



City of Somerville

PLANNING BOARD

City Hall 3rd Floor, 93 Highland Avenue, Somerville MA 02143

TO: Planning Board/Zoning Board of Appeals
FROM: OSPCD Staff
SUBJECT: 360 Foley Street ZP25-000120 & ZP25-000121
POSTED: February 26, 2026

RECOMMENDATION: Approve with Conditions (Major Amendment to PUD-PMP)
Approve with Conditions (Major Amendment to SPSR-A)

Staff memos are used to communicate background information, analysis, responses to public comments, review of statutory requirements and other information from Planning, Preservation, & Zoning Staff to the Review Board members.

This memo summarizes the two major amendment applications submitted for 360 Foley Street, identifies any additional discretionary or administrative development review that is required by the Somerville Zoning Ordinance, and provides related analysis or feedback as necessary. The application was deemed complete on January 16, 2026 and is scheduled for a public hearing on March 5, 2026. Any Staff recommended findings, conditions, and decisions in this memo are based on the information available to date prior to any public comment at the scheduled public hearing.

NOTE: The master plan for this development project was permitted as a Planned Unit Development – Preliminary Master Plan (PUD-PMP) under the previous zoning ordinance. As provided by Section 7.4.3.c of the SZO and the Amended PUD-PMP, the project remains governed by the substantive provision of the 8/1/2019 zoning ordinance.

LEGAL NOTICE

ZP25-000120

Assembly Row Hotel LLC proposes a Major Amendment to the Updated Block 5 Design Guidelines and existing PUD (PB 2006-59) in the Assembly Square Mixed-Use District (ASMD).

ZP25-000121

Assembly Row Hotel LLC proposes a Major Amendment to a previously issued SPSR-A (PB2014-34) in the Assembly Square Mixed-Use District (ASMD).

SUMMARY OF PROPOSAL

Assembly Row Hotel LLC (the Applicant) is proposing to relocate the existing breakfast lounge. The breakfast lounge is currently housed on the ground floor of the hotel. The relocation of the 148-seat breakfast lounge to the roof and fourth floor of the hotel will not increase the footprint but increase the square footage by approximately 5,570

square feet and provide ten (10) additional employees. There is no change in vehicular circulation proposed.

BACKGROUND

Address is located on a Pedestrian Street and in the 0.25mi Transit Area in the Assembly Square Mixed Use (ASMD) zoning district in the Assembly Square neighborhood represented by Ward 1 Councilor McLaughlin.

The existing project was approved under a Planned Unit Development (PUD) Preliminary Master Plan (PMP), approved by the Planning board on December 14, 2006, and amended in 2010 and 2014. The Site Plan for this project was accepted on February 5, 2015, and lastly amended on December 14, 2017, which approved 122 residential units, 158 hotel rooms, and 20,500 square feet of restaurants and retail.

Section 6.4.10.F.4 of the Somerville Zoning Ordinance, identifies that for modifications to approved PUDs in the Assembly Square Mixed-Use District, the provision of Section 6.4.10.F shall apply and shall govern over any other provisions of the Ordinance that may require permit approvals in addition to those stated. Section 6.4.10.F.3 identifies that the site plans, grading/drainage plan, landscaping plans, utility plans and/or other plans approved in connection with an Approved PUD may be modified as specified in Section 16.11.3. Section 16.11.3 sets parameters for major and minor changes and Staff determined that a substantive change to a condition and façade of building is a major change that needs to be reviewed by the Planning Board.

ANALYSIS

ZP25-000120 (Design Guidelines)

As detailed in the Applicant narrative, this revision proposes relocating the existing Block 5A accessory dining area and lounge to the 4th floor of the hotel and approve the “Updated Block 5 Guidelines” as part of SPSR-A (PB2014-34).

Condition 39.2 of the 2017 revision to the Master Plan approval states:

“Design Guidelines for Block 5, 7, and future phases of block 11 excluding the daycare shall be reviewed by the DRC and reviewed and approved by the Planning Board prior to the Planning Staff entertaining the SPSR-A applications for these blocks.”

The proposed Design Guidelines do not make any changes to the hotel keys, residential units, parking and approved ground floor retail/restaurant spaces. Below figures 1 and 2 are marked to show the minor design changes which only focus on accommodating the flow of the hotel access in relation to the change of the lounge to a higher floor. None of these changes impact any findings made in the PUD.

Design guidelines were adopted as part of the Preliminary Master Plan (PMP) approval for the blocks in the PMP to lay out the form and key elements of the Blocks. The PMP condition requiring design guidelines for future development was originally written with the understanding that detailed guidelines would be submitted as the program and designs were refined for each block.

The proposed guideline for Block 5 is shown on the page entitled [official name of document] to be included in the “Assembly Row Design Guidelines” as Section 3.16.

ZP25-000121 (Amendment to SPSRA)

This proposal does not change the building footprint, nor the number of rooms previously approved by the Planning Board. The increase in square footage is housed within the existing footprint. This change adds approximately 10 additional employees and would extend business hours. The lounge would serve breakfast from 7am to 11am and dinner from 5am to 11pm.

Based on the materials submitted by the Applicant and the information and findings above, Planning Staff recommends approval of the revised layout and addition of the breakfast lounge to the SPSR-A. The findings and conditions previously established as part of the SPSR-A application remain unchanged.

CONSIDERATIONS & FINDINGS

Based on the materials submitted by the Applicant and the information and findings above, Planning Staff recommends adding the updated design guideline for Block 5 on condition 39.2 of the PUD PMP (PB2006-59). The findings and conditions previously established remain unchanged and applicable, except as noted.

PERMIT CONDITIONS

Should the Board approve the amendment to the PUD-PMP, Planning, Preservation & Zoning Staff recommend the following conditions be attached to any approval and active conditions required of the previous PUD-PMP approval (attached), as amended remain in place.

Permit Validity

1. This Decision must be recorded with the Middlesex South Registry of Deeds.

Public Record

2. Digital copies of all development review submittal materials, as permitted by the Planning Board, must be submitted to the Planning, Preservation, & Zoning Division for the Public Record.

3. A copy of the recorded Decision stamped by the Middlesex South Registry of Deeds must be submitted to the Planning, Preservation, & Zoning Division for the public record.

