



City of Somerville

PLANNING BOARD

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

TO: Planning Board
FROM: OSPCD Staff
SUBJECT: 375 Harold Cohen Way, ZP24-000118 (Site Plan Approval) & ZP25-000034 (Special Permit)
POSTED: March 14, 2025

RECOMMENDATION: Approve with Conditions (SPA ZP24-000118)
Approve with Conditions (SP ZP25-000034)

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

NOTE: The master plan for this development project was permitted as a Planned Unit Development – Preliminary Master Plan (PUD-PMP) under the previous zoning ordinance. As provided by Section 7.4.3.c of the SZO and the Amended PUD-PMP, the project remains governed by the substantive provisions of the 8/1/2019 zoning ordinance. The next step under that ordinance would have been an application for a Special Permit with Site Plan Review–A (SPSR-A), however, as that process no longer exists, this proposal has followed the same procedures, but the process is now “Site Plan Approval with Special Permit” and requires separate applications for the Site Plan Approval and Special Permit.

This memo summarizes the Site Plan Approval and Special Permit applications submitted for 375 Harold Cohen Way, identifies any additional discretionary or administrative development review that is required by the Somerville Zoning Ordinance, and provides related analysis or feedback as necessary. The application was deemed complete on March 3, 2025, and is scheduled for a public hearing on March 20, 2025. Any Staff recommended findings, conditions, and decisions in this memo are based on the information available to date prior to any public comment at the scheduled public hearing.

LEGAL NOTICE

Street Retail, LLC, seeks a Site Plan Approval with Special Permit to develop an 8-story general building in the Assembly Square Mixed-Use District (ASMD) subject to Assembly Square Planned Unit Development-Preliminary Master Plan, Case # PB 2006-59 (as amended), and is seeking waivers for dimensions of maneuvering aisles, an updated TIS, a scale model, minimum parking requirements, and the right of first refusal.

SUMMARY OF PROPOSAL

Street Retail, LLC (successor in interest to SRI Assembly Row B9, LLC), on behalf of Federal Realty OP LP (formerly known as Federal Realty Investment Trust) is proposing to construct an 8-story General Building type. The proposed development will produce approximately 12,900 square feet of commercial space, 318 dwelling units of which 63 are affordable units with a payout for 0.6 of a unit, 151 motor vehicle parking spaces, and 151 bicycle parking spaces. The proposed landscape is not required to calculate a Green Score.

BACKGROUND

375 Harold Cohen Way is located in the 0.25mi Transit Area in the Assembly Square Mixed-Use District (ASMD) in the Assembly Square neighborhood represented by Ward 1 Councilor Matt McLaughlin.

The Planned Unit Development Preliminary Master Plan (PUD-PMP), Assembly Square, Somerville, MA was approved by the Planning Board on December 14, 2006, as PB#2006-59, which has been subsequently amended. Pursuant to Section 7.4.3.c of the Somerville Zoning Ordinance (SZO), adopted in December 2019 (the “current SZO”), the project is and will remain governed by the provisions of the previous ordinance in effect on August 1, 2019 (the “former SZO”). Article 16: Planned Unit Development (PUD), Section 16.8.3 of the former SZO provides applications for Final Level Approval of a phase of a PUD-PMP be submitted as an application for Special Permit with Site Plan Review (SPSR-A). As that process is no longer in existence, this project has been reviewed under the current SZO process of a Site Plan Approval with Special Permit. The Planning Board is the decision-making authority for all discretionary or administrative permits required for the ASMD zoning district.

NEIGHBORHOOD MEETINGS

The first neighborhood meeting was hosted by Ward 1 Councilor Matt McLaughlin and the applicant on August 21, 2024, via the virtual Zoom meeting platform. Many of the questions posed to the applicant team were about the larger Assembly Square project but there were no concerns or objections raised.

The second neighborhood meeting was hosted by Ward 1 Councilor Matt McLaughlin and the applicant on November 13, 2024, via the virtual Zoom meeting platform. No questions were raised but support was expressed for the project by the attendees.

DESIGN REVIEW

The proposal was reviewed by the Urban Design Commission via the Zoom meeting platform on September 5 and 24, 2024. (Note: at that time the project was reviewed it was referred to as 350 Grand Union Boulevard.) The Commission provided its official recommendation on October 1, 2024. The main points from both meetings included a discussion of the bus stop and streetscape near the secondary

entrance on Grand Union, moving the transformer alcoves to Auto Workers Way to allow more active uses on Grand Union, and changes to the material palette to eliminate the contrasting green panels.

ANALYSIS

As listed in the attached appendix section of this memo, this proposal is consistent with the PUD, the zoning ordinances, the comprehensive plan, and the previous and current draft plans for the Assembly Square neighborhood.

Building/Land Use

The proposed development is an 8-story (85') General Building type. The massing is very similar to the adjacent existing residential building, Revolution at Assembly Row, at 290 Revolution Drive, due south of Auto Workers Way from this site. The proposed development will produce approximately 12,900 square feet of commercial space on the ground floor with a daycare use anticipated and some retail spaces.

The upper floors house 318 dwelling units of which 20 % are required to be affordable. There will be 63 affordable units, with a fractional buyout equivalent to 0.6 ADUs, pursuant to Section 12.3 Buyouts & Payments of the current SZO. The exact number and types/sizes of units will be finalized with the Housing Division as part of the Affordable Housing Implementation Plan. A condition of approval has been recommended to ensure the distribution of affordable units meets the ordinance requirements and the needs of the City.

The building will be a high-performance building and is on track to meet the Passive House standard, but additional design decisions will be necessary to become a PHIUS+2021 certified building. The Office of Sustainability and Environment will review this project again as it proceeds to Building Permit.

Landscape and Streetscape

As this project is governed by the PUD under the former SZO, the landscape is not required to calculate a Green Score. The site design does not include any Civic Space but does maximize open space within the streetscape around the building by incorporating planting beds in the frontage zones adjacent to the building, which incorporate seating areas, and at the base of the street trees. Auto Workers Way is a narrower right-of-way that functions as a service street so shade trees cannot be accommodated. A condition of approval has been recommended for further coordination with Public Space & Urban Forestry (PSUF) as the design develops further.

Mobility

The project will continue the separated bicycle facilities that have been constructed on the adjacent blocks. Mobility and Engineering will continue to coordinate the details with the Applicant along Foley Street and Harold Cohen Way. Coordination with the MBTA for the final location of the bus stop will be ongoing.

The project also proposes 151 motor vehicle parking spaces, which is significantly less than the 349 spaces required by the former SZO and the PUD. A waiver (#4) has been requested, below, and staff are supportive of the reduced parking given the site's proximity to transit – both bus and rail. The Applicant has also proposed 151 long-term bicycle parking spaces to be accommodated in the building, exceeding the 108 required by the former SZO.

