



CITY OF SOMERVILLE, MASSACHUSETTS
PLANNING BOARD
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Case #: PB2007-29-R1108
Site: Assembly Square Drive-Roadway
Date: October 15, 2008

PLANNING STAFF REPORT

Applicant Name: FR Sturtevant Street, LLC
Applicant Address: 1626 East Jefferson Street, Rockville, MD 20852
Property Owner Name: FR Sturtevant Street, LLC and FR Assembly Square, LLC
Property Owner Address: 1626 East Jefferson Street, Rockville, MD 20852
Agent Name: Hugh Hahn
Alderman: Roche

Legal Notice: The Applicant and Owner, FR Sturtevant Street, LLC, and their Agent, Vanasse Hangen Brustlin, Inc. seek to revise a previously approved Special Permit with Site Plan Review-A final level approval of a phase ("Phase 1AA") of a planned unit development (S.Z.O. §16.8.3) in order to revise plans for roadways, infrastructure, and associated improvements serving Phase 1AA, all under the Planned Unit Development Preliminary Master Plan approved by the Planning Board on December 14, 2006. The Applicant also seeks to revise a previously approved Site Plan Approval for Subdivision for Phase 1AA (S.Z.O. §5.4). Proposed changes would also require certain conditions of earlier permits to be revised.

The owners of the parcels subject to these applications are:

FR Sturtevant Street, LLC – Parcels 99-A-2, 99-A-3, 99-A-4, 99-A-5, 99-A-7, 99-A-8, 99-A-6, 101-B-24

FR Assembly Square, LLC – Parcels 67-A-1, 86-A-1

These parcels are also commonly known as 16-34 and 100 Assembly Square Drive (a/k/a Sturtevant Street); 123 and 147 Foley Street; the so-called "Yard 21 Parcel"; and the proposed area of Assembly Square Drive.

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

Zoning Approval Sought: Under §5.3.8: Revisions to SPSR-A, final level approval of a PUD (§16.8); and to Site Plan Approval for Subdivision (§5.4)

Date of Application: November 21, 2008

Date(s) of Public Hearing: Planning Board: December 18, 2008

Date of Decision: N/A

Vote: N/A

I. PERMITTING PROCESS

On December 14, 2006, the Planning Board granted Planned Unit Development-A-Preliminary Master Plan (PUD-PMP) approval, subject to certain conditions, for a development area that includes the subject property. On October 18, 2007, the Planning Board granted conditional approval of:

- o SPSR-A for final level approval of a phase of the PUD (§6.4.9), including construction of the IKEA store and reconstruction and realignment of Assembly Square Drive; and
- o Special Permit for Signage in order to exceed the maximum height and area of allowable signage (SZO §6.4.14.c).
- o Site Plan Approval for subdivision of parcels (SZO §5.4).

In October the Planning Board granted approval to revise the SPSR-A in order to accommodate certain changes to the building and the site, and to revise Special Permit for Signage in order to reconfigure the sign plan.

The Applicant now seeks approval for revisions to the layout of Assembly Square Drive with associated revisions to the Site Plan Approval for subdivision.

III. DESCRIPTION OF PROPERTY

Assembly Square Drive currently terminates at Foley Street, at the entrance to the Assembly Square Marketplace site.

The 2007 SPSR approved a realignment of this roadway to accommodate an extension of the road along the east side of the Marketplace property. The roadway would bend as it approached the waterfront, in order to connect to Route 28. The land proposed for the extension of the roadway is presently undeveloped.

IV. DESCRIPTION OF PROPOSAL

A. SPSR-A for Roadway

In response to ongoing traffic studies and refinements in the roadway design, the Applicant has identified potential improvements to the street layout. With the present application, the Applicant is proposing to make three notable changes to the roadway plan:

- o Reduced number of intersections on east side of Assembly Square Drive, anticipating relocation of proposed “A” Street and removal of “B” street in the next “mixed-use” phase;
- o Introduction of a small roundabout where Assembly Square Drive meets “A” Street and bends toward Route 28; and
- o Replacement of one travel lane in each direction, between IKEA Way and the Marketplace driveway, with on-street parking.

The above changes would accommodate the anticipated traffic flows while introducing significantly more on-street parking in the initial phase of development (which is also an amenity for pedestrians on adjoining sidewalks). The conversion of two travel lanes to parking lanes would not change the roadway

sections for most of the length of Assembly Square Drive; changes would primarily be made to the striping of the roadway.

The new roundabout has been reviewed by City Staff and peer review consultants, whose comments are appended to this report. Staff find the roundabout to be an improvement to the roadway plan, as it will:

- o Facilitate left-hand turns into the future mixed-use phases of the new development;
- o Calm traffic at the end of the straightaway, without the use of signals or bumps; and
- o Provide a focal point or “gateway” feature into the district.

Other minor proposed changes to the road include:

- o Introduction of one drop-off lane on each side of Assembly Square Drive, between Foley Street and IKEA Way/ New Road;
- o Relocation of bus drop-off further away from Intersection with IKEA Way;
- o Introduction of a median to proposed “D” Street at the intersection with Assembly Square Drive;
- o Narrowing of Assembly Square Drive paved area in the approach from Route 28 to the roundabout; and
- o Minor adjustments to left turn lanes and medians as a result of the other proposed changes.

Finally, the approved Preliminary Master Plan affords the Director of Traffic & Parking discretion for signal timing at new signalized intersections along Assembly Square Drive. As signal timing and lane use must be considered together in planning a functional intersection, the Applicant has requested a degree of flexibility in lane striping and use at certain intersections, so that turn lanes can be designed in response to final determinations regarding signal timing. This is addressed in Condition 19a in attached Table 1 (Conditions of Approval).

B. Site Plan Approval for Subdivision:

In response to the above proposed changes to the roadway, the subdivision and consolidation plans have been revised in order to:

- o Slightly widen the roadway parcels in certain locations;
- o Slightly adjust boundary angles in certain locations; and
- o Reduce the number of “stub-outs” to roads in the mixed-use phase, reflecting the anticipated relocation of proposed “A” Street and removal of “B” street in the “mixed-use” phase.

V. STAFF FINDINGS

Section 5.3.8 of the SZO states “Revisions that are not *de minimis* shall be subject to the full notice and hearing provisions of §5.3.2 of this Ordinance, but shall not be subject to review by additional boards, departments, city agencies or commissions except as requested by the SPGA or upon the recommendation of the Planning Director. Applicable findings shall be made in accordance with the type of permit(s) being revised.”

A. Findings for Revisions to SPSR-A for Final Level Approval of a Phase of a PUD

In addition to making SPSR findings under SZO §5.2.5, findings for the SPSR-A review process (SZO§6.4.9) must be made, due to the site’s location within the Assembly Square Mixed-Use District.

In SPSR-A review, findings must be made in accordance with the following:

- SZO §5.2.5.a-h
- SZO §6.4.9: submission requirements, review criteria, development standards, design guidelines, and required findings and determinations specific to SPSR-As. Incorporates additional requirements (listed below) by reference.
- SZO §6.4.7: development standards and design guidelines for all developments in ASMD.
- SZO §6.4.8: development standards and design guidelines for large developments in ASMD.
- Conditions of Preliminary Master Plan-Planned Unit Development-A (PMP-PUD-A)
Approval: As there are many detailed conditions, compliance will be referred to in general terms, except where clarification or modification is needed.

As with the original report, detailed findings for the SPSR-A, Site Plan Approval for Subdivision, and the original PUD are contained in appendices:

- Appendix A: Worksheet documenting compliance with the SPSR-A requirements of the SZO;
- Appendix B: Findings for Revisions to Site Plan Approval for Subdivision
- Appendix C: Compliance with Conditions attached to PUD-PMP approval.

VI. STAFF RECOMMENDATION AND CONDITIONS

Based on the materials submitted by the Applicant, review and comments from City staff and peer review consultants, and the attached findings, the Planning staff finds that the proposed revisions would improve the project, and that the development would remain consistent with the objectives of the ASD Plan, and recommends **CONDITIONAL APPROVAL** of the requested **REVISIONS TO**

- **SPECIAL PERMIT WITH SITE PLAN REVIEW-A** for Final Level Approval of Phase 1AA of the Assembly Square Planned Unit Development-A-Preliminary Master Plan approved by the Planning Board on December 14, 2006; and
- **SITE PLAN APPROVAL** for subdivision.

To ensure that this phase as completed is compatible with the overall PMP, the Planning Board has amended the conditions in the following **Table 1**. These conditions shall update and supersede conditions of the prior permit. Changes from the prior approval are noted in the “Notes” column, with additions marked in underline and deletions marked in ~~striketrough~~.