Engineering and Infrastructure

4. Inflow & Infiltration sewer mitigation is required for all projects that increase sewer flows to the City wastewater system. By City ordinance & policy, the City only accepts I&I mitigation via fee. This program is managed by the Engineering Division. See Somerville's Sewer, Drain, and Infiltration/Inflow Policy for more information.

Should the Board approve the amendment to the SPSR-A, Planning, Preservation & Zoning Staff recommend the following conditions be attached to any approval and active conditions required of the previous PUD-PMP approval (attached), as amended remain in place.

Permit Validity

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Public Record

2. A copy of the recorded Decision stamped by the Middlesex South Registry of Deeds must be submitted to the Planning, Preservation, & Zoning Division for the public record.

Engineering and Infrastructure

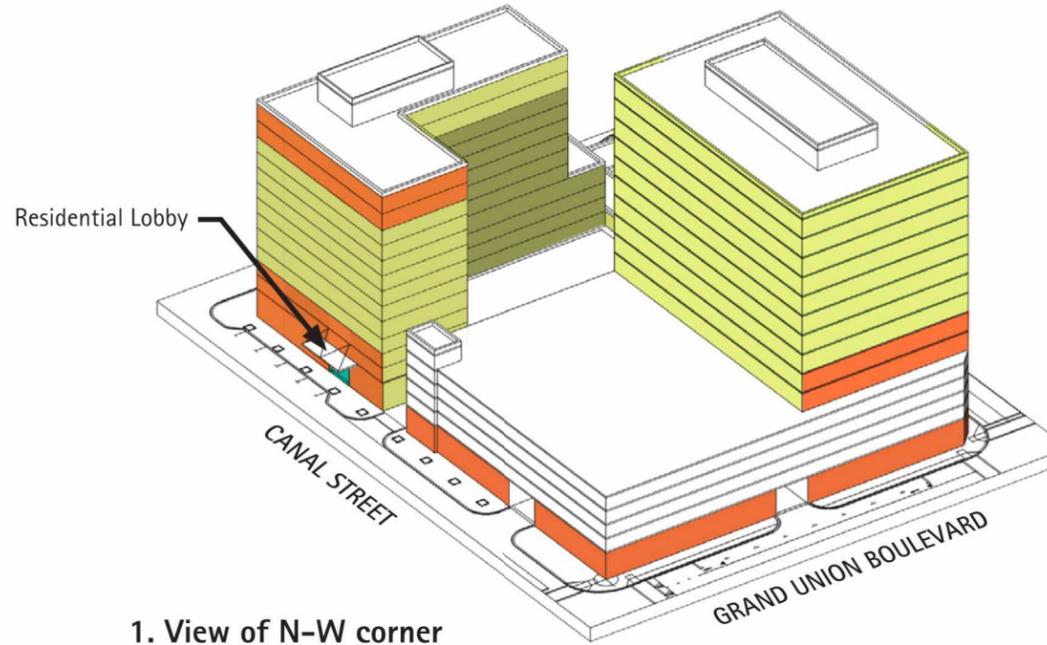
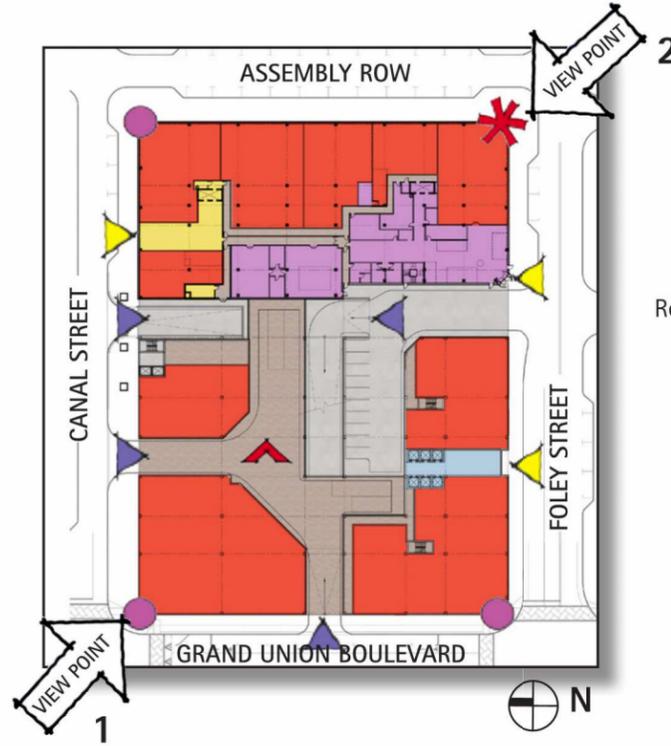
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Key Plan

Key Connections:

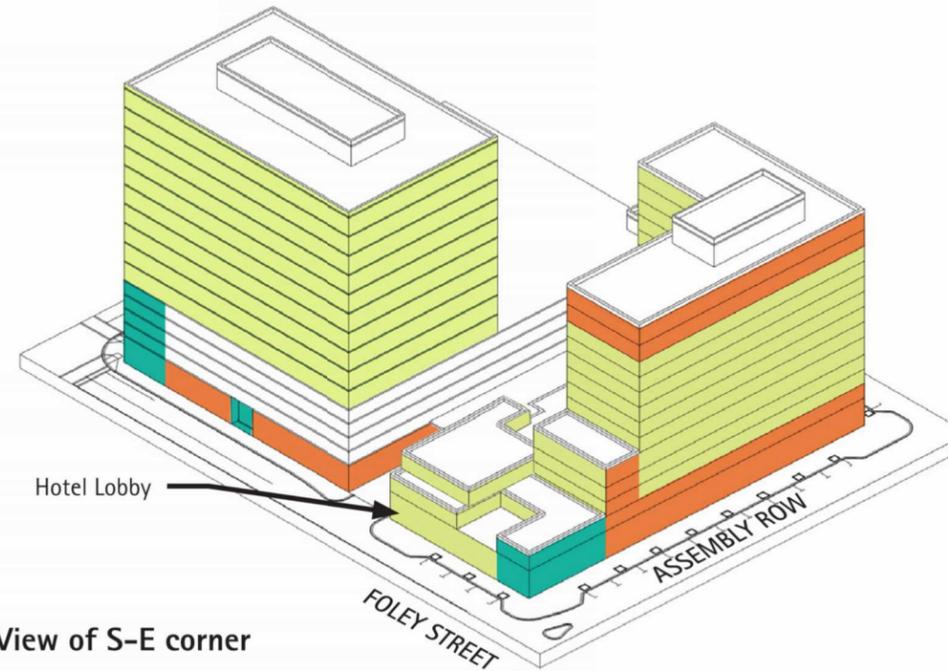
- East side defines Assembly Row and expresses street activity with many entrances
- North side should reinforce Canal Street, with street level entrances and residential lobby
- Northwest and southwest corners should respond to the view from passing traffic on Grand Union Boulevard
- Building mass reinforces corner of Assembly Row and Foley Street
- Loading & service should be internal access from Canal Street & Grand Union Boulevard
- Parking access should be via north and south sides only
- Office and Hotel entrances along with retail entrances reinforce character of Foley Street



