



City of Somerville

PLANNING BOARD

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

TO: Planning Board
FROM: OSPCD Staff
SUBJECT: 350 Assembly Row, P&Z 21-137
POSTED: April 29, 2022

RECOMMENDATION: Approve with Conditions (Site Plan Approval with Special Permit, formerly 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.

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 provisions of the 8/1/2019 zoning ordinance. The next step under that ordinance would have been an application for a Special Permit with Site Plan Review–A (SPSR-A), however, as that process no longer exists, this proposal has followed the same procedures but the process is now called “Site Plan Approval with Special Permit”.

This memo summarizes the development review application submitted for 350 Assembly Row, 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 April 14, 2022, and is scheduled for a public hearing on May 5, 2022. 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.

LEGAL NOTICE

SRI Assembly Row B7, LLC proposes to develop a 7-story lab/office building subject to the Assembly Square Mixed Use District (ASMD) of the Somerville Zoning Ordinance in effect as of August 1, 2019, and subject to PUD-PMP PB2006-59, as amended, which requires a Special Permit and Site Plan Approval, and is seeking waivers for minimum parking stall width and minimum parking requirements.

SUMMARY OF PROPOSAL

SRI Assembly Row B7, LLC is proposing to construct a 7-story LEED Gold Lab Building principal building type. The proposed development will produce 364,622 SF of office/lab space, 16,907 SF of ground floor retail space, 177 motor vehicle parking spaces, 60 long-term bicycle parking spaces, and 18 short-term bicycle parking spaces. The

proposed landscape is not required to earn a Green Score, however the project will contribute to providing 27.5% of open space across the entire PUD-PMP area and will provide 1.7% of open space on site.

ADDITIONAL REVIEW NECESSARY

The site at 350 Assembly Row is within the 0.25mi Transit Area of the Assembly Square MBTA station in the Assembly Square Mixed-Use (ASMD) zoning district in the Assembly Square neighborhood represented by Ward 1 Councilor Matt McLaughlin. The Planning Board is the decision-making authority for all (non-variance) discretionary or administrative permits required for the ASMD zoning district.

NEIGHBORHOOD MEETINGS

The first neighborhood meeting was hosted by Ward 1 Councilor Matt McLaughlin and the applicant on December 5, 2021, via the Zoom meeting platform. A second neighborhood meeting was hosted by Ward 1 Councilor Matt McLaughlin and the applicant on January 18, 2022, via the Zoom meeting platform.

DESIGN REVIEW

The proposal was reviewed by Somerville Urban Design Commission via the GoToWebinar meeting platform on November 9, 2021, November 23, 2021, and December 14, 2021. The Commission provided its official recommendation on February 11, 2022.

ANALYSIS

In accordance with Section 6.4.12.A. Relief from Requirements which states "... the SPGA may, as part of an application for a SPSR-A, a PUD-A or Site Plan Approval-A grant relief from Development Standards, and any other requirements of the ASMD outlined in Sections 6.4.6 through 6.4.11."

The Applicant is requesting that the Planning Board approve waivers for the following:

- Dimensions of Parking Spaces and Maneuvering Aisles (Section 9.11).
- Parking Space and Loading Area Requirements in the Assembly Square Mixed-Use District (ASMD) and the PUD-A District (Section 9.16).
- A conceptual three-dimensional scale model of the Master Plan at 20 scale or alternative scale acceptable to the SPGA or its designee.

The Applicant is proposing 8.5 foot by 18 foot standard parking stalls in a 90 degree orientation, which are smaller than the 9 foot required stalls, and 7.5 foot by 18 foot compact parking stalls, which are smaller than the 8 foot required stalls. While these stalls are smaller than the dimensions required in the August 1, 2019, version of the Ordinance, they are consistent with the standards laid out in the current version, and

staff is persuaded that the reduction in size will not be significantly detrimental to the neighborhood.

The Applicant has also requested a waiver from the minimum parking requirement set by the PUD-A District and the former Ordinance under which it operates, which would have required a minimum of 354 motor vehicle parking spaces. The proposal instead provides for 177 motor vehicle parking spaces, which, although it will operate as a commercial facility, is functionally intended to service the lab/office uses within the building. Staff notes that recent usage studies have indicated that existing structured parking across the district is currently underutilized, particularly to support restaurant and retail uses, and believes that the reduction can be accommodated by excess capacity in existing structured parking locations, and is in keeping with the overall intent to reduce induced demand by providing less motor vehicle parking in the district.

Finally, the Applicant has requested a waiver from the requirement to provide a 3D model for the proposal. In lieu of this waiver, staff have requested that the team provide a digital massing model of existing and permitted projects within the PUD-A area, consistent with the submission requirements adopted by the Planning Board. This has been provided.

The Applicant has also provided the design guidelines pages necessary to update the PUD-A as required by the original conditions. The Planning Board granted the Planned Unit Development-A-Preliminary Master Plan (PUD-PMP) approval on December 14, 2006, subject to certain conditions (PB2006-59). On August 5, 2010 (PB2006-59-R-0710), June 19, 2014 (PB2006-59-R2-0514), March 1, 2016 (PB2006-59-R3-01/2016), and April 6, 2017 (PB 2006-59-R4-02/2017), the Board granted revisions to the PUD-PMP. Subsequent minor amendments and subdivisions have been filed that do not substantially impact this site.

Condition 39.2 of the 2016 revision to the Master Plan approval states:

“Design Guidelines for Blocks 5, 7, 8, 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.”

Block 8 was struck by the previous amendment and Block 7 is proposed to be struck as part of this approval. The complete revised PUD conditions are attached to this memo.

CONSIDERATIONS & FINDINGS

Please refer to the Appendices attached to this memo for the required review to items under the approved PUD-PMP.

The Planning Board is required by the Somerville Zoning Ordinance to deliberate each of the following considerations at the public hearing. The Board must discuss and draw conclusions for each consideration but may make additional findings beyond this minimum statutory requirement.

Information relative to the required considerations is provided below:

Site Plan Approval with Special Permit

1. *The comprehensive plan and existing policy plans and standards established by the City.*

Staff believe that this proposal supports the goals laid out in SomerVision 2040, the comprehensive master plan for the City of Somerville, particularly the following:

- Reduce the carbon footprint of Somerville's buildings through green technology and higher energy efficiency.
- Invest in the growth of a resilient economic base that is centered around transit, generates a wide variety of job opportunities, creates an active daytime population, and secures Somerville's fiscal self-sufficiency.
- Promote a dynamic urban streetscape that embraces public transportation, reduces car dependence, and is accessible, inviting, and safe for all pedestrians, bicyclists, and transit riders.

Staff believe that the proposal will assist in the planning goals set for neighborhood by the October 2000 Assembly Square Planning Study and ongoing work on the Assembly Square Neighborhood to facilitate the ongoing transition from a regional retail, industrial, warehouse/distribution, and rail yard, to a vibrant, walkable and bikeable, 24-hour neighborhood featuring residential, retail, restaurant and entertainment, office, and open space, as well as a regional jobs center for the biotech industry.

1. *The intent of the zoning district where the property is located.*

Staff believes that the proposal will amply support the intent of the Assembly Square Mixed-Use (ASMD) zoning district which is, in part:

- To implement the recommendations of SomerVision for transformational redevelopment.
- To redevelop underutilized areas within close walking distance to the Assembly Square T-station with mixed-use, mid-rise and high-rise, transit-oriented development that will support the transformation of Assembly Square into an urban commerce center.
- To improve utility infrastructure, thoroughfares, off-street pedestrian and bicycle paths, and physical connections to surrounding areas, including East Somerville, Ten Hills, and Sullivan Square.

Block 7A continues the development of the Assembly Square neighborhood and meets the intent of the current zoning district.

1. *Mitigation proposed to alleviate any impacts attributable to the proposed development.*

The Applicant has made efforts to design beyond the PUD requirements to which the project is held and has closely approached the standards and requirements specified in the current zoning ordinance.

PERMIT CONDITIONS

Should the Board approve the required Special Permit and Site Plan Approval for the 7-story Lab Building, Planning, Preservation & Zoning Staff recommend the following conditions be attached to any approval and active conditions required of the previous PUD-PMP approval (Appendix A-E attached), as amended, remain in place.

