



CITY OF SOMERVILLE, MASSACHUSETTS
MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT
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Case #: PB 2016-14
Date: September 15, 2016
Recommendation: Conditional Approval

PLANNING STAFF REPORT

Site: Assembly Line Park

Applicant Name: Street Retail, Inc.

Applicant Address: 1626 East Jefferson St, Rockville, MD 20852

Property Owner Name: Street Retail, Inc.

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

Agent Name: Nutter, McClennen & Fish, LLP

Agent Address: World Trade Center West, 155 Seaport Blvd, Boston, MA 02210

Alderman: Matthew McLaughlin

Legal Notice: Applicant & Owner, Street Retail, Inc., seek a Special Permit with Site Plan Review-A, final level approval of the Line Park 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 2 buildings for retail or food service use as approved in the PUD-PMP that total 8,058 sf.

Waivers are sought (S.Z.O. §6.4.12 & 16.5.5) from providing a 3D model (§6.4.8), shadow analysis, and loading bay size requirements (§9.16 & 9.7), required façade recesses and percentage glazing (§6.4.7.B.2.h & §6.4.7.B.2.i).

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

Dates of Public Hearing: September 22, 2016

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, June 19, 2014, and February 18, 2016 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, 2B, 11, 6 and 5 (in chronological order), and a temporary parking lots for Blocks 7 and 9.

A. Review Requirements under the Somerville Zoning Ordinance

This application is for a Special Permit with Site Plan Review-A (SPSR-A) for the development of parcel 85-A-14. 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.

B. Organization of Report

The present report includes the following sections:

- Description of the Property;
- Description of the Proposal;
- Department Comments;
- Public Comments;
- Staff Findings for Special Permit with Site Plan Review-A; and
- Staff Recommendation for Board vote, including recommended conditions of SPSR-A approval.

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 the linear park is 16,684 square feet or 0.38 acres. The park is in the middle of the right of way between Blocks 7 and 8 and spans the length of these blocks. This area is currently used for construction staging.

B. Surrounding Area

The area surrounding the proposed site contains the mixed use development of Assembly Row Blocks 5, 6, 7, 8, and 11. Blocks 5 and 6 are under construction and the programs include retail, residential and a hotel. Block 11 contains the Partner’s Healthcare Offices and retail. Blocks 7 and 8 are future development blocks.



III. DESCRIPTION OF PROPOSAL

A. Overall

The proposed project consists of two buildings that have ground floor and mezzanine levels. The use of the spaces will be retail or food service. The number of employees and hours of operation are unknown at this time because the tenants have not yet been determined.

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	16,684 sf (0.38 acres)
Frontage	-	-	~750 ft
Front yard setback	No minimum	-	4.3 ft (bldg. A)
Side yard setback (left)	No minimum	-	33.2 ft (bldg. B)
Side yard setback (right)	No minimum	-	5.43 ft (bldg. A)
Rear yard setback	No minimum	-	3.89 ft (bldg. B)
Maximum area ratio (FAR)	10.0	2.0	0.48
Maximum height, feet	70 feet up to 250 feet	Varying up to 250 feet	29 ft 6.5 in
Minimum lot area/per dwelling unit	No minimum	Approx 1379	N/A
Total open space (% & sf)	25%	27.9% 744,174 sf	50.4 % 8,413 sf
Useable open space (% & sf)	12.5%	22.1% 589,434 sf	49.5 % 8,251 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 rectangular in shape. Building A spans much of the width of the parcel and Building B is setback from the eastern edge along Assembly Row. The main entrances to the buildings are internal to the block.

Pedestrian or bicyclist access will be from crosswalks at the intersections with Foley Street and Revolution Drive and midblock via twelve foot raised crosswalks with detectable warning strips.

People driving to the site will park in a garage on another block or use on-street spaces in the area.

C. Building Shape and Placement

Building A will be a 4,490 square feet on the first floor with a 640 square foot mezzanine. Building B will be a 2,000 square foot building with a 315 square foot mezzanine. Both buildings will be free standing.

The trellis on Building B is supposed to provide a connection between the existing blocks and the Partner's Healthcare site.