**Findings for SPSR-A under Sections 5.2.5 (a-h), 6.4.7, 6.4.8, and 6.4.9 of the Somerville Zoning Ordinance
Assembly Square Phase 1AA—Revisions to Roadway Plans**

The Planning Staff has made the following findings for proposed revisions to the Special Permit with Site Plan Review-A:

5.2.5 (a-h) Findings and Determinations for SPSRs		Met	Not Met	Change / Mitigation / Waiver Needed or Other Comments
a.	<u>Information supplied.</u>	X		The Applicant has submitted the information required by SZO §5.2.4.
b.	<u>Compliance with standards.</u>	X		As before, Planning staff find that the proposed revisions would substantially comply with the standards of the SZO and its appurtenant guidelines.
c.	<u>Purposes of district.</u>	X		As before, Planning staff find that the proposal addresses nearly all of the objectives of the Assembly Square Mixed-Use District, as specified in Article 6, including “increas[ing] real estate investment and maximiz[ing] development”, “creat[ing] new jobs”, “promot[ing] accessibility to and within the district by improving existing and creating new roadways, pedestrian walkways and bicycle paths”, “replac[ing] vacant or underutilized land, low-density development, and incompatible uses...”, “improve[ment of] utilities and infrastructure”, “creat[ion] of new public open space”, “encourage[ment of] transit-oriented development”, and “increas[ing] the supply of affordable housing units within the City”.
d.	<u>Site and area compatibility.</u>	X		Planning staff find that the proposed revisions would increase the compatibility of the development with its immediate surroundings and with the community at large.
e.	<u>Functional Design.</u>	X		Planning staff find that most of the proposed revisions would improve the functionality of the site.
f.	<u>Impact on Public Systems.</u>	X		As before, Planning staff find that the proposal 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 street system, and the sidewalks. Rather, the proposal would result in improvements to these systems and facilities.
g.	<u>Environmental Impacts.</u>	X		As before, Planning staff find that the proposal will not create adverse environmental impacts, including off-site, unless those impacts are mitigated. With replacement of industrial businesses, capping of polluted soils, installation of environmentally-significant public infrastructure (such as stormwater and sewer facilities), advanced “green” design of the building and its stormwater park, the proposal is anticipated to have beneficial environmental impacts.
h.	<u>Consistency with purposes.</u>	X		As before, Planning staff find that the proposal is consistent with the purposes of the Ordinance, including “to facilitate the adequate provision of transportation, water, sewerage...and other public requirements”, “to conserve the value of land...”, “to adequately protect the environment”, “to encourage the most appropriate use of land throughout the City”, and “to preserve and increase the amenities of the municipality.”

**Findings for SPSR-A under Sections 5.2.5 (a-h), 6.4.7, 6.4.8, and 6.4.9 of the Somerville Zoning Ordinance
Assembly Square Phase 1AA—Revisions to Roadway Plans**

	Requirement	Met	Not Met	N
A. Submittal Requirements	Below listed requirements plus §5.2.3 requirements	X		
B. Referral to Other Agencies	Somerville Redevelopment Authority, Assembly Square Design Review Committee	X		N/A for revisions per §5.3.8
C. Criteria for Review	Must meet criteria below plus those of SZO Sections 5.2.5.a-h			
	Traffic impact & proposed mitigation consistent with Transportation Study, TIAS, and/or TDM Plan	X		Conditions attached would require continued monitoring and analysis and future resolution of unanticipated problems.
	§6.4 design guidelines			See 6.4.7 & 6.4.8 tables below
	Mixed use	X		Will be totally retail component of larger mixed-use development. Restaurant and open space satisfy requirement for this phase.
	Economic benefits	X		According to the PUD-PMP submission, IKEA will be the single largest employer in the Assembly Square area development, providing 475 jobs.
	Structured parking	X		Most of the parking is provided in a screened structure, with the remaining surface parking comprising only 1.2% of all parking, as allowed.
	Pedestrian/bike access	X		Sidewalks and bicycle access are provided.
	Affordable Housing / Linkage	X		Linkage fees are a condition of approval.
	Views to Mystic River	N/A		N/A
	Enhanced and activated OS to offset shadow impacts	X		Insignificant shadow impacts anticipated from studies. Open spaces will be activated by: 1) educational facilities, 2) bus waiting areas/intersection, and 3) being part of a pedestrian sidewalk network.
	New or improved OS	X		Significant new open space is proposed as part of this development.
	Support of transit service	X		Proposal would provide funds toward station construction as well as parking for future users. There will also be a bus stop provided on Assembly Square Drive. Shuttle service from nearby stations will be provided until the Assembly Square Station opens.
	§5.2.5 review standards	X		
	Impacts on public facilities	X		Peer review indicates satisfactory design.
	Site drainage	X		Peer review indicates satisfactory design. City Engineer has reviewed and approved changes to the drainage, finding them to be minimal.
	Emergency vehicle access	X		Turnaround shown in revised plans. <u>Design of proposed roundabout would accommodate emergency vehicles with mountable curb, but would restrict other vehicles to narrower turn radius.</u>

**Findings for SPSR-A under Sections 5.2.5 (a-h), 6.4.7, 6.4.8, and 6.4.9 of the Somerville Zoning Ordinance
Assembly Square Phase 1AA—Revisions to Roadway Plans**

	Requirement	Met	Not Met	N
	Placement or screening of electric, cable, and other lines and equipment	X		Utilities are shown as screened, but must be constrained by condition of approval. Condition: Garbage pick-up on Assembly Square Drive may not occur during business hours and no garbage may sit on street while awaiting pickup.
	Appropriateness of signage	X		Signage has been greatly reduced since original proposal. New sign package only requires a modicum of zoning relief and is more sensitive to its surroundings. Signage has been further reduced from the original proposal, increasing its compliance with the SZO. Directional signage has been relocated to improve on-site circulation.
	Screening of exposed machinery etc	X		Facilities are shown as screened and condition of approval will also require screening.
	Mitigation of shadows on OS	X		Addressed above.

The following two checklists outline design guidelines recommended in the Somerville Zoning Ordinance. While compliance with guidelines is not mandatory, they should be adhered to as often as possible.

6.4.7 Development Standards & Design Guidelines in ASMD				
	Recommendation	Met	Not Met	Change / Mitigation / Waiver Needed or Other Comments
A. Development Standards				
<i>Transportation Analysis</i>	Provide analysis, including TDM Plan	X		The Board finds that the analysis is logical and the proposed mitigation appears adequate for development beyond the proposed IKEA. Nevertheless conditions are attached for performance evaluation and problem resolution if needed after construction.
<i>Parking Requirements</i>	Meet requirements of §9.15	X		The application shows a minimum requirement of 340 vehicle parking spaces and 27 bicycle spaces; this requirement is met, with the provision of over 1300 vehicle spaces, and 30 bicycle spaces. Maximum parking limits of 600 spaces do not apply because the MBTA Orange Line station has not been built.
<i>Landscaping Requirements</i>	Meet requirements of Article 10; Provide contiguous O.S.	X		Open Space drawings illustrate an overall increase in Landscaping and Usable Open Space, as detailed in the body of this report. The plan for this phase exceeds the requirements of the Ordinance for Open Space, Usable Open Space, and trees. 150 trees were originally approved and are now proposed.
<i>Pedestrian Connections</i>	Provide continuous pedestrian connections	X		Shown in plans with various paths, sidewalks, parks, and crosswalks. Revisions would accommodate a potential future recreational path, thereby providing the possibility of greater pedestrian connections.
B. Design Guidelines				
<i>Street & Sidewalk Design</i>	Comply with <i>Design Guidelines for the Public Realm</i>	X		Will comply with added conditions: Street furniture, lighting, and design of crosswalks shall conform to standards set in Unifying Design Guidelines for the Public Realm. Those sidewalks located on the eastern side of Assembly Square Drive between A Street and the southernmost IKEA Driveway shall also be

**Findings for SPSR-A under Sections 5.2.5 (a-h), 6.4.7, 6.4.8, and 6.4.9 of the Somerville Zoning Ordinance
Assembly Square Phase 1AA—Revisions to Roadway Plans**

6.4.7 Development Standards & Design Guidelines in ASMD				
	<i>Recommendation</i>	<i>Met</i>	<i>Not Met</i>	<i>Change / Mitigation / Waiver Needed or Other Comments</i>
				designed in accordance with these guidelines.
<i>Building Design</i>	Create presence on street edge	X		Building is set close to major street edges of IKEA Way (proposed) and Assembly Square Drive. Entrances have been revised to be more prominent along streets.
	Create interesting entrance areas	X		Revised plans incorporate canopies and a false entrance (to the garage) terminating proposed “Main Street”. Improvements have been made to both main facades, with additional color and fenestration. Revised egress stairs also add interest.
	Visual interest of façade	X		Façade has varying setbacks and planes and incorporates different colors at key points.
	Break down scale of bldg to pedestrian scale	X		With revised signage, the building’s relationship to its surroundings has dramatically improved. Revised entrance design and signage plan has further broken down visual scale of building.
	Materials/colors consistent with historic buildings	N/A		
	Locate equipment / service areas away from public ways and screen; enclose inventory	X		Shown in plans and reinforced with a condition of approval.
	Vertical integration of uses. Ground floor uses add presence to public ways and sidewalks		X	The second part of this criterion is not met but site is part of larger PUD that will achieve this.
	Recommended minimum fenestration percentages		X	These recommendations are met on all but the North (IKEA Way) sides.
	Minimum visual access via windows	X		The inclusion of “shop windows” addresses this issue.
<i>Parking Lot Design</i>	Comply with §9.15. Avoid unbroken expanses of pavement.	X		Trees are provided in the surface parking and along pedestrian path.
<i>Open Space</i>	Landscaping strips not UOS	X		
	Mystic River	N/A		
<i>Efficiency of Design</i>	LEED checklist	X		The LEED checklist indicates a potential LEED Platinum score.
<i>Contributions</i>	Credits for contributions	N/A		
<i>Loading Spaces</i>	Reduce visual impacts of loading spaces	X		Loading is on second floor at “rear” along railroad. This level is largely screened with architectural “mesh” and year-round vines.

