



## CITY OF SOMERVILLE, MASSACHUSETTS

### PLANNING BOARD

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**Case #:** PB2009-05

**Date of Decision:** August 20, 2009

**Decision:** *Petition Approved with Conditions*

**Filed with City Clerk:** August 26, 2009

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### PLANNING BOARD DECISION

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**Site:** Assembly Square Phase 1AA (Assembly Square Drive and IKEA)

**Applicant Name:** FR Sturtevant Street, LLC

**Property Owner Name:** FR Sturtevant Street, LLC & FR Assembly Square, LLC

**Property Owner Address:** 1626 East Jefferson Street Rockville, MD 20852

**Alderman:** William Roche

#### Legal Notice:

The Applicant, FR Sturtevant Street, LLC, and its Agent, Hugh Hahn, Vanasse Hangen Brustlin, Inc. seek 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) including a store selling furniture, home furnishings, and carpets (IKEA) (S.Z.O. §7.11.9.7.c) and a restaurant (S.Z.O. §7.11.10.1.1.c), roadways, infrastructure, and associated improvements serving Phase 1AA, and dedication of useable open space available to the public, all under the Planned Unit Development Preliminary Master Plan approved by the Planning Board on December 14, 2006. The Applicant also seeks a Special Permit for signage for Phase 1AA (S.Z.O. §6.4.14.C & §12.4).

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 (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).

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

Zoning Approval Sought: SPSR-A under SZO§16.8.3, §6.4.14.C & §12.4

Date of Application: July 28, 2009  
Date(s) of Public Hearing: August 20, 2009  
Date of Decision: August 20, 2009  
Vote: 5-0

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Case # PB2007-29-R0709 was opened before the Planning Board in Alderman's Chambers at City Hall on August 20, 2009. Notice of the Public Hearing was given to persons affected and was published and posted, all as required by M.G.L. c. 40A, sec. 11 and the Somerville Zoning Ordinance. After one hearing of deliberation, the Planning Board took a vote.

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## **I. BACKGROUND / PERMITTING PROCESS**

This application (PB2009-5) is a new Special Permit with Site Plan Review A and Special Permit for signage to replace a previously approved application (PB2007-29). That original plan was revised several times in the approximately two years since the approval in October 2007. The materials submitted for this current application includes the materials submitted in the original application as revised through prior amendments approved by the Planning Board or *de minimis* changes approved by the Planning Director (the Site Plan Approval for subdivision approved in the original application remains in effect and is not included in this new permit application). The following outlines the evolution of the original proposal:

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 (PB2007-29):

- 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;
- Special Permit for signage in order to exceed the maximum height and area of allowable signage (SZO §6.4.14.c); and,
- Site Plan Approval for subdivision of parcels (SZO §5.4).

On October 16, 2008, the Planning Board (PB2007-29-R0908) granted approval to revise the SPSR-A in order to accommodate certain changes to the building and the site including the accommodation of the future multi-use path, reduction and configuration of parking facilities, removal of outside vehicular ramp, alteration of façade (egress stairs and addition of windows to west and north façades), revision of

drainage and other underground utility design to accommodate site changes; and to revise the Special Permit for Signage in order to reconfigure the sign plan.

On December 18, 2008 the Planning Board (PB2007-29-R1108) granted approval for revisions to the layout of Assembly Square Drive with associated revisions to the Site Plan Approval for subdivision.

On August 6, 2009 the Planning Board (PB2007-29-R0709) granted approval for revisions to the gateway elements and landscaping at the intersection of Assembly Square Drive and Mystic Avenue and to incorporate landscaping elements along the eastern side of Assembly Square Drive.

On January 22, 2009, May 13, 2009 and August 13, 2009, *de minimis* revision applications were approved by the Planning Director that slightly altered the path, building, landscape and Assembly Square Drive plans.

**The applicant is requesting new Special Permit with Site Plan Review A and Special Permit for signage that incorporates all actions taken up to this date. The Preliminary Master Plan approved in December 2006 and the Site Plan Approval for subdivision approved in 2007 remain in effect.**

## **II. DESCRIPTION OF PROPERTY**

This phase of the PUD consists of two components: the proposed IKEA store, and the reconstruction, realignment and extension of Assembly Square Drive.

**IKEA property:** The property comprising the proposed IKEA consists of approximately 11.9 acres of developed land, with varied historical use. Until recently, the portion of the site proposed for the IKEA store has been home to for-profit recreational facilities (Good Times, Boston Paintball), industrial uses (Yard 21, Spaulding Brick, Amerigas Propane), and support buildings (sheds and garages). In Fall 2008, these building were demolished and the site is currently vacant. The site has few if any natural features and is generally considered both unsightly and underdeveloped.

**Assembly Square Drive:** The site also includes the existing Assembly Square Drive roadway, which presently terminates at Foley Street. The proposed realignment and extension of Assembly Square Drive would cover currently vacant land that lies east of and adjacent to the existing parking lot of the Assembly Square Marketplace.

## **III. DESCRIPTION OF PROPOSAL**

**The applicant is requesting new Special Permit with Site Plan Review A and Special Permit for signage.**

The project consists of the construction of an IKEA store; reconstruction, realignment and extension of Assembly Square Drive; and traffic mitigation at several off-site locations. While the proposal will be described in greater depth in Section V (SPSR-A request) of the report, a summary of the IKEA and Assembly Square Drive proposals follows:

**IKEA:** The Applicant has demolished previously existing structures on the site in order to erect a single building containing a 340,000 square-foot retail store (IKEA Home Furnishings), an accessory restaurant use, and two levels of structured parking.

**Building design:** The building would be positioned close to the intersection of Assembly Square Drive and existing New Road/proposed IKEA Way, with minimum setbacks along these

proposed sidewalks. It would be four stories in height, with structured parking on the lower two stories, and retail showrooms and a warehouse on the upper stories. The exterior would be clad in blue metal panels with the southwest corner on Assembly Square Drive accented in yellow.

**Parking and Loading:** The site would include 1,287 parking spaces, including 1,125 structured spaces and 162 surface parking spaces at the southern end of the site. Loading docks would be on the second story outside level of the parking structure, on the eastern side. One truck loading facility (for home delivery) is located along IKEA Way and would be screened by metal panels and a proposed sign. Parking and loading facilities have been screened with architectural mesh and vines; where this could not be accomplished, stamped concrete is provided instead for architectural interest. The surface parking lot is triangular and would abut the southerly portion of Assembly Square Drive; this lot includes a pedestrian walkway on the westerly side of the lot in order to connect with pedestrian walkways contained within the parking structure. In addition, the Applicant has committed to providing 200 ground-level parking spaces at the easterly edge of the structure for exclusive weekday use by MBTA riders.

	<b><i>Min/Max of SZO</i></b>	<b><i>Proposed</i></b>
<b><i>Total Auto Spaces</i></b>	340 Min	1287
<b><i>Surface</i></b>	n/a	162
<b><i>Structured</i></b>	n/a	1125
<b><i>Handicapped</i></b>	8	40
<b><i>Compact<sup>1</sup></i></b>	Max 20% of required	264
<b><i>Bicycle</i></b>	27	30
<b><i>Loading</i></b>	9	10

**Signage:** The Applicant is proposing 6,222 square feet of wall signage and 2,465 square feet of freestanding signage. As these signs exceed the area, height, and quantity allowed under the Ordinance, zoning relief by Special Permit is required. This is discussed further in Section VI (Special Permit for Signage) of the report.

**Landscaping and Open Space:** Landscaping is proposed along sidewalks and within medians along Assembly Square Drive and IKEA Way, in traffic islands bordering the parking lot, and in two proposed parks. One “pocket park” would be located at the northeast corner of IKEA Way and Assembly Square Drive (the park is proposed for this phase but is not being included in the usable open space calculation for this permit). The other park, called a “rain garden”, would double as a bioretention facility at the northeastern edge of the IKEA parcel. Consistent with the approved Preliminary Master Plan, this phase would include 31.8% landscaping (165,388 square feet) and 22.7% usable open space (118,047 square feet). As the Ordinance provides rather broad definitions of landscaping and usable open space, significant discretion is afforded the Planning Board in their review and approval. This is further discussed in Section V (SPSR-A request) of the report.

