



**CITY OF SOMERVILLE, MASSACHUSETTS**  
**OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT**  
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*PLANNING DIVISION*

**STAFF**

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DAWN PEREIRA, *ADMINISTRATIVE ASSISTANT*

**Case #:** PB 2011-10

**Date:** June 16, 2011

**Recommendation:** Conditional Approval

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**PLANNING STAFF REPORT**

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**Site:** 133 Middlesex Avenue – Assembly Square Block 10

**Applicant Name:** FR Assembly Square, LLC

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

**Property Owner Name:** FR Assembly Square, LLC

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

**Agent Name:** Hugh Hahn, Vanasse Hangen Brustlin, Inc.

**Agent Address:** 101 Walnut St, Watertown, MA 02471

**Alderman:** Bill Roche

Legal Notice: Applicant & Owner FR Assembly Square, LLC seek a Special Permit with Site Plan Review–A, final level approval of a planned unit development under the Planned Unit Development Preliminary Master Plan approved by the Planning Board on December 14, 2006 and as revised on August 5, 2010 for Block 10. Applicant and owner also seek approval under SZO Article §16.8.3 and §5.2, to construct an approximately 4,500 square foot, single-story building for restaurant with outdoor seating (§7.11.10.1.1.B or 7.11.10.2.2.b) and/or retail (§7.11.9) along with 29 parking spaces.

Zoning District/Ward: Assembly Square Mixed Use District (ASMD); Planned Unit Development Overlay District - A (PUD-A); Waterfront Overlay District (WOD) / Ward 1  
Zoning Approval Sought: Special Permit with Site Plan Review–A under SZO Article 16.8.3, 5.2, 7.11.10.1.1.B, 7.11.10.2.2.b, 7.11.9

Date of Application: May 10, 2011

Dates of Public Hearing: Planning Board June 23, 2011

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**I. BACKGROUND & PERMITTING PROCESS**

On December 14, 2006, the Planning Board granted Planned Unit Development-A-Preliminary Master



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Plan (PUD-PMP) approval, subject to certain conditions, for a development area that includes the subject property. On August 5, 2010, the Board granted a revision to the PUD-PMP. Subsequent minor amendments and subdivisions have been filed that do not impact this site. The PMP is for a mixed-use, transit-oriented development with approximately 5 million square feet of total development including 1.75 million sf of commercial space (including but not limited to office, research and development, laboratory, medical office, manufacturing, etc.), 512,000 sf of retail space including restaurants and cinema, up to 340,000 sf IKEA store, 2,100 residential units, up to a 200-room hotel, the existing Assembly Square Marketplace and approximately 10,066 parking spaces. The revised PMP includes the same overall development program as the original with 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. A new scheme for identifying buildings was established. The label of the subject property of this application changed from Building N to Block 10.

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) and for IKEA (Phase IAA).

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

This application is for a Special Permit with Site Plan Review-A (SPSR-A) for a development of a portion of 133 Middlesex Avenue, the Assembly Square Marketplace site. 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 August 5, 2010. The applicant submitted the current application in May 2011 in response to the PUD PMP. The PUD PMP conditions and findings provide the basis for the review of this sort 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.

Now that the timeline of the development has become further defined, the timeframe for compliance for some of the conditions of the PMP need to be altered to reflect the appropriate sequence of events. The Assembly Square Drive roadwork has begun and the trench permit, which was the trigger for satisfying conditions, will be required before it was originally anticipated. Also, Block 10 was originally anticipated to be constructed after several of the blocks in the heart of Assembly Row (Phase 1A) were developed. These changes in the anticipated timeline of events will require that some of the conditions have a different timeframe for compliance. Staff anticipate that the Applicants will be submitting a minor amendment to the PUD PMP before the Planning Board hearing to alter the timeframe for compliance for the applicable conditions. Minor amendments require approval of the Planning Director.

#### ***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 property comprising the Assembly Square Marketplace has a total land area of approximately 26.1 acres. These parcels are bounded by Route 28, the proposed Assembly Square Drive, Middlesex Avenue and Foley Street. There is an existing 328,806 sf retail center that contains predominantly "big box" stores such as Christmas Tree Shops, Kmart, Staples and Bed, Bath and Beyond. The hours of operation are between 7am and 10pm for customers. Deliveries are received during, before and after hours of operation. The Marketplace employs 510 people. Employees on the late shift and cleaning crews occupy the building for a limited time after 10pm. There is a large surface parking lot that abuts the structure on three sides. There is a 32,059 sf area in the northern corner of the parking lot that is landscaped with grass and trees that were recently installed along Assembly Square Drive. This is the location of the current proposal. The site will not be subdivided to separate it from the rest of the Marketplace; however, this application does not alter the portion of the parcel outside of the boundaries of the project area.



Project Site: Looking west from the intersection of Assembly Square Drive and the driveway that leads to the Marketplace (top), Looking southwest from Assembly Square Drive



***B. Surrounding Area***

The area surrounding the proposed site contains the Assembly Square Marketplace and its parking lot, Assembly Square Drive, the Mystic River and state owned parkland. Beyond the main roadway in front of the Marketplace is the residential area of Ten Hills. Assembly Square Drive roadwork and landscaping that were part of the Phase IAA approval are underway.

**III. DESCRIPTION OF PROPOSAL*****A. Overall***

The proposal consists of developing the 32,059 sf area adjacent to the parking lot for a stand alone restaurant or retail building. The portion of the site outside of this 32,059 sf area including the existing mall structure, landscaped area and parking is not included as part of this application and is not proposed to change at this time.

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 Area</b>
Minimum lot size	20,000 sf	66.5 acres	32,059 sf
Maximum Floor area ratio (FAR)	10.0	2.0	0.14
Minimum lot area/per dwelling unit	No minimum	Approx 1379	N/A
Total open space (%)	25%	25.1%	46.2 %
Useable open space (%)	12.5%	18.1%	36.3 %
Maximum height, feet	70 feet	Varying up to 250 feet	17 feet
Setbacks (front, side, and rear perimeter)	No minimum	Varying	13/19/55

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

The triangularly shaped project area is an existing space that is framed by roadways, driveways, and the parking lot. Access to the site will be at the intersection of the newly configured Assembly Square Drive off of Route 28 and the storefront circulation aisle that runs in front of the Marketplace. Pedestrian access will be via sidewalks along Assembly Square Drive and on along the proposed 5 foot sidewalk on the western edge of the project area. There is a newly improved signalized pedestrian crossing at the Route 28 and Middlesex Ave intersection to provide access to the neighborhood on the other side of the major roadway.

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

The orientation of the building was chosen to create an interesting view for people entering the Assembly Square area via Assembly Square Drive. Also, the orientation ensures that the building is outside of the 150-foot boundary from the Mystic River. The front door of the building is close to the parking area; however, because of the large amount of glass storefront systems on the façade, there is not a perceived back of the building, which is important on this site that is highly visible on all sides. The mast element is intended to be a focal point on the building. As part of the master plan the building was only anticipated to be a one-story structure as a small entry building along the way to the larger development of Assembly Row. The taller proposed buildings will be visible behind the structure from Assembly Square Drive.

**D. Uses**

The use of the building is proposed to be restaurant and/or retail (§7.11.10.1.1.B or 7.11.10.2.2.b or 7.11.9). It is anticipated that two tenants would occupy the building; however, there is a potential for one tenant to occupy the building. The PMP contemplated the use of Block 10 to be a restaurant.

**E. Linkage**

In accordance with the Article 15 of the SZO, a linkage payment is required for each gross square foot over 30,000 gross square feet. Since this structure will only be 4500 square feet, linkage is not required.

**F. Landscaping and Open Space**

Landscaping: The proposed site plan would allow for 46% of the site (approximately 14,747 square feet) to be set aside for pervious landscaping and open space. The landscaping is primarily in the space between the building and Assembly Square and on the sides of the building. Landscaping includes planted areas, grass, a patio that wraps around the building, existing trees along Assembly Square Drive and a signature tree as a focal point in the northwestern portion of the site. The edge along Assembly Square Drive is intended to feel like a urban sidewalk with trees and a patio area. The larger planted areas will be in the southeastern portion of the site and in the southwestern portion of the site which is located in front of the building.

Usable Open Space: Under §16.6.1 of the SZO, at least 50% of the required minimum landscaped area must be set aside as permanent usable open space, made accessible to the public at a minimum from 9:00 am to 5:00 pm, and protected through a covenant or other appropriate legal instrument. This site has 36% (approximately 11,651 square feet) of usable open space. The usable open space will be consolidated where practical to make larger spaces that will connect the Assembly Row development to the waterfront. The overall calculation of useable open space in the PUD decreases slightly from 18.2% to 18.1% as a result of the amount of usable open space on the site. The usable opens space includes grass and planted areas and will not be fenced off. The patio is not included in the usable open space calculation, although it will function as usable open space for people that are patronizing the restaurant or retail space.

**G. Parking and On-site Circulation**

The Applicant has worked with Vanasse Hangen Brustlin, Inc. (VHB) as its traffic engineers on the project to ensure safe circulation patterns at the property. Per Section 9.16 of the SZO, the use requires 9 spaces if it is all used as a restaurant and 5 spaces if it is all used as retail (1 per 500 nsf of restaurant and 1 per 1000 sf of retail). The Applicant is proposing to have 28 parking spaces on the site including 2 accessible spaces, one will be a van accessible space. The spaces will be added by extending the existing Marketplace parking lot. The last row of parking will be extended to the length of the other parking rows and four parking spaces will be located in front of the proposed building.

