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OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT
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Case #: PB 2009-05-R-1109
Date: December 3, 2009
Site: ASQ Phase 1AA - Roadway
Recommendation: Conditional Approval

PLANNING STAFF REPORT

Site: Assembly Square Phase 1AA (Roadway)
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: Vanasse Hangen Brustlin, Inc.
Alderman: Roche

Legal Notice: The Applicant, FR Sturtevant Street, LLC, and its Agent, Hugh Hahn, 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: (1) incorporate "gateway" elements at the intersection of Assembly Square Drive and Route 28, (2) revise the interior of the traffic circle at the intersection of Assembly Square Drive and A Street in order to incorporate up to 13 flag poles at up to 80' in height, (3) revise Assembly Square Drive in order to locate trees along the western edge of the right of way near Route 28, (4) revise Assembly Square Drive to reduce the size of the median and associated landscaping at the intersection of North Union Street (discontinued), (5) revise the IKEA flag circle to incorporate "gateway" elements.

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, 67-A-2, 86-A-1
These parcels are also commonly known as 16-34 and 100 Assembly Square Drive (f/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); Waterfront Overlay District (WOD).

Zoning Approval Sought: Under §5.3.8: Revisions to SPSR-A, final level approval of a PUD (§16.8)
Date of Application: November 30, 2009
Date(s) of Public Hearing: Planning Board: December 3, 2009



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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 August 20, 2009, the Planning Board granted conditional approval of (PB2009-05):

- 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
- Special Permit for Signage in order to exceed the maximum height and area of allowable signage (SZO §6.4.14.c).

The Applicant now seeks approval for revisions to the Assembly Square Drive Roadway to incorporate various gateway elements, trees, flagpoles and lighting fixtures along Assembly Square Drive.

II. DESCRIPTION OF PROPERTY

Assembly Square Drive currently terminates at Foley Street, at the entrance to the Assembly Square Marketplace site. The SPSR 2009-05 approved a realignment of this roadway to accommodate an extension of the road along the east side of the Marketplace property. The land proposed for the extension of the roadway is the area that would be affected by this application and is presently undeveloped.

III. DESCRIPTION OF PROPOSAL

1. Gateway Elements

The applicant is proposing to construct seven (7) landscape and gateway elements along Route 28 (Fellsway). Two of these gateway elements would need approval from the Board indicated on Sheet 7 of 110 of the Assembly Square Drive plans and as Gateway #1 and #2 on sheet 1 of 5 on the Gateway Fellsway Improvement Plans. These gateways will identify this location as an entrance to the Assembly Square development. The other five (5) gateway elements would not be subject to Planning Board approval as they are located on state property. The gateway features are similar in design to the formally approved gateway wall at the intersection of Lombardi Street and Assembly Square Drive. The design features curved brick walls that indicate the location of the intersection. The heights of the walls are varied and range from approximately 1.5ft to 5ft in height. Up to 2.5ft the walls are constructed of brick and above that with powdercoat steel "slats" that provide transparency to the sign and allow for backlighting of signs that indicate the neighborhood or area that is being accessed. Walls also contain approximately 20ft light columns extending from 10ft brick bases. Trees will be installed behind the walls and varieties of plants and bushes would be planted in front of the curved walls.

Gateway #1 is approximately 80 ft in length and features a low wall on the right side that extends up along Assembly Square Drive. The wall in this area is approximately 1.5 ft in height and steps up to approximately 5 ft in height in the area closest to Route 28. The fluctuations in height are separated by 2.5ft by 2.5ft square brick pillars. The brick façade features recessed light fixtures near the ground level and a bench extends from the wall towards the inside of the curve.

Gateway #2 is approximately 60 ft in length and features a low wall on the left side that extends up along Assembly Square Drive. The wall in this area is approximately 1.5 ft in height and steps up to approximately 4 ft in height in the area closest to Route 28. The fluctuations in height are separated by

2.5ft by 2.5ft square brick pillars. The brick façade features recessed light fixtures near the ground level and a bench extends from the wall towards the inside of the curve.

2. Assembly Square Drive Landscaping

Six trees are to be located along Assembly Square Drive adjacent to the northernmost Marketplace parking lot.

3. A Street Roundabout

The applicant is proposing to install thirteen 70 ft high flag poles arranged in a circle in the interior of the traffic circle. The poles would be 12" in diameter at their base and would be installed on top of an 18in to 24in decorative base. Flags would be approximately 15ft by 25ft in dimension. Landscaping within the circle would be revised by removing three (3) River Birch trees.

