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## APPENDIX C      Developments and Mitigation

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### C.1 DEVELOPMENT PROJECTS

Along the Route 28 Corridor and the vicinity in Somerville and Cambridge there are a number of development projects that are either proposed or in-progress. Seven major development projects were reviewed:

Proposed:

- TeleCom City
- Mystic Center
- Planned Unit Development at Assembly Square
- IKEA at Assembly Square
- Assembly Square Commons (Yard 21)
- North Point
- Charles E. Smith Residential

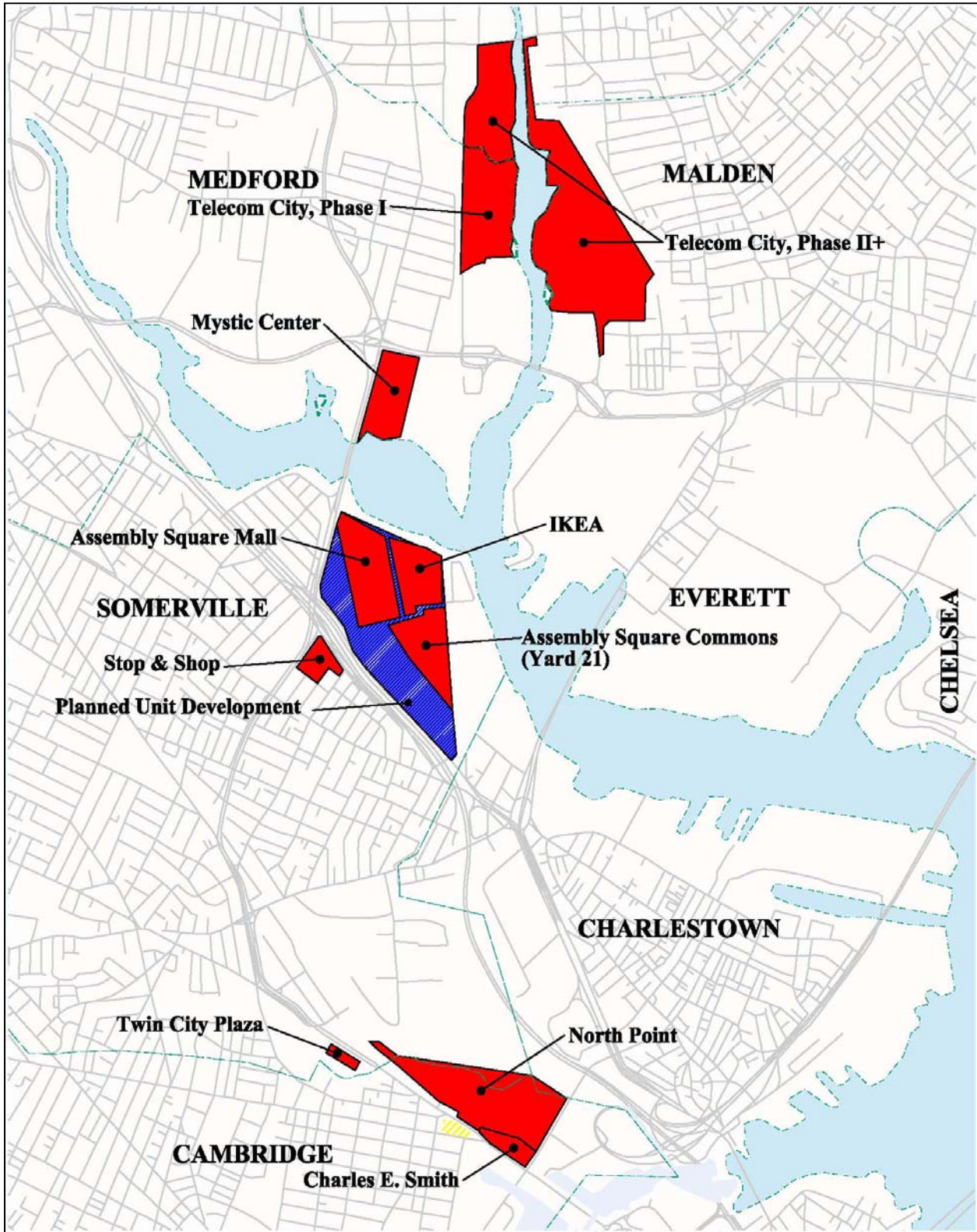
The developments are of various types. The emphasis is on office/research and development (R&D) and housing. Other uses proposed are retail and hotel. Information on these developments is presented here in tables as well as figures.