Waivers

In accordance with former SZO Section 6.4.12.A. Relief from Requirements which states "... the SPGA may, as part of an application for a SPSR-A, a PUD-A or Site Plan Approval-A grant relief from Development Standards, and any other requirements of the ASMD outlined in Sections 6.4.6 through 6.4.11."

The Applicant is requesting that the Planning Board approve waivers for the following:

1. Sections 6.4.7 - Development Standards and Design Guidelines for Developments in the ASMD; 6.4.8 - Development Standards and Design Guidelines for Large Developments; and 9.11 – Dimensions of Parking Spaces and Maneuvering Aisles.
2. Section 5.2.3.19 and Section 6.4.8. - Traffic Access and Impact Study, including a Transportation Demand Management Plan.
3. Section 6.4.8.B Model.
4. Section 9.16. - Parking Space and Loading Area Requirements in the Assembly Square Mixed-Use District (ASMD) and the PUD-A District.
5. Section 13.3.5 Disposition and SPGA Right of First Refusal/Option to Purchase.

Regarding waiver #1, the Applicant is seeking to reduce the minimum one-way maneuvering width from 20-feet to 12-feet for a short length to provide continuous circulation through the garage. The reduction in aisle width occurs in two sections of the drive aisle that does not need the additional width for parking maneuverability, just vehicle movement. All other aisles adjacent to parking spaces within the structured garage will meet the required minimum widths. Staff believes that the reduction will not be significantly detrimental to the neighborhood or the function of the garage.

Waiver #2 is requested not to provide an updated Traffic Impact Study. Multiple traffic studies have been prepared by VHB for the Assembly Square Mixed-Use District and the PUD-A over the course of the project and all were conducted assuming development scenarios for Block 9 (375 Harold Cohen Way) that are consistent with the current proposal. With the trip generation being consistent, trip distribution remaining unchanged, and the completion of nearby roadway improvements associated with the overall Assembly Square Mixed-Use Redevelopment project, this development will not significantly impact traffic conditions in the area. Additionally, new bicycle facilities and sidewalk amenities being implemented as part of this project will enhance the multi-modal environment further. The Mobility Management Plan (MMP) also presents multiple Transportation Demand Management (TDM) measures that will be implemented to minimize or lessen the impact of vehicular traffic to an area. The MMP

and Transportation Access Plan can be found in Appendices E & F of the application respectively.

The Applicant has requested a waiver (#3) from the requirement to provide a 3D model for the proposal. In lieu of this waiver, Staff have requested that the team provide a digital massing model of existing and permitted projects within the PUD-A area, consistent with the submission requirements adopted by the Planning Board. A condition of approval has been recommended to ensure delivery of the digital model file.

The Applicant has also requested waiver #4 from the minimum parking requirement set by the PUD-A District and the former SZO under which it operates, which would have required a minimum of 349 motor vehicle parking spaces. The proposal provides 149 motor vehicle parking spaces, which, although it will operate as a commercial facility, is functionally intended to serve the commercial and residential uses within the building. Staff notes that recent usage studies have indicated that existing structured parking across the district is currently underutilized, particularly to support restaurant and retail uses, and believes that the reduction can be accommodated by excess capacity in existing structured parking locations and is in keeping with the overall intent to reduce induced demand by providing less motor vehicle parking in the district.

Finally, the Applicant is seeking a waiver of any right of first refusal or option to purchase the Planning Board might have under former SZO Section 13.3.5. The intent of this section was to allow the Planning Board, or their designee, such as the Affordable Housing Trust, to purchase units to maintain affordable rentals where individual residential units are sold as condominiums. The waivers were granted on Blocks 6 and 8, the previous residential projects in the PUD. This form has been reviewed and approved by the Director of Housing in the Mayor's Office of Strategic Planning and Community Development.

CONSIDERATIONS & FINDINGS

Please refer to the Appendices attached to this memo for the required review to items under the approved PUD-PMP.

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

Site Plan Approval Considerations – ZP24-000118

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

Staff believes that this project supports the goals laid out in SomerVision 2040, the City's Comprehensive Master Plan, including the following:

- Reduce the carbon footprint of Somerville's buildings through green technology and higher energy efficiency.
- Invest in the growth of a resilient economic base that is centered around transit, generates a wide variety of job opportunities, creates an active daytime population, and secures Somerville's fiscal self-sufficiency.
- Promote a dynamic urban streetscape that embraces public transportation, reduces car dependence, and is accessible, inviting, and safe for all pedestrians, bicyclists, and transit riders.

The proposal will provide new residential units, that are required to meet sustainability standards in the stretch energy code, in a neighborhood that is well-served by transit. As a walkable and bikeable 24-hour neighborhood, Assembly Square provides an opportunity for residents to work where they live, reducing greenhouse gases generated by vehicular commuting, within the existing service and sales industries as well as the growing research & development sector.

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

Staff believes that the proposal will amply support the intent of the Assembly Square Mixed-Use (ASMD) zoning district which is, in part:

- To implement the recommendations of SomerVision for transformational redevelopment.
- To redevelop underutilized areas within close walking distance to the Assembly Square T-station with mixed-use, mid-rise and high-rise, transit-oriented development that will support the transformation of Assembly Square into an urban commerce center.
- To improve utility infrastructure, thoroughfares, off-street pedestrian and bicycle paths, and physical connections to surrounding areas, including East Somerville, Ten Hills, and Sullivan Square.

Block 9 continues the development of the Assembly Square neighborhood and meets the intent of the current zoning district.

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

The Applicant has made efforts to design beyond the PUD requirements to which the project is held and has closely approached the standards and requirements specified in the current zoning ordinance.

4. Per Section 7.4.5, in addition to the review criteria for all Site Plan Approvals., the review board shall make findings considering the following:

- a. Consistency with the ASQ Plan.*
- b. Conformance with an approved Master Plan Special Permit and any other Special Permits applicable to the subject lot*

Staff believe that the proposal will assist in the planning goals set for neighborhood by the October 2000 Assembly Square Planning Study and ongoing work on the Assembly Square Neighborhood to facilitate the ongoing transition from a regional retail, industrial,

warehouse/distribution, and rail yard, to a vibrant, walkable and bikeable, 24-hour neighborhood featuring residential, retail, restaurant and entertainment, office, and open space, as well as a regional jobs center for the biotech industry.

Special Permit Considerations – ZP25-000034

Under the former SZO and the PUD, the considerations and required findings are included in a spreadsheet to simplify tracking over the development period. Please see the attached Appendix A: Application Requirements which identifies the required documentation, Appendix B: Required Findings of Fact which demonstrates consistency with the PUD, and Appendix C: Future Requirements for SPA/SP that include the specific requirements for each subsequent submittal of development projects.

