



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

MICHAEL F. GLAVIN  
EXECUTIVE DIRECTOR

PLANNING DIVISION

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GERARD AMARAL, (ALT.)

**Case #: PB 2016-02**  
**Site: 251 Grand Union Boulevard**  
**Date of Decision: February 18, 2016**  
**Decision: Petition Approved with Conditions**  
**Date Filed with City Clerk: March 1, 2016**

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**PLANNING BOARD DECISION**

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<b>Applicant Name:</b>	Partners Healthcare
<b>Applicant Address:</b>	101 Merrimac Street, 8 <sup>th</sup> Floor, Boston, MA 02114
<b>Property Owner Name:</b>	Federal Realty Investment Trust
<b>Property Owner Address:</b>	1626 East Jefferson Street, Rockville, MD 20852
<b>Agent Name:</b>	Bill Dillon
<b>Agent Address:</b>	400 Atlantic Avenue, Boston, MA 02210

Legal Notice: Applicant, Partners HealthCare, and Owner, Federal Investment Realty Trust, seek a Special Permit with Site Plan Review–A, final level approval of a portion of “Block 11” of the Planned Unit Development Preliminary Master Plan (PUD-PMP) approved by the Planning Board on December 14, 2006 and as revised on August 5, 2010 and June 19, 2014. Applicant and owner seek approval under SZO Article §16.8.3 and §5.2, to construct an approx. 13,624 sf daycare. Waivers are sought (S.Z.O. §6.4.12 & 16.5.5) from providing a 3D model (§6.4.8), shadow analysis, and parking and loading bay requirements (§9.16 & 9.7).

<u>Zoning District/Ward:</u>	Assembly Square Mixed Use District (ASMD); Planned Unit Development Overlay District - A (PUD-A) / Ward 1.
<u>Zoning Approval Sought:</u>	§16.8.3, §5.2, §6.4.12, §16.5.5, §6.4.8, §9.16 & §9.7
<u>Date of Application:</u>	January 14, 2016
<u>Date(s) of Public Hearing:</u>	February 18, 2016
<u>Date of Decision:</u>	February 18, 2016



Vote:

5-0

Appeal #PB 2016-02 was opened before the Planning Board at Somerville City Hall on February 18, 2016. Notice of the Public Hearing was given to persons affected and was published and posted, all as required by M.G.L. c. 40A, sec. 11 and the Somerville Zoning Ordinance. After one hearing of deliberation, the Planning Board took a vote.

**DESCRIPTION:*****A. Overall***

The full build out of the project totals 1,225,000 gross square feet which is made up of 1,106,578 gross square feet of office, 105,922 gross square feet of retail/restaurant/fitness center, and a 13,000 gross square foot daycare.

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

Phase 2 includes a stand-alone daycare and Phase 3 calls for additional office space. All future phase project work will require a new SPSR-A application and approval by the Planning Board.

Compliance with dimensional standards is shown in the table below.

<b>DIMENSIONAL REQUIREMENTS</b>	<b>PUD-A</b>	<b>Approved PUD</b>	<b>Proposed Project *</b>
Minimum lot size	20,000 sf	66.5 acres	322,181 sf (7.4 acres)
Frontage	-	-	990 ft
Front yard setback	No minimum	-	5.9 ft
Side yard setback (left)	No minimum	-	116.8 ft**
Side yard setback (right)	No minimum	-	228.5 ft**
Rear yard setback	No minimum	-	10.4 ft**
Maximum area ratio (FAR)	10.0	2.0	2.4
Maximum height, feet	70 feet up to 250 feet	Varying up to 250 feet	25.5 ft for daycare
Minimum lot area/per dwelling unit	No minimum	Approx 1379	N/A
Total open space (% & sf)	25%	27.9% 744,174 sf	62.7 % *** 321,814 sq
Useable open space (% & sf)	12.5%	21.2% 565,983 sf	54.8 % *** 281,210 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. These figures were provided for parcel 11F which is a portion of Block 11 on which the daycare and garage sit.

\*\* Distances measured from the existing parking garage.

\*\*\* Calculation for all parcels that make up Block 11.

***B. Site Design and Access***

The project area is triangular in shape and the building is situated along Grand Union Boulevard. The main entrance to the daycare building has been assigned 251 Grand Union Boulevard. The parking garage is located along the MBTA tracks and the southwestern corner touches Grand Union Boulevard.



Pedestrian or bicyclist access will be from the front door along Grand Union Boulevard or from the shared use path along the MBTA tracks or pedestrian paths from the east to the main door on the back of the building.

People driving to the site will park at the on-street spaces along Grand Union Boulevard or in the garage.

### ***C. Building Shape and Placement***

The daycare will be 13,624 gross square foot free standing building with an associated playground. The placement of the building will create a street wall along Grand Union Boulevard and buffer some of the views of the large parking garage.

The garage structure placement is set back along the MBTA tracks but due to its size, the corner of the garage meets the street. The footprint of the garage was altered so that it projects less into the site and allows for active uses along Grand Union Boulevard including the proposed daycare.

### ***D. Uses***

The proposed daycare will be for Partners employees. A daycare use is allowed by-right in the ASMD per Somerville Zoning Ordinance (SZO) §7.11.5.a.3. There will be approximately 47 employees and 124 students for a total of 171 occupants. The hours of operation will be from 6:30am to 6pm.

