



**CITY OF SOMERVILLE, MASSACHUSETTS**  
**MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT**  
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**Case #:** PB 2014-24  
**Date:** September 25, 2014  
**Recommendation:** Conditional Approval

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**PLANNING STAFF REPORT**

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**Site:** Assembly Row Block 6 - 479 Canal Street

**Applicant Name:** SRI Assembly Row B6, LLC, a Delaware limited liability company

**Applicant Address:** 1626 East Jefferson Street, Rockville, MD 20852

**Property Owner Name:** SRI Assembly Row B6, LLC, a Delaware limited liability company

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

**Agent/Attorney:** Robert A. Fishman

**Agent Address:** 155 Seaport Boulevard, Boston, MA

**Alderman:** Matthew McLaughlin

Legal Notice: Applicant and Owner, SRI Assembly Row B6, LLC, a Delaware limited liability company, seek a Special Permit with Site Plan Review–A, final level approval of “Block 6” (identified as MBL 85-A-13 & 85-A-15) of the Planned Unit Development Preliminary Master Plan (PUD-PMP) approved by the Planning Board on December 14, 2006 and as revised on August 5, 2010 and June 19, 2014. Applicant and owner seek approval under SZO Article §16.8.3 and §5.2, to construct a mixed-use 640,800 net sf building with approx. 40,000 sf retail/restaurant space, 447 residential units and approx. 671 parking spaces. The uses include those approved in the PUD-PMP. The residential development is subject to inclusionary housing requirements under §13.2.

The Applicant and Owner also seek a special permit for signage under §5.1 and §6.4.14 to install signs that are over 35 feet from finished grade. Waivers are sought (S.Z.O. §6.4.12 & 16.5.5) for fewer loading spaces than required under §9.16.3 and §9.7, alteration to bike parking dimensions under §6.4.7 & 9.15.2, and to waive the Planning Board’s right of first refusal or option to purchase the inclusionary units under §13.3.5.

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



Dates of Public Hearing: Planning Board: September 18, October 2, 2014

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## **I. BACKGROUND & PERMITTING PROCESS**

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

The Planning Board has issued Special Permits with Site Plan Review-A, the second phase of approvals after the PUD-PMP for the Marketplace (Phase 1AAA), for IKEA (Phase IAA) - which will not be developed as planned, for Phase IA Blocks 10, 1, 4, 3, 2A, 2B, 11 (in chronological order), and temporary uses for Blocks 5 and 6.

### ***A. Review Requirements under the Somerville Zoning Ordinance***

This application is for a Special Permit with Site Plan Review-A (SPSR-A) for the development of parcels 85-A-13 & 85-A-15. As set forth in §16.8 of the Somerville Zoning Ordinance (SZO), “Application for PUD is a type of special permit with site plan review [SPSR], requiring two (2) stages of review. A PUD Applicant shall first file a preliminary master plan demonstrating a comprehensive land use plan for the entire PUD tract. Upon approval of this plan, the Applicant may then submit special permit with site plan review applications for definitive plans of each portion or phase of development of the PUD tract.”

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

### ***B. Organization of Report***

The present report includes the following sections:

- Description of the Property;
- Description of the Proposal;
- Department Comments;
- Public Comments;
- Staff Findings for Special Permit with Site Plan Review-A; and

- Staff Recommendation for Board vote, including recommended conditions of SPSR-A approval.

## **II. DESCRIPTION OF PROPERTY**

### ***A. Site***

The total land area of the Master Plan is 2.67 million square feet or 61.3 acres and the area of Block 6 is 116,935 square feet or approximately 2.68 acres. Block 6 is bounded by the Great River Road along the MBTA tracks, Canal Street, Assembly Row, and Foley Street. Block 6 abuts Block 4 at the terminus of Canal Street. The land is currently used as a parking lot with 228 parking spaces to serve the retail uses in Blocks 1, 3, and 4. The parking is free; however, there was a condition of approval that the lots be controlled to ensure that it is not used as a commuter lot or for the residents of Blocks 1 and 4.

