

# Requested Waivers

The following are the items that zoning relief is sought for:

- 1. Sections 6.4.7 - Development Standards and Design Guidelines for Developments in the AMD;  
6.4.8 - Development Standards and Design Guidelines for Large Developments; and  
9.11 – Dimensions of Parking Spaces and Maneuvering Aisles**

The Applicant is seeking a waiver to reduce the minimum one-way maneuvering width from 20-feet to 12-feet for a short length to provide continuous circulation through the garage. The reduction in aisle width occurs in two sections of the maneuvering aisle that does not need the additional width for parking movements as these sections have no adjacent parking spaces. All other aisles adjacent to parking spaces within the structured garage will meet the required minimum widths.

- 2. Section 5.2.3.19 and Section 6.4.8.A Traffic Access and Impact Study, including a Transportation Demand Management Plan.**

A waiver is requested for relief for an updated Traffic Impact Study. The SPSR-A application contains Appendix E - Mobility Management Plan and Appendix F – Transportation Access Plan. These documents provide summaries of the key transportation aspects of the Project. Multiple extensive traffic studies previously prepared by VHB for the Assembly Square Mixed-Use Redevelopment project all were conducted assuming development scenarios for Block 9 that are entirely consistent with that currently proposed. This includes the 2014 Traffic Impact and Access Study for the nearby Block 11A development, previously known as the Partners Healthcare Campus and now known as Mass Brigham General. That evaluation contained analysis of the full build-out of the Assembly Square Mixed-Use Redevelopment, including the current Block 9 proposal, which considered changes planned in conjunction with the Block 11A development at key locations on Grand Union Boulevard. Accordingly, in the absence of any notable changes to the development proposal, trip generation or surrounding transportation network an updated traffic analysis should not be required. With the Block 9 trip generation being consistent with previous proposals, trip distribution remaining unchanged, and the completion of nearby roadway improvements associated with the overall Assembly Square Mixed-Use Redevelopment project, the Block 9 development should not significantly impact traffic conditions in the area. The MBTA Orange Line Assembly Station project

just east of Block 9 opened in September 2014. This will help to further reduce the burden on the roadway network by providing an alternative to visitors wishing to visit Block 9 and the surrounding new development area without having to drive. New bicycle and sidewalk amenities being implemented as part of this Project will enhance the multi-modal environment near the Site further.

The Mobility Management Plan (MMP) also presents multiple Transportation Demand Management (TDM) measures that will be implemented to minimize or lessen the impact of vehicular traffic to an area. Most of the typical benefits associated with a TDM should already inherently be provided at Block 9 due to the mixed-use, transit-oriented environment in which the Project will be located. The provision of on-site bicycle parking spaces, pedestrian walkways, and proximity to public transportation all should help minimize the need for vehicular travel. Combined with other existing and planned bike accommodations within Assembly Square, these measures will help to promote bicycle travel to and from the site. The proximity of Block 9 to the MBTA Orange Line Assembly Station and to existing bus routes along will help to promote non-vehicular travel to and from the site. Refer to the Appendix E - Mobility Management Plan and Appendix F – Transportation Access Plan, for additional benefits.

**3. Section 6.4.8.B Model. A conceptual three-dimensional scale model of the Master Plan at 20 scale or alternative scale acceptable to the SPGA or its designee. If the proposed development in its entirety consists of no more than one building, the SPGA or its designee has the option of waiving this requirement.**

A waiver is requested for relief for the Project for the conceptual 3-D scale model. The proposed building at Block 9 is consistent with the previously approved Amended PUD-PMP.

**4. Section 9.16. - Parking Space and Loading Area Requirements in the Assembly Square Mixed-Use District (ASMD) and the PUD-A District.**

The Applicant is seeking a waiver from the minimum parking requirement stated in Section 9.16 and Section 9.5, and as described in Section 16.5.5. The Project is proposing 149 parking spaces in the structured garage, while the required parking is 349 parking spaces. At Assembly Row, parking for retail uses is often serviced by the surrounding on-street parking spaces, not included in the proposed parking count. From a functional perspective, the structured parking is intended to service the residential uses. Reducing the overall parking aligns with the larger master plan intent of the City to reduce and limit parking in the City.

**5. Section 13.3.5 Disposition and SPGA Right of First Refusal/Option to Purchase**

The Applicant is seeking a waiver of any right of first refusal or option to purchase the Planning Board might have under Section 13.3.5 of the Zoning Ordinance, or otherwise, in connection with the Project. The Applicant requests that the Planning Board's approval of the Project's Special Permit with Site Plan Review also approve such waiver and that the Planning Board, upon such approval, execute the Waiver of Right of First Refusal. This form has been reviewed by the Director of Housing in the Mayor's Office of Strategic Planning and Community Development.