Under §9.16.5 surface parking is allowed at this site because the building is under 50,000 square feet in size and it is being constructed in an area of existing surface parking and along an existing street. The maximum parking requirements are not applicable for this case because the new MBTA station is not yet constructed.

There will be a bicycle rack inset from the sidewalk abutting the parking lot that will hold six parking spaces. The requirement is for one bicycle space.

One loading area is being provided to meet the requirement for restaurants. The loading area will be approximately 12 feet wide by 36 feet long which is anticipated to be adequate for the types of deliveries required for a building of this size. No loading areas are required for retail use of less than 5,000 sf. Deliveries are expected to occur during morning hours so as not to interfere with normal customer activity. The loading area is included in the plan; however, the applicants find that the 24 foot drive aisle in front of the building would be sufficient for loading and provide sufficient space for vehicles to pass in the parking lot. Eliminating the loading area would reduce the amount of pavement on the site. The Applicants may apply to waive this requirement in a subsequent application.

Pedestrian access will be provided around and through the site. There are sidewalks proposed around the edge of the project area and a walkway from Assembly Square Drive through the site for people approaching the site from the Mystic River or the future Assembly Row. The location of this path was dictated by the grading on the site. There will be a cross walk across the newly created circulation drive to connect pedestrians from the subject site to the existing Marketplace.

Vehicular access will be through the existing driveway in front of the Marketplace. The new parking row will create another entry onto the main driveway, which will be located just before the intersection at the corner of the building where the Christmas Tree Shop is located.

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

The Applicant is not requesting waivers from the requirements of the Zoning Ordinance at this time. The Applicant did request a waiver from providing a 3-D model of the site. The renderings submitted give context to the proposal and achieve a similar purpose as a 3-D model. Therefore, the model is waived unless the Planning Board requests it.

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

The form and design of the building were not directly addressed at the PUD PMP review, as this was left for the more detailed SPSR-A review. The design guidelines adopted as part of the PMP do not specifically address this block. The number of stories and floor area were part of the PUD PMP approval. The number of stories was anticipated to be one, which is what is being proposed, and the floor area was anticipated to be 7200 sf with 250 seats. The proposal is for a 4500 sf building. Assuming 30 sf per seat, there could be 150 seats in the restaurant.

Staff and the Design Review Committee (DRC) reviewed the Applicants' first submission of the building design and asked for revisions to address the following concerns:

- The first design included the low quality materials of synthetic stucco that is typically on strip-small type developments and does not stand up to harsh conditions
- There was a lack of connection of the design with the location by the water and as a gateway element to the future high quality, urban, mixed use Assembly Row that will be adjacent to it
- Elements of the design mimicked the beacon and red brick on the Marketplace. This building should be more reactionary to the future mixed use development.
- The patio is designed for outdoor seating for a restaurant. If the use of the building is retail, the patio should still be functional as an outdoor space for patrons.
- The technology and location of signage is too undefined and may appear cluttered if two tenants occupy the building and choose clashing sign design.

The Applicants redesigned the building and the new plan was well received by the DRC and staff. The roofline is flat with a decorative mechanical panel screening above it. Storefront systems are proposed along the sides of the building. Metal spandrel infill panels will be used as needed for tenant fit-out; however, there will not be more than 35 feet between glazed openings (based on proposed conditions). Large glass roll-up doors are proposed at the ends of the building. The materials include white brick as a quality product that will compliment but not mimic the red brick of the Marketplace, architectural block at the base of the brick, and painted Azek (synthetic wood) that will appear as wood. Details include a nautical light fixture at the entry doors, decorative medalion panels, lighting at the ends of the rooftop screen, a decorative fascia board, and metal c channels above the main doors.

The signage on the building is shown to be in the following locations: on the end of the canopy above the main entry doors, centered above the garage doors at the end of the building, on awnings along the storefront systems and on spandrel panels in the top section of the storefront systems. The signs are proposed to be solid individual channel letters pin mounted and back lit (halo lit) or externally illuminated with a goose-neck overhead fixture or reasonably similar fixture and mounting. The other proposed sign

technology is internally illuminated individual channel letters. The dimensions of the signs will have to comply with the Zoning Ordinance regulations or the Applicant must seek a special permit in the future to waive the requirements.

#### **IV. CITY DEPARTMENT COMMENTS**

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

The Citywide Design Review Committee held a public meeting on May 26, 2011. The minutes, as noted by Planning Staff are copied below:

This was the first time this project had been presented to the DRC for review. The Applicant is proposing a 4,500 square foot building for a restaurant with outdoor seating and/or retail oriented towards the Mystic River. Additional pedestrian connections into the existing marketplace, new sidewalks, bike racks, and intensive landscaping are all being proposed at the site.

The DRC asked about the following aspects of the project and the Agent/Architect provided the following responses.

- What is the reasoning behind the number of parking spots that were added? Is it part of the program of the structure? – (r) The building itself only requires 9 parking spaces but we wanted to build out the parking bay and build it into the existing parking in the area. Adding parking here will also fit into the master plan for the overall project and is line with minimizing surface parking for the entire project.
- Will the outdoor seating area be surrounding by a fence or vegetative wall? – (r) This will depend upon the tenant and the style of fencing or buffering that they will desire.
- What kind of tenants are you looking to have for this space? – (r) Restaurants we are hoping, but we are talking to a lot of different vendors.
- Does this building have to be a restaurant? – (r) No, but it has to be an approved use under the ordinance.
- Why are you choosing to construct this building in this area of the overall project now? – (r) The other part of the project is so massive that it is taking longer to get going and we are also trying to build momentum for the rest of the project site.
- Will the lantern element of the structure bring any natural light into the building? – (r) It would be artificially lit at night but it would not bring natural light into the space.

Comments included:

- An angled crosswalk towards the Christmas Tree Shop across the access drive will be needed.
- The transformer would probably work better in a different area of the project site, away from the parking access drive's intersection with Assembly Square Drive.
- It seems odd to have the building designed like a restaurant but to still have the potential to be a space for some type of retail use. If this is going to be a more neutral or flexible building, it needs to speak more to the gateway concept for the entire project. If you are not trying to design a restaurant, the building needs to take advantage of what is around it.
- The building needs to be more reactionary to the urban environment or perhaps be more elegant. It needs to be more reactive to the gateway concept for the project or to the Mystic River. The building is not taking advantage of what is around it and it feels very neutral. The building needs to speak more towards the future of the development that will occur in Assembly Square.

- The structure seems to be too tied into the vocabulary of the existing buildings that are there and could be more forward thinking or aspirational in terms of the materiality. The Applicant spoke about attempting to give the central portion of the building a warehouse or industrial feel, but it does not have this aesthetic connotation to it. It seems to have a more standard retail, type of strip mall, infill feel in between the two ends of the building.
- The triangle area of the site by Assembly Square Drive might work better if it had a more open feel to it. Implementing a plaza, stairway, or some type of ramping system here, that allowed you a better view out onto the water would be preferable in this area. Furthermore, if this area was a bit more open it might give you a better urbanistic feel.
- The building needs to be more of an iconic gateway and begin to set an architectural standard for what will come later, with regard to design, in the overall project.
- The Committee would like to see a structure that speaks to this place, this site, and the vision for this site.

The DRC requested a redesigned proposal. The DRC reviewed the redesigned proposal again at a meeting on June 13, 2011. The members felt that there was a lot of progress made on the design and it has context with the larger Assembly Row vision. The building is elegant and has a classical composition. The white brick will work well in this location. They were not familiar with the Azek (synthetic wood) material; this element reads a metal and will have to appear as a quality material as a prominent element of the building. Extending the patio was a good move to make the edge feel more urban and the planters proposed add layers and interest to the site. There were mixed feeling about the proposed mast. One suggestion was to investigate if the walkway through the site could be moved closer to the building with the grade change and/or add steps to make the site more accessible from the sidewalk. The other suggestion was to shift the pattern in the grid of the mechanical screen so that it aligns with the grid in the storefront systems below.

### **Traffic and Parking**

I had reviewed the original Assembly Square Block 10 submittal and had several concerns. I spoke directly with the Project Manager, Patrick Dunford of VHB relative to these concerns. Mr. Dunford a professional engineer, revised aspects of the original submittal.

Traffic and Parking has no objections to the revised submittal for Assembly Square Block 10.

### **City Engineer**

The City Engineer has not yet provided comments.

### **Fire Prevention**

Fire Prevention has reviewed the plans. Code compliant fire alarm and fire suppression systems shall be installed.

### **Lights & Lines**

Lights & Lines has not yet provided comments.

### **Bicycle Commission Staff**

- If possible, move the bike racks and pad closer to the entrance. It may still be located off of the sidewalk in the grassy area.
- The construction details of the bike rack show the racks surface mounted (preferred) or embedded (if required). It has been our experience that racks are more secure when embedded in the concrete pad.
- The rack will match the product used on Assembly Square Drive.

**Conservation Commission Staff**

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

**Wiring Inspector**

A transformer will be required and should be placed in a location that is acceptable to Planning Staff and eventually the approval of Nstar.

**Ward Alderman**

Alderman Roche has not yet provided comments.

