock to have large expanses of the facade devoted to loading is consistent with the objectives of the ASD Plan.

Block 11

PB 2014-17

July 10, 2014

Section	Required Finding	Met	Not Met	Comment
6.4.12.a.3	In the case of any Alteration of a Nonconforming Structure, a Change of Nonconforming Use, or a Major Amendment to an Approved PUD, such alteration, change or amendment shall conform, to the extent feasible, to the objectives of the ASD Plan	n/a		This finding does not apply in this case.

D.2 Landscape and Lighting Plan Submission at time of application

The findings above do not relate to the request to not submit detailed landscape and lighting plans at the time of the submission of the SPSR-A application. These plans will be provided and the applicants will be held to the requirements of the SZO as well as the more specific requirements for this site that are included in the conditions of approval.

Appendix E: Block 11 Conditions

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
<i>This list of conditions includes the conditions that were part of the PUD PMP that relate to this SPSR phase.</i>						
A. General						
1	<p>Approval is based upon the application stamped in at the City Clerk's office on May 15, 2014, including Illustrative Site Plan, Site Plan/Connectivity, Green Promenade/Entry Portal, Conceptual Building Section, Renderings: Aerial View from NW, View from Northwest, View from Orange Line Headhouse, Entry Portal, Park and Building from the South Approach, View from Orange Line, Garage from Park, Office/Retail Floor Plans - ground fl, level 2, level 3, typical 4/5, high roof, penthouse level, Building Elevations, Shared Use Path Center, all dated July 2, 2014; C-1, C-2, C-3 Neighborhood Context Map; C-4 Overall Site Plan 1; C-5 Overall Site Plan 2; C-6 Layout and Materials Plan; C-7 Grading, Drainage, and Erosion Control Plan; C-8 Utility Plan; C-9 Detail Sheet 1; C-10 Detail Sheet 2; all dated May 15, 2014; Open space Summary for the PUD dated May 12, 2014. This approval constitutes an SPSR-A approval to develop the site according to Phase 1 plans and retain rights to pursue a second phase.</p> <p>All second phase project work, including an additional office building, freestanding daycare facility and any parking garage addition shall require a new SPSR-A application and approval by the Planning Board.</p>	-	Planning Director	Continuous		
2	Applicant and/or successors shall remain in compliance with any Community Services Understanding executed with the City of Somerville, including any future amendments.	-	As noted in document	Continuous		
<u>B. Transportation / Traffic Circulation</u>						

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
3	There shall be publically accessible paths on each side of the parking garage, as indicated on the site/connectivity plan, of at least 8 feet in width. These paths shall be open and accessible twenty-four hours per day. If deemed necessary by the city, the applicant shall provide emergency call boxes on the shared use path between the parking garage and the railroad tracks.	-	Planning Director	CO		
4	The parking garage and surface parking lot shall not exceed 1997 parking spaces, including retail/visitor parking spaces. The surface lot shall not exceed 46 parking spaces. The parking garage retail/visitor parking spaces (a total of 350-400) shall not be used for employees of the Parters Phase I development. The parking garage may be used for off-hours parking for other uses in Assembly Square. If the parking garage has spaces that are not being used by office workers for the applicant, they may be used by other users in Assembly Square. The parking garage shall not be used as a park & ride facility.	-	Planning Director / Traffic and Parking Director	CO		

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
5	<p>Prior to occupancy, the Applicant shall submit for review and approval by the Planning staff, a Transportation Demand Management Plan designed to minimize the amount of parking demand associated with the development, reduce single-occupant vehicle trips in and around Somerville, and encourage a transportation mode split where 50% of trips are made by walking, bicycling, or public transportation. The TDM plan shall consider commitments to the implementation of automobile trip reduction measures including, but not limited to, the following:</p> <ul style="list-style-type: none"> Ride-sharing incentives, matching services, and information dissemination Facilities for cyclists, including long-term bicycle storage and showers Preferential parking locations for high-occupancy vehicles (carpools & vanpools) Mass-Transit information dissemination Incentives and/or direct subsidies for Hubway memberships and/or MBTA passes Direct links or pedestrian connections to mass transit stations Flexible working hours Telecommuting Shuttle services 	-	Planning Director / Traffic and Parking Director	CO		
6	<p>Applicant shall participate in the review of parking supply to be completed annually by the developer of Assembly Row, providing parking utilization data to the Traffic and Parking Division and Planning Division staff on an annual basis. Based on the data, the Applicant shall work with the Planning Division staff in circumstances where parking is not being used, to encourage shared parking in Assembly Square</p>	-	Planning Director / Traffic and Parking Director	1 year after CO and annually thereafter		

