



**CITY OF SOMERVILLE, MASSACHUSETTS**  
**OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT**  
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**Case #:** PB 2011-04

**Date:** March 17, 2011

**Recommendation:** Conditional Approval

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**PLANNING STAFF REPORT**

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**Site: 50 Middlesex Avenue**

**Applicant Name:** SSG Development, LLC

**Applicant Address:** 651 Washington Street, Suite 200, Brookline, MA 02446

**Property Owner Name:** DiSilva Truck Service Corp.

**Property Owner Address:** 50 Middlesex Avenue, Somerville, MA 02145

**Agent Name:** Adam Dash, Esq.

**Agent Address:** 48 Grove Street, Suite 304, Somerville, MA 02144

**Alderman:** Bill Roche

Legal Notice: Applicant SSG Development, LLC and Owner DiSilva Truck Service Corp. seek Planning Unit Development Preliminary Master Plan approval under SZO Article 16 & §6.4.15 to construct an approx 135,295 sf six-story building for self-storage use, café/retail use, bicycle storage, community meeting space, and a site with usable open space and 18 parking spaces. ASMD zone.

Zoning District/Ward: ASMD / 1

Zoning Approval Sought: Special Permit under SZO Article 16 and §6.4.15

Date of Application: February 10, 2011

Dates of Public Meeting • Hearing: Planning Board **3/17/11**

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**I. PERMITTING & REVIEW PROCESS**

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

This application is a Planned Unit Development-Preliminary Master Plan (PUD-PMP) application for a development at 50 Middlesex Avenue, the current home of DiSilva Truck Service Company, Inc. 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 stages of review. A PUD applicant shall



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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.”

The Applicant is seeking PMP approval for a 135,295 gross square foot (108,236 net square foot) six-story structure for a self-storage use, with smaller spaces on the first floor for a 1,498 square foot café/retail use, community bicycle storage space, and a 623 square foot public meeting space (which could also be part of the café/retail use). The number of employees and hours of operation are not known at this time.

### ***B. Background***

Prior to the submittal of this application, the Planning Board recommended approval and the BOA approved a zoning amendment in the Assembly Square Mixed Use District that would allow self storage facilities, but only when specific findings and development standards were met. This amendment is designed to facilitate development of storage facilities in locations where proximity to the highway makes the site undesirable for other uses. Design guidelines were included in the ordinance to ensure that any facility contributed positively to the overall character of Assembly Square, with particular attention to the streetscape.

The proposed project reflects the type of activity conceived under this new zoning. It replaces a single-story truck depot that has paving across the entire lot (and encroaching on adjacent lots) with a multi-story building with associated landscaping and streetscape elements that also provides a community benefit by making land available for the future extension of Foley Street.

### ***C. Organization of Report***

The present report includes the following sections:

- Description of the Property;
- Description of the Proposal;
- Environmental Conditions;
- Off-Site Improvements and the Future Foley Street;
- Department Comments;
- Public Comments;
- Staff Findings for Preliminary Master Plan; and
- Staff Recommendation for Board vote, including recommended conditions of PMP approval.

## **II. DESCRIPTION OF PROPERTY**

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

The subject property is rectangular in shape near the intersection of Middlesex Avenue and Foley Street. The site is bounded by Kensington Avenue to the north, Middlesex Avenue to the east, and the I-93 ramp to Route 28 to the west. Garfield Avenue actually bisects the site as a paper street and can be seen on the plot plan for the property. The overall site is comprised of two separate parcels and Garfield Avenue which totals 49,147 square feet.

The site currently has a truck depot situated on it with a one-story brick building, three trailers, and a billboard also located on the property. The current occupant is DiSilva Truck Service Company, Inc. which has about 35 employees and operates daily from 5:00 AM to 5:00 PM. The entire lot is currently paved but it is impossible to determine the number of existing parking and loading spaces at the site, as nothing is striped and the whole lot is used for truck parking and loading.



Existing truck depot at 50 Middlesex Avenue



View from Foley Street (walk from future MBTA station)



View of condition of curb on Middlesex Avenue at entry to site

***B. Surrounding Area***

The surrounding neighborhood is primarily commercial and currently in transition. Interstate 93, a major highway, substantially divides the subject property and the rest of the ASMD zoning district from an existing residential neighborhood, Foss Park, and a Stop and Shop grocery store on the other side. Near the subject property, primarily commercial entities can be found, including Home Depot and the re-tenanted Assembly Square Mall.

***C. Foley Street Connector***

The site is located at a point where key access improvements are planned to improve connectivity between Assembly Square and the rest of Somerville. If Foley Street was extended from its current terminus, across Middlesex Avenue and under Interstate 93, a new direct connection to Assembly Square could be provided. Study has shown that only 1 location exists where the height of the highway is sufficient to allow a roadway underneath. This would require reconstruction of the existing I-93 downramp. Foley Street must also be curved from its original alignment, so as to align with the supports of the existing interstate highway, and connect appropriately on the opposite side. While this connector may not be built for many years, securing the rights a portion of the land owned by the existing truck depot is needed. As a result, the buildable envelope on the property is affected.

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

The Applicant is proposing to demolish the current structures (except for the billboard) and construct a new, approximately 135,295 gross square foot, six-story self-storage facility, with space on the first floor for a 1,498 square foot café/retail use, community bicycle storage space, and a 623 square foot public meeting space (which could also be part of the café/retail use). The number of employees and hours of operation are not known at this time.

Compliance with dimensional standards is shown in the table below.

<b>DIMENSIONAL REQUIREMENTS</b>	<b>PUD-A</b>	<b>PROJECT</b>
Minimum lot size	20,000 sf	49,147 sf
Maximum Floor area ratio (FAR)	10.0	2.2
Minimum lot area/per dwelling unit 1-9 units (s.f.)	No minimum	N/A
Minimum lot area/per dwelling unit 10 or more units (s.f.)	No minimum	N/A
Total open space (%)	25%	33.42%
Useable open space (%)	12.5%	27.86%
Maximum height, feet	125 feet	70-80 feet
Setbacks (front, side, and rear perimeter)	No minimum	N/A

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

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. In the near term, two access points for vehicles are planned – one along Middlesex Avenue and one along Kensington Avenue. In the long term, with the realignment of Foley Street, the northwest site access point would become a one-way entrance from Foley Street with a two-way access remaining on Middlesex Avenue. In the northwest corner of the site there would be 7 surface spaces, including one handicap accessible space and in the southeast corner there would be 11 garage spaces including one handicap accessible space.

### ***C. Building Design***

In terms of massing, the proposal creates a new front door on Middlesex Avenue. It places a long façade along Middlesex Avenue, with a single driveway entry for vehicles, entry into the storage company office, display windows that look into the office or, further down the street, provide for window box displays. At the corner, there is the entry to a retail/café space that will anchor the tower. The tower is intended to be visible from many vantage points, including the MBTA station exit, as pedestrians look down Foley Street from the core of the Assembly Row project. The tower wraps the corner of the building adjacent to a useable open space area that will serve as an outdoor seating area, while a portion of that area is reserved for the future Foley Street extension.

The shape of the building is driven by the proposed location of the Foley Street extension, as well as required construction easements for future improvements to I-93. Nonetheless, the building lays out well in this configuration, allowing for parking on the first level under the building, parking along the rear of the building, and dedication of open space at and near the location of the new Foley Street.

There has been considerable discussion about architectural design of this building. The developer originally suggested using traditional building design elements on this building, making it look similar to a historic brick warehouse/factory structure. Ultimately, after consultation with the Mystic View Task Force, the developer selected a highly modern design approach for the shell of the building. This design is currently under review by the Design Review Committee and will be formally presented to the Planning Board at the time of the Special Permit review. The applicant has submitted, and staff has provided to the Planning Board, a copy of the February presentation to DRC showing the contemporary design approach. The applicant has not indicated in the PMP application how this design will meet the ASMD design guidelines.

### ***D. Construction Phasing***

The building is to be built as a single phase. However, there is a two-phase plan for landscaping and off-site improvements. The first phase will be prior to construction of the Foley Street extension where the land area for the future extension will be landscaped and maintained by the developer. The second phase, which includes a smaller plaza, will be in effect after the extension has been constructed. These changes are shown in sheets LL-2, OS-2 and SP-2.