**IKEA Way:** A new roadway is proposed (IKEA Way) to extend eastward from Assembly Square Drive at the terminus of New Road. This road will run adjacent to the proposed IKEA building and a portion of the roadway will be constructed prior to the store’s opening. An easement for

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<sup>1</sup> Under §9.11.c, “...up to twenty percent (20%) of those required spaces may be designed for compact cars”. Where provided parking exceeds the minimum requirement, this requirement may be read: at least 80% of required parking spaces must be standard. In the revised proposal, compact parking would represent 78% of required parking; however, over 300% of required parking would be standard. Compact parking would represent 20% of provided parking.

public access is shown on the Applicant's plans and the easement will eventually be dedicated to the City as a public way. Because the easement narrows to less than 40' as its easternmost end, an additional easement over abutting land of the Applicant has been reserved to ensure that this roadway will meet the minimum 40-foot width requirement for public ways.

Hours of Operation: According to the application, hours of operation for customers will be from 10 a.m. to 10 p.m., with deliveries made before and after retail hours. Garbage pickup would also be scheduled for off-hours.

**Assembly Square Drive:** Consistent with the approved Master Plan, the Applicant is proposing to realign Assembly Square Drive between New Road and Foley Street to allow for its extension along the eastern line of the Assembly Square Marketplace property through to Route 28/Middlesex Fells Parkway. This new roadway would be dedicated to the City, which would vacate the former roadway for future private development.

Assembly Square Drive South of New Road: The proposed cross-section for the portion of Assembly Square south of New Road and IKEA Way would include one travel lane in each direction with bike accommodation (versus a dedicated bike lane), plus standard eight-foot sidewalks and five-foot furnishing strips and medians ranging from six to ten feet in width.

Assembly Square Drive at IKEA Way/New Road: This intersection is the widest cross section because left-hand turning lanes are proposed on all four sides. Pedestrian crossings are assisted here by an island refuge between the proposed pocket park and the IKEA store.

Assembly Square Drive North of New Road to A Street: The cross-section for this portion of Assembly Square Drive varies between New Road and A Street. It is wider than the southerly portion of Assembly Square Drive, containing one travel lane in each direction, but includes continuous street parking on both sides of the street, dedicated bike lanes and wide sidewalks. Four way crosswalks are shown at the intersections with Foley Street and C Street; one crosswalk over Assembly Square Drive is shown at A, B & D Streets and the northern entrance to the Marketplace.

Assembly Square Drive at A Street: The applicant is proposing a single lane roundabout to provide access to A Street from Assembly Square Drive. This would calm traffic and maintain the flow of vehicles entering and exiting the site.

Assembly Square Drive North of A Street to Route 28/Middlesex Fells Parkway: This cross-section features two travel lanes in each direction and a median strip that extends from the roundabout area to the Marketplace entrance.

**Off-site Mitigation:** In order to mitigate traffic impacts anticipated by the regional draw of the IKEA store as well as impacts of the planned Phase 1A development, mitigation for auto, pedestrian, and bicycle traffic is proposed at several off-site locations. The plans are consistent with the goals of the Assembly Square Unified Design Guidelines for the Public Realm. The proposed mitigation generally includes the following:

Installation of new traffic signal equipment at:

- Route 28 South at Mystic Avenue; and,
- Mystic Avenue U-turn underpass.

Installation of new traffic controlling equipment and pedestrian amenities at:

- Mystic Avenue northbound at Lombardi Street/Assembly Square Drive;
- Mystic Avenue northbound at New Road;
- Middlesex Avenue at Foley Street; and,
- Assembly Square Drive at New Road.

Installation of traffic controlling equipment and pedestrian amenities, and revision of vehicle turning movements at:

- Route 28 at Assembly Square Drive; and,
- Route 28 at Middlesex Avenue.

Installation of new traffic controlling equipment and pedestrian amenities at Broadway and Lombardi Street; and improved connections between the intersections of Broadway at Lombardi Street and Mystic Avenue northbound at Lombardi Street/Assembly Square Drive.

#### **IV. ENVIRONMENTAL REVIEW**

The project has undergone separate review by the Massachusetts Environmental Policy Act Office (MEPA), and was approved for a Draft Environmental Impact Report (DEIR) for the entire project on August 15, 2008. The applicant is currently working on the Final Environmental Impact Report (FEIR) for the project. A submittal date for this report has not been established.

#### **V. REQUEST 1: SPSR-A**

The Ordinance states “Applications for final level approval of...a phase of the PUD...shall be submitted as application(s) for special permit with site plan review ...” (SZO §16.8.3). As the site is located within the Assembly Square Mixed-Use District, the more particular SPSR-A review process applies (SZO §6.4.9).

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

- SZO §6.4.9: Establishes 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: Establishes development standards and design guidelines for all developments in the ASMD.
- SZO §6.4.8: Establishes development standards and design guidelines for large developments.
- 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.

The project’s conformance to these submission criteria, review criteria, and PMP-PUD-A conditions is evaluated generally in the following sections. Since SZO §6.4.9 pulls review and submission standards from many parts of the Ordinance, some of these are repetitive; thus detailed findings are attached in Appendix A.

#### **A. Detailed Description of Proposal**

This section of the report applies only to the IKEA site and uses language from the SZO Design Guidelines for the ASMD (SZO §6.4.7 & §6.4.8). These guidelines are not mandatory but serve as a baseline for a successful design. This report addresses issues by the topics below:

##### **A. Building Design**

- B. Site Design
- C. Landscaping and Open Space
- D. Transportation and Circulation
- E. Linkage
- F. Conditions of PUD-PMP approval

### ***A. Building Design***

While the building's design is firmly based in IKEA's design tradition, bearing signature colors, materials, and signage, it has been significantly modified to suit this uniquely urban setting. In particular, the following modifications have been made:

- The building has been designed and situated in order “to reinforce both existing and future circulation patterns” of existing and future roads, sidewalks, and the proposed MBTA station;
- “Interesting entrance areas” are enhanced by metal canopies and an angled entrance at the foot of the proposed Main Street for Phase 1A. A separate pedestrian entry on IKEA Way helps to “break down the overall scale ...and respond to the pedestrian-scale use of Open Space”;
- Small setbacks—as close as one foot at points—from proposed IKEA Way and Assembly Square Drive reinforce the streetwall and urban fabric of the new neighborhood;
- The façade features vertical plane changes, which contribute to “visual interest and variety” and improve the large building's relationship to the public realm;
- The building will include two levels of structured parking and only a modicum of surface parking, allowing it to sit on the most compact site of any IKEA in North America;
- Loading facilities are located at the least visible portion of the property and elevated away from any pedestrian conflicts;
- In addition to being screened as described above, the railroad-facing side of the building will be enhanced with a planted fence along the railroad tracks and significant landscaping, minimizing its appearance as the “rear” of the property.
- External stairs create a vertical element that serves to add interest to the façade.
- The main entrance canopies on Assembly Square Drive and IKEA Way incorporate a consistent use of yellow panels and glass to give prominence to these entrances.
- Screening for the inclined portion of the ramps will be accomplished with concrete spandrel panels.

### ***B. Site Design***

In accordance with the Preliminary Master Plan, the overall redevelopment in this phase will involve site improvements to utilities, drainage, roadways, traffic, pedestrian and bicycle circulation, and the creation of new landscaping and usable open space. Perhaps most importantly, development of the IKEA on this inland site will allow for more compatible development on the waterfront, where the IKEA was originally granted special permits.

**IKEA site:** Regarding the IKEA site, requirements of the SZO are generally met. The IKEA property will not itself contain a street grid, but has been designed in anticipation of adjoining a planned grid in Phase 1A, to the north of the site. The building has been designed to give a prominent terminus to the proposed “Main Street” of Phase 1A. The following observations on site design and function are also made.

- Building equipment and service areas have been largely located away from public ways. Like parking and loading facilities, many are also screened;
- Screening of the transformer is not shown on the plans, but would be a condition of approval;
- The Police Department has requested monitoring and communication infrastructure throughout the site (details are included in Appendix C);

- While most trash collection will occur at the eastern, screened portion of the property, by the loading docks, some trash will apparently be picked up adjacent to the bus stop. A condition of approval should be that this cannot occur during the operating hours of the business; and,
- The IKEA building has been situated on the site to accommodate the multi-use path along the eastern edge of the site

Assembly Square Drive: Assembly Square Drive will extend the street grid across the development, by establishing a network of sidewalks and crosswalks and aligning existing Marketplace parking aisles with the “letter” streets proposed for Phase 1A. More detailed analysis on the design of the street network itself is contained in the Transportation discussion (Part D of this section). However, the Planning Board offers the following general recommendations:

- Street furniture, lighting, and sidewalk/crosswalk treatment should generally conform to the principals of Unifying Design Guidelines for the Public Realm; and,
- Bicycle racks should be consistent with the recommendations of the Bicycle/Pedestrian Coordinator (included in Appendix C).