A list of specific uses from the SZO use table was approved as part of the PUD-PMP. Appendix F provides information on the square footage of each use that was permitted through the Master Plan approval and how many square feet of each use has been constructed to date.

### ***E. Linkage***

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

The open space at the site will be a bookend to the Baxter Riverfront Park at the opposite end of Assembly Row. These two parks contain large open spaces with portions that are programmed and other portions that are open to allow for flexibility of uses. The Block 11 site includes formal and naturalistic landscaping. The size and form of this open space is limited in the City and could provide a valued amenity for everyday uses and large events. The final design has not yet been determined and Planning Staff review and approval is a condition of the phase 1 approval.

Under §16.6.1 of the SZO, the usable open space must be permanent, made accessible to the public at a minimum from 9:00 am to 5:00 pm, and protected through a covenant or other appropriate legal instrument. The overall calculation of useable open space in the PUD is 21.2%.

The daycare will have a large outdoor play area and plaza on the east side of the building that is considered open space but not publically accessible open space. The use of the playground after daycare hours and on weekends was determined to not be viable for insurance reasons. The playground area was not contemplated to be publically accessible usable open space in the Master Plan. The plaza area was marked as publically accessible usable open



space in the Plan; however, the space is not going to be designed as a place for the general public to congregate so it has been removed from counting in the required calculation.

**H. Parking, Loading and On-site Circulation**

Parking will be located in the 7-story garage and in 10 on-street parking spaces that will be created along Grand Union Boulevard. The sidewalk along Grand Union from the edge tree pit (grate set flush with the sidewalk grade) will be 3.5 feet.

The minimum and maximum parking requirements are outlined in the table below. The minimum requirement is 14 and maximum is 27. The proposal includes the maximum of 27 parking spaces which will be located in the western section of the first floor of the garage, adjacent to the garage entrance. The additional 27 parking spaces will be stripped from excess, previously un-parked space within the parking garage to meet the parking needs of the Child Care Center. The total permitted parking spaces in the garage would increase from 1,997 to 2,024. The number of parking spaces for Partners HealthCare would increase from 1,637 to 1,664. The number of retail spaces would remain at 360.

Additionally 10 spaces will be created along the street by pulling in the curb on Grand Union Boulevard. These spaces will be conditioned to be metered spaces except the meters would not be operational during peak drop-off and pick-up times. At these designated times the parking time limit would be 15 minutes.

<b>PARKING REQUIREMENTS</b>	Square Feet	Minimum Requirement	Minimum # Spaces	Maximum Requirement	Maximum # Spaces*
Daycare	13,624	1/1,000 sf	14	1/500sf	27

\* 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 phase 1 approval require a detailed transportation management plan, data related to parking utilization, and an updated shared use analysis to ensure that data related to parking is up-to-date and transparent and that the City’s mode split goals are being met.

The SomerVision transportation goal for a daycare will be met or exceeded. There will be 46 employees and if half drive to work, 24 parking spaces would be needed. Three more than 24 spaces will be provided; however, these spaces will provide an area for short-term parking for drop-off and pick-up and therefore not more than 50% of the employees can drive and park onsite.

The bicycle parking requirement is 1 for every 10 vehicular spaces. Three are required and a bicycle rack with space for 10 bikes will be provided by the main entrance.

No loading spaces are required for a daycare of this size.

**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 Applicant has applied for a revision to a PMP condition so that a design guideline does not have to be approved for the daycare prior to this SPSR application. This condition was originally written with the understanding that phase 2 would include the daycare and addition to the office building; however, the daycare is now proposed independently. The building’s design was created prior to the Applicant being aware that the design guideline should formally be created and approved. Iterations of the design were shown to staff and the DRC to ensure that it fits into the context of the Master Plan. The small size and single use of the building also makes it easier to review without the first step of the design guideline.



The building has a human scale and partially screens view of the large parking garage located behind it. There are main entrances on the eastern and western sides of the building to address the bi-directional flow of people to the site and to ensure that the building does not turn its back to the street. The northwestern corner is the main focal point of the building which is where the entrance from the street is located. The corner has a playful façade with rectangular panels and windows in an irregular pattern. The first floor along the western face becomes a different mass that projects outward and has a simpler design with wood clapboards. The façade of this portion of the building is interrupted in three places to provide inset windows that are at an angle to provide a visible break in the wall and light into activity spaces. The second floor continues the panel design. The second floor footprint is approximately half that of the first floor. There is a curved canopy on the second floor that creates covered outdoor space on the roof of the first floor. A metal fence with a cross hatched pattern will enclose this outdoor space. The rear of the building will be mostly clad with clapboard and will have portions that are inset or lined with trim pieces to provide depth to the building. There is a grand stair from the second floor directly to the at-grade playground area.

#### ***J. Signage***

No daycare signage is proposed at this time.

#### ***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, and parking and loading bay requirements (§9.16 & 9.7).

A perspective drawing of the northwest corner has been provided to give a 3D understanding of the massing of the building.

The building is only two-stories tall and its orientation will cause shadows created by the building to primarily fall in the right of way and areas north, which Partners owns.

The parking and loading bay requirement waiver is not required. The required number of parking spaces is provided and no loading bays are required.