Permit Validity

1. This Decision must be recorded with the Middlesex South Registry of Deeds.
2. This Decision does not authorize the removal of any public shade trees or private trees, which is subject to the Tree Preservation Ordinance (Chapter 12, Article VI) of the Somerville Code of Ordinances.
3. This Decision does not authorize any signage beyond the Assembly Row Storefront and Signage Design Standards (originally approved on March 12, 2013, as amended). Any signage outside of these guidelines, especially signage on the upper floors of any facade or the mechanical penthouse screening, will need review and approval from the Director of Planning, Preservation, & Zoning.

Public Record

4. Physical 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.
5. 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.

Construction Documents

6. Prior to Building Permit approval, provide revised elevations to the Director of Planning, Preservation, & Zoning for approval showing minor changes recommended by the UDC. The design should include additional articulation of the massing and setbacks to further minimize the apparent height of the mechanical penthouse, restricted illumination at the penthouse level, and incorporation of design elements from surrounding buildings at the building corners.
7. All storefronts and retail signage shall be consistent with the Assembly Row Storefronts and Signage Design Standards. Storefronts or retail signage that is inconsistent with the guidelines shall be provided to UDC and Planning Board for review and approval.
8. This approval does not constitute approval for any signage on the building above the retail level except for the garage directional signage in the size and location as shown on the signage elevation plans (N, S, E, W). The design of any roof

signs or signs at the top of the building shall be submitted to the Director of Planning, Preservation, & Zoning for review and approval.

9. Construction documents must be substantially equivalent to the approved plans and other materials submitted for development review.
10. Provide an onsite mockup of materials for review by members of the UDC and Planning Board.
11. Material specifications from suppliers must be submitted to confirm fenestration glazing is compliant with the VLT and VLR ratings required by the Somerville Zoning Ordinance.
12. An outdoor lighting plan and supplier cut sheet specifications of chosen lighting fixtures must be submitted to confirm compliance with Section 10.7 Outdoor Lighting of the Somerville Zoning Ordinance. The site photometric plan must include a keyed site plan identifying the location of all luminaires; total site lumen limit table (calculations from the SZO); lighting fixture schedule indicating the fixture type, description, lamp type, lumens, color temperature, color rendering index, BUG rating, mounting height, and wattage of all luminaires; and notation of any timing devices used to control the hours set for illumination.

Maintenance

13. The applicant is responsible for the construction and all regular and long-term operations, maintenance, replacement, insurance, and other applicable costs associated with all improvements within the frontage areas abutting the Assembly Row Linear Park including, but not limited to, utilities and utility service, stormwater management infrastructure, landscaping, paving, furnishings, and other associated features.

Sustainability

14. All Stage 2 documentation required by the Office of Sustainability & Environment's LEED Certifiability Requirements must be submitted prior to Building Permit.
15. All Stage 3 documentation required by the Office of Sustainability & Environment's LEED Certifiability Requirements must be submitted prior to Certificate of Occupancy.
16. The building must be registered with the USGBC and evidence that the required registration forms were submitted, and registration fee were paid must be submitted to the Office of Sustainability & Environment prior to applying for a Building Permit.
17. The Applicant or their successor in interest shall apply for LEED certification and provide evidence to the Office of Sustainability & Environment that a completed certification application and certification review fee were submitted to USGBC within one (1) year of the issuance of the first Certificate of Occupancy for the building.

Use

18. The underground structured parking must be operated as a Commercial Parking facility principal use.

Parking

19. The initial operations plan for the Commercial Parking facility identifying, at least, the type and pricing of various passes, rates, and fees must be submitted to the Director of Mobility.
20. The underground structured parking must have a parking access and revenue control system to manage vehicular access and collect parking revenues from patrons.
21. A sign must be provided near the vehicular entrance to the underground parking structured parking that identifies, at minimum, the number of spaces available in real time.
22. An annual report, including documentation of any changes to the layout plan or operations plan of the parking facility, must be submitted to the Mobility Division to validate continued compliance with the Somerville Zoning Ordinance, this Decision, and the Director of Mobility's standards for monitoring and annual reporting.
23. Applicant shall participate in the review of parking supply to be completed annually by the developer of Assembly Row, providing parking utilization data to 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 in Assembly Square

Mobility

24. The property owner and applicable future tenants shall comply with the Mobility Management Plan submitted March 22, 2022, as approved and conditioned by the Director of Mobility.

Conditions

25. A written narrative or descriptive checklist identifying the completion or compliance with permit conditions must be to the Inspectional Services Department at least ten (10) working days in advance of a request for a final inspection.

