

COMMUNITY
DEVELOPMENT

2012 JAN 18 PM 3:57

CUSHING VILLAGE

CUSHING SQUARE, BELMONT, MA



TRAPEZO ROAD ELEVATION

PROJECT TEAM

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SPSR APPLICATION

APPLICATION BOOKLET
FOR SITE PLAN REVIEW, SPECIAL PERMIT,
DESIGN REVIEW AND WAIVERS

17 JAN 2011

Project Team and Contact Information

Application for Cushing Village

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Section 1

NARRATIVE to the Application for Cushing Village (SPSR, SP, DR, and Waivers)

1.1 Description of Site

The Applicant proposes to construct a multiuse development on land assembled from several contiguous parcels in Cushing Square. The site occupies the southwest quadrant of the Square bearing on the corner of Common Street and Trapelo Road. The assembled parcels lie completely in the Cushing Square Overlay District (CSOD). This Application is made for a development in that District under the Rules and Regulations for the CSOD.

The site includes 1) the current municipal parking lot at the corner of Trapelo and Williston Roads; 2) the combined subparcels along Trapelo Rd and Common St., including the Starbucks lot, the SS Pierce lot, the former Tops Cleaner lot, a Laundromat, and the East Cambridge Savings Bank lot; 3) the portion of Horne Rd between the lots indicated in 2) and 4); and 4) the former CVS lot at the corner of Common and Belmont Sts. In total there is approximately 86,073-SF of land.



FIG 1 – Site Plan Diagram

The lot addresses include 489, 495-7, 505, and 527 Common St; 112 Trapelo; and unassigned lot numbers comprising the municipal parking lot and the land under Horne Rd as indicated above.

Current occupants of the site itself are the aforementioned bank and Starbucks. The remaining buildings are empty (or nearly so) or are utilized as on-grade parking. Most of the site is impervious with either building or paving.

The gradient along Trapelo is gently sloped from the Trapelo/Common corner down to Williston, approximately 4-ft vertically over a horizontal distance of approximately 290-ft. Along Common St, the site climbs slowly at first, then steeply as it crosses Horne Rd and then rounds the Belmont St corner, rising approximately 22-ft in 400-ft.

1.2 Context for the Proposed Development

The site is surrounded by a varying context ranging from service stations to well-kept single-family homes. Many of the larger commercial structures whose shops once filled Cushing Square with shoppers are gone, leaving gaps in the street line and a mix of building form. For instance, to the east across Common St are two service stations. There are several smaller commercial wood-frame buildings as well. To the north across Trapelo are one-story masonry storefronts and a modern seven-story condominium building. To the west along Williston Rd. are one- and two-story commercial uses. Few of these immediate neighbors present a strong architectural character from which to build a contextual approach for the proposed building. However, farther down the Trapelo block is Winter's Hardware, which has an iconic and charming half-timbered appearance, much admired by visitors and residents of Cushing Square. Many of the one-story shops in the area have been well-kept and are nicely detailed, such as the Common St block to the north of Trapelo.

The remaining context includes the Horne Rd neighborhood to the west, consisting mostly of single-family homes. The neighborhood is well landscaped and private. Unfortunately, Horne Rd has provided a cut-through, bringing cars through the neighborhood to avoid the traffic at Trapelo and Common.

Finally, to the south across the crest of Belmont St is the Town's border with Watertown. Nearest neighbors are again single families in both towns as well as a large four-story brick apartment building diagonal to the Applicant's Common/Belmont corner.

1.3 Proposed Development Summary

The applicant proposes to construct a multiuse redevelopment consisting of the following:

1. Approximately 37,300-SF of commercial space distributed over three buildings.
2. 142 residential units, consisting of one- and two-bedroom units distributed over three buildings.

3. Parking for approximately 277 cars. Of these approximately 90 are distributed at grade and available for retail and residential use. Fifty spaces are available below grade to reconstitute the municipal parking function. The balance of the below grade spaces are exclusively for residential use.
4. The Gross Floor Area of the project is approximately 178,604-SF and a projected Floor Area Ratio of 2.05.
5. See the attached Sections for a tabulation of GFA, Parking, Bicycle Storage, and Unit Count.

1.4 Organization of the Site

The site is organized around three separate multiuse buildings. Each building is comprised of ground floor commercial (or structured parking) and residential levels above. Separate entries are provided for each use. The buildings sit on a single underground garage structure, which serves as a plinth for the development.

Separating the buildings allows the free circulation of cars, pedestrians, and loading without burdening the local streets. Drivers in search of parking will find numerous opportunities distributed along the primary circulation. The parking distribution corresponds to the commercial entry locations. A convenient location is provided for the municipal parking function, more or less directly under its current location.

To access the underground garage, a user would enter the central circulation from either Common St or Trapelo Rd and then enter the two-way ramp on the site interior. The underground garage has two areas, first the municipal parking area and then the residential area. The residential area is gated with card pass access, while the municipal lot has an independent street level lobby and elevator. The garage is laid out to provide the free flow of two-way traffic throughout.