6.4.8 Development Standards & Design Guidelines for Large Developments

**Findings for SPSR-A under Sections 5.2.5 (a-h), 6.4.7, 6.4.8, and 6.4.9 of the Somerville Zoning Ordinance
Assembly Square Phase 1AA—Revisions to Roadway Plans**

	<i>Recommendation</i>	<i>Met</i>	<i>Not Met</i>	<i>Change / Mitigation / Waiver Needed or Other Comments</i>
A. Traffic Access & Impact Study	Submit, with TDM Plan	X		Traffic studies have been evaluated by peer consultants and found to be logical. Mitigation is found to be appropriate for the site.
B. Model	Submit 3-D model		X	Waiver granted for this phase.
C. Urban Block Plan	ASD street grid	X		IKEA will not be part of a grid but is designed to integrate visually. Assembly Square Drive will physically connect lettered streets with parking aisles of the Marketplace. <u>Revisions anticipate modification of “A” and “B” Streets in mixed-use phase. The proposal would reduce left turns from Assembly Square drive, while maintaining an appropriate block size.</u>
D. Development Standards				
<i>Transportation Analysis</i>	Provide analysis	X		See other transportation comments.
<i>Large Retail Projects</i>	Minimum non-retail component	X		Proposal is 340,000 s.f.-- must be balanced by 435,000 s.f. of nonretail elsewhere. Future phases include: 2100 residential units, 1.75M s.f. of office; a restaurant; a 62,000 s.f. cinema, and a 200-room hotel. As part of the PUD context, this large solely retail component is acceptable.
	Ground level retail cap	X		The ground level will be used for parking.
<i>Landscaping</i>	50% of LS to be UOS	X		
E. Design Guidelines	Structured parking	X		88% of parking is located in structures.

FINDINGS AND DETERMINATIONS: SITE PLAN APPROVAL FOR SUBDIVISION

In order to grant site plan approval for the proposed subdivision the Planning Board must make certain findings and determinations as outlined in §5.4.6 of the SZO.

1) Under Section 1 of §5.4.6 a finding must be made that “The development complies with all standards set forth for the overlay district in which it is located.”

The development has previously undergone SPSR-A review and is not proposed for development as part of an overlay district. The subdivision of land itself conforms to the applicable standards of the zoning district including minimum lot size and frontage.

2) Under Section 2 of §5.4.6 a finding must be made that “The development shall be integrated into the existing terrain and surrounding landscape. Building sites shall, to the extent feasible: Minimize use of wetlands, steep slopes, floodplains, hilltops; Preserve natural or historic features; Maximize open space retention; Preserve scenic views from publicly accessible locations; Minimize tree, vegetation and soil removal, blasting and grade changes; Screen objectionable features from neighboring properties and roadways.”

These aspects of development have been reviewed and approved in the SPSR-A review. The subdivision will make possible a development that seeks to accomplish the above goals.

3) Under Section 3 of §5.4.6 a finding must be made that “The development shall be served with adequate water supply and sewage disposal systems. For structures to be served by sewage disposal systems, the applicant shall document the status of Department of Environmental Management (DEM) and/or other sewage permits.”

The adequacy of these systems have been reviewed and approved as part of the SPSR-A review of the development.

4) Under Section 4 of §5.4.6 a finding must be made that “The development shall incorporate measures that are adequate to prevent pollution of surface and groundwater, to minimize erosion and sedimentation, and to prevent changes in groundwater levels, increased rates of runoff and minimize potential for flooding. Drainage shall be designed so that groundwater recharge is maximized, and at the project boundaries the runoff shall not be increased in amount or velocity.”

These aspects of the development have been addressed in the SPSR-A review, which indicates that these conditions would improve.

5) Under Section 5 of §5.4.6 a finding must be made that “To the extent feasible, development shall minimize demands placed on municipal services and infrastructure.”

The subdivision will contribute to the improvement of public infrastructure by providing for the construction of new streets and utilities.

6) Under Section 6 of §5.4.6 a finding must be made that “The development shall provide for safe vehicular and pedestrian movement within the site and to adjacent ways, including sidewalks, crosswalks and the like.”

The subdivision will contribute to the improvement of circulation by providing for the construction of new streets, crosswalks, and sidewalks.

7) *Under Section 7 of §5.4.6. a finding must be made that “Building design and landscaping shall be in harmony with the prevailing character and scale of buildings in the neighborhood through the use of appropriate building materials, screening, and other architectural techniques.”*

While the subdivision will not affect these issues, the SPSR-A review of the development addresses them.

8) *Under Section 8 of §5.4.6. a finding must be made that “Electric, telephone, cable TV and other such utilities shall be underground except where this cannot be accomplished because it is physically or environmentally infeasible, in which case such utilities shall be screened.”*

This will be done as part of the development made possible by the subdivision.

9) *Under Section 9 of §5.4.6. a finding must be made that “Exposed storage areas, machinery, service areas, truck loading areas, utility buildings and structures and other unsightly uses shall be set back and/or screened to protect neighbors from objectionable features.”*

This is a condition of the related SPSR-A of the development.

10) *Under Section 10 of §5.4.6. a finding must be made that “To the extent feasible, proposed projects shall be designed in such a way as to minimize shadows on neighboring properties.”*

The SPSR-A of the development addresses this concern. The subdivision itself will have no impact.

11) *Under Section 11 of §5.4.6. a finding must be made that “There shall be no unreasonable glare onto public roads and other public ways into the night sky, or onto neighboring properties from lighting or reflection.”*

This matter has been considered in the SPSR-A review of the development and would not be impacted by the subdivision of land.

12) *Under Section 12 of §5.4.6. a finding must be made that “The site plan shall comply with all zoning requirements.”*

No new zoning violations would be created by the proposed subdivision. The proposed site plan conforms to the minimum lot size and minimum frontage requirements set forth in the Ordinance.

Compliance with Conditions of PUD-PMP
Assembly Square Phase 1AA—Revisions to SPSR-A for Roadway

The Planning Staff finds that the applicable conditions of the Planned Unit Development-A/Preliminary Master Plan (PMP) would continue to be met for revisions to this phase, as further outlined below.

Condition	Met	Not Met	Mitigation / Waiver / Comments
A. <i>Transportation Management / Traffic Circulation</i>			
The Applicant shall revise the Traffic Impact Assessment Study (TIAS) in consideration of comments included in the Peer Review memorandums prepared by FST reviewing Existing Conditions, No-Build Conditions, and Build Conditions, consistent with MEPA review. Major actions to be taken prior to Phase 1A include: expanding the impact study area, documenting/justifying trip proposed generation rates, trip distribution, and trip reduction rates. The applicant shall consider issues discussed in Peer Review Memoranda. The Board shall consider the Peer Review Memoranda or any additional information when considering permit applications. All mitigation involving traffic signal upgrades must include specific discussion and documentation of the ability of all controllers to be left in place to fulfill the functions required of them by proposed mitigation. In addition, all traffic control equipment and roadway elements must meet City of Somerville specifications and standards. The Applicant shall consider all recommendations referenced in the Traffic Impact and Access Study Memo; On-Site Circulation Memo; and the Pedestrian and Bicycle Circulation Memo prepared by Fay, Spofford & Thorndike (FST). The Applicant shall also work with the Massachusetts Highway Department to include visible signage that will direct traffic to the site via highway and keep traffic at a minimum in residential neighborhoods.	X		The Applicant has completed a revised TIAS using an alternative method for their no-build analysis. However, peer consultants agree with the Applicant that the proposed traffic design and mitigation will be sufficient to handle the proposed vehicle trips. Expansion of the Impact Study Area will be allowed in the next phase, which will trigger MEPA and a study of intersections in Medford and Boston.
B. <i>Water System:</i>	X		<i>All water conditions met, according to the City's peer consultant. Peer consultants will be retained upon submission of final construction documents to confirm that final designs still meet all requirements.</i>

Compliance with Conditions of PUD-PMP
Assembly Square Phase 1AA—Revisions to SPSR-A for Roadway

Condition	Met	Not Met	Mitigation / Waiver / Comments
1. Applicant shall conduct additional hydraulic analyses to ensure that the City's system is capable of meeting the adjusted demands throughout the project. Applicant shall meet fire flow requirements while maintaining a minimum pressure of 20 psi at the fire location. In accordance with DEP guideline, a minimum pressure of 35 psi shall be maintained throughout the distribution system during normal demand conditions.	X		
2. Applicant shall have a fire protection engineer determine the fire protection requirement at each individual building and determine whether or not a sprinkler system will be necessary for each building. At the building permit application stages, all fire protection facilities must meet the requirements of the Somerville Fire Department.	X		
3. Applicant shall ensure that all materials shall be in accordance with the City of Somerville Water and Sewer Enterprise's Specifications and/or Rules and Regulations, latest issue.	X		
4. Applicant shall consider installing new hydrants, in consultation with the recommendations of the Fire Chief, at the following locations:	X		
On "C" Street, approximately 100 feet east of the intersection of "A" Street	X		
On "G" Street, approximately 180 feet north of the intersection of Ikea Way	X		
On Assembly Square Drive, approximately 220 feet east of the intersection of Route 28/Middlesex Fells Parkway	X		
On Assembly Square Drive, approximately 550 feet east of the intersection of Route 28/Middlesex Fells Parkway	X		
On Foley Street, approximately 80 feet east of the intersection of Middlesex Avenue	X		
On Foley Street, approximately 420 feet east of the intersection of Middlesex Avenue	X		
5. Applicant shall install valves at each intersection, and correspondingly show and label on all drawings. All tees, bends, reducers, and other fittings should also be labeled on the drawings.	X		
6. Applicant shall provide individual calculations to determine the sizes	X		

Compliance with Conditions of PUD-PMP
Assembly Square Phase 1AA—Revisions to SPSR-A for Roadway