Appendix A: Application Requirements

| A.1: Procedures for PUD Applications - Supportive Information (SZO 16.8) | | | | | |
|---|---|-------------------|----------------|--|--|
| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
| 16.8.2.A | A neighborhood context map, at a scale not less than one (1) inch equals one hundred (100) feet, providing a graphic description of the neighborhood in which the tract lies, including roads, utilities and other public facilities, major existing buildings and structures. There shall also be a statement and/or plan as to the general impact of the proposed PUD upon the area, indicating how the PUD relates to surrounding properties and what measures will be taken to create appropriate transitions and access from the subject property to abutting public properties (i.e. parks, waterfront, etc.) or other neighboring tracts (if applicable) | X | | X | Included in application submission |
| 16.8.2.B | A conceptual site plan drawn to a scale of not less than one (1) inch equaling fifty (50) feet, or series of drawings at the same scale, and any necessary supporting information | X | | X | Included in application submission |
| 16.8.2.C | Analysis of compliance with regulations as to dwelling units per square feet of lot area, height, building coverage, floor area ratio (FAR) and parking requirements | X | | X | See Overall Site Plan (C-3.1-3.2) |
| 16.8.2.D | Names of all property owners within five hundred (500) feet of the PUD boundary | X | | X | Included in application submission |
| 16.8.2.E | Explanation of provisions for the landscaping and maintenance of all open space and drainage areas | X | | X | See Stormwater Management Supplemental Memo. A detailed Stormwater O&M program has been prepared for the Project. |
| 16.8.2.F | A traffic analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies, including current traffic counts for streets surrounding the project, analysis of the existing capacity of those streets, projections of the amount of traffic that will be generated by the proposed development, and the ability of the thoroughfare system to absorb the increased traffic without decreasing the level of service below an acceptable level . . . | X | | X | A transportation study was completed with 2006 plan and an updated analysis was submitted as part of this application. The analysis indicates that the overall project trip generation will decrease on weekends, and on a weekday daily basis. The capacity analysis conducted indicates that the additional traffic generated by the project during the weekday morning and evening commuter peak hour can be accommodated by the surrounding transportation infrastructure that has been implemented. The only remaining significant infrastructure improvement to be built is the new Mystic Avenue u-turn connection. That mitigation is planned to be constructed during the 2017 construction season. |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
|---|--|-------------------|----------------|--|--|
| 16.8.2.G | A utilities analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies. Said analysis shall contain an inventory of existing utilities including, but not limited to, storm sewers and drains, sanitary sewers, electrical lines, fire alarm boxes and lines, gas lines/mains, water mains, lighting, curb and gutter, etc. Said inventory shall illustrate utility locations, sizes, diameters, carrying capacity and present load on the system. The engineer's report shall state if the current system is capable of adequately serving the proposed development. If the current utility system is found to be inadequate for the proposed development, the report shall confirm the deficiencies and make recommendation(s) as to the infrastructure improvements necessary to properly service the proposed development and maintain the existing service. The report shall also present a formal plan for infrastructure improvements, documenting timing, funding mechanisms and coordination with the City | X | | X | See Utility Analysis |
| 16.8.2.H | All applicable information required for special permit with site plan review (See Article 5 of this Ordinance). This information may be submitted at a preliminary level, in consideration that PUD approval is a preliminary approval | X | | X | See section A2, below |
| 16.8.2.I | Any other supportive information the applicant feels may be beneficial to the City of Somerville in the evaluation of the request | X | | | Additional information provided includes architectural plans and elevations, architectural renderings, and a shadow studies. |
| <u>A.2: General Information Required for SPSR Applications (SZO 5.2)</u> | | | | | |
| Section | Required Finding | Met | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
| 5.2.3.1 | names, addresses, and telephone numbers of the applicant, the owner if other than the applicant, and other agents for the applicant, such as the architect, engineer and/or attorney, and the name and address of the proposed project | X | | X | Included in application submission |
| 5.2.3.2 | plot plan certified by land surveyor indicating total land area, boundaries, angles, and dimensions of the site and a north arrow | X | | X | See Existing Conditions Plans. |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
|----------------|--|-----------------------|--------------------|--|---|
| 5.2.3.3 | scaled site plans certified by a registered land surveyor, architect, landscape architect or engineer showing present and proposed use of land and existing buildings, if any; dimensions of existing and proposed structures; location and dimensions of any easements and public or private rights of way; and at grade parking and loading areas. | X | | X | The Project is anticipated to include ground floor retail/restaurant and upper floor lab and office space. The proposed Block 7A building and its associated site improvements are shown on the Overall Site Plan, Layout and Materials Plan, Grading and Drainage Plan, and the Utility Plan, found in Appendix A of the application. |
| 5.2.3.4 | brief written description of the proposed project, such as proposed construction or demolition, all uses, who the project is intended to serve, expected number of employees, and/or occupants and methods and hours of operation, as applicable | X | | X | Project description, general use mix and development strategy is provided. |
| 5.2.3.5 | the total floor area and ground coverage ratio of each proposed building and structure | X | | X | Dimensional requirements and site conditions are summarized in the Zoning Summary Chart on the Layout and Materials Plan. The total net floor area of the proposed Block 7A building, is approximately 324,010 square feet, which does not include the structured parking. The Site is approximately 56,021 square feet, resulting in a Floor to Area Ratio (FAR) of up to 5.8, well below the maximum allowed FAR of 10.0. |
| 5.2.3.6 | front, side, and rear elevations | X | | X | Shown on the Elevations Plans in Appendix A of the application |
| 5.2.3.7 | existing and proposed contour elevations in two foot increments | X | | X | See Grading, Drainage, and Erosion Control Plan. Existing contour elevations are shown in one foot increments and with spot grade elevations. |
| 5.2.3.8 | provisions for vehicular and pedestrian circulation | X | | X | Pedestrian sidewalks of varying widths will run along the perimeter of the Site connecting points along Revolution Drive, Assembly Row, Foley Street, and Grand Union Blvd. Details for the proposed sidewalks are found in the Civil Site Plans in Appendix A. Vehicular and pedestrian circulation are shown in Appendix E – Mobility Management Plan and Appendix F – Transportation Access Plan. |
| 5.2.3.9 | color, materials, and exterior features of proposed structures | X | | X | The materials for Block 7A vary between the retail frontage, main building mass and penthouse. The main building mass consist of aluminum curtain wall and aluminum panels. The penthouse is clad in reflective rain screen and aluminum panel. |
| 5.2.3.10 | landscaping and screening, including trees, stones, walls, fences, and other features to be retained and removed, as well as color, size, and type of landscaped surface materials | X | | X | A Landscape Materials Plan is provided in Appendix A of the application |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
|----------------|--|-------------------|----------------|--|--|
| 5.2.3.11 | measures taken to preserve and protect natural resources | X | | X | There are no unspoiled natural resources located within the Site. Remediation of several current Brownfield areas by virtue of this Project is a clear environmental benefit of the Project. In addition, the Applicant has taken LEED under consideration by completing and submitting a LEED checklist. See attached LEED checklist in Appendix D. The Project is pursuing LEED Gold. |
| 5.2.3.12 | outdoor lighting, including location and intensity of lighting facilities | X | | X | Outdoor lighting associated with the Project is proposed as street lighting along the three perimeter streets and lighting the exterior of the building facade. Details of street lighting were approved in a previous submission to the city staff. Lighting along the exterior of the building façade will include wall wash lighting elements strategically placed for a variety of functions such as to accent key monument features, cornices, entries, walkways and loading and service areas. |
| 5.2.3.13 | dimensions and locations of signs, proposed and existing | | | X | The Planning Board approved the Assembly Row Storefront and Signage Design Standards on March 12, 2013, as amended May 8, 2014. Any signage outside of these guidelines will need approval from the Planning Board. |
| 5.2.3.14 | location and significance of historic structures | X | | | This has been addressed in the 2005 VHB study and included in the original PMP document. |
| 5.2.3.15 | method for handling solid waste disposal, and for screening of disposal facilities | | | X | Solid waste disposal will be handled by private contractors. The disposal facilities (dumpsters and compactors) will be internal or screened from public view accordingly. |
| 5.2.3.16 | description and location of all proposed mechanical and electrical system components, including exhaust and ventilation system, transformers, and satellite dishes | | | X | The electrical transformer will be located in an enclosed vault within the 1st floor of the building. Most of the mechanical equipment such as air handlers, energy recovery units, generators, exhaust fans and cooling towers, will be located on mechanical floors and on the rooftop and mostly screened. Architectural floor plans and building elevations are included in Appendix A of the application. |
| 5.2.3.17 | locations of and adequacy of existing and proposed on-site public utilities, facilities, and conditions (water, sewerage, and drainage), showing size and direction of flows | X | | X | The existing utilities are shown on the Existing Conditions As-Builts, and proposed utilities and drainage systems for the Project are shown on the Grading, Drainage and Erosion Control Plan and on the Utility Plan found in Appendix A of the application. The constructed utility infrastructure in the surrounding roadways, previously designed and constructed to accommodate the full building Assembly Row PUD PMP is sufficient to service the proposed Block 7A building. The design information for utilities is contained in Chapter 4, Utility Design & Management. |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
|--|---|-------------------|----------------|--|--|
| 5.2.3.18 | demolition and construction procedures including impact mitigation measures; an estimate of the time period required for completion of the development | X | | X | The Project does not involve any building demolition. The estimated completion date for the project is Fall 2024. |
| 5.2.3.19 | a traffic study including estimated peak hour traffic volumes generated by the proposed use in relation to existing volumes and projected future conditions or, if the project is twenty-five thousand (25,000) square feet or more, a traffic impact analysis which is prepared by a professional traffic engineer | X | | X | This application contains Appendix E - Mobility Management Plan. Multiple traffic studies previously prepared by VHB for the Assembly Square Mixed-Use Redevelopment project all were conducted assuming development scenarios for Block 7A that are entirely consistent with that currently proposed. With the Block 7A trip generation being consistent, trip distribution remaining unchanged, and the completion of nearby roadway improvements associated with the overall Assembly Square Mixed-Use Redevelopment project, the Block 7A development should not significantly impact traffic conditions in the area. The new MBTA Orange Line Station project approximately adjacent Block 7A opened in September 2014. |
| 5.2.3.20 | general summary of existing and proposed easements or other burdens now existing or to be placed on the property | X | | X | The existing easements and rights of way are shown on the Existing Conditions As-Built and the Layout and Materials Plan found in Appendix A of the application |
| 5.2.3.21 | wetlands, ponds, and surface water bodies, as defined under the Wetlands Protection Act, M.G.L. Chapter 131, Section 40, and rules promulgated thereunder, 310 CMR 10.00 | X | | X | Existing resource areas are shown on the Existing Conditions Plan of Land. There are no wetlands on the Site that will be altered by the Project. |
| 5.2.3.22 | photographs of at least eight (8) by ten (10) inches, showing the development site and surrounding parcels | X | | X | Included in application submission |
| 5.2.3.23 | names and addresses of all property owners within three hundred (300) feet of site boundaries | X | | X | Included in application submission |
| 5.2.3.24 | such other information as will aid the SPGA in judging the application and in determining special conditions and safeguards, and as the SPGA should deem necessary, in its determination of completeness of said application as provided in Section 5.3.1 and the SPGA Rules and Regulations | n/a | | X | Included in application submission |
| <u>A.3: Denial Letter Requirement (SZO 16.12)</u> | | | | | |
| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
| 16.12 | All applications for a preliminary Master Plan Approval shall be required to include a so-called 'denial letter' from the Inspectional Services Department indicating which aspects of the proposed PUD require approvals from the SPGA | X | | X | After submission of the initial Preliminary Master Plan application, no further denial letter shall be required for modifications to, or phases of, the Master plan, or for any permit application (including an SPSR-A) related to the PUD. |