At grade, pedestrians may walk along sidewalks that follow the main circulation. These in turn connect to the Town's sidewalks or connect safely to the commercial entries. On the site interior there are several "pedestrian only" walks that provide access to and from on-grade parking areas. The site is designed to promote pedestrian traffic on the Town sidewalks, to help activate the streetscape and stimulate commerce throughout Cushing Square.

Commercial loading is also off the central circulation and is designed to allow direct pull-up and back-in type truck access. The primary loading dock is provided for Building 2, which is designed to have the largest level floor plate for commercial use. The other buildings are expected to have smaller retail and commercial functions. Therefore their loading needs will be provided from the street or central drive.

Bicycle access and parking is provided throughout the site in compliance of the Town's requirements. Most of the bicycle parking is sheltered.

In reference to the issue of Horne Rd traffic spilling into the adjoining residential neighborhood, the applicant proposes to close Horne Rd to through-traffic. A raised curb would be installed restricting passage to emergency vehicles only.

1.5 Design of the Buildings

As mentioned there are three buildings. Each is designed to respond to a specific context and to a particular motif. This provides an opportunity to create the appearance of buildings designed over the course of time in different styles that carefully fit into their context as well as establish a context for future development in the Square.

Building 1 is to be named **The Winslow** and it is the smallest of the three buildings. The name refers to Winslow Homer whose early work included pastoral scenes of early Belmont.

Since it sits closest to the adjoining residential neighborhood, the massing of the building is kept low. Arts and Crafts/Craftsman style detailing is used to recall Belmont's long history of fine housing stock from the turn of the last century. The detailing is primarily in wood, including pergolas, shingles, brackets, railings etc.

The ground floor commercial is proposed to be smaller retail establishments, such as Starbucks, the Bank, possibly a fine restaurant and other local-type businesses. The ground floor level of these retail spaces would follow the gradient of the street.

The residential entry and lobby is centered on the Trapelo Rd frontage and made substantial by the use of a projected brick base. There are a total of 28 units in The Winslow. Most of these are spacious flats, sized a bit larger than the buildings proposed neighbors to allow for more features and a higher level of finish.

Building 2 is **The Pomona**, so named after the goddess whose image is on the Belmont Town Seal. As the goddess of fruitful abundance, Pomona was chosen to represent Belmont's accomplishments in the areas of agriculture and produce. To reflect this image of nature's bounty the Pomona Building will incorporate organic motifs and natural elements such as cut stone, ornamental ironwork and slate-like shingles. The prominent nature of this building's design and location will provide a centerpiece for Cushing Square, marking the corner and providing a core commercial establishment.

The base of the building is primarily glazed along the street sides framed by stone piers, opening to a single level commercial space, suitable for a grocery store. The residential levels are above the base and provide a varied massing with projected bays and projected wings, balconies and a fourth story built under the roofline.

The Pomona's residential entry lobby and elevator core is addressed at the Trapelo/Common corner. Each level of residences has 22 units, for a total of 66 units.

Building 3 occupies the upper part of the site or "highlands", south of Horne Rd and is to be named **The Hyland**. The meaning behind the Hyland concept is multi-faceted. Besides the inspiration realized by the natural incline of the terrain, this was also the former location of the Highland Market. The unique spelling brings a fresh feel to the site while also serving as a reminder of the Applicant's Hyland family who established a long history of entrepreneurial endeavors in Belmont beginning in the late 19th century. The building is given a masonry and

stone facade to represent a solid foundation that anchors the building to the grade of the site. As such, it relates to the four-story brick apartment building across Belmont St, while displaying an intricate balance of materials and details.

At grade off Horne Rd is a parking garage primarily for commercial use. This provides substantial commercial parking for the main retail use in the Pomona. The garage is laid out to provide traffic to flow easily through two openings on Horne Rd.

To correspond to the grade and context, the Hyland's mass gradually increases from Horne Rd, reaching its highest point at the Belmont/Common corner and likewise descending along Belmont Ave.

There are a total of 48 residential units in The Hyland. In addition, there is a small commercial space accessible from the courtyard at the Belmont/Common corner, suitable for a health club or similar service use. Nearby is the residential entry, marked by a large masonry archway. The entry leads to a spacious lobby and elevator core. There are several levels or residences corresponding to the vertical grade of the site. At the roof level there is a common roof deck looking over Common St.

As a whole, the buildings are designed to appear as if conceived at different times and under different circumstances, yet still held together as a single development. For instance, where buildings meet at the side, the primary façade detailing has been extended and the floors have similar floor level ratios. As mentioned, each building has a commercial base, especially the Winslow and the Pomona, as well as elevated residential levels, which provides for continuity and a pleasing pedestrian experience.

The primary mass of the project is pulled out to the Trapelo and Common sides, leaving substantial setbacks along the sides facing the Horne and Belmont neighborhood.

Another common thread to note is that each corner of the site is marked by a unique building form. At the Trapelo/Common corner of the Pomona is the substantial civic clock tower with its sidewall frescos. At the Trapelo/Williston corner of the Winslow is a smaller cylindrical form, which the Applicant expects will provide an interesting space for a high-quality tenant. At the Common/Belmont corner of the Hyland is an inviting masonry arch and corner massing with substantial detail. Marking the corners as such provides visual interest and a sense of hierarchy.