4. Ikea Flag Circle

A feature similar to the gateways proposed for Assembly Square Drive is being proposed to follow the contours of the flag circle. Bench seating would be incorporated into the wall design facing toward the center of the circle and the flag poles. Light columns and the steel slats are proposed for the walls that mimic the gateway elements.

5. Assembly Square Drive Median

The width of the median break opening on Assembly Square Drive nearest to Mystic Avenue (approximate STA 54+50) is proposed to increase by 9 ft to allow trucks to make left turns off Assembly Square Drive traveling northbound. The reduction in the median would eliminate approximately 15 rose bushes.

6. Pedestrian lighting

Pedestrian level street lighting is proposed for the eastern side of Assembly Square Drive between Ikea Way and Mystic Avenue. Proposed lighting is the type "C" pole and fixture.

7. Electrical Connections

Electrical Connections are proposed to be installed at the street trees along Assembly Square Drive.

8. Paver Strip

Plans have been submitted that show the previously approved 2ft wide paver strip and 5ft wide grass strip along the eastern side of Assembly Square Drive. This was approved as part of the SPSR PB2007-29, but was unintentionally omitted from the new SPSR PB2009-05 when it was approved.

IV. COMMENTS

Alderman: Alderman Roche has been contacted and has yet to provide comments.

Parks and open space:

The traffic circle:

The bands of planting add interest and are good selections, however the ring of daylilies presents a problem – the daylily foliage will be completely gone by the end of the fall (and the dead material should be removed). This means that there will be a ring of just dead plant stalks and mulch. A good solution would be to add a regularly spaced interplanting of a plant with winter attraction – probably another kind of evergreen.

The grading of the traffic circle was not detailed in the plans we reviewed, but we believe that a low mounding of the planting area (max. 1') would help showcase the plantings better and create more visual interest.

The large and numerous flagpoles planned for the traffic circle create a contrast in scale with the relatively detailed landscaping of the traffic circle. We suggest that the money earmarked for these flags could be better used elsewhere – for larger tree pits, for example, or other elements that would enhance the functionality and health of the plantings, and help in creating a “greener” project.

The medians:

1. The ends of the medians directly surrounding the traffic circle are not only part of the traffic circle “node”, but are also where the crosswalks are located. As such they should have year-round interest and pedestrian-level detail. The large massings of juniper and daylily create oversized expanses, and in the winter the large areas of daylilies will not be appealing (as mentioned above). As with the traffic island, perhaps interplanting another species in the junipers and daylilies, or creating smaller bands of each, would create a better visual impact year-round.
2. The *Carex morrowii* ‘Ice Dance’ specified for one end of one of the medians (at the intersection of Assembly Square Drive and Marketplace Site Drive) is a plant that does better in shady locations – perhaps it should be moved or replaced.

The “dense pattern” of *Viburnum dentatum* ‘Blue Muffin’ could also benefit from some evergreen interplanting, to provide additional winter color.

Street trees:

1. The City of Somerville recently completed a street tree inventory. This inventory found that the city has too great a percentage of both maples and callery pears for a healthy urban forest. Given this, we would recommend substituting different species for many of the intended maples and callery pears – it would be best if both of these species were used sparingly on site.

DRC: OVERALL PROPOSAL

The Design Review Committee [DRC] is generally supportive of the overall strategy by Street-Works LLC for defining the main entranceways into the Assembly Square district with place-making elements. The DRC feels that these elements will give a coherent identity to the vehicular and pedestrian intersections leading to Assembly Square and from Assembly Square into the surrounding neighborhoods. The DRC particularly appreciates the contemporary lighting elements to make the highway-bridge underpasses more attractive and better illuminated.

As alternatives are tested for the proposed elements, the DRC would suggest that sustainable energy strategies, such as on-site energy capture, be considered. These strategies may not only generate energy, but also they may become integral to the image of the proposed place-making elements.