Condition	Met	Not Met	Mitigation / Waiver / Comments
necessary for the connections to each property. The proposed service connections to each of the new buildings shall be shown on further design drawings.			
C. Sanitary Sewer System:	X		Peer consultants indicate that all master plan conditions have been met. Peer consultants will be retained upon submission of final construction documents to confirm that final designs still meet all requirements.
1. All site plan review submissions shall include profiles of the proposed sewer system. Applicant must ensure that there are no conflicts with other proposed utilities.	X		
2. Applicant shall submit details of proposed pipe materials for review and approval during each site plan review process.	X		
3. Applicant shall make every effort to comply with DEP requirement that states “whenever possible” a minimum horizontal distance of ten feet shall be maintained between sewer lines and water mains. Exceptions are usually only allowed when there are conflicts with existing utilities or existing structures that would prevent obtaining the proper separation.	X		
4. Applicant shall evaluate the impact the proposed project flows will have on the MWRA interceptor and the upstream and downstream municipal sewer system.	X		
D. Stormwater Management	X		Peer consultants indicate that conditions have been met but compliance with certain conditions as indicated below must be verified upon submission of construction documents. The peer consultants will be retained at that time to review the final documents.
1. Applicant shall provide additional information to the Planning Board to verify the adequacy of the existing MWRA 84'-inch Somerville Marginal Conduit.	X		
2. Applicant shall further investigate the alternative drainage design	X		Full compliance will be verified upon submission of

Compliance with Conditions of PUD-PMP
Assembly Square Phase 1AA—Revisions to SPSR-A for Roadway

Condition	Met	Not Met	Mitigation / Waiver / Comments
identified in the PUD application.			Construction Documents.
3. Applicant shall provide the Planning Board with a status report on the receipt of necessary permits from MWRA.	X		
4. Applicant shall provide a more detailed analysis of the site hydrology for existing and proposed conditions during the 2-, 10-, and 100-year storm events.	X		
5. Applicant shall meet with DCR and obtain any and all necessary permits from DCR. Applicant shall furnish the Planning Board with copies of these permits.	X		
6. Applicant shall supply the Planning Board with copies of all test pit logs and locations for review.	X		
7. Applicant shall provide a detailed series of Best Management Practices (BMP's) to demonstrate a total suspended solids (TSS) removal rate of at least 80 percent. Plans shall include locations of all proposed BMP's.	X		
8. Applicant shall provide a detailed set of plans identifying items such as sequence of construction, limits of phasing, and placement/type of erosion control measures.	X		Full compliance will be verified upon submission of Construction Documents.
9. Applicant shall submit a stormwater maintenance program to the Planning Board. The maintenance program shall address the frequency of inspection/cleaning of the proposed water quality units. The plan shall also identify the stormwater management system owner and parties responsible for operation and maintenance of the stormwater facilities.	X		Full compliance will be verified upon submission of Construction Documents.
10. Applicant shall submit a soil management to the Planning Board in order to determine if soil conditions will allow for the inclusion of low impact design elements including, but not limited to, bio swales.	X		
E. Urban Design:			
1. All site plan review submittals for each building/phase shall be accompanied by an update of the overall master plan with the following level of information:			
a) Consistent dimensions between all plans and between sections and plans.	X		

Compliance with Conditions of PUD-PMP
Assembly Square Phase 1AA—Revisions to SPSR-A for Roadway

Condition	Met	Not Met	Mitigation / Waiver / Comments
b) Street sections with dimensions that indicate travel lanes, parking lanes, bicycle lanes, planting strips, sidewalks, and building edges, among other elements.	X		
c) Circulation that clearly shows the operations of all streets on-site and surrounding context, showing	X		
• Existing and proposed traffic signals	X		
• Direction of vehicular traffic on street lanes and at parking garage access points	X		
• Ikea operations for parking and drop off/pick up for trucks, home delivery, and customers	X		
• Operations at all ingress and egress points, including the circulation along the major routes that provide access to the site	X		
• Bicycle routes and connections to regional systems	X		
• Pedestrian routes and crosswalks and connections to surrounding neighborhoods	X		
d) Proposed building entrances or other indication of primary facades.	X		
e) Phased plan of infrastructure improvements tied to building development.	X		
2. Applicant shall review with the Fire Chief and the City the geometry of Ikea Way, including its intersection with Assembly Square Drive and Main Street (F Street).	X		Review has resulted in the addition of a turnaround at the terminus of IKEA Way acceptable to the Fire Department.
3. Applicant shall reconsider the design of Main Street at the back corner of the Ikea loading area in order to create a more positive architectural character at this key corner.	X		The design of this elevation has been revised to improve this “terminated vista” from Main Street.
4. Applicant shall study integrating the T-Station into the site plan and creating visibility for the presence of the T-Station at the terminus of E Street/Foley Street and a plaza and arrival sequence that connects more directly to the Assembly Square Park on Main Street. Maximizing T-Station visibility shall be a factor in considering applicable site plan proposals.	X		Improvements to screening of parking and loading facilities, the redesigned north façade, enhanced sidewalks, and the proposed “rain garden” all contribute to the relationship of the store to the T-station. Accommodation of potential future multi-use path would enable additional access to T-Station.
5. At each Site Plan Review Special Permit submission that involves the use of DCR land, the Applicant shall submit confirmation of the acquisition of the DCR land in the northeast corner of the proposed			N/A

Compliance with Conditions of PUD-PMP
Assembly Square Phase 1AA—Revisions to SPSR-A for Roadway

Condition	Met	Not Met	Mitigation / Waiver / Comments
project or shall reconfigure the development for such phase consistent with the requirements of the Master Plan and the applicable regulations of the SZO.			
6. At each Site Plan Review Special Permit submission, the Applicant will consider massing the buildings to create more consistent street corridors with similar heights on both sides of the street, using street walls and step backs where necessary, especially on E Street and where buildings exceed six to eight stories.			N/A
7. As part of the Phase 1AA submission, the Applicant shall provide a plan for the pedestrian crossings for the entire project.	X		
8. The Applicant shall design and make improvements to the following pedestrian crossings:	X		
• Ten Hills neighborhood during Phase 1A.			N/A
• Lombardi Drive during Phase 1AA submission.	X		
• Kensington Avenue during Phase 1AA submission	X		
9. As part of each site plan review submittal, the Applicant shall provide the following information:	X		
• Calculations showing that the percentage of open space and usable open space meets the zoning requirement for a PUD-A within the ASMD.	X		
• Confirmation that the setbacks from the Mystic River to the closest buildings are at least 150 feet.			N/A
10. Illustration on the drawings of the required continuous pedestrian, bicycle, vehicular and Urban Ring connections that need to be made to the destinations enumerated in the ASD Plan as defined in §6.4.2 of the SZO, including:	X		
a) Clarification of the pathways and sidewalk systems with notes, dimensions and legends.	X		
b) Illustration of how the particular phases affect the accessibility and visibility of the proposed Assembly Square T Station.	X		Accommodation of potential future multi-use path would enable additional access to T-Station. This path is not part of the revision request; however, changes included in the revision request would accommodate this feature.
c) Confirmation that the zoning requirements related to the	X		

Compliance with Conditions of PUD-PMP
Assembly Square Phase 1AA—Revisions to SPSR-A for Roadway

Condition	Met	Not Met	Mitigation / Waiver / Comments
minimum shadow cast by buildings onto open space between March 21 st and September 21 st are met.			
d) Ensure that the light conditions shown on the plans are adequate for the tree species enumerated in <i>Unifying Design Guidelines for the Public Realm – Assembly Square</i> .	X		
e) Applicant shall provide illustration and notation on the drawings that all shade trees and shrubs required by zoning are shown in all parking lots.	X		
f) Applicant shall employ smart growth techniques in overall development, including but not limited to: Low Impact Development for Stormwater Management, bioswales, recycling and sustainable green technologies, and LEED.	X		
g) Applicant shall be responsible for all design, construction, maintenance and repair of all roadways, streetscape including street lighting and other street furniture furnishings, and parks and open space which are part of the PUD. Applicant shall be responsible for the design and construction of water, sewer, and storm drainage systems serving the PUD. Applicant shall be responsible for the usage costs of electricity, gas, water, cable and other utilities furnished to the PUD, and for trash removal. The City shall be responsible for the maintenance and repair of water, sewer, and storm water conduits, and traffic signals on public ways. The City shall also be responsible for snowplowing and street cleaning, including the cleaning of catch basins, except that the City shall not be responsible for catch basins associated with Smart Sponge Technology, or equivalent technology, unless and until the City has the equipment to clean such “Smart Technology” catch basins. The Applicant shall be responsible for designing, constructing, maintaining, and repairing similar “Smart Technology” required by MEPA. All utilities shall be designed and installed in accordance with the City of Somerville’s standards and specifications.	X		
11. Applicant shall provide details of the pedestrian connection from Assembly Square to Draw 7 Park under the railroad bridge.			N/A
12. Applicant shall include a landscape buffer between the tracks and	X		Landscaped buffer has been revised to

Compliance with Conditions of PUD-PMP
Assembly Square Phase 1AA—Revisions to SPSR-A for Roadway

Condition	Met	Not Met	Mitigation / Waiver / Comments
the proposed development.			accommodate future multi-use path, while still providing landscaping and screening consistent with the original PMP and SPSR-A approvals.
13. Applicant shall show the pedestrian connection from the proposed Assembly Square T Station to Draw 7 Park. The design of the project shall not preclude the ability for the future design and construction of this pedestrian connection. (The Applicant is not expected to construct the pedestrian connection, but merely to show it in the plans in the event that enough federal and state monies are available to construct such a connection as part of the T station).			N/A
14. Applicant shall clarify the “Kiss and Ride” drop off and the associated walkways.			N/A
15. Prior to Phase 1A, Applicant shall review the bus drop off and pickup area and modify as needed. Urban Ring bus drop off and pickup is not provided at the Assembly Square T Station along G Street. It appears that dropping off passengers will block the street in its current configuration.			N/A
16. Applicant will consider plans to link the Mystic River Park clearly to the surrounding street circulation for bicyclists and pedestrians to the T Station prior to Phase 1A.			N/A
17. Applicant shall provide additional details to better define the “series of pocket parks” described in the PUD submission.	X		
18. Applicant shall depict the locations of handicapped accessible curb ramps.	X		
19. Applicant shall submit detailed landscaping plans that conform to the City’s guidelines. The guideline states that streets should be tree-lined. Street trees are set back as much as 55 feet from the intersection edge of curbing along Main Street. No trees are shown in the bumpouts at intersections.	X		
20. Applicant shall continue to work with the City on the design of the proposed median on Assembly Square Drive in order to maximize the amount of usable open space.	X		