### ***C. Landscaping and Usable Open Space***

As landscaping is a connector between the IKEA site and the roadway, this portion of the report addresses both portions of the application together and is not divided. As previously noted, the Applicant is proposing significant landscaping for the site: 31.8% landscaping (165,388 square feet) and 22.7% usable open space (118,047 square feet). As part of this proposal, the Applicant would build two parks and install significant amounts of landscaping on the site and along public ways. This will be a marked improvement from today’s barren conditions.

The site plans illustrate compliance with the landscaping requirements of the SZO (outlined in Appendix A) and the PUD-PMP approval.

Landscaping features include:

- Landscaped medians within Assembly Square Drive (as further described in the Transportation discussion);
- Significant conformance with the Unifying Design Guidelines for the Public Realm;
- Trees within the surface parking area and along the pedestrian walkway;
- Plantings between the surface parking lot and the right-of-way;
- Overall number of trees exceed the requirement (150 compared to 130 required); and,
- A “gateway feature” located at the intersection of Assembly Square Drive and Mystic Avenue.

Furthermore, the Applicant will provide usable open space in the following places:

- Along most portions of Assembly Square Drive, where abundant planting is proposed. This is acceptable under the SZO definition of creating a “network of open spaces”;
- The bioretention / “rain garden” on the IKEA property featuring educational exhibits describing its “green” operations; lighting will be installed along the pedestrian paths which connect the IKEA parking lot with the sidewalks serving the proposed MBTA station. Information on how the “rain garden” park will be designed and activated has been submitted to the City;
- Portions of the IKEA Way sidewalk, connecting the pocket park with the rain garden, and housing the bus stop;
- City-owned property at the southerly edge of Assembly Square Drive, on which the Applicant proposes to install (and maintain) landscaping and a path for public use, creating new usable open space;
- “Visually accessible” decorative landscaping in the traffic island south of the surface parking, to



be heavily landscaped for passive enjoyment by observers;

- A pocket park featuring plantings, seating, and a decorative colonnade is proposed at the corner of IKEA Way and Assembly Square Drive opposite the bus stop. Although the Applicant proposes to build this park in this phase, it has not been included in the usable open space count for this phase and would be applied toward the calculations for the next phase of the PUD; and,
- A community path is proposed to be constructed starting at Mystic Avenue then following along the existing MBTA tracks behind the IKEA building; the path would eventually extend to the water front (the construction of this path is subject to the granting of all necessary easements and would be extended to the water in a separate development phase). This land would eventually be dedicated to the City as open space and would become a component of a larger path extending along the Mystic River water front.

#### Usable Open Space

The quality of design and implementation is exceedingly important in evaluating Usable Open Space. Applicants are allowed to include a broad scope of elements as part of usable open space, and broad interpretations—such as finding decorative landscaping to be “visually accessible”—allow for creative applications.<sup>2</sup> Usable open space is a very important issue to the community, and whether it is truly “accessible to and designed for use by the public” is ultimately up to the discretion of the Planning Board.

#### Unifying Design Guidelines for the Public Realm

In addition to the citywide landscaping requirements, the Ordinance calls for developments in the ASMD to conform to the landscaping provisions of the Unifying Design Guidelines for the Public Realm. The submitted plans generally demonstrate conformance with these guidelines: pedestrian walkways have been provided in the structured and surface parking areas; innovative stormwater treatment and a green roof are proposed; the building’s eastern side has been treated more as a façade than as a back side; and the historic water tower will be restored to the site.

#### ***D. Transportation and Circulation***

This portion of the report will address roadway construction and mitigation both on- and off-site, as well as examining bicycle and pedestrian connections throughout the development. The Applicant is proposing construction and mitigation to accommodate not only the present phase but also Phase 1A, the proposed mixed-use development.

#### **Transportation & Circulation: On-site**

The Applicant is proposing various cross-sections for Assembly Square Drive in response to comments expressed by the public, the Board, City staff and peer consultants.<sup>3</sup> These include:

- Bicycle Lanes: Drawings show space for dedicated bicycle lanes throughout Assembly Square Drive. Although the plans do not presently illustrate pavement markings for bicycle lanes, the Applicant has consented to provide those as a condition of approval.
- Assembly Square Drive South of New Road: This section would include one dedicated bicycle lane as well as one travel lane in each direction, plus eight-foot sidewalks, five-foot planting strips, and medians ranging in width. Although the Planning Board acknowledges that concerns

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<sup>2</sup> The definition of usable open space under SZO §2.2.111 is: “Open space accessible to and designed for use by the public and limited to use as landscaped area and/or non-profit recreational uses.” This definition explicitly includes sidewalks; in addition sections 16.6.1 and 17.3 refer to connected networks of usable open space and linear connections between them, so that sidewalks can be part of a comprehensive usable open space plan.

<sup>3</sup> Designs for Assembly Square Drive are currently at the Pre-100% design stage.

have been expressed regarding the capacity in this design for this area, all technical experts involved in the project have expressed confidence that the proposed capacity is more than adequate for anticipated traffic volumes. That said, conditions have been written requiring regular analysis and reporting of traffic volumes for two years after opening. The Applicant will be required to address any issues discovered in collaboration with the City.

- Assembly Square Drive North of New Road to A Street and Roundabout: This portion of Assembly Square Drive will consist of one travel lane in each direction, with dedicated bicycle lanes and off-street parking. Turn lanes will be provided leading into the proposed “letter” streets of Phase 1A and into the Marketplace at “C” Street. Landscaped medians are located where safety and functioning of the road would not be compromised. Planted medians will contribute to the beauty and ecological value of these roadways, while also discouraging speeding and reinforcing pedestrian connections within this part of the usable open space network. Landscaped medians will also provide pedestrian refuge for persons crossing Assembly Square Drive at the relocated crosswalk at “B” Street and the newly proposed crosswalk at “D” Street. Three-inch raised intersections at appropriate locations increase pedestrian friendliness and discourage vehicular speeding. A 5 foot wide strip of grass and trees and a 2 foot wide paver strip along the eastern side of Assembly Square Drive would be installed on the eastern side of the street while the western side of the street would feature a 5-11 foot wide grass and tree strip to create a boulevard or parkway effect.
- Assembly Square Drive North of A Street to Route 28/Middlesex Fells Parkway: This portion of Assembly Square Drive will consist of two travel lanes in each direction which leads from Fellsway into a small roundabout at the intersection with A Street. Access to the Marketplace is provided along this section of roadway. The roundabout will connect the four lane section of Assembly Square Drive with the two lane section of Assembly Square Drive and A Street. It is anticipated that this roundabout will calm traffic entering and exiting the straightaway from A Street to IKEA Way and provide a focal point and "gateway" feature for the district.
- IKEA Way: Plans illustrate a “hammerhead” at the terminus of IKEA Way, designed in consultation with the Fire Department to facilitate the turning around of fire vehicles. This hammerhead is temporary in nature and will be removed when IKEA Way is extended during Phase 1A of the development.
- Transportation Demand Management Plan: Within the IKEA building showers and lockers will be provided for employees in order to encourage their walking and cycling to work. IKEA will also provide one Zipcar or other flex-car parking space initially while continuing to work with providers to evaluate future needs for flex-car programs. IKEA also states that they will implement a program to encourage employees to use mass transit. They have also submitted a description of the shuttle bus service that would run until the opening of the Orange Line station. This service would run between the site and either the Sullivan Square MBTA Station or the Wellington MBTA Station and would operate on weekends and two weekday afternoons or evenings according to a schedule yet to be determined.

The site is largely in conformance with the City's priorities. Together with previously described landscaping and open space plan, these changes reinforce the importance of pedestrian and cyclist safety and comfort while also providing for safe and efficient vehicular movements.

#### **Transportation & Circulation: Off-site Mitigation:**

Significant off-site traffic mitigation is proposed to improve vehicular, bicycle, and pedestrian traffic at key intersections that would be impacted by traffic to and from IKEA and Assembly Square.