GATEWAYS

The DRC has four primary observations regarding the proposed brick and steel-grill gateway elements:

1. The aggregate of all of the gateway elements would help give definition to the open landscape areas. The DRC would, however, like to see better representation of the trees and landscape elements in the open space that would reinforce the place-making role of the gateways.
2. The plan form of the curving walls does define a space for potential artwork installations adjacent to the sidewalk. The DRC feels, however, that this plan form is too historically rooted as proposed, i.e., the plan form is too derivative of Baroque or Neo-Classical architecture. The DRC suggests that different space-defining forms are tested that would uniquely symbolize the 20th century heritage of Assembly Square district. This may include a more modern or contemporary space-making plan form.
3. The DRC feels that the proposed palette of square brick columns, horizontal steel grill, and contemporary light posts would benefit from strategic editing. The DRC is most attracted to the steel grill and contemporary lighting, and would like to see alternatives to the rustic, or irregular, brick as designed. This suggestion does not preclude brick as a material, but the DRC is suggesting that the form could be different.
4. The DRC does not advocate for the large letters on the horizontal grills as a way of identifying the adjacent neighborhoods. As an alternative, the DRC suggests that these gateway elements be designed to accept subsequent artistic and design works that will make the gateways unique to the Assembly Square district.

ASSEMBLY SQUARE DRIVE

The DRC applauds the place-making elements internal to the district such as the double alley of trees along Assembly Square Drive, and the twinkle lights and up-lighting for the trees. The DRC also praises the raised pedestrian walkways across, and the bike lane parallel to, Assembly Square Drive.

CIRCLE OF FLAGS

The DRC agrees that the traffic roundabout at the end of the axis of Assembly Square Drive is a good place for a vertical “landmark” element. The DRC does not, however, believe that the proposed circle of flags is the correct choice for this element. The DRC feels that the proposed flags would have too close an association with the approved IKEA circle of flags.

The DRC advocates for alternative proposals that may be unique to Assembly Square like the air-catching kinetic sculpture is unique to Porter Square, Cambridge, MA. Suggestions by the DRC for alternatives to the circle of flags include vertical-axis, omni-directional, wind turbine for the generation of electricity and to provide a demonstrable commitment to sustainable energy. Other suggestions included having flags in a distinctly different configuration from the IKEA circle of flags.

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.”

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 and the original PUD are contained in appendices. In addition, the flag circle at A street is subject to the Waterfront Overlay District (WOD) guidelines as it is considered a structure wholly within the 300ft district boundary. The findings made in earlier revisions have been updated for this report and any additions have been underlined:

- Appendix A: Findings documenting compliance with the SPSR-A;
- Appendix B: Compliance with Conditions attached to PUD-PMP approval.
- Appendix C: Consistency with WOD guidelines

VI. STAFF RECOMMENDATION AND CONDITIONS

Based on the materials submitted by the Applicant, review and comments from City staff, 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 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 marked in underline and deletions marked in ~~strikethrough~~.

**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 (PB2009-05-R-1109)**

The Planning Staff has made the following findings:

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		Planning staff find that the application materials substantially comply with the standards of the SZO and its guidelines.
c.	<u>Purposes of district.</u>	X		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		<p>Planning staff find that the proposal has been designed in a manner that is compatible with the existing natural features of the site and is compatible with the characteristics of the surrounding area, and that the scale, massing, and detailing of buildings are compatible with those surrounding area. In particular, since the overall district is proposed for redevelopment, Planning staff find that the proposal has been necessarily designed with consideration of the vision for the district’s future. <u>The gateway elements provide a visually appealing entrance to the area and coupled with the future work to be completed at Broadway and Lombardi will serve to visually identify and promote the Assembly Square district. All the gateway elements combined will work to incorporate Assembly Square with the surrounding communities with a visual connection between this and the surrounding areas. The proposed trees along Assembly Square Drive would improve the pedestrian experience in that area and serve to screen the Marketplace parking lot from drivers and pedestrians entering the site from Route 28.</u></p> <p><u>Staff finds that the circle of flag poles in the roundabout is acceptable as it provides a strong vertical element which is good for that area. However, Staff is supportive of both the DRC and Parks and Open Space comments that further design and arrangement of the poles and flags could create a more visually appealing area. A better design or layout of the flags could potentially mitigate the issues of scale that are of concern relating to the 70' high flag poles and the experience of pedestrians and drivers that would be in close proximity to the flag poles. Staff would be willing to further work with the applicant to revise the design.</u></p>
e.	<u>Functional Design.</u>	X		Planning staff find that the proposal meets accepted standards and criteria for the functional design of facilities, structures and site construction.
f.	<u>Impact on Public</u>	X		Planning staff find that the proposal will not create adverse impacts on the public services and

**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
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5.2.5 (a-h) Findings and Determinations for SPSRs		<i>Met</i>	<i>Not Met</i>	<i>Change / Mitigation / Waiver Needed or Other Comments</i>
<u>Systems.</u>				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		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		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 (PB2009-05-R-1109)**

	<i>Requirement</i>	<i>Met</i>	<i>Not Met</i>	<i>N</i>
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		
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 site drainage
	Emergency vehicle access	X		The Fire and Police Departments have reviewed the proposal for adequate emergency vehicle access.