Appendix B: Required Findings of Fact

| <i>B.1: General Findings under Section 16 (SZO 16.9 and 16.1)</i> | | | | | |
|--|--|--------------------------|-----------------------|---|---|
| <i>Section</i> | <i>Required Finding</i> | <i>Met in PUD</i> | <i>Not Met</i> | <i>Met in SPA/SP (formerly SPSR-A)</i> | <i>Comment</i> |
| 16.9 | The SPGA shall review and determine whether a PUD application is complete and place special emphasis in its review as to PUD compliance with provisions of Article 16 herein, including compliance with the purpose and general requirements/features of a PUD | X | | X | See Appendix A. Applicant has provided a complete application. See the remainder of Appendix B which establishes that Applicant has provided an application that is in compliance with the provisions of Article 16 and complies with the purpose, general requirements and features of a PUD. |
| 16.9 | The SPGA shall . . . determine whether the proposal is consistent with the most suitable development of the City, and conduct a review in accordance with the requirements for special permit with site plan review as set forth in Article 5 of this Ordinance. The PUD shall comply with all requirements of this Ordinance unless a deviation from these strict requirements is authorized herein in Article 16 | X | | X | The proposal to reuse a brownfield next to the Orange Line for a transit-oriented mixed-use, green development is consistent with the most suitable development in the City and the City's Comprehensive Plan, SomerVision to transform and bring jobs and housing to this area. The Master Plan is based upon a long-term set of principles established by the City for redevelopment of the Assembly Square area in the ASD Plan. |
| 16.1 | The purpose of a Planned Unit Development, or PUD, is to provide for a mixture of land usage at designated locations at greater variety, density and intensity than would normally be allowed . . . to achieve, to the greatest possible degree, land development responsive to an analysis of the environmental assets and liabilities of a site, both natural and man-made. A PUD should be a well-integrated development in terms of land uses, functional activities, and major design elements such as buildings, roads, utilities, drainage systems and open space. A PUD is allowed greater design flexibility so that larger-scale site and master planning for a development may protect natural features and consider most fully the surrounding land use and development context . . . Development should be concentrated in the most suitable and least environmentally sensitive areas of the landscape. Preservation and enhancement of open space is strongly promoted. | X | | X | The proposed project has benefited from an additional years of work by the applicant in collaboration with the City and community stakeholders since the original 2006 PMP. The result is a plan for a vibrant, mixed use, urban neighborhood and commercial center providing more than 4,500 new jobs, increased tax revenues, improved access to transportation, improvements to regional stormwater systems and enhanced open space amenities. The project mixes uses, provides urban densities, develops according to environmental constraints and opportunities on the site, while creating a group of urban blocks that concentrate development with the highest densities near the transit station, mid-rise buildings fronting on the Mystic River parks, and expanded open space. The project meets this finding. |
| <i>B.2: Consistency Findings (SZO Section 6.4)</i> | | | | | |
| <i>Section</i> | <i>Required Finding</i> | <i>Met in PUD</i> | <i>Not Met</i> | <i>Met in SPA/SP (formerly SPSR-A)</i> | <i>Comment</i> |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
|----------------|--|-------------------|----------------|--|---|
| 6.4.1 | Purpose. The Assembly Square Mixed-Use District (ASMD) has been enacted to encourage the best use of Assembly Square physically, economically, environmentally and socially while promoting the best interests of residents of the City. The ASMD is intended to fulfill the goals and objectives contained in the Assembly Square District Plan (the ASD Plan, as hereinafter defined). The ASMD zoning is designed to allow the district to reach these goals. | X | | X | See comments under Section 6.4.4 below. |
| 6.4.4 | The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <u>Assembly Square Planning Study</u> dated October 2000 | X | | | The Assembly Square Planning Study prepared by the Cecil Group in 2000 created a framework for development in the Assembly Square area over the next twenty years and beyond. This Planning Study encouraged mixed-use development, but also recognized that a certain amount of big box retail would be the most feasible use in Assembly Square in the immediate future. The Planning Study specifically supported the redevelopment of the Assembly Square Mall to improve Assembly Square's visibility and image, helping to pave the way for more intensive office development in the future. While the ASD Plan's site layout was based upon the ownership arrangement before the IKEA land swap and the removal of IKEA from the plan, the general principles and concepts of the plan are supported by the proposed PMP amendment, and the current PMP includes all of the physical characteristics, values, and goals that were addressed in the Planning Study. |
| 6.4.4 | The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <u>Assembly Square Revitalization Plan</u> dated 2002 | X | | X | The Assembly Square Revitalization Plan is an approved Urban Renewal Plan under MGL 121B. The 2002 plan is a Major Plan Change to the 1980 Assembly Square Revitalization Plan -- the City's urban renewal plan for Assembly Square. The Major Plan Change built on the foundation of the Cecil Group's Planning Study. The Major Plan Change envisioned a mixed use district with office, retail, residential, cinema, hotel, and restaurant uses -- a vibrant 24-hour district with a density somewhere between Boston's density and level of density in nearby suburbs. The Major Plan Change also envisioned the redevelopment of the Assembly Square Mall and a new IKEA store. The removal of the IKEA store allows for a larger mixed use district and the revised PMP is consistent with the overall vision of the Revitalization Plan. Upon approval of this revised Master Plan, the Redevelopment Authority intends to amend the Revitalization Plan to reflect the latest redevelopment plan as |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
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| 6.4.4 | The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <u>Assembly Square Design Guidelines for the Public Realm</u> dated 2002 | X | | X | Overall, the revised PUD PMP is consistent with the Public Realm Guidelines. The PUD's four key principles closely align with the goals of the Public Realm Guidelines; both encourage design that supports the PUD's public spaces and achieves sense of place, multi-modal functionality, and 24-hour activity. Both documents give streetscapes and public spaces high priority, stressing the role these spaces play in the framework of the PUD. Both establish street hierarchies and district gateways for orientation. The PUD PMP is also consistent in its recognition of the Mystic River as a regional amenity, maximizing pedestrian accessibility to the waterfront. The Public Realm Guidelines generally include a greater level of streetscape and building detail, while the PUD PMP establishes complementary detailed design guidelines to drive decisions made at the SPSR-A 6.4.4 phase and during streetscape design. For example, the Public Realm Guidelines call for a unified signage system that considers elements like sign character, placement, materials, and typestyle. This issue is addressed through inclusion of a condition that a sign design guideline be established. The Public Realm Guidelines also place emphasis on creating physical and visual connections between the PUD and its surrounding neighborhoods. The Applicant is undertaking several significant transportation improvements to enhance multi-modal access to the site. These efforts are especially important along the PUD's outer edges. |
| 6.4.4 | The ASD Plan describes the physical characteristics of the ASMD. The ASD plan establishes a comprehensive plan for development in the ASMD. The ASD plan includes the <u>Assembly Square Transportation Plan</u> dated 2003 | X | | X | The Assembly Square Transportation Plan generally calls out for development of a street grid within the mixed-use area. That grid has changed with the relocation and removal of IKEA, but the overall transportation strategy in the PMP meets the spirit of the original Transportation Plan. |
| <u>B.3: General Requirements of a PUD (SZO Section 16.4)</u> | | | | | |
| Section | Required Finding | Met | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
| 16.4a | a designated tract of land meeting the minimum lot size requirements of Section 16.5.1.a for the PUD district | X | | n/a | The parcel size is 2.67 million square feet or approximately 61.3 acres. This exceeds the 20,000 SF minimum lot size required for the PUD-A in the ASMD. |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
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| 16.4b | developed in a comprehensive, design-integrated manner, according to an overall master plan, with two (2) or more types of use | x | | n/a | This application is consistent with the previously approved and updated PUD-PMP. |
| 16.4c | consistent with the objectives of this Ordinance; | x | | n/a | The Applicant has utilized the increased height and FAR allowed under the PUD Ordinance, proposing buildings ranging from 8 to 23 stories with a maximum height of 250 feet. The approved PUD has been designed so that each phase, the Marketplace and Assembly Row functions well on its own and also in relation to other phases. With Assembly Row, the applicant has the flexibility to design and construct residential, retail and/or commercial, or a mix of all, in response to the market and to other development taking place in Assembly Square. |
| 16.4d | consistent with the goals, objectives and plans of the City for the general subject area | x | | n/a | The goals, objectives, and plans of the City for Assembly Square have been expressed in various public documents. Section B2 of these findings identifies in more detail how the proposed PUD is consistent with these documents. The previous PUD approval in 2006 met the goals and objectives of these documents and continued through revisions approved by through on April 6, 2017. |
| 16.4e | developed so as to locate or cluster development sites, especially buildings, in a manner that provides usable open space, preserves natural or historic features, and preserves views of such features to the maximum extent possible | x | | n/a | The PUD is oriented around a series of open spaces connected by pedestrian friendly streets. Assembly Row has been oriented to preserve a view of the Mystic River. The Applicant will widen the existing DCR park as part of the PUD, and this expanded park will serve as an anchor to the north end of Assembly Row. Throughout the site, the Applicant proposes to construct a series of additional passive pocket parks for residents, shoppers, office workers, and visitors. Other than the riverfront, Assembly Square does not have any important natural or historic features to be preserved. |
| 16.4f | an efficient use of land which properly considers topography and protects significant natural features including, but not limited to, waterways, wetlands, floodplains and wildlife | x | | n/a | The existing site is relatively flat, except for the area near the water, where the land slopes to the river. Although there are some former tidelands in Assembly Square (which subjected the project to Chapter 91 review), there are no significant wetlands, floodplains, or wildlife. The most important natural feature is the Mystic River, and the PUD enhanced passive recreational elements of the DCR park with landscaping, public artwork, and improvements consistent with a first-class standard for urban public space. |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
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| 16.4g | an efficient use of land demonstrating full coordination of its own site development including, but not limited to, the land uses and functions contemplated, architecture, open space and pedestrian networks, vehicular access and circulation, and all other infrastructure | x | | n/a | The Master Plan demonstrates that full consideration has been given to site development as a whole. The project has been phased such that the proposed uses and their associated roadways, parking, and infrastructure are developed in a coordinated manner. During the Special Permit process for developments within Assembly Row, the architecture, open space and pedestrian networks, vehicular access and circulation, roadways, and infrastructure will be reviewed in appropriate detail. |
| 16.4h | linked and coordinated with surrounding land uses, off-site public facilities, infrastructure and roadway access where appropriate, in a manner that is safe, efficient and non-injurious to the public, and an improvement or benefit to the public where possible | x | | n/a | The Applicant has linked the residential buildings with the existing parkland that abuts the site and has designed a network of roadways and sidewalks which constitute an improvement to the existing conditions and a benefit to the public. |
| 16.4i | designed with sizing of street and other infrastructure systems to accommodate the overall service demand of the PUD | x | | n/a | A full Traffic Impact and Access Study was prepared for the project and was included in the original submission package and amended with each revision. The Mobility Director concluded that all facets of intersections and roadways illustrated on the revised Master Plan are consistent with appropriate engineering design practice. Recommendations for traffic mitigation and additional analysis are included in the Conditions section of this report. |
| 16.4j | inclusive of provisions for the ownership and maintenance of usable open space as appropriate (see Sec. 16.6 of this Article) | x | | n/a | The Applicant will be required to maintain the usable open space within the PUD subject to a maintenance agreement(s). |
| 16.4k | inclusive of appropriate deed restrictions or covenants requiring compliance of all development with the PUD master plan, and any architectural or other guidelines or standards | x | | n/a | There is an Easement Agreement with the City that is conditioned to be amended to reflect each PMP amendment. Deed restrictions for specific parcels are addressed in subsequent submissions for special permits with site plan approval. In addition, the PUD was an urban renewal district and some of the key parcels were acquired from the Somerville Redevelopment Authority via land disposition agreements containing covenants and restrictions to which the property still adheres ensuring that the goals and objectives of the City as expressed in the Major Plan Change are met. |
| 16.4l | when inclusive of a proposed use allowable under this Ordinance only within a PUD setting, that said use is integrated into the proposed development in terms of function and service to other users of the PUD site and/or to the immediately surrounding area | n/a | | n/a | <u>Not applicable.</u> This finding is not applicable in the ASMD District because all uses in the PUD align with the underlying district. |