D. Uses

The use of the building is proposed to be restaurant and/or retail (§7.11.10.1.1.B or 7.11.10.2.2.b or 7.11.9). It is anticipated that two or more tenants would occupy the building. The PMP contemplated that the use of the park would be recreational; however, the uses approved as part of the PMP can be located on this piece of land. From the 2014 PMP revision approval, “[m]edian Park will be a 20,000 linear park that will have an active edge of retail uses on Blocks 7 and 8. The park will be designed like outdoors rooms that will provide passive recreation and other experiences along it. The park will keep pedestrians safe with the placement of bollards or a low fence or wall; however, the location of the median will in and of itself will provide for traffic calming.”

A list of specific uses from the SZO use table was approved as part of the PUD-PMP. Appendix G 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, 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 G and linkage will be required for the square footage of this building as is 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

Landscaping: The landscaping on the site will be minimal. The open space has been designed to be an active plaza.

Usable Open Space: Under §16.6.1 of the SZO, at least 50% of the required minimum landscaped area must be set aside as permanent usable open space, 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. The open space at the site will be primarily between the two proposed buildings and will be open to the public for longer than the required hours. The usable open space will be consolidated where practical to make larger spaces that will connect the Assembly Row development to the waterfront. The overall calculation of useable open space in the PUD is 22.1%.

H. Parking, Loading and On-site Circulation

There will not be parking on the block. Per Section 9.16 of the SZO, the use requires 16 spaces if it is all a restaurant and 8 spaces if it is all used as retail. The maximum number of spaces for the uses is 32 and 16 consecutively.

PARKING REQUIREMENTS	Square Feet	Minimum Requirement	Minimum # Spaces*	Maximum Requirement	Maximum # Spaces
Retail	8,058	1/1,000 sf	8	1/500sf	16
Restaurant	8,058	1/500sf	16	1/250sf	32

* 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.

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 attached to the 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.

One to three bicycle parking spaces are required depending on the use. Bicycle parking will be located on adjacent blocks and not the subject property because line park will be narrow and bike parking would disrupt the limited amount of open space.

One or two loading areas are required for the restaurant and retail use. The required dimensions for a loading area are 12 by 20 feet. The Project is proposing to utilize a space that is only 7 by 20 feet. The loading space will be located in the parallel street parking spaces along a one-way roadway. The loading space is located as close as possible to the entrance of Building A. The loading area is anticipated to be adequate for the types of deliveries required for a building of this size. No loading areas are required if the retail use ends up being less than 5,000 square feet. Deliveries are expected to occur during morning hours so as not to interfere with normal customer activity.

The Applicant has worked with Vanasse Hangen Brustlin, Inc. (VHB) as its traffic engineers on the project to ensure safe circulation patterns at the property. Pedestrian access will be provided around and through the site. There are crosswalks proposed at the intersections with Foley Street and Revolution Drive and midblock. The midblock crossings are raised to slow traffic.

There will be vehicular access on either side of the linear park with one lane and one lane of parallel parking.

I. Form and Design of the Building

Design guidelines were adopted as part of the Preliminary Master Plan (PMP) approval for the blocks in the PMP that lay out the form and key elements of the Blocks. The 2014 PMP revision included line park, previously called median park, however, design guidelines for the buildings were not submitted because structures were not proposed to be on the block at that time.

A design guideline for the buildings was submitted as part of this SPSR application. The overall goal is to pull attention and activity to the middle of the park, which extends under a trellis next to Building B. The buildings will frame the usable open space of the park and ensure that there will be activity. The northern and southern facades of the buildings will have significant corner elements and will be elevations with significant architectural emphasis. These are the portions of the building that will be most visible from the open spaces in the park and at a distance from surrounding blocks. The sides of the building will be secondary elevations with less prominence and detail. There is an exception for the side of Building B that will abut an open space with a trellis over it; which will be designed as a primary elevation. Loading will occur from the street to the sides of the buildings. The buildings will have similar orientation and massing; however, Building A will be slightly taller than Building B and they will have different roof types to have some variety in the buildings.

J. Signage

The retail signage will be located along the first floor where the retail 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.

K. Waivers & Other Relief Requests

Waivers are sought (S.Z.O. §6.4.12 & 16.5.5) from providing a 3D model (§6.4.8), shadow analysis, loading bay size requirements (§9.16 & 9.7), required façade recesses and percentage glazing (§6.4.7.B.2.h & §6.4.7.B.2.i).

