



City of Somerville

PLANNING BOARD

City Hall 3rd Floor, 93 Highland Avenue, Somerville MA 02143

TO: Planning Board
FROM: Planning & Zoning Staff
DATE: June 4, 2021
RE: 5 Middlesex Avenue – Block 21, P&Z20-0015

RECOMMENDATION: Approve with Conditions

Staff memos are used to communicate background information, analysis, responses to public comments, review of statutory requirements and other information from the Planning & Zoning staff to the Review Board members.

This memo summarizes the development review application submitted for 5 Middlesex Avenue – Block 21, identifies any additional discretionary or administrative development review that is required by the Somerville Zoning Ordinance, and provides related analysis or feedback as necessary. The application was deemed complete on April 22, 2021 and is scheduled for a public hearing on June 10, 2021. Any Staff recommended findings, conditions, and decisions in this memo are based on the information available to date prior to any public comment at the scheduled public hearing.

LEGAL NOTICE

5 Middlesex Avenue – Block 21 - BRE-BMR Middlesex LLC, proposes to develop a 12-story mixed-use building subject to the Assembly Square Mixed Use District (ASMD) effective on 08/01/2019 and subject to PUD-PMP PB2018-07, as amended, which requires a Special Permit with Site Plan Review and a waiver from the maximum height limit.

SUMMARY OF PROPOSAL

BRE-BMR Middlesex LLC (applicant) is proposing to construct a 12-story lab principal building type and a 9-level parking garage structure. The proposed development will produce 396,500 square feet of commercial space, 1,283 motor vehicle parking spaces (of which 156 spaces will have EV charging stations installed and another 165 spaces will be constructed as EV ready), 124 long-term bicycle parking spaces, and 12 short-term bicycle parking spaces. The proposed landscape is not required to earn a Green Score, however 25% of the lot will be open space as required by the PUD approval.

ADDITIONAL REVIEW NECESSARY

5 Middlesex Avenue – Block 21 is located between Middlesex Avenue and Harold Cohen Street (formerly referred to as “Road K”) at Foley Street in the Assembly Square Mixed-use District (ASMD) zoning district represented by Ward 1 Councilor Matt McLaughlin.

The master plan for this development project was permitted as a Planned Unit Development – Preliminary Master Plan (PUD-PMP) under the previous zoning ordinance. The next step under that ordinance would have been an application for a Special Permit with Site Plan Review–A (SPSR-A), however, as that process no longer exists, this proposal has followed the procedures for a Special Permit and Site Plan Approval.

The first neighborhood meeting took place via remote interaction on November 11, 2020 and was hosted by Ward Councilor Matt McLaughlin. The project was well received by the attendees with some discussion around the number of parking spaces, potential incorporation of bioswales, green roofs, and shade for the public open space. The recommendation by the Urban Design Commission has been incorporated into the design and the complete report is included in the submission package (Chapter 2 Section VIII). The second neighborhood meeting took place via remote interaction on March 1, 2021 and the general consensus was overwhelmingly in support of this project moving forward. Minutes from both required neighborhood meetings can be found in Appendix G.

Upon a complete application submission, review of the project was conducted for compliance with the PUD-PMP and additional requirements. Comments received from other City departments and divisions have been incorporated into this staff memo.

ANALYSIS

The proposed projects for both the lab building on Block 21A and the parking garage on Block 21B meet the parameters set by the PUD-PMP. The following chart review the application elements, required findings, SPSR-A requirements, and standards for waivers identified and Appendices A through D.

Appendix A: Application Requirements

A.1: Procedures for PUD Applications - Supportive Information (previous SZO 16.8)

| Section | Required Finding | Met | Not Met | Comment |
|----------|---|-----|---------|---|
| 16.8.2.A | A neighborhood context map, at a scale not less than one (1) inch equals one hundred (100) feet, providing a graphic description of the neighborhood in which the tract lies, including roads, utilities and other public facilities, major existing buildings and structures. There shall also be a statement and/or plan as to the general impact of the proposed PUD upon the area, indicating how the PUD relates to surrounding properties and what measures will be taken to create appropriate transitions and access from the subject property to abutting public properties (i.e. parks, waterfront, etc.) or other neighboring tracts (if applicable) | X | | Included in application submission |
| 16.8.2.B | A conceptual site plan drawn to a scale of not less than one (1) inch equaling fifty (50) feet, or series of drawings at the same scale, and any necessary supporting information | X | | Included in application submission |
| 16.8.2.C | Analysis of compliance with regulations as to dwelling units per square feet of lot area, height, building coverage, floor area ratio (FAR) and parking requirements | X | | Included in application submission - see Section 3 |
| 16.8.2.D | Names of all property owners within five hundred (500) feet of the PUD boundary | X | | Included in application submission |
| 16.8.2.E | Explanation of provisions for the landscaping and maintenance of all open space and drainage areas | X | | See Stormwater Management in Section 6 Utility Analysis. Other landscaping/maintenance details be addressed in SPSR-A. Condition is recommended relative to preparation of Maintenance Agreement. |
| 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 | | A transportation study was completed as part of the PUD application submission and has been reviewed by the Director of Mobility. An updated and detailed Mobility Management Plan is included in this application. |

| Section | Required Finding | Met | Not Met | Comment |
|--|--|------------|----------------|---|
| 16.8.2.G | A utilities analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies. Said analysis shall contain an inventory of existing utilities including, but not limited to, storm sewers and drains, sanitary sewers, electrical lines, fire alarm boxes and lines, gas lines/mains, water mains, lighting, curb and gutter, etc. Said inventory shall illustrate utility locations, sizes, diameters, carrying capacity and present load on the system. The engineer's report shall state if the current system is capable of adequately serving the proposed development. If the current utility system is found to be inadequate for the proposed development, the report shall confirm the deficiencies and make recommendation(s) as to the infrastructure improvements necessary to properly service the proposed development and maintain the existing service. The report shall also present a formal plan for infrastructure improvements, documenting timing, funding mechanisms and coordination with the City | X | | Included in application submission - see Section 6 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 | | See section A2, below |
| 16.8.2.I | 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 3-dimensional renderings 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) | | | | |
| Section | Required Finding | Met | Not Met | Comment |
| 5.2.3.1 | names, addresses, and telephone numbers of the applicant, the owner if other than the applicant, and other agents for the applicant, such as the architect, engineer and/or attorney, and the name and address of the proposed project | X | | 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 | | Included in application submission - see Appendix A Sv-1 Existing Conditions Plan of Land |

| Section | Required Finding | Met | Not Met | Comment |
|----------------|--|------------|----------------|---|
| 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 | | See Appendix A - Civil Site Plans. |
| 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 | | Project description, general use mix and development strategy is provided in Section 3. |
| 5.2.3.5 | the total floor area and ground coverage ratio of each proposed building and structure | X | | Table 4.1 on page 4-4 shows the schematic numbers, and further refinement will be required with each SPSR-A submittal. |
| 5.2.3.6 | front, side, and rear elevations | X | | Schematic elevations and design guidelines are provided and will be refined with each subsequent SPSR-A application. |
| 5.2.3.7 | existing and proposed contour elevations in two foot increments | X | | See C-4 Grading and Drainage Plans for 1 foot contours |
| 5.2.3.8 | provisions for vehicular and pedestrian circulation | X | | See Section 5, Appendix A, E, & F for information. |
| 5.2.3.9 | color, materials, and exterior features of proposed structures | X | | See architectural drawings and building diagrams for compliance with the PUD Design Guidelines. |
| 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 | | All trees will be reviewed by City Arborist, and City Engineer prior to infrastructure construction. |
| 5.2.3.11 | measures taken to preserve and protect natural resources | X | | No natural resources such as wetlands or other water features exist on the Project Site. |
| 5.2.3.12 | outdoor lighting, including location and intensity of lighting facilities | X | | Lighting locations are shown on C4.00 Layout and Materials Plan in the civil drawings. Lighting on City streets will need approval by City Engineer prior to infrastructure construction. |
| 5.2.3.13 | dimensions and locations of signs, proposed and existing | X | | Building signage shown on Signage Plan and site signage on C4.00 Layout and Materials Plan |
| 5.2.3.14 | location and significance of historic structures | X | | No historic structures are on this site |
| 5.2.3.15 | method for handling solid waste disposal, and for screening of disposal facilities | X | | Solid waste disposal will be handled by private contractors. The disposal facilities (dumpsters and compactors) will be internal or screened accordingly. |
| 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 | | See Architectural drawings. |