B.4: PUD Design Guidelines (SZO Section 16.7)

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
|----------------|---|-------------------|----------------|--|--|
| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
| 16.7a | PUD architecture should demonstrate the cohesive planning of the development and present a clearly identifiable design feature throughout. It is not intended that buildings be totally uniform in appearance or that designers and developers be restricted in their creativity. Rather, cohesion and identity can be demonstrated in similar building scale or mass; consistent use of facade materials; similar ground level detailing, color or signage; consistency in functional systems such as roadway or pedestrian way surfaces, signage, or landscaping; the framing of outdoor open space and linkages, or a clear conveyance in the importance of various buildings and features on the site | | | X | The building has a cohesive identity while providing variety in the façade to break up the massing of the building. The building conforms to the design guidelines, which ensures that it is built to be consistent with the PUD-PMP. Details of how the building conforms to the guidelines can be found in the Urban Design Commission Recommendation. |
| 16.7b | Buildings adjacent to usable open space should generally be oriented to that space, with access to the building opening onto the open space | X | | X | The usable open space on Block 7A is located around the building and on the sidewalks. The entrances to the retail spaces will be on the northern, eastern (along Assembly Line Park), and southern sides of the building. The closest large usable open space area is on Block 11 at the Partners Healthcare building. |
| 16.7c | When a building is proposed to exceed the base district height limit, it is intended that buildings be of slender proportions emphasizing the vertical dimension | X | | X | The proposal adheres to the height requirements outlined in the ASMD dimensional requirements with specific height limits based on the distance from the Mystic River bank and the MBTA station. |
| 16.7d | It is strongly encouraged that landscaped space, and particularly usable open space, be designed and located to connect as a network throughout the PUD. It is also generally intended that said space be designed and located to connect with existing off-site usable open space, and provide potential for connection with future open space by extending to the perimeter of the PUD, particularly when a plan exists for the location and networking of such future open space | X | | X | see 6.4.7.A.4 |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
|----------------|--|-------------------|----------------|--|---|
| 16.7e | It is intended that no non-residential structure cause a casting of any shadow on any residential lands between 10:00 AM and 2:00 PM, solar time, on the vernal equinox (March 21); and that any shadow cast by a PUD structure on public usable open space be of minimal impact on the desired functional use of said open space, particularly in the period from March 21 to September 21 | x | | x | Shadow studies were submitted for the block for 10am and 2pm on Mar 21, Jun 21, Sept 21, Dec 21. In March, September and December in the afternoon there will be some shadowing on different sections of Block 5A, which has the hotel on the upper floors. Shadows do not impact residential structures at these times in June but the western facing units of Block 8 will have some shadows in the later months of the year. From the extent of the shadow studies it appears Assembly Line Park will be shadowed by Block 7A in the afternoon and evening for most of the year. |
| 16.7f | Vehicular access to and from public roads is intended to be consolidated. Vehicular access to PUD lands from a public roadway shall generally be limited to one (1) access point, particularly when PUD frontage along said roadway is three hundred (300) feet or less. When a PUD has more than six hundred (600) feet of frontage on a public road, separation between existing, approved, and proposed curb cuts, whether on or off-site, shall average a minimum of two hundred (200) feet. Consolidation to a minimal number of access points is strongly encouraged | x | | n/a | This was achieved in the master plan approval. |
| 16.7g | Internal PUD streets shall consist of local and collector roadways, designed in accordance with standard traffic engineering practice. Any street proposed for public dedication shall meet the standards of the City's Director of Traffic and Parking. | x | | x | The internal street layout is a grid pattern with local and collector streets. The main retail street travels north/south through the center of the Assembly Row development between Block 11 and the park land adjacent to the Mystic River, supporting a robust street grid that can handle traffic within the site. Other internal streets provide connections to Grand Union Boulevard, the MBTA station and perimeter locations. These streets are or will be dedicated to the public and meet standards acceptable to the Directors of Mobility and Engineering. |
| 16.7h | PUD block sides should reflect average city block size of Somerville, to maximize a pedestrian-friendly scale in the street grid. Alight streets to give building energy-efficient orientations. | x | | n/a | This was achieved in the master plan approval. |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
|---|--|-------------------|----------------|--|--|
| 16.7i | The PUD design should preserve and enhance natural features such as topography, waterways, vegetation, and drainage ways. | X | | X | The natural features of the site have been substantially altered over the years as an industrial and commercial site. This proposal would expand and improve vegetation on the site as well as expand the open space existing along the Mystic River. |
| 16.7j | The PUD design should minimize impervious surfaces and incorporate other design features to minimize storm water runoff. | | | X | The development must comply with the City's Stormwater Management policy. |
| 16.7k | PUDs should maximize pedestrian transit-oriented development. Specifically they should use "traffic-calming" techniques liberally; provide networks for pedestrians as good as the networks for motorists; provide pedestrians and bicycles with shortcuts and alternatives to travel along high-volume streets, and emphasize safe and direct pedestrian connections to transit stops and other commercial and/or employment nodes; provide long-term, covered, bicycle parking areas; provide well-lit, transit shelters; incorporate transit-oriented design features; and establish Travel Demand Management programs at employment centers. | X | | X | Traffic calming measures have been included in the roadway designs that feature combination pedestrian/vehicle streets and open spaces, traffic circles, paver cross walks, intersection bumpouts, Median Park and street trees. Pedestrians and bicyclists have alternative networks to access the project without travel on the high volume streets and can bypass the entire project on a dedicated bike/pedestrian path around the perimeter of the site. The highest intensity development will be proximate to the MBTA station which will promote rapid transit ridership and is in line with ideals of Transit Oriented Development. |
| 16.7l | Make shopping centers and business parks into all-purpose activity centers. | X | | n/a | This was achieved in the master plan approval. |
| <u>B.5: ASMD Development Standards (SZO Section 6.4.7.A)</u> | | | | | |
| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
| 6.4.7.A.1 | <i>Transportation Analysis.</i> All new Developments shall conform to the requirements set forth in any Transportation Study, subject to the approval of the SPGA. | X | | X | As noted in section 5.2.3.19, Appendix E - Mobility Management Plan, considers the traffic impacts associated with the Project. The findings of the analysis are that the Block 7A lab/office and retail/restaurant uses will generate traffic volumes that are consistent with those anticipated for this area to date. The recently completed roadway improvements throughout Assembly Square will be more than adequate to accommodate the expected traffic impacts associated with the project without the need for further mitigation. |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
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| 6.4.7.A.2 | <i>Parking Requirements.</i> Developments shall meet the parking requirements set forth in Section 9.15. | X | | X | the Project is required to provide 354 total parking spaces. The Project propose 177 parking spaces located in the structured parking garage, for which a waiver is requested. Pursuant to the approved PUD-PMP, Assembly Row is entitled for 10,066 parking spaces. The Project brings the total parking spaces developed to 5,848. Section 9.15, Bicycle Access and Parking requires that 25 bicycle parking spaces be provided on the site. A portion of the bicycle parking will be located near the retail entrances for short term use. 60 bicycle parking will be located in the parking garage easily accessible by tenants for long term use. |
| 6.4.7.A.3 | <i>Landscaping Requirements.</i> Developments shall conform to the applicable landscaping requirements set forth in Article 10. Open spaces shall be contiguous to the extent practical, in the opinion of the SPGA. | | | X | This Block does not contain substantial landscaping because it is going to be an urban block. Other portions of the site will have lush landscaping that will meet the landscaping requirement for the PUD. |
| 6.4.7.A.4 | <i>Pedestrian Connections.</i> Continuous pedestrian connections shall be supported between all major points of pedestrian activity on the Development Site, including, but not limited to, connections to the Mystic River waterfront, connections to all public and private ways abutting the Development Site, and any transit stops. Developments shall support improved access between the ASMD and the Ten Hills and East Broadway neighborhoods by means of sidewalk connections, crosswalks, landscaping, traffic signalization and traffic calming methods as appropriate. | X | | X | The Project includes ground floor retail or restaurant on the Revolution Drive, Assembly Row and Foley Street sides of the building and will allow for pedestrian access to retail spaces as well as the structured parking. All four sides of the building will have continuous pedestrian connections originating from Grand Union Boulevard and the Mystic River Reservation into the Assembly Square District area. Streetscape and sidewalk elements along the four streets will be reviewed in a future submission for city review. |
| <u>B.6: ASMD Design Guidelines (SZO Section 6.4.7.B)</u> | | | | | |
| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
| Note: The applicant has provided, of its own volition, additional Design Review Guidelines to address the design and massing of the proposed blocks and buildings. While the plans and images within this document represent a minimum acceptable standard of quality in material and design that will achieve the goal of creating a diverse and vibrant mixed-use neighborhood they in no way represent the only viable or acceptable solution. | | | | | |
| 6.4.7.B.1 | <i>Street and Sidewalk Design.</i> Street and sidewalk design shall be based on the Assembly Square Public Realm Design Guidelines and applicable engineering standards, provided that any street shown in such Guidelines as running through an existing Building is not required to be constructed until such Building is demolished. | | | X | The Project does not include construction of any new streets. It will include sidewalk construction. Details regarding new sidewalks surrounding the proposed Block 7A building are included in the Civil Site Plans in Appendix A. The design of streets and sidewalks will respond appropriately to the Street and Sidewalk Design Criteria of the Assembly Square Public Realm Design Guidelines. |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