A perspective drawing of the massing of the buildings has been provided to give a 3D understanding of the massing of the building; however, the Applicant did not provide a model showing the details of the building.

The proposed Buildings A and B are located between two future buildings on Blocks 7 and 8. Buildings A and B are two-story construction as compared to buildings at Blocks 7 and 8 that will be at least ten stories. The Applicant stated that any shadows cast by buildings A and B will be subsumed and/or less impactful than the study that will be included in the future Block 7 and Block 8 submissions.

The loading area requirement is 12 by 20 feet and the proposed area is in 7 by 20 feet. It is proposed to be in line with the 7 foot wide parallel street parking spaces.

The SZO requires the following, “[no...uninterrupted or unfenestrated length of its façade exceeding 35 horizontal feet. Facades greater than 100 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3% of the length of the façade and extending at least 20% of the length of the façade.” A waiver is requested for relief for the façade recesses. Due to the narrow width of the parcel and the limited room for Building A, recesses of 4 feet (3% of overall length) are not feasible. The building design does incorporate recesses in the façade, just not as deep as what is required. The buildings do not have any uninterrupted or unfenestrated length of façade exceeding 35 feet.

The SZO requires the buildings to, “[h]ave windows providing visual access to the interior space, arcades, display windows, entry areas, awnings, or other such features no less than 70% of their horizontal length on all ground floor facades that face public ways or the Mystic River. 40% of this activated façade 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.” A waiver is requested for relief for the Assembly Line Park project for the amount of glazing on the facades. Due to the narrow site and the fact that the buildings face three roadways, the maximization of glazing on the facades provides real transparency through the buildings to all public spaces, walkways and streets. While the Massachusetts Energy Code limits total glass area to a maximum of 40% of wall area, the facades have been designed to maximize the distribution of glass to all sides of each building with maximum amounts of glazing opening onto public gathering spaces and pedestrian walkways. Because the buildings face three streets on a narrow site, the amount of glazing has been balanced to maximize glazing where the exterior walls face onto pedestrian spaces.

IV. CITY DEPARTMENT/COMMITTEE COMMENTS**Design Review Committee**

Members of the Citywide Design Review Committee (DRC) reviewed the proposal at a meeting on September 6, 2016 and made the following comments and recommendations:

- The architecture of the pavilions is well-designed.
- Could the crosswalks at either end of the block be raised, similar to the mid-block crossing?
- The open space at the end of park at Revolution Avenue is not intended as a specific use – just building entry.
- Perhaps the pattern of the paving in the plaza could reflect the rhythm of the exposed structural elements.

Traffic and Parking

No comments at this time.

Engineering

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

The Applicant shall submit a letter prepared by a professional engineer registered in the State of MA prior to final sign off detailing compliance with ADA requirements for ramp locations.

Fire Prevention

Fire Prevention has done a preliminary review of the proposal. The Applicant must submit detailed fire alarm and emergency systems plans prior to a building permit for review and approval.

Lights & Lines

No comments at this time.

Conservation Commission Staff

The project area appears to be located more than 100 feet from the Mystic River. If work is required within 100 feet of the Mystic River, the Applicant must submit a Letter of Intent to the Conservation Commission.

Ward Alderman

Planning staff informed Alderman McLaughlin of the proposal. He has not submitted comments at this time.

V. STAFF 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. Staff 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 Staff has reviewed these required findings as they relate to the SPSR-A application and find that they 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 Staff 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. Staff find that the requested waivers from providing a 3D model, shadow analysis, loading bay size requirements, required façade recesses and percentage glazing are justified. The Staff finds that projects submitted for SPSR-A under this PMP meets the findings required as identified in Appendix D.

VII. STAFF RECOMMENDATION

Based on the materials submitted by the Applicant and the attached findings, the Planning Staff finds that the application for Special Permit with Site Plan Review–A for final level approval of a planned unit development under the Preliminary Master Plan approved by the Planning Board on December 14, 2006 and as amended on August 5, 2010, June 19, 2014 and February 18, 2016 meets the goals of the City for this site, the purposes of the district, and the provisions and purposes of the Ordinance. Therefore, the Staff recommends **CONDITIONAL APPROVAL** of the requested Special Permit with Site Plan Review-A.