| Section | Required Finding | Met | Not Met | Comment |
|--|---|------------|----------------|---|
| 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 | | Included in application submission. See Existing Conditions Plan; Utility Analysis; Layout and Materials Plans |
| 5.2.3.18 | demolition and construction procedures including impact mitigation measures; an estimate of the time period required for completion of the development | | X | Demolition permits will require approval of ISD. |
| 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 | | A transportation study was completed as part of the PUD application submission and has been reviewed by the Director of Mobility. As the design of the project is further refined, the Applicant will continue to meet with the City's departments and update the mitigation as required. |
| 5.2.3.20 | general summary of existing and proposed easements or other burdens now existing or to be placed on the property | X | | See Existing Conditions Plan. |
| 5.2.3.21 | wetlands, ponds, and surface water bodies, as defined under the Wetlands Protection Act, M.G.L. Chapter 131, Section 40, and rules promulgated thereunder, 310 CMR 10.00 | X | | See Existing Conditions Plan - none on site. |
| 5.2.3.22 | photographs of at least eight (8) by ten (10) inches, showing the development site and surrounding parcels | 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 | | Included in application submission |
| 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 | | Renderings and Design Guidelines are included in the application. |
| <u>A.3: Denial Letter Requirement (SZO 16.12)</u> | | | | |
| Section | Required Finding | Met | Not Met | Comment |
| 16.12 | All applications for a preliminary Master Plan Approval shall be required to include a so-called 'denial letter' from the Inspectional Services Department indicating which aspects of the proposed PUD require approvals from the SPGA | n/a | | Not applicable |

Appendix B: Required Findings of Fact

B.1: General Findings under Section 16 (SZO 16.9 and 16.1)

| Section | Required Finding | Met | Not Met | Comment |
|----------------|--|------------|----------------|---|
| 16.9 | The SPGA shall review and determine whether a PUD application is complete and place special emphasis in its review as to PUD compliance with provisions of Article 16 herein, including compliance with the purpose and general requirements/features of a PUD | X | | Applicant has provided a complete application. Chapter 4 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 re-use an under-utilized parcel for a mixed-use 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. |
| 16.1 | 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. | X | | The proposed project has benefitted from collaboration by the Applicant with the City and community stakeholders. The result is a plan for mixed-use urban blocks providing new jobs, increased tax revenues, market rate and affordable housing, 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. The project meets this finding. |

B.2: Consistency Findings (SZO Section 6.4)

| Section | Required Finding | Met | Not Met | Comment |
|----------------|-------------------------|------------|----------------|----------------|
|----------------|-------------------------|------------|----------------|----------------|

| Section | Required Finding | Met | Not Met | Comment |
|----------------|--|------------|----------------|--|
| 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. |
| 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 general principles and concepts of the plan are supported by this PUD-PMP and includes all of the physical characteristics, values, and goals that were addressed in the Planning Study. |
| 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 <i>Assembly Square Revitalization Plan</i> dated 2002 | x | | The Assembly Square Revitalization Plan is an approved Urban Renewal Plan under MGL 121B. The 2002 plan was a Major Plan Change to the 1980 Assembly Square Revitalization Plan -- the City's urban renewal plan for Assembly Square. This PUD-PMP is consistent with the overall vision of the Revitalization Plan. |
| 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 <i>Assembly Square Design Guidelines for the Public Realm</i> dated 2002 | X | | Overall, the revised PUD PMP is consistent with the Public Realm Guidelines. The PUD's three key principles closely align with the goals of the Public Realm Guidelines and the ASMD; 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 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. 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. |

| Section | Required Finding | Met | Not Met | Comment |
|---|--|------------|----------------|--|
| 6.4.4 | The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <i>Assembly Square Transportation Plan</i> dated 2003 | X | | The Assembly Square Transportation Plan generally calls out for development of a street grid within the mixed-use area. The overall transportation strategy in the PUD-PMP meets the spirit of the original Transportation Plans. |
| <u>B.3: General Requirements of a PUD (SZO Section 16.4)</u> | | | | |
| Section | Required Finding | Met | Not Met | Comment |
| 16.4a | a designated tract of land meeting the minimum lot size requirements of Section 16.5.1.a for the PUD district | X | | The parcel size is 410,947 s.f., or approximately 9.43 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 application materials showing buildings and roadways prepared by the architectural firm of Spagnolo Gisness & Associates, Copley Wolff Design Group, and the engineering firm of Vanasse Hangen Brustlin, Inc. The PUD includes the following uses: retail (including restaurants), residential, office, lab/R&D, and parking. |
| 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 13 stories with a maximum height of 240 feet. |
| 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 these documents. |
| 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 central open space connected by plazas and pedestrian friendly streets. 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 SPSR-A 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 and there are no significant wetlands, floodplains, or wildlife. The most important natural feature of the larger district is the Mystic River, and the PUD will provide pedestrian connections to the riverfront. This PUD locates the tallest buildings in the district furthest away from the Mystic River. |

| Section | Required Finding | Met | Not Met | Comment |
|---|--|------------|----------------|---|
| 16.4g | an efficient use of land demonstrating full coordination of its own site development including, but not limited to, the land uses and functions contemplated, architecture, open space and pedestrian networks, vehicular access and circulation, and all other infrastructure | X | | The Master Plan demonstrates that full consideration has been given to district development as a whole. The project proposes uses and their associated roadways, parking, and infrastructure developed in a coordinated manner. |
| 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 designed a network of open spaces, roadways, and sidewalks which constitute an improvement to the existing conditions and a benefit to the public. |
| 16.4i | designed with sizing of street and other infrastructure systems to accommodate the overall service demand of the PUD | X | | A transportation study was completed as part of the application submission and has been reviewed by the Director of Mobility. As the design of the project is further refined, the Applicant will continue to meet with the City's departments and update the mitigation as required. |
| 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 is required to maintain the usable open space within the PUD subject to a maintenance agreement. |
| 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 | | The Applicant is working with the City to determine what deed restrictions may be required or covenant issues. |
| 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 | | Not applicable. This finding is not applicable in the ASMD District because all uses in the PUD align with the underlying district. |
| <u>B.4: PUD Design Guidelines (SZO Section 16.7)</u> | | | | |
| Section | Required Finding | Met | Not Met | Comment |

| Section | Required Finding | Met | Not Met | Comment |
|----------------|---|------------|----------------|--|
| 16.7a | PUD architecture should demonstrate the cohesive planning of the development and present a clearly identifiable design feature throughout. It is not intended that buildings be totally uniform in appearance or that designers and developers be restricted in their creativity. Rather, cohesion and identity can be demonstrated in similar building scale or mass; consistent use of facade materials; similar ground level detailing, color or signage; consistency in functional systems such as roadway or pedestrian way surfaces, signage, or landscaping; the framing of outdoor open space and linkages, or a clear conveyance in the importance of various buildings and features on the site | X | | The proposed building meet the Design Guidelines of the PUD-PMP. |
| 16.7b | Buildings adjacent to usable open space should generally be oriented to that space, with access to the building opening onto the open space | X | | The highest quality (primary) facades tend to be oriented towards the open spaces. |
| 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 | | Blocks 21A, & 21B propose the tallest buildings at 240' (13 floors) with high visibility from I-93 and provides daylighting into the floorplates that will be important to technology, office, and life science users. |
| 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 | | The open space, pedestrian pathways, and sidewalk connections within the Project will be designed to complete and improve connections with the existing network of parks and pathways in the vicinity - including improving the connection between Assembly Square, the Mystic River, and development to the east of I-93. |
| 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 | | Included in application submission - see Appendix D. The central open space remains in sun for most of the year, except afternoon in the summer when the shade will be beneficial. It will be in shadow in the winter months when it will be least occupied due to outdoor temperatures any way. The shadow studies may be refined as design is finalized and adjusted through the SPSR-A process. |