TABLE 1: CONDITIONS OF APPROVAL FOR ASSEMBLY SQUARE PHASE 1AA SPSR-A APPLICATION (Revised per PB2007-29-R1108)**PROCEDURAL**

Condition #	Condition	Compliance Evaluated By:	Timeframe for Compliance	Notes
1	Approval is based on application materials prepared by Vanasse Hangen Brustlin, Inc., stamped in at the City Clerk's office on July 23, 2007, as amended by revised documents in the attached Table 2 "List of Revised Approved Documents". These conditions shall update and supersede prior conditions of approval. Should any changes be made to these plans or should the building be greater than 340,000 gross square feet, approval by the Planning Board will be required, except for specific instances. In the following cases, City staff may review and approve changes subject to their submission of updated findings to the file: zoning-compliant alterations to the interior parking layout due to structural requirements; configuration of egress stairs due to building code requirements; reconfiguration of underground utilities to accommodate alternative energy systems; and substitutions of plant species within the Rain Garden; <u>final design refinement of through and turn lane configurations and associated signal timing/phasing configurations at the intersections of Assembly Square Drive at New Road/IKEA Way, Foley Street, D Street, C Street, A Street, and the Assembly Square Marketplace north entrance.</u>	Planning Director, ISD	Building Permit (with the exception of completion of landscaping and other site work - before CO).	Revised by PB2007-29-R0908 and PB2007-29-R1108. See Revised Table 2 dated 12/16/08.
2	The Applicant is responsible for notifying the Planning Staff at least twenty (20) working days in advance of a request for a Certificate of Occupancy from ISD. Issuance of a CO shall be contingent upon a satisfactory inspection of site work to ensure compliance with the conditions of this special permit.	Planning, ISD, DPW, T&P, Water, Fire, and Police	CO	

SITE DESIGN

Condition #	Condition	Compliance Evaluated By:	Timeframe for Compliance	Notes
3	Each of the two seasonal banners is limited to 15 feet in height, 45 feet in width, 30 days' duration and six times per year.	ISD	CO and Continuous	
4	Each of the 16 flags is limited to 12.5 feet in height and 4.5 feet in width. The flag poles are limited to 25 feet.	ISD	CO and Continuous	
5	No "promotional panels" may be placed in the surface parking lot.	ISD	CO and Continuous	
6	The water tower may not be used for commercial radio or communications devices.	ISD	CO and Continuous	
7	All aboveground utilities and mechanical equipment, including transformers, shall be screened from view in accordance with SZO 10.5. The Applicant is responsible for coordinating with utilities providers to ensure that facilities are designed and located in a manner that allows for their screening.	Planning / ISD	CO	
8	The Applicant must demonstrate adequate capacity for electricity, telecommunications, and gas for full build-out with confirmation by NSTAR, Keyspan, Verizon, RCN, and Comcast as applicable.	DPW	City Engineer Notice to Proceed	
9	Garbage pick-up on Assembly Square Drive may not occur during business hours and garbage may not sit on street while awaiting pickup.	ISD	CO and Continuous	
10	Street furniture, lighting, and design of crosswalks and sidewalks shall conform to standards set in Unifying Design Guidelines for the Public Realm unless otherwise conditioned herein. Sidewalks deemed temporary by Planning staff may be temporarily noncompliant with these standards but must be brought into compliance once made permanent. The area between the curb and the sidewalk may be planted with grass on the entire length of ASQ Drive on the Marketplace side of the street, from the intersection of the southern end of the IKEA driveway to Mystic Avenue, and from A Street to Route 28 on the Mystic River side of the street.	Planning	CO	
11	Lighting shall conform to both City of Somerville and Unifying Design Guidelines standards. If there is any conflict between these, the Applicant shall consult with DPW to identify acceptable standards.	DPW	Electrical Permit	

TABLE 1: CONDITIONS OF APPROVAL FOR ASSEMBLY SQUARE PHASE 1AA SPSR-A APPLICATION (Revised per PB2007-29-R1108)

LANDSCAPING AND OPEN SPACE				
Condition #	Condition	Compliance Evaluated By:	Timeframe for Compliance	Notes
12	Applicant is responsible for maintaining and replacing as needed all landscaping that will be retained (not dedicated to the City), including vines and trees used to screen facilities. The Applicant will also be responsible for maintaining and replacing as needed landscaping in the triangular area designated Usable Open Space that is owned by the City and located adjacent to the southerly portion of Assembly Square Drive near Mystic Avenue. The Applicant shall sign a maintenance covenant acceptable to the City Solicitor and submit a copy to the Planning Department.	Law / Planning	CO and Continuous	
13	The Applicant shall maintain the water tower and keep it clean of graffiti. Graffiti complaints shall be resolved within 72 hours of reporting. The Applicant shall sign a maintenance covenant acceptable to the City Solicitor and submit a copy to the Planning Department.	Law / Planning & DPW	CO and Continuous	
14	The Applicant shall submit for review and approval by the City Solicitor a restrictive covenant providing for public access to all areas designated as Usable Open Space between the hours of 9:00 a.m. and 5:00 p.m. at a minimum. Upon approval by the City, the restrictive covenant shall be recorded in the Middlesex County Registry of Deeds.	Law / Planning	CO	
15	Irrigation must be provided for all planted areas to be dedicated to the City. The Applicant's landscape architect shall work with the City to select irrigation systems that are compatible with the City standards and shall submit two plans of the final design to the Planning Staff.	DPW	City Engineer Notice to Proceed	
16	The Applicant shall be responsible for ensuring that a mutually acceptable site is designated within the 1AA development for the installation of public art, to be paid for with the \$75,000 contribution by IKEA as per the development covenant.	Planning / Law	CO	
17	The Applicant shall plant curb-side street trees in a continuous trench with structural soil in between each location or propose an alternative option of equal quality acceptable to the City.	DPW	City Engineer Notice to Proceed	
TRANSPORTATION & CIRCULATION				
Condition #	Condition	Compliance Evaluated By:	Timeframe for Compliance	Notes
18	Existing signals at Mystic Avenue/Lombardi Street/Assembly Square Drive, and Lombardi Street/Broadway/Mt. Vernon Street shall be preserved for use elsewhere in the City since new controllers will be provided at these intersections.	Traffic & Parking / DPW	City Engineer Notice to Proceed	
19	Approval of roadway design is contingent upon receipt of approval by other applicable agencies, including the Department of Conservation and Recreation, the Massachusetts Highway Department, and other agencies as deemed appropriate.	OSPCD	City Engineer Notice to Proceed	
20	The Applicant shall conform to standard City of Somerville and MUTCD requirements and Massachusetts Highway 2006 Guidelines pertaining to local streets including but not limited to vehicle detection (also for bicycles where new vehicle detection is proposed), and traffic signal poles and foundations, and pavement material for mountable surface of roundabout and drop-off areas.	Traffic & Parking	Prior to Street Acceptance	Modified by PB2007-29-R1108.
21	All Phase 1AA publicly accessible buildings, traffic and pedestrian signals, walkways, bus stops and shelters, and road crossings shall fully comply with current Federal ADA/State MAAB access standards and requirements.	ADA Coordinator / DPW	CO	
22	A traffic calming table shall be provided at the intersections of Assembly Square Drive with B & D streets.	DPW / Traffic & Parking	Prior to Acceptance of Assembly Square Drive	Modified by PB2007-29-R1108. A connection to "B" Street is no longer shown in the Assembly Square Drive roadway. Proposed roundabout would calm traffic in the vicinity of the formerly proposed "B" street.