**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 (PB2009-05-R-1109)**

	<i>Requirement</i>	<i>Met</i>	<i>Not Met</i>	<i>N</i>
	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		Sign package only requires a modicum of zoning relief and is more sensitive to its surroundings. <u>The signage proposed for the gateway elements are way finding and not subject to zoning regulations. Staff will condition that final selection of wording is subject to Staff approval.</u>
	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				
	<i>Recommendation</i>	<i>Met</i>	<i>Not Met</i>	<i>Change / Mitigation / Waiver Needed or Other Comments</i>
A. Development Standards				
<i>Transportation Analysis</i>	Provide analysis, including TDM Plan	X		The Staff 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		The plan for this phase exceeds the requirements of the Ordinance for Open Space, Usable Open Space, and trees (<u>approximately 160</u> proposed / 130 required). Providing open space along both sides of Assembly Square Drive would create a more contiguous open space plan which flows through the middle of the Assembly Square site. The Parks and Open Space division of OSPCD has worked with Planning Staff and the applicant to design a landscaping and open space proposal that will be a benefit to the community.
<i>Pedestrian Connections</i>	Provide continuous pedestrian connections	X		Shown in plans with various paths, sidewalks, parks, and crosswalks.
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 should conform to principals set in Unifying Design Guidelines for

**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 (PB2009-05-R-1109)**

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>
				the Public Realm.
<i>Building Design</i>	Create presence on street edge	X		Building is set close to major street edges of IKEA Way and Assembly Square Drive. Entrances have been revised to be more prominent along streets.
	Create interesting entrance areas	X		Canopies and a false entrance (to the garage) terminating proposed “Main Street”. Entrances feature interesting color and fenestration. 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		The various planes, angles and components of the structure give the feeling of a more pedestrian scale
	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		Staff finds that quality of design and implementation is exceedingly important in evaluating Usable Open Space. Considering the enhancements to the appearance, comfort and ecological value of the site, Planning staff find that plantings and pedestrian amenities are well balanced and that the site design underscores the importance of the pedestrian experience within the usable open space network. <u>Improvements to Assembly Square Drive, including the increase in trees and pedestrian lighting along Assembly Square Drive will work to improve the pedestrian experience and encourage more people to walk to the development from neighboring communities.</u>
	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	X		Loading is on second floor at “rear” along railroad. This level is largely screened

**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 (PB2009-05-R-1109)**

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>
	spaces			with architectural “mesh” and year-round vines.

6.4.8 Development Standards & Design Guidelines for Large Developments				
	<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>The proposal to reduce the size of the median would enable trucks to make a left turn into loading docks at Home Depot and the former Circuit City site. This is anticipated to reduce truck traffic along Assembly Square Drive and in turn benefit pedestrians.</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		(See above)
E. Design Guidelines	Structured parking	X		88% of parking is located in structures.

Compliance with Conditions of PUD-PMP
Assembly Square Phase 1AA—(PB2009-05-R-1109)

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

<i>Condition</i>	<i>Met</i>	<i>Not Met</i>	<i>Mitigation / Waiver / Comments</i>
<i>A. Transportation Management / Traffic Circulation</i>			
<p>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.</p> <p>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.</p>	X		<p>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.</p> <p>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.</p>
<i>B. Water System:</i>	X		
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	X		

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Condition	Met	Not Met	Mitigation / Waiver / Comments
accordance with DEP guideline, a minimum pressure of 35 psi shall be maintained throughout the distribution system during normal demand conditions.			
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		
<ul style="list-style-type: none"> On "C" Street, approximately 100 feet east of the intersection of "A" Street 	X		
<ul style="list-style-type: none"> On "G" Street, approximately 180 feet north of the intersection of Ikea Way 	X		
<ul style="list-style-type: none"> On Assembly Square Drive, approximately 220 feet east of the intersection of Route 28/Middlesex Fells Parkway 	X		
<ul style="list-style-type: none"> On Assembly Square Drive, approximately 550 feet east of the intersection of Route 28/Middlesex Fells Parkway 	X		
<ul style="list-style-type: none"> On Foley Street, approximately 80 feet east of the intersection of Middlesex Avenue 	X		
<ul style="list-style-type: none"> 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 necessary for the connections to each property. The proposed service connections to each of the new buildings shall be shown on further design drawings.	X		