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

In accordance with the Article 15 of the SZO, the Applicant will make a \$3.91 payment for each gross square foot over 30,000 gross square feet. The proposed project is 135,295 gross square feet, which is 105,295 gross square feet over the 30,000 gross square foot threshold. This means that the Applicant must contribute \$411,703.45 as the Project Mitigation Cost (PMC) to the Somerville Housing Trust Fund. The funds that are generated from the PMC must be used for the items listed in Section 15.1 of the SZO which are: increasing the supply of housing that is available and affordable to low and moderate income people; ensuring that such housing is affordable over the long term; and, mitigating the impact of large-scale development on the supply and cost of housing in the City of Somerville. These items include the creation of affordable rental and home ownership units in the City of Somerville as defined in SZO §2.2.4.

### ***F. Landscaping and Open Space***

Landscaping: The proposed site plan would allow for 33.42% of the site (approx. 16,424 square feet) to be set aside for pervious landscaping and open space. A significant portion of this open space is located in the northern portion of the development where Kensington Avenue and Middlesex Avenue intersect. This area will include a plaza with tables and chairs, bamboo plantings, ornamental trees, a park area with a lawn, and special pavement areas at entrances to the plaza. Substantial landscaping will help to soften the east and west facades as well as the south façade which will include large shade trees and landscaping that meets Massachusetts Department of Transportation approval. The land to be dedicated to the City for the Foley Street extension will be incorporated into this plaza/landscaping and maintained by the developer

until the extension is built. Overall, there will be less impervious surface with the proposed development than can be found today, thereby reducing stormwater run-off.

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. Under the proposed plan an area of approximately 13,691 square feet (83% of landscaped area, 28% of overall site) would be set aside as usable open space. This exceeds the minimum usable open space area requirements set forth in the Ordinance.

#### ***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 9.5 of the SZO, the site needs 105 parking spaces (89 for the 133,174 gross square feet of self-storage space, 14 for 1,498 gross square feet of café/retail space and 2 for the 623 square feet of public meeting space). The Applicant is proposing to have 18 parking spaces on the site including 2 handicap accessible spaces. These would be broken up into two parking areas. In the northwest corner of the site there would be 7 surface spaces, including one handicap accessible space and in the southeast corner there would be 11 garage spaces including one handicap accessible space.

In the near term, a driveway along the I-93 ramp would provide two-way circulation between Middlesex Avenue and Kensington Avenue with two, two-way access points at either end of the driveway. In the long term, with the reorientation of Foley Street, the current Kensington Avenue access point would become a one-way entrance off of the Foley Street Extension with internal circulation permitted along the west side of the site to reach the two-way access point in the southeast corner. The proposal will improve pedestrian and bicycle circulation to and from Assembly Square in the near term, and will greatly improve vehicular access in the long term.

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

The applicant has requested zoning relief from two items in the Zoning Ordinance. One is the overall parking requirement for the site. The other is the sign locations. The parking is below the requirements of SZO section 9.5 and the signs exceed the height and size of Section 12. Per the SZO Section 16.5.4 and 6.4.12 zoning relief in the ASMD may be sought through waivers from the Planning Board subject to the waiver standards in 6.4.12.a.1 through 6.4.12.a.3.

The applicant has provided preliminary information to justify these waivers. The applicant has submitted parking demand information and a traffic study. The SZO would require 95 parking spaces for the proposed uses. The applicant is providing 19. The applicant meets parking requirements for the café/retail space and the community room space. The applicant is seeking a waiver of 74 required spaces for the warehouse use. The applicant has indicated to Planning Staff that the parking waiver is justified by the substantially low parking demand of other self storage facilities, while the SZO warehouse parking requirement is intended for the development of an active warehouse with significant on-site employment.

The applicant has provided preliminary information about the sign waiver, providing a plan identifying locations of signage that would otherwise exceed the requirements of SZO Section 12. These locations are identified, but information is not provided to indicate the technology for sign illumination.

### **IV. ENVIRONMENTAL CONDITIONS**

The subject site has been used for many years as a storage and transportation depot for trucks. It is likely a brownfield site with cleanup work required prior to construction. The applicant has not provided any environmental reports, and no releases are reported on the Mass DEP website. The applicant has

indicated that the owner may have environmental information about the site that cannot be released to the city due to provisions of the purchase and sale agreement. Planning staff has recommended a condition to require the applicant to provide this information upon closing on the property, and to complete any required cleanup prior to construction.

## **V. OFF-SITE IMPROVEMENTS AND THE FUTURE FOLEY STREET**

The application provides a significant benefit to the City in facilitating plans for the City to complete the extension of Foley Street under I-93 to provide better access to East Somerville.

Additional off-site improvements are being completed by Federal Realty, including upgrade of the Foley Street signal, upgrade of the pedestrian connection to East Somerville in the near term, and improvements on Foley Street. There are no off-site improvements planned for Middlesex Avenue, but the applicant has proposed to complete the sidewalk along the frontage of the building.

## **VI. CITY DEPARTMENT COMMENTS**

### **Design Review Committee**

The Citywide Design Review Committee held a public meeting on February 24, 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 project site is currently a trucking depot that is entirely paved. The proposed structure would be a six story, 70 foot high, self-storage facility with café/retail space, a bike storage room, and a community room on the first floor and self-storage space on all the upper floors. There would be a small, outdoor plaza on the north side of the structure as well.

The DRC asked about the following aspects of the project and the Agent's/Architect's response is after the (r).

- What items are in place to ensure that the Foley Street connection will be able to occur? – (r) There are significant “no build” areas on this site. Additionally, MassHighway needs to move the I-93 ramp and a covenant will be established to ensure this.
- Can you please explain the bike storage component? – (r) This will be a community resource but the specific logistics of it are still being worked out.
- How many bicycle parking spaces are there going to be? – (r) There will be 46 total spaces with 16 outdoor spaces and 30 within the indoor room.
- Are the windows on the structure functional? – (r) We are not sure yet. There are a range of options that we are looking at such as clear, opaque, semi-transparent, but they will not open.

The DRC would like to see more windows on the structure, especially on the western façade. The Committee would also like to know what type of glass the windows will consist of (clear, opaque, semi-transparent, etc.).

There was extensive discussion about the color, material, and size of the paneling that will be used for the siding on the structure. The Committee feels it is important to use a variety of sizes of blocks or panels on the façade. Perhaps masonry blocks, 6 to 8 feet in height, something larger than a standard size brick, would be more appropriate for the façade. The Committee would also like to see samples of the

materials and colors that are being proposed for the siding at the next meeting. Concerns were raised about the material that was going to be used on the building with regard to its ability to remain clean with so much traffic on the highway passing by every day.

On the left side of the east elevation, the roof line break needs to be accentuated or made smooth.

On the south façade, the plantings could be different and more landscaping in general would be stronger.

The Committee would like to know what the intent of the signage is on the structure for the next meeting.

A green roof would probably be more beneficial than putting photovoltaic panels on the roof.

The look of the building needs to be timeless.

Comments were also made by the Committee regarding the disparity of the design between the first floor and the upper levels. Logic could be incorporated into the design of the upper levels as one example of a stronger driver of the design than randomness.

Additionally, the DRC spent a substantial amount of time discussing the west façade of the structure, aside from the fact that they would like to see more windows on this facade. The Committee felt that this façade should not be ignored or activated as much as the other facades merely because it is adjacent to the highway. The glass from the community room could be extended on this elevation to include the back stairwell.

## **Traffic and Parking**

Planning Staff have spoken to Traffic Engineer Terry Smith who indicated that the applicant has not provided documentation justifying the waiver for 74 parking spaces. He has requested that the applicant provide him with a parking memorandum to provide the rationale for why the spaces are not necessary. He also indicated that he is contacting the applicant's engineer to review the sight distance information and trip generation information in the traffic report, and was interested in making sure these issues are addressed prior to issuance of the SPSR-A.

## **City Engineer**

The City Engineer has not yet provided comments.

## **Ward Alderman**

Alderman Roche indicated that:

"we have to make sure the design fits in with the overall Assembly Square design."