Figure C.1 shows the locations and approximate boundaries of these developments. Further detail for the Planned Unit Development for Assembly Square is shown in Figure C.2. Table C.1, Development Size and Trip Generation, provides a summary of the size, types of uses, and trip generation of the major proposed developments that have recent filings with the Massachusetts Environmental Policy Act (MEPA) office. Table C.2, Proposed Mitigation Measures, summarizes traffic mitigation measures offered by the proposed developments.

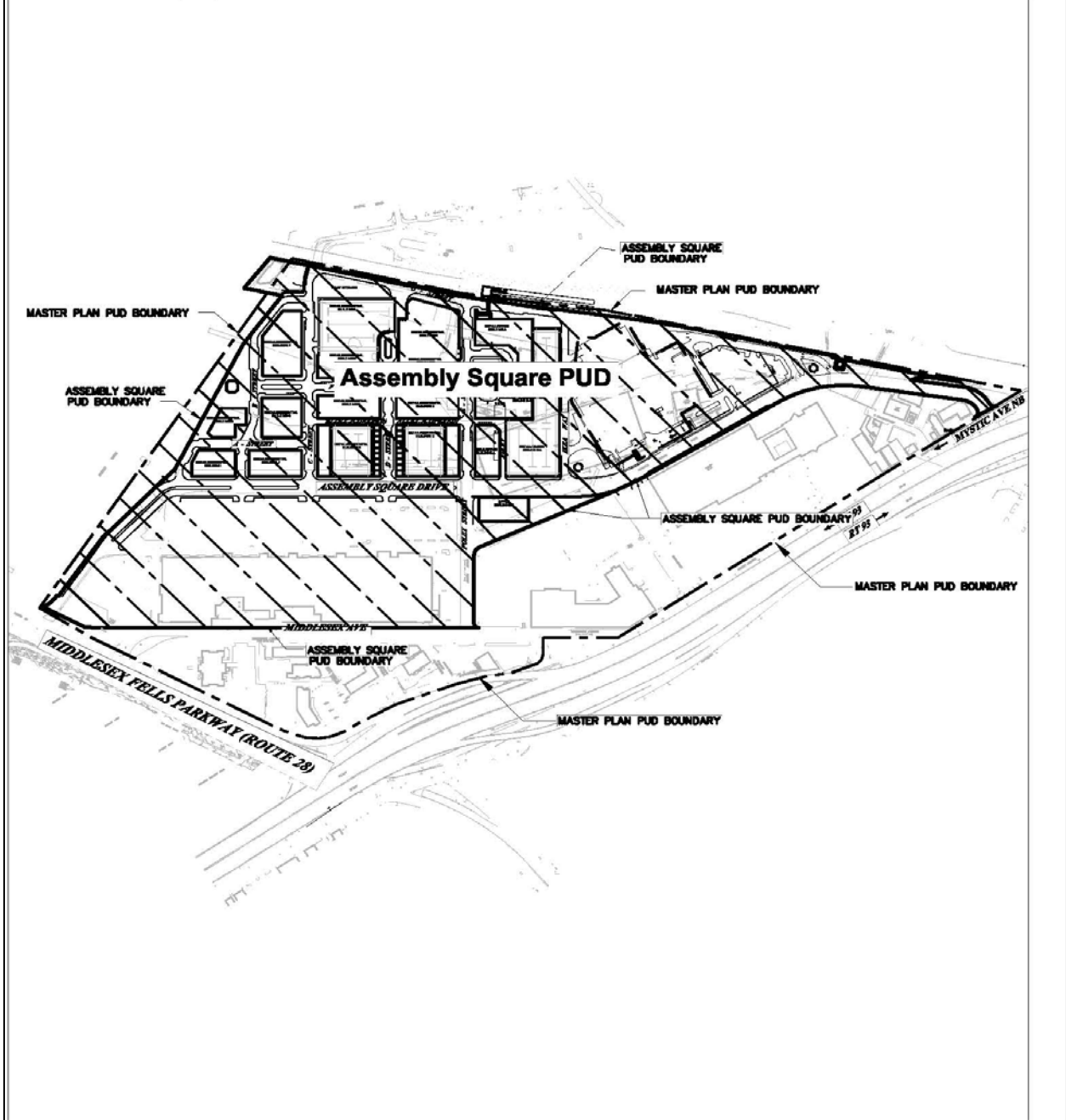
### C.2 TELECOM CITY

Telecom City is a regional technology redevelopment site located partly in Everett, partly in Malden, and partly in Medford. The proposed full-build development seeks to create a modern office/R&D park on a 207-acre brownfield site that contained underutilized and contaminated commercial/industrial properties. The project includes:

- The development of ±1.8 million square feet of new office/R&D space.
- The development of parkland along the Malden River.
- Parkland created in Medford (Phase I) as compensation for the City of Medford’s “Medford Schools Project” (EOEA #11947), which impacted existing parkland.



**FIGURE C.1**  
**Study Area**  
**Developments**



Vanasse Hangen Brustlin, Inc.

Preliminary Master Plan  
Planned Unit Delovement  
Assembly Square Drive

Figure: ASSEMBLY SQUARE MASTER PLAN  
Date: OCTOBER 2006



**Table C.1 Development Size and Trip Generation**

Project Name/Proponent	EOEA No.	MEPA Action	City/Town	Study Date	Proposed Development		Proposed Development Trips (Daily)			
							Trip Mode	Weekday	Saturday	Forecast Year
<i>Telecom City: Phase I</i> Mystic Valley Development Commission and Preotle, Lane & Associates Ltd.	11818	EIR Adequate 1/24/01	Everett Malden Medford	12/00	Office/R&D	441,600 s.f.	Vehicle Transit <b>Total</b>	1,730 8 <b>2,618</b>	N/A	2005