1.6 Site Engineering (Section provided by Allen and Major Engineering)

The lots are moderately sloped with existing grades ranging from Elevation 150± to Elevation 175±. The southern lot is the steeper of the two lots. All lots are primarily dominated by impervious area with some small interior landscaped areas.

The drainage for the lots flows off site to the surrounding streets, where it is captured by the existing municipal system. Runoff from the northern half of the site is captured by an existing 24" storm drain located underneath Trapelo Rd. Runoff from the southern half of the site is

captured by an existing 12" storm drain located underneath Horne Rd, which then drains to the existing 24" drain underneath Trapelo Rd (via Williston Rd.)

The proposed site design consists of three multi-story buildings that will contain both commercial and residential areas. The three buildings are connected below grade by one underground parking garage. Site access will be from Horne Rd. (via Common St.) and Trapelo Rd. Vehicular access through Horne Rd. will be shut off via an island with a mountable curb.

The proposed design intends to match the existing drainage flows and collection points. All surface and roof top runoff from the site shall be collected and conveyed to the existing 24" drain underneath Trapelo Rd., via the proposed drainage conveyance network which has been sized for the 25 year storm event.

The proposed utility plan will provide a domestic water connection for each building and one main fire suppression connection, via the water mains in Common St. and Trapelo Rd. Both the sewer and gas connections will take place in both Common St. and Trapelo Rd. The existing utility and drain lines underneath Horne Rd. are proposed to be cut and capped off, to allow for the underground parking garage which will extend beneath Horne Rd. This is being coordinated with the municipality, local gas company and BSC Group.

Landscape and hardscape features shall be proposed throughout the site. Street trees line both Common St. and Trapelo Rd., as well as proposed raised planters. There is an evergreen screen proposed along the northwest property line abutting the residential neighborhood. Hardscape shall include brick pavers, benches and dumpster enclosures.

The Applicant proposes to integrate the design into the anticipated Trapelo/Common St reconstruction as it relates to landscaping. In addition to coordination of tree plantings, the Applicant proposes to create a landscape buffer between the sidewalk and building where the sidewalk is maintained as a constant width.

1.7 Project Impact Information

In response to CSOD Rules and Regulations ***Article II Section 4(4)(f) – Potential impacts on open spaces and school system (estimated number of children)***

Potential Impacts to Open Space

The site currently is almost entirely covered by impervious surface (e.g., buildings, driveways), so there is no open space on the site currently. The proposal will add approximately 10,500 square feet of landscaped areas and uncovered walkways that will serve as an open space for the enjoyment of neighborhood, Cushing Village and Cushing Square residents and shoppers.

Potential Impacts to the School System

Impacts from Cushing Village upon the local school system will come from two sources: 1) the number of new school-age children in the development enrolling in Belmont Public

Schools, and 2) the incremental cost of educating those new students. The Town of Belmont has its own school department and operating budget. The Town maintains its own elementary schools, middle school and high school. For the 2012 school year, the Belmont public school system has an enrollment of approximately 4,037 students for grades pre-K through 12.

The best way to estimate the number of new school-age children who can be expected to enter the Belmont Public Schools as a result of the Cushing Village development is to look at the actual numbers of new school-age children who have entered public schools from comparable rental housing developments. The number of school age children per housing unit is heavily dependent on the number of bedrooms, as families with children require more bedrooms. There is conclusive evidence that three and four bedroom units generate significantly higher numbers of school age children than one and two bedroom units.

In the case of Cushing Village, the units are skewed towards the smaller units with a 58% one bedroom and 42% two bedroom unit mix with no units having three or four bedrooms; therefore, the number of projected school age children is quite small. To adjust for families that already live in Belmont moving to Cushing Village as well as children attending private and parochial schools, a factor ranging from 6% to 8% is often applied. To err on the side of conservatism, this factor has not been applied to this analysis. Affordable housing units also generally create a higher number of school age children per unit based on larger family size.

Table 1 – Public School Enrollment per Unit Type

Apartment Type	AVB Recent 40B*	CHAPA Study**	Average per Unit
1 Bedroom – Market	0.01	0.01	0.01
1 Bedroom – Affordable	0	0.02	0.01
2 Bedroom – Market	0.13	0.25	0.19
2 Bedroom – Affordable	0.6	0.5	0.55

* AvalonBay Recent Mixed Income (40B) Developments

** Housing the Commonwealth's School-Age Children, Citizens Housing and Planning Association, August 2003

Several credible studies have been conducted looking at the number of school children enrolled in public schools in multi-family developments in the metropolitan area. As can be noted from the above table (Table 1), there is a significant increase in the number of school age children as unit sizes increase and with affordable units. The projections for Cushing Square take into account the mix of unit sizes as well as the relatively low percentage of affordable units (12.5%) as compared to other projects.

For the purposes of this analysis, the average between the AVB and CHAPA study per unit type is used to project incremental school enrollment resulting from Cushing Village. Table 2 – Projected New Public School Enrollment shows the expected number of school age children to be enrolled in the Belmont school system as a result of the project.