1. View of N-W corner

PLAN LEGEND	
	Significant Corner
	Secondary Corner
	Active Street Level Frontage
	Hotel/Office/Residential Lobby/ Entrance
	Vehicular Access
	Loading/Service Area

NOTE: Exact location is subject to change based on further building design



1. View of S-E corner

VALUE LEGEND	
	Significant Corners Lobbies / Gateways / Entrances
	Primary Elevations / area of architectural emphasis
	Secondary Elevations
	Tertiary Elevations

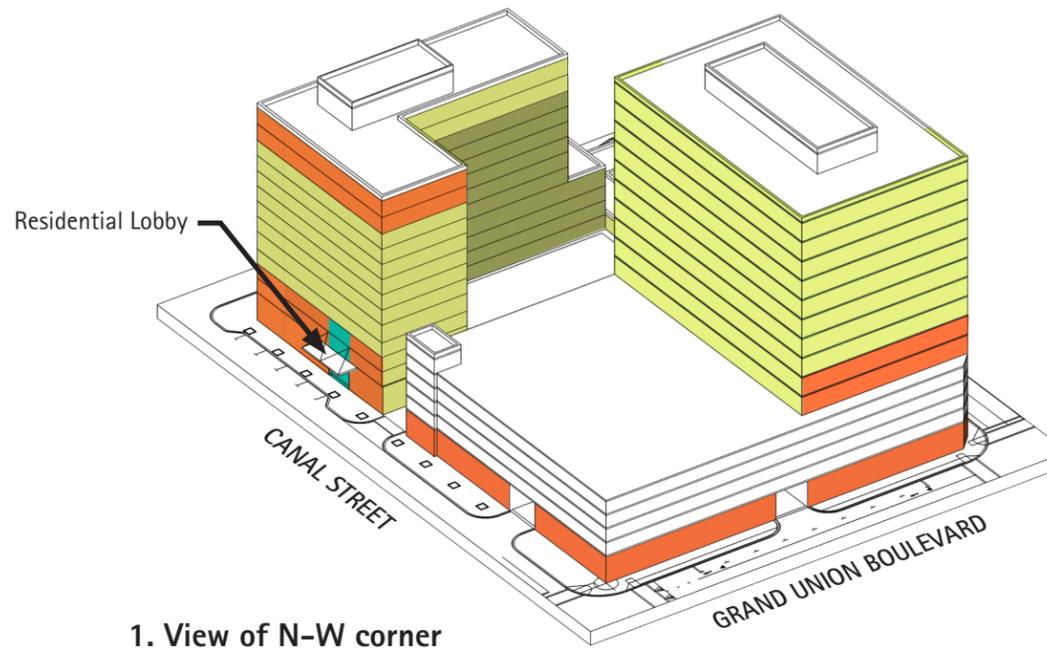
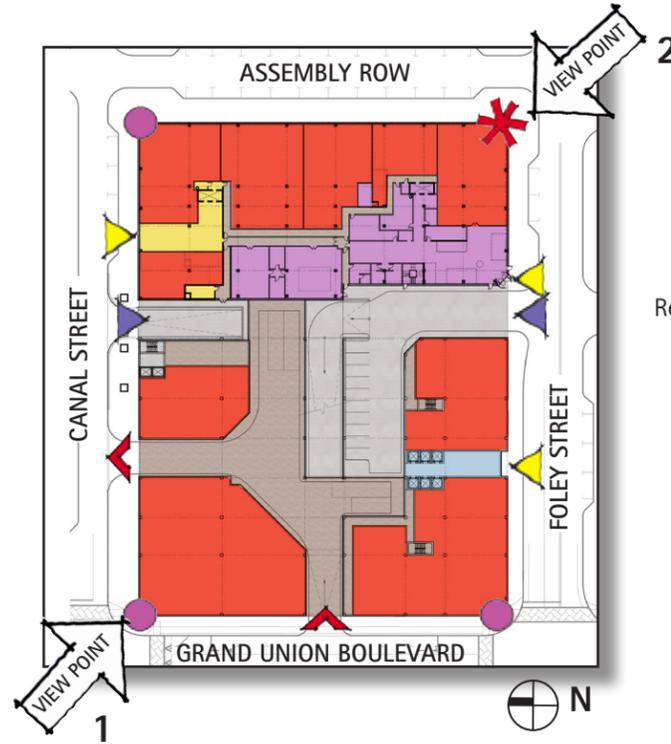
(PPZ Staff Note) Figure 1 - Proposed Updated Block 5 Design Guidelines



Key Plan

Key Connections:

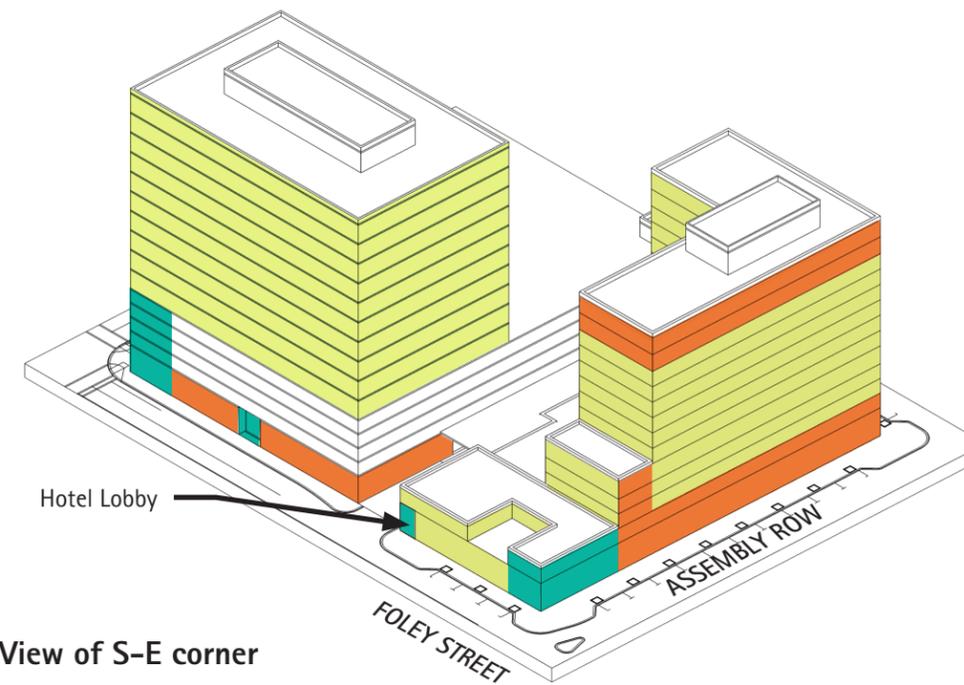
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1. View of N-W corner

PLAN LEGEND	
	Significant Corner
	Secondary Corner
	Active Street Level Frontage
	Residential Lobby/ Entrance
	Vehicular Access
	Loading/Service Area

Note: Exact location is subject to change based on further building design



1. View of S-E corner

VALUE LEGEND	
	Significant Corners Lobbies / Gateways / Entrances
	Primary Elevations / area of architectural emphasis
	Secondary Elevations
	Tertiary Elevations

(PPZ Staff Note) Figure 2 - Current Approved Block 5 Design Guidelines

Appendix E: Assembly Square PMP Revision 2022: Conditions *Notes Updated 04.29.2022*

#	Condition	Completed Since 2006	No Longer Relevant	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
<p><i>This amended condition list reflects the conditions to the 2006 approval as amended by the Planning Board for approval of the 2010, 2014, 2016, 2017 revisions (as amended). The conditions below shall supersede the PMP conditions approved in 2006, 2010, 2016, and 2017. The Applicant agrees that if it is determined that the Planning Board determines that a condition from the 2006 PUD PMP approval decision has been omitted from this decision through error, the Planning Board shall have the right to enforce such condition. Lanugage that was expressly deleted in the staff report and does therefore not appear in these conditions shall not be deemed to have been omitted from this decision through errors.</i></p>							
A. General							
1	Approval is based upon the revised Preliminary Master Plan submitted by Vanasse Hangen Brustlin, Inc. stamped in at the City Clerk's office on May 15, 2014, as revised through April 29, 2022. Any changes to the submitted application material that are not de minimis must receive Planning Board approval, unless such changes are designed only to establish compliance with one of the conditions of this PMP approval. The approval of this PMP does not incorporate any of the following items: a) Any interior layout of buildings; b) Locations of and specifications for elements of the public right of way to be covered in the maintenance agreement per Condition #3 and #4; c) Design details within individual open spaces to be reviewed per Condition #5; d) Any off-site design including but not limited to design on MBTA and/or DCR land.	-	-	Planning Director	Continuous	SL	Additional design guidelines pages added and condition 39.2 adjusted accordingly
2	The approval of this PMP shall be considered to be approval of the width of roadway and rights-of-ways. For each street, 100% street design plans, consistent with the PMP and the City's Complete Street Ordinance, must be filed with the City Engineer, Mobility Director, and Planning Director for review and compliance with city standards and sound engineering practices. Applicant shall provide detailed roadway marking plans and cross sections, including bicycle and pedestrian design details (markings, signals, crosswalks, street furnitures, etc.) Bike lanes shall at a minimum be located on Revolution Drive. All modes must be considered and accommodated in these details, and NACTO minimum accommodations incorporated.	-	-	Planning Director / City Engineer / Mobility Director	Continuous	LM per RK	Complete for streets surrounding Blocks 1-4. See letter from Rob King dated Nov 14, 2012. Dedicated bike lane on Foley became a shared bike lane in Phase 1B streetscape improvements.
3	Applicant will work with the City to develop the long term maintenance agreement noted in Section 12.1B of the application form that will provide for the Proponent's commitments to the City relative to maintenance of the elements of the public right of ways including sidewalk treatments, street trees, landscaping, finishes, street furniture and other amenities. The City will not maintain anything that is not consistent with City standard, unless otherwise approved by the City Engineer.	x	-	Planning Director / City Engineer	Prior to Start of Work Beyond Core & Shell of Building (excluding construction of Blocks 1, 4, &10)	LM	Signed May 2012
3.1	Applicant shall submit revised attachments and updated amendments (based upon design changes in this amendment) to the Long Term Maintenance Agreement to be reviewed and approved by City Staff. The Agreement will provide for the Proponent's commitments to the City relative to maintenance of the elements of the public right of ways including sidewalk treatments, street trees, landscaping, finishes, street furniture and other amenities. The City will not maintain anything that is not consistent with City standard, unless otherwise approved by the City Engineer.	-	-	Planning Director / DPW	Prior to BP of Blocks, 5,6,7,8,9,11, whichever is first.	SL	On-going with the Legal Dept.
3.2	Applicant shall submit a revised Easement Agreement, based upon design changes in this amendment (originally entered into as of Nov 29, 2012) to be reviewed and approved by the City.	-	-	Planning Director / DPW	Prior to BP of Blocks, 5,6,7,8,9,11, whichever is first.	SL	On-going with the Legal Dept.