## **Economic Development**



Planning Staff provided the application to OSPCD Economic Development director Rob May who oversees the Economic Development and Historic Preservation activities for the City. He indicated the following concerns:

We support this project for the benefit that it will bring to the community, the facilitation of the Foley Street Connector and the development of the truck depot. This is the first significant commercial structure to be built under the ASMD zoning since it passed. It will serve as a gateway site into the district, an anchor that will be visible from the interstate and a sign of the type of future development that is expected in and around Assembly Square. The self-storage use is appropriate here because of proximity to the highway, and it is consistent with the intent for the ASMD self storage zoning that was passed by the Board of Aldermen in 2010.

We are concerned about the design that we have seen for this building so far. On the street level it will be visible to pedestrians on three sides. The highway side, while it serves as the back of the building, is a visible gateway to pedestrians coming from East Somerville and drivers on the future Foley Street Extension. The detailing on all sides of the building, including the highway side should be human scaled, to create an appealing pedestrian presence. On the upper level the building is very visible from and across the highway. The tower element is key to providing a gateway feature that is visible from the T station and Foley Street, but we believe more detail is needed about the tower and its architectural treatment. Further, the upper story façade should be broken up either by a regular pattern, or by having different treatment in different sections to prevent it from looking like one long building mass. Overall, more detail is needed about the façade treatment as this project goes through the approval process.

Prior to submitting the full SPSR-A application, we recommend the applicant address how individual elements of the design, including building skins, cornices, windows, canopies, lighting and the tower element and decorative and advertising signage will meet the ASMD design guidelines.

For the Assembly Row project, an illustrated visual guiding document was created that reflects the written design guidelines in the zoning but is not a full architectural design. While this project does not have to mirror or copy the design guidelines for Assembly Row, it should be compatible with those guidelines and provide a transition towards the more intense development area that was recently approved by the Planning Board.

## **VII. 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 March 17, 2011, thereby allowing public comments to be incorporated into the report and the conditions, if applicable.

To date (March 14, 2011), Planning Staff has received one written abutter comment on this project, and that is from Federal Realty Investment Trust. Furthermore, staff understand that members of the Mystic View Task Force have participated in discussions with the applicant about the project, and provided some design suggestions. Mystic View members also participated in the February 24, 2011 DRC meeting. At the DRC meeting, Mystic View members have advocated for the contemporary design with concerns that a more traditional design would cause the building to look like a large abandoned warehouse and not a modern self-storage facility.

The Federal Realty submittal includes concerns about how that proposed design works for the particular site given its proximity to the Assembly Row development. The submittal includes proposed changes to the building design, along with extensive commentary notes with examples of the building design features that could be emulated in this proposal. The accompanying letter indicates that they are asking that the Planning Board and DRC establish design guidelines at the PMP stage to “address massing, fenestration and materials, lighting, graphics and signage”, and also that it is critical to “establish an acceptable standard for the quality of building material used in construction of the building taking into consideration long term maintenance requirements and a desire to perpetuate a high quality appearance.”

## **VIII. STAFF FINDINGS FOR PRELIMINARY MASTER PLAN**

### **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 PMP meets the application submittal requirements for a PUD-PMP in the above listed sections. Detailed findings are contained in Appendix A.

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

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. Section 16.11.3 indicates the process for amendments to PUD approvals, including preliminary master plans and makes it clear that the proposal presently before the Planning Board is substantive enough to require major PUD amendment approval. 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. Section 6.4.15 identifies specific standards required for self storage buildings. The staff finds the PMP meets the required findings for a PUD PMP. Detailed findings are contained in Appendix B, and findings for the self-storage use in Appendix C

### **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 future special permit requests are submitted. The staff finds that projects submitted for SPSR-A under this PMP should be able to meet the findings required for approval if they substantially conform to the PMP and if they address all the necessary findings identified in Appendix D.

### **D. Waiver Standards**

Staff finds that the PMP meets the required waiver findings of Section 16.5.4 and 6.4.12.A and recommends approval of the waivers that has been requested for the parking and signage, but the Planning Board should retain the ability to review the extent of the waivers in the SPSR-A review. Detailed findings are provided in Appendix E.

## **IX. STAFF RECOMMENDATION**

Based on the materials submitted by the Applicant and the above findings, the Planning Staff finds that the Preliminary Master Plan 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 Preliminary Master Plan and associated waiver. The approval is of the design without the proposed future Foley Street Extension, per sheets SP-1, LL-1 and OS-1, but is made with the understanding, as illustrated in the conditions, that the conversion of the open space to allow for the Foley Street connection shall be allowed per sheets SP-2, LL-2 and OS-2 without further review of the project beyond the initial PUD PMP and SPSR-A.

This recommendation is based upon the Preliminary Master Plan Application stamped in at the City Clerk's Office on February 10, 2011. Approval constitutes an approval of the Preliminary Master Plan, but shall NOT constitute approval of final site or building design details, which shall be reviewed in a subsequent Special Permit with Site Plan Review (SPSR) application (or applications). However, to mitigate any potential negative impacts and to provide the best project possible, the Staff recommends attaching to the PMP the **CONDITIONS** in Appendix F.

## Appendix A: Application Requirements

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

Section	Required Finding	Met	Not Met	To Address in 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)	<b>X</b>			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	<b>X</b>			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	<b>X</b>			Height, coverage and parking information is provided. No dwelling units are proposed.
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>		<b>X</b>	Condition is recommended relative to preparation of Maintenance Agreement.
16.8.2.F	A traffic analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies, including current traffic counts for streets surrounding the project, analysis of the existing capacity of those streets, projections of the amount of traffic that will be generated by the proposed development, and the ability of the thoroughfare system to absorb the increased traffic without decreasing the level of service below an acceptable level . . .	<b>X</b>			Included in application submission

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
16.8.2.G	A utilities analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies. Said analysis shall contain an inventory of existing utilities including, but not limited to, storm sewers and drains, sanitary sewers, electrical lines, fire alarm boxes and lines, gas lines/mains, water mains, lighting, curb and gutter, etc. Said inventory shall illustrate utility locations, sizes, diameters, carrying capacity and present load on the system. The engineer's report shall state if the current system is capable of adequately serving the proposed development. If the current utility system is found to be inadequate for the proposed development, the report shall confirm the deficiencies and make recommendation(s) as to the infrastructure improvements necessary to properly service the proposed development and maintain the existing service. The report shall also present a formal plan for infrastructure improvements, documenting timing, funding mechanisms and coordination with the City	<b>X</b>			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	<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>			The applicant has provided a presentation to the DRC that shows preliminary design plans for the structure, but has not provided design guidelines or information about building materials at this time.
<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>To Address in SPSR-A</b>	<b>Comment</b>
5.2.3.1	names, addresses, and telephone numbers of the applicant, the owner if other than the applicant, and other agents for the applicant, such as the architect, engineer and/or attorney, and the name and address of the proposed project	<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
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>		<b>X</b>	See sheets EX-1, SP-1, SP-2, GD-1, SU-1, LL-1, LL-2, OS-1, OS-2, and A1.01

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
5.2.3.4	brief written description of the proposed project, such as proposed construction or demolition, all uses, who the project is intended to serve, expected number of employees, and/or occupants and methods and hours of operation, as applicable	<b>X</b>		<b>X</b>	Included in application submission
5.2.3.5	the total floor area and ground coverage ratio of each proposed building and structure	<b>X</b>		<b>X</b>	See sheet SP-1
5.2.3.6	front, side, and rear elevations	<b>X</b>		<b>X</b>	Preliminary information submitted on Sheet A2-01
5.2.3.7	existing and proposed contour elevations in two foot increments	<b>X</b>		<b>X</b>	See sheet GD-1
5.2.3.8	provisions for vehicular and pedestrian circulation	<b>X</b>		<b>X</b>	See sheets SP-1 and SP-2
5.2.3.9	color, materials, and exterior features of proposed structures	<b>X</b>		<b>X</b>	To be provided with SPSR-A application.
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>		<b>X</b>	See sheets LL-1 and LL-2
5.2.3.11	measures taken to preserve and protect natural resources	<b>X</b>			Site is an existing truck depot that is completely paved. Impacts of redevelopment on natural resources are minimal
5.2.3.12	outdoor lighting, including location and intensity of lighting facilities	<b>X</b>		<b>X</b>	Lighting on development site is to be addressed in SPSR-A applications. See B.4, Section 16.7a and Condition #16. See sheets LL-1 and LL-2
5.2.3.13	dimensions and locations of signs, proposed and existing	<b>X</b>		<b>X</b>	To be addressed in SPSR-A application. See B.4, Section 16.7a and Condition #16. See sheet A2-01 for proposed signage.
5.2.3.14	location and significance of historic structures	<b>X</b>			No historic structures are impacted
5.2.3.15	method for handling solid waste disposal, and for screening of disposal facilities			<b>X</b>	Applicant will need to provide complete trash and recycling strategies with SPSR-A applications.
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>	To be addressed in SPSR-A application. Application will need to identify on-site pad transformer location if necessary.
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>			Included in application submission
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>	To be addressed in SPSR-A applications. Demolition permits will require approval of ISD.
5.2.3.19	a traffic study including estimated peak hour traffic volumes generated by the proposed use in relation to existing volumes and projected future conditions or, if the project is twenty-five thousand (25,000) square feet or more, a traffic impact analysis which is prepared by a professional traffic engineer	<b>X</b>			Included in application submission

