



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

MICHAEL F. GLAVIN
EXECUTIVE DIRECTOR

PLANNING DIVISION STAFF

GEORGE PROAKIS, *DIRECTOR OF PLANNING*
LORI MASSA, *SENIOR PLANNER*
AMIE HAYES, *PLANNER*
MELISSA WOODS, *PLANNER*
DAWN PEREIRA, *ADMINISTRATIVE ASSISTANT*

Case #: ZBA 2014-69
Date: May 14, 2015
Recommendation: Denial

PLANNING STAFF REPORT

Site: 620 Broadway

Applicant Name: 620 Broadway LLC

Applicant Address: 741 Broadway Somerville, MA 02144

Property Owner Name: Somerville Citgo Inc.

Property Owner Address: 239 Pleasant Street Arlington, MA 02474

Agent Name: Sean O'Donovan

Agent Address: 741 Broadway Somerville, MA 02144

Alderman: Mark Neidergang

Legal Notice: Applicant, 620 Broadway LLC and Owner, Somerville Citgo Inc., seek a Special Permit with Site Review to establish an 11 unit building, a Special Permit for relief from parking dimensional standards, shared parking, and reduction of required parking for a specific use, and a Variance for rear yard setback and parking. NB Zone. Ward 5.

Dates of Public Hearing: Zoning Board of Appeals – May 20, 2015

I. PROJECT DESCRIPTION

1. Subject Property: The subject property is a 12,000 square foot lot. It is most similar to a trapezoid shape. The property is currently home to the Shield Gas Station. There is a 127' frontage with two large curbcuts. The site is kitty corner from the proposed Ball Square green line extension station. The bridge for the extension is currently under construction. The train line runs directly behind the subject property. The station will serve residents of Medford and Somerville, the Medford line is on just the other side of Broadway.





This area is part of the Ball Square Neighborhood Planning Area. Public meetings for the neighborhood plan were started in 2012. This site is one of the largest developable lots in the planning area. Below is a concept rendering for the site.



2. Proposal: The proposal is to build mixed use development with a retail first floor and 11 units above. The first floor will be two tenant spaces, one at 2,150 square feet and the other at 600 square feet. There will also be a residential lobby. The far left of the site will be the driveway into a parking area. Some spaces will be covered by the building. Some on the left side will be in open air. The second floor will be four units. Each unit is a 3 bedroom unit. Floors 3 and 4 are townhouse style units. There are 7 units, all but one are 3 bedrooms. The remaining unit is a 2 bedroom. The units average 1,873 square feet. One unit will be an inclusionary unit.

Planning Staff has urged the development team to pursue the proposal that will be part of the neighborhood plan. The plan is preferred because it puts parking underground, provides for a large commercial space, and provides a greater unit count with variety of unit types. The development team was waiting for the new zoning but cannot wait any longer. They chose to pursue the original design that is not supported by staff.

3. Green Building Practices: None listed on the application.

4. Comments:

Fire Prevention: Fire Prevention has reviewed the plans. The property has enough access as long as it's fully sprinklered.

Traffic & Parking: Traffic and Parking is reviewing the traffic memo and will respond with comments prior to the ZBA meeting.

Wiring Inspection: The transformer location must be approved by Eversource. In its current location, approval is unlikely due to access.

Lights and Lines: Has been contacted and has no comments at this time.

Engineering: Has reviewed the plans and expects engineering policies to be conditioned.

Historic Preservation: The current structure is most likely less than 50 years old and will not go through demolition review. More research into the age of the structure is needed before making a final determination.

Design Review Committee: The DRC reviewed the project on two occasions. The following recommendations were given:

August 28, 2014



The DRC made the following recommendations on the design. However, they noted that it was difficult to provide feedback due to the presentation material and the absence of the architect.

- The garage door location interrupts the façade which does not make the location ideal.
- Three-quarters of the façade is inactive and not typical for the Ball Square neighborhood. This does not make for an ideal pedestrian experience in extremely close proximity to the future Ball Square T Station.
- The unit entrances need more development to provide a positive pedestrian experience and entrance to the units.
- Nine hundred square feet of commercial space is not enough. The commercial also needs further consideration – how will it be serviced by deliveries, trash, etc.
- The traditional windows do not mesh with the modern cladding proposed.
- The townhouse unit layouts are not a traditional apartment building layout.
- The balconies facing the railways are not ideal, this will be a very active transit corridor with commuter and green line trains. When undesirable balconies are designed on a building, they become storage.

The meeting concluded with the DRC suggesting that the developers view the site with a 20-30 year vision instead of a shortsighted project. The following items were suggested for their review. Planning Staff agreed to work with the Applicant on their presentation material prior to the next meeting.

- Existing and proposed civil plans
- Landscape plan designed by a certified landscape architect
- Site Context Photos
- Architectural Presentation including more developed renderings and penthouse equipment.