Approval constitutes an approval of the site plans and building design for two 1-story buildings with mezzanine levels totaling approximately 8,058 square feet.

Planning staff recommends approval of the waivers for submission of a 3D model and a shadow analysis, loading bay size requirements, and required façade recesses and percentage glazing.

To mitigate any potential negative impacts and to provide the best project possible, the Staff recommends attaching to the SPSR-A the CONDITIONS in Appendix E.

In order to complete this project, the attached PMP-PUD conditions in Appendix F need to be satisfied within the designated timeframe for compliance.

Appendix G addresses the PUD-PMP thresholds that will adjust as the Assembly Row project is built out.

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. The storefront design and signage are subject to staff review to ensure that the design is consistent with the standards.

The recommendation is also 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.

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.
B. Transportation / Traffic Circulation					
16	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.	-	-	Planning Director	Continuous
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
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					
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

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

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.		-	City Engineer	Addressed with each SPSR-A application
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Appendix E: Line Park Conditions

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
<p><i>This list of conditions includes the conditions that were part of the PUD PMP that relate to this SPSR phase.</i></p>						
A. General						
1	Approval is based upon the application stamped in at the City Clerk's office on Aug 4, 2016, and plans: Building Elevations, AA1.1 First floor plan, AA3.1 Exterior Elevations, AA1.2 Mezzanine Floor Plan, BA1.1 Ground Floor Plan, BA1.2 Mezzanine Level Plan, BA3.1 Exterior Elevations, A & B Building A & B Color Elevations dated June 30, 2016; C-1, C-2.1-2.2, C-3.1-3.2 Neighborhood Context Map; C-4 Layout and Materials Plan; C-5 Grading, Drainage, and Erosion Control Plan; C6.1-6.2 Utility Plan; C7.1-7.3 Site Details all dated Aug 4, 2016; Open space Summary for the PUD dated Aug 4, 2016.	-	Planning Director	Continuous		
B. Transportation / Traffic Circulation						
2	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	-	Planning Director / Traffic and Parking Director	1 year after CO and annually thereafter		
3	Applicant will supply a minimum of 3 bicycle parking spaces on or within the abutting sidewalks to linear park. The applicant shall provide a plan of bike parking locations on the sidewalk to Planning Staff for review and approval.	-	Planning Director	Plans - prior to BP for vertical construction / installation of parking -CO		
C. Design						

ASQ Linear Park

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#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
4	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		
5	Off premises advertising is not permitted on this site and is subject to all applicable state and local permit requirements.	-	Planning Director	Continuous		
6	Applicant shall provide information regarding the final material and colors for siding, trim, windows and doors for DRC review and Planning Staff review and approval prior to construction.	-	Planning Director	Completion of Steel Erection		
D. Maintenance of Facilities						
7	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		
8	Applicant shall submit a new or amended Usable Open Space Agreement to be reviewed and approved by Planning Staff for the open space in line park.	-	Planning Director	CO		
9	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
10	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. The actual payment shall be determined by final square footage at the time of issuance of a building permit.	-	Planning Director / Housing Director	Building Permit / CO		
F. Demolition/Construction						
11	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		
12	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		
13	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		
G. Site Plan/Utilities						

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
14	Applicant shall submit the Site Plan Review Checklist and submit it along with the applicable documents to Engineering Staff for review and approval. The plans must comply with the City's Stormwater Management Policy.	-	City Engineer	BP		
15	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	CO		
16	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 the Engineering office prior to final sign off.	-	City Engineer	CO		
17	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		
H. Fire Prevention						
18	Outside fire strobes shall be placed in front of each retail space. The Applicant shall meet with the Fire Prevention regarding radio master boxes, fire alarm panels and sprinkler plans. Plans for these systems shall be provided to Fire Prevention for review and approval prior to the issuance of any construction permits.	-	Fire Prevention	Building Permit for vertical construction		
I. Final Planning Signoff						
19	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 D: Standards for Waivers