City Agencies and peer consultants have worked with the Applicant and the Applicant's engineers to ensure that the project will not create traffic circulation problems or environmental, health, or safety concerns. Nevertheless, the Board recommends continuous monitoring and evaluation of traffic conditions; this has been agreed to by the Applicant and is recommended as a condition of approval. Although the Board is confident that the transportation network has been designed with ample capacity to avoid traffic congestion, these proposed conditions will require the Applicant to work with the City to identify and resolve future traffic problems before future phases could proceed.

The proposal includes eight locations, as generally described below:

- Location 1: Lombardi Street/Mystic Avenue Northbound/Assembly Square Drive: This mitigation includes geometric changes such as traffic islands, new curbs, lane striping, and signage, as well as new traffic signal controllers, crosswalks and pedestrian signals. The Planning Board is recommending conditions requiring bicycle detection on all approaches of the intersection and specifying emergency vehicle pre-emption technology.
- Location 2: Lombardi Street/Broadway/Mt. Vernon: This includes geometric changes such as traffic islands, medians, new curbs, lane striping, and signage, as well as new traffic signal controllers, crosswalks and pedestrian signals. The Planning Board is recommending conditions requiring bicycle detection on all approaches of the intersection and specifying emergency vehicle pre-emption technology.

Widening of the Lombardi underpass in locations 1 and 2 will expand capacity sufficient to address the volumes associated with traffic heading toward Assembly Square Drive from Sullivan Square, Broadway, and the I-93 Southbound exit (via Mystic Avenue Southbound), as well as traffic seeking access to Mystic Avenue Northbound and I-93 Northbound.

Specific features incorporated into the design to control traffic are:

- A signal at the end of the off-ramp in order to control left-hand turns onto Lombardi Street and increase the safety of this movement.
- The U-turn leading to Mystic Avenue Northbound includes two lanes for part of its length in order to increase storage capacity.
- Queue detection on the U-turn would reduce the likelihood of traffic backing up onto the interstate.
- Capacity on Lombardi leading to Assembly Square Drive has been increased in order to decrease vehicle stacking.
- A traffic signal and stop bar on Mystic Avenue immediately north of Assembly Square Drive would stop northbound traffic and allow vehicles to exit the U-turn onto Mystic Avenue without conflict.
- Pedestrian facilities have been designed and located to the south side of Lombardi Street in order to increase pedestrian safety and comfort, with the addition of exclusive pedestrian signal phasing and the removal of an unsignalized pedestrian crossing at the foot of the ramp and mid-block crossings on Lombardi Street.
- Bicycle detection and lane striping have been added on Lombardi Street at approaches to intersections in both directions.

The proposal would allow cars exiting I-93 Southbound two means to enter Assembly Square – through a left turn onto Lombardi Road and then directly into Assembly Square Drive or through the U-turn and then a right turn onto New Road or Foley Street. Vehicles will continue to be able

to turn right to access Broadway. The Applicant's engineers assert that this design will increase the capacity of the intersection, increase driver choice, and disperse traffic over more streets.

The City's peer consultants have stated that this design allows the most flexible access and the most capacity for this intersection and that it is probably the best design possible for this area. Nevertheless due to the complexities of the intersection they recommend close monitoring of its performance so that any necessary remedies—such as signal timing changes and temporary closure of the median on Lombardi Street—may be implemented as needed. As such the Planning Board recommends approval of the proposed design, with the proviso that modifications may be required if indicated by post-construction level-of-service analysis.

- Location 3: Mystic Avenue Northbound/New Road: This includes geometric changes such as new curbs, lane striping, and signage, as well as new traffic signal controllers, crosswalks and pedestrian signals. The Planning Board is recommending conditions requiring bicycle detection on all approaches of the intersection and specifying emergency vehicle pre-emption technology.
- Location 4: Middlesex Avenue Northbound/Foley Street: This includes geometric changes such as new curbs, lane striping, and signage, as well as new traffic signal controllers, crosswalks and pedestrian signals. The Planning Board is recommending conditions requiring bicycle detection on all approaches of the intersection and specifying emergency vehicle pre-emption technology.
- Location 5: Mystic Avenue Northbound/I-93 Northbound Off-ramp/Route 28: This includes lane striping, signage, and new traffic signal heads for improved visibility. The Board is recommending conditions specifying emergency vehicle pre-emption technology.
- Location 6: Route 28/Assembly Square Drive: This includes geometric changes such as traffic islands, new curbs, lane striping, and signage, as well as new traffic signal controllers, crosswalks and pedestrian signals. The Planning Board is recommending conditions requiring bicycle detection and appropriate shoulder striping on all approaches of the intersection and specifying emergency vehicle pre-emption technology.
- Location 7: Route 28/Middlesex Avenue: This includes geometric changes such as traffic islands, new curbs, lane striping, and signage, as well as new traffic signal controllers, crosswalks and pedestrian signals. The Planning Board is recommending conditions requiring bicycle detection and appropriate shoulder striping on all approaches of the intersection and specifying emergency vehicle pre-emption technology.
- Location 8: Kensington Avenue: Pedestrian improvements to Kensington Avenue are now proposed as part of the off-site mitigation, including crosswalks, ramps, pedestrian sensors, warning signage indicating when a pedestrian is in the crosswalk, improved lighting, and pavement markings.

As conditioned, the off-site mitigation proposals are acceptable to the Board. The Board is confident that the proposed transportation and circulation provisions will perform as desired; in the event they do not, the City will have adequate authority to ensure they are corrected.

It is very important to note that some of the streets involved in these intersections are owned by entities other than the City, including the Department of Conservation and Recreation and the Massachusetts Highway Department. Engineering drawings have been submitted to these agencies and have been reviewed; submittal of the 100% design is anticipated this month. Final review and approval is anticipated in September. It is anticipated that minor details of the design may change between the present

and final designs for these sites. At present no significant design changes are anticipated; should the design significantly change a revision to this permit may be needed.

***E. Water, Stormwater, and Sewer Facilities***

The Applicant is proposing to build these facilities as part of the Assembly Square Drive and IKEA Way construction in order to accommodate the full build-out of the proposed mixed-use development.

These plans have been approved by the City Engineer and the Applicant has agreed to fund a final review by the City's peer consultants.

***F. Linkage***

Linkage fees would be required at a rate of \$3.91 per square foot over 30,000 gross square feet. The Board has verified that Section 6.4.6.B of the Ordinance specifically excludes structured parking from gross square footage calculations. 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. The building may not exceed 340,000 gross square feet (not including structured parking).

***G. Jobs***

Members of the public and the Board have expressed concerns about the provision of jobs for Somerville residents. In addition to committing to giving Somerville residents two weeks' advance notice of initial job openings and priority for making application, the Applicant has agreed to provide funding for a job training program for Somerville residents. They will also provide computers at agreed upon locations within the City of Somerville so that interested applicants can complete their applications on-line as is required by IKEA.

***H. Conditions of PMP Approval***

Conditions of the Preliminary Master Plan (PMP) approval addressed traffic, storm water, sewer, water, and urban design issues. Review by peer review consultants indicates that traffic, storm water, sewer, and potable water engineering designs have satisfied all conditions of the Preliminary Master Plan approval. City Staff have reviewed the Urban Design conditions of PMP approval and find that those applicable in this phase have been met.

**B. Findings (SZO § 5.2.5 (a-h), §6.4.7, § 6.4.8, and §6.4.9):** See Appendix A

**VI. REQUEST 2: SPECIAL PERMIT FOR SIGNAGE**

The Applicant is seeking a Special Permit from the SZO signage requirements (SZO §12.4). SZO §6.4.14.c provides that the Planning Board may grant approval for noncompliant signage in the ASMD, if the Special Permit criteria are met.

**A. Description of Proposal**

In deference to the site's sensitive urban setting, the Applicant has departed somewhat from its "trade dress", which involves a significant amount of signage oriented toward highway traffic. However, as a result of the site's more urban orientation with access from two directions the number of flag signs has doubled from the standard. Also, Assembly Square's historic water tower is proposed to be renovated and used as a sign in place of the usual three-sided "navigation tower" generally used by IKEA (The water tower will also feature signs reading "Assembly Square"). Drawings and a detailed outline of the proposed package is available in the Sign Matrix included in Section B Tab B of the application material.

The signage proposed for the site can be categorized into three types of signs: wall, freestanding and directional.