|----------------|--|-------------------|----------------|--|---|
| 6.4.7.B.2 | Building Design. Buildings shall be designed to the highest architectural standards and shall be sited appropriately on the Lot. | | | X | The design has been reviewed by the Urban Design Commission. |
| 6.4.7.B.2a | Buildings should be located to create a presence on existing street edges or along major internal circulation routes and have maximum building setbacks of five feet except in special circumstances, where greater setbacks would enhance the pedestrian friendly experience of the ASMD, such as dedicated open space; and buildings should be located to reinforce both existing and future circulation patterns that may serve more than one Site. | X | | X | The building will have a presence on the street. Maximum ground floor setbacks ranging from 3 to 10 feet are provided along all major pedestrian walks to hold existing street edges. |
| 6.4.7.B.2b | Buildings should have interesting entrance areas that are visible and directly accessible from major public access points, streets and circulation patterns. Extensive areas of glass and window, providing visual access to interior uses, should be part of all street facades and accompany building entrances. Multiple and frequent entrances oriented to streets are encouraged. Building entrances should be clearly defined, through the use of elements such as canopies, porticos, overhangs, peaked roof forms, arches. Entries set back from the street should have outdoor patios, tile work, moldings, integral planters or wing walls with landscaped areas, or places for sitting. | X | | X | Aside from the highly visible lab/office lobby entrance, Foley St, Assembly Row, and a large portion of Revolution Drive are lined with retail storefront windows. The remaining portion of Revolution Drive is lined with the building's bike storage. |
| 6.4.7.B.2c | There should be a clearly defined pattern of bays, rhythms, and dimensions that create continuous visual interest and variety in the design of all facades. | X | | X | The massing of the lab/office stories features two-story aluminum frames of the floors above in offset volumes providing feel of movement along The Foley Street and Revolution Drive elevations are further broken up by vertical fins. |
| 6.4.7.B.2d | The overall scale of development should be broken down to respond to the pedestrian scale use of open space. | X | | X | The architecture along the ground floor at Assembly Row, Foley Street and Revolution Drive is emphasized by a regular spacing of columns clad in a rich dark stone, framing the retail storefronts. |
| 6.4.7.B.2e | Materials and colors shall be consistent with traditional buildings in the area with historic merit. | X | | X | Two buildings in the Assembly Square area were inventoried by the Massachusetts Historical Commission, were not deemed to have historic merit, and have since been demolished. The materials and colors proposed are appropriate for the new development in the area. |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
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| 6.4.7.B.2f | Building equipment and service areas should be located away from public streets or major interior circulation routes and provide screening. All storage of items for sale or related inventory should be enclosed unless completely screened from public view with architectural elements meeting the §6.4.7 guidelines. | | | X | All mechanical and service access locations are tucked away from major pedestrian ways, and these areas are masked with garage doors. Large mechanical equipment is located within the mechanical penthouse floors with the largest equipment located in wells, and smaller equipment is placed far away from the edge of the building edges to avoid sightline from streets. |
| 6.4.7.B.2g | Preference should be shown for vertical integration of uses. Developments should ensure that development patterns provide active uses on the ground floor that take advantage of the waterfront views and open spaces, and that add presence to public ways and sidewalks. | | | X | The lab/office space on the upper floors has one pedestrian entrance on Assembly Row and the ground floor will be a variety of retail and active commercial uses |
| 6.4.7.B.2h | The façade of a building should not have any uninterrupted or unfenestrated length exceeding thirty-five (35) horizontal feet. Facades greater than one hundred (100) feet in length, measured horizontally, should incorporate wall plane projections or recesses having a depth of at least three percent (3%) of the length of the facade and extending at least twenty percent (20%) of the length of the façade. | | | X | The current building design responds to this guideline and was reviewed and approved by the UDC. |
| 6.4.7.B.2i | All Ground Floor facades that face public ways or the Mystic River should have windows providing visual access to the interior of a space, arcades, display windows, entry areas, awnings, or other such features along no less than seventy percent (70%) of their horizontal length. Forty percent (40%) of this activated facade area+ on the ground floor of building walls along primary and secondary streets shall consist of windows or doors meant for public entry and exit. | | | X | As mentioned, Foley St, Assembly Row, and a large portion of Revolution Drive are lined with retail storefronts allowing views in to the active uses. |
| 6.4.7.B.3 | <i>Parking Lot Design.</i> Refer to Section 9.15 for parking requirements. Parking Lots shall avoid large expanses that are unbroken by Buildings or substantial landscaped Open Spaces, as set forth in Section 10.4 of this Ordinance. | | | X | The Project does not propose any surface parking lots. All parking spaces located on the Site are located within an enclosed parking garage. |
| 6.4.7.B.4 | <i>Open Space.</i> Landscape strips required in parking areas shall not apply to UOS calculations. Developments are encouraged to make significant contributions to Open Space along the Mystic River adjacent to the ASMD. | | | X | The Project does not propose any surface parking, therefore there are no landscaping strips. |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
|---|--|-----------------------|--------------------|--|---|
| 6.4.7.B.5 | <i>Efficiency of Design.</i> Every effort shall be made to design Buildings and use materials and construction techniques to optimize daylight in building interiors, natural ventilation, energy efficiency, and to minimize exposure to and consumption of toxics and non-renewable resources and incorporate appropriate "green" design techniques. In accordance with this principle all Developments within the ASMD in excess of ten thousand (10,000) square feet shall be required to complete an Leadership in Energy & Environmental Design (LEED) worksheet and submit the worksheet to the SPGA with permit application materials. This worksheet shall be considered in evaluating whether a proposed Development meets the applicable standards set forth elsewhere in this Ordinance. However, consistency with the LEED standards shall not be a factor in whether or not to permit a Development. | | | X | The Applicant completed a LEED worksheet and included the worksheet in the application booklet. The LEED worksheet reflects current design assumptions and may be revised slightly as design progresses. |
| 6.4.7.B.6 | <i>Contributions.</i> Contributions for Infrastructure and Open Space related to a Development made by an Applicant to the City or its constituent agencies in other agreements or permits shall be credited by the SPGA toward any applicable requirements hereunder for a Special Permit. | | | X | The Applicant has committed to contributions and mitigation under contracts with the City. The Applicant will enter into maintenance agreements for useable open space and a portion of the public infrastructure as was done on previous projects. |
| 6.4.7.B.7 | <i>Loading Spaces.</i> To the extent possible, Loading spaces shall be located away from major Public Ways, the Mystic River and other highly visible locations. Every effort shall be made to incorporate creative design to reduce the negative visual impacts of the Loading space. | | | X | Loading spaces proposed for the Block 7A building are located within the building and not visible from major public ways. As such, negative visual impacts from the loading are not anticipated. |
| <i>B.7: ASMD Large Project Development Standards (SZO Section 6.4.8.D)</i> | | | | | |
| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
|---|---|-------------------|----------------|--|---|
| 6.4.8.D.1 | Transportation Analysis. Large Developments shall provide a Transportation Access and Impact Study. The Director of Traffic and Parking shall approve the geographic scope and content of the study in consultation with the Executive Director of the Planning Department and the Traffic Commission. In addition, the Applicant shall submit a Transportation Demand Management (TDM) plan tailored to the specific uses and the geographic location of the Development Site. If the Transportation Access and Impact Study indicates a significant impact to the transportation network in the specified study area, the Applicant shall include in the study proposed mitigation measures to address those impacts. | | | X | Multiple traffic studies previously prepared by VHB for the Assembly Square Mixed-Use Redevelopment project all were conducted assuming development scenarios for Block 7A that are entirely consistent with that currently proposed. Most of the typical benefits associated with a TDM should already inherently be provided at Block 7A due to the mixed-use, transit-oriented environment in which the Project will be located. Appendix E - Mobility Management Plan, contains additional details. |
| 6.4.8.D.2 | <i>Large Retail Projects.</i> Any Large Development in which any single Retail Use is more than fifty thousand (50,000) square feet of gross floor area shall also be deemed a Large Retail Project. A). Nonretail Component --“No Large Retail Project ... shall be permitted in the ASMD unless permitted as part of a PUD-A which includes 1.5 net square feet of non-retail uses for every square foot over 50,000 net square feet of Retail Use in the Large Retail Project.” B). Ground Level Retail Size Cap-- “In a Large Retail Project, not more than 50,000 square feet of Gross Floor area of any single Retail Use shall be located on the Ground Floor of any Building included in the PUD-A.” | X | | | The proposed Block 7A building does not contain a Large Retail Project. |
| 6.4.8.D.3 | <i>Landscaping.</i> A minimum of fifty (50) percent of the Landscaped Area in a new Large Development shall be Usable Open Space. The SPGA shall have final discretion in deciding if land constitutes Open Space for the purposes of determining whether this requirement has been met. The Open Space requirement may be met with land that is part of the Large Development, or with land that is outside of the Large Development area but is located within the ASMD that was not already Useable Open Space, provided that the conditions of paragraph 2 of Section 16.6.1 of the Ordinance relating to public dedication of such Usable Open Space are met. | | | X | Open Space and Usable Open Space requirements within the Assembly Square Mixed Use District are 25% and 12.5% respectively. The amount of Open Space and Usable Open Space within the Master Plan has decreased slightly from the previously reviewed PUD, at 27.5% and 21.4% respectfully, but are still above the requirements. |
| <u>B.8: ASMD Large Project Design Guidelines (SZO Section 6.4.8.E)</u> | | | | | |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
|----------------|--|-----------------------|--------------------|--|-------------------------|
| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
| 6.4.8.E.1 | <i>Structured Parking.</i> Due to the size and scope of Large Developments, every effort shall be made to provide as much parking as possible underground and/or in structures | X | | X | Parking is underground. |