### ***B. Surrounding Area***

The area surrounding the proposed site contains Draw 7 Park on the opposite side of the MBTA Orange Line tracks and the developments of the Assembly Row Blocks 3 and 4 which are nearing completion of construction and occupancy. Block 5 will continue to be a temporary parking lot and Block 8 will remain vacant until these blocks are built upon as approved in the PUD.

## **III. DESCRIPTION OF PROPOSAL**

### ***A. Overall***

The plan for Block 6 includes a 640,800 net square foot mixed use building with 447 residential units and 40,000 square feet of retail and restaurant space. There will be a 253,000 gross square foot parking garage at the back of the site with 671 parking spaces – 447 for residential and 224 for the retail and restaurant uses. The proposal also includes signage locations; however, the review of some of the proposed signage will be reviewed at a later date and will not be part of this approval.

Compliance with dimensional standards is shown in the table below.

<b>DIMENSIONAL REQUIREMENTS</b>	<b>PUD-A</b>	<b>Approved PUD</b>	<b>Proposed Project *</b>
Minimum lot size	20,000 sf	66.5 acres	116,935 sf (2.68 acres)
Frontage	-	-	~313 ft
Front yard setback	No minimum	-	8.0 ft
Side yard setback (left)	No minimum	-	3.8 ft
Side yard setback (right)	No minimum	-	14.5 ft
Rear yard setback	No minimum	-	<1 ft
Maximum Floor area ratio (FAR)	10.0	2.0	5.48 with parking 3.81 without parking
Maximum height, feet/stories	70 feet up to 250 feet	Varying up to 250 feet	237 ft 8 in / 20 story tower
Minimum lot area/per dwelling unit	No minimum	Approx 1379	261.6
Total open space (% & sf)	25%	27.8% / 743,568 sf	9.1 % / 10,534 sq
Useable open space (% & sf)	12.5%	21.2% / 565,983 sf	6.4 % / 7,495 sf

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

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

The project area is rectangular in shape except for the rear property line which follows the MBTA tracks. The main entrance to the residential building has been assigned 479 Canal Street. When the retail space is subdivided addresses for each occupant will be established. The entrance to the parking garage is located at the end of Canal Street and the parking structure is situated along the MBTA tracks. Canal Street was originally intended to be a residential street that terminated by Block 6. The uses in Blocks 4 and 6 fronting Canal Street have changed since the original plan. Block 4 has a gym on the ground floor and the parking garage is the terminating use instead of being all residential uses as was originally planned. Some of the original intent remains because the main residential lobby for Block 6 and the secondary residential lobby for Block are located on Canal Street.

Pedestrian access will be around the site on the sidewalks. There are entrances to the apartments on Foley Street and Canal Street. The retail entrances will be directly off of the sidewalks. There will not be a pedestrian connection from Canal Street to Great River Road. The space between the buildings on Block 4 and 6 is small but necessary because of the garage open air percentage requirements. The residual spaces is not ideal for pedestrians to use as a cut-through to Great River Road and therefore it will be blocked off. This space between the Block 4 and 6 parking garages may be used as a dog park. If that is the case, the transformers and switching gear shown on the plans will be moved inside of the garage.

There are two vehicular access points to the garage. One is at the end of Canal Street and the other is on Great River Road.

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

The building space and placement matches the recently revised and approved design guideline for Block 6. There is a five story podium building with a courtyard in the middle and a 20-story tower along the northern/northeast side of the property. The parking garage is situated along the northeast side of the site. The parking structure is wrapped with residential units in the interior courtyard.

***D. Uses***

The use of the building is proposed to be residential, restaurants and retail. A list of specific uses from the Somerville Zoning Ordinance use table was approved as part of the PUD-PMP and the building could contain a mix of those approved uses. There will be common space for the residents in a maker space and lounge on the second floor and in an amenity space and terrace on the twentieth floor. The number of retail or restaurant tenants on the ground floor of the building is not yet known. The estimated number of jobs that will be created is 135. Appendix F provides information on the square footage of each use that was permitted through the Master Plan approval and how many square feet of each use has been constructed to date.