### Wall Signs

The Applicant states that the larger (**yellow, internally lit**) signs are needed in order to communicate IKEA's presence to traffic on Interstate 93. Further, the Applicant justifies the multiple yellow IKEA signs along Assembly Square drive by stating that they would not be visible at the same time from most vantage points.

The SZO does not allow for any signage on the east façade, because it does not face a "public way". However, since it faces the MBTA railroad tracks, it is very much a public face of the building and should be treated as such. Therefore, granting a "bonus" allowing signage on this side (allowing approximately 1840 square feet) would be appropriate. In addition, the building is very large, and is to some extent visually broken up by the signs. Although signage should not replace architectural design in accomplishing this end, it can play a part.

### Freestanding Signs

As with the large yellow IKEA signs, the Applicant describes the **water tower** sign as a way finding tool for travelers from I-93. The Board supports the restoration of the water tower on the site and find this use as a sign appropriate. As the water tower is a historic feature of Assembly Square that would be costly to resurrect but is generally desired by the citizens of Somerville, it is appropriate that it could also serve as signage for both the district and the business underwriting the tower's restoration.

The justification given for the **circles of flags** is that they demarcate entrances to the site. The Board finds that flags as a form of signage are appropriate in this situation and that their scale and their privatizing impact on space meant for public enjoyment is acceptable.

Regarding the **Welcome** signs, the IKEA name and other branding exclude them from the category of directional signage.

### Directional Signage

Regarding truly directional signage, given the out-of-town traffic anticipated to the site, clear directional communication is desirable and justified. Directional signage less than 12 square feet does not require zoning relief.

An overview of the proposed signage is below:

Type of Signs	Area Proposed
<b>Wall</b>	
2 yellow internally and externally lit "IKEA Home furnishings" signs and 1 larger "IKEA" sign on the Assembly Square Drive façade	2,379 s.f.
2 yellow "IKEA Home furnishings" signs on the IKEA Way façade	846 s.f.
1 yellow "IKEA Home furnishings" sign facing the surface parking lot	852s.f.
1 yellow "IKEA Home furnishings" sign facing the railroad tracks	544 s.f.
1 "seasonal banner" with varying content on Assembly Square Drive façade	675 s.f.
1 "seasonal banner" with varying content on IKEA Way façade	675 s.f.
10 oversized "entrance" signs mounted to walls	251 s.f.
<i>Subtotal</i>	<i>6,222 s.f.</i>
<b>Freestanding</b>	
1 ring of eight flags, with each flag measuring 117 square feet per side, located on a traffic island at Assembly Square Drive and IKEA Way	900 s.f.

1 ring of eight flags, with each flag measuring 117 square feet per side, located on a traffic island at the southerly entrance on Assembly Square Drive	900 s.f.
2 externally lit "IKEA" signs on the historic water tank	448 s.f.
5 "Welcome to Ikea" signs of 54.3 square feet per side	217 s.f.
<i>Subtotal</i>	<i>2,465 s.f.</i>

Overages would be as shown in the table below.

<u>Type of Sign</u>	<u>Allowed Area</u>	<u>Proposed Area</u>	<u>Overage</u>
<b>Wall</b>	4,205 s.f.	6,222 s.f.	1.5 times allowed
<b>Freestanding</b>	500 s.f.	2,465 s.f.	4.9 times allowed
<b>Overall</b>	4,705 s.f.	8,687 s.f.	1.8 times allowed
<b>Wall with 1,840 s.f. Bonus<sup>4</sup></b>	6,045 s.f.	6,222 s.f.	1.0 times allowed
<b>Overall with 1,840 s.f. Bonus</b>	6,545 s.f.	8,687 s.f.	1.3 times allowed

### **B. Relief Required**

Several types of relief would be required in order to approve the current sign proposal. Relief is required for the following departures from the Ordinance requirements:

- 13 signs would exceed the 35 foot height limit (including the water tower sign);
- 2 directional signs would exceed the 12 square foot size limit;
- The proposal exceeds the maximum of 2 freestanding signs allowed for a site with more than one type of business. Applicant is requesting 23 (including 16 flag signs).
- Wall and freestanding signage would exceed maximum allowed area as shown in the table above and on the "Sign Matrix"

As shown above, wall signage would nearly meet what the SZO allows, freestanding signage would exceed the limit due primarily to the second flag circle and water tower renovation. The overall factor of sign overages would be approximately 1.3 times the allowable square footage. It is possible to justify this degree of zoning relief based on peculiarities of the site, structure, and future use for a modest margin of increase such as this.

### **C. Findings (SZO §5.1.4)**

**The Board finds that the increased height and quantity of signage will not be detrimental or derogate from the principles of the Somerville Zoning Ordinance.**

In order for the special permit to be granted, the following criteria must be met.

- a) Information supplied. The Applicant has submitted the information required by SZO §5.1.2.
- b) Compliance with standards. The Planning Board finds that the proposal would substantially comply with the standards of the SZO.
- c) Purposes of district. The Planning Board finds that, as part of the PMP, allowing some flexibility with signage controls is consistent with the objectives of the Assembly Square Mixed-Use District, as specified in Article 6, including "increas[ing] real estate investment and maximiz[ing] development"; and "creat[ing] new jobs...." Departure from the standards of the Ordinance is

<sup>4</sup> As described in the report, the 1,840 square foot "bonus" indicates consideration given to the fact that IKEA would not be allowed to install signage on the frontage along the railroad since it is not a "public way" but that it could be considered as such, since it is treated as a "face" of the building and the district.

appropriate to the extent that additional signage is necessary for a business that will contribute to the economic vitality and renewal of this district.

- d) Site and area compatibility. The Board finds that the requested relief for signage is appropriate.

Because the use will be a green development on a brownfield site, will have a regional draw and appeal to Interstate drivers, and will be a pioneer business in a district largely being rebuilt, relief should be afforded to encourage its establishment.

## **VII. DECISION**

Present and sitting were members Kevin Prior, Elizabeth Moroney, Joseph Favaloro, Michael Capuano and Dana Lewinter. Upon making the findings referenced above and included in the attached appendices, Joseph Favaloro made a motion to approve the request for:

- **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,
- **SPECIAL PERMIT** for signage;

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 Michael Capuano seconded the motion. Wherefore the Planning Board voted (5-0) to **APPROVE** the request. To ensure that this phase as completed is compatible with the overall PMP, the Planning Board has attached the conditions in the following **Table 1** to these permits and approvals.

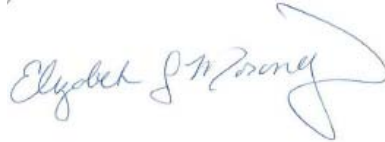


Attest, by the Planning Board:



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Kevin Prior, *Chairperson*



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Elizabeth Moroney



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Joseph Favaloro



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Michael Capuano, Esq.



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Dana Lewinter

<p>Copies of this decision are filed in the Somerville City Clerk's office. Copies of all plans referred to in this decision and a detailed record of the SPGA proceedings are filed in the Somerville Planning Dept.</p>
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**CLERK'S CERTIFICATE**

Any appeal of this decision must be filed within twenty days after the date this notice is filed in the Office of the City Clerk, and must be filed in accordance with M.G.L. c. 40A, sec. 17 and SZO sec. 3.2.10.

In accordance with M.G.L. c. 40 A, sec. 11, a special permit shall not take effect until a copy of the decision bearing the certification of the City Clerk that twenty days have elapsed after the decision has been filed in the Office of the City Clerk and either that no appeal has been filed or the appeal has been filed within such time, is recorded in the Middlesex County Registry of Deeds and indexed in the grantor index under the name of the owner of record or is recorded and noted on the owner's certificate of title. The person exercising rights under a duly appealed Special Permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone.

The owner or applicant shall pay the fee for recording or registering. Furthermore, a permit from the Division of Inspectional Services shall be required in order to proceed with any project favorably decided upon by this decision, and upon request, the Applicant shall present evidence to the Building Official that this decision is properly recorded.

This is a true and correct copy of the decision filed on \_\_\_\_\_ in the Office of the City Clerk, and twenty days have elapsed, and

FOR SPECIAL PERMIT(S) WITHIN

\_\_\_\_\_ there have been no appeals filed in the Office of the City Clerk, or

\_\_\_\_\_ there has been an appeal filed.