#	Condition	Completed Since 2006	No Longer Relevant	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
4	Pursuant to #3 above, design of sidewalk treatments, street trees, landscaping, finishes, street furniture and other amenities that are to be maintained by the Applicant will not be subject to City approval but shall be submitted to the City Engineer and Planning Director for comment.	-	-	Planning Director / City Engineer	Prior to opening of any new public street in the project (other than Assembly Square Drive)		
5	Applicant will work with the City to develop the long term maintenance agreement for the Useable Open Space as required in Article 17 of the SZO. The agreement shall specify the requirements for public access and private maintenance of useable open space in the plan, as required by the SZO. The applicant shall build out and maintain all of the open space and allow public access to all of the useable open space in the plan as required by the SZO. The applicant will submit 100% construction plans for open space to the City for review and comment.	x	-	Planning Director / City Engineer / DPW	Prior to Start of Work Beyond Core & Shell of Building (excluding construction of Blocks 1, 4, & 10)	LM	Signed May 2012
5.1	Applicant shall submit revised attachments and updated amendments to the long term maintenance for the Useable Open Space agreement to be reviewed and approved by City Staff. The new green space on Block 11 shall be included in a new or amended Useable Open Space agreement.	-	-	Planning Director / DPW	Prior to CO of Blocks, 5,6,7,8,9,11, whichever is first.		
6	The applicant will submit a plan amendment to subdivide all public roadway right of way from development blocks, to be approved by the Planning Board, per the SZO, and filed with the Middlesex South Registry of Deeds. Any minor plan changes to this initial subdivision will be reviewed for approval by the Planning Director and Director of Mobility as a minor plan change.	-	-	Planning Director	Prior to Building Permit for any of blocks 1, 2, 3, 4, 5, 6, 7, 8, or 9		Original subdivision Plan of Land in Somerville, MA dated Nov 18, 2011. Middlesex Registry of Deeds, Southern District Registry Plan No. 880 of 2011, recorded 12-28-2011. Revisions on-going. Easement agreement will retain point park and median park as owned by the applicant with public access easements granted to the City and revised as necessary.
7	The financial statement submitted by the Applicant with the original PMP shall be considered to be for informational purposes only. No portion of that document shall be a binding upon the Applicant or the City.	x	-	-	-	LM per prior approval	
B. Transportation / Traffic Circulation							
8	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.	x				LM per prior approval	Completed with IDEA SP/SPA and DEIR
9	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.	x				LM per prior approval	Completed with IDEA SP/SPA and DEIR
10	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.	x	-	-	-	LM per prior approval	FST reviewed the compliance with the memo prior to approving the 100% design of mitigation associated with the IKEA permit and determined that these comments were addressed.
10.1	Applicant shall review parking supply and demand data with the Mobility Division and Planning Division staff on an annual basis. Based on the data, the Applicant shall work with the Planning Division staff in circumstances where parking is not being used, to encourage shared parking for uses within the same structure and uses on other blocks in the development site.	-	x	Director Planning & Mobility	Addressed with each SP/SPA application		Now covered by Mobility Management Plans for each Site Plan Approval

#	Condition	Completed Since 2006	No Longer Relevant	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
11	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.	X	-	Mobility & Engineering	-	LM per prior approval - may need review for future development	Addressed during review of IKEA mitigation
11.1	Prior to occupancy of office uses within any development block, the Applicant shall submit for review and comment by the Planning staff, a Transportation Demand Management Plan designed to minimize the amount of parking demand associated with the development, reduce single-occupant vehicle trips in and around Somerville, and encourage a transportation mode split where 50% of trips are made by walking, bicycling, or public transportation. The TDM plan shall consider commitments to the implementation of automobile trip reduction measures including, but not limited to, the following: Ride-sharing incentives, matching services, and information dissemination Facilities for cyclists, including long-term bicycle storage and showers Preferential parking locations for high-occupancy vehicles (carpools & vanpools) Mass-Transit information dissemination Incentives and/or direct subsidies for Hubway memberships and/or MBTA passes Direct links or pedestrian connections to mass transit stations Flexible working hours Telecommuting Shuttle services	-	X	Director Planning & Mobility	Addressed with each SP/SPA application	SL	Now covered by Mobility Management Plans for each Site Plan Approval
12	The Applicant shall consider all recommendations referenced in the Traffic Impact and Access Study Memo; On-Site Circulation Memo; and the Pedestrian and Bicycle Circulation Memo prepared by Fay, Spofford & Thorndike (FST).	X				LM per prior approval	Completed with IDEA SP/SPA and DEIR
13	Applicant identifies the U-Turn Slot as proposed transportation mitigation. If the Foley Street Connector is proven to be feasible (and is approved by MEPA and MassDOT as an alternative to the U-Turn Slot), the applicant will work with the City of Somerville to substitute the City's proposed Foley Street Connector for the U-turn slot, and put any mitigation support that was proposed for the U-turn slot towards the Foley Street Connector.	-	-	Planning Director	upon approval by DOT and MEPA		
14	Applicant shall work with the MBTA and the City of Somerville to identify and provide the necessary roadway/sidewalk infrastructure for a bus route through the site to provide safe and convenient access to the MBTA Station, the Assembly Row neighborhood including Baxter Park, Partners, and the Marketplace. Applicant shall design, construct, and/or reconstruct up to 8 accessible bus stops (4 in each direction) within and/or surrounding Blocks 1,2,3,4,5,6,7,8,11 per MBTA's Bus Design Guidelines. Up to 1 stop in each direction must provide for a layover location. Plans for the right of way development shall not preclude having a bus stop to be located at Assembly Square 'T' Station. Any change to the roadway plans to provide bus stops, including the removal of on-street parking spaces, shall require the approval of the City Engineer and Planning Director.	-	-	Planning Director / City Engineer			
15	Applicant will be oppose the City renaming the portion of Great River Road that is parallel to the railroad tracks pursuant to Section 12.1 and 2-309.5 of the Code of Ordinances. Street names that are the same or similar to names already used in Somerville shall not be permitted.	-	X	Planning Director	Prior to opening of Block 6	LM	