**V. PUBLIC COMMENTS**

Planning Staff will edit the report to provide any updated public comments should the Planning Board chose not to act on this case on June 23, 2011, thereby allowing public comments to be incorporated into the report and the conditions, if applicable. As of June 16, 2011, the Planning Staff has not received any abutter comments on this project.

**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 16.8.2H identifies that the general information required for a special permit under Section 5.2 is also required at a preliminary level. 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 this ordinance. 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)**

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

#### **D. Requirements for Waterfront Overlay District (SZO §6.1.15)**

Section 6.1.15 identifies specific standards that are required in the Waterfront Overlay District. Staff finds that the SPSR-A meets these findings, and they are contained in Appendix D.

### **VII. STAFF RECOMMENDATION**

Based on the materials submitted by the Applicant and the above 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 Planned Unit Development Preliminary Master Plan approved by the Planning Board on December 14, 2006 and as amended on August 5, 2010 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.

This recommendation is based upon the Special Permit with Site Plan Review-A Application stamped in at the City Clerk's Office on May 10, 2011, as updated, including updated plans:

- A1-1 Floor Plan; North, South, East and West elevations; rendering; Open Space Plan all dated June 15, 2011;
- Neighborhood Context Map 1 and 2; C-4 Overall Site Plan 1; C-5 Overall Site Plan 2; C-9 Detail Sheet 1; C-10 Detail Sheet 2; C-10 Detail Sheet 3; and SL-1 Site Lighting Plan all dated May 20, 2011;
- C-6 Layout and Materials Plan; C-7 Grading, Drainage and Erosion Control Plan; C-8 Utility Plan; L-1 Planting Plan; all dated June 15, 2011;
- As well as Proposed Traffic Control Changes Figure 2, dated revised June 16, 2011.

Approval constitutes an approval the final site plans and building design details for a 4500 sf building with restaurant and/or retail uses (§7.11.10.1.1.B or 7.11.10.2.2.b or 7.11.9) and 28 parking spaces. However, 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.

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

## Appendix A: Application Requirements

<b><u>A.1: Procedures for PUD Applications - Supportive Information (SZO 16.8)</u></b>				
<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
16.8.2.A	A neighborhood context map, at a scale not less than one (1) inch equals one hundred (100) feet, providing a graphic description of the neighborhood in which the tract lies, including roads, utilities and other public facilities, major existing buildings and structures. There shall also be a statement and/or plan as to the general impact of the proposed PUD upon the area, indicating how the PUD relates to surrounding properties and what measures will be taken to create appropriate transitions and access from the subject property to abutting public properties (i.e. parks, waterfront, etc.) or other neighboring tracts (if applicable)	<b>X</b>		Included in PMP 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	<b>X</b>		Included in PMP 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	<b>X</b>		Height, building coverage, FAR and parking requirements were included in the PMP as well as the SPSR application. No dwelling units are proposed for this location
16.8.2.D	Names of all property owners within five hundred (500) feet of the PUD boundary	<b>X</b>		Provided by City Staff
16.8.2.E	Explanation of provisions for the landscaping and maintenance of all open space and drainage areas	<b>X</b>		See Stormwater Management section in Utility Analysis. A plan is included on how the asphalt pavement, catch basins, structural water quality devices, roof drain leaders, and vegetated areas will be maintained.
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 . . .	<b>X</b>		A transportation study was completed with 2006 plan. The amended PMP provides current traffic data for 2010, certifying that baseline conditions have not significantly changed since the existing plan was completed, and therefore establishing that the 2006 report remains valid. The Applicant submitted additional information regarding traffic analysis as part of the SRSR-A application. The use of the site in the PMP was anticipated to be restaurant of 7,000 sf so the trip generation will be less with the current plan for a 4,500 sf building. If the use is retail, the trip generation data indicates that there would be 15 less trips to the site. With the trip generation reduced, the trip distribution remaining the same as that in the PMP, the roadway improvements to Assembly Square Drive, the proposed development should not significantly impact the traffic conditions in the area.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
16.8.2.G	A utilities analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies. Said analysis shall contain an inventory of existing utilities including, but not limited to, storm sewers and drains, sanitary sewers, electrical lines, fire alarm boxes and lines, gas lines/mains, water mains, lighting, curb and gutter, etc. Said inventory shall illustrate utility locations, sizes, diameters, carrying capacity and present load on the system. The engineer's report shall state if the current system is capable of adequately serving the proposed development. If the current utility system is found to be inadequate for the proposed development, the report shall confirm the deficiencies and make recommendation(s) as to the infrastructure improvements necessary to properly service the proposed development and maintain the existing service. The report shall also present a formal plan for infrastructure improvements, documenting timing, funding mechanisms and coordination with the City	<b>X</b>		See Utility Analysis
16.8.2.H	All applicable information required for special permit with site plan review (See Article 5 of this Ordinance). This information may be submitted at a preliminary level, in consideration that PUD approval is a preliminary approval	<b>X</b>		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	<b>X</b>		Additional information provided in the PMP application includes design guidelines. The application materials are sufficient to evaluate the SPSR-A
<b><u>A.2: General Information Required for SPSR Applications (SZO 5.2)</u></b>				
<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
5.2.3.1	names, addresses, and telephone numbers of the applicant, the owner if other than the applicant, and other agents for the applicant, such as the architect, engineer and/or attorney, and the name and address of the proposed project	<b>X</b>		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	<b>X</b>		See Existing Conditions Plan (sheet SV-1)

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
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.	<b>X</b>		The use of the building is proposed to be a restaurant and/or retail space. The Block 10 building and site is shown on the Overall Site Plan, Layout and Materials Plan, Grading and Drainage Plan, and the Utility Plan. The building height is shown on the elevation. A zoning summary chart is listed on the Layout and Materials Plan. A 10-foot wide existing electrical easement that will be revised or abandoned exists in the project area as shown on the Existing Conditions Plan of Land. The parking and loading areas, drive aisles and sidewalks are to scale on the Layout and Materials Plan.
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	<b>X</b>		The Block 10 building will be tenanted as a restaurant and/or retail use of 4,500 sf including outdoor patio area in the northern, western and eastern sides of the building. The tenants are anticipated to create approximately 10 new jobs. The hours of operation will be set when a tenant is selected.
5.2.3.5	the total floor area and ground coverage ratio of each proposed building and structure	<b>X</b>		The floor area will be 4,500 sf and the project area is 32,000 sf. The ground coverage will be approximately 14%.
5.2.3.6	front, side, and rear elevations	<b>X</b>		Provided elevations of each side of the building. Block 10 is not specifically called out in the Design Guidelines for general development strategy for building elevations.
5.2.3.7	existing and proposed contour elevations in two foot increments	<b>X</b>		The Existing Conditions Plan of Land shows one-foot contour intervals and spot grades. The proposed site elevations range from elevation 11 to 14 feet with an average between 11 and 12 feet.
5.2.3.8	provisions for vehicular and pedestrian circulation	<b>X</b>		Sidewalks are existing or proposed along the perimeter of the project area that connect with a network of sidewalks. The width of the sidewalks vary from 6 to 10 feet.
5.2.3.9	color, materials, and exterior features of proposed structures	<b>X</b>		The materials will primarily be white brick, large glass panels, and Azec (synthetic wood). The large windows will maximize daylight and provide views of the Mystic River.
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	<b>X</b>		A landscape plan details the location and types of landscaping proposed. The Assembly Square edge of the site will have an urban feel with a row of trees and patio. Planter boxes will line the patio. Heavily planted areas will be on the eastern and southern portions of the site. A signature tree will be planted in the western side yard, which is the predominate location for those accessing the site from Assembly Square Drive.
5.2.3.11	measures taken to preserve and protect natural resources	<b>X</b>		Project complies with Waterfront Overlay District. There are no existing unspoiled natural resources on the site. The soil on the site will be remediated and the applicant is considering seeking LEED certification. The LEED worksheet that was completed indicates that a Platinum status could be achieved.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
5.2.3.12	outdoor lighting, including location and intensity of lighting facilities	<b>X</b>		There will be two additional 35-foot poles that match the existing lighting in the parking lot. The average lighting in the parking lot will be 5 foot-candels which is consistent with the current situation in the other areas of the parking lot. The fixtures cast light in a downward direction. Lighting on the building will include sconces at the entrances, lighting of the signage, and small decorative lighting on the rooftop panel.
5.2.3.13	dimensions and locations of signs, proposed and existing	<b>X</b>		The proposed signage location can be found on the elevations in the following locations: on the end of the canopy above the main entry doors, centered above the garage doors at the end of the building, on awnings along the storefront systems and on spandrel panels in the top section of the storefront systems. The signs are proposed to be solid individual channel letters pin mounted and back lit (halo lit) or externally illuminated with a goose-neck overhead fixture or reasonably similar fixture and mounting. The other proposed sign technology is internally illuminated individual channel letters. The dimensions of the signs will have to comply with the Zoning Ordinance regulations or the Applicant must seek a special permit in the future to waive the requirements. City recommends that the development team provide a design guideline for signs to City staff and DRC prior to submittal of first SPSR-A application in Phase IA.
5.2.3.14	location and significance of historic structures	<b>X</b>		No properties on the National Register of Historic Places are located in Assembly Square and there are no Local Historic Districts in this area.
5.2.3.15	method for handling solid waste disposal, and for screening of disposal facilities	<b>X</b>		Solid waste will be handled by a licensed private contractor. The disposal facilities including a dumpster and compactor will be located in the east of the proposed building and will be screened by a fence and vegetation.
5.2.3.16	description and location of all proposed mechanical and electrical system components, including exhaust and ventilation system, transformers, and satellite dishes	<b>X</b>		The electrical and mechanical equipment will be located on the roof behind a screen enclosure. The transformer will be located in the southwestern portion of the site and will be screened by vegetation. Recycling bins will also be onsite and the contents will be brought to the appropriate recycling centers periodically.
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	<b>X</b>		The existing utilities are shown on the Existing Conditions Plan of Land. The proposed utilities and drainage system are shown on the Grading, Drainage and Erosion Control Plan and on the Utility Plan. The water, sewer, and drainage improvements within Assembly Square Drive have been built to accommodate the full build out of the PMP. The utility infrastructure is sufficient to serve the proposed structure and use.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
5.2.3.18	demolition and construction procedures including impact mitigation measures; an estimate of the time period required for completion of the development	<b>X</b>		No demolition is required because there are no structures in the project area. The estimated construction time for the "core and shell" of the building is 4 to 5 months.
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	<b>X</b>		The transportation study was completed with 2006 plan. The amended PMP provides current traffic data for 2010, certifying that baseline conditions have not significantly changed since the existing plan was completed, and therefore establishing that the 2006 report remains valid. Individual will not require additional study of off-site traffic impact if total impacts remain within the established thresholds. The amount of square footage that is proposed to be constructed at Block 10 is below what was originally anticipated and therefore the trip generation figures have been reduced from the PMP phase. A change from a restaurant to a retail use would generate less trip to the site. No additional information is required at this time.
5.2.3.20	general summary of existing and proposed easements or other burdens now existing or to be placed on the property	<b>X</b>		A 10-foot wide existing electrical easement that will be revised or abandoned exists in the project area as shown on the Existing Conditions Plan of Land.
5.2.3.21	wetlands, ponds, and surface water bodies, as defined under the Wetlands Protection Act, M.G.L. Chapter 131, Section 40, and rules promulgated thereunder, 310 CMR 10.00	<b>X</b>		See Existing Conditions Plan. There are areas prone to flooding on the project area. The project area appears to be located more than 100 feet from the Mystic River. If work is required within 100 feet of the Mystic River, the Applicant must submit a Letter of Intent to the Conservation Commission.
5.2.3.22	photographs of at least eight (8) by ten (10) inches, showing the development site and surrounding parcels	<b>X</b>		Included in application submission
5.2.3.23	names and addresses of all property owners within three hundred (300) feet of site boundaries	<b>X</b>		Included in application submission. Staff will generate a current list.
5.2.3.24	such other information as will aid the SPGA in judging the application and in determining special conditions and safeguards, and as the SPGA should deem necessary, in its determination of completeness of said application as provided in Section 5.3.1 and the SPGA Rules and Regulations	<b>n/a</b>		n/a