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
5.2.3.20	general summary of existing and proposed easements or other burdens now existing or to be placed on the property	<b>x</b>			See sheet EX-1 and SP-1 and SP-2
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>n/a</b>			n/a
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>			provided by city staff
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.1: General Findings under Section 16 (SZO 16.9 and 16.1)

Section	Required Finding	Met	Not Met	To Address in 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	<b>X</b>			See Appendix A. Applicant has provided a complete application. See the remainder of Appendix B which establishes that the application 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	<b>X</b>			The proposal is consistent with the overall plans for Assembly Square. It provides for a building with pedestrian-oriented activity on the first floor, along with self storage uses (recently allowed in ASMD by special permit) on a portion of the first floor and all of the upper floors. The PMP conditions are established to ensure that a high quality design is proposed. The project will improve the existing pedestrian connection between the future Assembly Square T station and East Somerville, and will facilitate the future extension of Foley Street.
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.	<b>X</b>			This is a smaller PUD project, covering a single development site, but one in which multiple uses will be established in the structure. The PUD format allows for the extensive review of the project to ensure it is consistent with other ASMD PUD development activity in the area.



<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
<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>To Address in SPSR-A</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.	<b>X</b>			See comments under Section 6.4.4 below.
6.4.4 (ASPS)	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	<b>X</b>			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. This project will replace a truck depot with a structure that provides first-floor retail activity, a presence along a principal street, a terminating vista from the MBTA station, and enhanced useable open space.
6.4.4 (ASRP)	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	<b>X</b>			The Assembly Square Revitalization Plan is an approved Urban Renewal Plan under MGL 121B. The Plan envisions 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 proposed PMP is consistent with the overall vision of the Revitalization Plan, by providing a building that can be complimentary to the primary activity in the core of Assembly Square.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
6.4.4 (ASDG)	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	<b>X</b>			As a general site design, the PUD PMP is consistent with the Public Realm Guidelines. The PUD encourages design that supports public spaces and achieves sense of place, provides a use that will serve as an adequate buffer to the highway, enhances connections to the surrounding neighborhood, encourages and supports transportation improvement, improves multi-modal access to assembly square and continues a process of providing unified district signage. Planning Staff is requesting that the applicant provide an illustrated design guideline prior to submittal of the SPSR-A application to ensure that the design of the structure is complementary to the design strategy for Assembly Square.
6.4.4 (ASTP)	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				The Assembly Square Transportation Plan generally calls for development of a street grid within the mixed-use area. The plan also encourages connections to the neighborhoods. This PUD PMP will incorporate provisions to further the goal of connecting the core of Assembly Square to the neighborhood across the highway.
<b><u>B.3: General Requirements of a PUD (SZO Section 16.4)</u></b>					
<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
16.4a	a designated tract of land meeting the minimum lot size requirements of Section 16.5.1.a for the PUD district	<b>X</b>			At 49,147 square feet, the site meets the minimum lot size requirements for the PUD-A district, which requires a minimum of 20,000 square feet.
16.4b	developed in a comprehensive, design-integrated manner, according to an overall master plan, with two (2) or more types of uses.	<b>X</b>			The proposal integrates the self-storage use with a retail/café space and a community room and bike storage along with useable open space on a significant site within the ASMD district.
16.4c	consistent with the objectives of this Ordinance;	<b>X</b>			The PMP is consistent with the objectives of the SZO, including to promote the health, safety, and welfare of the inhabitants of the City of Somerville; to provide for and maintain the uniquely integrated structure of uses in the City; to protect health; to secure safety from fire, panic and other dangers; to conserve the value of land and buildings; to encourage the most appropriate use of land throughout the City; and to preserve and increase the amenities of the municipality.
16.4d	consistent with the goals, objectives and plans of the City for the general subject area	<b>X</b>			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.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
16.4e	developed so as to locate or cluster development sites, especially buildings, in a manner that provides usable open space, preserves natural or historic features, and preserves views of such features to the maximum extent possible	<b>X</b>			The PUD PMP will allow for adequate open space along the edge of a café/retail location, will provide a terminating view down Foley Street from the T station of a building tower that can serve as a wayfinding beacon, and will enhance the connection between the core of Assembly Square and East Somerville.
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	<b>X</b>			This site is a potential Brownfield, a truck depot on the edge of the highway. Natural features are limited in this area.
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	<b>X</b>			The Master Plan demonstrates that full consideration has been given to site development as a whole. The project has been designed to establish a use in a very difficult site in the Assembly Square area that will replace a truck depot with a building that can serve to provide a buffer from Assembly Square along the highway, a building that is in the foreground of the taller towers in the Assembly Row project and includes a core tower that will be visible from the MBTA station.
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 Assembly Row project and the rest of Assembly Square better to the East Somerville neighborhood by providing public open space along the side of the café/retail space, by providing retail and a community room on this path, and by reserving space for the future Foley Street extension. The self-storage use is not significantly active, but it will establish a start of the redevelopment of the highway-front proposals, and provide a building that is along the street with a quality pedestrian realm.
16.4i	designed with sizing of street and other infrastructure systems to accommodate the overall service demand of the PUD	<b>X</b>			Infrastructure service demand for these uses in a building this size will be limited.
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 PUD project is in too preliminary a stage to determine all deed restrictions will be required and this will be addressed in subsequent submission for special permit with site plan review. The applicant is working with OSPCD on developing a covenant to address site maintenance and the land transfer that will facilitate the extension of Foley Street
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.