September 25, 2014



The DRC made the following recommendations on the design.

- The logistics of servicing the retail areas need to be considered. Trash, deliveries, etc.

- The balconies are tinted glass – they need some privacy since they are on a main street.
- The massing of the building is starting to work. However, the materials are stark. White and shiny doesn't always equal good and the materials are a 'near miss' meaning that that almost match but don't. The project needs to fit into the Somerville vernacular. The square grid block towers are jarring. The materials need to be more subdued. The jointing pattern needs to be reconsidered.
- Green roofs would be a great addition.
- The wing wall at the residential entrance is too deep.
- A developed landscape plan is necessary especially since the Applicant is proposing planting in the front of the building. These will need to be hardy plants. Planting beds should be considered.
- The awning looks awkward in the rendering, it needs something to attach to besides a cornice.
- Bike parking needs to be incorporated into the plan.

Ward Alderman: Alderman Neidergang has been contacted and has no comments at this time.

II. FINDINGS FOR SPECIAL PERMIT:

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

1. Information Supplied:

The Staff finds that the information provided by the Applicant conforms to the requirements of §5.1.2 of the SZO and allows for a comprehensive analysis of the project with respect to the required Special Permits.

2. Compliance with Standards: *The Applicant must comply "with such criteria or standards as may be set forth in this Ordinance which refer to the granting of the requested special permit."*

The SPGA may grant a special permit modifying certain parking/loading standards when consistent with the purposes set forth in Section 9.1: increase in traffic volumes, increased traffic congestion or queuing of vehicles, change in the type of traffic, change in traffic patterns and access to the site, reduction in on-street parking, unsafe conflict of motor vehicle and pedestrian traffic. The application requires a special permit to modify the parking/area design standards to allow for tandem parking and compact spaces, a special permit for 5 shared parking spaces between the commercial and residential spaces, and a 20% reduction of required parking for a specific use. The parking calculation for the development is below.

Residential		
3 bedroom (2 spaces required)	=10 x 2	20 spaces
2 bedroom (1.5 spaces required)	=1 x 1.5	1.5 spaces
Visitor's Parking (1 per 8 units)	=11/8	1.375 spaces
Residential Parking Requirement		22.875 spaces
Commercial Parking Requirement	=2750/500	5.5 spaces
Total without Relief		28.375 or 28 spaces
Specific Use Relief	-20% Proximity to Transit	-5.6 spaces
Shared Parking		-5.5 spaces
Total with Relief		17 spaces

Fifteen parking spaces are provided onsite. With shared parking and a reduction for proximity to transit the parking requirement drops to 17 spaces. The findings for the 2 spaces not provided require a variance and are in Section IV below. Of the 15 parking spaces provided 7 spaces are independent. Of those independent spaces, space 10 is in front of the dumpster. This configuration will make trash pick-up

difficult. Spaces 2-9 are the tandem spaces and are considered compact in length. The spaces outside of the building will be pervious.

Under the proposed zoning code there is a parking maximum for the site. The applicant can provide up to 1 per unit. There is no parking required for retail spaces under 5,000 square feet.

The change in use from a gas station to a mixed use vehicle will reduce the traffic to the site because of the inherent automotive heavy use of the gas station. The retail spaces will be neighborhood serving, most patrons will walk, bike, or take public transportation. Generally, since the site is so close to transit the tenants are self-selecting and will choose to live there for an easy of commute. However, developments with parking attract people with cars.

In the current design, the site and commercial spaces are being sacrificed for parking. The proposed zoning code requires a retail depth of 20' which is not achieved in the smaller commercial space. Planning Staff's preference is either to see less parking or underground parking. The parking layout proposed is impractical. Space 10 makes trash collection difficult. The tandem spaces would have to be rented in common to keep them usable. Five of the remaining spaces would be shared between the commercial and residential spaces. The four story mixed use district does not allow surface parking lots providing more than six total spaces. The lot needs to be enclosed within the building.

In considering a special permit of the SZO, Staff find that the alterations proposed would be substantially more detrimental to the neighborhood than the existing structure.

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

The proposal is not consistent with the general purposes of the Ordinance as set forth under §1.2, which includes, but is not limited to promoting the health, safety, and welfare of the inhabitants of the City of Somerville and to encourage the most appropriate use of land throughout the City.

The proposal is not consistent with the purpose of the district, which is, "To establish and preserve areas for small-scale retail stores, services and offices which are located in close proximity to residential areas and which do not have undesirable impacts on the surrounding neighborhoods." Planning Staff prefers to see development on the site but it does not meet the density and mixed use standards that are expected for a location that is so close to a transit station.

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

The surrounding neighborhood is a mix of residential and commercial uses. The site is in Ball Square where it begins to transition back to a residential corridor. A mixed use building is most appropriate for the site.