**Appendix B: Required Findings of Fact**

<b><u>B.1: General Findings under Section 16 (SZO 16.9 and 16.1)</u></b>				
<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
16.9	The SPGA shall review and determine whether a PUD application is complete and place special emphasis in its review as to PUD compliance with provisions of Article 16 herein, including compliance with the purpose and general requirements/features of a PUD	X		See Appendix A. Applicant has provided a complete PMP application. See the remainder of Appendix B which establishes that Applicant has provided an application that is in compliance with the provisions of Article 16 and complies with the purpose, general requirements and features of a PUD.
16.9	The SPGA shall . . . determine whether the proposal is consistent with the most suitable development of the City, and conduct a review in accordance with the requirements for special permit with site plan review as set forth in Article 5 of this Ordinance. The PUD shall comply with all requirements of this Ordinance unless a deviation from these strict requirements is authorized herein in Article 16	X		The proposal to reuse a brownfield next to the Orange Line for a transit-oriented mixed-use, green development is consistent with the most suitable development in the City. It is based upon a long-term set of principles established by the City for redevelopment of the Assembly Square area in the ASD Plan. The applicant received two waivers in the PMP phase, which do not relate to Block 10.
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	X		The proposed project has benefitted from an additional 4 years of work by the applicant in collaboration with the City and community stakeholders since the original 2006 PMP. The result is a plan for a vibrant, mixed use, urban neighborhood and commercial center providing 9,000 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, while ceating a group of urban blocks that concentrate development with the highest densities near the transit station, mid-rise buildings fronting on the Mystic River parks, and expanded open space. The project meets this finding.
<b><u>B.2: Consistency Findings (SZO Section 6.4)</u></b>				
<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
6.4.1	Purpose. The Assembly Square Mixed-Use District (ASMD) has been enacted to encourage the best use of Assembly Square physically, economically, environmentally and socially while promoting the best interests of residents of the City. The ASMD is intended to fulfill the goals and objectives contained in the Assembly Square District Plan (the ASD Plan, as hereinafter defined). The ASMD zoning is designed to allow the district to reach these goals.	X		See comments under Section 6.4.4 below.

Section	Required Finding	Met	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 <u>Assembly Square Planning Study</u> dated October 2000	X		The Assembly Square Planning Study prepared by the Cecil Group in 2000 created a framework for development in the Assembly Square area over the next twenty years and beyond. This Planning Study encouraged mixed- use development, but also recognized that a certain amount of big box retail would be the most feasible use in Assembly Square in the immediate future. The Planning Study specifically supported the redevelopment of the Assembly Square Mall and the proposed new IKEA store to improve Assembly Square's visibility and image, helping to pave the way for more intensive office development in the future. While the ASD Plan's site layout was based upon the ownership arrangement before the IKEA land swap, the general principles and concepts of the plan are supported by the proposed PMP amendment, and this PMP includes all of the physical characteristics, values and goals that were addressed in the Planning Study.
6.4.4	The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <u>Assembly Square Revitalization Plan</u> dated 2002	X		The Assembly Square Revitalization Plan is an approved Urban Renewal Plan under MGL 121B. The 2002 plan is a Major Plan Change to the 1980 Assembly Square Revitalization Plan -- the City's urban renewal plan for Assembly Square. The Major Plan Change built on the foundation of the Cecil Group's Planning Study. The Major Plan Change envisioned a mixed use district with office, retail, residential, cinema, hotel, and restaurant uses -- a vibrant 24-hour district with a density somewhere between Boston's density and level of density in nearby suburbs. The Major Plan Change also envisioned the redevelopment of the Assembly Square Mall and a new IKEA store. The PMP revision is consistent with the overall vision of the Revitalization Plan. Upon approval of this revised Master Plan, the Redevelopment Authority intends to amend the Revitalization Plan to reflect the latest redevelopment plan as outlined in this PMP and the FEIR.
6.4.4	The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <u>Assembly Square Design Guidelines for the Public Realm</u> dated 2002	X		Overall, the revised PUD PMP is consistent with the Public Realm Guidelines. The PUD's four key principles closely align with the goals of the Public Realm Guidelines; both encourage design that supports the PUD's public spaces and achieves sense of place, multi-modal functionality, and 24-hour activity. Both documents give streetscapes and public spaces high priority, stressing the role these spaces play in the framework of the PUD. Both establish street hierarchies and district gateways for orientation. The PUD PMP is also consistent in its recognition of the Mystic River as a regional amenity, maximizing pedestrian accessibility to the waterfront. The Public Realm Guidelines generally include a greater level of streetscape and building detail, while the PUD PMP establishes complementary detailed design guidelines to drive decisions made at the SPSR-A phase and during streetscape. For example, the Public Realm Guidelines call for a unified signage system that considers elements like sign character, placement, materials, and typestyle. This issue is addressed through inclusion of a condition that a sign design guideline be established. The Public Realm Guidelines also place emphasis on creating physical and visual connections between the PUD and its surrounding neighborhoods. The Applicant is undertaking several significant transportation improvements to enhance multi-modal access to the site. These efforts are especially important along the PUD's outer edges.