Table 2 – Projected New Public School Enrollment

Apartment Type	Average per Unit	Proposed Units	Projected Enrollment
1 Bedroom – Market	0.01	72	0.72
1 Bedroom – Affordable	0.01	10	0.1
2 Bedroom – Market	0.19	52	9.8
2 Bedroom – Affordable	0.55	8	4.4
		TOTAL	15.02

The projections are an over estimate as they assume that 100% of school age children attend public schools and that none attend private or parochial schools.

For FY2012, the Town of Belmont plans to spend \$41,583,768, on education. The FY2012 enrollment was 4,037 students. Typically, for the purposes of fiscal impact analysis the cost of additional students entering the system are discounted by approximately 20% to account for fixed costs in the educational system which are generally independent of student body size, such as physical plant, administration, maintenance, debt service, etc. This translates into per-pupil, incremental educational cost of approximately \$8,240.

To determine the additional annual education cost that will occur as a result of the project, the cost per student of approximately \$8,240 is multiplied by the anticipated 15 school age children in public schools for a total education cost of \$123,600 per year. The estimated additional cost of \$123,600 for the education of the 15 new school-age children constitute approximately 0.29% of the Town's total annual educational costs. Distributed across the various grades, the number of school children is not expected to present a burden to the school system, representing an approximate 0.37% increase in enrollment.

In response to CSOD Rules and Regulations **Article II Section 4(6) ESTIMATE OF MUNICIPAL REVENUES AND COSTS**

According to Article II Section 4(6) of the Cushing Square Overlay District Rules Regulations, "AN ESTIMATE OF MUNICIPAL REVENUES AND COSTS expected to be generated by the

project, including anticipated real estate valuation and public service needs may, at its discretion, be required by the Planning Board". The Applicant is prepared to satisfy that requirement if the Planning Board so chooses to exercise its discretion and requests municipal cost and revenue information. In the event of such request, the Applicant respectfully requests the opportunity to discuss the specifics of the required data with the Planning Board to ensure that the most accurate and complete information is provided to the Board in a timely manner.

1.8 Peak Traffic Generation

For compliance with the CSOD requirement for Peak Traffic Generation information, see the attached memo "Trip Generation Assessment" provided by TEC Inc, Traffic Consultants.



MEMORANDUM

TO: Mr. Christopher Starr
Smith Legacy Partners Series, LLC
6 Littlefield Road
Acton, MA 01720

DATE: January 12, 2012

FROM: Rebecca L. Brown, PE, Senior Engineer
Kevin R. Dandrade, PE, PTOE, Principal

PROJECT NO.: T0376.01

RE: Cushing Village Redevelopment Project
Trapelo Road and Common Street, Belmont, MA
Trip Generation Assessment

INTRODUCTION

TEC has been retained by Smith Legacy Partners Series, LLC to prepare a Traffic Impact and Access Study (TIAS) in support of the proposed Cushing Village mixed-use development located at 102 to 112 Trapelo Road and 493 to 527 Common Street in Belmont, Massachusetts. The site currently contains a vacant 6,200 square foot (SF) CVS/pharmacy, a 2,430 SF Starbucks restaurant with 30 seats, approximately 12,065 SF of specialty retail and restaurant space, the foundation of a former 3,590 SF retail building, and a municipal parking lot containing 50 parking spaces. The project proponent, Smith Legacy Partners, LLC, is proposing to demolish the existing land uses on the site and construct a mixed-use development to contain an approximately 15,000 SF market, a 1,800 SF Starbucks, a 6,000 SF quality restaurant, a 3,800 SF bank, a 2,900 SF health and fitness club, 4,900 SF of specialty retail uses, and approximately 120 apartment units. The intent of this memorandum is to provide a summary of the trips anticipated to be generated by the proposed mixed-use redevelopment project. A full TIAS will be prepared as part of a future submission.

SITE GENERATED TRAFFIC

The proposed development project consists of demolishing the existing buildings on the site and constructing an approximately 18,000 SF market or drugstore, a 5,200 SF quality restaurant, a 3,800 SF walk-in bank, a 3,430 SF health club, an 1,800 SF Starbucks, approximately 5,030 SF of specialty retail space, and 142 apartment units. The trip generation rates for ITE LUC 850 (Supermarket) are higher than the rates for ITE LUC 880 (Pharmacy/Drugstore without drive-through window). Therefore, in order to provide a conservative (worst case) analysis scenario, the trip rates for ITE LUC 850 were utilized to estimate the trip generation for the proposed market/drugstore. The trip generation rates for ITE LUC 931 (Quality Restaurant), LUC 911 (Walk-In Bank), LUC 492 (Health/Fitness Club), LUC 814 (Specialty Retail), and LUC 220 (Apartments) were used to estimate the traffic associated with each of the remaining uses, respectively. Because the Starbucks is an existing use and the size of the building is decreasing, no additional traffic was added to the roadway network for the Starbucks. ITE LUC 936 (Coffee/Donut Shop without Drive-Through Window) was used to estimate the trips generated by the Starbucks in order to reassign these trips to the new driveways.