### **FINDINGS FOR SPECIAL PERMIT WITH SITE PLAN REVIEW:**

#### ***A. General Application Requirements***

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

#### ***B. Required Findings of Fact for PUD***

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

#### ***D. Waiver Standards***

Upon written request by the applicant, the SPGA may waive submission of any of the required information for Special Permit with Site Plan Review applications, if the SPGA finds the information is not applicable to the project, per Section 5.2.3, 6.4.12 & 16.5.5. The Board finds that the requested waivers from providing a 3D model and shadow analysis are justified. The Board finds that projects submitted for SPSR-A under this PMP meets the findings required as identified in Appendix D.

#### **DECISION:**

Present and sitting were Members Kevin Prior, Joseph Favaloro, Michael Capuano, Rebecca Lyn Cooper and Gerard Amaral with Dorothy Kelly Gay absent. Upon making the above findings, Kevin Prior made a motion to approve the request for a Special Permit. Rebecca Lyn Cooper seconded the motion. Wherefore the Planning Board voted **5-0** to **APPROVE** the request. In addition the following conditions were attached:



Attest, by the Planning Board:



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Kevin Prior, Chairman



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Joseph Favaloro



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Michael A. Capuano, Esq.



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Rebecca Lyn Cooper



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Gerard Amaral



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

**CLERK'S CERTIFICATE**

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

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

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

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

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

FOR VARIANCE(S) WITHIN

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

FOR SPECIAL PERMIT(S) WITHIN

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

Signed \_\_\_\_\_ City Clerk Date \_\_\_\_\_





## Appendix A: Application Requirements

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

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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 will be extensive on the Block and the landscape plan for the area around the daycare has been submitted.
16.8.2.F	A traffic analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies, including current traffic counts for streets surrounding the project, analysis of the existing capacity of those streets, projections of the amount of traffic that will be generated by the proposed development, and the ability of the thoroughfare system to absorb the increased traffic without decreasing the level of service below an acceptable level . . .	x		x	A transportation study was completed with 2006 plan. The peak traffic periods have shifted to weekday AM and PM peaks as opposed to a peak on a Saturday for retail. Most of the roadway improvements for the development are complete and have been designed to be sufficient for the proposed development.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
16.8.2.1	Any other supportive information the applicant feels may be beneficial to the City of Somerville in the evaluation of the request	x			Additional information provided includes design guidelines and supplemental detail on individual plans to later be submitted for SPSR-A review

**A.2: General Information Required for SPSR Applications (SZO 5.2)**

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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 Hugh Hahn, PE depicts boundaries, angles and dimensions for the proposed Block 11 project area.
5.2.3.3	scaled site plans certified by a registered land surveyor, architect, landscape architect or engineer showing present and proposed use of land and existing buildings, if any; dimensions of existing and proposed structures; location and dimensions of any easements and public or private rights of way; and at grade parking and loading areas.	x		x	See Overall Site Plan, Layout and Materials Plan, Grading and Drainage Plan, Utility Plan all certified by Hugh Hahn, PE. The daycare building plans were prepared by D.W. Arthur Associates and the garage elevations were prepared by Gensler.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
5.2.3.4	brief written description of the proposed project, such as proposed construction or demolition, all uses, who the project is intended to serve, expected number of employees, and/or occupants and methods and hours of operation, as applicable	x		x	The project for phase 2 is 13,624 square feet of office space. Parking for the daycare will be in a 7-story parking garage and in 10 new on-street spaces. There will be approximately 47 employees and 124 students for a total of 171 occupants. The hours of operation will be from 6:30am to 6pm.
5.2.3.5	the total floor area and ground coverage ratio of each proposed building and structure	x		x	The FAR for phase 2 is 2.4 and the FAR of the daycare is 0.04. The ground coverage of the daycare is 3%.
5.2.3.6	front, side, and rear elevations			x	Elevations are dated Jan 13, 2016.
5.2.3.7	existing and proposed contour elevations in two foot increments	x		x	The ground elevations are shown in one-foot intervals on the Existing Conditions Plan of Land. The project is generally flat with elevations ranging from 11.6 feet to 13.6 feet. The site 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 one-foot elevation interval contours and spot grades. The proposed site elevations range from elevation 9.5 feet to 13.75 feet.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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. The sidewalk along Grand Union Boulevard has been constructed. A shared use path will run along the MBTA tracks and there will be paths through the site. Vehicular access is via Grand Union Boulevard and Revolution Drive.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
5.2.3.9	color, materials, and exterior features of proposed structures	x		x	<p>The building is a wood-framed structure with two overlapping volumes to break down the scale of the building along Grand Union Boulevard. A two-story volume will be located at the northwest corner at the parking garage access road and a single story volume will be aligned with the boulevard. The roof of the single story will have a covered outdoor play area for the 2nd floor classrooms. The building exterior will have cedar wood tongue &amp; groove board siding on both volumes with a composition of windows within an expressed framework on the 2-story portion.</p> <p>The 1-story volume has large storefront windows that face the boulevard and will be animated by play elements such as ball play, light play and art play on the inside that will be used by the children. These windows are recessed into the single story volume to volumetrically modulate this façade. The building will have two main entrances to accommodate access from Grand Union Boulevard and from the PHC parking garage.</p>

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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 Project area located west of the Phase I parking garage is currently vacant. The Child Care Center will be laid out generally parallel to Grand Union Boulevard. The proposed building, associated tree plantings, and landscaping is intended to provide screening for the existing parking garage. The Project will include landscaping in the form of street trees and low maintenance shrubs and ornamental grasses along the buildings frontage. This low maintenance landscape will include native and drought tolerant plants. Proposed landscaping around the Child Care Center is shown on the Landscaping Plans.
5.2.3.11	measures taken to preserve and protect natural resources	x		x	The site is currently a brownfield and the remediation of the soil for the PUD is an improvement to the environment. The Applicant is aiming to achieve LEED silver certification.
5.2.3.12	outdoor lighting, including location and intensity of lighting facilities			x	Lighting throughout the site will be a low-intensity and utilized at the pedestrian scale. Up lighting will not be used to restrict light pollution. The standard City streetlights will be used along Revolution Drive and Grand Union Boulevard.
5.2.3.13	dimensions and locations of signs, proposed and existing			x	There is no existing signage at the site. The daycare will not have signage.