TABLE 1: CONDITIONS OF APPROVAL FOR ASSEMBLY SQUARE PHASE 1AA SPSR-A APPLICATION (Revised per PB2007-29-R1108)

23	Four-way crosswalks shall be provided at C Street and IKEA Way. Three-way crosswalks shall be provided at B & D Streets.	DPW / Traffic & Parking	Prior to Acceptance of Assembly Square Drive	<u>Modified by PB2007-29-R1108. A connection to "B" Street is no longer shown in the Assembly Square Drive roadway.</u>
24	A traffic-calming table designed in consultation with DPW shall be provided across IKEA Way connecting the park with the pedestrian island.	DPW / Traffic & Parking	Prior to Acceptance of Assembly Square Drive	
25	The crosswalk connecting the Mystic River Reservation and the Marketplace parking lot shall be a 3-inch raised crosswalk.	Planning	Prior to Acceptance of Assembly Square Drive	
26	Planted medians shall be provided on Assembly Square Drive in accordance with the revised street plans dated 11/12/08 4/10/07. <u>Where it is practical, the Applicant will work with OSPCD staff to extend planted medians.</u>	DPW	Prior to Acceptance of Assembly Square Drive	<u>Modified by PB2007-29-R1108</u>
27	Dedicated bicycle lanes shall be provided for the entire length of Assembly Square Drive without compromising the sidewalk or planting strip. Bicycle accommodation shall be provided on the south side of IKEA Way prior to the issuance of a C/O for IKEA and for the north side in later phases. <u>The Applicant shall continue to work with OSPCD staff on striping of bicycle lanes at intersections; these details are not considered final as shown in the approved SPSR plans.</u>	OSPCD	Prior to Acceptance of Assembly Square Drive	<u>Modified by PB2007-29-R1108</u>
28	Bicycle lanes along the entire length of Assembly Square Drive shall have bicycle lane stencils applied by the Applicant or by the City at the Applicant's expense.	OSPCD	Prior to Acceptance of Assembly Square Drive	
29	The Applicant shall place impenetrable (such as thorny) landscaping along the side of the path from the Mystic River reservation to the crosswalk entering Marketplace on Assembly Square Drive to discourage improper pedestrian crossing.	Planning	Prior to Acceptance of Assembly Square Drive	
30	Individual "U-Rack" bicycle racks or another model on the MAPC Standard Bike Racks Recommendation document shall be provided and spaced sufficiently to park at least 27 bicycles.	OSPCD	Prior to Acceptance of Assembly Square Drive	
31	Improvements shall be made to the intersection of Kensington Avenue from Mystic Avenue Southbound to Middlesex Avenue including ADA ramps, pedestrian crosswalk striping, pedestrian-scaled lighting, and advanced crosswalk beacons.	OSPCD	Prior to Acceptance of Assembly Square Drive	
32	A temporary turnaround must be constructed on IKEA Way in accordance with the plans approved by the Fire Department. This turnaround shall be kept free of snow, debris, and all other obstructions at all times.	DPW	CO	
33	Design and implementation of wayfinding signage shall be coordinated with and approved by Planning and Traffic and Parking Staff.	Planning / Traffic & Parking	Prior to Acceptance of Assembly Square Drive	
34	The Applicant shall regularly provide the City with traffic monitoring data collected from the built-in detection systems. In addition, for the first two years after issuance of the Certificate of Occupancy for IKEA, the Applicant shall provide the City semi-annually with a level-of-service analysis by a qualified traffic engineer based on actual field counts taken during the months of April and October (for a total of four reports over the two-year period). If any such report shows an overall intersection level-of-service below LOS D, the Applicant's engineer shall collect further data to determine whether such level of service regularly falls below LOS-D and, if so, shall recommend actions to be taken to improve the level of service. Should the Applicant decline to undertake such recommended actions at the applicant's expense, the City will exercise its right to condition future phases of the PUD-A Preliminary Master Plan on the Applicant's implementation of such actions. Under no circumstances shall the Applicant's declining to undertake the recommended actions give rise to the Building Inspector's revocation of the Certificate of Occupancy for the IKEA store.	Traffic & OSPCD	Post CO for two-years.	
35	In order to provide financial security for the performance of the conditions of this SPSR-A, the City shall be able to enforce the Applicant's duties and liabilities under the Transportation Management Association provisions of that certain Settlement Agreement by and between it, FR Sturtevant Street, LLC, FR Assembly Square, LLC, the Mystic View Task Force, Inc., and certain individuals, as it may exist and be operative.	Law	Post CO indefinitely	
36	Documentation shall be provided demonstrating how parking areas will be managed (i.e. monitoring and signage) to prevent all-day parking by T-users.	Planning / Traffic & Parking	CO	

TABLE 1: CONDITIONS OF APPROVAL FOR ASSEMBLY SQUARE PHASE 1AA SPSR-A APPLICATION (Revised per PB2007-29-R1108)

37	Showers and lockers shall be provided for employees as part of a comprehensive Transportation Demand Management Plan.	ISD	CO	
38	Applicant will work collaboratively with the City, at least four months prior to the Grand Opening of IKEA, to draft a Grand Opening Management Plan including overflow parking strategies, Police detail (paid for at the Applicant's expense) and temporary directional signage.	Planning	4 months prior to CO	
39	Roadway treatment for the bus pullout in front of IKEA shall be constructed with standard base course and concrete pad that is finished with bituminous asphalt.	DPW	City Engineer Notice to Proceed	
40	The Proposed Mitigation for the seven proposed intersections includes the following in the 25% design drawings. The Applicant agrees that these are to be included in the 100% design. Where an intersection is described as having an "exclusive pedestrian crossing" it shall remain "exclusive" unless otherwise approved by the City's traffic engineer.	DPW	City Engineer Notice to Proceed	
	Location #1* Lombardi St/Mystic Avenue NB/Assembly Square Drive · New traffic signal controller to I-93 U-turn SB Off ramp at Mystic Avenue hard wired to all other intersections. · Pedestrian crosswalks and countdown pedestrian signal heads with protected phase. · Bike Detection on all approaches of the intersection. · Geometric changes including islands, new curbs, lane striping, and traffic signs. · Fire Pre-emption Opticom system used. · All new equipment and/or street furniture and lighting must be built to City Specification. <i>* Note: on off-site mitigation plan cover sheet this is referred to as Location #2</i>			
	Location #2* Lombardi St/Broadway/Mt Vernon · New traffic signal controller hard wired to all other intersections. · Pedestrian crosswalks and countdown pedestrian signal heads with exclusive phase. · Bike Detection on all approaches of the intersection. · Geometric changes including traffic islands, medians, new curbs, lane striping and traffic signs. · Fire Pre-emption Opticom system used. · All new equipment and/or street furniture and lighting must be build to City Specification. <i>* Note: on off-site mitigation plan cover sheet this is referred to as Location #1</i>			
	Location #3 Mystic Avenue NB/New Road · New traffic signal controller hard wired to all other intersections. · Pedestrian crosswalks and countdown pedestrian signal heads with protected phase. · Geometric changes, new curbs, lane striping, and traffic signs. · Fire Pre-emption Opticom system used. · All new equipment and/or street furniture and lighting must be build to City Specification.			
	Location #4 Middlesex Avenue NB/Foley Street · New traffic signal controller hard wired to all other intersections. · Pedestrian crosswalks and countdown pedestrian signal heads with exclusive phase. · Geometric changes, new curbs, lane striping, and traffic signs. · Fire Pre-emption Opticom system used. · All new equipment and/or street furniture and lighting must be built to City Specification.			
	Location #5 Mystic Avenue NB/I-93 NB Off-Ramp/Route 28 · New signal heads added on South side of the interchange to improve visibility by motorists. · New lane striping and traffic signs. · Fire Pre-emption Opticom system incorporated if approved by DCR.			

TABLE 1: CONDITIONS OF APPROVAL FOR ASSEMBLY SQUARE PHASE 1AA SPSR-A APPLICATION (Revised per PB2007-29-R1108)

	Location #6 Route 28/Assembly Square Drive · New traffic signal controller hard wired to all other intersections. · Pedestrian crosswalks and countdown pedestrian signal heads with concurrent phase if approved by DCR. · Bike Detection on all approaches to the intersection and appropriate shoulder striping is required on the Assembly Square Drive approach to Route 28. · Geometric changes including islands, and new curbs, lane striping, and traffic signs. · Fire Pre-emption Opticom system used if approved by DCR. · All new equipment and/or street furniture and lighting must be built to City Specification.			
	Location #7 Route 28/Middlesex Avenue · New traffic signal controller hard-wired to all other intersections. · Pedestrian crosswalks and countdown pedestrian signal heads with concurrent phase if approved by DCR. · Bike Detection on all approaches to the intersection. · Geometric changes including islands and new curbs, lane striping, and traffic signs. · Fire Pre-emption Opticom system used if approved by DCR. · All new equipment and/or street furniture and lighting must be built to City Specification.			
	Location #8 Kensington Pedestrian Crossing · New pedestrian flashing signal control, pedestrian-scaled lighting. · Pedestrian crosswalks, ADA ramps and sensor. · Signs and pavement markings for crosswalks, advanced crosswalk beacon.			

STORMWATER, WATER, SEWER

Condition #	Condition	Compliance Evaluated By:	Timeframe for Compliance	Notes
41	100% construction drawings (stormwater design) shall retain the following features as previously agreed: 1) change the catch basin connections from 8-inch to 12-inch diameter pipes; 2) add 4 additional catch basins along the length of Assembly Square Drive at key locations to improve overall catch basin efficiency; and 3) submit a Storm Water Pollution Prevention Plan (SWPPP) and a Final Stormwater Management System Operation and Maintenance Plan with the final Construction Documents.	Peer Review	Prior to Building Permit	
42	100% construction drawings (sewer) shall retain the following features as previously agreed: 1) adjust the alignment of the water line within the future IKEA Way to provide at least 10-foot separation from the sewer line; 2) use 4.0 peaking factor instead of 3.8 when evaluating peak sewer flows for the full-build condition; 3) use 1.7 bedrooms per residential unit when calculating average daily sewage flow rates; 4) maintain pipe sizes for pipe runs P-26, P-27 and P-28 at 12-inch diameter; and 5) increase diameter of proposed 6-inch sewers to 8-inch minimum.	Peer Review	Prior to Building Permit	
43	100% construction drawings (water) shall retain the following features as previously agreed: 1) installation of additional fire hydrants at locations shown on IKEA site and along Assembly Square Drive as coordinated with the Somerville Fire Department and as shown on plans dated 9/25/07.	Peer Review	Prior to Building Permit	
44	Prior to the issuance of the building permit, the applicant shall revise construction drawings to respond to final written comments of the City's peer review consultants dated 9/16/07 (Gina Britton re: water), 9/26/07 (David Glenn re: storm water), and 9/27/07 (Bob Letourneau re: sewer). This decision is conditional upon review and approval of the revised plans by the City's peer review consultants. This review shall be at the applicant's expense and will be limited to confirming that issues raised in peer review memos have been addressed in the final construction drawings.	Peer Review	Prior to Building Permit	