<i>Section</i>	<i>Required Finding</i>	<i>Met</i>	<i>Not Met</i>	<i>Comment</i>
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 Transportation Plan</u> dated 2003	X		The Assembly Square Transportation Plan generally calls out for development of a street grid within the mixed-use area. That grid has changed with the relocation of IKEA, but the overall transportation strategy in the PMP meets the spirit of the original Transportation Plan.
<b>B.3: General Requirements of a PUD (SZO Section 16.4)</b>				
<i>Section</i>	<i>Required Finding</i>	<i>Met</i>	<i>Not Met</i>	<i>Comment</i>
16.4a	a designated tract of land meeting the minimum lot size requirements of Section 16.5.1.a for the PUD district	X		The parcel size is 2,896,740 s.f., or approximately 66.5 acres. This exceeds the 20,000 SF minimum lot size required for the PUD-A in the ASMD.
16.4b	developed in a comprehensive, design-integrated manner, according to an overall master plan, with two (2) or more types of use	X		The Applicant has submitted a revised Master Plan with supporting plans showing buildings and roadways prepared by the architectural firm of Streetworks, Inc. and the engineering firm of Vanasse Hangen Brustlin, Inc. The PUD includes the following uses: retail (including restaurant and cinema), commercial (including office, R&D, and other commercial uses), residential, hotel, and parking. This revision to the Preliminary Master Plan is addressing the third phase of the development with the IKEA site and the Marketplace having received prior SPSR-A approval. The two prior phases have been approved based on the original Master Plan which has allowed the project to be developed in a comprehensive, design-integrated manner and this current application would improve the original plan and provide further clarity and regarding the Assembly Row development.
16.4c	consistent with the objectives of this Ordinance;	X		The Applicant has utilized the increased height and FAR allowed under the PUD Ordinance, proposing buildings ranging from 8 to 23 stories with a maximum height of 250 feet. By contrast, the maximum height permitted as of right is only 40 feet. The proposed PUD has been designed so that each phase, the Marketplace, IKEA and Assembly Row functions well on its own and also in relation to other phases. With Assembly Row, the applicant has the flexibility to design and construct residential, retail and/or commercial, or a mix of all, in response to the market and to other development taking place in Assembly Square.
16.4d	consistent with the goals, objectives and plans of the City for the general subject area	X		The goals, objectives, and plans of the City for Assembly Square have been expressed in various public documents. Section B2 of these findings identifies in more detail how the proposed PUD is consistent with these documents. The previous PUD approval in 2006 met the goals and objectives of these documents and this revision is a refinement of the original PUD approval. Recently, the DRC reviewed the Design Guidelines for Assembly Row which provide greater clarity regarding the future development to take place on the site. The DRC's comments have been included in this report.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
16.4e	developed so as to locate or cluster development sites, especially buildings, in a manner that provides usable open space, preserves natural or historic features, and preserves views of such features to the maximum extent possible	X		The PUD is oriented around a series of open spaces connected by pedestrian friendly streets. Main Street has been oriented to preserve a view of the Mystic River. The Applicant will widen the existing DCR park as part of the PUD, and this new, expanded park will serve as an anchor to the north end of Main Street. The new park will be lined with a cluster of residential/retail buildings to give it an active edge and it is expected to serve as a place for public enjoyment of the river. Throughout the site, the Applicant proposes to construct a series of additional passive pocket parks for residents, shoppers, office workers, and visitors. Other than the riverfront, Assembly Square does not have any important natural or historic features to be preserved. This proposal for Block 10 places maximizes views and proximity to the waterfront. The usable open space is largely on the sides of the building that have views of the river. Also the patio area, which is not included in the usable open space calculation, but will provide a space for patrons to enjoy being close to the river. Large amounts of glass are proposed to provides views from inside of the building.
16.4f	an efficient use of land which properly considers topography and protects significant natural features including, but not limited to, waterways, wetlands, floodplains and wildlife	X		The existing site is relatively flat, except for the area near the water, where the land slopes to the river. Although there are some former tidelands in Assembly Square (which will subject the project to Chapter 91 review), there are no significant wetlands, floodplains, or wildlife. The most important natural feature is the Mystic River, and the PUD will enhance passive recreational elements of the DCR park, as expanded, with landscaping, public artwork, and associated improvements consistent with a first-class commercial standard for urban public space. Finally, the PUD has been designed to locate the tallest buildings furthest away from the Mystic River.
16.4g	an efficient use of land demonstrating full coordination of its own site development including, but not limited to, the land uses and functions contemplated, architecture, open space and pedestrian networks, vehicular access and circulation, and all other infrastructure	X		The Master Plan demonstrates that full consideration has been given to site development as a whole. The project has been phased such that the proposed uses and their associated roadways, parking, and infrastructure are developed in a coordinated manner. Pedestrian access to Block 10 will be provided around and through the site. There are sidewalks proposed around the edge of the project area and a walkway from Assembly Square Drive through the site for people approaching the site from the Mystic River or the future Assembly Row. The location of this path was dictated by the grading on the site. There will be a cross walk across the newly created circulation drive to connect pedestrians from the subject site to the existing Marketplace.  Vehicular access will be through the existing circulation aisle in front of the Marketplace. The new parking row will create another entry onto the main driveway, which will be located just before the intersection at the corner of the building where the Christmas Tree Shop is located. Traffic and Parking has approved the proposed changes to the signage at

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
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	<b>X</b>		The Applicant has linked the residential buildings with the existing parkland that abuts the site and has designed a network of roadways and sidewalks which constitute an improvement to the existing conditions and a benefit to the public. Access to Block 10 will be at the intersection of the newly configured Assembly Square Drive off of Route 28 and the storefront circulation aisle that runs in front of the Marketplace. Pedestrian access will be via sidewalks along Assembly Square Drive and on along the proposed 5 foot sidewalk on the western edge of the project area. There is a newly improved signalized pedestrian crossing at the Route 28 and Middlesex Ave intersection to provide access to the neighborhood on the other side of the major roadway.
16.4i	designed with sizing of street and other infrastructure systems to accommodate the overall service demand of the PUD	<b>X</b>		A full Traffic Impact and Access Study was prepared for the project and was included in the original submission package for the PMP. The applicant is claiming that neither the underlying traffic conditions near Assembly Square nor the Project itself have changed to the degree that a new Traffic Impact and Access Study is required. The City Traffic engineer concluded that all facets of intersections and roadways illustrated on the revised Master Plan are consistent with proper Traffic Engineering design practice. The Block 10 proposal reduces the service demand of the PUD because only 4500 sf of the originally proposed 7000 sf will be built on the site.
16.4j	inclusive of provisions for the ownership and maintenance of usable open space as appropriate (see Sec. 16.6 of this Article)	<b>X</b>		The Applicant will be required to maintain the usable open space within the PUD subject to a maintenance agreement that must be developed as a condition of this approval.
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	<b>X</b>		The Block 10 proposal complies with the PUD Master Plan and the guidelines and standards of the District. The only deed restriction or covenant required is for the usable open space on this site.
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	<b>n/a</b>		<u>Not applicable.</u> This finding is not applicable in the ASMD District because all uses in the PUD align with the underlying district.

Section	Required Finding	Met	Not Met	Comment
<b>B.4: PUD Design Guidelines (SZO Section 16.7)</b>				
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		Block 10 is a stand-alone block on the edge of the existing parking field for the Marketplace. The building design meets the intent of having a small signature building at the gateway to the future Assembly Row development and the goal of providing a restaurant venue for patrons and employees of the Marketplace (assuming that a restaurant tenant is secured). The Design Review Committee felt that the level of quality and attention to detail of this building was consistent with the development that will follow in Assembly Row.
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 building contains operable garage doors on the ends of the building that would open up directly onto patios. A condition of approval will be that if roll-up garage doors are replaced with store-front systems, there will be a door in the system to access the side patios. There are also large storefront systems and doors that would open onto a patio on the waterfront side of the building. Doors proposed for all four sides of the building.
16.7c	When a building is proposed to exceed the base district height limit, it is intended that buildings be of slender proportions emphasizing the vertical dimension	X		The building proposed for Block 10 will only be 17 feet tall at the height of the roof and 22 feet tall at the top of the mechanical screen.
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		Since Block 10 is a stand-alone site, the landscaped area only connect directly with the landscaping proposed along Assembly Square Drive.
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		Block 10 is not located near a current or future residential structure. The orientation of the building limits the structure's shadow on the usable open space, which is primarily to the west, south and east of the building.
16.7f	Vehicular access to and from public roads is intended to be consolidated. Vehicular access to PUD lands from a public roadway shall generally be limited to one (1) access point, particularly when PUD frontage along said roadway is three hundred (300) feet or less. When a PUD has more than six hundred (600) feet of frontage on a public road, separation between existing, approved, and proposed curb cuts, whether on or off-site, shall average a minimum of two hundred (200) feet. Consolidation to a minimal number of access points is strongly encouraged	X		Vehicular access to this area is primarily provided through Assembly Square Drive, but also through New Road/IKEA Way and Foley Street by way of Middlesex Avenue. The PUD guidelines encourage consolidation of access points to and from PUD lands and a minimum of 200 feet between access points. This proposal meets this guideline while still offering optimal transportation access to the site, and a robust street grid to handle traffic within the site.