Table 1 - Trip Generation Summary

Time Period	Supermarket LUC 850	Restaurant LUC 931	Bank LUC 911	Health Club LUC 492	Specialty Retail LUC 814	Apartments LUC 220	Starbucks LUC 936	Total Trips
<i>Weekday Daily</i>	1,840	468	264	113	223	944	1,560	5,412
<i>Weekday Morning</i>								
IN	40	2	12	2	2	14	108	180
OUT	<u>25</u>	<u>2</u>	<u>10</u>	<u>3</u>	<u>2</u>	<u>58</u>	<u>103</u>	<u>203</u>
TOTAL	65	4	22	5	4	72	211	383
<i>Weekday Evening</i>								
IN	96	26	20	7	6	57	37	249
OUT	<u>93</u>	<u>13</u>	<u>26</u>	<u>5</u>	<u>8</u>	<u>31</u>	<u>36</u>	<u>212</u>
TOTAL	189	39	46	12	14	88	73	461
<i>Saturday Daily</i>	3,197	457	154	72	211	907	1,515	6,513
<i>Saturday Midday</i>								
IN	99	33	24	5	11	37	57	266
OUT	<u>96</u>	<u>23</u>	<u>23</u>	<u>5</u>	<u>10</u>	<u>37</u>	<u>62</u>	<u>256</u>
TOTAL	195	56	47	10	21	74	119	522

It is reasonable to expect that some trips to the site will be shared between multiple land uses. For example, someone living within the apartments may choose to shop at the retail or eat at the restaurant on site. Therefore, a reduction in the overall trips experienced at the site driveways can be anticipated as a result of multi-use trips that include stops at more than one use on the site. Based on information contained in the ITE Trip Generation Handbook, multi-use trips are anticipated to account for 18 percent of the total site-generated traffic during the weekday morning peak period, 27 percent of the total site-generated traffic during the weekday evening peak period, and 31 percent of the total site-generated traffic during the Saturday midday peak period.

Not all of the trips generated by the proposed mixed-use development will be new to the roadway network. Many of the trips generated by the proposed development are already present in the existing traffic flow passing by the site. For example, some vehicles which are already on the roadways may decide to visit the site on their way to another destination. Once they complete their visit to the site, they continue on toward their ultimate destination. These vehicle trips are known as "pass-by" trips and are subtracted from the total trips to calculate the total primary (or "new") trips that affect the volume of traffic within the study area away from the site. Based on rates contained in ITE Trip Generation Handbook, 2nd Edition, approximately 36 percent of traffic generated by supermarkets, 50 percent of traffic generated by the Starbucks, 44 percent of traffic generated by restaurants, and 26 to 34 percent of traffic generated by retail represents pass-by traffic.

The estimated trip generation for the proposed development is summarized in Table 2. As shown Table 2, the proposed mixed-use development is estimated to generate approximately 69 new trips during the weekday morning peak hour, 143 new trips during the weekday evening peak hour, and 111 new trips during the Saturday midday peak hour.

Table 2 - Trip Generation – Total Additional Trips

Time Period	Total Trips			Multi-Use Trips	Pass-by Trips ^c	New Primary Trips ^d
	Proposed ^a	Existing ^b	Net Increase			
<i>Weekday Daily</i>	5,412	2,649	2,763	1,838	-14	939
<i>Weekday Morning</i>						
IN	180	125	55	34	3	18
OUT	<u>203</u>	<u>115</u>	<u>88</u>	<u>34</u>	<u>3</u>	<u>51</u>
TOTAL	383	240	143	68	6	69
<i>Weekday Evening</i>						
IN	249	78	171	63	17	91
OUT	<u>212</u>	<u>80</u>	<u>132</u>	<u>63</u>	<u>17</u>	<u>52</u>
TOTAL	461	158	303	126	34	143
<i>Saturday Daily</i>	6,513	2,730	3,783	1,864	340	1,579
<i>Saturday Midday</i>						
IN	266	115	151	80	8	63
OUT	<u>256</u>	<u>120</u>	<u>136</u>	<u>80</u>	<u>8</u>	<u>48</u>
TOTAL	522	235	287	160	16	111

^a From Table 1.

^b ITE LUC 880 (Pharmacy/Drugstore without Drive-Thru Window) for 6,200 SF, ITE LUC 936 (Coffee/Donut Shop without Drive-Through Window) for 1,800 SF, and ITE LUC 814 (Specialty Retail) for 12,065 SF, which assumes reoccupancy of vacant space on the site.

^c 36 percent of supermarket trips; 44 percent of restaurant trips; 26 percent of retail trips during all periods except weekday evening peak hour; 34 percent of retail trips during weekday peak hour.

^d Net Increase in trips minus multi-use trips and pass-by trips.

Section 2

Cushing Village – Narrative for Zoning Compliance and Special Permit Criteria

2.1 Compliance Overview – Requested Permits

SUMMARY – In Reference to Bylaw Section 8 – Cushing Square Overlay District and other applicable sections of the Belmont Zoning By-law, the Applicant is requesting the following Permits and associated relief:

- Site Plan Review for FAR under the CSOD, which includes Design Review
- Special Permit for height under the CSOD
- Waivers for Street Planters, Aisle Width, and Distribution of Compact Cars.