D.1 Loading Dimension 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 in Section 9.7 as referenced in Section 9.16.3 . The waiver would allow for the loading area to be 7 by 20 feet and the required area is in 12 by 20 feet. It is proposed to be in line with the 7 foot wide parallel street parking spaces. The waiver meets the required findings as follows: a) the reduced width allows for space on the street that is functional to be used for loading to be used as such so that more land does not have to be devoted for this necessary but undesirable use; b) the waiver furthers the design and purpose of the PUD by allowing the loading to be in line with the parallel parking spaces and achieves the guidelines in 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 functional in the space with a reduced width in the proposed location on the street.
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. Making the loading area wider than what is practically needed in this location 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 line park that is part of a mixed-use program that creates pedestrian oriented streets on Assembly Row, Revolution Drive and Foley Street. The streetscapes are only minimally disrupted by access to loading areas. The waiver to allow for 7 foot wide loading in the street and not create a need to have large expanses of the sidewalk devoted to loading is consistent with the objectives of the ASD Plan.

ASQ Linear Park

PB 2016-14

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 Required façade recesses and percentage glazing				
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		A waiver is requested for relief for the Assembly Line Park project for the façade recesses and percentage glazing. The required projections/recesses are to have depths of at least 3% of the façade's length. Due to the narrow width of the parcel and the limited room for Building A, recesses of 4' (3% of overall length) are not feasible. The percentage glazing requirement cannot be met on the sides of the buildings that will be used for back of house functions. The building design does incorporate recesses in the façade, just not as deep as what is required. The buildings do not have any uninterrupted or unfenestrated length of façade exceeding 35 feet. The waiver meets the required findings as follows: a) the site plan for this narrow parcel is more functional without the facade recesses; b) with the amount of glazing on this building and the relatively small size the intent of standard to not have excess flat, blank walls is met; and (c) the granting of such a waiver will not cause detriment to the surrounding neighborhood as the overall design was acceptable to the DRC.
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 active mixes of uses and integrated usable open space. These buildings were designed on this narrow parcel to further these goals and to do this the interior space needs to be functional for retailers and restaurants.

Section	Required Finding	Met	Not Met	Comment
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 line park that is part of a mixed-use program that creates pedestrian oriented streets on Assembly Row, Revolution Drive and Foley Street. The proposal advances the objectives of the Plan and does not undermine the intent of the standards.
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.

The rational for the waiver for the 3D model and a shadow analysis can be found Section III.K of the staff report. Since they are not dimensional waivers, they are not addressed further here.

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	As noted in section 5.2.3.19, the Transportation section included with the current application considers the traffic impacts associated with the proposed Assembly Line Park development. The findings of the analysis are that the Assembly Line Park will generate traffic volumes that are consistent with those anticipated for this area to date. The recently completed roadway improvements throughout Assembly Square will be more than adequate to accommodate the expected traffic impacts associated with the project without the need for further mitigation.
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 submitted a Design Guideline for the block as part of the SPSR application. 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 building will be comprised of retail or restaurant uses. Pedestrian and bicycle access will be provided via sidewalks surrounding the site. Project mitigation contributions will be required for the commercial space. The building will interact with the open space on the block by providing canopies for outdoor seating.
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 increase the number of jobs in the area.
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 surrounding proposed open spaces, street layout and proposed development sites 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.
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	Housing is not part of the linear park proposal.

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. The block will increase the number of jobs; however, the estimated number is not yet known. The Block will not contribute significantly but the Master Plan as a whole will provide 15.5 acres of open space towards the goal of creating 125 acres of new open space across the transformational areas in the City.</p>

Appendix B: Required Findings of Fact for PUD

B.1: General Findings under Section 16 (SZO 16.9 and 16.1)					
Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
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.

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 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 was 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. 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.
B.3: General Requirements of a PUD (SZO Section 16.4)					
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 widened the existing DCR park as part of the PUD, and this expanded park serves 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 the 2014 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. ASQ Linear Park PB 2016-14

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 with the median building on Block 2A, while not mimicing it. The building conforms to the design guideline that was submitted with this SPSR application, 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 staff report.
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 main entrances to the building are from the large usable open space in the park.
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 buildings are below the base district height limit of 40 feet.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
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
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	A waiver was requested for these buildings because Blocks 7 and 8 will have buildings that are much taller and will shade nearby residential lands.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
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			This was achieved in the master plan approval.
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.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
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 staff report.
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 development must comply with the City's Stormwater Management policy.