<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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 previously permitted Partner's office building and screened from public view.
5.2.3.16	description and location of all proposed mechanical and electrical system components, including exhaust and ventilation system, transformers, and satellite dishes			x	Major electrical system components such as the transformers and switch gear will be located within the Partners' Administrative office the building adjacent to loading areas, not visible from the public streets adjacent to the 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.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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			The existing utilities are shown on the Existing Conditions Plan of Land. The proposed utilities and drainage systems for the proposed development are shown on the Grading, Drainage and Erosion Control Plan and on the Utility Plan. The utility infrastructure improvements (water, sewer, drainage) within Grand Union Boulevard have been designed to accommodate the full build out of the Master Plan and have been constructed under previous local and state approvals. The constructed utility infrastructure is sufficient to service the proposed development. The design information for utilities is contained in the "Utility Analysis" section of this application.
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 Child Care Center building does not involve any building demolition. The estimated completion date for is Fall 2016/Winter 2017.
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			With the Child Care Center trip generation being consistent with previous proposals, trip distribution remaining unchanged, and the completion of nearby roadway improvements associated with the overall Assembly Square Mixed-Use Redevelopment project, the Child Care Center development should not significantly impact traffic conditions in the area.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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	The existing easements and rights of way are shown on the Existing Conditions Plan of Land.
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			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	Included in application submission. 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

## Appendix B: Required Findings of Fact for PUD

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

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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 . . . .Development should be concentrated in the most suitable and least environmentally sensitive areas of the landscape. Preservation and enhancement of open space is strongly promoted.</p>	x			<p>The proposed project has benefitted from an additional years of work by the applicant in collaboration with the City and community stakeholders since the original 2006 PMP. The result is a plan for a vibrant, mixed use, urban neighborhood and commercial center providing more than 4,500 new jobs, increased tax revenues, improved access to transportation, improvements to regional stormwater systems and enhanced open space amenities. The project mixes uses, provides urban densities, develops according to environmental constraints and opportunities on the site, while creating a group of urban blocks that concentrate development with the highest densities near the transit station, mid-rise buildings fronting on the Mystic River parks, and expanded open space. The project meets this finding.</p>

<i>Section</i>	<i>Required Finding</i>	<i>Met in PUD</i>	<i>Not Met</i>	<i>Met in SPSR-A</i>	<i>Comment</i>
<b><i>B.2: Consistency Findings (SZO Section 6.4)</i></b>					
<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.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
6.4.4	The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <u>Assembly Square Revitalization Plan</u> dated 2002	x			The Assembly Square Revitalization Plan is an approved Urban Renewal Plan under MGL 121B. The 2002 plan is a Major Plan Change to the 1980 Assembly Square Revitalization Plan -- the City's urban renewal plan for Assembly Square. The Major Plan Change built on the foundation of the Cecil Group's Planning Study. The Major Plan Change envisioned a mixed use district with office, retail, residential, cinema, hotel, and restaurant uses – a vibrant 24-hour district with a density somewhere between Boston's density and level of density in nearby suburbs. The Major Plan Change also envisioned the redevelopment of the Assembly Square Mall and a new IKEA store. The removal of the IKEA store allows for a larger mixed use district and the revised PMP is consistent with the overall vision of the Revitalization Plan. Upon approval of this revised Master Plan, the Redevelopment Authority intends to amend the Revitalization Plan to reflect the latest redevelopment plan as outlined in this PMP and the FEIR.
6.4.4	The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <u>Assembly Square Design Guidelines for the Public Realm</u> dated 2002	x			Overall, the revised PUD PMP is consistent with the Public Realm Guidelines. The PUD's four key principles closely align with the goals of the Public Realm Guidelines; both encourage design that supports the PUD's public spaces and achieves sense of place, multi-modal functionality, and 24-hour activity. Both documents give streetscapes and public spaces high priority, stressing the role these spaces play in the framework of the PUD. Both establish street hierarchies and district gateways for orientation. The PUD PMP is also consistent in its recognition of the Mystic River as a regional amenity, maximizing pedestrian accessibility to the waterfront. The Public Realm Guidelines generally include a greater level of streetscape and building detail, while the PUD PMP establishes complementary detailed design guidelines to drive decisions made at the SPSR-A phase and during streetscape design.  Block 11 Daycare PB 2016-02 February 18, 2016



<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
					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><i>B.3: General Requirements of a PUD (SZO Section 16.4)</i></b>					
<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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.

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<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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.