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15.1	Applicant will work with the city to provide at least one Hubway Bike Share Station (minimum 12 docks / 8 bicycles) within a 1/4 mile of the Assembly Square MBTA station entrance. Applicant shall purchase and install of at least one such bike share station (total cost estimated to be \$50,000). Applicant shall work with the city and the MBTA as applicable to place the station at a site location approved by the city. The funding shall be provided at such time as the City's Hubway bike share system expands to cover the East Broadway area. The best possible location may require the transformation of surface parking spaces or the construction of a concrete pad, which shall be completed by the applicant. The location and design of the station site shall be agreed upon by the applicant and the OSPCD Transportation & Infrastructure Mobility division staff.		X	Mobility & Engineering	Expansion of Hubway into East Somerville	SL	Covered by the Mobility Management Plan required with each subsequent Site Plan Approval.
15.2	The Applicant shall provide short term bicycle parking spots in a quantities and locations consistent with the requirements of the SZO. Bicycle parking on the sidewalk shall be provided as follows unless City Staff waive the requirement based on a technical limitation to a location. Bike parking on the sidewalk should be within 50' of each entrance with a minimum of 1 spot per 40,000 sf; OR 19% of the bicycle parking shall be provided within 50 feet of the main egress point of the building, whichever is greater. Short term bicycle parking not accommodated directly at the entrance must be easily visible or clearly signed in parking garage. Public covered long term bike parking within the garage or bicycle room must be provided at ground level and signed from a public entrance. At least half of the racks must confirm to standard city design guidelines, while the other half of long term may be hanging type bicycle storage.	-	X	Planning Director	Continuous	SL	Covered by the Mobility Management Plan required with each subsequent Site Plan Approval.
16	The PMP is approved with a cap in the total number of parking spaces within the PUD area. A new cap will be determined based upon an updated 'shared use analysis' provided by the applicant. This analysis shall be similar in methodology to the 'shared use analysis' created by Walker Parking Consultants, dated March 26, 2009 and submitted with the FEIR. The inputs into this analysis will be based upon the new development program, including the Assembly Row blocks and Block 11. The existing parking lots and parking demand for the Marketplace may be excluded from the analysis. The analysis will establish overall parking demand for the Project based upon shared parking strategies, parking ratios, capture rates, and mode splits appropriate for the nature of this transit-oriented mixed-use project. The cap will be approved by planning staff, after the review and approval of the updated analysis by the planning staff. The staff reserves the right to have a peer review of the analysis by a reviewer selected by the staff.	-	-	Mobility	Continuous		
17	Reserved.						
17.1	Should the Applicant install traffic lights in the future, there must be a video traffic signal control technology equipment at each intersection with the new signal, subject to the approval of the Director of Highway, Lights and Lines and Mobility Mobility.	-	-	Director of Highway, Lights & Lines and Mobility	Installation of traffic lights		
17.2	If any intersections were designed with two way Stop signs in accordance with MassDOT design standards and the applicant requests 4 way Stop control intersections, then the applicant must have a Traffic Engineer prepare a Warrant Analysis and submit same to Mobility for review and approval. The Warrant Analysis must indicate that the intersections in question meet the standards of the MUTCD for a 4 way Stop control intersection.	-	-	Mobility	Installation of 4 way stop controls		
C. Water Systems							
18	Design and construction phasing of the water system shall be subject to review and approval by the City Engineer to ensure compliance with City standards and best practices for design and ongoing maintenance.	-	-	City Engineer	Prior to trench permit for roadway construction		

#	Condition	Completed Since 2006	No Longer Relevant	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
19	Applicant shall conduct additional hydraulic analyses to ensure that the City's system is capable of meeting the adjusted demands throughout the project. Applicant shall meet fire flow requirements while maintaining a minimum pressure of 20 psi at the fire location. In accordance with DEP guideline, a minimum pressure of 35 psi shall be maintained throughout the distribution system during normal demand conditions.	X	-	-	-	LM per prior approval- may need to be revised with future development	Completed between 2006 PMP approval and application for SP for the IKEA.
20	Applicant shall ensure that all materials shall be in accordance with the City of Somerville Water and Sewer Division's Specifications and/or Rules and Regulations, latest issue.	-	-	City Engineer	Prior to trench permit for roadway construction		This is complete within Assembly Square Drive, but review will be required for streets in the mixed-use area.
21	Roadway construction plans shall provide for hydrants, as required to ensure adequate fire protection for the site in compliance with applicable local, state, and federal requirements as determined by the Fire Chief and City Engineer.	x	-	Fire Chief / City Engineer	Prior to trench permit for roadway construction		
22	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.	-	-	City Engineer	Prior to trench permit for roadway construction		
23	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	-	City Engineer	Prior to trench permit for roadway construction	LM per prior approval	City Engineer has reviewed and signed-off on infrastructure plans showing water connections. See 11/14/12 letter from Engineer
D. Sanitary Sewer Systems							
24	Design and construction phasing of the sanitary sewer system shall be subject to review and approval by the City Engineer to ensure compliance with City standards and best practices for design and ongoing maintenance.	-	-	City Engineer	Prior to trench permit for roadway construction		
25	All SP/SPA submissions shall include profiles of the proposed sewer system. Applicant must ensure that there are no conflicts with other proposed utilities.	X	-	City Engineer	Prior to Building Permit for any of blocks 1, 2, 3,4, 5,6, 7, 8 or 9	LM per prior approval	
26	Applicant shall submit details of proposed pipe materials for review and approval during each SP/SPA process.	X	-	City Engineer	Prior to Building Permit for any of blocks 1, 2, 3,4, 5,6, 7, 8 or 10	LM per prior approval	
27	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.	-	-	City Engineer	Prior to trench permit for roadway construction		
28	Applicant shall evaluate the impact the proposed project flows will have on the MWRA interceptor and the upstream and downstream municipal sewer system.	X	-	-	-	LM per prior approval	This has been addressed with approval of the sewer connection permit for Assembly Square Drive in September 2009
E. Stormwater Management System							