PERMIT CONDITIONS

Should the Board approve the required Site Plan Approval with Special Permit for the 8-story general building type, Planning, Preservation & Zoning Staff recommends the following conditions:

Permit Validity:

1. This Decision must be recorded with the Middlesex South Registry of Deeds.

Public Record:

2. One (1) digital copy of all required application materials reflecting any physical changes required by the Board, if applicable, must be submitted to the Planning, Preservation, & Zoning Division for the public record. Materials must be submitted in accordance with the document format standards of relevant Submittal Requirements.
3. A digital copy of the recorded Decision stamped by the Middlesex South Registry of Deeds must be submitted to the Planning, Preservation, & Zoning Division for the public record.
4. A written narrative or descriptive checklist identifying the completion or compliance with permit conditions must be to the Inspectional Services Department at least ten (10) working days in advance of a request for a final inspection.

Legal:

5. A public right-of-way or pedestrian access easement must be provided in perpetuity by a covenant or other deed restriction for the full area of the sidewalk provided within the frontage area of the lot. Final easement language must be approved by the City Solicitor.
6. The property owner is responsible for all the regular and long-term maintenance, replacement, insurance, and other applicable costs associated with all on-site sidewalk improvements. Maintenance Agreement must be executed by City Council prior to issuance of Certificate of Occupancy.

Housing:

7. All 3-bedroom affordable dwelling units must comply with the Director of Housing's quality standards for 3-bedroom ADU's.
8. A deed restriction limiting the sale or rental of all affordable dwelling units to eligible households in perpetuity must be executed and recorded with the Middlesex South Registry of Deeds.
9. An affordable housing implementation plan (AHIP) must be submitted to the Director of Housing prior to applying for a Building Permit.

Building Materials:

10. Construction documents must be substantially equivalent to the approved plans and other materials submitted for development review.
11. The Applicant must provide details for architectural treatment and art installation possibilities at the transformer alcove doors for pedestrian comfort/safety and visual interest prior to vertical building permit approval.
12. Material specifications from suppliers must be submitted to confirm fenestration glazing is compliant with the VLT and VLR ratings required by the Somerville Zoning Ordinance.
13. An outdoor lighting plan and supplier cut sheet specifications of chosen lighting fixtures must be submitted to confirm compliance with Section 10.7 Outdoor Lighting of the Somerville Zoning Ordinance. The site photometric plan must include a keyed site plan identifying the location of all luminaires; total site lumen limit table (calculations from the SZO); lighting fixture schedule indicating the fixture type, description, lamp type, lumens, color temperature, color rendering index, BUG rating, mounting height, and wattage of all luminaires; and notation of any timing devices used to control the hours set for illumination.
14. Provide a material palette and samples of all building, site, and plant materials to PSUF and UDC for review and approval prior to Building Permit.
15. Build an on-site mock-up prior to vertical construction, especially to show the integration of the windows and HVAC vents/louvers for review by the UDC.

Parking:

16. The commercial parking facility must have a parking access and revenue control system to manage vehicular access and collect parking revenues from patrons.
17. The property owner and applicable future tenants shall comply with the Mobility Management Plan submitted December 12, 2024, as approved and conditioned by the Director of Mobility.
18. An annual report, including documentation of any changes to the layout plan or operations plan of the parking facility, must be submitted to the Mobility Division to validate continued compliance with the Somerville Zoning Ordinance, this Decision, and the Director of Mobility's standards for monitoring and annual reporting.
19. A sign must be provided near the vehicular entrance to the parking structure or lot that identifies, at minimum, the number of spaces available in real time.
20. A layout plan identifying all parking access and revenue control features for the parking facility must be submitted to the Director of Mobility for approval prior to applying for a Building Permit.

21. Applicant shall install signage indicating location of long-term bicycle parking as detailed in SZO 11.1.1.g.

Site Design

22. Grading changes along Grand Union Boulevard may cause drainage and ADA compliance issues on proposed sidewalk. Provide additional grading detail in this area during Streetscape Construction Permit application.
23. The Applicant shall submit final sidewalk design and easement plans to Engineering and Mobility providing the City and general public 24/7/365 access to a sidewalk on private property where the sidewalk, at least 5' clear width cementitious concrete pathway for ADA/MAAB access on all building frontages, is not provided solely in the public right of way.
24. Final design of the frontage areas along Grand Union Boulevard, Foley Street, and Harold Cohen Way must be designed and paved to properly correspond with any sidewalk improvements approved within the public right-of-way and must be approved by relevant City Departments prior to main Building Permit approval.
25. The Applicant shall work with PSUF to review and approve all trees and plantings in accordance with the Tree Warden and the Somerville Pollinator Action Plan to use high value species outlined in the document.
26. The Applicant must use Silva Cells or other structural tree root systems for all trees within the bike path and sidewalk.

Engineering:

27. The Applicant shall submit supporting documents for abandoning 42" RCP cross-country drain line prior to building permit submission.
28. The Applicant shall work with Engineering and PSUF to move two utility connections along Grand Union Boulevard for coordination with the bus drop-off and any tree plantings.
29. The Applicant will review the curb ramp design at Harold Cohen Way and Auto Workers Way intersection with Mobility and Engineering Departments during Streetscape Construction Permit review. Re-design may be required to mimic curb ramp geometry on the south side of Harold Cohen Way.
30. The Applicant's Engineer will work with the Engineering Department as necessary to review the final design and location of sub-slab drainage infrastructure for compliance and continuity with Engineering's Site Construction Large Project Requirements, MS4 requirements, and Assembly Row masterplan stormwater design.

Appendix A: Application Requirements

A.1: Procedures for PUD Applications - Supportive Information (SZO 16.8)					
Previous ordinance section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
16.8.2.A	A neighborhood context map, at a scale not less than one (1) inch equals one hundred (100) feet, providing a graphic description of the neighborhood in which the tract lies, including roads, utilities and other public facilities, major existing buildings and structures. There shall also be a statement and/or plan as to the general impact of the proposed PUD upon the area, indicating how the PUD relates to surrounding properties and what measures will be taken to create appropriate transitions and access from the subject property to abutting public properties (i.e. parks, waterfront, etc.) or other neighboring tracts (if applicable)	X		X	Included in application submission
16.8.2.B	A conceptual site plan drawn to a scale of not less than one (1) inch equaling fifty (50) feet, or series of drawings at the same scale, and any necessary supporting information	X		X	Included in application submission
16.8.2.C	Analysis of compliance with regulations as to dwelling units per square feet of lot area, height, building coverage, floor area ratio (FAR) and parking requirements	X		X	Included in application submission
16.8.2.D	Names of all property owners within five hundred (500) feet of the PUD boundary	X		X	Included in application submission
16.8.2.E	Explanation of provisions for the landscaping and maintenance of all open space and drainage areas	X		X	A detailed Stormwater O&M program has been prepared for the Project.
16.8.2.F	A traffic analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies, including current traffic counts for streets surrounding the project, analysis of the existing capacity of those streets, projections of the amount of traffic that will be generated by the proposed development, and the ability of the thoroughfare system to absorb the increased traffic without decreasing the level of service below an acceptable level . . .	X		X	A transportation study was completed with 2006 plan and an updated analysis was submitted as part of this application. The analysis indicates that the overall project trip generation will decrease on weekends, and on a weekday daily basis. The capacity analysis conducted indicates that the additional traffic generated by the project during the weekday morning and evening commuter peak hour can be accommodated by the surrounding transportation infrastructure that has been implemented.