Signed \_\_\_\_\_ City Clerk Date \_\_\_\_\_

**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)**

The Planning Board has made the following findings:

<b>5.2.5 (a-h) Findings and Determinations for SPSRs</b>		<b>Met</b>	<b>Not Met</b>	<b><i>Change / Mitigation / Waiver Needed or Other Comments</i></b>
<b>a.</b>	<u>Information supplied.</u>	X		The Applicant has submitted the information required by SZO §5.2.4.
<b>b.</b>	<u>Compliance with standards.</u>	X		The Board finds that the application materials substantially comply with the standards of the SZO and its guidelines.
<b>c.</b>	<u>Purposes of district.</u>	X		The Planning Board finds 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”.
<b>d.</b>	<u>Site and area compatibility.</u>	X		The Planning Board finds 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, the Board finds that the proposal has been necessarily designed with consideration of the vision for the district’s future.
<b>e.</b>	<u>Functional Design.</u>	X		The Planning Board finds that the proposal meets accepted standards and criteria for the functional design of facilities, structures and site construction.
<b>f.</b>	<u>Impact on Public Systems.</u>	X		The Planning Board finds 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.
<b>g.</b>	<u>Environmental Impacts.</u>	X		The Planning Board finds 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.

**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)**

<b>5.2.5 (a-h) Findings and Determinations for SPSRs</b>		<i>Met</i>	<i>Not Met</i>	<i>Change / Mitigation / Waiver Needed or Other Comments</i>
<b><i>h.</i></b> <u>Consistency with purposes.</u>		X		The Planning Board finds 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)**

	<i>Requirement</i>	<i>Met</i>	<i>Not Met</i>	<i>N</i>
<b>A. Submittal Requirements</b>	Below listed requirements plus §5.2.3 requirements	X		
<b>B. Referral to Other Agencies</b>	Somerville Redevelopment Authority, Assembly Square Design Review Committee	X		
<b>C. Criteria for Review</b>	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)**

	<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.
	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.

<b>6.4.7 Development Standards &amp; Design Guidelines in ASMD</b>				
	<i>Recommendation</i>	<i>Met</i>	<i>Not Met</i>	<i>Change / Mitigation / Waiver Needed or Other Comments</i>
<b>A. Development Standards</b>				
<i>Transportation Analysis</i>	Provide analysis, including TDM Plan	X		The Planning 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		The plan for this phase exceeds the requirements of the Ordinance for Open Space, Usable Open Space, and trees (150 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>B. Design Guidelines</b>				
<i>Street &amp; 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 the Public Realm.

**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)**

<b>6.4.7 Development Standards &amp; Design Guidelines in ASMD</b>				
	<i>Recommendation</i>	<i>Met</i>	<i>Not Met</i>	<i>Change / Mitigation / Waiver Needed or Other Comments</i>
<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		The Planning Board 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, the Board finds 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.
	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.

<b>6.4.8 Development Standards &amp; Design Guidelines for Large Developments</b>
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**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)**

	<i>Recommendation</i>	<i>Met</i>	<i>Not Met</i>	<i>Change / Mitigation / Waiver Needed or Other Comments</i>
<b>A. Traffic Access &amp; Impact Study</b>	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>B. Model</b>	Submit 3-D model		X	Waiver granted for this phase.
<b>C. Urban Block Plan</b>	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..
<b>D. Development Standards</b>				
<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)
<b>E. Design Guidelines</b>	Structured parking	X		90% of parking is located in structures.



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

The Planning Board 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.

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

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

<b>Condition</b>	<b>Met</b>	<b>Not Met</b>	<b>Mitigation / Waiver / Comments</b>
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"> <li>On "C" Street, approximately 100 feet east of the intersection of "A" Street</li> </ul>	X		
<ul style="list-style-type: none"> <li>On "G" Street, approximately 180 feet north of the intersection of Ikea Way</li> </ul>	X		
<ul style="list-style-type: none"> <li>On Assembly Square Drive, approximately 220 feet east of the intersection of Route 28/Middlesex Fells Parkway</li> </ul>	X		
<ul style="list-style-type: none"> <li>On Assembly Square Drive, approximately 550 feet east of the intersection of Route 28/Middlesex Fells Parkway</li> </ul>	X		
<ul style="list-style-type: none"> <li>On Foley Street, approximately 80 feet east of the intersection of Middlesex Avenue</li> </ul>	X		
<ul style="list-style-type: none"> <li>On Foley Street, approximately 420 feet east of the intersection of Middlesex Avenue</li> </ul>	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		

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

<b>Condition</b>	<b>Met</b>	<b>Not Met</b>	<b>Mitigation / Waiver / Comments</b>
<b>C. Sanitary Sewer System:</b>	<b>X</b>		
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		
<b>D. Stormwater Management</b>	<b>X</b>		
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		

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

<b>Condition</b>	<b>Met</b>	<b>Not Met</b>	<b>Mitigation / Waiver / Comments</b>
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		
<b>E. Urban Design:</b>			
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		

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

<b>Condition</b>	<b>Met</b>	<b>Not Met</b>	<b>Mitigation / Waiver / Comments</b>
• 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		

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

<b>Condition</b>	<b>Met</b>	<b>Not Met</b>	<b>Mitigation / Waiver / Comments</b>
• 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		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 <sup>st</sup> and September 21 <sup>st</sup> 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  
Assembly Square Phase 1AA—(PB2009-05)

<b>Condition</b>	<b>Met</b>	<b>Not Met</b>	<b>Mitigation / Waiver / Comments</b>
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 approval.
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)

<b>Condition</b>	<b>Met</b>	<b>Not Met</b>	<b>Mitigation / Waiver / Comments</b>
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		



## Appendix C - City Agency Comments

(Peer Review Comments prepared by Fay, Spofford & Thorndike, LLC completed August 9, 2007 are available from the Planning Division)

Comments from Terry Smith – City of Somerville Traffic and Parking  
Sent: July 30<sup>th</sup>, 2007

Federal Realty Investment Trust (Proponent) is applying to the Planning Board for a final level approval of the first phase of the Planned Unit Development Preliminary Master Plan, Assembly Square. Vanasse Hangen Brustlin, Inc. (VHB) has completed a Traffic Impact and Access Study for this Phase. VHB, the City's peer traffic consultant (FST), and City staff have conducted a series of meetings relative to the traffic study and FST's review and comments on this traffic study. A general consensus has evolved concerning the proposed traffic mitigation presented in the traffic study. With the few exceptions specified below, Traffic and Parking is in support of the proposed traffic mitigations presented.

Further consideration should be given to the following:

- Existing traffic signal controllers for the Mystic Ave/Lombardi intersection and the Mystic Ave NB/Rte 28 south intersection which were installed during/for the Democratic National Convention still have operational functionality. VHB is proposing that these two traffic controllers remain in place. When there is the full build out of Assembly Square Mall these traffic controllers will be approximately 20 years old. Even though they still remain operational, their future life expectancy is limited. It is recommended that the proponent provide new "state of the art" traffic signal controllers for these locations.

- Reference is made to FST's memo dated July 24, 2007.

Assembly Square Drive - Two to three lane cross section or four to five lane cross section.

In this memo FST reviews the two to three lane and four to five lane cross-section proposal for Assembly Square Drive. Traffic capacity and traffic/vehicle density is reviewed. This memo states "The City must decide whether the motorized traffic benefits and the site marketing features of the proposed four to five lane cross section, with less traffic density per lane, make it superior to the two to three lane cross section." Traffic and Parking finds merit in the second option listed, i.e. "The right of way for the four to five lane cross-section could be reserved and used to create a highly-landscaped pedestrian and bicycle environment with less impervious surface and retain the sidewalks in their current location (with the unlikely potential to widen in the future not being precluded).

- Reference is made to FST's memo dated July 24, 2007.

Lombardi Street between Broadway and I-93 SB off-ramp.

There are two basic options for this segment of the Lombardi corridor, either block the Lombardi Street median and not allow left turns from I-93 SB onto Lombardi Street or to maintain the status quo and allow left turns onto Lombardi Street from I-93. FST examined and listed the pros and cons of both options. Traffic and Parking prefers the option where the median to Lombardi Street is blocked and left turns are not allowed. In this scenario from a local neighborhood perspective and a City perspective, the impact of traffic is diminished on the local street network and safety is not compromised. In FST's memo it is stated that if left turns are allowed there is the potential of blockage on the I-93 off ramp, pedestrian crossings is more hazardous, and vehicle operations are more congested and hazardous. These negative aspects far surpass any potential impacts of trucks being allowed to use Lombardi Street to access Assembly Square Drive.