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
7	Applicant will supply a minimum of 110 bicycle parking spaces on the site. At least 1/2 of the provided spaces shall be covered inside of the building or the parking garage. The applicant shall provide a plan of bike parking locations to Planning Staff for review and approval. Applicant shall provide employee shower facilities in the office building.	-	Planning Director	Plans - prior to BP for vertical construction / installation of parking -CO		
C. Design						
8	All storefronts and retail signage shall be consistent with the Assembly Row Storefronts and Signage Design Standards. Storefronts or retail signage that is inconsistent with the guidelines shall be provided to DRC and Planning Board for review and approval.	-	Planning Director	Building Permit for retail unit and retail signage		
9	This approval does not constitute approval for any signage on the building or garage above the podium level. This approval does not constitute approval for any free-standing wayfinding signage on the site. Such signage shall require special permit and/or appropriate waivers from the Planning Board prior to installation.	-	Planning Director	Building Permit for Signage		
10	Off premises advertising is not permitted on this site and is subject to all applicable state and local permit requirements.	-	Planning Director	Continuous		
11	The rooftop screening design shall be submitted to Planning Staff for review and approval. Screening shall be made as least visible and possible and it should tie into the design and color scheme of the building.	-	Planning Director	Building Permit		
12	Applicant shall provide information regarding the final material and colors for siding, trim, windows and doors and an onsite mockup of each building segment for DRC review and Planning Staff review and approval prior to construction.	-	Planning Director	Completion of Steel Erection		

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
13	The design (final footprint details, spandrels, materials, stair tower design, screening and circulation) of the garage shall be reviewed by the Planning Staff, Traffic Engineer and Design Review Committee, and approved by the Planning Staff. The exposed parking decks shall include an applied artistic screen or wall of durable material on all "dominant" facades.	-	Planning Director	Vertical Construction		
14	Applicant shall present preliminary and final engineering designs for the open spaces to the Planning Staff and City Engineer for review and approval. Open space plans shall include a variety of sitting areas and amenities for employees and the public. Open space plans shall encourage public access and interactions.	-	Planning Director	Prior to construction of site work		
15	The applicant shall provide a lighting plan to Planning Staff for review and approval. Lighting shall be provided on the shared use path between the parking garage and the railroad tracks, as well as elsewhere in the open space.	-	Planning Director	Completion of Steel Erection		
16	A View Corridor Marker, as described in the Assembly Row Design Guidelines, shall be added on the parking garage or in front of it to establish an interesting terminus to the view corridor from median park looking through the 2-story portal. The marker shall be of greater interest than a stair tower for the garage. The design shall be reviewed by the DRC and reviewed and approved by Planning Staff	-	Planning Director	Completion of Steel Erection		
17	The applicant shall provide final design for the driveway next to the Orange Line headhouse to Planning Staff for review and approval. The applicant shall work with staff to minimize the impacts of crossing this driveway, with traffic calming measures. In the alternative, the applicant may, at their expense, work with MBTA to relocate the driveway and headhouse.	-	Planning Director / Traffic and Parking Director	Prior to construction of site work		

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
18	Per section 6.4.8.D.2.b of the SZO, not more than 50,000 square feet of Gross Floor area of any single Retail Use shall be located on the Ground Floor of the building.	-	Planning Director	CO for retail		

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
D. Trash and Recycling						
19	Trash and recycling storage shall be contained in the designated areas that are internal to the block. The Applicant shall provide convenient paper and container recycling to all office users, and in the public areas and park. Recycling and trash receptical designs shall be reviewed and approved by Planning Staff.	-	Planning Director / DPW	Continuous		
D. Maintenance of Facilities						
20	The Applicant, its successors and/or assigns, shall be responsible for maintenance of both the building and all on-site amenities, including landscaping, publicly assessable open space, fencing, lighting, parking areas and storm water systems, ensuring they are clean, well kept and in good and safe working order.	-	Planning Director	Continuous		
21	Applicant shall submit a new or amended Usable Open Space Agreement to be reviewed and approved by Planning Staff for the open space on Block 11.	-	Planning Director	CO		
22	To the extent possible, all exterior lighting must be confined to the subject property, cast light downward (except for uplit trees) and must not intrude, interfere or spill onto neighboring properties.	-	Planning Director	Continuous		
E. Linkage and Inclusionary Zoning						