LINKAGE

Condition #	Condition	Compliance Evaluated By:	Timeframe for Compliance	Notes
45	The linkage payment shall be made in accordance with the SZO.	Planning	CO	

TABLE 1: CONDITIONS OF APPROVAL FOR ASSEMBLY SQUARE PHASE 1AA SPSR-A APPLICATION (Revised per PB2007-29-R1108)

EMERGENCY SERVICES				
Condition #	Condition	Compliance Evaluated By:	Timeframe for Compliance	Notes
46	All traffic control signal installations or improvements made within or around the development shall include a system to allow for manual operation of signals by a handheld device as allowed by Mass Highway and DCR.	Traffic & Parking	City Engineer Notice to Proceed	
47	The Applicant shall provide the following equipment relative to the radio-based emergency master and street call boxes:	Fire Department	CO	
	a. 1-Remote Vision Screen			
	b. 2- Vision-21 System Processors, consisting of:			
	2- V21SP-3 System Processor alarm receivers;			
	2- Hardwire Decoders for wire boxes;			
	2 - DTX Radio Modules;			
	2 - V21CM-1 Charger Modules with battery backup;			
48	2 - Form 4 relay interface boards; and			
	2 - Installation Kits to include: 2 antennas; 2 antenna mounting brackets; all interface cables; box data entry; and all antenna cable, connectors, and grounding equipment.			
49	The Applicant has agreed to provide 3 solar powered radio based Fire call boxes to the City for use along the City's bike path project (Cambridge/Somerville/Medford path).	Fire Department	CO	
50	The building shall be wired to include a provision for installation of surveillance cameras that focus on exterior public areas and that can be remotely viewed by Somerville Police.	Police Department	CO	
51	Verification shall be provided that all locations within the IKEA building and parking structure allow for clear radio transmission by Police and Fire Departments which may conduct spot checking.	Police / Fire	CO	
52	Video monitoring records of areas within the IKEA development, especially interior areas where large numbers of people will likely gather, shall be maintained for a period of time reasonably acceptable to the Somerville Police Department.	Police	CO and continuous	
53	The Applicant shall establish an area within the building available for temporary use by the police department with telephone and computer connections where police officers can meet with members of the public, write reports, or use as a command post for special or public events within the development.	Planning	CO	
53	The Applicant shall provide a bi-directional amplifier system for police and fire radio frequencies.	Police / Fire	CO	
ENVIRONMENTAL				
Condition #	Condition	Compliance Evaluated By:	Timeframe for Compliance	Notes
54	Snow plowed from the development shall be limited to the on-site storage area as shown in Layout and Materials plan "C-6" noted in Table 2 or disposed of properly.	ISD	CO and continuous	
55	To reduce effects of light trespass and glare, all lights used in public and parking areas shall be fully shielded and installed and maintained to preserve the shielding characteristics.	Planning	CO	
56	The Applicant shall, within two hours of the store's closing, turn off all IKEA wordmarks on the building except the largest sign on the west elevation, which will remain internally and externally lit, and turn off all lights around both circles of flags and both facade banners. The Applicant shall strive to reduce the brightness of security lights within and around the store by 50% while ensuring that lighting levels are sufficient to provide for the safety of employees and visitors.	Planning	CO and continuous	
	Construction stormwater management (BP):	Planning / DPW		
	a. Prior to demolition, install temporary erosion control measures consistent with the Commonwealth of Massachusetts Erosion and Sediment Control Guidelines for Urban and Suburban areas. Those measures should be specifically designed to: (a) minimize erosion of soils, (b) contain sediments on the property and (c) capture sediments before they reach any road or any storm drain leading to the Mystic River.		Demolition Permit	Demolition is underway.

TABLE 1: CONDITIONS OF APPROVAL FOR ASSEMBLY SQUARE PHASE 1AA SPSR-A APPLICATION (Revised per PB2007-29-R1108)

57	b. The applicant shall develop a demolition plan in consultation with the City of Somerville Inspectional Services Department. Consideration should be given to: (a) re-vegetation of the site during any lull between construction and demolition; (b) dust control measures, (c) staging construction activities in a manner that limits the amount and the time any area of soils is exposed, (d) installation of a gravel stabilized construction entrance at the location of construction access, (e) use of rice straw wattles and silt fences, (f) end of day sweeping of the construction entrance and, (g) measures to trap sediments prior to reaching catch basins.		Demolition Permit	<u>Demolition is underway.</u>
	c. Truck and construction equipment washing should occur in an area where sediments can be captured by onsite sedimentation controls.		Demolition Permit	<u>Demolition is underway.</u>
	d. Apply topsoil to slopes and other areas disturbed by construction. Topsoil used may be native organic material screened so as to be free of roots, branches, stones, and other deleterious materials. Topsoil shall be applied so as to provide a minimum of a 4-inch compacted thickness. Upon completion of top-soiling, finished sections are to be limed, seeded and mulched. Construction personnel shall inspect completed sections of work on a regular basis and remedy any problem areas until a healthy stand of grass has become established.		Demolition Permit	<u>Demolition is underway.</u>
	e. Maintain, repair, and replace as necessary temporary erosion control measures until such time as the entire construction area has been stabilized.		Demolition Permit	<u>Demolition is underway.</u>
	f. After stabilization, remove and suitably dispose of temporary erosion control measures.		CO	
58	Long-term Stormwater Management (BP): In addition to construction stormwater management, include measures to ensure that after construction:	Planning / DPW	CO	
	a. Massachusetts Department of Environmental Protection Stormwater Management Standards are met to the maximum extent practical; and		CO	
	b. Stormwater management systems have operation and management plans.			
59	Plant Selection: The landscape architect should review the list Massachusetts Prohibited Plant List published by the Massachusetts Department of Agricultural Resources and eliminate any proposed installation of plants on the list (http://www.mass.gov/agr/farmproducts/Prohibited_Plant_Index2.htm).	OSPCD	CO	
60	Any work for Phase 1AA that lies within the 100-foot buffer zone will require approval by the Somerville Conservation Commission.	Planning	CO	
61	Notification must be made immediately to the City of Somerville Fire Department and Office of Sustainability and Environment (OSE) if any underground storage tank (UST) is discovered.	OSE / Planning	Ongoing	
62	Notification must be made, within the time period required under applicable regulations, to the Massachusetts Department of Environmental Protection (DEP) if there is any release of oil, hazardous materials, or regulated hazardous substances at the site. The City's OSE office and the Board of Health shall also be notified.	OSE / Planning	CO	
63	Copies of all disposal records of the soil and UST and any other DEP related paperwork should be kept on the Site office in order to maintain added transparency required to the project of this size.	OSE / Planning	Ongoing	
64	The Applicant's Licensed Site Professional (LSP) shall keep the City's OSE informed about soil remediation for oil and hazardous material and any specific issue that can be considered as imminent threat to human health and/or environment (OHM) as defined by Massachusetts Chapter 21E and the Massachusetts Contingency Plan (MCP) (and any applicable Federal statutes or regulations).	OSE / Planning	Ongoing	
65	Applicable State and Federal regulations regarding air quality shall be strictly observed including without limitation continuous dust control during demolition and construction.	OSE / Planning	CO	
66	The Applicant shall make commercially reasonable efforts to divert 75 percent of building demolition debris away from disposal in landfills through recycling, reuse, and other disposal methods.	OSE / Planning	Demolition Permit	
67	Asbestos identified prior to demolition or encountered during demolition shall be handled in accordance with state statutes and regulations including without limitation meeting OSHA requirement.	OSE / Planning	Ongoing	
68	All demolition should be done at the same time and there shall be no partial demolition. There should be a pre-demolition meeting with ISD and OSE.	OSE / Planning	Demolition Permit	
FENCING				
69	The chain link fence along the MBTA railroad shall be black in color.	Planning	CO	Added by PB2007-29-R0908.

**TABLE 2— LIST OF REVISED APPROVED DOCUMENTS—ASSEMBLY SQUARE PUD, PHASE 1AA—PB2007-29-R0908
DECEMBER 16, 2008**

Date	Document
11/12/08 (stamped 12/8/08)	Assembly Square Drive Traffic Plans (Sheets 1-65, 70-71)
3/21/08 (stamped 3/31/08)	Assembly Square Drive Traffic Plans (Sheets 66-69, 72-107) (75% drawings stamped “substantially conforms with prior approval”)
9/22/2008	Building Elevations- A1 REV
10/3/2007	C12 - Detail Sheet
9/22/2008	C6 - Layout and Materials Plan
9/22/2008	C8 - Utility Plan
9/23/2003	Drainage Revisions: Response to City Engineer Inquiry
9/7/2007	Drainage: Response to Drainage Peer Review
9/22/2008	Landscaping: C9, C9a
9/19/2008	Lighting: SL1 - Lighting Plan, PH001, PH002, PH003 Photometrics
9/21/2007	Memo from IKEA to FRIT re: TDM Plan
9/28/2007	Offsite mitigation (25% Design) 15 Sheet Set as updated by 10/12/07 Lombardi Design Plans
9/23/2008	Open Space Plan (with City Parcel)
9/23/2003	Parking Plan and Ground Level Building Plan: IKEA MA 2s: 1.3, 2.3, 3.3
9/28/07, 10/4/2007	Rain Garden Memoranda
9/18/2007	Response to Sewer / Water Peer Review
9/23/2008	Sign Package
11/12/08 (stamped 11/21/08)	Subdivision Plan of Land
11/17/08 (stamped 11/21/08)	Subdivision Plan of Land
9/25/2007	Utility Plan (Sheets 36-41))
9/7/2007	Wayfinding Graphic / Memo

Madeleine Masters

From: Terence Smith
Sent: Tuesday, December 16, 2008 4:51 PM
To: Madeleine Masters
Cc: James Kotzuba
Subject: Assembly Square Redesign Plan dated 10/9/08

Attachments: RE: Terry Smith Phone Call re Southbound Lane Drop on Assembly Square Drive

I have reviewed and also discussed with Gary Hebert of FST (Traffic Peer Review Consultant for the City) the Assembly Square Drive Redesign Plan dated 10/9/08.