#	Condition	Completed Since 2006	No Longer Relevant	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
29	Design and construction phasing of the stormwater management system shall be subject to review and approval by the City Engineer to ensure compliance with City standards and best practices for design and ongoing maintenance.	-	-	City Engineer	Prior to trench permit for roadway construction		
30	Applicant shall provide additional information to the Planning Board to verify the adequacy of the existing MWRA 84-inch Somerville Marginal Conduit	X	-	-	-	LM per prior approval	New outfall will provide relief to the Marginal Conduit. IKEA is allowed a temporary connection to the Conduit, but otherwise the project will not impact the Conduit.
31	Applicant shall provide the Planning Board with a status report on the receipt of necessary permits from MWRA.	X	-	Planning Director	Continuous		
32	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	-	-	-	LM per prior approval	Addressed in MEPA DEIR and Con. Comm. Review
33	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.	-	-	Planning Director	Continuous		
34	Applicant shall furnish health and safety requirements for utility workers for all roadways to be constructed on private property and subsequently dedicated as public ways.	-	-	Planning Director	Prior to dedication of public ways		
35	Applicant shall provide a detailed series of Best Management Practices (BMP's) to demonstrate a total suspended solids (TSS) removal rate of at least 80 percent. Plans shall include locations of all proposed BMP's.	X	-	-	-	LM per prior approval	BMP Plan approved by Conservation Commission
36	Applicant shall provide a detailed soil erosion control plan prior to construction of roadways and/or utilities. Soil erosion plans shall also be required with each SP/SPA application.	-	-	City Engineer / Con. Comm. where applicable	Prior to trench permit for roadway construction and/or SP/SPA		
38	Activities within the jurisdiction of the Somerville Conservation Commission shall be conducted subject to applicable requirements of the Commission.	-	-	Con. Comm.	Continuous		
39	The applicant shall commit to providing low impact development stormwater management elements in the Block 4 open space, to be designed with the review and approval of the City Engineer for consistency with best practices for stormwater management.	X	-	Planning Director / City Engineer	Prior to trench permit for roadway construction		
F. Urban Design and Design Guidelines							
39.1	A View Corridor Marker, as described in the Assembly Row Design Guidelines, shall be added to Block 11 on the parking garage or in front of it to establish an interesting terminus to the view corridor from median park looking through the 2-story portal. The marker shall be of greater interest than a stair tower for the garage. The design shall be reviewed by the UDC and reviewed and approved by Planning Staff.	-	-	Planning Director	Prior to SP/SPA approval for phase II of Block 11		
39.2	Design Guidelines for Block 9 and future phases of block 11 excluding the daycare shall be reviewed by the UDC and reviewed and approved by the Planning Board prior to the Planning Staff entertaining the SP/SPA applications for these blocks.	-	-	Planning Director	Prior to SP/SPA submission for Block 9 and phase II of Block 11	SL	
39.4	Applicant shall consider alternative designs for the footprint of the parking garage and daycare on Block 11. The applicant shall work with Planning Staff on the final location of the footprint of the parking garage and daycare to determine if an alternative design will provide adequate parking and daycare functions while improving the pedestrian experience along Grand Union Boulevard streetscape, improving the impact of the garage on the block 11 park, and provide an opportunity for future retail frontage along the Boulevard. These alternatives shall be reviewed by Planning Staff comment and may be substituted for the approved design guideline with the SP/SPA presentation before the Planning Board.	X	-	Planning Director	Prior to SP/SPA for Block 11	LM	The footprints of the daycare and garage were altered to try best to achieve these goals. The 2016 PUD amendment removed the design guideline requirement for the daycare.

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40	Applicant shall review with the Fire Chief and the City the geometry of Revolution Drive, including its intersection with Grand Union and Assembly Row.	X	-	-	-	LM per prior approval	
41	Reserved.	X	-	-	-	LM per prior approval	
41.1	The site plan may be altered to accommodate the reconfiguration of the access driveway into the parking garage off of Revolution Drive into Block 11, such that it removes the pedestrian conflict from the headhouse, IF the southern headhouse is reconfigured by the Applicant in coordination with the MBTA.						
42	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 Revolution Drive/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	-	-	-	LM per prior approval	
42.1	Foley Street and Revolution Drive shall have wayfinding and strong pedestrian connections to the MBTA headhouses with review and approval of the elements by the Planning Staff.	-	X	Planning Director	Prior to BP for Block 8		
43	Prior to any SP/SPA submission that involves the use of current DCR land or shall reconfigure the development within the requirements of the Master Plan and the applicable regulations of the SZO.	X	-	Planning Director	Prior to SP/SPA submission		Block 2 involved changes. Condition may be triggered in the future.
44	Reserved.						
45	The Applicant shall design and make improvements to the following pedestrian crossings: Lombardi Drive during Block 1AA submission; Kensington Avenue during Phase 1AA submission	X	-	-	-	LM per prior approval	This condition is complete
46	The Applicant shall provide funds for design and up to \$1 million in funds for construction of the pedestrian crossing from Assembly Square to the Ten Hills neighborhood.	X	-	Planning Director	Prior to CO for first SP/SPA in mixed-use area		Design is complete - not yet open
47	As part of each site plan review submittal, the Applicant shall calculations showing that the percentage of open space and usable open space meets the zoning requirement for a PUD-A within the ASMD.	-	-	Planning Director	Addressed with each SP/SPA application		Complete to date but continuous.
48	At the time of submittal of development on Block 1, Block 2 and the Main Street Mall, the Applicant shall submit confirmation that the setbacks from the Mystic River to the closest buildings are at least 150 feet except for Block 2 where underground parking has received a waiver to be closer than 150 feet and the building has received a waiver to be 142 feet from the River	x	-	Planning Director	Addressed with each SP/SPA application		Complete to date but continuous.
49	Applicant shall ensure that the sunlight conditions shown on the plans are adequate for the tree species proposed within the public right of ways if trees are to be maintained by the City.	x	-	City Engineer	Prior to installation of street trees	LM per prior approval	City Engineer has reviewed and signed-off on infrastructure plans including landscape plans. See 11/14/12 letter from Engineer
50	Applicant shall make reasonable efforts to employ smart growth techniques in overall development, including but not limited to: Low Impact Development for Stormwater Management, bioswales and sustainable green technologies, and LEED;	-	-	City Engineer	Prior to trench permit for roadway construction or Certificate of Occupancy, whichever is applicable		City Engineer has reviewed and signed-off on infrastructure plans. See 11/14/12 letter from Engineer