***E. Linkage***

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

***F. Inclusionary Housing***

Fifty-six residential units will be affordable units as specified in the SZO and the Affordable Housing Implementation Plan (AHIP) that the Applicant will enter with the City. The Applicants are seeking a

waiver from the right of first refusal requirement that grants the SPGA or its designee the right of first refusal or option to purchase the affordable units under Section 13.3.5 of the Zoning Ordinance. The waiver would only apply when the units are rented. At such time as all or any portion of the residential units are converted to a secondary residential condominium or cooperative form of ownership and any of the affordable units are marketed for individual sale, this waiver shall automatically, without the necessity of any further action on the part of the SPGA, become null and void. The attached waiver includes the details of the agreement and if approved by the Board, the right of first refusal would be waived as long as the units are rented.

**G. Landscaping and Open Space**

Block 6 will be built out as an urban block and will not contain landscaping beyond the green roof that will be located on the second floor in the interior courtyard. Landscaping across the Assembly Row site is concentrated in publically accessible well programmed spaces.

The usable open space on the site is around the building adding to the width of the sidewalks. Larger areas of usable open space will be on other parcels where they are consolidated to make larger spaces that will connect the Assembly Row development to the waterfront. The overall calculation of useable open space in the PUD is 18 percent. The private courtyard and terrace area are not counted in the usable open space calculation, although they will function as usable open space for the tenants of the building. The overall calculation of useable open space in the PUD is 21.2%. Under §16.6.1 of the SZO, the usable open space must be permanent, made accessible to the public at a minimum from 9:00 am to 5:00 pm, and protected through a covenant or other appropriate legal instrument.

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

The minimum and maximum parking requirements are outlined in the table below. Assuming a use mix of 28,000 square feet of retail, 12,000 square feet of restaurant space, and 447 residential units, the minimum requirement is 499 and maximum is 775. The number of spaces that will be provided, 671, is within this range. The parking will provide parking for the retail and residential on the block as well as shared parking with uses on surrounding blocks.

<b>PARKING REQUIREMENTS</b>	Square Feet	Minimum Requirement	Minimum # Spaces	Maximum Requirement	Maximum # Spaces*
Retail	28000	1/1000sf	28	1/500sf	56
Restaurant	12000	1/500sf	24	1/250sf	48
Residential	447 units	1/unit	447	1.5/unit	670.5
<b>Total</b>			499		774.5

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

The bicycle parking requirement is 20 spaces plus 1 for every 20 parking spaces above 200 for the commercial uses and a ratio of one bicycle parking space for every three additional residential units above seven. The commercial spaces, 224, require 21 bike parking spaces and the residential requires 147 spaces for a total of 168. The spaces shall be in the building and on the sidewalk. The proposal includes 155 bike parking spaces in the building and 13 will need to be on the sidewalk.

Based on the Applicant’s assumptions of the number and size of the retail and restaurant tenants anticipated 4 loading docks parking spaces are required. The requirements are: 2 for between 20,001 and 35,000 square feet of retail and 2 for between 6,001 - 16,000 square feet of restaurant. The users of the buildings will be able to share loading docks including the residential tenants when moving into or out of

the building. A waiver is being requested to provide 3 docks. Loading will occur mid block at the ground floor of the building. Trucks will enter via Foley Street and exit onto Canal Street. Trucks are able to ingress and egress the site in the forward direction. The median on Canal Street was designed to accommodate maneuvering spaces for the truck and landscaping.

### ***I. Form and Design of the Building***

The design guidelines that lay out the form and key elements of the Blocks of the Preliminary Master Plan (PMP) that were adopted as part of the revised PMP approval. The guidelines for Block 6 were approved as part of the Preliminary Master Plan approval on June 19, 2014 and the proposed design complies with them. The uses are retail on the first floor with five residential floors above and one residential tower. There will be a residential courtyard mid-block. The residential entrance will be on the north side of the building and there will be a secondary residential entrance on the south side. The parking garage footprint is along the eastern side of the site along the railroad tracks. Primary elevations will be along the first floor retail and extend up at the corners of the building. Primary elevations and an iconic building element at the corner of Assembly Row and Foley Street will provide for an interesting walk from the Assembly Square Orange Line station to Assembly Row. The corner of the building at Assembly Row and Foley Street has been designed to be a significant building corner as was in the revised design guideline. The corner will be chamfered and there will be balconies to engage the street. The corner of the building at Assembly Row and Canal Street has a glass canopy to achieve the secondary corner designation. Finally the corner of the building at Foley Street and Great River Road will be clad in brick and have a colorful window pattern, making for an interesting primary façade that is highly visible from the northern MBTA headhouse.