Section	Required Finding	Met	Not Met	Comment
16.7g	Internal PUD streets shall consist of local and collector roadways, designed in accordance with standard traffic engineering practice. Any street proposed for public dedication shall meet the standards of the City's Director of Traffic and Parking.	X		The internal street layout is proposed in a grid pattern with local and collector streets. The main retail street travels north/south through the center of the Assembly Row development between IKEA Way and the park land adjacent to the Mystic River, supporting a robust street grid that can handle traffic within the site. Other internal streets provide connections to Assembly Square Drive, the MBTA station and perimeter locations. As these streets will be dedicated to the public these streets will be conditioned to meet City standards or better pursuant to review by the Director of Traffic and Parking and City Engineer.
16.7h	PUD block sides should reflect average city block size of Somerville, to maximize a pedestrian-friendly scale in the street grid. Alight streets to give building energy-efficient orientations.	X		Block sizes are larger than typically found in Somerville to accommodate buildings much larger than are typical in the City. Though the blocks are larger, the ground floor retail uses proposed and pedestrian friendly architectural elements and designs that would be required during the Special Permit review process will offset the negative effects of the above average block sizes and provide a scale appropriate for pedestrians.
16.7i	The PUD design should preserve and enhance natural features such as topography, waterways, vegetation, and drainage ways.	X		The natural features of the site have been substantially altered over the years as an industrial and commercial site. This proposal would expand and improve vegetation on the site as well as expand the open space existing along the Mystic River.
16.7j	The PUD design should minimize impervious surfaces and incorporate other design features to minimize storm water runoff.	X		Though this a predominantly urban development and, where possible, the applicant has maximized pervious surfaces. Block 10 will include 46% landscaped area, much of which will be pervious surfaces. The stormwater management analysis indicate that there will be no increase in peak runoff rates between the current condition and after construction. There will be a reduction in flows during 2-, 10- and 25-year storm events. Stormwater from the site will continue to utilize the existing 30-inch drain connection to the MWRA 84-inch SMC.
16.7k	PUDs should maximize pedestrian transit-oriented development. Specifically they should use "traffic-calming" techniques liberally; provide networks for pedestrians as good as the networks for motorists; provide pedestrians and bicycles with shortcuts and alternatives to travel along high-volume streets, and emphasize safe and direct pedestrian connections to transit stops and other commercial and/or employment nodes; provide long-term, covered, bicycle parking areas; provide well-lit, transit shelters; incorporate transit-oriented design features; and establish Travel Demand Management programs at employment centers.	X		Traffic calming measures have been included in the roadway designs that feature combination pedestrian/vehicle streets and open spaces, traffic circles, paver cross walks, intersection bumpouts and street trees. Pedestrians and bicyclists have alternative networks to access the project without travel on the high volume streets and can bypass the entire project on a dedicated bike/pedestrian path around the perimeter of the site. The highest intensity development will be proximate to the MBTA station which will promote rapid transit ridership and is in line with ideals of Transit Oriented Development.
16.7l	Make shopping centers and business parks into all-purpose activity centers.	X		The proposal calls for a wide array of uses that would create a vibrant and sustainable community with amenities and activities that will serve the residents of the development and the surrounding areas. This project is much more integrated than a typical shopping center or business park, allowing for a new community to be developed adjacent to the new T station. Block 10, as a restaurant, will provide patrons and employees of the Marketplace with an opportunity to access food within walking distance which will contribute to the all-purpose activity center goal. As a retail store the building will provide a unique retail space for the area.

Section	Required Finding	Met	Not Met	Comment
<b>B.5: ASMD Development Standards (SZO Section 6.4.7.A)</b>				
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 full Traffic Impact and Access Study was prepared for the project and was included in the original submission package. The applicant has provided data indicating that neither the underlying traffic conditions near Assembly Square nor the Project itself have changed to the degree that a new Traffic Impact and Access Study is required. Block 10 was included in the Transportation Study with more floor area than is proposed and therefore the roadway improvements will be more than adequate to accommodate the traffic impacts of the project. Pedestrian connections will be improved because Block 10 will have a sidewalk on the western edge of the site that will tie into the larger network of sidewalks.
6.4.7.A.2	<i>Parking Requirements.</i> Developments shall meet the parking requirements set forth in Section 9.15.	X		The use requires 9 spaces if it is all used as a restaurant and 5 spaces if it is all used as retail (1 per 500 nsf of restaurant and 1 per 1000 sf of retail). 28 parking spaces are proposed as was originally anticipated in the PMP. There will be 2 accessible spaces. The spaces will be added by extending the existing Marketplace parking lot. The last row of parking will be extended to the length of the other parking rows and four parking spaces will be located in front of the proposed building.  Under §9.16.5 surface parking is allowed at this site because the building is under 50,000 square feet in size and it is being constructed in an area of existing surface parking and along an existing street. The maximum parking requirements are not applicable for this case because the new MBTA station is not yet constructed.
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 landscape plan complies with the requirements set forth in Article 10. 20 trees will be in the project area, which exceeds the requirement for 1 tree for every 1,000 sf of required landscaping. The varying types of vegetation exceeds the minimum requirement for two types of landscape cover. The landscaping in the parking lot meets the requirements related to its location and size.
6.4.7.A.4	<i>Pedestrian Connections.</i> Continuous pedestrian connections shall be supported between all major points of pedestrian activity on the Development Site, including, but not limited to, connections to the Mystic River waterfront, connections to all public and private ways abutting the Development Site, and any transit stops. Developments shall support improved access between the ASMD and the Ten Hills and East Broadway neighborhoods by means of sidewalk connections, crosswalks, landscaping, traffic signalization and traffic calming methods as appropriate.	X		The project incorporates sidewalks throughout, connecting all parts of the development including to and from the proposed MBTA T stop, the Mystic River and the Assembly Square Marketplace. In addition, a shared use path is planned along the Orange Line right of way that will connect pedestrians along the length of the project to the riverfront. The enhanced riverfront park also provides enhanced and new pedestrian connections to Draw 7 Park and to points within the site. The Proponent has previously provided \$100,000 to the City for the design of a new Mystic River pedestrian/bicycle walkway underneath Route 28 connecting Assembly Square and the Ten Hills neighborhood. The Proponent has also committed to fund construction of the new Mystic River pedestrian/bicycle walkway underneath Route 28 as part of an up to \$2 million commitment to fund pedestrian/bicycle/riverfront park enhancements on DCR land, in addition to other mitigation being constructed by the Proponent in conjunction with the Project. The Design Review Committee suggested that the pedestrian path through the site be closer to the building and steps could be introduced

Section	Required Finding	Met	Not Met	Comment
<b>B.6: ASMD Design Guidelines (SZO Section 6.4.7.B)</b>				
Section	Required Finding	Met	Not Met	Comment
<p>Note: The applicant has provided, of its own volition, additional Design Review Guidelines to address the design and massing of the proposed blocks and buildings. The document's specific purpose is to: 1) Establish the standards upon which the Design Review Committee (DRC) will base its recommendations for the implementation of the Assembly Row PUD; 2) Provide viable building solutions for massing, vertical mixing of uses, fenestration and materials, pedestrian lobby locations, parking structure location and entrances as well as building service locations; 3) Establish the guide upon which the DRC and Planning Board will base recommendations for the implementation of the Assembly ROW PUD; and, 4) Provide architects, designers and developers with a document to guide their work as the Assembly Row Project is implemented. These guidelines are generally consistent with all other guideline documents pertaining to the Assembly Row PUD Area and are meant to be the relevant document for the proposed project. While the plans and images within this document represent a minimum acceptable standard</p> <p>of quality in material and design that will achieve the goal of creating a diverse and vibrant mixed-use neighborhood they in no way represent the only viable or acceptable solution. Where design solutions deviate significantly from these guidelines, the Somerville DRC and Planning Board would determine if the solution is within the spirit of the document. The Planning Board adopted these Design Guidelines and therefore they have become part of the vision and expectation of the project from here forward. Block 10 is not specifically called out in this document as it is not part of the larger mixed-use area. The general principles in the document relate to this application.</p>				
6.4.7.B.1	<i>Street and Sidewalk Design.</i> Street and sidewalk design shall be based on the Assembly Square Public Realm Design Guidelines and applicable engineering standards, provided that any street shown in such Guidelines as running through an existing Building is not required to be constructed until such Building is demolished.	X		The design of streets and sidewalks will respond appropriately to the Street and Sidewalk design criteria. To the extent that is known at this time, the streets and sidewalks appear to be designed to meet the expectations of the Design Guidelines. Block 10 does not require the construction of new streets. The ASQ Public Realm Design Guidelines contemplate sidewalk design for streets in the heart of Assembly Row. The sidewalks around Block 10 do incorporate elements of the guidelines including having sidewalks on both sides of the street, planter boxes along the patio next to part of the sidewalk, and crosswalks with the minimum crossing distance necessary.
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 DRC recommended approval of the design of the building. They thought that the building looked elegant and they were supportive of the material choices. One material that they questioned as the Azek, synthetic wood. This material can be conditioned to return to the Commission for review and approval. The orientation of the building was chosen to create an interesting view for people entering the Assembly Square area via Assembly Square Drive. Also, the orientation ensures that the building is outside of the 150-foot boundary from the Mystic River.
6.4.7.B.2a	Buildings should be located to create a presence on existing street edges or along major internal circulation routes and have maximum building setbacks of five feet except in special circumstances, where greater setbacks would enhance the pedestrian friendly experience of the ASMD, such as dedicated open space; and buildings should be located to reinforce both existing and future circulation patterns that may serve more than one Site.	X		The building is oriented to create a street edge along Assembly Square Drive. The building is setback more than 5 feet. Despite the setback, the patio and landscaped area should create a pedestrian friend experience along the site.
6.4.7.B.2b	Buildings should have interesting entrance areas that are visible and directly accessible from major public access points, streets and circulation patterns. Extensive areas of glass and window, providing visual access to interior uses, should be part of all street facades and accompany building entrances. Multiple and frequent entrances oriented to streets are encouraged. Building entrances should be clearly defined, through the use of elements such as canopies, porticos, overhangs, peaked roof forms, arches. Entries set back from the street should have outdoor patios, tile work, moldings, integral planters or wing walls with landscaped areas, or places for sitting.	X		The main entrances to Block 10 are on the side of the building that will be highly visible from the Marketplace and the parking lot. Doors will also be located on other sides of the building. A patio is proposed around three sides of the building and although the sidewalks will not directly connect to the patios, they provide visual interest and layering of the site from the sidewalk to the building. The entries will have canopy structures, signage that sits on the canopy and medallions above the doors.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
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.	<b>X</b>		The storefront systems and roll-up garage doors provide rhythm and interest to all sides of the building. Infill panels in the storefront systems to accommodate will be conditioned so that there is not a large expanse of the solid material.
6.4.7.B.2d	The overall scale of development should be broken down to respond to the pedestrian scale use of open space.	<b>X</b>		The one-story building with landscaping that meets the sidewalk is in a scale that is comfortable for a pedestrian.
6.4.7.B.2e	Materials and colors shall be consistent with traditional buildings in the area with historic merit.	<b>X</b>		White brick is proposed to compliment but not mimic the red brick that is so dominant on the Marketplace building.
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.	<b>X</b>		The rooftop mechanical equipment will be hidden from view by a decorative screen. The dumpster and transformers will be screened from view.
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.	<b>n/a</b>		Block 10 is proposed to be a one-story building and so the vertical integration of uses is not possible. There will be active uses on the ground floor as a restaurant or retail space and large expanses of glass facades will allow people to take advantage of the waterfront views and add presence to the public ways and sidewalks.
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.	<b>X</b>		The longest length of uninterrupted façade on the proposed building will be less than 35 feet. The storefront systems provide a for interesting views into the building. The amount of spandrel panels needed to screen the utility space in commercial units will be conditioned so that this guidelines is met. The building is not longer than 100 feet and does not require projections or recesses to create depth.
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.	<b>X</b>		The north and east elevations face Assembly Square Drive and the Mystic River. Approximately 73% of the north elevation length and 42% of the east elevation length have windows that provide visual access to the interior space. Approximately 42% of the north elevation and 38% of the east elevation facade consist of windows or doors meant for public access to the building. The east elevation is just shy of this guideline.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
6.4.7.B.3	<i>Parking Lot Design.</i> Refer to Section 9.15 for parking requirements. Parking Lots shall avoid large expanses that are unbroken by Buildings or substantial landscaped Open Spaces, as set forth in Section 10.4 of this Ordinance.	X		As noted above the parking requirements under 9.15 are met. Also as noted above the landscaped area in the parking lot meets the requirements of Section 10.4. Bicycle parking is satisfied by a rack that will provide space for 6 bicycles (space for one is required).
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		The usable open space for Block 10 does not include landscape strips in the parking area.
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		The Applicant submitted a LEED worksheet that indicates that the site could achieve LEED Platinum certification.
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 under contracts with the City and the SPGA shall take that into consideration. A list of contributions can be found on page 13 of the zoning compliance narrative in the Applicant's submission materials. The Applicant will enter into maintenance agreements for useable open space. No other contributions are specific to Block 10.
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		One loading area is being provided to meet the requirement for restaurants. The loading area will be approximately 12 feet wide by 36 feet long which is anticipated to be adequate for the types of deliveries required for a building of this size. No loading areas are required for retail use of less than 5,000 sf. Deliveries are expected to occur during morning hours so as not to interfere with normal customer activity. The loading area is included in the plan; however, the applicants find that the 24 foot drive aisle in front of the building would be sufficient for loading and provide sufficient space for vehicles to pass in the parking lot. Eliminating the loading area would reduce the amount of pavement on the site. The Applicants may apply to waive this requirement in a subsequent application.