**B.4: PUD Design Guidelines (SZO Section 16.7)**

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
16.7a	PUD architecture should demonstrate the cohesive planning of the development and present a clearly identifiable design feature throughout. It is not intended that buildings be totally uniform in appearance or that designers and developers be restricted in their creativity. Rather, cohesion and identity can be demonstrated in similar building scale or mass; consistent use of facade materials; similar ground level detailing, color or signage; consistency in functional systems such as roadway or pedestrian way surfaces, signage, or landscaping; the framing of outdoor open space and linkages, or a clear conveyance in the importance of various buildings and features on the site			<b>X</b>	The applicant is proposing to build what will likely be the first commercial structure to be under construction within the ASMD since the zoning and these guidelines were established five years ago. For this building, the architectural review will occur during the Special Permit review process. But, as was done with the Assembly Row project and its amended PMP in 2010, the staff is recommending that the applicant precede the full SPSR-A submittal with an illustrated design guideline document (See condition #16) that is specific to the project site, and the more specific requirements of 6.4.7.B as enumerated below.
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			<b>X</b>	The café/retail space will have glass and entrances along the open space plaza area.
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	<b>X</b>			The structure at 70 feet, with a tower at 80 feet exceeds the baseline 40 foot height that is allowed in the ASMD without the application for a PUD, although it is much smaller than the 125 foot maximum height limit in this area. The structure, as proposed is slender and long, and is sited appropriately for the unique lot.
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	<b>X</b>			see 6.4.7.A.4, below
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			<b>X</b>	Shadow review will occur during the SPSR-A review process. This structure is not expected to cast a shadow on any existing or proposed site of residential development.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
16.7f	Vehicular access to and from public roads is intended to be consolidated. Vehicular access to PUD lands from a public roadway shall generally be limited to one (1) access point, particularly when PUD frontage along said roadway is three hundred (300) feet or less. When a PUD has more than six hundred (600) feet of frontage on a public road, separation between existing, approved, and proposed curb cuts, whether on or off-site, shall average a minimum of two hundred (200) feet. Consolidation to a minimal number of access points is strongly encouraged	<b>X</b>			Vehicular access to this area is primarily provided through two access points. One is into the parking area under the building, through the use of a building opening on Middlesex Street. There is secondary access to parking along the back of the building at Kensington Ave, at the site of the future Foley Street extension. Overall, the access provides two vehicle entries on far portions of a lot that has in excess of 500 feet of frontage on Somerville streets.
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.	<b>X</b>			The initial plan shows no new streets to be dedicated. The plan does anticipate construction of an extension to Foley Street and the removal of Kensington Street in this area. This street will need to be designed to meet the requirements of the Traffic and Parking Department, 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. Align streets to give building energy-efficient orientations.	<b>X</b>			While this site is longer than many typical Somerville blocks, it also is limited by an awkward set of easements that are required for future installation of an improved ramp from I-93, and the Foley Street Extension. The building is aligned the only way that is possible for this site. The building can be designed to provide a pedestrian friendly scale.
16.7i	The PUD design should preserve and enhance natural features such as topography, waterways, vegetation, and drainage ways.	<b>X</b>			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.			<b>X</b>	The site today is completely impervious. The site is an urban redevelopment site, and therefore is extensively covered by a building and includes paved areas, but the proposed PMP will provide far more open space and pervious area than is currently in place.
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.	<b>X</b>			The proposal improves pedestrian access to East Somerville, covers the view of the elevated highway from the pedestrian-oriented Foley Street and the MBTA, and provides on-site bicycle parking.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
16.7I	Make shopping centers and business parks into all-purpose activity centers.	<b>X</b>			The proposal creates a new café/retail space at a key pedestrian connection point. While the self-storage use mainly supports feature for other businesses and residents in the district, the structure and the café/retail use contribute to providing an overall design of the Assembly Square area that mixes uses and activities.
<b><u>B.5: ASMD Development Standards (SZO Section 6.4.7.A)</u></b>					
<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
6.4.7.A.1	<i>Transportation Analysis.</i> All new Developments shall conform to the requirements set forth in any Transportation Study, subject to the approval of the SPGA.	<b>X</b>		<b>X</b>	A full Traffic Impact and Access Study was prepared for the project and was included in the submission package. The applicant has provided data indicating that traffic for the self-storage use is minimal compared to the overall traffic demand in the area, but the applicant must address concerns of Traffic and Parking prior to SPSR-A application.
6.4.7.A.2	<i>Parking Requirements.</i> Developments shall meet the parking requirements set forth in Section 9.15.	<b>X</b>		<b>X</b>	The applicant is requesting a waiver of parking requirements, due to the nature of the self-storage activity on the site.
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.	<b>X</b>		<b>X</b>	The project complies with landscape requirements. 33.42% of the project is open space. The applicant must provide updated data to indicate that the information on Sheet OS-2 regarding the open space after completion of Foley Street meets requirements.
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.	<b>X</b>			The project provides a sidewalk along Middlesex Avenue and a pedestrian connection between East Somerville and Assembly Square. The Planning Staff is recommending conditions to address the improvements to the sidewalks and street trees along Middlesex Avenue.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
<b><u>B.6: ASMD Design Guidelines (SZO Section 6.4.7.B)</u></b>					
<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
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.			<b>X</b>	The design of streets and sidewalks will respond appropriately to the Street and Sidewalk design criteria. To the extent that is known at this time, the streets and sidewalks appear to be designed to meet the expectations of the Design Guidelines. Full engineering plans will need to be provided for review to ensure that streets meet City engineering standards. These should include sidewalks with 5 feet of clear area, a tree planting area, and parallel parking where applicable. The applicant should remove and reset granite curbs along the lot frontage.
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.			<b>X</b>	This application is for a revised Planned Unit Development Preliminary Master Plan approval. The final design of the proposed building has not been completed. The description and composition of the building will be reviewed at the SPSR-A phase. The building is sited on the lot in the best location to allow for use of the building and reserve space required for the future I-93 ramp construction and Foley Street Extension. But, Planning Staff is concerned that the building, to meet standards of architectural quality, must include materials that will be durable and attractive, and overall design scheme that will complement the neighborhood.
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.	<b>X</b>		<b>X</b>	The proposed structure is built along the Middlesex Avenue sidewalk, dedicates open space along the café/retail space, and improves pedestrian circulation.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
6.4.7.B.2b	Buildings should have interesting entrance areas that are visible and directly accessible from major public access points, streets and circulation patterns. Extensive areas of glass and window, providing visual access to interior uses, should be part of all street facades and accompany building entrances. Multiple and frequent entrances oriented to streets are encouraged. Building entrances should be clearly defined, through the use of elements such as canopies, porticos, overhangs, peaked roof forms, arches. Entries set back from the street should have outdoor patios, tile work, moldings, integral planters or wing walls with landscaped areas, or places for sitting.			<b>X</b>	To the extent possible, the building is designed with a first floor that has glass visual access and multiple entrances. Some of the first floor front wall is directly against interior storage units, but in these locations, display windows that mimic the pedestrian entrances are proposed. Entrances are shown with canopies. Staff remains concerned that the design include panels, cornice, windows, materials, lighting, canopies and porticos that define a distinctive 'storefront zone' along Middlesex Street. A design guideline is recommended to address this situation.
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 first floor of the structure, as currently shown, meets this finding. The applicant must establish how the proposed upper floor design meets this finding in the SPSR-A application. Staff is concerned that the project incorporates an attractive and durable upper floors design with attractive fenestration. A design guideline is recommended to address this situation.
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>	This application is a PUD PMP for a single structure that is designed with a first floor that will need to interact well with pedestrian activity. This will be addressed in the SPSR-A application, and the design guideline is recommended by staff.
6.4.7.B.2e	Materials and colors shall be consistent with traditional buildings in the area with historic merit.			<b>X</b>	This application is for a revised Planned Unit Development Preliminary Master Plan approval. The final design of the proposed buildings has not been completed. The description and composition of the buildings will be reviewed with the SPSR-A application. Staff notes that the proposed materials are very contemporary, and that this design is not consistent with traditional buildings in the area with historical merit, but can be complementary if the materials and design are of high quality and incorporate elements that reflect historic patterns. Staff recommends establishing design guidelines, and material standards prior to the SPSR-A hearing, to ensure that the project will address these concerns.



<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
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>	This application is for a revised Planned Unit Development Preliminary Master Plan approval. The final design of the proposed building has not been completed. The description and composition of the buildings will be reviewed with each SPSR-A for the individual buildings and phases.
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>X</b>	The proposed storage building will include a retail/café space, community room and bike storage as well as the retail office for the storage facility on the first floor. The café/retail integrates with the open space. There are no waterfront views in this area.
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 development standards for the Self Storage facility further refine this guideline. See 6.4.15.B.4 in Appendix C.
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 development standards for the Self Storage facility further refine this guideline. See 6.4.15.B.4 in Appendix C.
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.			<b>X</b>	The proposed parking facility is under the building and behind the building along I-93 where it has limited impact on open space and the structure.
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.			<b>X</b>	This application is for a revised Planned Unit Development Preliminary Master Plan approval. Applicant has met the requirement to provide open space and Usable Open Space (UOS). Landscaping on the site will be subject to PB review and approval as a part of SPSR-A review.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
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.			<b>X</b>	The applicant has submitted a LEED worksheet. The applicant has worked to make the building energy efficient. This will be further reviewed in the SPSR-A application.
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.	<b>X</b>		<b>X</b>	The Applicant has committed to dedicate the Foley Street right-of-way and preserve access for areas needed by the state for construction of a new I-93 off-ramp. The applicant will enter into agreements for useable open space and for transfer of this land.
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.			<b>X</b>	Loading spaces are inside the structure, accessible from the covered parking area. They are generally not visible from the street.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
<b><u>B.7: ASMD Large Project Development Standards (SZO Section 6.4.8.D)</u></b>					
<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
6.4.8.D.1	Transportation Analysis. Large Developments shall provide a Transportation Access and Impact Study. The Director of Traffic and Parking shall approve the geographic scope and content of the study in consultation with the Executive Director of the Planning Department and the Traffic Commission. In addition, the Applicant shall submit a Transportation Demand Management (TDM) plan tailored to the specific uses and the geographic location of the Development Site. If the Transportation Access and Impact Study indicates a significant impact to the transportation network in the specified study area, the Applicant shall include in the study proposed mitigation measures to address those impacts.	<b>X</b>		<b>X</b>	A full Traffic Impact and Access Study was prepared for the project and was included in the original submission package.
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.”	<b>n/a</b>			None of the proposed activities in the project are 'large retail' uses.
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.			<b>X</b>	As presented in this application, this condition has been met. It will be further reviewed at the SPSR-A to ensure compliance in both the original and long-term street alignments, per the proposed conditions.