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

The retail signage will be located along the first floor where the retail storefronts exist. Staff will review and approve retail signage based on the Assembly Row Storefront and Signage Design Standards. Plans that are inconsistent with the Standards will require review from the Design Review Committee and approval from the Planning Board. The signage size and location proposed outside of the retail area is shown on the signage plans. The parking entrance signs and garage screening signs will be reviewed as part of this review. The three roof signs and flat mounted signs at the top of the residential tower will not be included in the review and approval of this application. The materials and technology of the signs are not yet defined and with their proposed prominence, it would be difficult to evaluate the impacts of them. A future special permit application will be required when the details of the signs are determined.

### ***K. Waivers & Other Relief Requests***

The Applicant is requesting waivers from the requirements of the Zoning Ordinance under §5.1 and §6.4.14 to install signs that are over 35 feet from finished grade, under §9.16.3 and §9.7 for fewer loading spaces than required, alteration to bike parking dimensions under §6.4.7 & 9.15.2, and to waive the Planning Board's right of first refusal or option to purchase the inclusionary units under §13.3.5.

- The loading space requirement is dependent on the breakdown of retail versus restaurant space in the mixed use building. Since the breakdown has not yet been determined, the Applicant calculated that the maximum number of loading docks required is 4 and 3 will be provided. The rationale for providing less than the maximum number of loading spaces is that allocating less ground floor space to loading results in more square footage for retail and restaurant uses that enliven the district. Moreover, three loading spaces will be sufficient for the proposed uses. Several of the tenants will likely use vans for deliveries and two vans can fit in a loading area designated for a larger truck. The site will be managed to minimize conflicts.
- The bicycle parking dimension that is altered is from the statement that bicycle racks designed to hold a bicycle by its front wheel alone shall not be considered to meet the bicycle parking

requirements of this Ordinance. The proposal includes a mix of racks that hold both wheels on the ground and one wheel for a hanging bike rack.

- The Applicants are seeking a special permit in order to waive the signage requirements related to the 35-foot height limit from finished grade. The type of signage that would be above the 35-foot height limit would be limited to garage entrance signs and the screening on the parking garage as part of this approval. Banner signs and a flat mounted sign will emphasize the parking entrance by projecting from the building at right angles or flush mounted above the parking lot entrance. The garage screening signs will screen some of the parking garage and break up the expansive façade. The garage screening signs will be a metal mesh material that, as conditioned, would only contain retail signage for tenants in the building or for Assembly Row.
- The third waiver is related to the SPGA's right of first refusal. The attached right of first refusal waiver would eliminate the SPGA's right to purchase the affordable units as long as the units remain rental units. The affordable units will conform to the requirements of the SZO Article 13 and the Affordable Housing Implementation Plan between the Applicant and the City. More details can be found in the Inclusionary Housing Section of the report.

#### **IV. CITY DEPARTMENT/COMMITTEE COMMENTS**

##### **Design Review Committee**

The Citywide Design Review Committee (DRC) reviewed the proposal at a public meeting on August 14, 2014. The minutes, as noted by Planning Staff are copied below:

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

- Reconfigure the tower so that the glazing is not hitting the base building, which is brick.
- Bring the tower down to the ground.
- Create a model that includes blocks 5, 7, and 8 to see how their shadows affect block 6.
- The massing is effective but make a stronger relation between the tower and the lower floors.
- The façade that will be seen from the T station is successful.
- Explore installing green roofs on the expansive flat roofs and community gardens for the residents in the courtyard.
- Hire a local artist to do the artwork on the garage.
- The DRC would like to see the final materials and a landscape plan.