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Condition	Met	Not Met	Mitigation / Waiver / Comments
C. Sanitary Sewer System:	X		
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		
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 identified in the PUD application.	X		Full compliance will be verified upon submission of 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	X		

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Condition	Met	Not Met	Mitigation / Waiver / Comments
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.			
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. The applicant has received approval from the Conservation Commission
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		
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		

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Condition	Met	Not Met	Mitigation / Waiver / Comments
• 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 project or shall reconfigure the development for such phase consistent with the requirements of the Master Plan and the applicable regulations of the SZO.			N/A
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		

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Condition	Met	Not Met	Mitigation / Waiver / Comments
• 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		Amendment will not change the provision of open space
• 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		Multi-use path would enable additional access to T-Station.
c) Confirmation that the zoning requirements related to the minimum shadow cast by buildings onto open space between March 21 st and September 21 st are met.	X		
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	X		

Compliance with Conditions of PUD-PMP
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Condition	Met	Not Met	Mitigation / Waiver / Comments
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.			
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 the proposed development.	X		Landscaped buffer has been revised to 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			N/A

Compliance with Conditions of PUD-PMP
Assembly Square Phase 1AA—(PB2009-05-R-1109)

Condition	Met	Not Met	Mitigation / Waiver / Comments
appears that dropping off passengers will block the street in its current configuration.			
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		

**Findings for SPSR-A under Waterfront Overlay District Guidelines Sections 6.1.15 of the Somerville Zoning Ordinance
Assembly Square Phase 1AA (PB2009-05-R-1109)**

The Planning Staff has made the following findings:

Findings and Determinations for WOD	<i>Met</i>	<i>Not Met</i>	<i>Change / Mitigation / Waiver Needed or Other Comments</i>
All development should be designed to complement and harmonize with adjacent land uses (existing and proposed) with respect to architecture, landscaping and screening. Building materials of masonry brickwork, stone, wood, and glass are encouraged, to reflect the natural setting of the Mystic River. Pre-cast concrete panels and large expanses of glass facade are generally discouraged.	X		The flag poles, though of metal construction, work in this area because of the winds that typically exist along waterfront areas. The circle would also be heavily landscaped and have masonry bases which will reflect the natural setting of the Mystic River.
New structures and additions to existing structures within the Waterfront Overlay District shall be reviewed by the SPGA for effects of wind, shadows, and other conditions at ground level insofar as they affect the users of the Mystic River and adjoining parkland. In this review, the SPGA shall determine if the public benefits provided by enhancements and activation of the Open Space in the Waterfront Overlay District outweigh the public detriments associated with ground level effects due to the proposed Development.	X		It is not anticipated that the flag poles would have a substantial effect on shadows on the open space area as they would be either in movement with the breeze or lying still if the weather is calm.
No structures, with the exception of park buildings in the waterfront parkland which provide direct support of public access and use of that parkland, shall be located within one hundred fifty (150) feet of the bank of the Mystic River as defined in 310 CMR 10.54.2.(c). Construction of new surface parking facilities within two hundred (200) feet of the bank of the Mystic River shall not be allowed.	X		This structure is beyond 150 ft from the bank of the river
Street and roadways will be allowed but must include sidewalks and landscaping to provide an attractive connection for pedestrian use, and to complement adjacent parkland.	X		The traffic roundabout provides a traffic calming element to the roadway as well as extensive landscaping that creates an attractive connection for pedestrians looking for access to the parkland along the river.
A detailed landscape plan shall be submitted as a part of site plan approval for development in the Waterfront Overlay District, at the same scale as the submitted site plan. Special emphasis shall be given to designing and implementing landscape improvements and Usable Open Space along the Mystic River side of the property. It is intended that landscaping soften the impact of buildings and paved areas as seen from the river, adjacent public open space, and adjacent vehicular thoroughfares. Landscaping utilizing indigenous or	X		The applicant has submitted a detailed landscaping plan. However, Staff finds that additional landscaping improvements could be made and have conditioned that a revised landscaping plan be submitted.