<i>Section</i>	<i>Required Finding</i>	<i>Met</i>	<i>Not Met</i>	<i>To Address in SPSR-A</i>	<i>Comment</i>
<b><u>B.8: ASMD Large Project Design Guidelines (SZO Section 6.4.8.E)</u></b>					
<i>Section</i>	<i>Required Finding</i>	<i>Met</i>	<i>Not Met</i>	<i>To Address in SPSR-A</i>	<i>Comment</i>
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	<b>X</b>			Surface parking in this proposal is limited to seven parking spaces.

## Appendix C: Findings and Standards for Self Storage

<b><u>C.1: Required Findings (6.4.15.A)</u></b>					
<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
6.4.15.A.1	The subject property is located in an area that is not conducive to more desirable uses for the district, such as office, retail, or residential. To make findings that a site meets this provision, the following are required: a. The lot size and shape is not easily conducive to a more desirable use; and, b. The lot is immediately abutting the Interstate highway and/or an exit ramp from the highway, thereby limiting the ability for the lot to be used for a more desirable use; and, c. The development of the lot facilitates the development of the district by providing direct public benefits above and beyond those otherwise required by the ordinance; and d. The development of the lot improves conditions of the site as well as improving the public infrastructure within the district, as well as to and from the district; and e. The development of the lot facilitates the development of the district by providing public non-motorized access through some portion of the lot.	<b>X</b>			The lot is not conducive to more desirable uses for the district. The lot shape is awkward, and further limited by future planned needs for construction of the new ramp from I-93 and the Foley Street Extension. The lot abuts the interstate and the existing off-ramp, and is therefore not conducive to residential use. The proposed development facilitates the development of Assembly Square by allowing for dedication of the Foley Street right-of-way, protecting areas for the construction of the new I-93 ramp, and the self-storage use will serve the district. The development of the lot replaces a truck depot, improves the infrastructure and condition of the site, and provides for immediate and long-term improvements for pedestrians, and bicycles and in the long-term, better vehicle access to East Somerville. The development allows for pedestrian access across the plaza for the connection between East Somerville and Assembly Square.
6.4.15.A.2	The lot shall contain a second use in addition to Self Storage Facilities under Section 7.11.12.4 or Wholesale Storage under Section 7.11.13.1 of the Table of Permitted Uses	<b>X</b>			The applicant is proposing a retail/café use in the project.
16.4.15.A.3	The proposed project complements and enhances the character of the surrounding neighborhood, is not detrimental to development in adjacent areas as envisioned by the ASD plan, and facilitates access to and through the Assembly Square District and to the Assembly Square Orange Line station.	<b>X</b>		<b>X</b>	The project enhances the character of the neighborhood. The Planning Staff recommends the inclusion of a design guideline to ensure that the design enhances the character of the Assembly Square area. The project facilitates access across the plaza and along the new proposed Foley Street extension, and thereby improves the access between the Orange Line Station and development district, and the rest of the City of Somerville.
<b><u>C.2: Development Standards (6.4.15.B)</u></b>					
<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
6.4.15.B.1	Storage and warehouse uses shall be limited to a total FAR between 2.0 and 4.0.	<b>X</b>			Proposed FAR is 2.2.
6.4.15.B.2	All loading and parking areas are hidden from view from the public way located along the primary frontage of the Building or Buildings.	<b>X</b>			Loading areas are off an entry that is under the building.
6.4.15.B.3	Curb cuts are limited to no more than two on the site, regardless of street frontage.	<b>X</b>			Two curbcuts are proposed.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
6.4.15.B.4a	The Building or Buildings shall not have any uninterrupted or unfenestrated length of façade exceeding thirty-five (35) horizontal feet, within each vertical band that would appear to be a typical office or residential floor level, beginning with the Ground Floor of any Building or Buildings. Facades on the Ground Floor of any Building or Buildings greater than one hundred (100) feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least eight inches (8") for every one hundred feet (100') of facade length extending at least twenty (20) percent of the length of the façade. This standard shall not apply to facades of a Building or Buildings which face an Interstate highway or are otherwise covered by decorative elements approved by the SPGA	<b>X</b>		<b>X</b>	The proposed façade meets the literal interpretation of this requirement. However, the intent of this requirement was to provide a façade that had traditional fenestration patterns, with a vertical columns of aligned windows, as is typical in a building not used for self-storage. Through the design process that has been completed to date, the applicant and the participants from Mystic View Task Force have presented preliminary plans showing a random window pattern that does provide for windows that meet this requirement. But, staff remains concerned that, without an overall design strategy that is consistent with the ASMD findings, particularly 6.4.7.b.2.c.
6.4.15.B.4b	The Building or Buildings shall 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 (70) percent of their horizontal length on all Ground Floor facades that face Public Ways or the Mystic River. Forty percent (40%) of this activated facade area on the Ground Floor of Building walls along primary and secondary streets shall consist of windows, display windows, or doors meant for public entry and exit. This standard shall not apply to facades of a Building or Buildings which face an Interstate highway.	<b>X</b>		<b>X</b>	The proposed façade meets this requirement. The applicant is working to identify the use of the display boxes behind the first floor windows that are directly against first-floor storage units.
6.4.15.B.4c	Pedestrian entries to any Self Storage Facilities under Section 7.11.12.4 or Wholesale Storage under Section 7.11.13.1 of the Table of Permitted Uses shall be similar to the design expected from an office, retail or residential use.	<b>X</b>		<b>X</b>	The design of the entry will be reviewed at the SPSR-A application.
6.4.15.B.4d	The Building or Buildings shall have a roof colored white to reflect heat.	<b>X</b>		<b>X</b>	The applicant has committed to meeting this requirement. It will be reviewed at the SPSR-A application.
6.4.15.B.4e	Decorative non-commercial murals which are painted onto, or affixed to, the Building or Buildings shall not be considered Signage under this Ordinance.	<b>X</b>		<b>X</b>	The application identifies locations for decorative non-commercial murals, calling them "assembly square signs" on sheet A2.01. The applicant requests waivers for these, but Planning Staff does not believe the intended murals meet the traditional definition of a 'sign' in the SZO. Planning Staff also recommends that larger areas be dedicated to mural graphics, and would like these better identified in the SPSR-A application.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
6.4.15.B.4f	Trellises or other structures erected for the sole purpose of growing vines or other forms of vegetation on the lot shall not be considered Signage, and shall not be considered in the calculation of setbacks, under this Ordinance.	<b>X</b>			No trellises are proposed. But, Planning Staff recommends that the applicant install trellises or other plantings that will grow along the highway side of the building in areas without windows, so that the area will be more protected from graffiti.
6.4.15.B.4g	Solar or wind power mechanical equipment shall not be considered in the calculation of Building height under this Ordinance.	<b>X</b>			No solar power equipment is proposed
6.4.15.B.5	The Building or Buildings are designed with floor heights and structural design to: a. Accommodate conversion of the ground floor to pedestrian oriented uses, and; b. Conversion of upper floors to residential or commercial use.	<b>X</b>		<b>X</b>	This condition has been met, but will be reviewed with detailed information in the SPSR-A application to ensure compliance.
6.4.15.B.6	No signage shall be permitted on the roof of a self-storage facility.	<b>X</b>			No roof signage is proposed.
<b><u>C.3: Design Guidelines (6.4.15.C)</u></b>					
<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
6.4.15.C.1	Exterior building materials may include, but shall not be limited to, Architectural Metals, Architectural Concrete and Architectural Masonry.	<b>X</b>		<b>X</b>	The applicant has proposed a building with CMU and metal panel design. The Planning Staff is requesting a design guideline be submitted prior to SPSR-A to ensure that materials meet reasonable performance standards, and meet the design guidelines for the ASMD.