| Section | Required Finding | Met | Not Met | Comment |
|----------------|--|------------|----------------|--|
| 16.7f | Vehicular access to and from public roads is intended to be consolidated. Vehicular access to PUD lands from a public roadway shall generally be limited to one (1) access point, particularly when PUD frontage along said roadway is three hundred (300) feet or less. When a PUD has more than six hundred (600) feet of frontage on a public road, separation between existing, approved, and proposed curb cuts, whether on or off-site, shall average a minimum of two hundred (200) feet. Consolidation to a minimal number of access points is strongly encouraged | X | | The primary vehicular points of entry to the Site will be from Foley Street, Grand Union Boulevard, Middlesex Avenue, and Revolution Drive. On-site structured vehicle parking, service access, and loading areas will all be accessible from mid-block alleys, Road L, Foley Street, and Middlesex Avenue only. |
| 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 | | Internal PUD streets Harold Cohen Street (previously "Road K") and "Road L" will be designed in accordance with state-of-the-art transportation planning and traffic engineering practice. Sections and details should be approved by the City's Director of Mobility and Director of Engineering. |
| 16.7h | PUD block sides should reflect average city block size of Somerville, to maximize a pedestrian-friendly scale in the street grid. A light streets to give building energy-efficient orientations. | X | | The PUD will be divided into blocks to create a pedestrian-friendly scale in street grid and create blocks that are similar in size to those of Assembly Row. |
| 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 by including well-designed and maintained civic spaces. |
| 16.7j | The PUD design should minimize impervious surfaces and incorporate other design features to minimize storm water runoff. | X | | This project will decrease the site's total impervious surfaces and will reduce total volume of runoff through use of green infrastructure BMPs, such as pervious pavements, raised stormwater planters, along with proprietary separators to improve the water quality of 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, paver cross walks, intersection bumpouts, and street trees. The site is directly adjacent to Foley Street for a direct pedestrian connection to the MBTA station which will promote rapid transit ridership and is in line with ideals of Transit Oriented Development. The Project will provide wide sidewalks for pedestrians as well as access to the nearby commercial and retail spaces. Long-term, covered bicycle parking spaces will be provided on-site and TDM measures will be implemented as part of the project and documented in the Mobility Management Plan. |

| Section | Required Finding | Met | Not Met | Comment |
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| 16.71 | Make shopping centers and business parks into all-purpose activity centers. | n/a | | There are no shopping centers or business parks in this proposal. |
| <u>B.5: ASMD Development Standards (SZO Section 6.4.7.A)</u> | | | | |
| Section | Required Finding | Met | Not Met | Comment |
| 6.4.7.A.1 | <i>Transportation Analysis.</i> All new Developments shall conform to the requirements set forth in any Transportation Study, subject to the approval of the SPGA. | X | | A transportation study was completed as part of the original application submission, has been updated, and reviewed by the Director of Mobility. The updated analysis conducted as part of this submission indicates that the overall Project trip generation will increase on weekends, and on a weekday daily basis. However, the capacity analysis conducted as part of that assessment indicates that the additional traffic generated by the Project during the weekday morning and evening commuter peak hour can be accommodated by the surrounding transportation infrastructure. As the design of the project is further refined, the Applicant will continue to meet with the City's departments and update the mitigation as required. |
| 6.4.7.A.2 | <i>Parking Requirements.</i> Developments shall meet the parking requirements set forth in Section 9.15. | X | | The Ordinance requires the Project to provide a minimum of 1,577 total parking spaces. The Project currently proposes 1,899 total structured parking spaces, 38 surface parking spaces resulting in up to 1,937 total Project parking spaces. The increased parking is required for the current leases at the existing Block 24 and Block 21A responds to market input to support leading edge technology, office and life science users. The parking levels in the garage have been designed to allow for future conversion to programmable area in the event that the need for parking is reduced. Although the total provided parking spaces is greater than the minimum required, the project does not meet the minimum zoning requirement for the residential uses. Additional detailed floor plans, including parking layouts, will be required during the SPSR-A approval processes. |

| Section | Required Finding | Met | Not Met | Comment |
|---|---|------------|----------------|--|
| 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 updated conceptual plans of open space and landscaping improvements have been provided with the application and more specific requirements will be provided and reviewed during the SPSR-A individual approval processes. Please refer to Section 3.2.3 in Chapter 3 and page 18 in Appendix B for a general discussion and conceptual plans of open space and landscaping improvements. As previously approved, staff recommends including a condition that requires the Civic Space (including the festival streetscape, Pergola Plaza, Central Lawn, Gathering area, Rain Garden, Filtration Grove, and Promenade) to be submitted as a separate SPSR-A application and not included with any of the buildings' application packages. Final design and details must be coordinated with the Director of Public Space & Urban Forestry, Director of Mobility, and Director of Engineering. |
| 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 open space, pedestrian pathways, and sidewalk connections will be designed to complete and improve connections with the existing network of parks and pathways in the neighborhood. Including; improving the connection to Assembly Row, access to the Mystic River parks, and East Somerville (to the west) via the Kensington Connector at I-93. |
| <u>B.6: ASMD Design Guidelines (SZO Section 6.4.7.B)</u> | | | | |
| Section | Required Finding | Met | Not Met | Comment |
| 6.4.7.B.1 | <i>Street and Sidewalk Design.</i> Street and sidewalk design shall be based on the Assembly Square Public Realm Design Guidelines and applicable engineering standards, provided that any street shown in such Guidelines as running through an existing Building is not required to be constructed until such Building is demolished. | X | | The design team has been proactive in researching the recently completed conditions at the nearby Assembly Row and the Assembly Row Design Guidelines and has coordinated extensively with the Director's of Planning, Mobility, and Engineering. The thoroughfare details will be incorporated into the Project as the design advances. Full engineering plans will need to be provided for review to ensure that streets meet City infrastructure and engineering standards. |

| Section | Required Finding | Met | Not Met | Comment |
|----------------|--|------------|----------------|---|
| 6.4.7.B.2 | <i>Building Design.</i> Buildings shall be designed to the highest architectural standards and shall be sited appropriately on the Lot. | X | | The description and composition of the final building design is held to the highest architectural standards. Refer to Appendix B Design Guidelines for Conceptual Project Renderings. |
| 6.4.7.B.2a | Buildings should be located to create a presence on existing street edges or along major internal circulation routes and have maximum building setbacks of five feet except in special circumstances, where greater setbacks would enhance the pedestrian friendly experience of the ASMD, such as dedicated open space; and buildings should be located to reinforce both existing and future circulation patterns that may serve more than one Site. | X | | The project proposes zero (0) foot setbacks with the retail spaces along Foley Street. The setback at Harold Cohen Street meets the requirements of the PUD.. |
| 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 | | All building entries will be clearly defined via architecture, signage, and through the intentional use of different materials and elements. |
| 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 | | Facade treatments address the height and massing of the project, and to break down the scale into separate components that will be consistent with the Assembly Row Design Guidelines at Assembly Square. The building has a clearly defined base, middle, and top as shown in the Design Guidelines. |
| 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 | | Massing and determination of façade hierarchy is shown in Design Guidelines. |
| 6.4.7.B.2e | Materials and colors shall be consistent with traditional buildings in the area with historic merit. | X | | There are no existing buildings of historic significance or merit in the vicinity of the Project Site. The conditions and materials of nearby developments (existing and approved) has been taken into consideration. |

| Section | Required Finding | Met | Not Met | Comment |
|----------------|--|------------|----------------|---|
| 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 | | Building equipment and service areas will be visually screened from the surroundings, and mechanical equipment will be acoustically buffered from neighbors. Reasonable attempts will be made to avoid exposing rooftop mechanical equipment to public view from City streets, and parapet walls or mechanical partition screening will be designed to fit within the character of the overall building design. |
| 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 proposed buildings include active ground floor uses, including ground floor retail and lobby space, while upper floors of the buildings will include above-grade structured parking and office/lab/R&D uses. The above grade parking will utilize architectural screening techniques. |
| 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 proposed facades do not have any blank walls and provide architectural articulation, especially at the sidewalk for pedestrian interest and interaction. |
| 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 Design Guidelines show the percent fenestration anticipated and the required minimum amount of active façade. |
| 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. | n/a | | In an effort to create a pedestrian-friendly environment, the Project includes limited surface parking lots and will be eliminated as phasing and construction proceeds. |