8.1.3 Applicability – Subject to the Design and Site Plan Review in accordance with Section 8.3

8.2 Uses – Proposed uses are anticipated at the time of application are all allowed uses under 8.2 or are “grandfathered”. The Applicant reserves the right to maintain non-conforming existing use per 8.2.2.1. Anticipated use summary follows (approximate gross areas):

- 1) Food Market – 15,000 to 18,000-SF
- 2) Starbucks – 1,800-SF
- 3) Quality Restaurant – 6,000-SF
- 4) Bank – 3,800-SF
- 5) Specialty Retail – 4,900-SF
- 6) Fitness Club – 2,900-SF

The CSOD Rules and Regulations require that an indication shall be made in the Application as to the hours of operation as well as other specific information for each use. Since the uses indicated are anticipated, it is not possible to state this information. The Applicant expects that a number of the anticipated uses will require a separate SP Application and approval process wherein the specifics of the proposed use can be reviewed by the Planning Board.

8.3.1 Performance Standards

A) 1 and 2 – Ground Floor and Above Ground Floor Uses comply, subject to final occupancy profile.

B) Dimensional Regulations

1. Setbacks

- i. Front – **complies**
- ii. Side – **complies**
- iii. Rear – **complies**

1. Building Height

Height requires Special permit from the Planning Board subject to criteria of Section 8.4 – see graphic on Sheet Z-10

8.4 Criteria

8.4.1 Eligibility – **complies**

8.4.2 Building Height (and massing) - **complies**

3. Floor Area Ratio – **complies**, see graphic on Sheet Z-9

8.3.2 Parking Requirement –

A) Parking ratios – **complies** – see Zoning-7

B) Reduction of Parking – **not requested**.

C) Bicycle Parking – **complies** – See Zoning-8 Bicycle Parking Tabulation

2.2 Additional Relief Requested

Under the Rules and Regulations for the CSOD to govern SP with Design and Site Plan Review, the following relief is requested:

1. Article III, Section 3 Design, Par 4 Landscaping, Line e – Streetscape Planters – Relief is request on the manner in which the planters along the streetscape are integrated into the site. As noted above, Applicant requested planters be extended from building into sidewalk zone, leaving a consistent sidewalk width.
2. Article IV, Section 1 – Aisle width – request is made to allow 22-ft be the base driveway width rather than 24-ft. In structured parking, it is very difficult to consistently achieve the 24-ft width. Many adjoining towns allow 20-ft and 22-ft widths as a standard, especially in structured parking.
3. Article IV, Section 2 – Distribution of compact cars – request is made to allow distribution of compact cars at labeled locations throughout the structured parking areas, rather than in segregated areas. This results from a specific column spacing that is used throughout the project.

2.3 Design Standards

In Reference to Bylaw Section 8.3.3.A) Design Standards

Article 8.3.3.A) indicates the general design guidelines for approval. These are stated below in italics followed by the Applicant's response to describe compliance.

8.3.3.A...the following objectives and criteria shall be considered in reviewing development projects in the CSOD:

i. Appropriateness of the proposed design and materials of proposed buildings;

As described above, the building design is appropriate. Care has been taken to draw on local precedents for building style and to carefully craft the building forms to provide a pleasing and varied appearance. Users will experience a vitalized and

picturesque Square that will seem familiar yet offer new opportunities for living and shopping.

The building forms are designed to reduce the visual mass of the buildings and provide as large an offset as possible to adjoining residential neighborhood.

Primary materials are recognizable and appropriate (wood, brick, stucco, stone, slate, and ironwork). High-tech and modern-appearing materials have been intentionally avoided.

ii. Adequacy of the site in terms of the size of the proposed use(s);

The assembled site has over 86,000-SF of land area and sits in the center of Cushing Square, where high density is envisioned under the CSOD. The Applicant is requesting approval for an FAR of 2.05, well under the 3.0 maximum allowed by Special Permit in the CSOD.

The site has multiple access points creating circulation through the site. In turn this allows the building design to be varied and responsive to the local site condition, including creating separate buildings and higher density at the appropriate location.

iii. Adequacy of the provision of open space, its accessibility to the general public, and/or its association with adjacent or proximate open space areas;

The site is designed to be permeable and accessible to the general public. There are numerous walkways and access points. These walkways in turn connect to the existing walkways in the Square.

iv. Impact on traffic and pedestrian flow and safety;

The attached Traffic Study characterizes the impacts from additional loads to the streets. The site has been designed to minimize the bottlenecks and allow traffic to flow freely to main streets without disrupting existing flows.

Pedestrians are protected by a network of clearly delineated walkways with well-marked crosswalks and ADA compliant wheelchair ramps at intersections.

v. Impact on the visual character of the Cushing Square commercial area and surrounding residential neighborhood;

As discussed in "i", the design brings an attractive visual character to the Square that will be familiar and yet visually interesting. A great deal of commercial frontage is to be introduced, which will enhance the Square's streetscape (as well to assist in the economic revitalization of the Square).

The commercial design adheres to a clear delineation of the street level façade with large glazed openings framed by piers. This arrangement will seem familiar, but the design will vary in its detail and scale to add visual interest. Residences above the retail areas evoke a traditional building type of mixed use located on a main avenue.