Section	Required Finding	Met	Not Met	Comment
<b>B.7: ASMD Large Project Development Standards (SZO Section 6.4.8.D)</b>				
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 full Traffic Impact and Access Study was prepared for the project and was included in the original submission package. The applicant has provided data indicating that neither the underlying traffic conditions near Assembly Square nor the Project itself have changed to the degree that a new Traffic Impact and Access Study is required. A Transportation Demand Management (TDM) Plan was also prepared. For this restaurant/retail use, the bicycle racks provide an opportunity for employees and/or patrons to bike to and safely store bikes at the site. There will be dedicated bike lanes on Assembly Square Drive to improve the bicycling experience near the site. Another future option is the new MBTA Orange Line Station that is coming closer to fruition as the project was recently put out to bid for construction. Buses provide another alternative to personal vehicle travel mode to the site.
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."	X		The restaurant/retail building proposed for Block 10 is only 4,500 sf so this guideline does not apply.
6.4.8.D.3	<i>Landscaping.</i> A minimum of fifty (50) percent of the Landscaped Area in a new Large Development shall be Usable Open Space. The SPGA shall have final discretion in deciding if land constitutes Open Space for the purposes of determining whether this requirement has been met. The Open Space requirement may be met with land that is part of the Large Development, or with land that is outside of the Large Development area but is located within the ASMD that was not already Useable Open Space, provided that the conditions of paragraph 2 of Section 16.6.1 of the Ordinance relating to public dedication of such Usable Open Space are met.	X		The usable opens space accounts for 18.1% of the site and includes grass and planted areas that will not be fenced off. The patio is not included in the usable open space calculation, although it will function as usable open space for people that are patronizing the restaurant or retail space.
<b>B.8: ASMD Large Project Design Guidelines (SZO Section 6.4.8.E)</b>				
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		Over 85% of parking spaces are located in parking structures in the PUD. Structured parking is not a requirement of the proposed building as noted above.

## Appendix C: Requirements for SPSR-A

<i>Section</i>	<i>Required Finding</i>	<i>Met</i>	<i>Not Met</i>	<i>Comment</i>
6.4.9.C.1	Traffic impact and proposed mitigation, if any, (should be) consistent with any applicable Transportation Study, Traffic Access and Impact Study and/or Transportation Demand Management Plan, and the goals and objectives of the ASD Plan	<b>X</b>		A full Traffic Impact and Access Study was prepared for the project and was included in the original submission package for the PMP. The applicant is claiming that neither the underlying traffic conditions near Assembly Square nor the Project itself have changed to the degree that a new Traffic Impact and Access Study is required. The Block 10 proposal reduces the service demand of the PUD because only 4500 sf of the originally proposed 7000 sf will be built on the site. The bicycle racks proposed and access to the bus system and future MBTA Orange line station provide alternative modes of transportation to and from the site.
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	<b>X</b>		The applicant has provided proposed Design Guidelines as Section I of the document. See Appendix B for assessment of the guidelines for consistency with the Design Guidelines set out in 6.4.7B and 6.4.8E of the SZO. The Block 10 building and site is in accordance with the submitted Design Guidelines.
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).	<b>X</b>		The overall development meets these objectives. Block 10 contributes to the Marketplace by providing a restaurant near the shops or if it is a retail space, the square footage is quite smaller than the stores in the small so it will be a unique shopping experience. 15 jobs are anticipated to be generated by the new business(s). Pedestrian and bicycle access and the view of the Mystic River have been carefully considered.
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	<b>X</b>		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. The proposed Block 10 development address these additional findings and determinations as explained throughout the findings of this report.
5.2.5.a	<i>Information supplied.</i> Complies with the information requirements of Section 5.2.3	<b>X</b>		Complete
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	<b>X</b>		The proposal meets the individual SPSR-A findings as identified in this Appendix C.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
5.2.5.c	<i>Purpose of district.</i> Is consistent with the intent of the specific zoning district as specified in Article 6	<b>X</b>		The overall plan is consistent with the intent of the specific zoning district. The Block 10 proposal is consistent with the PMP, except that retail as well as restaurant uses are being requested and the building will be smaller than originally proposed. The project is consistent with the intent of the zoning district.
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	<b>X</b>		The overall plan is compatible with natural features and character of the surrounding area as explained in the findings of Appendix B.
5.2.5.e	<i>Functional design.</i> Meets accepted standards and criteria for the functional design of facilities, structures, and site construction	<b>X</b>		The Block 10 building and site meets the functional design standards as a restaurant or retail space. The patio will be constructed if retail tenants initially occupy the building. The patio can be used for outdoor seating and/or limited outdoor sales.
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	<b>X</b>		The applicant has adequately addressed that the overall project, with agreed-upon public service upgrades, and will have adequate public services. Since Block 10 will be smaller than planned, the services required will be less than was originally proposed and will be sufficient for this development.
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	<b>X</b>		The applicant has adequately addressed that the overall project mitigates adverse environmental impacts, cleans an existing brownfield and redevelops a waterfront site with future transit access. Furthermore, upgrades to DCR parkland will provide off-site open space for the project as well as the surrounding neighborhood.
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	<b>X</b>		The Block 10 proposal is consistent with the purposes of the Ordinance and the various section of the Ordinance.