| Section | Required Finding | Met | Not Met | Comment |
|---|--|------------|----------------|---|
| 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 | | There will be no surface parking that require landscape strips. Applicant has met the requirement to provide open space and Usable Open Space (approximately 160,396 square feet (35.6%) of on-site) through the approved PUD. The final design of the open space has not been completed, however, it is the Applicant's commitment that they will maintain the open space and plantings throughout the PUD. The central Civic Space will be submitted as a separate application and not included with any of the buildings' application packages. Final design and details must be coordinated with the Director of Public Space & Urban Forestry. |
| 6.4.7.B.5 | <i>Efficiency of Design.</i> Every effort shall be made to design Buildings and use materials and construction techniques to optimize daylight in building interiors, natural ventilation, energy efficiency, and to minimize exposure to and consumption of toxics and non-renewable resources and incorporate appropriate "green" design techniques. In accordance with this principle all Developments within the ASMD in excess of ten thousand (10,000) square feet shall be required to complete an Leadership in Energy & Environmental Design (LEED) worksheet and submit the worksheet to the SPGA with permit application materials. This worksheet shall be considered in evaluating whether a proposed Development meets the applicable standards set forth elsewhere in this Ordinance. However, consistency with the LEED standards shall not be a factor in whether or not to permit a Development. | X | | This application is designed to be LEED Gold certifiable. |
| 6.4.7.B.6 | <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. | X | | The Applicant has committed to contributions and mitigation with the City and has begun active conversations regarding on- and off-site contributions to open space and infrastructure. The Applicant will enter into maintenance agreements for useable open space and a portion of the public infrastructure as well. |
| 6.4.7.B.7 | <i>Loading Spaces.</i> To the extent possible, Loading spaces shall be located away from major Public Ways, the Mystic River and other highly visible locations. Every effort shall be made to incorporate creative design to reduce the negative visual impacts of the Loading space. | X | | The final locations and dimensions of the loading spaces have been shown as accessed from the internal alley between Block 21A and 21B which is not readily visible from public ways. |
| <u>B.7: ASMD Large Project Development Standards (SZO Section 6.4.8.D)</u> | | | | |
| Section | Required Finding | Met | Not Met | Comment |

| Section | Required Finding | Met | Not Met | Comment |
|---|---|------------|----------------|---|
| 6.4.8.D.1 | Transportation Analysis. Large Developments shall provide a Transportation Access and Impact Study. The Director of Traffic and Parking shall approve the geographic scope and content of the study in consultation with the Executive Director of the Planning Department and the Traffic Commission. In addition, the Applicant shall submit a Transportation Demand Management (TDM) plan tailored to the specific uses and the geographic location of the Development Site. If the Transportation Access and Impact Study indicates a significant impact to the transportation network in the specified study area, the Applicant shall include in the study proposed mitigation measures to address those impacts. | X | | A transportation study was completed as part of the application submission and has been reviewed by the Director of Mobility. As the design of the project is further refined, the Applicant will continue to meet with the City's departments and update the mitigation as required. |
| 6.4.8.D.2 | <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." | n/a | | There is no Large Retail Project included in this proposal, or the PUD. |
| 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 | | This requirement has been met. |
| <u>B.8: ASMD Large Project Design Guidelines (SZO Section 6.4.8.E)</u> | | | | |
| Section | Required Finding | Met | Not Met | Comment |
| 6.4.8.E.1 | <i>Structured Parking.</i> Due to the size and scope of Large Developments, every effort shall be made to provide as much parking as possible underground and/or in structures | X | | Most of the proposed parking spaces are located in parking structures, with the exception of the on-street spaces. A small surface parking lot will remain adjacent to the existing building until the last phase. |

| Section | Required Finding | Met | Not Met | Comment |
|----------------|-------------------------|------------|--------------------|----------------|
|----------------|-------------------------|------------|--------------------|----------------|

Appendix C: Requirements for SPSR-A

| Section | Required Finding | Met | Not Met | Comment |
|----------------|---|------------|----------------|--|
| 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 | | Individual SPSR-A projects will be assessed for any additional traffic impacts that they may create, above and beyond what was anticipated in the original traffic study, with any appropriate mitigation planned accordingly. |
| 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 A "Architectural Building Diagrams" 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 | | This proposal for Block 21 meets these objectives. |
| 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. |
| 5.2.5.a | <i>Information supplied.</i> Complies with the information requirements of Section 5.2.3 | X | | See Appendix A - Application Requirements of this memo. |
| 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 | | This proposal meets the findings as identified in Appendix B and this Appendix C of this memo. |
| 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 | | Please see the text of the memo for compliance. |

| Section | Required Finding | Met | Not Met | Comment |
|----------------|--|------------|----------------|---|
| 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 | | This project is consistent with the PMP and meets this finding. |
| 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 proposed lab building will be constructed to LEED Gold standards and the garage structure is designed to be convertible to a future mixed-use building should parking demand be diminished. |
| 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. |
| 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, with agreed-upon public service upgrades, will have adequate public services. |
| 5.2.5.h | <i>Consistency with purposes.</i> Is consistent with: 1) the purposes of this Ordinance, particularly those set forth in Article 1 and Article 5; and 2) the purposes, provisions, and specific objectives applicable to the requested special permit with site plan review which may be set forth elsewhere in this Ordinance, such as, but not limited to, those at the beginning of the various sections. | X | | Please see the text of the memo for compliance. |

Appendix D: Standards for Waivers

| Section | Required Finding | Met | Not Met | Waiver | Comment |
|------------|--|-----|---------|---|---|
| 16.5.4 | <p><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.</p> | X | | <p>1. A waiver is requested for exceeding the maximum height limit for the proposed Project. The Project Site is located within a PUD-A district and per Section 6.4.6 – Assembly Square Mixed Use District (“ASMD”) Table of Dimensional Requirements – the Project Site is located more than 350 feet from the Mystic River Bank and more than 1,000 feet from an MBTA Orange Line entrance, therefore the maximum building height requirement for “all other locations” is 125 feet.</p> | <p>Consistent with the PUD, this project is proposed to be 240’ tall.</p> |
| | | X | | <p>2. A waiver is requested from the requirement to provide a three-dimensional scale model of the Master Plan stated in Section 6.4.8.B</p> | <p>A digital model has been created and will be shared with the city.</p> |
| | | | | Regarding all waivers: | <p>The granting of the above waivers would result in a better site plan that furthers the purpose of the ASMD and will not cause detriment to the surrounding neighborhood.</p> |
| 6.4.12.a.1 | <p>Strict enforcement of such standards or requirements would run counter to achieving the objectives of the ASD Plan;</p> | X | | Regarding all waivers: | <p>As stated in the PUD waivers, limiting density (by restricting height) on a site so close to the T station would be in conflict with the ASD Plan objectives.</p> |
| 6.4.12.a.2 | <p>The application is substantially consistent with the objectives of the ASD Plan and advances the objectives of the ASD Plan;</p> | X | | Regarding all waivers: | <p>The project will achieve the objectives of the ASD Plan by developing a true mixed-use program, incorporating pedestrian and transit-oriented planning, and creating a series of new pedestrian-oriented public spaces, while minimizing environmental impacts by locating development on previously paved and/or otherwise disturbed land. All waivers work to make this project more effective and improve its overall design.</p> |

CONSIDERATIONS & FINDINGS

The Planning Board is required by the Somerville Zoning Ordinance to deliberate each of the following considerations at the public hearing. The Board must discuss and draw conclusions for each consideration but may make additional findings beyond this minimum statutory requirement.

Site Plan Approval + Special Permit

1. The comprehensive plan and existing policy plans and standards established by the City.

SomerVision2030, the City's adopted Comprehensive Plan, shows the Assembly Square Mixed-use District as a Transform Area. This location was identified as an opportunity area on the eastern edge of Somerville to create a dynamic, mixed-use and transit-oriented districts that serve as economic engines to compliment the neighborhoods of Somerville. This proposal meets those community goals.

For all projects in Assembly Square, there are a number of documents that comprise the current neighborhood plan. The following plans and guidelines, including any subsequently approved amendments or modifications, constitute the ASD Plan:

- Assembly Square Planning Study: A Vision and Implementation Plan for the Future, prepared for the Somerville Office of Housing and Community Development (OHCD), dated October 2000;
- Assembly Square Revitalization Plan: 2002 Major Plan Change, prepared by the Somerville OHCD, dated May 2002;
- Assembly Square: Design Guidelines for the Public Realm, prepared for the Somerville OHCD, dated March 2002;
- Assembly Square Transportation Plan (ASTP), prepared for the Somerville OHCD in conjunction with the Commonwealth of Massachusetts Highway Department and the Executive Office of Transportation and Construction, dated May 2003.

While the current adopted ASD Plan is woefully outdated, there is an update to the plan underway. This Applicant and project team has been active participants in that public process and this project positively contributes to the continued growth of the area.