The massing is adjusted to provide the widest buffer possible to the residential neighborhood, in most cases exceeding the required 20-ft rear and side yard abutting a residential district. Where appropriate, the buildings are articulated with residential forms to reduce the scale.

vi. Adequacy of utilities, including sewage disposal, water supply and storm water drainage;

Because the site has a history of commercial uses, the local infrastructure is adequate for the proposed loads. Trapelo and Common both have major utility infrastructures that are able to service the proposed buildings.

vii. Impact of the proposal on the existing mix of structures and businesses in the CSOD;

The proposed development provides new opportunities for living and shopping which will greatly contribute to the revitalization of Cushing Square. The Applicant has performed a detailed economic study on the proposed development and has concluded that the proposal will produce a number of positive effects on the local economy including a significant increase in the Town's commercial tax base. Details on this economic study are available upon request.

viii. Determination that there will be no serious hazard to vehicles or pedestrians within the site or on adjacent streets or sidewalks;

As noted, pedestrians and vehicles are clearly separated throughout the site. The development will be integrated with the redesign of Trapelo Rd to provide a safe transition from site to public ROW.

ix. Adequacy of the arrangement of parking and loading spaces in relation to the proposed uses of the buildings;

As noted, the commercial parking is distributed throughout the site in order to provide good access to all retail venues, both on and offsite. The largest concentration of parking at grade is near the largest retail space, namely at the ground floor of the Pomona.

The residential parking is located primarily in the underground garage. This provides safe and immediate access via the respective elevator core to the residences.

x. Appropriateness of the proposed methods of disposal of refuse and other wastes resulting from the uses permitted on the site, including size, location and landscape screening of dumpsters or other trash receptacles;

Each building has its own waste disposal area in a screened containment. The largest of these corresponds to the largest retail space and also has the capacity for a large compactor and two enclosed dumpsters.

xi. Determination that the height and bulk of the proposed buildings will not be injurious to surrounding property;

As noted, by creating and delineating three distinct buildings, the proposed development is appropriately scaled and does not intrude on the local neighborhood in its height and bulk. The site is bookended by two, significant commercial structures – 1) a four-story apartment house overlooking the Square on the hill towards Belmont Street and 2) a seven-story apartment house immediately across Trapelo Road from the proposed development. These structures set the context for the appropriateness of the scale of the development which at its highest points are four-stories.

Further, by providing amenities and services to the local community, it will serve to protect the value of property in the area

xii. Obtain appropriate evidence of compliance of the proposal with the applicable requirements of this By-Law other than this Section; and

A separate zoning compliance section is attached to this narrative.

xiii. Adequacy of landscaping/site improvements.

Site amenities are provided throughout, including places for outdoor seating and gathering, covered bike storage, sheltered walkways, and multiple entries. Landscape material is introduced as every point possible to provide visual interest and contrast.

**Zoning Compliance Table
Cushing Village Development**

For Compliance in the CSOD and underlying Zoning, as applicable	By-Law Allowed / Required	Proposed Conditions	Comment
Lot Area (Min SF)	15,000 for SPSR	86,073	Complies - Includes Horne Rd Lot Area and Municipal Parking Lot
Total Gross Floor Area (SF)		178,604	Complies
FAR (Max Ratio)	3.0 by SP	2.05	Complies w/SP per 8.3.1.1 See Sheet Z-8
Front Setback (Min ft)	0'	0'	Complies
Side Setback (Min ft)	0' and 20ft abutting Res	0' and 20ft abutting Res	Complies
Rear Setback (Min ft)	20ft	20ft	Complies
Building Height (max ft/stories)	48' and 4 STY by SP per 8.4	Building 1 = +/- 42.9' and 4 STY	All Comply w/SP per 8.4 See Sheet Z-9
		Building 2 = +/- 46.5' and 4 STY	
		Building 3 = +/- 44.8' and 4 STY	
No. Of Dwelling Units	NA	142	Complies w/SP
No. Of Parking Spaces	Per Calculation	277	Complies See Parking Compliance Sheet Z-7
No. of Bicycle Spaces	Per Calculation	156	Complies See Bicycle Storage Compliance Sheet Z-8

Calculation of Parking and Bicycle Storage Requirements Cushing Village Development

Automobiles

For Compliance in the CSOD	Required	Calculation	Required Count	Provided Count
Residential – See Residential Unit Tabulation	One space per unit	142 units X 1.0	142	
Commercial – See Commercial Area Tabulation (37,258-SF per Sheet Z-9)				
Restaurant + Starbucks	One Space per 4 seats, assume 120 seats for 7,000-SF	120 / 4	30	
Other ground floor retail	One space / 550-SF	30,258 / 550	55	
Total Parking Provided (Res+Com)			227	Complies
Municipal Lot relocation per Agreement between Applicant & Town			50	Complies
Total Parking Provided (Res+Com+Mun)			277	Complies

Bicycles

For Compliance in the CSOD	Required	Calculation	Required Count	Provided Count
Residential – See Residential Unit Tabulation	One space per unit	142 units X 1.0	142	
Commercial – See Commercial Area Tabulation	2 spaces per commercial establishment, assume 7	7 retail X 2	14	
Total Bicycle Storage <u>Req'd</u> (Res+Com)			156	
Bicycle Storage <u>Provided</u>				
Level B - Lot A (Municipal) - all covered			21	
Level B - Lot B (Residential) - all covered			85	
Level 1 at-grade - 20 covered			50	
Total Bicycle Storage <u>Provided</u>			156	Complies