The way the parking layout is executed violates the proposed zoning code and under the existing code does not make best sense for the site. Tandem spaces are workable when under common ownership/rentership but are not preferred in such quantity. The workability of parking space 10 in front of the dumpster is also questioned.

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

The parking layout is trying to maximize the amount of cars parked on the site without considering whether it is a reasonable plan.

III. FINDINGS FOR SPECIAL PERMIT with SITE PLAN REVIEW:

In order to grant a special permit with site plan review, the SPGA must make certain findings and determinations as outlined in §5.2.5 of the SZO. This section of the report goes through §5.2.5 in detail.

1. Information Supplied:

The Staff finds that the information provided by the Applicant conforms to the requirements of §5.2.3 of the SZO and allows for a comprehensive analysis of the project.

2. Compliance with Standards: *The Applicant must comply “with such criteria or standards as may be set forth in this Ordinance which refer to the granting of the requested special permit with site plan review.”*

To establish a use of greater than 7 units requires a Special Permit with Site Review. The proposal is for 11 units.

In considering a special permit under §7.11 of the SZO, Staff find that the use proposed would not be substantially more detrimental to the neighborhood than the existing use. Planning Staff has encouraged the development team to propose more units since the average unit size of the project is 1,873 square feet. Most often, projects proposed do not meet the FAR limitations of the code. In the NB district, this is 2.0. In this case, the FAR is maximized which is why the units are so large. Due to the building shape the units are large and have awkward angles and layouts. In addition, dwelling units that are 2,635 square feet and 2,015 square feet can be 4 bedrooms without triggering additional parking relief.

All developments within the NB district that require a special permit with site plan review should comply with the following guidelines to the highest degree practicable.

1. When a fourth floor is included, provide a minimum five (5) foot deep setback from the front lot line building wall, such as a balcony or deck, for the purpose of promoting a scale appropriate to surrounding neighborhoods.

The building has a stepback on the 4th floor. The fourth floor is still very visible because of the cutbacks in the front façade.

2. Give preference to locating on-site, off-street parking at the rear of the lot, behind the building or below street level, providing vehicular access from either a side street or alley where possible.

The parking plan is described above.

In the proposed code this is a mixed use building type. The building needs a 2' front setback and can have a 0' side setback unless abutting an NR district. The building proposal does not meet the ground story height or retail depth requirement of 30'. It also does not meet the fenestration percentage (amount of windows) requirements. In the proposed code, there is no regulation for lot area per dwelling unit. If a

project is pursued under the proposed code, units can be built to fit the market. The developer believes that he is producing family units. What the City is encouraging is a variety of unit styles which means some family units and some studios or one bedroom units.

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

The proposal is consistent with the purpose of the district, which is, "To establish and preserve areas for small-scale retail stores, services and offices which are located in close proximity to residential areas and which do not have undesirable impacts on the surrounding neighborhoods." However, to develop this property without the appropriate density near the transit station is not appropriate for the district.

In the proposed code, the purpose of the 4MU district which is the district proposed for this site is as follows:

1. To permit the development of mixed-use and commercial building types.
2. To promote diversity in housing, including unit types, size, bedroom count, and affordability.
3. To promote housing for smaller households on the upper floors of residential mixed-use buildings.
4. To promote quality commercial space for neighborhood serving commercial uses.
5. To provide the community with a predictable outcome from development and redevelopment.

The proposal does not meet the purpose to promote diversity in housing or housing for smaller households on the upper floors of residential mix-use buildings. It also does not meet the quality standards for commercial space.

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

The design has evolved only slightly from the time that it was reviewed by the Design Review Committee. The DRC expressed concern over the stark materials. Planning Staff does not believe that the proposal is compatible with the characteristics of the surrounding area. The main street buildings in their area are primarily brick and wood with intricate design details on the cornices and sign bands.

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

The project will meet the functional design criteria.

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

The project will not create an impact on public services.

7. Environmental Impacts: *"The proposed use, structure or activity will not constitute an adverse impact on the surrounding area resulting from: 1) excessive noise, level of illumination, glare, dust, smoke, or vibration which are higher than levels now experienced from uses permitted in the surrounding*

area; 2) emission of noxious or hazardous materials or substances; 3) pollution of water ways or ground water; or 4) transmission of signals that interfere with radio or television reception.”

An environmental report was submitted as part of the application. The site, if necessary, will be cleaned by the owner prior to the sale to the applicant.

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

The proposal is not consistent with the general purposes of the Ordinance as set forth under §1.2, which includes, but is not limited to promoting the health, safety, and welfare of the inhabitants of the City of Somerville; to provide for and maintain the uniquely integrated structure of uses in the City; to encourage the most appropriate use of land throughout the City; to encourage housing for persons of all income levels; and to preserve and increase the amenities of the municipality.