2. The intent of the zoning district where the property is located.

The intent of the ASMD zoning district is, in part:

- "A. Facilitate development of a mix of uses including residential, office, research and development, retail, hotels, cinemas, performing arts and institutional uses;
- B. Increase real estate investment and maximize development;
- C. Create new jobs at a variety of income and skill levels;

- D. Promote accessibility to and within the district by improving existing and creating new roadways, pedestrian walkways and bicycle paths;
- E. Replace vacant or underutilized land, low-density development, and incompatible uses with high-density mixed-use development;
- F. Improve utilities and infrastructure;
- G. Clean environmentally contaminated sites to a level suitable for a mix of uses including residential;
- H. Improve the Mystic River waterfront and create new public open space;
- I. Encourage transit-oriented development; and
- J. Increase the supply of affordable housing units within the City of Somerville.”

The proposal meets the intent of the ASMD by making an under-utilized surface parking lot into the first mixed-use building in a PUD project of lab and office buildings for increased employment opportunities located with good access to transit and mobility networks.

3. Mitigation proposed to alleviate any impacts attributable to the proposed development.

Given the location on an overly wide Middlesex Avenue and the trips that will be generated by the parking structure of Block 21, the PUD included conditions for mitigating many of the transportation impacts to the area. Many of those conditions involved timing related to the first SPSR-A, so this approval will trigger compliance. Please see the Permit Conditions below.

PERMIT CONDITIONS

Should the Board approve the required SPSR-A (Special Permit and Site Plan Approval), Planning & Zoning Staff recommends the conditions that follow in Appendix E.

Appendix E: 5 Middlesex Ave - Block 21 SPSR-A (SPA): Conditions

| # | Condition | Evaluated by: | Timeframe for compliance | Notes |
|-------------------|--|---------------------------------|--|------------------------|
| A. General | | | | |
| 1 | Approval is based upon the revised Preliminary Master Plan submitted by Vanasse Hangen Brustlin, Inc. dated June 3, 2021, including Chapters 1-6 plus the Appendices A-G. Any changes to the submitted application material that do not qualify as a minor amendment must receive Planning Board approval, unless such changes are designed only to establish compliance with one of the conditions of the PUD-PMP or this SPSR-A approval. The approval of this PMP does not incorporate any of the following items: a) Any interior layout of buildings; b) Locations of and specifications for elements of the public right of way to be covered in the maintenance agreement per Condition #3 and #4; c) Design details within individual open spaces to be reviewed per Condition #5; d) Any off-site design. | Planning | Continuous | continued from PUD-PMP |
| 2 | The approval of this PMP shall be considered to be approval of the width of roadway and rights-of-ways. For each street, 100% street design plans, consistent with the PMP and the City's Complete Street Ordinance, must be filed with the Director of Engineering, Director of Mobility, and Planning Director for review and compliance with city standards and sound engineering practices. Applicant shall provide detailed roadway marking plans and cross sections, including bicycle and pedestrian design details (markings, signals, crosswalks, street furnitures, etc.) Bike lanes shall be provided as determined by the City's Director of Mobility. All modes must be considered and accommodated in these details, and NACTO minimum accommodations incorporated. | Planning/ Mobility/ Engineering | Continuous | continued from PUD-PMP |
| 3 | Applicant will work with the City to develop the long term maintenance agreement that will provide for the Proponent's commitments to the City relative to maintenance of the elements of the public right of ways including sidewalk treatments, street trees, landscaping , finishes, street furniture and other amenities. The City will not maintain anything that is not consistent with City standard, unless otherwise approved by the Director of Engineering. | Planning/ Engineering | Prior to Start of Work Beyond Core & Shell of Building | |
| 4 | Pursuant to #3 above, design of sidewalk treatments, street trees, landscaping , finishes, street furniture and other amenities that are to be maintained by the Applicant will be submitted to the Director of Public Space & Urban Forestry and Planning Director for review and approval. | Planning/ PSUF | Prior to opening of any new public street in the project | |
| 5 | Applicant will work with the City to develop the long term maintenance agreement for the Useable Open Space as required in Article 17 of the SZO. The agreement shall specify the requirements for public access and private maintenance of useable open space of the Central Lawn and surrounding open space, as required by the SZO. The applicant shall build out and maintain all of the open space and allow public access to all of the useable open space in the plan as required by the SZO. The applicant will work with the Director of Public Space & Urban Forestry on the design and programming of the space and submit 100% construction plans for open space to the City for review and comment. | Planning/ PSUF | BP | continued from PUD-PMP |

| # | Condition | Evaluated by: | Timeframe for compliance | Notes |
|----|--|--------------------------------------|--|--|
| 6 | Applicant shall, per the agreement made with the OSPCD Economic Development Director, update the covenant prior to the first SPSR-A application after the date of this revision, which indicates that the amount provided towards public benefits and improvements predicated by the change in program of this revision. This is in addition to any required linkage payments per Article 15, on-site inclusionary zoning per Article 13, and the required provision and maintenance on land owned by the applicant. Unless otherwise permitted by the covenant, the funds may be dedicated to infrastructure upgrades of public property in and around Assembly Square, and shall include a substantial portion of the funding towards: a) improvements to Draw 7 and/or Foss Park; b) lighting and other improvements to the Kensington Connector; c) highway sound barriers; and, d) improvements to transit infrastructure. | Planning/ Economic Development | Prior to submission of first SPSR-A | continued from PUD-PMP |
| 7 | Because of the history of the site and the intended use, the Applicant shall, prior to issuance of any demolition permit and/or any building permit for the project, provide to the Planning Department and the Inspectional Services Division (ISD): a) a copy of the Response Action Outcome (RAO) Statement, signed by a Licensed Site Professional (LSP) and filed with Massachusetts Department of Environmental Protection (DEP), verifying that a level of no significant risk for the proposed residential use has been achieved at the site; or b) if remediation has not reached the RAO stage, a statement signed by an LSP describing (i) the management of oil and hazardous materials/waste at the site, including release abatement measures intended to achieve a level of no significant risk for residential use at the site, treatment and storage on site, transportation off-site, and disposal at authorized facilities, (ii) a plan for protecting the health and safety of workers at the site, and (iii) a plan for monitoring air quality in the immediate neighborhood. | Planning/ISD | Demolition Permit | continued from PUD-PMP |
| 8 | Notification must be made, within the time period required under applicable regulations, to the Massachusetts DEP if there is any release of oil, hazardous materials, or regulated hazardous substances at the site. The City's Office of Sustainability & Environment (OSE), Fire Department, and the Board of Health shall also be notified. | OSE/FP/BOH | At time of release | continued from PUD-PMP |
| 9 | Prior to acceptance by the City, any civic space, thoroughfare, or utility and the land upon which or within which it is located that is to be conveyed to the City must be certified by the Applicant to meet all Federal, State, and local environmental laws and other standards as they are applied at the time of conveyance. The Applicant is responsible for the preparation of all documentation necessary for the conveyance of these facilities to the City. | Planning/ISD | Prior to acceptance | continued from PUD-PMP |
| 10 | The Applicant must contact the Engineering Department to obtain a street address for the individual buildings. | Engineering | Prior to submission for BP | continued from PUD-PMP |
| 11 | The applicant will submit a minor plan amendment to revise the subdivision plan showing all public roadway right of way from development blocks, to be approved by the Planning Director (with review by the Director of Mobility and Director of Engineering), per the SZO, and filed with the Middlesex South Registry of Deeds. | Planning | Prior to submission of BP | continued from PUD-PMP |
| 12 | Applicant shall be required work with the Planning Director, Director of Engineering, the Fire Chief, and the Memorialization Committee as necessary, to rename the new thoroughfares. | Engineering/ Planning | Prior to Certificate of Occupancy | continued from PUD-PMP condition met |
| 13 | The applicant shall post the name and phone number of the general contractor at the site entrance where it is visible to people passing by. | Planning | During construction | continued from PUD-PMP |