**Findings for SPSR-A under Waterfront Overlay District Guidelines Sections 6.1.15 of the Somerville Zoning Ordinance
Assembly Square Phase 1AA (PB2009-05-R-1109)**

Findings and Determinations for WOD	Met	Not Met	Change / Mitigation / Waiver Needed or Other Comments
naturalized plant materials is encouraged.			
There shall be at least one (1) pedestrian sidewalk connection between any parcel in the ASMD and the adjacent Mystic River Reservation and public open space. The sidewalk shall be a minimum eight (8) feet in width, be of concrete or other all-weather paved surface, and have minimal slope, changes in grade level, or stairs, so as to be accessible and usable to the greatest number of people. Other pedestrian ways, small plazas and gazebos, sitting areas and like improvements are strongly encouraged.	X		There are several connections to the Mystic River Reservation and public open space in this area.
It is intended to encourage buildings with an orientation to the Mystic River, with ingress/egress to the structure opening onto the site's landscaped area and Mystic River Reservation. In addition, it is intended that new buildings have a visual and functional orientation to other like buildings. Developers are strongly encouraged to place major points of entry to their buildings in a manner facing and visible to the points of entry of nearby buildings, affording opportunity for the space between such buildings to be developed as useable open space and/or pedestrian connections.	N/A		
Where practical, grade levels of parking structures should be used for purposes other than vehicle storage. Retail, restaurant and other uses generating pedestrian traffic are encouraged. This is expected to be most applicable to those portions of a garage immediately adjacent to and facing usable open space - particularly when facing the Mystic River reservation or landscaped corridors leading to the reservation -- or when facing a public street with retail uses located on parcels fronting and oriented to said street and adjacent to the Development in question. Views into parking structures should be screened if possible, and in all cases at least softened through use of landscaping and/or an architectural/ornamental treatment approved by the SPGA. Lighting within a parking garage shall not be directed towards the exterior of the structure, and shall not cause glare or excessive reflection beyond the structure itself.	N/A		
Structures should be oriented so that a visual wall is not created along the Mystic River, and designed so that views to	X		The proposed flag poles are 12 inches in diameter at their base and it is not anticipated that this will create a visual wall limiting views of the river.

**Findings for SPSR-A under Waterfront Overlay District Guidelines Sections 6.1.15 of the Somerville Zoning Ordinance
Assembly Square Phase 1AA (PB2009-05-R-1109)**

Findings and Determinations for WOD	<i>Met</i>	<i>Not Met</i>	<i>Change / Mitigation / Waiver Needed or Other Comments</i>
the river from other nearby properties are maintained. As an aid to satisfying this intent, landscaped area and/or usable open space corridors of a minimum fifty (50) feet in width shall be provided on all lots within the Waterfront Overlay District, and shall extend through the full three hundred (300) foot width of the District. A developer or applicant may deviate from these strict standards if he/she can demonstrate to the SPGA full compliance with the intent herein to preserve river views and open space, and that an alternative plan will fulfill this intent in a manner at or exceeding these standards.			

TABLE 1: CONDITIONS OF APPROVAL FOR ASSEMBLY SQUARE PHASE 1AA SPSR-A APPLICATION (PB2009-05-R-1109)**PROCEDURAL**

Condition #	Condition	Compliance Evaluated By:	Timeframe for Compliance	Notes
1	Approval is based on application materials submitted by Vanasse Hangen Brustlin, Inc., dated July 28, 2009 and stamped in at the City Clerk's office on July 28, 2009, revised by Assembly Square Drive plans 7-15, 70, 71, 84, 84A of 110 dated December 1, 2009; Plans C6, C7, C8 and C9 dated August 17, 2009; Plan C4 dated November 25, 2009; Somerville Fellsway Gateway Feature Improvement Plans sheets 1-5 of 5 dated November 25, 2009 (pertaining only to gateways # 1 and # 2); Somerville Ikea Way Gateway Feature Improvement Plan sheet 1 of 1 dated November 25, 2009. Any changes to the submitted application materials that are not de minimis must receive Planning Board approval.	Planning Director, ISD	Building Permit (with the exception of completion of landscaping and other site work - before CO).	
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 in the Ikea Flag Circle is limited to 12.5 feet in height and 4.5 feet in width. The flag poles in the Ikea Flag Circle 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 should 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.	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 (PB2009-05-R-1109)