Appendix C: Future Requirements for SPA/SP (formerly SPSR-A)

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
|----------------|---|-------------------|----------------|--|--|
| 6.4.9.C.1 | Traffic impact and proposed mitigation, if any, (should be) consistent with any applicable Transportation Study, Traffic Access and Impact Study and/or Transportation Demand Management Plan, and the goals and objectives of the ASD Plan | | | X | Traffic analysis of the full build-out of Assembly Row was conducted to onclude the build-out of Block 7A. With roadway improvements complete and MBTA station open, Block 7A will not significantly impact traffic conditions in the area. |
| 6.4.9.C.2 | The application (should) reflect an overall consistency with the intent and purpose of any applicable Design Guidelines set forth in this Section 6.4 | | | X | See 6.4.7.A.4 under Appendix B of this report. |
| 6.4.9.C.3 | The application (should) promote the following objectives: mix of residential, office, research and development, retail, hotels, places of assembly and institutional uses' economic benefits and employment opportunities' structured parking; pedestrian and bicycle access; affordable housing usits and project mitigation contribution; view corridors to the Mystic River; enhanced and activated Open Space' creation of new Open Space or enhancement of existing Open Space; and, . . . support transit service at (the MBTA Station). | | | X | The retail, restaurants, and upper floor offices and labs will provide a mix of uses. Pedestrian and bicycle access will be provided via sidewalks. The creation of usable open space on Block 7A will not be substantial but will contribute to the active open spaces in the PUD. |
| 6.4.9.C.4 | Additional Findings and Determinations: Prior to granting a Special Permit with Site Plan Review-A, the SPGA shall make findings and determinations as noted in 6.4.9.C.4 | | | X | These additional findings address submittal requirements, criteria for review, impact on public services, site surface drainage, access to buildings, utilities, signage, transformers, screening, and shadow impacts. These materials were submitted as part of the application for Block 7A. |
| 5.2.5.a | <i>Information supplied.</i> Complies with the information requirements of Section 5.2.3 | | | X | Applicants submitted all required information. |
| 5.2.5.b | <i>Compliance with standards.</i> Complies with such criteria or standards as may be set forth in this Ordinance which refer to the granting of the requested special permit with site plan review | | | X | Applicants meet individual findings as identified in this Appendix C. |
| 5.2.5.c | <i>Purpose of district.</i> Is consistent with the intent of the specific zoning district as specified in Article 6 | | | X | The project is consistent with the PMP and therefore meets this finding. The proximity to the MTBA station, solar orientation, and existing street grid and were considered when designing the site. |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
|---|--|-------------------|----------------|--|--|
| 5.2.5.d | <i>Site and area compatibility.</i> Is 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 prevalent in the surrounding area | | | X | The overall plan is compatible with natural features and character of the surrounding area. Projects that are consistent with the PMP should be able to meet this finding. |
| 5.2.5.e | <i>Functional design.</i> Meets accepted standards and criteria for the functional design of facilities, structures, and site construction | | | X | The building and site meets functional standards of the SZO. |
| 5.2.5.f | <i>Impact on Public Systems.</i> 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 recreational system, the street system for vehicular traffic, and the sidewalks and footpaths for pedestrian traffic | | | X | The applicant has adequately addressed that the overall project, with agreed-upon public service upgrades, will have adequate public services. Projects will be addressed in the SPSR-A process to ensure that their utility impact remains consistent with the PMP and does not have any adverse impacts within the development site. |
| 5.2.5.g | <i>Environmental impacts.</i> Will not create adverse environmental impacts, including those that may occur off the site, or such potential adverse impacts will be mitigated in connection with the proposed development, so that the development will be compatible with the surrounding area | | | X | The applicant has adequately addressed that the overall project mitigates adverse environmental impacts, cleans an existing brownfield, and redevelops a waterfront site with transit access. |
| 5.2.5.h | <i>Consistency with purposes.</i> Is consistent with: 1) the purposes of this Ordinance, particularly those set forth in Article 1 and Article 5; and 2) the purposes, provisions, and specific objectives applicable to the requested special permit with site plan review which may be set forth elsewhere in this Ordinance, such as, but not limited to, those at the beginning of the various sections | | | X | The project meets the purpose of the Ordinance in encouraging the most appropriate use of the land and increasing the amenities of the municipality. The project also meets the purpose of Article 5 for the Board to evaluate the findings and determinations and provisions of the Ordinance and attach conditions to mitigate concerns. |
| 5.2.5.w | <i>SomerVision Plan:</i> Complies with the applicable goals, policies and actions of the SomerVision plan, including the following, as appropriate: Preserve and enhance the character of Somerville's neighborhoods, Transform key opportunity areas, Preserve and expand an integrated, balanced mix of safe, affordable and environmentally sound rental and homeownership units for households of all sizes and types from diverse social and economic groups; and, make Somerville a regional employment center with a mix of diverse and high-quality jobs. | | | X | The proposal complies with the applicable goals, policies and actions of SomerVision. The Assembly Row Master Plan area makes up approximately half of the Assembly Square area. Block 7A will provide approximately 1,136 permanent jobs. |
| <u>C2: Requirements for SP for Signage</u> | | | | | |

| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
|----------------|---|-------------------|----------------|--|--|
| Section | Required Finding | Met in PUD | Not Met | Met in SPA/SP (formerly SPSR-A) | Comment |
| 5.1.4.a | <i>Information supplied.</i> | | | X | Applicants submitted all required information for storefront signage. Rooftop signage will be reviewed under a separate future application. |
| 5.1.4.b | <i>Compliance with standards.</i> Complies with such criteria or standards as may be set forth in this Ordinance which refer to the granting of the requested special permit | | | X | Applicants submitted all required information for storefront signage. Rooftop signage will be reviewed under a separate future application. |
| 5.1.4.c | <i>Consistency with purposes.</i> Is consistent with: (1) the general purposes of this Ordinance as set forth in Article 1, and (2) the purposes, provisions, and specific objectives applicable to the requested special permit which may be set forth elsewhere in this Ordinance, such as, but not limited to, those purposes at the beginning of the various Articles | | | X | The signage plan is consistent with the purpose of the Ordinance in encouraging the most appropriate use of the land. This is a large building that meets the mixed use and redevelopment goals of the district. |
| 5.1.4.d | <i>Site and area compatibility.</i> Is designed in a manner that is compatible with the existing natural features of the site and is compatible with the characteristics of the built and unbuilt surrounding area, including land uses. | | | X | The signage was designed to be integral with the design of the building. The sign locations are shown as part of this application but details of any rooftop signage - located on the upper floors of the building or the mechanical penthouse screening - will require additional review. |

Appendix D: Standards for Waivers

D.1 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.

| Section | Required Finding | Met | Not Met | Comment |
|---------|--|----------|---------|--|
| 6.4.8.B | A waiver is requested for relief for the Project for the conceptual 3-D scale model. The proposed buildings at Block 7A are consistent with the previously approved Amended PUD-PMP. | X | | A digital massing model has been provided to the city. |

D.2 Section 9.11. – Dimensions of Parking Spaces and Maneuvering Aisles.

| Section | Required Finding | Met | Not Met | Comment |
|-----------------|---|------------|---------|--|
| 16.5.4 & 16.5.5 | <i>Waiver of dimensional standards.</i> In order to maximize flexibility in the application of design standards to PUD projects, the SPGA may waive strict compliance with the standards of Section 16.5 upon making a determination that: (a) such a waiver would result in a better site plan than strict compliance with the stated standards; (b) the proposed PUD design furthers the Purpose and PUD Design Guidelines of this section; and (c) the granting of such a waiver will not cause detriment to the surrounding neighborhood. | X | | The Applicant is seeking a waiver from the minimum parking stall width stated in Section 9.11. The Project is proposing 8.5-feet by 18-foot standard parking stalls, which are less than the required 9-foot width per the table "Minimum Parking Space and Aisle Dimensions for Parking Lots (in feet) under Section 9.11, and 7.5-feet by 18-foot compact parking stalls, which are less than the required 8-foot width per Section 9.11.c. The reduction in parking stall width is consistent with the newer Somerville Zoning and is consistent with the City's initiative to reduce parking area in the city. By providing a thinner parking stall width, the proposed garage is able to include more spaces in a smaller garage footprint. |
| 6.4.12.a.1 | Strict enforcement of such standards or requirements would run counter to achieving the objectives of the ASD Plan; | X | | The ASD Plan encourages below ground parking and discourages surface parking. |
| 6.4.12.a.2 | The application is substantially consistent with the objectives of the ASD Plan and advances the objectives of the ASD Plan; | X | | Reducing the area for parking spaces by using smaller spaces is consistent with the objectives of the ASD Plan. |
| 6.4.12.a.3 | In the case of any Alteration of a Nonconforming Structure, a Change of Nonconforming Use, or a Major Amendment to an Approved PUD, such alteration, change or amendment shall conform, to the extent feasible, to the objectives of the ASD Plan | n/a | | This finding does not apply in this case. |

D.3 Section 9.16. - Parking Space and Loading Area Requirements in the Assembly Square Mixed-Use District (ASMD) and the PUD-A District.

| Section | Required Finding | Met | Not Met | Comment |
|-----------------|---|------------|----------------|--|
| 16.5.4 & 16.5.5 | <i>Waiver of dimensional standards.</i> In order to maximize flexibility in the application of design standards to PUD projects, the SPGA may waive strict compliance with the standards of Section 16.5 upon making a determination that: (a) such a waiver would result in a better site plan than strict compliance with the stated standards; (b) the proposed PUD design furthers the Purpose and PUD Design Guidelines of this section; and (c) the granting of such a waiver will not cause detriment to the surrounding neighborhood. | X | | 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 177 parking spaces in the structured garage, while the minimum required parking is 354 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. The surface parking lot is not included in the proposed parking count, as they were included in a previously approved special permit. From a functional perspective, the structured parking is intended to service the office and lab/R&D uses. Reducing the overall parking aligns with the larger master plan intent of the City to reduce and limit parking in the City. |
| 6.4.12.a.1 | Strict enforcement of such standards or requirements would run counter to achieving the objectives of the ASD Plan; | X | | The ASD Plan encourages below ground parking and discourages surface parking. |
| 6.4.12.a.2 | The application is substantially consistent with the objectives of the ASD Plan and advances the objectives of the ASD Plan; | X | | Reducing the amount of parking spaces provided at this site is consistent with the objectives of the ASD Plan and SomerVision 2040. |
| 6.4.12.a.3 | In the case of any Alteration of a Nonconforming Structure, a Change of Nonconforming Use, or a Major Amendment to an Approved PUD, such alteration, change or amendment shall conform, to the extent feasible, to the objectives of the ASD Plan | n/a | | This finding does not apply in this case. |
| | | | | |

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 revisions (as amended per Case 2006-59-MA8-3/2012). The conditions below shall supersede the PMP conditions approved in 2006, 2010, and 2016. 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. Language 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 | |

| # | Condition | Completed Since 2006 | No Longer Relevant | To Be Evaluated By: | Timeframe for Compliance | Verified (initial) | Notes |
|-------------------------|---|----------------------|--------------------|--|---|--------------------|---|
| 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 |
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| 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 |

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| 51 | 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. | 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. |
| | 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. Notwithstanding the foregoing, if the maintenance agreement includes provisions that are inconsistent with this condition the maintenance agreement shall supercede this condition. | | | | | | |
| 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. 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. 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. 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 be 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. 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. |

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| 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. |
| 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 | |

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| 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 | Complete d but continuou s | |
| 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 | | |