Previous ordinance section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
16.8.2.G	A utilities analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies. Said analysis shall contain an inventory of existing utilities including, but not limited to, storm sewers and drains, sanitary sewers, electrical lines, fire alarm boxes and lines, gas lines/mains, water mains, lighting, curb and gutter, etc. Said inventory shall illustrate utility locations, sizes, diameters, carrying capacity and present load on the system. The engineer's report shall state if the current system is capable of adequately serving the proposed development. If the current utility system is found to be inadequate for the proposed development, the report shall confirm the deficiencies and make recommendation(s) as to the infrastructure improvements necessary to properly service the proposed development and maintain the existing service. The report shall also present a formal plan for infrastructure improvements, documenting timing, funding mechanisms and coordination with the City	X		X	Included in application submission
16.8.2.H	All applicable information required for special permit with site plan review (See Article 5 of this Ordinance). This information may be submitted at a preliminary level, in consideration that PUD approval is a preliminary approval	X		X	See section A2, below
16.8.2.I	Any other supportive information the applicant feels may be beneficial to the City of Somerville in the evaluation of the request	X			Additional information provided includes architectural plans and elevations, architectural renderings, and a shadow studies.
<u>A.2: General Information Required for SPSR Applications (SZO 5.2)</u>					
Section	Required Finding	Met	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
5.2.3.1	names, addresses, and telephone numbers of the applicant, the owner if other than the applicant, and other agents for the applicant, such as the architect, engineer and/or attorney, and the name and address of the proposed project	X		X	Included in application submission
5.2.3.2	plot plan certified by land surveyor indicating total land area, boundaries, angles, and dimensions of the site and a north arrow	X		X	See Existing Conditions Plan

Previous ordinance section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
5.2.3.3	scaled site plans certified by a registered land surveyor, architect, landscape architect or engineer showing present and proposed use of land and existing buildings, if any; dimensions of existing and proposed structures; location and dimensions of any easements and public or private rights of way; and at grade parking and loading areas.	X		X	The Project is anticipated to include ground floor day care and upper floor residential units. The proposed building and its associated site improvements are shown on the Overall Site Plan, Layout and Materials Plan, Grading and Drainage Plan, and the Utility Plan, found in the application.
5.2.3.4	brief written description of the proposed project, such as proposed construction or demolition, all uses, who the project is intended to serve, expected number of employees, and/or occupants and methods and hours of operation, as applicable	X		X	Project description, general use mix and development strategy is provided.
5.2.3.5	the total floor area and ground coverage ratio of each proposed building and structure	X		X	Included in application submission
5.2.3.6	front, side, and rear elevations	X		X	Included in application submission
5.2.3.7	existing and proposed contour elevations in two foot increments	X		X	Included in application submission
5.2.3.8	provisions for vehicular and pedestrian circulation	X		X	Included in application submission and future requirements are clarified with condition language
5.2.3.9	color, materials, and exterior features of proposed structures	X		X	Included in application submission
5.2.3.10	landscaping and screening, including trees, stones, walls, fences, and other features to be retained and removed, as well as color, size, and type of landscaped surface materials	X		X	Included in application submission
5.2.3.11	measures taken to preserve and protect natural resources	X		X	There are no unspoiled natural resources located within the Site. Remediation of several current Brownfield areas by virtue of this Project is a clear environmental benefit of the Project.
5.2.3.12	outdoor lighting, including location and intensity of lighting facilities	X		X	Included in application submission and future requirements are clarified with condition language
5.2.3.13	dimensions and locations of signs, proposed and existing			X	The Planning Board approved the Assembly Row Storefront and Signage Design Standards on March 12, 2013, as amended May 8, 2014. Any signage outside of these guidelines will need approval from the Planning Board.
5.2.3.14	location and significance of historic structures	X			This has been addressed in the 2005 VHB study and included in the original PMP document.
5.2.3.15	method for handling solid waste disposal, and for screening of disposal facilities			X	Solid waste disposal will be handled by private contractors. The disposal facilities (dumpsters and compactors) will be internal or screened from public view accordingly.
5.2.3.16	description and location of all proposed mechanical and electrical system components, including exhaust and ventilation system, transformers, and satellite dishes			X	The electrical transformer will be located in an enclosed vault within the 1st floor of the building. Most of the mechanical equipment such as air handlers, energy recovery units, generators, exhaust fans and cooling towers, will be located on mechanical floors and on the rooftop and mostly screened.

Previous ordinance section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
5.2.3.17	locations of and adequacy of existing and proposed on-site public utilities, facilities, and conditions (water, sewerage, and drainage), showing size and direction of flows	X		X	Included in application submission. The constructed utility infrastructure in the surrounding roadways, previously designed and constructed to accommodate the full building Assembly Row PUD PMP is sufficient to service the proposed building.
5.2.3.18	demolition and construction procedures including impact mitigation measures; an estimate of the time period required for completion of the development	X		X	The Project does not involve any building demolition. The estimated completion date for the project is Fall 2028.
5.2.3.19	a traffic study including estimated peak hour traffic volumes generated by the proposed use in relation to existing volumes and projected future conditions or, if the project is twenty-five thousand (25,000) square feet or more, a traffic impact analysis which is prepared by a professional traffic engineer	X		X	This application contains a waiver request and an approved Mobility Management Plan.
5.2.3.20	general summary of existing and proposed easements or other burdens now existing or to be placed on the property	X		X	Included in application submission and future requirements are clarified with condition language
5.2.3.21	wetlands, ponds, and surface water bodies, as defined under the Wetlands Protection Act, M.G.L. Chapter 131, Section 40, and rules promulgated thereunder, 310 CMR 10.00	X		X	Existing resource areas are shown on the Existing Conditions Plan of Land. There are no wetlands on the Site that will be altered by the Project.
5.2.3.22	photographs of at least eight (8) by ten (10) inches, showing the development site and surrounding parcels	X		X	Included in application submission
5.2.3.23	names and addresses of all property owners within three hundred (300) feet of site boundaries	X		X	Included in application submission
5.2.3.24	such other information as will aid the SPGA in judging the application and in determining special conditions and safeguards, and as the SPGA should deem necessary, in its determination of completeness of said application as provided in Section 5.3.1 and the SPGA Rules and Regulations	n/a		X	Included in application submission
<u>A.3: Denial Letter Requirement (SZO 16.12)</u>					
Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
16.12	All applications for a preliminary Master Plan Approval shall be required to include a so-called 'denial letter' from the Inspectional Services Department indicating which aspects of the proposed PUD require approvals from the SPGA	X		X	After submission of the initial Preliminary Master Plan application, no further denial letter shall be required for modifications to, or phases of, the Master plan, or for any permit application related to the PUD.