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 shall 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), traffic signal poles and foundations, and pavement material for mountable surface of roundabout and drop-off areas	Traffic & Parking	Prior to Street Acceptance	
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 D street.	DPW / Traffic & Parking	Prior to Acceptance of Assembly Square Drive	
23	Four-way crosswalks shall be provided at C Street and IKEA Way. Three-way crosswalks shall be provided at D Streets.	DPW / Traffic & Parking	Prior to Acceptance of Assembly Square Drive	
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 submitted street plans. Where it is practical, the Applicant will work with OSPCD staff to extend planted medians.	DPW	Prior to Acceptance of Assembly Square Drive	

TABLE 1: CONDITIONS OF APPROVAL FOR ASSEMBLY SQUARE PHASE 1AA SPSR-A APPLICATION (PB2009-05-R-1109)

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. 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.	OSPCD	Prior to Acceptance of Assembly Square Drive	
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 including the gateways 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, other than the area containing 200 parking spaces set aside for the MBTA, will be managed (i.e. monitoring and signage) to prevent all-day parking by T-users.	Planning / Traffic & Parking	CO	
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	
	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	

TABLE 1: CONDITIONS OF APPROVAL FOR ASSEMBLY SQUARE PHASE 1AA SPSR-A APPLICATION (PB2009-05-R-1109)

40	<p>Location #1* Lombardi St/Mystic Avenue NB/Assembly Square Drive</p> <ul style="list-style-type: none"> · 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. <p><i>* Note: on off-site mitigation plan cover sheet this is referred to as Location #2</i></p>			
	<p>Location #2* Lombardi St/Broadway/Mt Vernon</p> <ul style="list-style-type: none"> · 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. <p><i>* Note: on off-site mitigation plan cover sheet this is referred to as Location #1</i></p>			
	<p>Location #3 Mystic Avenue NB/New Road</p> <ul style="list-style-type: none"> · 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. 			
	<p>Location #4 Middlesex Avenue NB/Foley Street</p> <ul style="list-style-type: none"> · 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. 			
	<p>Location #5 Mystic Avenue NB/I-93 NB Off-Ramp/Route 28</p> <ul style="list-style-type: none"> · 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. 			
	<p>Location #6 Route 28/Assembly Square Drive</p> <ul style="list-style-type: none"> · 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. 			

TABLE 1: CONDITIONS OF APPROVAL FOR ASSEMBLY SQUARE PHASE 1AA SPSR-A APPLICATION (PB2009-05-R-1109)

	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. Final linkage amounts will be payable prior to the issuance of any Certificate of Occupancy based on the final gross square footage of the building, which may not exceed 340,000 gross square feet (not including structured parking). A Linkage fee would not be required for the structured parking component.	Planning	CO	

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	
	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			

TABLE 1: CONDITIONS OF APPROVAL FOR ASSEMBLY SQUARE PHASE 1AA SPSR-A APPLICATION (PB2009-05-R-1109)

47	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;			
	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.			
48	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	
49	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	
50	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	
51	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	
52	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	
57	Construction stormwater management (BP):	Planning / DPW		
	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	

TABLE 1: CONDITIONS OF APPROVAL FOR ASSEMBLY SQUARE PHASE 1AA SPSR-A APPLICATION (PB2009-05-R-1109)

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	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	
MISC.				
67	The chain link fence along the MBTA railroad shall be black in color and in conformance with MBTA specifications. IKEA will be responsible for its maintenance, repair and replacement.	ISD	Ongoing	
68	The applicant shall submit a final design of the gateway "light features" for Planning Staff approval	Planning	CO	
69	Provided this SPSR-A is not appealed or, if appealed, such appeal has been dismissed or otherwise resolved in favor of the Applicant within sixty (60) days of the filing of the appeal, the one-year extension granted in Case No. PB2007-29-R0809 shall be null and void and of no further effect.			
70	The applicant shall work with Planning Staff and submit a landscaping plan in and around the flag circle at the A Street roundabout for Planning Staff approval.	Planning	Prior to Building Permit	
71	The applicant shall work with Planning Staff and submit a final design of the flag circle at the A Street roundabout for Planning Staff approval	Planning	Prior to Building Permit	
72	The applicant is responsible for maintenance of the flag circle at the A Street roundabout, including the replacement any damaged flags on a timely basis, replacing dead plants and litter removal.	ISD	Ongoing	