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

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
16.4g	an efficient use of land demonstrating full coordination of its own site development including, but not limited to, the land uses and functions contemplated, architecture, open space and pedestrian networks, vehicular access and circulation, and all other infrastructure	x			The Master Plan demonstrates that full consideration has been given to site development as a whole. The project has been phased such that the proposed uses and their associated roadways, parking, and infrastructure are developed in a coordinated manner. During the Special Permit process for developments within Assembly Row, the architecture, open space and pedestrian networks, vehicular access and circulation, roadways, and infrastructure will be reviewed in appropriate detail, and this Decision includes conditions to ensure that these issues are more fully addressed during the Special Permit process.
16.4h	linked and coordinated with surrounding land uses, off-site public facilities, infrastructure and roadway access where appropriate, in a manner that is safe, efficient and non-injurious to the public, and an improvement or benefit to the public where possible	x			The Applicant has linked the residential buildings with the existing parkland that abuts the site and has designed a network of roadways and sidewalks which constitute an improvement to the existing conditions and a benefit to the public. During the special permit process links with surrounding land uses, off-site public facilities, infrastructure, and roadway access will be reviewed in appropriate detail. Conditions have been attached to this Decision to ensure that these issues will be fully addressed.
16.4i	designed with sizing of street and other infrastructure systems to accommodate the overall service demand of the PUD	x			A full Traffic Impact and Access Study was prepared for the project and was included in the original submission package and amended for this revision. The City Traffic engineer concluded that all facets of intersections and roadways illustrated on the revised Master Plan are consistent with proper Traffic Engineering design practice. Recommendations for traffic mitigation and additional analysis are included in the Conditions section of this report.
16.4j	inclusive of provisions for the ownership and maintenance of usable open space as appropriate (see Sec. 16.6 of this Article)	x			The Applicant will be required to maintain the usable open space within the PUD subject to a maintenance agreement(s) that must be developed or revised as a condition of this approval. PB 2016-02 Block 11 Daycare February 18, 2016

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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.
<b><u>B.4: PUD Design Guidelines (SZO Section 16.7)</u></b>					
<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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	A waiver from submission of a design guideline for the daycare is under review. A description of the building's design and access can be found in the form and design section of the staff report. The building is situated to block some views of the large garage behind it. It also creates a streetwall on this edge of the site and frames the landscaped area in the middle of the site.
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	There are two entrances to the building - along the street and at the back of the building adjacent to the open space. These locations best address the function of the daycare facility as well as the function and design of the public realm.
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 building will be two stories in height and will not exceed the base district height.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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	The building is only two-stories tall and its orientation will cause shadows created by the building to primarily fall in the right of way and areas north, which Partners owns.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
16.7f	Vehicular access to and from public roads is intended to be consolidated. Vehicular access to PUD lands from a public roadway shall generally be limited to one (1) access point, particularly when PUD frontage along said roadway is three hundred (300) feet or less. When a PUD has more than six hundred (600) feet of frontage on a public road, separation between existing, approved, and proposed curb cuts, whether on or off-site, shall average a minimum of two hundred (200) feet. Consolidation to a minimal number of access points is strongly encouraged	x			Vehicular access to this area is provided though Revolution Drive and Grand Union Boulevard. There is a total of approximately 900 feet of frontage and there are 3 vehicular access points. The site plan complies with this finding and the Applicant's traffic engineer state that this is the minimum required for a garage of this size as designed for optimal transportation access to the site, and a robust street grid to handle traffic within the site.
16.7g	Internal PUD streets shall consist of local and collector roadways, designed in accordance with standard traffic engineering practice. Any street proposed for public dedication shall meet the standards of the City's Director of Traffic and Parking.	x			The internal street layout is proposed in a grid pattern with local and collector streets. The main retail street travels north/south through the center of the Assembly Row development between Block 11 and the park land adjacent to the Mystic River, supporting a robust street grid that can handle traffic within the site. Other internal streets provide connections to Grand Union Boulevard, the MBTA station and perimeter locations. As these streets will be dedicated to the public these streets will be conditioned to meet City standards or better pursuant to review by the Director of Traffic and Parking and City Engineer.
16.7h	PUD block sides should reflect average city block size of Somerville, to maximize a pedestrian-friendly scale in the street grid. Alight streets to give building energy-efficient orientations.	x			Block sizes are larger than typically found in Somerville to accommodate buildings much larger than are typical in the City. Though the blocks are larger, the ground floor retail uses proposed and pedestrian friendly architectural elements and designs offset the negative effects of the above average block sizes and provide appropriate for pedestrians.



<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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 landscape plan incorporates native and drought resistant plantings. The Partners site includes a retention stream and a green roof; as well as other systems to minimize stormwater runoff.
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.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
16.7I	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.
<b><u>B.5: ASMD Development Standards (SZO Section 6.4.7.A)</u></b>					
<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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	Section 9.15, Bicycle Access and Parking, requires that 3 bicycle parking spaces be provided on the site. A bicycle rack providing 10 bicycle parking spaces will be located near the main entrance. Section 9.16 of the Somerville Zoning Ordinance requires that a minimum of 14 parking spaces and a maximum of 27 are provide for the proposed child care building. The design of the Project includes 27 parking spaces be striped from excess, previously un-parked space within the parking garage.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
6.4.7.A.3	<i>Landscaping Requirements.</i> Developments shall conform to the applicable landscaping requirements set forth in Article 10. Open spaces shall be contiguous to the extent practical, in the opinion of the SPGA.			x	The general landscape has been submitted and complies with Article 10. The proposed building, associated tree plantings, and landscaping is intended to provide screening for the existing parking garage. The Project will include landscaping in the form of street trees and low maintenance shrubs and ornamental grasses along the buildings frontage. This low maintenance landscape will include native and drought tolerant plants. Proposed landscaping around the Child Care Center is shown on the Landscaping Plans.
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)**