| # | Condition | Evaluated by: | Timeframe for compliance | Notes |
|--|---|--------------------|---|--|
| 14 | Approval is subject to the Applicant's and/or successor's right, title and interest in the property. | Planning | Continuous | continued from PUD-PMP |
| 15 | The Applicant, its successors or assigns, shall be responsible for maintenance of both the buildings and all on-site amenities, including landscaping, fencing, lighting, parking areas and storm water systems, ensuring they are clean, well kept and in good and safe working order. | Planning | Continuous | continued from PUD-PMP |
| 16 | SPSR-A applications under the PMP shall include information required to ensure compliance with this PMP decision, including but not limited to information noted as required in the findings (Appendix A, B, C and D). | Planning | Addressed with each SPSR-A application | continued from PUD-PMP condition met |
| 17 | The Usable Open Space (Festival Streetscape, Pergola Plaza, Central Lawn, Gathering area, Rain Garden, Filtration Grove, and Promenade) must be submitted as a separate SPSR-A application and not included with any of the buildings' application packages. Final design should be coordinated with the Director of Public Space & Urban Forestry. | Planning/PSUF | Continuous | continued from PUD-PMP |
| B. Transportation / Traffic Circulation | | | | |
| 18 | Applicant must identify a location for a future bike share station coordinated with the Director of Mobility and the larger bike network – including protected bicycle infrastructure on surrounding streets of Revolution Drive, Foley Street, Grand Union Boulevard, and Middlesex Ave; and protected intersections at Grand Union/Revolution Drive and Foley St/Middlesex Ave. | Mobility/ Planning | Finalized prior to full BP approval | continued from PUD-PMP |
| 19 | As a part of the continued effort to shift travel away from private cars, the Applicant shall provide sheltered and secure bike storage facilities in strategic locations, with each SPSR-A application. | Planning/ Mobility | SPSR-A | continued from PUD-PMP condition met |
| 20 | Screening of above-ground parking from any thoroughfare, access easement, sidewalk, civic space, or open space by walls, screening, artwork, fences, planting or other means, must be specified in detail and approved by Planning Staff and the Urban Design Commission (UDC). | Planning | SPSR-A | continued from PUD-PMP condition met |
| 20A | The Applicant will regulate the amount of parking available in the Block 21B garage to reflect the phase of the PUD. At the opening of the Block 21A building, the usable spaces will be based on a parking ratio of 1.47 spaces per 1,000 sf, or 558 spaces, plus another 400 spaces for the existing 5 Middlesex building (total of 958 spaces only). Parking spaces intended to serve future phases should remain inaccessible (physically blocked off) to users until those phases are built and occupied. Only parking spaces provided for phases that are occupied should be available for use in the Block 21B garage. | Planning/ Mobility | Must be indicated on full BP construction drawings | continued from PUD-PMP |
| 20B | The Applicant shall demonstrate that parking levels in the garage have been designed to allow for future conversion to habitable area, in the event that the need for parking is reduced. | Planning | BP | |
| 21 | The intersection of Middlesex Avenue and Mystic Avenue will be further studied for redesign potential to a right in/right out T intersection with bike/ped infrastructure. The Applicant will meet with the Director of Mobility to review additional conceptual plans. If the conceptual plans are acceptable to the City, the Applicant will then convene a meeting between the Applicant's engineering team, the Directors of Mobility and Engineering, and representatives from MassDOT. | Planning/ Mobility | Finalized prior to full BP approval | continued from PUD-PMP - also requires coordination with the Assembly Square Neighborhood Plan Update |

| # | Condition | Evaluated by: | Timeframe for compliance | Notes |
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| 22 | The Applicant and the Applicant's engineering team must participate in a future meeting between the Director of Mobility and other development teams to review the intersection at Lombardi and Mt. Vernon as the TIS shows the LOS dropping. This meeting should also address potentially adding a video system (similar to Revolution Drive) to the signals at Middlesex and Foley. | Mobility | Prior to Certificate of Occupancy | continued from PUD-PMP |
| 23 | All mitigation involving traffic signal upgrades must include specific discussion and documentation of the ability of all controllers to be left in place (before, during, and after construction) to fulfill the functions required of them by proposed mitigation. | Mobility/ Engineering | Continuous | continued from PUD-PMP |
| 24 | All City of Somerville traffic control equipment and roadway elements must meet City specifications and standards unless they are otherwise approved by the City Engineer and are maintained by the Applicant under the maintenance agreement. | Mobility/ Engineering | Continuous | continued from PUD-PMP |
| 25 | Applicant shall provide street lights that meet City standards on all public streets where lights are to be maintained by the City. | Engineering/ DPW | Continuous | continued from PUD-PMP |
| 26 | The Applicant will be responsible for the initial cost of parking meters and cost of construction/installation of the parking meters in coordination with and to the standards of the Director of Traffic & Parking and the City Engineer. | T&P/Engineering | SPSR-A | continued from PUD-PMP |
| 27 | The Applicant must coordinate with the Director of Mobility to include important pedestrian improvements surrounding the site with subsequent SPSR-A applications. Specifically crosswalks across Revolution Drive at Road K to the current Home Depot, crosswalks across Foley Street at Road K to the Marketplace, and safety improvements at the Foley St/Middlesex Ave intersection (future fire station), the main access point for bikes and pedestrians from the south, including crosswalks on both sides of Foley Street. | Mobility | SPSR-A | continued from PUD-PMP |
| 28 | The property owner must have a signed contractual agreement to join or be a member of the Assembly Square Transportation Management Agency (TMA) established by Federal Realty and others. Proof of membership must be submitted to the Director prior to the issuance of the any Certificate of Occupancy for any building. | Mobility | CofO | continued from PUD-PMP |
| 29 | The Applicant must submit a revised MMP to the Director of Mobility prior to the submittal of any SP, SPSR, DSPR applications for individual buildings. The revised plan must provide an updated Mode Split/Trip Generation analysis using the Mobility Division's required methodology and Average Vehicle Occupancy and Mode Splits from the Means of Transportation to Work (B08304) data for Census Tract 3398.01 from the U.S. Census 2016 5-year Estimates. | Planning/ Mobility | All subsequent SPSR-A applications | continued from PUD-PMP |
| 30 | The project's initial mode split commitment for vehicular travel will be 40.9% so that it does not exceed the 2019 vehicular travel means of transportation to work estimate for Census Tract 3501.03 Block Group 1, and the Applicant will implement additional mobility management programs and services if annual monitoring and reporting identifies a shortfall in meeting this goal. The Applicant will commit to control the percentage of trips made by vehicular travel at 37.5% or less by 2030 and 25% or less by 2040 in order to meet the City's SomerVision 2040 goals and will implement additional mobility management programs and services if annual monitoring and reporting identifies a shortfall in meeting this goal. | Mobility | Perpetual | continued from PUD-PMP - language revised for consistency with other requirements |

| # | Condition | Evaluated by: | Timeframe for compliance | Notes |
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| 30A | In the revised MMP, the Applicant must commit to: charge market rate prices for parking spaces and require tenants to pass this cost on to their employees (either through tenant lease agreements or by leasing directly to tenant employees); implement demand-responsive pricing - adjust rates for employee and customer parking to manage parking availability; offer short-term parking pass options (daily, weekly, month to month) to tenant employees; and detail and implement a shared parking approach to minimize needed parking supply. | Mobility | Perpetual | continued from PUD-PMP |
| 30B | In any lease agreement with future tenant(s) of any number of employees, the Applicant shall require tenant(s) to subsidize MBTA transit passes by at least 90% of the pass cost, up to the federal maximum Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code (\$270 per month in 2021), subject to annual increases. Standard lease agreement language for subsidized MBTA transit passes must be approved by the Director of Mobility prior to their execution in lease agreements. To verify ongoing conformance, the property owner or property manager must provide either a copy of executed lease agreements or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease or other agreement. Applicant or any future property owner or property manager may also choose to provide these subsidies themselves directly to site employees | Mobility | Perpetual | |
| 30C | In any lease agreement with future tenant(s) of any number of employees, the Applicant shall require tenant(s) to enroll in the BlueBikes Bike Share Corporate Partner Program and subsidize annual BlueBikes memberships at the Gold subsidy level or higher (100% subsidy), subject to rate increases. Standard lease agreement language for subsidized BlueBikes annual passes must be approved by the Director of Mobility prior to their execution in lease agreements. To verify ongoing conformance, the property owner or property manager must provide either a copy of executed lease agreements or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease or other agreement. Applicant or any future property owner or property manager may also choose to provide these subsidies themselves directly to site employees. | Mobility | Perpetual | |
| 30D | At least 5% of garage vehicle parking spaces, rounded to the nearest whole number must be signed, designated, and reserved for carpools and/or vanpools and be located in preferential locations close to building entrances. Additional spaces will be provided as demand warrants. | Mobility | Perpetual | |
| 30E | The number of reserved parking spaces in the Project is restricted to no more than 5%, rounded to the nearest whole number | Mobility | Perpetual | |
| 30F | At least 2.5% of garage vehicle parking spaces, rounded to the nearest whole number must be signed, designated, reserved, and made available for car share vehicles at no cost to a car share service provider. Spaces may be brought online at the discretion of the car share service provider. Notification of available spaces to car share service providers must be documented prior to the issuance of any Certificate of Occupancy and in annual reporting. Applicant may choose instead to provide their own vehicles and reservation system for on-site car sharing spaces. | Mobility | Perpetual | |
| 30G | On-site real time transit information is required, consisting of two (2) connected TransitScreen displays (or equivalent service), with a screen located inside the lobby of each building. | Mobility | Perpetual | |