#	Condition	Completed Since 2006	No Longer Relevant	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
51	<p>Applicant shall be responsible for all design, construction, maintenance and repair of all roadways, streetscape including street lighting and other street furniture furnishings, and parks and open space which are part of the PUD. Applicant shall be responsible for the design and construction of water, sewer, and storm drainage systems serving the PUD. Applicant shall be responsible for the usage costs of electricity, gas, water, cable and other utilities furnished to the PUD, and for trash removal. The City shall be responsible for the maintenance and repair of water, sewer, and storm water conduits, and traffic signals on public ways.</p> <p>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 LID tree boxes. 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.</p> <p>Notwithstanding the foregoing, if the maintenance agreement includes provisions that are inconsistent with this condition the maintenance agreement shall supercede this condition.</p>	x	-	Planning Director / City Engineer	Prior to Start of Work Beyond Core & Shell of Building (excluding construction of Blocks 1, 4, &10)	LM per prior approval	COS-FRIT maintenance agreement has been executed.
52	Applicant shall provide details of the pedestrian connection from Assembly Square to Draw 7 Park under the railroad bridge.	x	-	Planning Director	Prior to trench permit for roadway construction in A Street	LM per prior approval	City Engineer has reviewed and signed-off on infrastructure plans/plans. See 11/14/12 letter from Engineer
53	Applicant shall include a landscape buffer between the tracks and the proposed development along the Great River Road multi-use path that leads to the T-Station.	X	-	Planning Director	Prior to CO for Block 2, 4 or 6, whichever is first	LM per prior approval	Block 2 contains landscaping btw the block and boathouse
54	Applicant shall show the future potential pedestrian connection from the proposed Assembly Square T Station to Draw 7 Park. The design of the project and T Station shall not preclude the ability for the future design and construction of a direct pedestrian connection from the Station into the park. (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.)	x	-	Planning Director	Prior to trench permit for roadway construction	LM per prior approval	City Engineer has reviewed and signed-off on infrastructure plans/plans. See 11/14/12 letter from Engineer
55	Applicant shall plan for a drop-off location and taxi stand for the MBTA station as a part of roadway design.	X	-	Planning Director / City Engineer / Mobility Director	Prior to any new public street in the project (other than Assembly Square Drive)		City Engineer has reviewed and signed-off on infrastructure plans/plans. See 11/14/12 letter from Engineer
56	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.	X	-	-	-		addressed during IKEA permit - to addressed with future development
57	Applicant shall provide additional details to better define the "series of pocket parks" described in the PUD submission.	X	-	-	-		Complete to date but continuous.
58	Applicant shall depict the locations and design of handicapped accessible curb ramps for review and approval by the City Engineer.	x	-	City Engineer	Prior to installation of sidewalk	LM per prior approval	City Engineer has reviewed and signed-off on infrastructure plans/plans. See 11/14/12 letter from Engineer
59	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 useable open space.	X	-	-	-	LM per prior approval	Median park proposed.

#	Condition	Completed Since 2006	No Longer Relevant	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
60	The applicant shall provide a design guideline for all signage within the PUD area for review by the UDC and approval by the Planning Board.	x	-	Planning Director	Prior to issuance of building permit for retail tenant space beyond the core & shell, except Block 10	LM	PB approved March 21, 2013
61	The relocation or reconfiguration of temporary boat storage shall require SP/SPA.	x	-	Planning Director	Continuous	LM	Done - SPSR approved
61.1	The Applicant shall work with Planning Staff to determine if there is a location to relocate Assembly Square's historic water tower and incorporate it into the landscape onsite. The location and design shall be reviewed and approved by Planning Staff.	-	X	Planning Director	Prior to CO for Block 7 or 8, whichever is first		Water tower no longer exists
62	The applicant shall use reasonable efforts to secure LEED-ND approval for the project.	-	-	Planning Director	Prior to CO for first development in Mixed-Use area		Applicant says meets all of LEED-ND standards except one LEED building in the development so keeping condition open to check on future buildings by Federal Realty, Partners or any other future owner certified.
G. Trash and Recycling							
63	Each individual building or block must provide interior disposal and storage systems for trash and recycling. These systems must be detailed in the SP/SPA applications	-	-	Planning Director / DPW	Addressed with each SP/SPA application	LM	Complete to date but continuous.

#	Condition	Completed Since 2006	No Longer Relevant	To Be Evaluated By:	Timeframe for Compliance	Verified (initial)	Notes
H. Maintenance of Facilities							
64	All City of Somerville traffic control equipment and roadway elements must meet City specifications and standards unless they are otherwise approved by the City Engineer and are maintained by the Applicant under the maintenance agreement.	-	-	City Engineer	Continuous	LM per prior approval	Engineer has signed-off on plans. Maintenance agreement executed.
65	Applicant shall provide street lights that meet City standards on all public streets where lights are to be maintained by the City.	-	-	City Engineer / DPW	Continuous		
65.1	The Applicant shall provide the City's Department of Lights and Lines with 24 hour access to the street lighting control cabinets located in each block.	-	-	Lights and Lines	Addressed with each SP/SPA application		
I. SP/SPA Reviews							
65.2	The Applicant shall request addresses for each Block of PMP from the Engineering Department prior to applying for a Special Permit with Site Plan Review.	-	-	City Engineer	Addressed with each SP/SPA application		
66	SP/SPA applications under the PMP shall include information required to ensure compliance with this PMP decision, including but not limited to information noted as required in the findings (Appendix A, B, C and D)	-	-	Planning Director	Addressed with each SP/SPA application	Addressed with each SP/SPA application	
67	The applicant has identified in the zoning analysis for Section 6.4.7B the process by which the design guidelines may be used to review SP/SPA applications. The applicant, or successors and assigns, shall submit proposals for SP/SPA that are consistent with these design guidelines. The SP/SPA application shall identify any deviation between the guidelines and the submission and explain the need for these differences. The UDC and Planning Board will determine if the proposed solution is within the spirit of the guidelines. If not, an amendment to the PMP may be required. All SP/SPA submissions shall meet or exceed the minimum acceptable standard of quality identified in the design guidelines.	-	-	Planning Director	Addressed with each SP/SPA application	Completed but continuous	
68	Interim parking facilities shall require SP/SPA approval from the Planning Board.	-	X	Planning Director	Addressed with each SP/SPA application		Done for Blocks 5 and 6
69	The building on Block 10 shall be reviewed under SP/SPA for consistency with all findings, including a full design review by the UDC. It shall be limited to 35 feet in height and used for retail or restaurant purposes only.	X	-	Planning Director	Addressed with SP/SPA application for block 10	LM	Block 10 is a one-story building with retail/restaurant space
J. Linkage and Inclusionary Zoning							
70	The applicant shall meet the obligations required by Article 13 and Article 15 of the SZO, as modified by a certain Amended and Restated Assembly Square Development Covenant dated December 14, 2006 by and between Federal Realty Investment Trust, IKEA Property, Inc., the City of Somerville, and the Somerville Redevelopment Authority, as amended by First, Second and Third Amendments, and as further amended from time to time.	-	-	Planning Director / Housing Director	Addressed with each SP/SPA application		