I do understand that this intersection is still under review and other alternatives are being considered.

Please call if you have any questions on the above and forward these comments as may be required and you deem appropriate



## CITY OF SOMERVILLE, MASSACHUSETTS

**JOSEPH A. CURTATONE**  
**MAYOR**

**AUGUST 6, 2007**

Madeleine Masters, Planning Director  
City of Somerville  
93 Highland Avenue  
Somerville MA 02143

RE: ASSEMBLY SQUARE PHASE IAA  
COMMENTS OF THE CONSERVATION AGENT

Dear Madeleine:

The Somerville Conservation Commission has not reviewed the plans for Assembly Square Phase IAA as of this date. As a result, I am submitting these initial comments on the plan. The Commission reserves the right to provide additional comments and impose additional conditions on this phase of the project if and when this phase comes before the Commission.

### 1. Construction Stormwater Management

Phase IAA focuses on the development of the IKEA store at a location that is approximately 400-feet from the Mystic River. The legal jurisdiction of the Commission may extend beyond the 100-foot wetland buffer zone when a project has actual impact on a wetland resource. The Commission recommends that the applicant prepare a more in depth construction stormwater management plan that will be in place beginning with demolition, through site preparation until completion of construction and installation of all new stormwater management systems. A failure to adequately prevent erosion of soils after demolition and during construction can result in sediments going into the storm drains that feed directly into the nearby Mystic River and will trigger the jurisdiction of the Commission. The applicant should be aware that construction sites over 1-acre must meet Federal Clean Water Act requirements related to construction stormwater management as well. Construction activities (including other land-disturbing activities) that disturb one acre or more are regulated under the NPDES stormwater program.

The Commission strongly urges that the applicant comply with the following conditions related to construction stormwater management:

- 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.

- b. The applicant should develop a construction stormwater management plan that is included with all site documents. 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, (g) measures to trap sediments prior to reaching catch basins and (h) installation of any “Stormceptor” or “Vortex” stormwater cleaning units before demolition and construction.
- c. Install gravel of pavement base materials prior to construction of the new building. Truck and construction equipment washing should occur in an area where sediments can be captured by onsite sedimentation controls.
- 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.
- e. Maintain, repair, and replace as necessary temporary erosion control measures until such time as the entire construction area has been stabilized (A minimum of one year shall have passed).
- f. After stabilization, remove and suitably dispose of temporary erosion control measures.

## 2. Long-term Stormwater Management

In addition to construction stormwater management, the project should include measures to ensure that after construction:

- a. Untreated stormwater does not enter the Mystic River;
- b. The volume and rate of stormwater discharges into storm drains do not increase;
- c. MA Department of Environmental Protection Stormwater Management Standards are met to the maximum extent practical; and
- d. Stormwater management systems have operation and management plans.

## 3. 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](http://www.mass.gov/agr/farmproducts/Prohibited_Plant_Index2.htm))

## 4. Assembly Square Drive and other mitigation work

Although the IKEA site lies entirely outside the 100-foot buffer zone please note that any mitigation work for Phase I-AA that will be within the 100-foot buffer zone will require the applicant to file an appropriate application for such work with the Conservation Commission. Prior plans indicated that

the widening of Assembly Square Drive in the vicinity of the Fellsway may be within 100-feet of a wetland as may be any signal work at that intersection.

If you have any further questions please feel free to give me a call at x2519.

Sincerely yours,

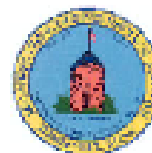
Stephen Winslow, Esq.  
Conservation Agent



*Robert R. Bradley*  
*Chief of Police*

## *City of Somerville* *Police Department*

*220 Washington Street*  
*Somerville, MA 02143*  
*(617) 625-1600*  
*[www.somerville.ma.us](http://www.somerville.ma.us)*



August 10, 2007

Katie R. Brillantes  
Senior Analyst, SomerStat Department  
City of Somerville  
93 Highland Avenue  
Somerville, MA. 02143

Dear Ms Brillantes,

In response to your request for additional comments regarding the Assembly Mall I would like to submit the following additional information regarding suggestions for inclusion into the final plans for Assembly Square mall future development.

First, I would like to make sure that the roadways through the project are of sufficient width to accommodate the anticipated traffic volume. Adequate street lighting will be essential to preventing accidental injuries due to the high volume of both pedestrian and vehicular traffic. Intersections should be kept clear of obstructions with a clear line of sight for on coming traffic.

Second,, I recommend that the developer install high resolution video cameras on the roadways and public areas throughout the project and that the developer allow the Police Department to have access to viewing these cameras 24/7. Details of how this can be accomplished can be discussed at a later time, but it will likely fit into future goals for the department.

In addition to the above, all traffic control signal installations or improvements made within or around the development should include a system to allow for manual operation signals by a hand held device.

All new buildings more than four stories in height should be wired to include a provision for installation of surveillance cameras that focus on exterior public areas and which is compatible with allowing such cameras to be remotely viewed by Somerville Police.

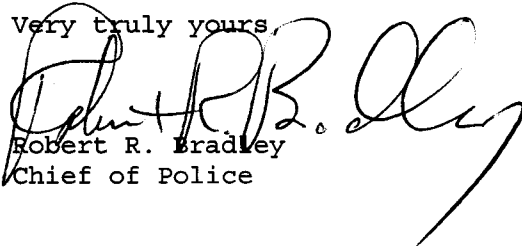
Large buildings, especially those with multiple basement levels (if any) should include installation of an antenna system to allow for clear radio transmissions by police and fire departments. Also, the developer should provide a rooftop location on the tallest building within the development for installation of a police repeater or satellite receiver.

The developer should be encouraged to install video monitoring and recording of all public areas within the development, especially interior areas where large numbers of people will likely gather as a part of the overall plan. Recorded images should be maintained for sixty days.

The developer should be encouraged to establish an area within the development for 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.

I hope that these comments will be useful in developing final plans for the completion of this project. If I can be of further assistance, please contact me.

Very truly yours,

A handwritten signature in dark ink, appearing to read 'Robert R. Bradley', with a long, sweeping flourish extending from the bottom right.

Robert R. Bradley  
Chief of Police

Addendum to Police Comments:  
Submitted August 14<sup>th</sup>, 2007

Hi Katie,

I just spoke to All comm communications who handles the radio equipment for police, fire and public works. He suggested that in Assembly Square any new development, we require the developer to provide a "bi-directional amplifier system for police and fire radio frequencies" for every building in the complex. He told me that this has become standard in new large construction projects in this area so it should be nothing new to the contractors. He also emphasized that we secure a long term agreement for placement of police and fire radio antennas, transmitter / repeater / satellite receivers on the tallest building in the complex.

I hope that it's not too late to add this into the requirements.

Paul



August 10, 2007  
Fire Department

Katie R. Brillantes  
City of Somerville, Project Manager  
Mayor's Office of Strategic Planning & Community Development

Katie,

This is a response to a request for comments on phase 1AA Assembly Square Project. Plan review and permits for fire department access, fire alarm and fire suppression systems shall be done through the Fire Prevention Bureau located at 255 Somerville Avenue. (617)625-6600 x8401. A/Deputy Chief Bill Hallinan will be the point of contact.

Adequate fire department access and water supply to the site shall be maintained at all times. A procedure for responding to the site for industrial accidents shall be worked out with the Fire Department prior to construction. Any building demolition shall be done with a fire department detail.

I am excited about helping this project move forward, if you need any assistance don't hesitate to ask.

aA/Deputy Chief William Hallinan  
Somerville Fire Prevention

## MEMORANDUM

To: Katie Brillantes, Project Manager  
Office of Strategic Planning and Community Development  
From: Charles E. O'Brien, P.E., City Engineer  
Date: August 10, 2007  
RE: Review Phase 1-AA Assembly Sq. and Ikea Proposal

### **Assembly Square Drive:**

#### *Utility Plans:*

Catch basin laterals are designed to be 12" R.C.P. City standards for catch basin laterals are 8" diameter with special traps. (Lebaron # L-217) Note: Engineering may approve the design of 12" laterals considering the fact of reduced maintenance efforts with 12" laterals. (less pipe clogging)

Proposed 20" water main should be located such that all hydrants will be on the "short side." Specifically, from station 13+/- to 20+/-, the main should be located on the southern third of the roadway so that the hydrant will be on short side. It is city policy to locate water main gate valves on intersecting street lines as much as possible for ease of locating.