| # | Condition | Evaluated by: | Timeframe for compliance | Notes |
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| 30H | At least one (1) bicycle repair facility must be provided for tenant employees in a convenient location such as the bike storage room. Locker rooms with shower facilities must be provided for tenant employees and can be provided in a single space for all building users, in spaces for each tenant, or in multiple spaces shared amongst tenants. Locker room and shower capacity must meet expected employee demand, and must be expanded as necessary to meet actual employee demand. | Mobility | Perpetual | |
| 30I | At least 12.5% of the garage vehicle parking spaces, rounded to the nearest whole number must be equipped with Level 2 Chargers when the garage opens for occupancy. At least an additional 25% of the garage vehicle parking spaces, rounded to the nearest whole number must be EV Ready spaces. EV Ready spaces must be equipped with Level 2 chargers as demand warrants. Documentation of EV readiness must be submitted to the Mobility Division prior to the issuance of any building permit for the site, including provisions for raceway to each parking space, adequate space in the electrical panel, and space for additional transformer capacity to accommodate the future installations. | Mobility/OSE | BP/CofO Perpetual | |
| 31 | The property owner of Block 21, Block 24, and Block 26 must submit a MMP in accordance with the Director's submittal requirements prior to or simultaneously with the development review application (SP, SPSR, DSPR) required for each site. | Mobility | SPSR-A | continued from PUD-PMP condition met - see also Condition #29 above |
| 32 | In any lease agreement for a tenant with fifty (50) or more employees, the property owner of any building shall require the leasee to submit a MMP in accordance with the Directors submittal requirements for approval prior occupancy of the leased space. Standard lease agreement language to implement this condition must be approved by the Director prior to the issuance of any Certificate of Occupancy for the building. To verify ongoing conformance, the property owner must provide either a copy of the executed lease agreement or an affidavit signed by the owner and tenant verifying that this language was included and agreed to in the lease. | Mobility | CofO | continued from PUD-PMP |
| 33 | In any lease agreement with future tenants of any number of employees, the Applicant shall require the tenant to unbundle, and charge the market rate for, on-site parking spaces by passing on to their employees the full market rate cost charged by the property owner or their designated property manager. Standard lease agreement language for unbundled and market rate parking must be approved by the Director prior to the issuance of any Certificate of Occupancy. To verify ongoing conformance, the property owner must provide either a copy of executed lease agreements or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease or other agreement. | Mobility | CofO | continued from PUD-PMP - language revised for consistency with other requirements |
| 33A | The Applicant will operate the parking garage as a Commercial Parking Facility use and will offer, at minimum, hourly, daily (weekday and weekend), overnight, and monthly parking rental options at local market rates to general public, inclusive of tenant employees, 24 hours per day, 7 days per week, and 365 days per year. Tenant employees must pay market rate directly for parking and must be made aware of different parking pass options through the distribution of mobility management information. Tenants may not purchase parking spaces or passes on behalf of their employees. | Mobility | CofO | |

| # | Condition | Evaluated by: | Timeframe for compliance | Notes |
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| 33B | The Applicant (or their designated parking facility operator) must manage the Commercial Parking Facility so that the required parking pass options remain generally available to the public, inclusive of tenant employees. Any parking spaces held unavailable or unoccupied when not in use will be considered reserved parking spaces even if they are not assigned to a specific person and are subject to a 200% market rate price premium as well as the overall space limits set forth in the Mobility Management Plan. Applicant will submit details on all parking rates offered in the commercial parking facility with annual Mobility Management reporting. | Mobility | CofO | |
| 34 | The property owner must purchase and install a bike-share docking station with at least nineteen (19) docks and nine (9) shared bicycles. The station must be installed in a location approved by the Director prior to the issuance of the Certificate of Occupancy for Block 23 (the 8-story residential building at the corner of Grand Union Boulevard and Revolution Drive). NOTE: If a station with more docks is provided, additional bikes must be included to maintain a 0.57 bike to dock ratio. | Mobility | CofO | continued from PUD-PMP see also Condition #18 regarding location |
| 35 | Annual Reporting to track, assess, and report on the implementation of the Mobility Management program as required by the Somerville Zoning Ordinance and the Planning Board's Mobility Management Plan Submittal Standards must be conducted at the same time each year, as determined by the CO for the first building, subject to the approved Mobility Management Plan. | Planning/ Mobility | Continuous | continued from PUD-PMP |
| 36 | Approved Mobility Management Plans are transferable by and among private parties, contingent upon the new owner agreeing to continue to operate in accordance with the previously approved Mobility Management plan, as conditioned. Should the developer elect to transfer some portion or all of the development subject to this Mobility Management Plan, commitment to the previously approved Mobility Management Plan is required by the new property owner. | Planning/ Mobility | Continuous | continued from PUD-PMP |
| C. Infrastructure | | | | |
| 37 | Infrastructure must be designed to meet all requirements and standards of the City of Somerville and its relevant departments (including, but not limited to, the City Engineer, Department of Public Works, Inspectional Services, Traffic & Parking, Fire Department, and the divisions of the Mayor's Office of Strategic Planning and Community Development) and all other legal requirements for the installation of services within public rights-of-way. Subsequent SPSR-A applications must include reasonable written evidence establishing that such infrastructure is sufficient to support the proposed development, that all details are designed to City standards, that installation, unless otherwise included in capital project work of the City, is done without cost to the City, and that installation will be functionally adequate and completed at the appropriate time in the course of the phases of development. | various | SPSR-A | continued from PUD-PMP condition met |
| 38 | All new sidewalks will be installed by the Applicant in accordance with the specifications of the Director of Mobility, and the City Engineer. The public ROW must include the entire 5' accessible route and all accessible curb ramps at street crossings. | Mobility/ Engineering/ DPW | SPSR-A | continued from PUD-PMP |

| # | Condition | Evaluated by: | Timeframe for compliance | Notes |
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| 39 | Applicant shall conduct additional hydraulic analyses to ensure that the City's system is capable of meeting the adjusted demands throughout the project. Applicant shall meet fire flow requirements while maintaining a minimum pressure of 20 psi at the fire location. In accordance with DEP guideline, a minimum pressure of 35 psi shall be maintained throughout the distribution system during normal demand conditions. | Engineering/Fire | BP | continued from PUD-PMP |
| 40 | Applicant shall provide individual calculations to determine the sizes necessary for the water connections to each property. The proposed service connections to each of the new buildings shall be shown on further design drawings. | Engineering | BP | continued from PUD-PMP |
| 41 | The Applicant will initiate a coordination meeting with the Director of Sustainability & Environment and the Director of Engineering to determine the appropriate stormwater management mitigations. Design and construction phasing of the stormwater management system shall be subject to review and approval by Engineering and the Director of Sustainability & Environment to ensure compliance with City standards and best practices for design and ongoing maintenance. The project must reduce stormwater peak flows such that the proposed 10-yr storm is equal to or less than the existing 2-yr storm; runoff volumes may not increase. | Engineering/OSE | BP | continued from PUD-PMP |
| 42 | Applicant shall provide a detailed soil erosion control plan with each SPSR-A application and prior to construction. | Engineering/ISD | BP | continued from PUD-PMP |
| 43 | The Applicant is responsible for the installation of all necessary private infrastructure and utility improvements (such as electrical, telephone, data, CATV, and natural gas utilities), both on and off site, needed to support the development proposed and its constituent phases, as approved and conditioned, and such lines and equipment shall be placed underground from the source or connection. | Wiring Inspector | Installation of Utilities | continued from PUD-PMP |
| 44 | The Applicant must contact the Engineering Department to coordinate the timeline for cutting or opening the street and/or sidewalk for utility connections or other construction. There is a moratorium on opening streets from November 1st to April 1st and there is a list of streets that have additional opening restrictions. | Engineering | BP | continued from PUD-PMP |
| 45 | 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. | Engineering | CofO | continued from PUD-PMP |
| 46 | 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. | T&P/DPW | During construction | continued from PUD-PMP |

| # | Condition | Evaluated by: | Timeframe for compliance | Notes |
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| 47 | <p>Applicant shall be responsible for all design and construction, and the maintenance and repair of all roadways until accepted by the City, streetscape including street lighting and other street furniture furnishings, and parks and open space which are part of the PUD. Applicant shall be responsible for the design and construction of water, sewer, and storm drainage systems serving the PUD. Applicant shall be responsible for the usage costs of electricity, gas, water, cable and other utilities furnished to the PUD, and for trash removal. The City shall be responsible for the maintenance and repair of water, sewer, and storm water conduits, and traffic signals on public ways.</p> <p>The City shall also be responsible for snowplowing and street cleaning, including the cleaning of catch basins, except that the City shall not be responsible for any LID tree boxes without prior approval of the City Arborist and the City Engineer. The Applicant shall be responsible for designing, constructing, maintaining, and repairing similar "Smart Technology" required by MEPA. All utilities shall be designed and installed in accordance with the City of Somerville's standards and specifications.</p> <p>Notwithstanding the foregoing, if the maintenance agreement includes provisions that are inconsistent with this condition the maintenance agreement shall supercede this condition.</p> | Planning Director / City Engineer | Prior to Start of Work Beyond Core & Shell of Building | continued from PUD-PMP |