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 number of parking spaces for the PUD as a whole is being tracked so that this resource is shared to the maximum extent possible.
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	This Block does not contain substantial landscaping because it is going to be an urban block. Other portions of the site will have lush landscaping that will meet the landscaping requirement for the PUD.

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 or acceptable solution. Where design solutions deviate significantly from these guidelines, the Somerville DRC and Planning Board would determine if the solution is within the spirit of the document. If adopted by the Planning Board, these Design Guidelines will become part of the vision and expectation of the project from here forward.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
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.
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. See Section I of the Staff Report. The design guideline for the building was submitted with the SPSR application and it fits into the context of the neighborhood.
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 and frame the open space. Buildin B will be setback on one side to accommodate a dedicated open space.

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. Entrances to the retail will be plentiful and the maximization of glazing on the facades provide transparency in the building.
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	There are large storefront systems on every side of the buildings that create continuous 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	These 29 foot buildings are of a pedestrian scale and are very transparent from and interactive to the open space.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
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. The metal and glass materials are not traditional materials to the prior buildings in the area but they are high quality materials that invoke the industrial past.
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	Major electrical system components will be located within the Assembly Line Park buildings, not visible from the public streets adjacent to the site. An electrical cabinet will be located in the middle of Assembly Line Park, visible to the public, and will be used as the control cabinet for the lighting on site. The major mechanical equipment such as the condensing units will be located on the roof behind screened enclosures where necessary. Kitchen exhaust, if required, will terminate on the roof top.
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	These buildings will contain active uses on the ground floor and mezzanine levels.

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	The Applicant is requesting a waiver from this standard.
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	The Applicant is requesting a waiver from this standard.

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	A parking lot is not part of this proposal.
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 Applicant has not completed a LEED worksheet because the Project is less than 10,000 SF.</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	Loading docks are not proposed. The loading area will be in the street in line with parallel parking spaces and therefore will not have a negative visual impact and will not require screening.

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 the proposal and future development. The MBTA new Orange Line Station is operational and it will reduce the burden on the roadways by providing an alternative to vehicular transportation.

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 22% 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 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	Parking is not proposed with this linear park.

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		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		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 Utility Analysis for maintenance of drainage areas. There is a condition relative to preparation of Maintenance Agreement for this Block. The landscaping is minimal on this block and will consist of street trees and raised beds.
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 traffic analysis of the full build-out of Assembly Row that was last conducted for Block 11A included the proposed build-out of Line Park. With the analysis complete, roadway improvements complete and MBTA station open, the establishments on the park will not significantly impact traffic conditions in the area.

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

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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			
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 Dale Horsman, PE depicts boundaries, angles and dimensions for the proposed 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 Plan, Grading and Drainage Plan, Utility Plan all certified by Dale Horsman, PE. The Building Elevations were prepared by D'Agostoino Izzo Quirk Architects, Inc. The footprint is shown on the Layout and Materials Plan along with a zoning summary chart.

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 proposal is for the restaurant or retails buildings is intended to serve people that live in or visit Somerville and who would like to patron the stores and restaurants in Assembly Row. The projected number of employees cannot be determined because the tenant is not yet known.
5.2.3.5	the total floor area and ground coverage ratio of each proposed building and structure	x		x	The FAR is 0.48. The ground coverage is 49.6%.
5.2.3.6	front, side, and rear elevations			x	Building elevations submitted.
5.2.3.7	existing and proposed contour elevations in two foot increments	x		x	The existing ground elevations are shown in one-foot contour intervals on the Existing Conditions Plan of Land. The project area is generally flatwith elevations ranging from 11.5 feet to 14.0 feet and is at the same relative elevation as the surrounding area. The proposed project area grading is shown on the Grading, Drainage and Erosion Control plan by spot grades. The proposed site elevations range from elevation 11.5 feet to 14.28 feet.
5.2.3.8	provisions for vehicular and pedestrian circulation	x		x	See Overall Site Plan and Design Guidelines for basic information. Detailed information regarding the design of streets and sidewalks are a condition of approval for review by the City Engineer and Traffic Engineer. There will be sidewalks and streets surrounding the block.
5.2.3.9	color, materials, and exterior features of proposed structures	x		x	See Exterior Elevations plans for exterior details.