<i>Telecom City: Phase II+</i> Mystic Valley Development Commission and Preotle, Lane & Associates Ltd.					Office/R&D	1,400,000 s.f.				
<i>Mystic Center</i> ND Mystic Center LLC	3391	Project Change 5/24/03 (Pending)	Medford	Original FEIR 5/15/81	Office (existing) Retail Residential Hotel Parking (new) Parking (existing)	165,000 s.f. 100,000 s.f. 650 units 190 rooms 1550 spaces 1350 spaces	Vehicle Transit <b>Total</b>	8,010 2,730 <b>10,740</b>	7,350 2,640 <b>9,990</b>	2008
<i>Planned Unit Development for Assembly Square</i> Federal Realty Investment Trust	-	-	Somerville	10/26/06	Residential Office Retail/Restaurant Cinema Hotel IKEA Parking	2,100 units 1,750,000 s.f. 778,806 s.f. 14 screens 200 rooms 310,000 s.f. 10,100 spaces	Vehicle Transit Other <b>Total</b>	23,840 9,580 11,470 <b>44,890</b>	23,070 7,410 13,060 <b>9,760</b>	2018
<i>IKEA at Assembly Square</i> IKEA Property, Inc. (As Permitted in Original EIR)	12672	FEIR Adequate 11/29/02	Somerville	10/15/02	Retail Office/R&D Parking	324,000 s.f. 204,000 s.f. 1,580 spaces	Vehicle Transit <b>Total</b>	9,760 0 <b>9,760</b>	12,620 0 <b>12,620</b>	2006
<i>Assembly Square Commons (Yard 21)</i> Sturtevant Partnership			Somerville		Retail Office/R&D Residential Parking	327,800 s.f. 2,039,800 s.f. 1,124,800 s.f. (860 units) 4,180-5,900 spaces				
<i>North Point</i> North Point Land Company, LLC	12650	FEIR Adequate 12/16/02	Cambridge	11/15/01	Retail Office/R&D Residential Hotel Parking	75,000 s.f. 2,025,000 s.f. 3,000,000 s.f. (2300-2700 units) 90,000 s.f. 4,800 spaces	Vehicle Transit Other <b>Total</b>	16,015 12,310 11,915 <b>40,240</b>	N/A	2014
<i>Charles E. Smith Residential Development</i> Charles E. Smith Residential, Division of Archstone-Smith	12651	FEIR Adequate 11/29/02	Cambridge	1/25/02	Residential Parking	767 units 873 spaces	Vehicle Transit Other <b>Total</b>	2,254 1,154 1,204 <b>4,612</b>	N/A	2007
<i>51 McGrath Highway</i>			Somerville	11/7/07	Storage	100,160 s.f.	Vehicle	312	305	2012