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
					Block 11 Daycare PB 2016-02 February 18, 2016

Section	Required Finding	Met in PUD	Not Met	Met in SPSR-A	Comment
<p>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</p>					
6.4.7.B.1	<p><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.</p>			x	<p>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.</p>
6.4.7.B.2	<p><i>Building Design.</i> Buildings shall be designed to the highest architectural standards and shall be sited appropriately on the Lot.</p>			x	<p>A description of the building's design and access can be found in the form and design section of the staff report. The building is situated to block some views of the large garage behind it. It also creates a streetwall on this edge of the site and frames the landscaped area in the middle of the site.</p>
6.4.7.B.2a	<p>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.</p>			x	<p>The proposed building is primarily located at least 15 feet from the street edge to allow for a broad sidewalk and landscaped buffer. Clear pedestrian connections are created with the shared use path to the east of the site, the proposed MBTA Orange Line head house at the northeast corner of the site, and with the Assembly Row development..</p>

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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	The building will have two main entrances to accommodate access from Grand Union Boulevard and from the PHC parking garage. The front door on Grand Union Boulevard will be marked with a canopy and an interesting façade with irregularly shaped rectangles.
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	Continuous visual interest is provided by articulating breaks in the facades both vertically and horizontally. Refer to the description in 6.4.B.2.b for additional building details.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
6.4.7.B.2d	The overall scale of development should be broken down to respond to the pedestrian scale use of open space.			x	The proposed Child Care Center building, which will be 2 stories in height, is designed to be a welcoming pedestrian-scale building while situated generally parallel to Grand Union Boulevard to provide screening to the parking garage. Elements such as sidewalks and tree plantings surrounding the building add to the experience of pedestrians visiting the Partners block. Additionally, electrical equipment, loading and service areas, and trash/ recycling areas are situated within the adjacent Partners Administration buildings, and off the public streets.
6.4.7.B.2e	Materials and colors shall be consistent with traditional buildings in the area with historic merit.			x	Two buildings in the Assembly Square area were inventoried by the Massachusetts Historical Commission and were not deemed to have historic merit. Two buildings were previously demolished for the IKEA store.
6.4.7.B.2f	Building equipment and service areas should be located away from public streets or major interior circulation routes and provide screening. All storage of items for sale or related inventory should be enclosed unless completely screened from public view with architectural elements meeting the §6.4.7 guidelines.			x	All building equipment and service areas have been located away from Public Ways and major circulation routes. Major electrical system components will be located within the existing Partners building or the Electrical Room within the building, invisible from the public streets. Mechanical equipment will be located within the mechanical room. The service area, including the loading docks and trash compactors, have been located entirely interior to the Partners administration building.
6.4.7.B.2g	Preference should be shown for vertical integration of uses. Developments should ensure that development patterns provide active uses on the ground floor that take advantage of the waterfront views and open spaces, and that add presence to public ways and sidewalks.			x	The building is a single use building. The need for privacy of the daycare classrooms causes the building to not be as transparent to engage pedestrians as the Board would prefer. The DRC suggested adding benches to the sidewalk and landscaping to break up the long extent of the building.

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<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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 building is a single use building. The need for privacy of the daycare classrooms causes the building to not be as transparent to engage pedestrians as staff would prefer. The DRC suggested adding benches to the sidewalk and landscaping to break up the long extent of the building.
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 building will meet the criteria set forth above and maximize the visual access in areas that are appropriate for a Child Care Center.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
6.4.7.B.3	<i>Parking Lot Design.</i> Refer to Section 9.15 for parking requirements. Parking Lots shall avoid large expanses that are unbroken by Buildings or substantial landscaped Open Spaces, as set forth in Section 10.4 of this Ordinance.			x	Parking will be located in a free-standing, 7-story structure and not be in an open parking lot.
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. Block 11 has a significant usable open space.



<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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 &amp; 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 completed a LEED worksheet and included the worksheet in the application booklet. The LEED worksheet reflects current design assumptions and may be revised slightly as design progresses.</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> <p style="text-align: right;">Block 11 Daycare PB 2016-02 February 18, 2016</p>

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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 space proposed for the Project is located within the Partners Administration building and not visible from Grand Union Boulevard. As such, negative visual impacts from the loading area are not anticipated.

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

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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	With the trip generation being consistent with previous proposals, trip distribution remaining unchanged, and the completion of nearby roadway improvements associated with the overall Assembly Square Mixed-Use Redevelopment project, the Child Care Center development should not significantly impact traffic conditions in the area.

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<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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	The daycare center is less than 50,000 sf.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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	The Master Plan provides over 50% of the open space as usable open space. The daycare providers could not make the playground area open to the public when the daycare was not in session.
<b><i>B.8: ASMD Large Project Design Guidelines (SZO Section 6.4.8.E)</i></b>					
<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
6.4.8.E.1	<i>Structured Parking.</i> Due to the size and scope of Large Developments, every effort shall be made to provide as much parking as possible underground and/or in structures	x		x	The parking is located in the 7-story parking structure and on the street.