Section 3

Cushing Village – Residential Unit Tabulations by Building and Unit Type

BUILDING-1 WINSLOW		NET INTERIOR AREA (SF)	BEDRMS	COMMENT
Level 2				
1	201	855	2	
2	202	792	1	plus study
3	203	862	1	plus study
4	204	1,063	2	
5	205	716	1	
6	206	929	2	
7	207	819	1	plus study
8	208	819	1	plus study
9	209	990	2	
10	210	760	1	
Level 3				
1	301	873	2	
2	302	809	1	plus study
3	303	880	1	plus study
4	304	996	2	
5	305	687	1	
6	306	838	2	
7	307	836	1	plus study
8	308	836	1	plus study
9	309	900	2	
10	310	760	1	
Level 4				
1	401	1,093	2	
2	402	710	1	
3	403	781	1	
4	404	890	2	
5	405	1,186	2	plus study
6	406	737	1	
7	407	737	1	
8	408	1,191	2	plus study
28	BUILDING TOTALS	24,345	40	

Winslow		
1-Bedroom Units	16	
2-Bedroom Units	12	

BUILDING-2 POMONA		NET INTERIOR AREA (SF)	BEDRMS	COMMENT
Level 2				
1	201	1,121	2	
2	202	860	1	Plus study
3	203	854	1	Plus study
4	204	797	1	Plus study
5	205	732	1	
6	206	734	1	
7	207	803	1	Plus study
8	208	843	2	
9	209	742	1	
10	210	728	1	
11	211	850	2	
12	212	701	1	
13	213	753	1	
14	214	1,050	2	
15	215	733	1	
16	216	733	1	
17	217	1,080	2	
18	218	990	2	
19	219	707	1	
20	220	733	1	
21	221	900	2	
22	222	814	1	Plus study
Level 3				
1	301	1,113	2	Plus study
2	302	860	1	Plus study
3	303	860	1	Plus study
4	304	797	1	Plus study
5	305	732	1	
6	306	734	1	
7	307	818	1	Plus study
8	308	843	2	
9	309	742	1	
10	310	728	1	
11	311	911	2	
12	312	701	1	

13	313	753	1	
14	314	1,050	2	
15	315	733	1	
16	316	733	1	
17	317	1,080	2	
18	318	990	2	
19	319	707	1	
20	320	733	1	
21	321	897	2	
22	322	814	1	Plus study
Level 4				
1	401	951	2	
2	402	796	1	Plus study
3	403	796	1	Plus study
4	404	734	1	
5	405	670	1	
6	406	670	1	
7	407	734	1	Plus study
8	408	713	1	
9	409	663	1	
10	410	650	1	
11	411	747	1	Plus study
12	412	613	1	
13	413	654	1	
14	414	959	2	
15	415	676	1	
16	416	676	1	
17	417	990	2	
18	418	900	2	
19	419	650	1	
20	420	650	1	
21	421	674	1	Plus study
22	422	800	1	Plus study
66	BLDG TOTALS	52,953	84	

Pomona

1-Bedroom Units	48
2-Bedroom Units	18

**UNIT NET AREA
TABULATION**

BUILDING-3 HYLAND		NET INTERIOR AREA (SF)	BEDRMS	COMMENT
Level 2				
1	201	849	2	
2	202	1,025	2	Plus study
3	203	916	2	
4	204	973	2	
5	205	947	2	
6	206	1,016	2	
7	207	746	1	Plus study
8	208	720	1	
9	209	739	1	
Level 3				
1	301	890	2	
2	302	1,145	2	Plus study
3	303	910	2	
4	304	973	2	
5	305	947	2	
6	306	1,012	2	
7	307	751	1	Plus study
8	308	727	1	
9	309	728	1	
10	310	746	1	
11	311	890	2	
12	312	794	1	Plus study
13	313	929	2	
Level 4				
1	401	959	2	
2	402	1,055	2	Plus study
3	403	940	2	

Hyland

1-Bedroom Units	18
2-Bedroom Units	30

4	404	961	2	
5	405	1,207	2	Plus study
6	406	1,176	2	Plus study
7	407	720	1	
8	408	739	1	
9	409	720	1	
10	410	902	2	
11	411	718	1	
12	412	994	2	
Level 5				
1	501	672	1	
2	502	706	1	
3	503	1,131	2	Plus study
4	504	815	2	
5	505	769	2	Plus study
6	506	729	1	
7	507	729	1	
8	508	902	2	
9	509	724	1	
10	510	698	1	
Level 6 (Roof)				
1	601	661	1	
2	602	1,034	2	Plus study
3	603	1,060	2	Plus study
4	604	1,020	2	Plus study
48	BL DG TOT ALS	42,114	77	
GRAND TOTALS				
142		119,412	201	

Total by Bedroom Type

1-Bedroom Units			82	58%
2-Bedroom Units			60	42%
	count check		142	