##### **Traffic and Parking**

Traffic and Parking has reviewed the Traffic Section of the Proposed Block 6 Development Program within Assembly Square. The applicant seeks approval under Somerville Zoning Ordinance (SZO) to construct a mixed use 640,800 net sf building with approximately 40,000 sf retail/restaurant, 447 residential units and approximately 671 parking spaces. The applicant is seeking waivers for fewer loading spaces than required and alteration to bike parking dimension. After review, Traffic and Parking has no objections to the application

##### **Engineering**

The Applicant shall complete the Site Plan Review Checklist and supply the information to the Engineering Office. The plans must comply with the City's Stormwater Management Policy.

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

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

The utilities were addressed in prior permitting; however, the design and construction of the sanitary sewer system shall be provided to Engineering for this building. If alterations are to be made to existing site utilities, a full review and approval by this Office must be made prior to construction.

### **Fire Prevention**

The Fire Department is mandating outside fire strobes to be placed in front of each retail space. The Applicant shall meet with the Fire Prevention regarding radio master boxes, fire alarm panels and sprinkler plans. These systems will require Fire Prevention review and approval prior to the issuance of any construction permits.

### **Housing**

The applicant shall meet the obligations required by Article 15, Linkage. All covenants, contractual agreements and other documents necessary to ensure compliance with this Article shall be executed prior to the issuance of a building permit. The first project mitigation payment shall be made prior to the issuance of a certificate of occupancy. The final square footage shall be determined at the time of issuance of a building permit.

The Applicant shall contact the Housing Division to work on the Affordable Housing Implementation Plan and Marketing Plan. The Housing Division does not have a concern regarding the right of first refusal as long as the waiver is void and the SPGA's right of first refusal is intact if the affordable units are ever converted to individual sale. The waiver is written in this way; it has been reviewed by Housing and Legal Staff and is acceptable.

### **Lights & Lines**

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

### **Ward Alderman**

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

## **V. PUBLIC COMMENTS**

As of September 25, 2014, Planning Staff has not received any comments directly related to the SPSR-A application.



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

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

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

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

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

### ***C. Requirements for SPSR (SZO §5.2.5 and 5.1.4)***

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

The SZO requires that the requirements in Section 5.1.4 are addressed when Special Permit requests are submitted. The Staff finds that the special permit for signage meets the findings required as identified in Appendix C.

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

Upon written request by the applicant, the SPGA may waive submission of any of the required information for Special Permit with Site Plan Review applications, if the SPGA finds the information is not applicable to the project, per Section 5.2.3, 6.4.12 & 16.5.5. Staff find that the requested waiver from the loading bay requirements (§9.16 & 9.7) and alteration to bike parking dimensions under §6.4.7 & 9.15.2 are acceptable. The Staff finds that projects submitted for SPSR-A under this PMP meets the findings required as identified in Appendix D.

The waivers for the dimensions and location of signage plan (§5.2.3.13) and signage height waiver (§6.4.14) for the garage directional signage and garage screening are reasonable. The other proposed signage should not be approved because the details of the materials and technology are not yet know and therefore the impact of these large signs cannot be determined. The applicant will need to seek a special permit for signage outside of the garage directional and screening signage as part of a future application.

Staff find the request for a waiver of the right of the SPGA to purchase the affordable rental units, as long as they remain rental units is reasonable given that there will be a management company to manage the units and they will remain affordable within the provisions of the SZO and AHIP.

## **VII. STAFF RECOMMENDATION**

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

Approval constitutes an approval of the site plans and building design details for a mixed-use 640,800 net square foot building with approximately 40,000 sf of retail and/or restaurant space, 447 residential units and 671 parking spaces.

Planning staff recommends approval of the waivers for the number of loading docks, bicycle parking standards to have some hanging bicycles, and special permit for the parking directional and screening signage above the 35 foot height. Planning staff recommends approval of the right of first refusal waiver for the affordable units subject to the attached agreement.

To mitigate any potential negative impacts and to provide the best project possible, the Staff recommends attaching to the SPSR-A the CONDITIONS in Appendix E. In order to complete this project, the attached PMP-PUD conditions in Appendix F need to be satisfied within the designated timeframe for compliance.

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

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

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