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
23	The applicant shall meet the obligations required by Article 15 of the SZO. All covenants, contractual agreements and other documents necessary to ensure compliance with this Article shall be executed prior to the issuance of a building permit beyond the foundation permit. The first payment shall be made prior to the issuance of a certificate of occupancy. The total linkage payment shall be as determined by Article 15. For preliminary purposes, the number of square feet for Phase 1 that shall be used for the payment calculation shall be approximately 874,297 sf minus the 30,000 sf exemption (768,375 sf of office and 105,922 sf of retail/health club), and therefore the total linkage payment shall be approximately \$4,348,129.55. The actual payment shall be determined by final square footage at the time of issuance of a building permit. Per Article 15, the 30,000 sf exemption is limited to phase 1, and no exemption will be provided for any future phases on Block 11.	-	Planning Director / Housing Director	Building Permit / CO		
<u>F. Demolition/Construction</u>						
24	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.	-	Planning Director	Certificate of Occupancy		
25	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.	-	Traffic & Parking	During Construction		

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
26	The Applicant shall provide notice of intent to strictly comply with applicable State and Federal regulations regarding air quality including without limitation continuous dust control during demolition and construction.	-	Plng/OSE	CO		
Site Plan/Utilities						
27	Applicant shall submit the Site Plan Review Checklist for Commercial Development and submit it along with the applicable documents to Engineering Staff for review and approval.	-	City Engineer	BP		
28	A full set of as built plans shall be submitted to Engineering Office prepared and stamped by a Registered Licensed Surveyor in the State of MA prior to final sign off. This office shall review submitted as built and at its discretion require additional information if needed.	-	City Engineer	BP		
29	All sidewalks and handicapped ramps shall be ADA compliant and a letter of compliance prepared by a professional engineer registered in the State of MA shall be submitted to this office prior to final sign off.	-	City Engineer	BP		
30	If alterations are to be made to existing site utilities, a full review and approval by the City Engineer must be made prior to construction.	-	City Engineer	BP		
G. Fire Prevention						
31	There shall be a fire alarm system that is reviewed and approved by the Fire Department with at least 3 radio master boxes that transmit properly to the fire department, sufficient radio amplification for fire channels 1 & 2 and police channel 1 to operate in all areas of the structure. The location and type of all fire department connections must be specifically approved by the Fire Department. Sufficient lock boxes for fire department operations will be required.	-	Fire Prevention	Building Permit for vertical construction		

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
32	The applicant shall provide detailed access information for the parking garage to the Fire Department for review and approval.	-	Fire Prevention	Building Permit for vertical construction		
33	The fire department shall reserve the right to require additional hydrants or relocation of existing hydrants for fire department operations.	-	Fire Prevention	Building Permit for vertical construction		
34	The Applicant or Owner shall meet Fire Prevention Bureau's requirements.	-	Fire Prevention	Building Permit for vertical construction		
H. Final Planning Signoff						
35	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.	-	Planning Director	Sign-off		