Sheets 45 through 54 *Alignment and Grading Plans*

There are no elevations shown on the plans.

### **Ikea Plan Review:**

#### **Stormwater:**

The design of phase 1-AA appears to meet or exceed all storm-water management regulations and good engineering design with respect to both structural and non-structural BMP's – best management practices. The drainage report includes pre and post run-off calculations, description of water quality units to treat the storm-water and an inspection

and maintenance schedule to make sure the system is functioning as designed. The design includes a bio-retention system to treat biologically run-off from the loading dock area. The system also includes a detention underground system composed of 36" pipe to store storm-water during heavy storms greater than the 10- year storm.

**Water Distribution System:**

The Assembly Square system appears adequate to handle full build-out demand plus fire flows. The type of pipe material (ductile iron, cement-lined class 52) meets city standards. The water mains will be encased in polyethylene wrap for protection against the corrosive soils that are present in the area.

According to the M.W.R.A., their system will be capable of delivering at the full build-out the necessary flows required and existing City of Somerville demand through meter 91. The effect on the City's system has not been determined, but considering the history of water demand in this area (large water users such as Ford Motor Co., First National Stores, H.K. Porter etc.), the overall effect on the existing demand in the area should be minimal.

**Sanitary Sewerage System:**

The Engineering Division has reviewed the plans and approves the proposed design. The new 12" and 18" sewers will replace an old, leaky 12" clay sewer that has a history of surcharging during heavy storms due to excessive infiltration and inflow (I/I). These new sewers will significantly improve sewerage service throughout the area.

**Sewer Mitigation:**

Engineering is satisfied with the degree of effort undertaken by the developer's consultant, V.H.B., with respect to the planning of proposed I/I mitigation measures for phase 1-AA and for the future full build-out. It is understood that the future mitigation including a new 42" storm drain discharging to the Mystic River will require a rather long lead time in order to acquire the necessary permits and other approvals from city, state and federal governments.

**Note:** Ten Hills Road sewer and drain replacement has been completed (2005/06) on both the east and west side of Temple Road. Therefore, the developer need not make any improvements on Ten Hills Road.

Cc: Stan Koty, Commissioner DPW  
Carol Antonelli, Sewer/Water Supt.

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**INTEROFFICE MEMORANDUM**

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**TO:** KATIE BRILLANTES  
**FROM:** VITHAL DESHPANDE  
**SUBJECT:** ASSEMBLY SQUARE – COMMENTS ON FINAL LEVEL PUD APPROVAL PHASE 1-AA  
**DATE:** 8/15/2007  
**CC:** PETER MILLS

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I reviewed “final level PUD Approval phase 1-aa” document submitted by VHB Inc, for environmental purpose and would like to make following comments:

1. This document addresses stormwater management, sewer and water and transportation that are or can be relevant to environmental issues.
2. Stormwater Management addresses regulatory requirements as per NPDES standards. There are set goals to reduce peak discharge of stormwater to the MWRA 84-inch Somerville Marginal Conduit. Low Impact Development (LID) and other designs are outlined to reduce non-point source pollution. Several structural and non-structural Best Management Practices are also detailed. Snow removal techniques, especially practices of using sand/salt and disposal of collected snow (in case of major snow emergency) may need to be addressed. Proposed bioretention basin seems to be new and attractive idea to reduce stormwater pollution as far as development in Somerville is concerned. It will be a good idea to understand its applications at other places as well as case studies especially related to reducing pollution load.
3. Water supply and sewer design has been addressed properly and unless there are any comments from City Engineer, this section should be ok.
4. In Transportation narrative there is a Trip Generation Comparison - Table 1. It shows significant reduction in trips/traffic, between previous proposed IKEA developments vs. Currently Proposed Phase 1-AA development. It seems that it provides the comparison in two design scenarios but not that with the existing traffic density. However, several mitigation actions pertaining to traffic-related impacts are proposed at various locations.
5. General Comment: Since proposed IKEA building intends to seek LEED certification, it will be a good idea if the future documents also outline design submittals proposed to achieve appropriate pre-requisites and/or credit points.

**TABLE 1: CONDITIONS OF APPROVAL FOR ASSEMBLY SQUARE PHASE 1AA SPSR-A APPLICATION (PB2009-05)****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 70 and 71 of 107 dated August 13, 2009; and Plans C6, C7, C8 and C9 dated August 17, 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 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 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	

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<b>LANDSCAPING AND OPEN SPACE</b>				
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	
<b>TRANSPORTATION &amp; CIRCULATION</b>				
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)**

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 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)**

40	<p>Location #1* Lombardi St/Mystic Avenue NB/Assembly Square Drive</p> <ul style="list-style-type: none"> <li>· New traffic signal controller to I-93 U-turn SB Off ramp at Mystic Avenue hard wired to all other intersections.</li> <li>· Pedestrian crosswalks and countdown pedestrian signal heads with protected phase.</li> <li>· Bike Detection on all approaches of the intersection.</li> <li>· Geometric changes including islands, new curbs, lane striping, and traffic signs.</li> <li>· Fire Pre-emption Opticom system used.</li> <li>· All new equipment and/or street furniture and lighting must be built to City Specification.</li> </ul> <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"> <li>· New traffic signal controller hard wired to all other intersections.</li> <li>· Pedestrian crosswalks and countdown pedestrian signal heads with exclusive phase.</li> <li>· Bike Detection on all approaches of the intersection.</li> <li>· Geometric changes including traffic islands, medians, new curbs, lane striping and traffic signs.</li> <li>· Fire Pre-emption Opticom system used.</li> <li>· All new equipment and/or street furniture and lighting must be build to City Specification.</li> </ul> <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> <p>New traffic signal controller hard wired to all other intersections.</p> <ul style="list-style-type: none"> <li>· Pedestrian crosswalks and countdown pedestrian signal heads with protected phase.</li> <li>· Geometric changes, new curbs, lane striping, and traffic signs.</li> <li>· Fire Pre-emption Opticom system used.</li> <li>· All new equipment and/or street furniture and lighting must be build to City Specification.</li> </ul>			
	<p>Location #4 Middlesex Avenue NB/Foley Street</p> <p>New traffic signal controller hard wired to all other intersections.</p> <ul style="list-style-type: none"> <li>· Pedestrian crosswalks and countdown pedestrian signal heads with exclusive phase.</li> <li>· Geometric changes, new curbs, lane striping, and traffic signs.</li> <li>· Fire Pre-emption Opticom system used.</li> <li>· All new equipment and/or street furniture and lighting must be built to City Specification.</li> </ul>			
	<p>Location #5 Mystic Avenue NB/I-93 NB Off-Ramp/Route 28</p> <p>added on South side of the interchange to improve visibility by motorists.</p> <ul style="list-style-type: none"> <li>· New lane striping and traffic signs.</li> <li>· Fire Pre-emption Opticom system incorporated if approved by DCR.</li> </ul>	· New signal heads		
	<p>Location #6 Route 28/Assembly Square Drive</p> <ul style="list-style-type: none"> <li>· New traffic signal controller hard wired to all other intersections.</li> <li>· Pedestrian crosswalks and countdown pedestrian signal heads with concurrent phase if approved by DCR.</li> <li>· Bike Detection on all approaches to the intersection and appropriate shoulder striping is required on the Assembly Square Drive approach to Route 28.</li> <li>· Geometric changes including islands, and new curbs, lane striping, and traffic signs.</li> <li>· Fire Pre-emption Opticom system used if approved by DCR.</li> <li>· All new equipment and/or street furniture and lighting must be built to City Specification.</li> </ul>			



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

	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)**

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 ( <a href="http://www.mass.gov/agr/farmproducts/Prohibited_Plant_Index2.htm">http://www.mass.gov/agr/farmproducts/Prohibited_Plant_Index2.htm</a> ).	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	

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<b>63</b>	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	
<b>64</b>	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	
<b>65</b>	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	
<b>66</b>	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	
<b>MISC.</b>				
<b>67</b>	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	
<b>68</b>	The applicant shall submit a final design of the gateway "light feature" for Planning Staff approval	Planning	CO	
<b>69</b>	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.			