## Appendix D: Future Requirements for SPSR-A

<i>Section</i>	<i>Required Finding</i>	<i>Met</i>	<i>Not Met</i>	<i>To Address in SPSR-A</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>	The applicant submitted a traffic study that adequately addresses traffic for this project.
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 Planning Staff is recommending design guidelines that balances contemporary and traditional materials and ensures the durability of construction.
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>	This individual PUD PMP helps facilitate these uses elsewhere in Assembly Square, while providing on-site storage use and retail/café use, as well as pedestrian and future vehicle connections between the site and East Somerville.
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 overall development plan does not show any apparent inconsistencies with these objectives. The SPSR-A project will need review to ensure it is consistent with these required additional findings and determinations.
5.2.5.a	<i>Information supplied.</i> Complies with the information requirements of Section 5.2.3			<b>X</b>	Applicants will need to submit all required information for SPSR-A applications.
5.2.5.b	<i>Compliance with standards.</i> Complies with such criteria or standards as may be set forth in this Ordinance which refer to the granting of the requested special permit with site plan review			<b>X</b>	Applicants will need to meet individual SPSR-A findings as identified in this Appendix C.
5.2.5.c	<i>Purpose of district.</i> Is consistent with the intent of the specific zoning district as specified in Article 6			<b>X</b>	The overall plan is consistent with the intent of the specific 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.
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 proposed building will need to be reviewed during the SPSR-A process to ensure that the functional design meets acceptable standards



<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
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>	Impact of this project on public systems is minimal, but will be reviewed with the SPSR-A application.
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 blighted site and redevelops a truck depot site with a structure that has significant benefits for the community. Any adverse environmental impacts will be further reviewed in the SPSR-A application process.
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 project described in the PMP meets this finding.

## Appendix E: Standards for Waivers

<b><u>E.1: Parking Waiver</u></b>					
<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
16.5.4	<i>Waiver of dimensional standards.</i> In order to maximize flexibility in the application of design standards to PUD projects, the SPGA may waive strict compliance with the standards of Section 16.5 upon making a determination that: (a) such a waiver would result in a better site plan than strict compliance with the stated standards; (b) the proposed PUD design furthers the Purpose and PUD Design Guidelines of this section; and (c) the granting of such a waiver will not cause detriment to the surrounding neighborhood.	<b>X</b>		<b>X</b>	The applicant is requesting a waiver from the compliance with the parking requirements of Section 9. The requirements were established with the assumption that warehouse space parking would be required for staffed warehouses that do shipping and receiving. The self-storage warehouse has much more limited daily traffic and parking demand. Supplying the full parking demand on the subject site would require much of the first floor of the structure as well as all of the lot area to be used to meet parking requirements. The result would be far more detrimental to comply with the PUD design guidelines than the proposed project. The proposed project also reserves open space for the future Foley Street Extension, a significant public benefit that further limits the ability to provide parking and establishes the benefit to the neighborhood by granting the proposed waiver. The total proposed waiver is in excess of 80 parking spaces. While the Planning Staff recommends that the Board support a parking waiver for this application, there is a concern that the extent of the waiver, with no on-st
6.4.12.a.1	Strict enforcement of such standards or requirements would run counter to achieving the objectives of the ASD Plan;	<b>X</b>			As noted above, the standard is designed for a warehouse with staff doing active shipping work. The self storage warehouse has a much lower parking demand, and the demand is based upon the historic demand for similar structures elsewhere in the Boston area.
6.4.12.a.2	The application is substantially consistent with the objectives of the ASD Plan and advances the objectives of the ASD Plan;	<b>X</b>			The objectives of the ASD plan prioritize pedestrian realm and streetscapes over extensive parking requirements. Elsewhere in Assembly Square, sites have space to offer below-ground parking and shared parking options. On this site, the applicant is providing parking to meet the practical parking need on the site, and the remainder of the site is dedicated to design and uses that meet the objectives of the plan, instead of excessive parking.

<b>Section</b>	<b>Required Finding</b>	<b>Met</b>	<b>Not Met</b>	<b>To Address in SPSR-A</b>	<b>Comment</b>
6.4.12.a.3	In the case of any Alteration of a Nonconforming Structure, a Change of Nonconforming Use, or a Major Amendment to an Approved PUD, such alteration, change or amendment shall conform, to the extent feasible, to the objectives of the ASD Plan	n/a			This finding does not apply in this case.
<b><u>E.2: Sign Waiver</u></b>					
16.5.4	<i>Waiver of dimensional standards.</i> In order to maximize flexibility in the application of design standards to PUD projects, the SPGA may waive strict compliance with the standards of Section 16.5 upon making a determination that: (a) such a waiver would result in a better site plan than strict compliance with the stated standards; (b) the proposed PUD design furthers the Purpose and PUD Design Guidelines of this section; and (c) the granting of such a waiver will not cause detriment to the surrounding neighborhood.	<b>x</b>			The site is located in close proximity to the interstate highway, where tall signs would allow for the building to be recognized by passing traffic, will help with the overall visibility of the building as well as the Assembly Square district, and would therefore be a benefit to the PUD design. The signs would not generally be visible other than on the highway, and would be no more distracting than the billboard currently on the site. Therefore, it will not be detrimental to the neighborhood. Planning Staff is concerned that the locations identified on sheet A2.01 are not necessarily the right locations and sizes for signs, and recommends conditions about sign size, location and technology to be addressed in a site design guideline and the SPSR-A.
6.4.12.a.1	Strict enforcement of such standards or requirements would run counter to achieving the objectives of the ASD Plan;	<b>x</b>			Strict compliance with sign guidelines would not be appropriate for the highway orientation of the upper levels of the building. A sign on top of the building for passing traffic is not unreasonable, and the pedestrian scale building design will be conditioned to ensure that it meets the objectives of the ASD Plan.
6.4.12.a.2	The application is substantially consistent with the objectives of the ASD Plan and advances the objectives of the ASD Plan;	<b>x</b>			The objectives of the ASD plan prioritize pedestrian realm and streetscapes. This waiver will facilitate this project that will replace a truck depot with a building that is along the Middlesex Avenue sidewalk.
6.4.12.a.3	In the case of any Alteration of a Nonconforming Structure, a Change of Nonconforming Use, or a Major Amendment to an Approved PUD, such alteration, change or amendment shall conform, to the extent feasible, to the objectives of the ASD Plan	n/a			This finding does not apply in this case.

## Appendix F: 50 Middlesex PMP Conditions

#	Condition	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
<b>A. General</b>					
1	Approval is for a Planning Unit Development Preliminary Master Plan under SZO Article 16 & §6.4.15 to construct an approximately 135,295 sf six-story building for self-storage use, café/retail use, bicycle storage, community meeting space, and a site with usable open space and 18 parking spaces.	Planning Director	Continuous		
2	Applicant will work with the City to develop the long term maintenance agreement and/or covenant 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 approval.	Planning Director	Prior to Approval of SPSR-A		
3	The applicant and City shall sign a covenant, prior to SPSR-A approval, that will indicate that the applicant will grant title, in fee, to the Foley Street Extension to the City of Somerville, and the City will provide an easement to the applicant for landscaping and maintenance until the Foley Street Extension is constructed.	Planning	Prior to Approval of SPSR-A		
4	Should the applicant and/or City need to amend the Foley Street Extension plans, the updates shall be submitted to the Planning Board for review and approval, except that minor amendments to the PUD plans, including plans for the Foley Street Extension, may be approved by the Planning Staff. The applicant and/or the City may, with Planning Staff approval, at a later date develop construction documents and construct the Foley Street extension based upon the information in sheets SP-2, LL-2 and OS-2, including full construction documents, without further Planning Board approval, provided they are consistent with the submitted documents.	Planning	Continuous		
5	The applicant shall provide information to the Planning Board and Planning Staff to address how the landscaping after the construction on Foley Street (sheet LS-2) continues to meet Open Space and Useable Open Space requirements.	Planning Director	Prior to SPSR-A		
6	Final details of the site plan and building design shall be reviewed during Special Permit with Site Plan Review (SPSR) for final level approval of the PUD. This review shall ensure that the project is well-integrated and compatible with the proposed future Assembly Square development plans, and meets all findings that are indicated in Appendixes B, C, D and E as items to be addressed at the SPSR level. The final details shall not contradict the findings and/or submittal information in the PMP unless a specific amendment to the PMP is requested.	Planning Director	With SPSR-A		
7	Usable open space shall be accessible to the public at all times. City review of deed restrictions will be required prior to the issuance of Certificates of Occupancy.	ISD	Continuous		