Appendix B: Required Findings of Fact

<u>B.1: General Findings under Section 16 (SZO 16.9 and 16.1)</u>					
Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
16.9	The SPGA shall review and determine whether a PUD application is complete and place special emphasis in its review as to PUD compliance with provisions of Article 16 herein, including compliance with the purpose and general requirements/features of a PUD	X		X	The 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		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 and the City's Comprehensive Plan, SomerVision, to transform and bring jobs and housing to this area. The Master Plan is based upon a long-term set of principles established by the City for redevelopment of the Assembly Square area in the ASD Plan.
16.1	The purpose of a Planned Unit Development, or PUD, is to provide for a mixture of land usage at designated locations at greater variety, density and intensity than would normally be allowed . . . to achieve, to the greatest possible degree, land development responsive to an analysis of the environmental assets and liabilities of a site, both natural and man-made. A PUD should be a well-integrated development in terms of land uses, functional activities, and major design elements such as buildings, roads, utilities, drainage systems and open space. A PUD is allowed greater design flexibility so that larger-scale site and master planning for a development may protect natural features and consider most fully the surrounding land use and development context . . . Development should be concentrated in the most suitable and least environmentally sensitive areas of the landscape. Preservation and enhancement of open space is strongly promoted.	X		X	The proposed project has benefited from an additional years of work by the applicant in collaboration with the City and community stakeholders since the original 2006 PMP. The result is a plan for a vibrant, mixed use, urban neighborhood and commercial center providing more than 4,500 new jobs, increased tax revenues, improved access to transportation, improvements to regional stormwater systems and enhanced open space amenities. The project mixes uses, provides urban densities, develops according to environmental constraints and opportunities on the site, while creating a group of urban blocks that concentrate development with the highest densities near the transit station, mid-rise buildings fronting on the Mystic River parks, and expanded open space. The project meets this finding.
<u>B.2: Consistency Findings (SZO Section 6.4)</u>					
Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment

Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
6.4.1	Purpose. The Assembly Square Mixed-Use District (ASMD) has been enacted to encourage the best use of Assembly Square physically, economically, environmentally and socially while promoting the best interests of residents of the City. The ASMD is intended to fulfill the goals and objectives contained in the Assembly Square District Plan (the ASD Plan, as hereinafter defined). The ASMD zoning is designed to allow the district to reach these goals.	X		X	See comments under Section 6.4.4 below.
6.4.4	The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <u>Assembly Square Planning Study</u> dated October 2000	X			The 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 to improve Assembly Square's visibility and image, helping to pave the way for more intensive office development in the future. While the ASD Plan's site layout was based upon the ownership arrangement before the IKEA land swap and the removal of IKEA from the plan, the general principles and concepts of the plan are supported by the proposed PMP amendment, and the current PMP includes all of the physical characteristics, values, and goals that were addressed in the Planning Study.

Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
6.4.4	The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <u>Assembly Square Revitalization Plan</u> dated 2002	X		X	The Assembly Square Revitalization Plan is an approved Urban Renewal Plan under MGL 121B. The 2002 plan is a Major Plan Change to the 1980 Assembly Square Revitalization Plan -- the City's urban renewal plan for Assembly Square. The Major Plan Change built on the foundation of the Cecil Group's Planning Study. The Major Plan Change envisioned a mixed use district with office, retail, residential, cinema, hotel, and restaurant uses – a vibrant 24-hour district with a density somewhere between Boston's density and level of density in nearby suburbs. The Major Plan Change also envisioned the redevelopment of the Assembly Square Mall and a new IKEA store. The removal of the IKEA store allows for a larger mixed use district and the revised PMP is consistent with the overall vision of the Revitalization Plan. Upon approval of this revised Master Plan, the Redevelopment Authority intends to amend the Revitalization Plan to reflect the latest redevelopment plan as outlined in this PMP and the FEIR.
6.4.4	The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <u>Assembly Square Design Guidelines for the Public Realm</u> dated 2002	X		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 SPA/SP (formerly SPSR-A 6.4.4) phase and during streetscape design. 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.

Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
6.4.4	The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <u>Assembly Square Transportation Plan</u> dated 2003	X		X	The Assembly Square Transportation Plan generally calls out for development of a street grid within the mixed-use area. That grid has changed with the relocation and removal of IKEA, but the overall transportation strategy in the PMP meets the spirit of the original Transportation Plan.
<u>B.3: General Requirements of a PUD (SZO Section 16.4)</u>					
Section	Required Finding	Met	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
16.4a	a designated tract of land meeting the minimum lot size requirements of Section 16.5.1.a for the PUD district	X		n/a	The parcel size is 2.67 million square feet or approximately 61.3 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		n/a	This application is consistent with the previously approved and updated PUD-PMP.
16.4c	consistent with the objectives of this Ordinance;	X		n/a	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. The approved PUD has been designed so that each phase, the Marketplace and Assembly Row functions well on its own and also in relation to other phases. With Assembly Row, the applicant has the flexibility to design and construct residential, retail and/or commercial, or a mix of all, in response to the market and to other development taking place in Assembly Square.
16.4d	consistent with the goals, objectives and plans of the City for the general subject area	X		n/a	The goals, objectives, and plans of the City for Assembly Square have been expressed in various public documents. Section B2 of these findings identifies in more detail how the proposed PUD is consistent with the these documents. The previous PUD approval in 2006 met the goals and objectives of these documents and continued through revisions approved to date.

Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
16.4e	developed so as to locate or cluster development sites, especially buildings, in a manner that provides usable open space, preserves natural or historic features, and preserves views of such features to the maximum extent possible	x		n/a	The PUD is oriented around a series of open spaces connected by pedestrian friendly streets. Assembly Row has been oriented to preserve a view of the Mystic River. The Applicant will widen the existing DCR park as part of the PUD, and this expanded park will serve as an anchor to the north end of Assembly Row. 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.
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		n/a	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 subjected 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 enhanced passive recreational elements of the DCR park with landscaping, public artwork, and improvements consistent with a first-class standard for urban public space.
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		n/a	The Master Plan demonstrates that full consideration has been given to site development as a whole. The project has been phased such that the proposed uses and their associated roadways, parking, and infrastructure are developed in a coordinated manner. During the Special Permit process for developments within Assembly Row, the architecture, open space and pedestrian networks, vehicular access and circulation, roadways, and infrastructure will be reviewed in appropriate detail.
16.4h	linked and coordinated with surrounding land uses, off-site public facilities, infrastructure and roadway access where appropriate, in a manner that is safe, efficient and non-injurious to the public, and an improvement or benefit to the public where possible	x		n/a	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.
16.4i	designed with sizing of street and other infrastructure systems to accommodate the overall service demand of the PUD	x		n/a	A full Traffic Impact and Access Study was prepared for the project and was included in the original submission package and amended with each revision. The Mobility Director concluded that all facets of intersections and roadways illustrated on the revised Master Plan are consistent with appropriate engineering design practice. Recommendations for traffic mitigation and additional analysis are included in the Mobility Management Plan and the recommended condition language.

Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
16.4j	inclusive of provisions for the ownership and maintenance of usable open space as appropriate (see Sec. 16.6 of this Article)	x		n/a	The Applicant will be required to maintain the usable open space within the PUD subject to a maintenance agreement(s).
16.4k	inclusive of appropriate deed restrictions or covenants requiring compliance of all development with the PUD master plan, and any architectural or other guidelines or standards	x		n/a	There is an Easement Agreement with the City that is conditioned to be amended to reflect each PMP amendment. Deed restrictions for specific parcels are addressed in subsequent submissions for special permits with site plan approval. In addition, the PUD was an urban renewal district and some of the key parcels were acquired from the Somerville Redevelopment Authority via land disposition agreements containing covenants and restrictions to which the property still adheres ensuring that the goals and objectives of the City as expressed in the Major Plan Change are met.
16.4l	when inclusive of a proposed use allowable under this Ordinance only within a PUD setting, that said use is integrated into the proposed development in terms of function and service to other users of the PUD site and/or to the immediately surrounding area	n/a		n/a	Not applicable. This finding is not applicable in the ASMD District because all uses in the PUD align with the underlying district.
<u>B.4: PUD Design Guidelines (SZO Section 16.7)</u>					
Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
16.7a	PUD architecture should demonstrate the cohesive planning of the development and present a clearly identifiable design feature throughout. It is not intended that buildings be totally uniform in appearance or that designers and developers be restricted in their creativity. Rather, cohesion and identity can be demonstrated in similar building scale or mass; consistent use of facade materials; similar ground level detailing, color or signage; consistency in functional systems such as roadway or pedestrian way surfaces, signage, or landscaping; the framing of outdoor open space and linkages, or a clear conveyance in the importance of various buildings and features on the site			x	The building has a cohesive identity while providing variety in the façade to break up the massing of the building. The building conforms to the design guidelines, which ensures that it is built to be consistent with the PUD-PMP. Details of how the building conforms to the guidelines can be found in the Urban Design Commission Recommendation.
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		x	The usable open space is located around the building and on the sidewalks. The closest large usable open space area is diagonally across Harold Cohen Way and is part of the 5 Middlesex PUD.

Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
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		X	The proposal adheres to the height requirements outlined in the ASMD dimensional requirements with specific height limits based on the distance from the Mystic River bank and the MBTA station.
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		X	see 6.4.7.A.4
16.7e	It is intended that no non-residential structure cause a casting of any shadow on any residential lands between 10:00 AM and 2:00 PM, solar time, on the vernal equinox (March 21); and that any shadow cast by a PUD structure on public usable open space be of minimal impact on the desired functional use of said open space, particularly in the period from March 21 to September 21	X		X	Shadow studies were submitted for the block for 9am, 12noon, and 3pm on Mar 21, Jun 21, Sept 21, Dec 21. There will be very little shadowing on the adjacent buildings caused by this project, however the interior courtyard will be in shadow much of the time.
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		n/a	This was achieved in the PUD approval.
16.7g	Internal PUD streets shall consist of local and collector roadways, designed in accordance with standard traffic engineering practice. Any street proposed for public dedication shall meet the standards of the City's Director of Traffic and Parking.	X		X	The internal street layout is a grid pattern with local and collector streets. The main retail street travels north/south through the center of the Assembly Row development between Block 11 and the park land adjacent to the Mystic River, supporting a robust street grid that can handle traffic within the site. Other internal streets provide connections to Grand Union Boulevard, the MBTA station and perimeter locations. These streets are or will be dedicated to the public and meet standards acceptable to the Directors of Mobility and Engineering.

Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
16.7h	PUD block sides should reflect average city block size of Somerville, to maximize a pedestrian-friendly scale in the street grid. Alight streets to give building energy-efficient orientations.	x		n/a	This was achieved in the PUD approval.
16.7i	The PUD design should preserve and enhance natural features such as topography, waterways, vegetation, and drainage ways.	x		x	The natural features of the site have been substantially altered over the years as an industrial and commercial site.
16.7j	The PUD design should minimize impervious surfaces and incorporate other design features to minimize storm water runoff.			x	The development must comply with the City's Stormwater Management policy.
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		x	Traffic calming measures have been included in the roadway designs that feature combination pedestrian/vehicle streets and open spaces, traffic circles, paver cross walks, intersection bumpouts, Median Park and street trees. Pedestrians and bicyclists have alternative networks to access the project without travel on the high volume streets and can bypass the entire project on a dedicated bike/pedestrian path around the perimeter of the site. The highest intensity development will be proximate to the MBTA station which will promote rapid transit ridership and is in line with ideals of Transit Oriented Development.
16.7l	Make shopping centers and business parks into all-purpose activity centers.	x		n/a	This was achieved in the PUD approval.
<u>B.5: ASMD Development Standards (SZO Section 6.4.7.A)</u>					
Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
6.4.7.A.1	<i>Transportation Analysis.</i> All new Developments shall conform to the requirements set forth in any Transportation Study, subject to the approval of the SPGA.	x		x	The Mobility Management Plan considers the traffic impacts associated with the Project. The recently completed roadway improvements throughout Assembly Square will be more than adequate to accommodate the expected traffic impacts associated with the project without the need for further mitigation.
6.4.7.A.2	<i>Parking Requirements.</i> Developments shall meet the parking requirements set forth in Section 9.15.	x		x	The Project is required to provide 349 total parking spaces. The Project proposes 149 vehicle parking spaces located in the structured parking garage, for which a waiver is requested.
6.4.7.A.3	<i>Landscaping Requirements.</i> Developments shall conform to the applicable landscaping requirements set forth in Article 10. Open spaces shall be contiguous to the extent practical, in the opinion of the SPGA.			x	This Block does not contain substantial landscaping because it is going to be an urban block. Other portions of the site will have lush landscaping that will meet the landscaping requirement for the PUD.

Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
6.4.7.A.4	<i>Pedestrian Connections.</i> Continuous pedestrian connections shall be supported between all major points of pedestrian activity on the Development Site, including, but not limited to, connections to the Mystic River waterfront, connections to all public and private ways abutting the Development Site, and any transit stops. Developments shall support improved access between the ASMD and the Ten Hills and East Broadway neighborhoods by means of sidewalk connections, crosswalks, landscaping, traffic signalization and traffic calming methods as appropriate.	X		X	The Project is proposed to include a day care on the ground floor on the Foley Street side and will allow for pedestrian access to retail spaces, residential lobbies, and the structured parking on Grand Union Boulevard, Harold Cohen Way, and Auto Workers Way. Streetscape and sidewalk elements along the four streets will be reviewed in a future submission for city review.
<u>B.6: ASMD Design Guidelines (SZO Section 6.4.7.B)</u>					
Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
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. While the plans and images within this document represent a minimum acceptable standard 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.					
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 Project does not include construction of any new streets. It will include sidewalk construction. The design of streets and sidewalks will respond appropriately to the Street and Sidewalk Design Criteria of the Assembly Square Public Realm Design Guidelines.
6.4.7.B.2	<i>Building Design.</i> Buildings shall be designed to the highest architectural standards and shall be sited appropriately on the Lot.			X	The design has been reviewed by the Urban Design Commission.
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		X	The building will have a presence on the street. Maximum ground floor setbacks ranging from 3 to 10 feet are provided along all major pedestrian walks to hold existing street edges.

Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
6.4.7.B.2b	Buildings should have interesting entrance areas that are visible and directly accessible from major public access points, streets and circulation patterns. Extensive areas of glass and window, providing visual access to interior uses, should be part of all street facades and accompany building entrances. Multiple and frequent entrances oriented to streets are encouraged. Building entrances should be clearly defined, through the use of elements such as canopies, porticos, overhangs, peaked roof forms, arches. Entries set back from the street should have outdoor patios, tile work, moldings, integral planters or wing walls with landscaped areas, or places for sitting.	X		X	Aside from the highly visible residential lobby entrance on Harold Cohen Way, Foley Street and a large portion of Grand Union Boulevard are lined with retail storefront windows. The remaining portion of Grand Union Boulevard and Auto Workers Way are lined with the building's mechanical vaults and vehicular access.
6.4.7.B.2c	There should be a clearly defined pattern of bays, rhythms, and dimensions that create continuous visual interest and variety in the design of all facades.	X		X	The design has been reviewed by the Urban Design Commission.
6.4.7.B.2d	The overall scale of development should be broken down to respond to the pedestrian scale use of open space.	X		X	The design has been reviewed by the Urban Design Commission.
6.4.7.B.2e	Materials and colors shall be consistent with traditional buildings in the area with historic merit.	X		X	Two buildings in the Assembly Square area were inventoried by the Massachusetts Historical Commission, were not deemed to have historic merit, and have since been demolished. The materials and colors proposed are appropriate for the new development in the area.
6.4.7.B.2f	Building equipment and service areas should be located away from public streets or major interior circulation routes and provide screening. All storage of items for sale or related inventory should be enclosed unless completely screened from public view with architectural elements meeting the §6.4.7 guidelines.			X	All mechanical and service access locations are tucked away from major pedestrian ways, and these areas are masked with garage doors or louvered panels that will be a canvas for a public art installation.
6.4.7.B.2g	Preference should be shown for vertical integration of uses. Developments should ensure that development patterns provide active uses on the ground floor that take advantage of the waterfront views and open spaces, and that add presence to public ways and sidewalks.			X	The residential units on the upper floors have the main pedestrian entrance on Harold Cohen Way and a secondary entrance on Grand Union Boulevard. The ground floor will be a variety of retail and active commercial uses
6.4.7.B.2h	The façade of a building should not have any uninterrupted or unfenestrated length exceeding thirty-five (35) horizontal feet. Facades greater than one hundred (100) feet in length, measured horizontally, should incorporate wall plane projections or recesses having a depth of at least three percent (3%) of the length of the facade and extending at least twenty percent (20%) of the length of the façade.			X	The current building design responds to this guideline and was reviewed and approved by the UDC.

Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
6.4.7.B.2i	All Ground Floor facades that face public ways or the Mystic River should have windows providing visual access to the interior of a space, arcades, display windows, entry areas, awnings, or other such features along no less than seventy percent (70%) of their horizontal length. Forty percent (40%) of this activated facade area+ on the ground floor of building walls along primary and secondary streets shall consist of windows or doors meant for public entry and exit.			X	As mentioned, Foley Street, Harold Cohen Way, and a large portion of Grand Union Boulevard are lined with storefronts allowing views in to the active uses.
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	The Project does not propose any surface parking lots. All parking spaces located on the site are located within an enclosed parking garage.
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 Project does not propose any surface parking, therefore there are no landscaping strips.
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 completed a LEED worksheet and included the worksheet in the application booklet. The LEED worksheet reflects current design assumptions and may be revised slightly as design progresses.
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. The Applicant will enter into maintenance agreements for useable open space and a portion of the public infrastructure as was done on previous projects.

Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
6.4.7.B.7	<i>Loading Spaces.</i> To the extent possible, Loading spaces shall be located away from major Public Ways, the Mystic River and other highly visible locations. Every effort shall be made to incorporate creative design to reduce the negative visual impacts of the Loading space.			X	Loading spaces are located within the building and not visible from major public ways. As such, negative visual impacts from the loading are not anticipated.
<u>B.7: ASMD Large Project Development Standards (SZO Section 6.4.8.D)</u>					
Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
6.4.8.D.1	Transportation Analysis. Large Developments shall provide a Transportation Access and Impact Study. The Director of Traffic and Parking shall approve the geographic scope and content of the study in consultation with the Executive Director of the Planning Department and the Traffic Commission. In addition, the Applicant shall submit a Transportation Demand Management (TDM) plan tailored to the specific uses and the geographic location of the Development Site. If the Transportation Access and Impact Study indicates a significant impact to the transportation network in the specified study area, the Applicant shall include in the study proposed mitigation measures to address those impacts.			X	Multiple traffic studies previously prepared by VHB for the Assembly Square Mixed-Use Redevelopment project all were conducted assuming development scenarios for Block 9 that are entirely consistent with that currently proposed. The Mobility Management Plan contains additional details and serves as meeting the TDM plan requirement.
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 proposed building does not contain a Large Retail Project.

Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
6.4.8.D.3	<i>Landscaping.</i> A minimum of fifty (50) percent of the Landscaped Area in a new Large Development shall be Usable Open Space. The SPGA shall have final discretion in deciding if land constitutes Open Space for the purposes of determining whether this requirement has been met. The Open Space requirement may be met with land that is part of the Large Development, or with land that is outside of the Large Development area but is located within the ASMD that was not already Useable Open Space, provided that the conditions of paragraph 2 of Section 16.6.1 of the Ordinance relating to public dedication of such Usable Open Space are met.			X	Open Space and Usable Open Space requirements within the Assembly Square Mixed Use District are 25% and 12.5% respectively. The amount of Open Space and Usable Open Space within the Master Plan has decreased slightly from the previously reviewed PUD, at 27.5% and 21.4% respectfully, but are still above the requirements.
<u>B.8: ASMD Large Project Design Guidelines (SZO Section 6.4.8.E)</u>					
Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
6.4.8.E.1	<i>Structured Parking.</i> Due to the size and scope of Large Developments, every effort shall be made to provide as much parking as possible underground and/or in structures	X		X	Parking is within the structure.

Appendix C: Future Requirements for SPA/SP (formerly SPSR-A)

Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
6.4.9.C.1	Traffic impact and proposed mitigation, if any, (should be) consistent with any applicable Transportation Study, Traffic Access and Impact Study and/or Transportation Demand Management Plan, and the goals and objectives of the ASD Plan			X	Traffic analysis of the full build-out of Assembly Row was conducted to include the build-out of Block 9. With roadway improvements complete and MBTA station open, this project will not significantly impact traffic conditions in the area.
6.4.9.C.2	The application (should) reflect an overall consistency with the intent and purpose of any applicable Design Guidelines set forth in this Section 6.4			X	See 6.4.7.A.4 under Appendix B of this report.
6.4.9.C.3	The application (should) promote the following objectives: mix of residential, office, research and development, retail, hotels, places of assembly and institutional uses' economic benefits and employment opportunities' structured parking; pedestrian and bicycle access; affordable housing units and project mitigation contribution; view corridors to the Mystic River; enhanced and activated Open Space' creation of new Open Space or enhancement of existing Open Space; and, . . . support transit service at (the MBTA Station).			X	The day care, retail/restaurants, and upper floor residences will provide a mix of uses. Pedestrian and bicycle access will be provided via sidewalks and bike facilities. The creation of usable open space on this block will not be substantial but will contribute to the active open spaces in the PUD.
6.4.9.C.4	Additional Findings and Determinations: Prior to granting a Special Permit with Site Plan Review-A, the SPGA shall make findings and determinations as noted in 6.4.9.C.4			X	These additional findings address submittal requirements, criteria for review, impact on public services, site surface drainage, access to buildings, utilities, signage, transformers, screening, and shadow impacts. These materials were submitted as part of the application.
5.2.5.a	<i>Information supplied.</i> Complies with the information requirements of Section 5.2.3			X	Applicants submitted all required information.
5.2.5.b	<i>Compliance with standards.</i> Complies with such criteria or standards as may be set forth in this Ordinance which refer to the granting of the requested special permit with site plan review			X	Applicants meet individual findings as identified in this Appendix C.
5.2.5.c	<i>Purpose of district.</i> Is consistent with the intent of the specific zoning district as specified in Article 6			X	The project is consistent with the PMP and therefore meets this finding. The proximity to the MTBA station, solar orientation, and existing street grid and were considered when designing the site.

Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
5.2.5.d	<i>Site and area compatibility.</i> Is designed in a manner that is compatible with the existing natural features of the site and is compatible with the characteristics of the surrounding area, and that the scale, massing and detailing of buildings are compatible with those prevalent in the surrounding area			X	The overall plan is compatible with natural features and character of the surrounding area. Projects that are consistent with the PMP should be able to meet this finding.
5.2.5.e	<i>Functional design.</i> Meets accepted standards and criteria for the functional design of facilities, structures, and site construction			X	The building and site meets functional standards of the SZO.
5.2.5.f	<i>Impact on Public Systems.</i> Will not create adverse impacts on the public services and facilities serving the development, such as the sanitary sewer system, the storm drainage system, the public water supply, the recreational system, the street system for vehicular traffic, and the sidewalks and footpaths for pedestrian traffic			X	The applicant has adequately addressed that the overall project, with agreed-upon public service upgrades, will have adequate public services. Projects will be addressed in the SPSR-A process to ensure that their utility impact remains consistent with the PMP and does not have any adverse impacts within the development site.
5.2.5.g	<i>Environmental impacts.</i> Will not create adverse environmental impacts, including those that may occur off the site, or such potential adverse impacts will be mitigated in connection with the proposed development, so that the development will be compatible with the surrounding area			X	The applicant has adequately addressed that the overall project mitigates adverse environmental impacts, cleans an existing brownfield, and redevelops a waterfront site with transit access.
5.2.5.h	<i>Consistency with purposes.</i> Is consistent with: 1) the purposes of this Ordinance, particularly those set forth in Article 1 and Article 5; and 2) the purposes, provisions, and specific objectives applicable to the requested special permit with site plan review which may be set forth elsewhere in this Ordinance, such as, but not limited to, those at the beginning of the various sections			X	The project meets the purpose of the Ordinance in encouraging the most appropriate use of the land and increasing the amenities of the municipality. The project also meets the purpose of Article 5 for the Board to evaluate the findings and determinations and provisions of the Ordinance and attach conditions to mitigate concerns.
5.2.5.w	<i>SomerVision Plan:</i> Complies with the applicable goals, policies and actions of the SomerVision plan, including the following, as appropriate: Preserve and enhance the character of Somerville's neighborhoods, Transform key opportunity areas, Preserve and expand an integrated, balanced mix of safe, affordable and environmentally sound rental and homeownership units for households of all sizes and types from diverse social and economic groups; and, make Somerville a regional employment center with a mix of diverse and high-quality jobs.			X	The proposal complies with the applicable goals, policies and actions of SomerVision. This project will provide rental residential units for households of all sizes and types.
<u>C2: Requirements for SP for Signage</u>					

Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
Section	Required Finding	Met in PUD	Not Met	Met in SPA/SP (formerly SPSR-A)	Comment
5.1.4.a	<i>Information supplied.</i>			X	Applicants submitted all required information for storefront signage.
5.1.4.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			X	Applicants submitted all required information for storefront signage.
5.1.4.c	<i>Consistency with purposes.</i> Is consistent with: (1) the general purposes of this Ordinance as set forth in Article 1, and (2) the purposes, provisions, and specific objectives applicable to the requested special permit which may be set forth elsewhere in this Ordinance, such as, but not limited to, those purposes at the beginning of the various Articles			X	The signage plan is consistent with the purpose of the Ordinance in encouraging the most appropriate use of the land. This is a large building that meets the mixed use and redevelopment goals of the district.
5.1.4.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 built and unbuilt surrounding area, including land uses.			X	The signage was designed to be integral with the design of the building.