## Appendix C: Requirements for SPSR-A

<b><i>C1: Requirements for SPSR-A</i></b>					
<b><i>Section</i></b>	<b><i>Required Finding</i></b>	<b><i>Met in PUD</i></b>	<b><i>Not Met</i></b>	<b><i>Met in SPSR-A</i></b>	<b><i>Comment</i></b>
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	The traffic study for Block 11 contemplated having a daycare onsite. Most of the trips to the site will be shared with the trips for the office because the daycare is only open to Partners employees.
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	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.
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 daycare will be within a mix of the following uses onsite: retail, restaurant, fitness center and office. Pedestrian and bicycle access will be provided via sidewalks and a shared use path surrounding the site and paths internal the site.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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.
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 is associated with the office use that will greatly increase the number of jobs located in the City.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
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 building creates a street wall and blocks some views of the garage.
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.
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.

<b>Section</b>	<b>Required Finding</b>	<b>Met in PUD</b>	<b>Not Met</b>	<b>Met in SPSR-A</b>	<b>Comment</b>
5.2.5.h	Consistency with purposes. Is consistent with: 1) the purposes of this Ordinance, particularly those set forth in Article 1 and Article 5; and 2) the purposes, provisions, and specific objectives applicable to the requested special permit with site plan review which may be set forth elsewhere in this Ordinance, such as, but not limited to, those at the beginning of the various sections			x	The project meets the purpose of the Ordinance in encouraging the most appropriate use of the land and increasing the amenities of the municipality. The project also meets the purpose of Article 5 for the Board to evaluate the findings and determinations and provisions of the Ordinance and attach conditions to mitigate concerns.
5.2.5.V	Housing Impact: Will not create adverse impacts on the stock of existing affordable housing			x	The Block 11 project will comply with Article 15 requirements for project mitigation payments to the Affordable Housing Trust Fund. The funds will help establish and support affordable units in the City.
5.2.5.W	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.			x	The proposal complies with the applicable goals, policies and actions of SomerVision. The Plan calls for all of Assembly Square to share 29% of the City's growth, increase the number of jobs by 8,500, and develop 3 million square feet of commercial space. The Assembly Row Master Plan area makes up approximately half of the Assembly Square area. Phase 1 of this Block will achieve more than half of the number of jobs planned for this area. The Block will also contribute 6.7 acres of open space towards the goal of creating 125 acres of new open space across the transformational areas in the City.

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## Appendix D: Standards for Waivers

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
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.	n/a		The parking and loading requirements are met and a waiver is not required.
6.4.12.a.1	Strict enforcement of such standards or requirements would run counter to achieving the objectives of the ASD Plan;	n/a		This finding does not apply in this case.
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;	n/a		This finding does not apply in this case.
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.

3d Model and Shadow Analysis

<i>Section</i>	<i>Required Finding</i>	<i>Met</i>	<i>Not Met</i>	<i>Comment</i>
				<p>The findings above do not relate to the request to not submit a 3D model or shadow analysis. A perspective drawing of the northwest corner has been provided to give a 3D understanding of the massing of the building.</p> <p>The building is only two-stories tall and its orientation will cause shadows created by the building to primarily fall in the right of way and areas north, which Partners owns.</p>

## Appendix E: Block 11 Daycare Conditions

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
<b>General</b>						
1	<p>Approval is based upon the application stamped in at the City Clerk's office on January 14, 2016, including C-1, C-2 &amp; C-3 Neighborhood Context Map; C-4 Overall Site Plan 1; C-5 Overall Site Plan 2; C-7 Grading, Drainage, and Erosion Control Plan; C-8 Utility Plan; C-9 Detail Sheet 1; C-10 Detail Sheet all dated Jan 15, 2016; C-6 Layout and Materials Plan dated Feb 8, 2016; L1.0 Landscape Plan dated Feb 8, 2016, A1.00 &amp; A3.00 Floor Plans and SK-37 Perspective dated Jan 13, 2016, Parking Garage Floor Plans Levels 1-7 dated Feb 8, 2016, Open space Summary for the PUD dated Feb 8, 2016. This approval constitutes an SPSR-A approval to develop the site according to Phase 2 daycare plans and retain rights to pursue another office phase.</p> <p>All future phase project work, including an additional office building, and any parking garage addition shall require a new SPSR-A application and approval by the Planning Board.</p>	-	Planning Director	Continuous		
2	Applicant and/or successors shall remain in compliance with any Community Services Understanding executed with the City of Somerville, including any future amendments.	-	As noted in document	Continuous		
<b>Transportation / Traffic Circulation</b>						

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
3	The parking garage and surface parking lot shall not exceed 2,024 parking spaces, including retail/visitor parking spaces. The parking garage retail/visitor parking spaces (a total of 350-400) shall not be used for employees of the Partners Phase I or 2 development. The parking garage may be used for off-hours parking for other uses in Assembly Square. If the parking garage has spaces that are not being used by office workers for the applicant, they may be used by others in Assembly Square. The parking garage shall not be used as a park & ride facility.	-	Planning Director / Traffic and Parking Director	CO		
4	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		
5	Applicant will supply a minimum of 10 bicycle parking spaces near the entrance to the daycare.	-	Planning Director	Plans - prior to BP for vertical construction / installation of parking -CO		