I have concerns relative to the southbound lane drop on Assembly Square Drive prior to the roundabout. I concur with Gary's recommendation (see attached) that VHB revisit the geometric of this lane drop.

I also concur and support his overall Peer Review Findings dated 12/9/08. Other than the lane drop issue mentioned above, I have no objections to the submitted Assembly Square Drive Redesign Plan.

In accordance with Section 16.11.3.3 of the Somerville Zoning Ordinance, I hereby determine the proposed Assembly Square Redesign Plan to be a Minor Amendment to the approved PUD Master Plan; and in accordance with Section 16.11.3.2 of the SZO, I hereby approve such Minor Amendment.



RE: Terry Smith
Phone Call re ...

Please call if you have any questions on the above.

TRAFFIC IMPACTS

UPDATED PEER REVIEW

**Assembly Square Drive
Redesign Plan dated October 9, 2007**

Prepared for: City of Somerville, Massachusetts

By: Fay, Spofford & Thorndike

December 9, 2008

Executive Summary - Peer Review Findings

This plan is a significant improvement over the earlier submission. It creates a much better multi-modal environment and is, with minor comments, acceptable. Following is a summary of peer review findings for the various elements of the plan from north to south between the Fellsway and IKEA Way. We have reviewed the design within the context of updated data provided by VHB (November 18, 2008 memo with attachments received December 8, 2008).

Assembly Square Drive at the Fellsway/Middlesex Avenue

The Assembly Square Drive approach to the Fellsway submitted on the current plan (October 9, 2008) provides the same lane balance as the earlier plan. This is an acceptable plan.

Assembly Square Drive at the Marketplace Site Driveway

The revised plan incorporates traffic calming elements, such as a raised crosswalk on Assembly Square Drive just east of the intersection, and the upstream modern roundabout. This should reduce the potential for crashes at this intersection that otherwise would have been a major concern. The raised crosswalk is a good solution to the issues raised here for all modes, especially pedestrians and bicyclists. Having the raised crosswalk adjacent to the left turn movement out of Marketplace Site Driveway diminishes the sight line requirement looking southeast, as the combination of the roundabout and raised crosswalk should reduce 85th percentile speeds northbound on Assembly Square Drive traveling toward the Fellsway. This concept is acceptable.

A Street Modern Roundabout at Assembly Square Drive sharp curve

Creation of a modern one-lane roundabout with a 125' diameter at relocated A Street is an acceptable and effective way to address the sharp curve in the Assembly Square Drive alignment through more obvious deflection than a simple horizontal curve on Assembly Square Drive. The roundabout is an important traffic-calming tool particularly applicable to this situation as later phases of the development come on line. While generally slowing traffic through the curve, the proposed roundabout also provides an opportunity to accommodate a significant portion of left turn demands that would otherwise occur upstream at C, D, and Foley Streets. Left turns accommodated at the roundabout will diminish left turn lane length requirements, and possibly even eliminate the need for an upstream left turn lane at C Street (see discussion below). The one-lane roundabout allows Assembly Square Drive to retain a typical two-three-lane cross-section with on-street parking in the long term. VHB data indicates that the roundabout has been designed such that firetrucks traveling in the northbound direction will be able to make the sharp northbound right turn from Assembly Square Drive to A Street, based on AutoTurn® sketches received.

The analysis indicates traffic will operate acceptably and well within the range of a typical one-lane roundabout's capacity (i.e., fewer than 1,200 conflicting vehicle movements per hour within any of the roundabout's weave sections).

C Street 4-way Intersection and Elimination of B Street T intersection

The proposed C Street 4-way intersection is acceptable, but the Applicant may want to consider a couple of options for this intersection. Elimination of the former B Street T intersection between the proposed A Street roundabout and C Street is another safety enhancement that reduces vehicle conflict points. The provision of high visibility crosswalks will benefit future pedestrian crossings at C Street. The provision of a southbound left turn lane to C Street is reasonable, assuming that DCR Draw 7 access will be provided at C Street just east of Assembly Square Drive and that C Street is two-way with a future traffic signal possible. The C Street intersection is conceptually designed for ready conversion to signalization when future warrants are met.

D Street 4-way Raised Intersection

The proposed D Street 4-way raised intersection is acceptable assuming its drainage and transitions are designed properly for bicycle and motor vehicle use. As noted above, the modern roundabout will absorb a portion of the left turn demands that otherwise will be occurring at D Street (as well as C and Foley Streets). The crosswalk on Assembly Square Drive at D Street is properly located opposite the proposed southbound left turn lane, but a second crosswalk could be added on the raised north side, as it was at the C Street intersection, depending on the uses that are occurring on the northeast corner of the C Street/Assembly Square Drive intersection.

Proposed spacing of traffic calming measures is good, as the features will tend to work synergistically to reduce travel speeds on Assembly Square Drive between Marketplace Site Driveway and D Street. VHB indicates that, while not shown on the concept plan, transitions will be provided on the D Street or Assembly Square Mall unnamed driveway approaches. We recommend they have the same pavement markings indicating a raised intersection on Assembly Square Drive.

Also, it would be possible to extend the Assembly Square Drive median through the D Street intersection, if it were to be restricted to rights in and out only. Elimination of the D Street left turn lane also would allow future lengthening of the left turn lane approaching the future Foley Street traffic signal and a better, shorter pedestrian crossing at D Street, as well, or even a lengthening of the northbound left turn lane to the future C Street signalized intersection, should it be necessary in the future.

Foley Street 4-way Intersection

The proposed Foley Street 4-way intersection is acceptable and permits ready conversion to future signalization when future signal warrants are met. As noted above, if D Street were to be restricted to rights in and out only, the southbound Assembly Square Drive left turn lane could be lengthened if demands become high enough to block the southbound through traffic.

IKEA Way 4-way Intersection

The proposed IKEA Way 4-way intersection provides new shuttle bus bays on both sides of Assembly Square Drive. The acute angled double turn remains, but only a single

left turn lane is shown. VHB indicates that left turns will be permitted from the center lane, thus a double left turn movement will be occurring at this intersection.

Disposition of Added Parking Spaces

The plan as submitted creates an additional 158 on and off street spaces (84 net off-street on the west side of Assembly Square Drive in the rear of the existing Assembly Square mall parking lot and 74 new on-street spaces).

Newly created on-street parking spaces should be controlled to create a valuable resource for *short term* parking when adjacent development parcels come on line. Use of on-street spaces for uncontrolled *long term* parking demands is not recommended. It is our understanding that the new on-street spaces will not be considered part of the Applicant's parking space requirements, but will become City of Somerville public parking spaces. It is also our understanding that the new off-street parking spaces will become part of Assembly Square Mall's parking supply. Specifically, it is recommended that the newly-created on-street spaces on Assembly Square Drive be dedicated to short-term parking spaces with a two-hour maximum, metered to discourage long-term parking.

Accessible spaces in accordance with ADA/MAAB on-street parking guidelines should be identified on the plan; the concept submitted does not show the location of accessible spaces in the 158 new parking spaces supply.

The proposed on-street parking on Assembly Square Drive, like the roundabout and the raised crosswalks is beneficial in slowing traffic for the benefit of adjacent cyclists and crossing pedestrians. The drawbacks to the on-street parking is that it impairs sight lines at the intersections and degrades traffic operations during parking maneuvers, and presents operational hazards for cyclists during parking and from door openings. It also creates a wide pavement section when parked vehicles are not present. However, all things considered, the provision of on-street parking and bike lanes on Assembly Square Drive is far more preferable than the earlier five-lane cross-section for accommodating multi-modal circulation needs.

Enhanced Pedestrian System

The plan as submitted shows much more clearly a system of crosswalks and crossings of Assembly Square Drive between the new development site and the existing Assembly Square Mall buildings. This is beneficial for encouraging pedestrian activity between the new development site and the existing Assembly Square Mall uses.

PS-028
GLH:gh

Madeleine Masters

From: Gary Hebert [GHebert@fstinc.com]
Sent: Monday, December 15, 2008 3:27 PM
To: Monica Lamboy
Cc: Terence Smith
Subject: RE: Terry Smith Phone Call re Southbound Lane Drop on Assembly Square Drive

Hi Monica,

I just received a phone call from Terry Smith regarding a geometric issue in connection with the southbound lane drop on Assembly Square Drive between Marketplace Site Driveway and the proposed A Street modern roundabout.

Following the phone discussion with Terry, VHB should be requested to review the adequacy of the proposed lane drop merge during the design process.

While ideally the lane drop would occur prior to Marketplace Site Drive via an exclusive right turn lane and a through lane, it is recognized that the Middlesex Avenue approach to Assembly Square Drive is a double turn lane that must function as evenly distributed as possible. The transition, as much as possible, should accommodate at least a 35 miles per hour design speed adjacent to the future bike lane on Assembly Square Drive, even if the speed limit is reduced to 25 miles per hour through this area.

Best regards,

Gary

Gary L. Hebert, PE, PTOE
Vice President
Fay, Spofford & Thorndike
15 Broad Street, Suite 301
Boston, MA 02109

12/16/2008