#	Condition	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
8	The applicant shall submit, with the SPSR-A application, a plan for use and access of the community room. The community room should be available to community groups at no charge, if those groups meet eligibility standards established by the applicant and approved by Planning Staff. At a minimum, the community room should be available during the working hours of either the retail/cafe space or the self storage office space.	Planning Director	With SPSR-A		
9	During SPSR, the Applicant (or its successors/assigns) shall submit a report by an acoustical consultant, to establish that the proposed structure will create no net increase in noise on the west side of I-93.	Planning Director	With SPSR-A		
<b>B. Transportation / Traffic Circulation / Pedestrian Circulation</b>					
10	The applicant shall, with the SPSR-A application, develop a plan for Middlesex Street along the entire frontage of the building that includes sidewalks with a tree planting area and a five-foot clear walking zone, and parallel parking spaces. The applicant shall reset or replace curbs along the entire frontage of the property. The applicant shall also stripe parking spaces along the street, and if required by Traffic & Parking shall also stripe parking spaces on the opposite side of Middlesex Avenue. All new sidewalks and driveways aprons must be constructed of concrete. Design of sidewalk treatments, street trees, landscaping, finishes, street furniture and other amenities shall be reviewed by the Planning Staff and City Engineer in the SPSR-A application process.	Planning Director / City Engineer / T&P	SPSR-A application		
11	The applicant shall submit, with the SPSR-A application, a plan for use and access of the bicycle storage area. The bike storage area should be available to interested users at no cost, and shall be managed and maintained by owner, the operator of the self-storage facility and/or the operator of the cafe/retail space. The bike storage area shall allow access to users at all times.	Planning Director	With SPSR-A		
12	Applicant shall obtain and all necessary permits from MassDOT and other state agencies. Applicant shall furnish Planning Staff with copies of these permits.	Planning / Traffic	Prior to BP		
13	While the parking waiver is granted in this approval, the applicant shall work with the Traffic Engineer to address his concerns about the traffic study, and rectify the discrepancies between the traffic demand and the parking supply.	Planning Director	SPSR-A application		
14	Applicant shall depict the locations and design of handicapped accessible curb ramps for review and approval by the City Engineer.	City Engineer	BP		
<b>C. Water / Sewer / Drain Systems</b>					
15	Applicant shall ensure that all materials shall be in accordance with the City of Somerville Water and Sewer Division's Specifications and/or Rules and Regulations, latest issue.	City Engineer	BP		
<b>F. Urban Design and Design Guidelines</b>					

#	Condition	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
16	The applicant shall provide to the Planning Board and DRC, at a meeting prior to DRC approval of the final site design, an illustrated design guideline that establishes how the project design will meet the guidelines and standards in SZO sections 6.4.4, 16.7.a, 6.4.7.B.2b, 6.4.7.B.2c, 6.4.7.B.2c, 6.4.7.B.2e, 6.4.15.B.4a, 6.4.15.B.4b, and 6.4.15.C. The guideline should, at a minimum: 1) establish minimum performance standards for building materials that ensure that these materials will remain functional, durable and attractive for the long term; 2) identify location and technology used to apply civic graphics on the building, and behind the tower glass; 3) identify materials and design elements for the building base, cornice, canopies and divisions between the storefront zone and upper levels; 4) establish lighting strategy for the structure; 5) establish a strategy for location, design, transparency and activity behind all windows; 6) strategy for compliance with the design guidelines and standards in the SZO.	Planning Director	Prior to Planning Board hearing for SPSR-A		
17	The applicant shall work with the owner of the billboard to address any need to move the pole or sign angles on the site. The applicant shall address, in the SPSR-A application, any proposal to relocate the billboard, and show the impact of any relocation on the proposed building graphics, and views of the building and Assembly Square from the highway and Foley Street.	Planning	Prior to Planning Board hearing for SPSR-A		
18	The applicant shall, in the SPSR-A application, identify a location for a pad mounted transformer, or shall establish to the satisfaction of the electrical inspector that one is not required.	Planning Director	With SPSR-A		
<b>F. Signs</b>					
19	The applicant shall provide a design guideline for all signage on the site. This guideline shall also be reviewed prior to DRC approval of final site design. Advertising signage on the structure shall be limited to individual mounted letters, and lighting shall be indirect or shall be reverse channel lighting. No box signs shall be permitted. Signs requiring waivers from Section 12 of the SZO shall be addressed through the design guideline, indicating the circumstances for the waiver and maximum sign sizes, technologies and color patterns.	Planning Director	Prior to Planning Board hearing for SPSR-A		
<b>G. Trash and Recycling</b>					
20	The building must provide interior disposal and storage systems for trash and recycling , including cardboard recycling, where required, and shall identify these locations in the SPSR-A application.	Planning Director / DPW	With SPSR-A		
<b>H. Maintenance of Facilities</b>					
21	Maintenance: The Applicant (or its successors/assigns) shall be responsible for maintenance of both the building and all on-site amenities, including landscaping, publicly accessible open space, fencing, lighting, parking areas and storm water systems, ensuring they are clean, well kept and in good and safe working order; and shall also be responsible for snowplowing and street cleaning.	ISD	Continuous		
22	The applicant shall submit with the SPSR-A application a plan for maintenance of the building and all elements of its façade, indicating responsibility for care and strategies to ensure that materials are cleaned and that replacement materials are available when needed.	Planning Director	With SPSR-A		

#	Condition	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
<b>I. SPSR-A Reviews</b>					
23	SPSR-A applications under the PMP shall include information required to ensure compliance with this PMP decision, including but not limited to information noted as required in the findings (Appendix A, B, C, D and E)	Planning Director	With SPSR-A		
24	The applicant, or successors and assigns, shall submit proposals for SPSR-A that are consistent with established and agreed-upon design guidelines. The SPSR-A application shall identify any deviation between the guidelines and the submission and explain the need for these differences. The DRC and Planning Board will determine if the proposed solution is within the spirit of the guidelines. If not, an amendment to the PMP may be required. All SPSR-A submissions shall meet or exceed the minimum acceptable standard of quality identified in the design guidelines.	Planning Director	With SPSR-A		
<b>J. Demolition / Construction</b>					
25	Site remediation shall proceed under the direction of a licensed site professional, as required by the Massachusetts Contingency Plan and according to a remediation plan filed under MGL 21E. All required findings shall be made with Massachusetts DEP prior to any demolition or development at the site.	Planning / ISD	BP / Continuous		
26	Immediately upon closing, the applicant shall provide to the City all 21E reports, and other environmental assessments, analysis, clean-up studies, enforcement actions and other environmental documentation available for the property, including documentation on underground storage tanks.	Planning Director	Upon Sale of property to Applicant		
27	The Applicant (or its successors/assigns) 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) if damaged as a result of construction activity.	DPW	Certificate of Occupancy		
28	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.	ISD / DPW	During Construction		
29	The Applicant (or its successors/assigns) will provide notice of intent to comply, to the maximum extent feasible, strategies during demolition and construction to mitigate dust and control air quality, to minimize noise and to implement a waste recycling program for the removed debris.	ISD	Prior to demo permit		
30	The Applicant (or its successors/assigns) shall develop a demolition plan in consultation with the City of Somerville Inspectional Services Department. Full compliance with proper demolition procedures shall be required, including timely advance notification to abutters of demolition date and timing, good animal control measures, minimization of dust, noise, odor, and debris outfall, and sensitivity to existing landscaping on adjacent sites.	ISD	Prior to demo permit		
31	The project proponent must take steps to minimize storm water quality impacts from construction activities by developing and implementing a plan for erosion and sediment controls. This plan should focus on preventing storm water run-off from eroding soils disturbed and running into catch basins and drainage swales.	ISD / Engineering	Prior to demo permit		

#	Condition	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
<b>K. Linkage</b>					
32	The applicant shall make linkage payments. A linkage agreement shall be established between the applicant and the Planning Division and Housing Division staff. The agreement shall identify that the applicant shall contribute \$411,703.45 as the Project Mitigation Cost (PMC) to the Somerville Housing Trust Fund, either in a lump sum or over five equal annual payments.	Planning Director / Housing Director	With SPSR-A		