## Appendix D: Standards and Guidelines for Waterfront Overlay District

<b><u>B: Specific District Standards and Guidelines under Section 6.1.15.B</u></b>				
<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
6.1.15.B.1	All development should be designed to complement and harmonize with adjacent land uses (existing and proposed) with respect to architecture, landscaping and screening. Building materials of masonry brickwork, stone, wood, and glass are encouraged, to reflect the natural setting of the Mystic River. Pre-cast concrete panels and large expanses of glass facade are generally discouraged.	<b>X</b>		The materials include white brick as a quality product that will compliment but not mimic the red brick of the Marketplace, architectural block at the base of the brick, and painted Azek (synthetic wood) that the Applicant said will appear as wood. The building feels nautical in nature and provides an attractive building as the gateway building into the future Assembly Row Development. Details include a nautical light fixture at the entry doors, decorative medallion panels, lighting at the ends of the rooftop screen, a decorative fascia board, and metal c channels above the main doors. The large expanses of plan are
6.1.15.B.2	New structures and additions to existing structures within the Waterfront Overlay District shall be reviewed by the SPGA for effects of wind shadows, and other conditions at ground level insofar as they affect the users of the Mystic River and adjoining parkland. In this review, the SPGA shall determine if the public benefits provided by enhancements and activation of the Open Space in the Waterfront Overlay District outweigh the public detriments associated with ground level effects due to the proposed Development.	<b>X</b>		The one-story building will not cast shadows or create a wind tunnel. The building will provide a venue for people to enjoy that are visiting the waterfront.
6.1.15.B.3	No structures, with the exception of park buildings in the waterfront parkland which provide direct support of public access and use of that parkland, shall be located within one hundred fifty (150) feet of the bank of the Mystic River as defined in 310 CMR 10.54.2.(c). Construction of new surface parking facilities within two hundred (200) feet of the bank of the Mystic River shall not be allowed.	<b>X</b>		The building is not within 150 feet of the bank of the River and there are no parking spaces that are located within 200 feet of the River.
6.1.15.B.4	Street and roadways will be allowed but must include sidewalks and landscaping to provide an attractive connection for pedestrian use, and to complement adjacent parkland.	<b>X</b>		Sidewalks will be constructed so that pedestrians will have access around the site. The Assembly Square Driveway sidewalk creates an urban experience with the row of trees and the patio. Other part of the side have larger planted area adjacent to the sidewalk.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
6.1.15.B.5	A detailed landscape plan shall be submitted as a part of site plan approval for development in the Waterfront Overlay District, at the same scale as the submitted site plan. Special emphasis shall be given to designing and implementing landscape improvements and Usable Open Space along the Mystic River side of the property. It is intended that landscaping soften the impact of buildings and paved areas as seen from the river, adjacent public open space, and adjacent vehicular thoroughfares. Landscaping utilizing indigenous or naturalized plant materials is encouraged.	<b>X</b>		A comprehensive landscape plan was submitted that addresses this guideline.
6.1.15.B.6	There shall be at least one (1) pedestrian sidewalk connection between any parcel in the ASMD and the adjacent Mystic River Reservation and public open space. The sidewalk shall be a minimum eight (8) feet in width, be of concrete or other all-weather paved surface, and have minimal slope, changes in grade level, or stairs, so as to be accessible and usable to the greatest number of people. Other pedestrian ways, small plazas and gazebos, sitting areas and like improvements are strongly encouraged.	<b>X</b>		Sidewalks will be provided around the project area that connect with the larger network of sidewalks in the area.
6.1.15.B.7	It is intended to encourage buildings with an orientation to the Mystic River, with ingress/egress to the structure opening onto the site's landscaped area and Mystic River Reservation. In addition, it is intended that new buildings have a visual and functional orientation to other like buildings. Developers are strongly encouraged to place major points of entry to their buildings in a manner facing and visible to the points of entry of nearby buildings, affording opportunity for the space between such buildings to be developed as useable open space and/or pedestrian connections.	<b>X</b>		Block 10 is a stand-alone building that is on an existing triangularly shaped piece of land. Doors and windows will be provided on all sides of the structure so that this structure that is highly visible on all sides does not have a back.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>Comment</b>
6.1.15.B.8	Where practical, grade levels of parking structures should be used for purposes other than vehicle storage. Retail, restaurant and other uses generating pedestrian traffic are encouraged. This is expected to be most applicable to those portions of a garage immediately adjacent to and facing usable open space — particularly when facing the Mystic River reservation or landscaped corridors leading to the reservation — or when facing a public street with retail uses located on parcels fronting and oriented to said street and adjacent to the Development in question. Views into parking structures should be screened if possible, and in all cases at least softened through use of landscaping and/or an architectural/ornamental treatment approved by the SPGA. Lighting within a parking garage shall not be directed towards the exterior of the structure, and shall not cause glare or excessive reflection beyond the structure itself.	<b>X</b>		Block 10 only includes surface parking.
6.1.15.B.9	Structures should be oriented so that a visual wall is not created along the Mystic River, and designed so that views to the river from other nearby properties are maintained. As an aid to satisfying this intent, landscaped area and/or usable open space corridors of a minimum fifty (50) feet in width shall be provided on all lots within the Waterfront Overlay District, and shall extend through the full three hundred (300) foot width of the District. A developer or applicant may deviate from these strict standards if he/she can demonstrate to the SPGA full compliance with the intent herein to preserve river views and open space, and that an alternative plan will fulfill this intent in a manner at or exceeding these standards.	<b>X</b>		The building was designed with the maximum amount of glazing possible to facilitate view of the Mystic River. The landscaping and patio areas are on the western, northern, and eastern sides of the structure so that view of the River can be seen from these locations.

**Appendix E: Block 10 Conditions**

#	Condition	Completed	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
<i>This list of conditions includes the conditions that were part of the PUD PMP that relate to this SPSR phase.</i>						
<b>A. General</b>						
1	Approval is for a Special Permit with Site Plan Review under SZO Article 16 & 6.4.15 to construct a 4,500 sf building at could be occupied by a restaurant or retail space and a site with usable open space and 28 parking spaces.		Planning Director	Continuous		
2	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 in the plan, 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 submit 100% construction plans for open space to the City for review and comment.		Planning Director / City Engineer / DPW	Installation of Usable Open Space		
<b>B. Transportation / Traffic Circulation</b>						
3	The bicycle rack shall be embedded in the concrete pad. The rack shall match the product used on Assembly Square Drive.		Planning Director	Certificate of Occupancy		
<b>C. Water Systems</b>						
4	Design and construction phasing of the water system shall be subject to review and approval by the City Engineer to ensure compliance with City standards and best practices for design and ongoing maintenance.		City Engineer	Building Permit		
<b>D. Sanitary Sewer Systems</b>						
5	Design and construction phasing of the sanitary sewer system shall be subject to review and approval by the City Engineer to ensure compliance with City standards and best practices for design and ongoing maintenance.		City Engineer	Building Permit		
<b>E. Stormwater Management System</b>						
6	Design and construction phasing of the stormwater management system shall be subject to review and approval by the City Engineer to ensure compliance with City standards and best practices for design and ongoing maintenance.		City Engineer	Building Permit		
7	Applicant shall provide the Planning Board with a status report on the receipt of necessary permits from MWRA.		Planning Director	Continuous		
8	Applicant shall meet with DCR and obtain any and all necessary permits from DCR. Applicant shall furnish the Planning Board with copies of these permits.		Planning Director	Continuous		
9	Activities within the jurisdiction of the Somerville Conservation Commission shall be conducted subject to applicable requirements of the Commission.		Con. Comm.	Continuous		If work is required within 100 feet of the river bank for this project
<b>F. Urban Design and Design Guidelines</b>						
10	The applicant shall provide to the DRC, at a public meeting prior to the issuance of the building permit material samples for the trim and rooftop screening panel. The DRC shall provide guidance to the Planning Staff who shall retain final sign-off on these elements.		Planning Director	Prior to Building Permit		
11	Signage shall be limited to the areas indicated on the elevations. Signs shall be limited to solid individual letters pin mounted and back lit (halo lit) or externally illuminated with a goose-neck overhead fixture or reasonably similar fixture and mounting. Internally illuminated signages shall not be allowed. If the signage does not comply with SZO section 12.4, the Applicants shall seek a waiver from the Planning Board.		Planning Director	Prior to Building Permit for Signage		

#	Condition	Completed	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
12	Metal infill panels in the storefront systems shall be limited to the maximum extent possible. 40% of the northern and southern facades shall consist of windows or doors meant for public entry and exit. If the roll-up garage doors on the western and eastern facades are replaced with storefront systems, there shall be at least one door on these sides for public entry and exit.		Planning Director	Prior to Building Permit		
13	Applicant shall depict the locations and design of handicapped accessible curb ramps for review and approval by the City Engineer.		City Engineer	Prior to installation		
14	The transformer shall be screened by vegetation that blocks views of it.		Planning Director	Certificate of Occupancy		
<b>G. Trash and Recycling</b>						
15	Each individual building or block must provide interior disposal and storage systems for trash and recycling. These systems must be detailed in the SPSR-A applications		Planning Director / DPW	Certificate of Occupancy		This site is unique in the PUD that it is a small building on a retail pad by the existing Marketplace. Trash will be stored in a dumpster and there will be internal storage of recyclable materials.
16	The dumpster area must be screened with a wood fence and vegetation that blocks views of the dumpster.		Planning Director	Certificate of Occupancy		
<b>H. Maintenance of Facilities</b>						
17	The Applicant, its successors and/or assigns, shall be responsible for maintenance of both the building and all on-site amenities, including landscaping, publicly assessable open space, fencing, lighting, parking areas and storm water systems, ensuring they are clean, well kept and in good and safe working order.		Planning Director	Continuous		
<b>I. Demolition/Construction</b>						
18	The Applicant shall at his expense replace any existing equipment (including, but not limited to street sign poles, signs, traffic signal poles, traffic signal equipment, wheel chair ramps, granite curbing, etc) and the entire sidewalk immediately abutting the subject property if damaged as a result of construction activity. All new sidewalks and driveways must be constructed to DPW standard.		Planning Director	Certificate of Occupancy		
19	All construction materials and equipment must be stored onsite. If occupancy of the street layout is required, such occupancy must be in conformance with the requirements of the Manual on Uniform Traffic Control Devices and the prior approval of the Traffic and Parking Department must be obtained.		Traffic & Parking	During Construction		
<b>J. Final Planning Signoff</b>						
20	The Applicant shall contact Planning Staff at least five working days in advance of a request for a final inspection by Inspectional Services to ensure the proposal was constructed in accordance with the plans and information submitted and the conditions attached to this approval.		Planning Director	Sign-off		