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
6	The Applicant shall work with Traffic and Parking to purchase and install signage for the on-street parking spaces. The signage shall include the following language: 15 min Daycare, Pick-up/Drop-off, 6:30-9:30AM & 3:30-6:00PM Mon-Fri, Otherwise meters applies. The pick-up/drop-off hours are acceptable for a trial basis for 6 to 9 months. If pick-ups and drop-offs are occurring at these times they will become permanent. If not, the times will be adjusted accordingly.	-	Traffic & Parking	CO		
7	The Applicant shall purchase and install 10 IPS meters for the on-street parking spaces.	-	Traffic & Parking	CO		
<b>Design</b>						
8	The rooftop mechanical equipment shall be screened. The screen design shall be submitted to Planning Staff for review and approval. Screening shall be made as least visible as possible and it should tie into the design and color scheme of the building.	-	Planning Director	Building Permit		
9	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		

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
<b>Trash and Recycling</b>						
10	Trash and recycling shall be stored in the building.	-	Planning Director / DPW	Continuous		
<b>Maintenance of Facilities</b>						
11	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		
12	Applicant shall submit a new or amended Usable Open Space Agreement to be reviewed and approved by Planning Staff for the open space on Block 11.	-	Planning Director	CO		
13	To the extent possible, all exterior lighting must be confined to the subject property, cast light downward (except for up lit trees) and must not intrude, interfere or spill onto neighboring properties.	-	Planning Director	Continuous		
<b>Linkage and Inclusionary Zoning</b>						
14	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. Per Article 15, the 30,000 sf exemption was limited to phase 1, and no exemption will be provided for this phase or futures on Block 11.	-	Planning Director / Housing Director	Building Permit / CO		
<b>Demolition/Construction</b>						Block 11 Daycare PB 2016-02 February 18, 2016

#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
15	The Applicant shall at his expense replace any existing equipment (including, but not limited to street sign poles, signs, traffic signal poles, traffic signal equipment, wheel chair ramps, granite curbing, etc.) and the entire sidewalk immediately abutting the subject property if damaged as a result of construction activity. All new sidewalks and driveways must be constructed to DPW standard.	-	Planning Director	Certificate of Occupancy		
16	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		
17	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		
<b>Site Plan/Utilities</b>						
18	Applicant shall submit the Site Plan Review Checklist for Commercial Development and submit it along with the applicable documents to Engineering Staff for review and approval.	-	City Engineer	BP		
19	A full set of as built plans shall be submitted to Engineering Office prepared and stamped by a Registered Licensed Surveyor in the State of MA prior to final sign off. This office shall review submitted as built and at its discretion require additional information if needed.	-	City Engineer	BP		
20	All sidewalks and handicapped ramps shall be ADA compliant and a letter of compliance prepared by a professional engineer registered in the State of MA shall be submitted to this office prior to final sign off.	-	City Engineer	BP		

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#	Condition	Complete	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
21	There shall be benches installed and integrated into the landscape feature along Grand Union Boulevard with at minimum the number shown on the landscape plan.	-	City Engineer	BP		
22	All the lighting, conduit and any other utilities in the sidewalk needs to be relocated. Curb cuts and HP ramps need to be reviewed further. Traffic calming practices should be considered.	-	Lights & Lines	PB		
<b>Fire Prevention</b>						
23	The Applicant must submit detailed fire alarm and emergency systems plans prior to a building permit for review and approval.	-	Fire Prevention	Building Permit for vertical construction		
24	The Applicant or Owner shall meet Fire Prevention Bureau's requirements.	-	Fire Prevention	Building Permit for vertical construction		
<b>Final Planning Signoff</b>						
25	The Applicant shall contact Planning Staff at least five working days in advance of a request for a final inspection by Inspectional Services to ensure the proposal was constructed in accordance with the plans and information submitted and the conditions attached to this approval.	-	Planning Director	Sign-off		



## Appendix F: Square Footage/Linkage/Usable Open Space/Parking Space Tracker

Date	Project Description	Land Area	Building Square Footage	Commercial Space	Retail Space (inc health club & cinema)	Residential Units	Hotel	Square Footage to which Linkage Applies	Linkage SF Exemption Tracker - to be paid after first 300,000 constructed for FRIT's buildings*	SF of Open Space	SF of Usable Open Space	# parking spaces
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	-	-	121,704	295,500	7,602	1,964	571
Feb-13	Block 2A	20,922	3,605	-	3,605	-	-	3,605	-	13,437	13,437	0
Feb-13	Block 2B	47,642	132,708	93,174	39,500	-	-	132,674	-	6,029	1,875	0
Oct-12	Block 5 temp					-	-	-	-			207
Oct-12	Block 6 temp					-	-	-	-			228
Jul-14	Block 11 Phase 1	513,159	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
Jun-15	Block 5 Phase 1	115,382	224,662	-	22,000	134	155	22,000	-	10,499	7,384	219
Jun-15	Block 9 temp								-			72
Feb-16	Block 11 Phase 2	-	13,642	13,642	-	-	-	13,642	-	321,814	281,210	27
								plus hotel				
Total		2,360,877	3,433,924	875,191	509,999	1,029	155	1,019,427	300,000	531,376	395,698	5,580
Total Approved		2,671,884	5,692,486	2,801,333	637,024	1,843	170 rooms			744,174	565,983	10,066
Remaining			2,258,562	1,926,142	127,025	814	15			212,798	170,285	4,486

\* 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.