**Table C.2 Proposed Mitigation Measures**

Project Name	Mitigation
<p align="center"><b>Telecom City: Phase I</b></p>	<p><b>Roadway Improvement</b></p> <ul style="list-style-type: none"> <li>• Signal timing changes at Wellington Circle, Medford Street/Fellsway/Center Street, Medford Street/Highland Avenue, Medford Street/Pearl Street</li> </ul> <p><b>TDM</b></p> <ul style="list-style-type: none"> <li>• Establish a public transportation subsidy program for participating employees.</li> <li>• Provide shuttle service between MBTA Wellington Station and Telecom City.</li> <li>• Promote the use of high-occupancy vehicles by establishing an on-site car/vanpool program, providing ride-matching services, establishing a guaranteed-ride-home program, and providing preferential parking for ride-sharing participants; provide on-site bicycle racks, provide shower facilities, and provide appropriate walkways/bikeways that are safe.</li> <li>• Encourage employers to provide alternative work schedules.</li> <li>• Provide on-site amenities or services like ATMs, dry cleaning services, and cafés.</li> <li>• Designate an on-site TMA program coordinator to oversee the TDM program.</li> </ul>
<p align="center"><b>Mystic Center</b></p>	<p><b>Previous Mitigation</b></p> <ul style="list-style-type: none"> <li>• The project has previously spent \$1.35 million on transportation-related mitigation as part of the full buildout of the previous Mystic Center plans.</li> </ul> <p><b>Route 28 Access</b></p> <ul style="list-style-type: none"> <li>• Review the signal timing at the Presidents Landing intersection; ensure that signal timing or phasing changes are coordinated with Wellington Circle.</li> <li>• Modify the geometry at two unsignalized driveways along Route 28.</li> <li>• Restrict the northern driveway to right in/right out only.</li> <li>• Work with the City of Medford and MDC to update signal equipment and repair functions of the signal located at Route 28/Riverside Avenue.</li> </ul> <p><b>Route 16 Access</b></p> <ul style="list-style-type: none"> <li>• Restrict existing driveway access to right in/right out only.</li> </ul> <p><b>TDM</b></p> <ul style="list-style-type: none"> <li>• Assign a transportation coordinator to implement a Mystic Center TDM plan.</li> <li>• Require all retail employers to be subject to the requirements of an employer-based TDM program.</li> <li>• Work with a car-sharing program to provide cars for periodic use by residents.</li> <li>• Require hotel employers to be subject to the requirements of an employer-based TDM program and provide services to hotel guests to reduce auto-related trips.</li> <li>• Designate a TDM coordinator who will work with office employers to evaluate and implement appropriate TDM measures.</li> </ul>
<p align="center"><b>Planned Urban Development for Assembly Square</b></p>	<p><b>Roadway Improvements</b></p> <ul style="list-style-type: none"> <li>• Broadway/Mt. Vernon/Lombardi Street– Install loop detectors, pedestrian equipment, and emergency pre-emption equipment. Also restripe existing pavement markings.</li> <li>• Mystic Avenue/Lombardi Street/Assembly Square Drive – Install or upgrade all signal, pedestrian, and pre-emption equipment. Also modify southbound Assembly Square Drive approach to one lane to allow enhanced bicycle accommodations.</li> <li>• Lombardi Street signal interconnection – Install underground conduit between Broadway and Mystic Avenue, along with signal equipment for a coordinated closed-loop signal system.</li> <li>• Mystic Avenue northbound/Mystic Avenue southbound U-turn underpass – Install traffic signal and widen ramp approach to two lanes.</li> <li>• Mystic Avenue/new road – Install new signal equipment and operate as actuated signal.</li> </ul>