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

There are no natural features on the site. The landscape plan does not consider the context of this development. The amount of foot traffic on the sidewalk, especially after the T opens, will require an elevated bed. Without an elevated bed, you can expect that plantings will die due to foot traffic, salt, and animals. There will also be mulch on the sidewalk after heavy rains.

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

The buildings are located harmoniously with the land form.

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

The proposal will comply with the City stormwater policy.

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

The existing building most likely is less than 50 years old and will not be reviewed by the HPC. The building, if redesigned to fit in with the context of the surrounding area will respect the architectural precedence in Somerville.

13. Enhancement of Appearance: *The Applicant must demonstrate that “the natural character and appearance of the City is enhanced. Awareness of the existence of a development, particularly a non residential development or a higher density residential development, should be minimized by screening views of the development from nearby streets, residential neighborhoods of City property by the effective use of existing land forms, or alteration thereto, such as berms, and by existing vegetation or supplemental planting.”*

This is an appropriate location for higher density because of the railroad tracks behind the property. The only abutter is the DAV. The character of the site will be enhanced due to the current use of the site.

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

The building will comply with the lighting standard.

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

The building complies with emergency access requirements.

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

The access to the building is consolidated into one curbcut and will limit conflicts on the street.

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

All utilities shall be placed underground.

18. Prevention of Adverse Impacts: *The Applicant must demonstrate that “provisions have been made to prevent or minimize any detrimental effect on adjoining premises, and the general neighborhood, including, (1) minimizing any adverse impact from new hard surface ground cover, or machinery which*

emits heat, vapor, light or fumes; and (2) preventing adverse impacts to light, air and noise, wind and temperature levels in the immediate vicinity of the proposed development.;”

There are no adverse impacts associated with the proposal.

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

All signage shall be reviewed by Planning Staff when a tenant is secured.

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

Based on feedback from the electrical inspector. The transformer location will need to be approved by Eversource. It is unlikely that its current location shown on the plans will be approved. If not approved, the transformer shall be vaulted on site.

21. Screening of Parking:

The parking that is not under the building is screened by the dumpster which is also unsightly. The parking is not adequately screened for the new zoning code.

21. Housing Impact: *Will not create adverse impacts on the stock of existing affordable housing.*

The project will not impact the existing stock of affordable housing.

22. 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. The areas in the SomerVision map that are designated as enhance and transform should most significantly contribute towards the SomerVision goals that are outlined in the table below. The areas marked as conserve are not expected to greatly increase the figures in the table since these areas are not intended for large scale change.*

<u>SomerVision Summary</u>	<i>Existing</i>	<i>Proposed</i>
<i>Dwelling Units:</i>	0	11
<i>Affordable Units:</i>	0	1
<i>Commercial Sq. Ft.:</i>	Approx. 1,500	2,750
<i>Estimated Employment:</i>	Unknown	unknown

<i>Parking Spaces:</i>	Unquantified	15+2 street spaces
<i>Publicly Accessible Open Space:</i>	0	0

The project does not comply with the SomerVision plan. The site is a key opportunity area that we want to see investment. However, the proposal does not fulfill the goals of SomerVision. It will not create units for households of all sizes and the commercial space is lacking. Planning Staff wants a project that greater contributes to the SomerVision goals because we are planning for the future and the developer is thinking short term.

III. VARIANCES

In order to grant a variance for the rear setback and two spaces of parking the SPGA must make certain findings and determinations as outlined in §5.5.3 of the SZO. These two variances are not needed in the proposed code. In the proposed code, there would be variances needed for ground story retail height, ground story fenestration, and tenant space depth.

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

Rear Setback:

The subject property is most similar to a trapezoid shaped lot. The rear setback in the NB zoning district is 10’+2’ for each additional story above the first floor. The rear setback required is 16’ for the proposed building. On the right (shallow) side of the lot it is only 44’ deep. Having a 16’ setback significantly reduces the most viable commercial space. The building abuts the railroad tracks, to grant relief does not impact any abutters.

Parking:

The existing lot area per dwelling unit requirement limits the amount of development on the site. Without a variance for lot area per dwelling unit, it is a financial hardship to put parking underground to provide an additional two spaces. The proposed site plan will close a 40’ curbcut and provide for two additional street spaces.

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

Rear Setback:

Relief for the rear setback is the minimum relief to the owner. A 5’ setback will allow for enough room for maintenance of the property without impacting abutters.

Parking:

Relief from two parking spaces is the minimum relief to grant reasonable relief. The project will be providing 2 spaces available for public use.

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

Rear Setback:

Relief from the rear setback will be in harmony with the purpose of the zoning ordinance by providing viable commercial space.

Parking:

Relief from two parking spaces will be in harmony with the general purpose of the zoning ordinance because the development limits conflicts with vehicles by closing a curbcut and supplying two public on street parking spaces.

IV. RECOMMENDATION

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

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