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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	The site is currently used for construction staging and there is no landscaping to retain. The civil plans show the proposed plaza features.
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.
5.2.3.12	outdoor lighting, including location and intensity of lighting facilities			x	Lighting will consist of street lights and fixtures in the plaza.
5.2.3.13	dimensions and locations of signs, proposed and existing			x	Traffic signage is within the project area. Various locations of existing and proposed signage are depicted on the Layout and Materials Plan.
5.2.3.14	location and significance of historic structures	x		x	There are no structures of historical significance on 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	Solid waste disposal will be handled by licensed private contractors, presenting no additional burden to the City. The disposal facilities (dumpsters and compactors) will be located within the proposed building and screened 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 will be located within the Assembly Line Park buildings, not visible from the public streets adjacent to the site. An electrical cabinet will be located in the middle of Assembly Line Park, visible to the public, and will be used as the control cabinet for the lighting on site. The major mechanical equipment such as the condensing units will be located on the roof behind screened enclosures where necessary. Kitchen exhaust, if required, will terminate on the roof top.
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		x	See Existing Conditions Plan; Utility Analysis; Layout and Materials Plans. The utility infrastructure improvements (water, sewer, drainage) within Grand Union Blvd have been designed to accommodate full build out of Master Plan.
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	The proposed Assembly Line Park does not involve any building demolition. The estimated completion date for is late 2017/early 2018.

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
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		x	Traffic analysis of the full build-out of Assembly Row has been conducted and the latest version for Block 11 included the proposed build-out of the development which is consistent with the current proposal. With the analysis complete, roadway improvements complete and MBTA station open, the proposed buildings will not significantly impact traffic conditions in the area.
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.
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		x	Existing resource areas are shown on the Existing Conditions Plan of Land. There are no wetlands or lands subject to flooding 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	Staff generated 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

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Appendix G: Square Footage/Linkage/Usable Open Space/Parking Space Tracker

<i>Date</i>	<i>Project Description</i>	<i>Land Area</i>	<i>Building Square Footage</i>	<i>Commercial Space</i>	<i>Retail Space (inc health club & cinema)</i>	<i>Residential Units</i>	<i>Hotel</i>	<i>Square Footage to which Linkage Applies</i>	<i>Linkage SF Exemption Tracker - to be paid after first 300,000 constructed for FRIT's buildings*</i>	<i>SF of Open Space</i>	<i>SF of Usable Open Space</i>	<i># parking spaces</i>
Dec-09	Marketplace (Phase 1AAA)	1,122,202	328,806	-	328,806	-	-	-	-	105,255	55,073	1,123
Jun-11	Block 10	32,059	4,500	-	4,500	-	-	-	4,500	15,646	11,325	28
Oct-11	Block 1	107,219	437,840	-	67,530	195	-	-	67,530	18,520	2,839	367
Oct-11	Block 4	122,219	439,660	-	43,975	253	-	-	43,975	22,040	13,096	505
Oct-11	Block 3	113,138	417,204	-	182,967	-	-	-	182,967	7,602	1,964	571
Feb-13	Block 2A	20,922	3,605	-	3,605	-	-	2,577	1,028	13,437	13,437	0
Feb-13	Block 2B	47,642	132,708	93,174	39,500	-	-	132,674	-	6,029	1,875	0
Jul-14	Block 11 Phase 1	464,265	874,297	768,375	105,922	-	-	874,297	-	-	-	1997
Oct-14	Block 6	166,935	557,000	-	40,000	447	-	40,000	-	10,534	7,495	671
Feb-16	Block 11 Phase 2	-	13,642	13,642	-	-	-	13,642	-	321,814	281,210	27
Mar-16	Block 5 Phase 1	115,382	226,637	-	21,000	132	160	21,000	-	10,499	7,384	189
Sep-16	Linear Park	16,684	8,058	-	8,058	-	-	8,058	-	7,441	5,956	0
								plus hotel				
Total		2,328,667	3,443,957	875,191	517,057	1,027	160	792,248	300,000	538,817	401,654	5,478
Total Approved		2,671,884	5,692,486	2,801,333	637,024	1,843	170 rooms			744,174	565,983	10,066
Remaining			2,248,529	1,926,142	119,967	816	10			205,357	164,329	4,588

* 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.