Appendix F: Applicable PUD-PMP Conditions

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)
<i>This list of conditions includes the conditions that were part of the PUD PMP that relate to this SPSR phase.</i>					
A. General					
3.1	Applicant shall submit revised attachments and updated amendments (based upon design changes in this amendment) to the Long Term Maintenance Agreement to be reviewed and approved by City Staff. The Agreement will provide for the Proponent's commitments to the City relative to maintenance of the elements of the public right of ways including sidewalk treatments, street trees, landscaping , finishes, street furniture and other amenities. The City will not maintain anything that is not consistent with City standard, unless otherwise approved by the City Engineer.	-	-	Planning Director / DPW	Prior to BP of Blocks, 5,6,7,8,9,11, whichever is first.
3.2	Applicant shall submit a revised Easement Agreement, based upon design changes in this amendment (originally entered into as of Nov 29, 2012) to be reviewed and approved by the City.	-	-	Planning Director / DPW	Prior to BP of Blocks, 5,6,7,8,9,11, whichever is first.
B. Transportation / Traffic Circulation					
14	Applicant shall work with the MBTA and the City of Somerville to identify and provide the necessary roadway/sidewalk infrastructure for a bus route through the site to provide safe and convenient access to the MBTA Station, the Assembly Row neighborhood including Baxter Park, Partners, and the Marketplace. Applicant shall design, construct, and/or reconstruct up to 8 accessible bus stops (4 in each direction) within and/or surrounding Blocks 1,2,3,4,5,6,7,8,11 per MBTA's Bus Design Guidelines. Up to 1 stop in each direction must provide for a layover location. Plans for the right of way development shall not preclude having a bus stop to be located at Assembly Square 'T' Station. Any change to the roadway plans to provide bus stops, including the removal of on-street parking spaces, shall require the approval of the City Engineer and Planning Director.	-	-	Planning Director / City Engineer	

15.2	<p>The Applicant shall provide short term bicycle parking spots in a quantities and locations consistent with the requirements of the SZO. Bicycle parking on the sidewalk shall be provided as follows unless City Staff waive the requirement based on a technical limitation to a location. Bike parking on the sidewalk should be within 50' of each entrance with a minimum of 1 spot per 40,000 sf; OR 19% of the bicycle parking shall be provided within 50 feet of the main egress point of the building, whichever is greater. Short term bicycle parking not accommodated directly at the entrance must be easily visible or clearly signed in parking garage. Public covered long term bike parking within the garage or bicycle room must be provided at ground level and signed from a public entrance. At least half of the racks must conform to standard city design guidelines, while the other half of long term may be hanging type bicycle storage.</p>	-	-	Planning Director	Continuous
16	<p>The PMP is approved with a cap in the total number of parking spaces within the PUD area. A new cap will be determined based upon an updated 'shared use analysis' provided by the applicant. This analysis shall be similar in methodology to the 'shared use analysis' created by Walker Parking Consultants, dated March 26, 2009 and submitted with the FEIR. The inputs into this analysis will be based upon the new development program, including the Assembly Row blocks and Block 11. The existing parking lots and parking demand for the Marketplace may be excluded from the analysis. The analysis will establish overall parking demand for the Project based upon shared parking strategies, parking ratios, capture rates, and mode splits appropriate for the nature of this transit-oriented mixed-use project. The cap will be approved by planning staff, after the review and approval of the updated analysis by the planning staff. The staff reserves the right to have a peer review of the analysis by a reviewer selected by the staff.</p>	-	-	Planning Director	Continuous
17.1	<p>Should the Applicant install traffic lights in the future, there must be a video traffic signal control technology equipment at each intersection with the new signal, subject to the approval of the Director of Highway, Lights and Lines and Traffic and Parking.</p>	-	-	Director of Highway, Lights & Lines and T&P	Installation of traffic lights

C. Water Systems

18	Design and construction phasing of the water system shall be subject to review and approval by the City Engineer to ensure compliance with City standards and best practices for design and ongoing maintenance.	-	-	City Engineer	Prior to trench permit for roadway construction
20	Applicant shall ensure that all materials shall be in accordance with the City of Somerville Water and Sewer Division's Specifications and/or Rules and Regulations, latest issue.	-	-	City Engineer	Prior to trench permit for roadway construction

D. Sanitary Sewer Systems

26	Applicant shall submit details of proposed pipe materials for review and approval during each SPSR-A process.	X	-	City Engineer	Prior to Building Permit for any of blocks 1, 2, 3,4, 5,6, 7, 8 or 10
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E. Stormwater Management System

29	Design and construction phasing of the stormwater management system shall be subject to review and approval by the City Engineer to ensure compliance with City standards and best practices for design and ongoing maintenance.	-	-	City Engineer	Prior to trench permit for roadway construction
36	Applicant shall provide a detailed soil erosion control plan prior to construction of roadways and/or utilities. Soil erosion plans shall also be required with each SPSR-A application.	-	-	City Engineer / Con. Comm. where applicable	Prior to trench permit for roadway construction and/or SPSR-A