D. Urban Design and Design Guidelines

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| 48 | Each individual building provide interior disposal and storage systems for trash and recycling with locations clearly indicated on site plans. Storage areas shall be inside of the structure and screening or loading dock doors must be designed as an integral part of the architecture and the building elevation and remain closed unless in active use. | Planning Director / DPW | BP | continued from PUD-PMP |
| 49 | Any transformers should be located as not to impact the buildings or landscaped area (preferably not visible from a right-of-way or civic space), and shall be fully screened to the extent permissible by code. | Planning/ISD/ DPW | BP | continued from PUD-PMP |
| 50 | There shall be a minimum of one tree for each 1,000 sf of required landscaped area under SZO §10.3 installed and maintained in compliance with the American Nurserymen's Association Standards and in accordance with the City Arborist. | Planning/PSUF | BP | continued from PUD-PMP |
| 51 | Signage shall be subject to separate review and approvals by the Planning Staff and the Planning Board, as required and customary. | Planning | Prior to CofO | continued from PUD-PMP |
| 52 | All storefronts and retail signage shall be consistent with the Assembly Row Storefronts and Signage Design Standards. Storefronts or retail signage that is inconsistent with the guidelines shall be provided to Planning Staff and Urban Design Commission for review and approval. | Planning | Building Permit for retail unit and retail signage | continued from PUD-PMP |
| 53 | This approval does not constitute approval for any signage on the building above the retail level except for the building addresses at entryways and garage directional signage. The design of these signs shall be submitted to Planning Staff for review and approval. This approval does not constitute approval for any of the roof signs or signs at the top of the towers. | Planning | Building Permit for Signage | continued from PUD-PMP |
| 54 | To the extent possible, all exterior lighting must be confined to the subject property, cast light downward and must not intrude, interfere or spill onto neighboring properties. | Planning | BP | continued from PUD-PMP |

| # | Condition | Evaluated by: | Timeframe for compliance | Notes |
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| 55 | As part of each site plan review submittal, the Applicant shall provide calculations showing that the percentage of open space and usable open space meets the zoning requirement for a PUD-A within the ASMD. | Planning | BP | continued from PUD-PMP |
| 56 | Applicant shall ensure that all trees meet the species, caliper, well size, and planting specifications of the City Arborist. | PSUF | BP | continued from PUD-PMP |
| 56A | A Tree Plan must be submitted prior to ANY tree removal. A tree plan documents all public and private trees and the compliance with the City's Tree Preservation Ordinance. Also note that unless they are dead or a public hazard, no street trees can be removed without first holding a public tree hearing. | PSUF | BP | |
| 56B | A revised Landscape Plan must be submitted to the Director of PSUF for review and approval a. Pin oak is not a great choice to plant next to a bike path, as it has drooping lower branches. Change to Shingle oak (Quercus imbricaria), or Willow oak (Quercus phellos), or Red oak (Quercus rubra). b. Accolade Elm should be replaced with a Dutch Elm Disease resistant American Elm cultivar such as Valley Forge Elm or Jefferson Elm. | PSUF | BP | |
| 57 | Each subsequent SPSR-A application submitted under this PUD-PMP must identify vulnerabilities and/or risk for each parcel based on the City's Climate Change Vulnerability Assessment. The application should clearly identify the extent and nature of planning/design interventions necessary to mitigate these risks. To ensure effective strategies for resiliency by preparing for weather and flooding impacts, the Director of the Office of Sustainability & Environment shall define specific appropriate expectations for responses to this condition, and the applicant shall provide these responses with each PUD-PMP application. | OSE/Planning | SPSR-A | continued from PUD-PMP condition met |
| 58 | Each subsequent SPSR-A application submitted under this PUD-PMP must document how the proposed development, including civic spaces, public realm improvements, and buildings, will help to reduce the urban heat island, assist in the City's stated objective to be Net Zero by 2050, and assess whether the infrastructure presents an opportunity for reducing demand and/or district energy solutions. | OSE/Planning | SPSR-A | continued from PUD-PMP condition met |
| 58A | The Applicant will initiate on-going dialogue with the Director of Sustainability & Environment (and the Director of Engineering if OSE deems it necessary) to further the study of district energy over the entire PUD site. | OSE/Planning | SPSR-A | continued from PUD-PMP condition met |
| 59 | Each subsequent SPSR-A application submitted under this PUD-PMP must submit the necessary LEED worksheets along with narratives explaining the methods of compliance with each point achieved. | OSE/Planning | SPSR-A | continued from PUD-PMP condition met |
| 60 | Applicant shall provide material and color samples for all exterior cladding, trim, windows, and doors to Planning Staff for review, comment, and approval as part of the review required with each Building Permit application. | Planning | BP | continued from PUD-PMP |
| 61 | Applicant shall provide an on-site mock-up or final building material samples (including color and texture) to Planning Staff and the Urban Design Commission for review, comment, and approval. | Planning | Prior to commencement of vertical construction | continued from PUD-PMP |

| # | Condition | Evaluated by: | Timeframe for compliance | Notes |
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| 62 | Where sides or backs of buildings face a Civic Space, they must incorporate (physically or visually) strategies that address the public frontage and impact of these spaces. These strategies need not be related to retail spaces or functional entrances, and can be small in scale. But, these spaces should be ambitious, active and should encourage creativity and engagement. These spaces may include, but are not limited to, public art installations or display cases for artwork, large scale supergraphics or murals, green walls, and/or artist/maker space, etc. | Planning | BP | continued from PUD-PMP |
| E. Affordable Housing | | | | |
| 63 | A draft Affordable Housing program must be provided by the Applicant showing the anticipated affordable units – types and sizes – in each DSPR application. | Planning | SPSR-A | continued from PUD-PMP not applicable to this SPSR-A |
| 64 | The AHIP must be approved by the OSPCD Housing Division and executed prior to issuance of Building Permit. | Housing | BP | continued from PUD-PMP not applicable to this SPSR-A |
| 65 | Written certification of the creation of affordable housing units, any fractional payment required, or alternative methods of compliance, must be obtained from the OSPCD Housing Division before the issuance of a Certificate of Occupancy (C.O.). No C.O. shall be issued until the OSPCD Housing Division has confirmed that the Affordable Housing Restriction has been approved and recorded and the developer has provided the promised affordable units on-site. | Housing | CofO | continued from PUD-PMP not applicable to this SPSR-A |
| 66 | Reserved | | | |
| 67 | Reserved | | | |
| F. Linkages | | | | |
| 68 | Affordable Housing Linkage Fee payments will be required to be paid to the Somerville Housing Trust Fund before a CO is issued as required by Section 15 of the SZO as amended. | Housing | CofO | continued from PUD-PMP |
| 69 | Jobs Creation and Retention Linkage Fee shall be paid to the Somerville Municipal Job Creation and Retention Trust before a CO is issued as required by Section 15 of the SZO as amended. | Economic Development | CofO | continued from PUD-PMP |
| 70 | Any new connection to the City's combined sanitary and drain system, or any increase in flows to an existing sanitary or drain connection require infiltration / inflow (I/I) mitigation. The Applicant shall work with the City Engineer to establish mitigation requirements, which will include an I/I fee as established by City policy, prior to building permit being issued. Those requirements must be satisfied before a Certificate of Occupancy is issued. | Engineering | CofO | continued from PUD-PMP |