F. Urban Design and Design Guidelines

39.4	Applicant shall consider alternative designs for the footprint of the parking garage and daycare on Block 11. The applicant shall work with Planning Staff on the final location of the footprint of the parking garage and daycare to determine if an alternative design will provide adequate parking and daycare functions while improving the pedestrian experience along Grand Union Boulevard streetscape, improving the impact of the garage on the block 11 park, and provide an opportunity for future retail frontage along the Boulevard. These alternatives shall be reviewed by Planning Staff comment and may be substituted for the approved design guideline with the SPSR-A presentation before the Planning Board.	-	-	Planning Director	Prior to SPSR-A for Block 11
41.1	The site plan may be altered to accomodate the reconfiguration of the access driveway into the parking garage off of Revolution Drive into Block 11, such that it removes the pedestrain conflict from the headhouse, IF the southern headhouse is reconfigured by the Applicant in coordination with the MBTA.				
42.1	Foley Street and Revolution Drive shall have wayfinding and strong pedestrian connections to the MBTA headhouses with review and approval of the elements by the Planning Staff.	-	-	Planning Director	Prior to BP for Block 8
49	Applicant shall ensure that the sunlight conditions shown on the plans are adequate for the tree species proposed within the public right of ways if trees are to be maintained by the City.	X	-	City Engineer	Prior to installation of street trees
50	Applicant shall make reasonable efforts to employ smart growth techniques in overall development, including but not limited to: Low Impact Development for Stormwater Management, bioswales and sustainable green technologies, and LEED;	-	-	City Engineer	Prior to trench permit for roadway construction or Certificate of Occupancy, whichever is applicable

G. Trash and Recycling

63	Each individual building or block must provide interior disposal and storage systems for trash and recycling. These systems must be detailed in the SPSR-A applications	-	-	Planning Director / DPW	Addressed with each SPSR-A application
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H. Maintenance of Facilities

64	All City of Somerville traffic control equipment and roadway elements must meet City specifications and standards unless they are otherwise approved by the City Engineer and are maintained by the Applicant under the maintenance agreement.	-	-	City Engineer	Continuous
65.1	The Applicant shall provide the City's Department of Lights and Lines with 24 hour access to the street lighting control cabinets located in each block.	-	-	Lights and Lines	Addressed with each SPSR-A application

I. SPSR-A Reviews

65.2	The Applicant shall request addresses for each Block of PMP from the Engineering Department prior to applying for a Special Permit with Site Plan Review.	Complete for Main Entrance	-	City Engineer	Addressed with each SPSR-A application
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Appendix G: Square Footage/Linkage/Usable Open Space/Parking Space Tracker

Date	Project Description	Land Area	Square Footage	Commercial Space	Retail Space (inc health club & cinema)	Residential Units	Hotel	Square Footage to which Linkage Applies	Linkage SF Exemption Tracker - to be paid after first 300,000 constructed for FRIT's buildings*	SF of Open Space	SF of Usable Open Space
Dec-09	Marketplace (Phase 1AAA)	1,122,202	328,806	-	328,806	-	-	-	-	105,255	55,076
Jun-11	Block 10	32,059	4,500	-	4,500	-	-	-	4,500	15,646	11,326
Oct-11	Block 1	107,219	437,840	-	67,530	195	-	67,530	-	18,520	2,836
Oct-11	Block 4	122,219	439,660	-	43,975	253	-	43,975	-	22,040	13,096
Oct-11	Block 3	113,138	417,204	-	182,967	-	-	121,704	295,500	7,602	1,966
Feb-13	Block 2A	20,922	3,605	-	3,605	-	-	3,605	-	13,437	13,437
Feb-13	Block 2B	47,642	132,708	93,174	39,500	-	-	132,674	-	6,029	1,876
Oct-12	Block 5					-	-	-	-		
Oct-12	Block 6					-	-	-	-		
Jul-14	Block 11 Phase 1	464,265	874,297	768,375	105,922	-	-	874,297	-	292,359	250,006
Total		2,029,666	2,638,620	861,549	447,999	448	-	943,785	300,000	480,888	349,616
Total Approved		2,671,884	5,692,486	2,801,333	637,024	1,843	170-rooms			744,174	565,986
Remaining			3,053,866	1,939,784	189,025	1,395				263,286	216,376

* Linkage is based on gross square feet; however, under SZO section 6.4.6.B - structured parking, whether above grade or below grade, shall be excluded for the purposes of calculating gross floor area.