**Table C.2 continued Proposed Mitigation Measures**

<b>Project Name</b>	<b>Mitigation</b>
<p align="center"><b>Planned Urban Development for Assembly Square</b> (continued)</p>	<p><b>Roadway Improvements (cont.)</b></p> <ul style="list-style-type: none"> <li>• Foley Street/Middlesex Avenue – Install traffic signal, provide interconnection with Mystic Avenue/New Road controller, modify lane use, minor widening on Foley Street.</li> <li>• Route 28/Assembly Square Drive – Replace signal equipment, modify Route 28 median to allow exiting left turns from Assembly Square Drive, and coordinate with Route 28/Middlesex Avenue intersection.</li> <li>• Route 28/Middlesex Avenue – Replace signal equipment, modify Middlesex Avenue approach to improve acute angle on approach, and coordinate with Route 28/Assembly Square Drive intersection.</li> <li>• Route 28/Mystic Avenue northbound U-turn – construct a northbound U-turn to access I-93 southbound, south of Route 28 on Mystic Avenue.</li> <li>• Route 28/Mystic Avenue northbound – Install new signal equipment and optimize signal phasing and timing.</li> </ul> <p><b>TDM</b></p> <ul style="list-style-type: none"> <li>• Designate a TDM Coordinator.</li> <li>• Provide commuter information.</li> <li>• Facilitate bicycle and pedestrian travel.</li> <li>• Promote alternative transportation</li> </ul>
<p><b>IKEA at Assembly Square</b> (as permitted in original EIR)</p>	<p><b>Roadway Improvements</b></p> <ul style="list-style-type: none"> <li>• Mystic Avenue/Lombardi Street/Assembly Square Drive – Install new signal equipment and interconnect with the Broadway/Lombardi Street intersection.</li> <li>• Route 28/Mystic Avenue northbound – Either fund or install a new mast arm signal support to improve signal visibility. Also review clearance times.</li> <li>• Lombardi Street signal interconnection – Install underground conduit between Broadway and Mystic Avenue, along with signal equipment for a coordinated closed-loop signal system.</li> <li>• Mystic Ave/new road – Install new signal controller and cabinet.</li> <li>• Foley Street/Assembly Square Drive/Kmart Driveway – Install signal at Foley Street/Middlesex Avenue.</li> <li>• Foley Street Restoration – Design and reconstruct 600 feet of Foley Street adjacent to the site.</li> <li>• I-93 “way-finding” signs – Install directional signage on I-93 and nearby state and local roadways.</li> <li>• MBTA Orange Line station – The proponent has committed \$150,000 to the City of Somerville for study of a new Orange Line station at Assembly Square.</li> <li>• Route 28 bicycle/pedestrian underpass – The proponent has committed \$100,000 to the City of Somerville for designing and/or constructing pedestrian access from the surrounding residential neighborhood.</li> </ul> <p><b>TDM</b></p> <ul style="list-style-type: none"> <li>• Designate an Employee Transportation Coordinator.</li> <li>• Provide a guaranteed-ride-home program for all IKEA and tenant employees.</li> <li>• Provide car/vanpool incentives and ridesharing services.</li> <li>• Designate a Zipcar parking space. Enable employees to purchase pretax transit passes.</li> </ul>



**Table C.2 continued Proposed Mitigation Measures**

<b>Project Name</b>	<b>Mitigation</b>
<p align="center"><b>North Point</b></p>	<p><b>Roadway Improvements</b></p> <ul style="list-style-type: none"> <li>• Reconstruct the Route 28/Third Street intersection.</li> <li>• Reconstruct the Route 28/Water Street intersection.</li> <li>• Reconstruct the Route 28/Cambridge Street/East Street/First Street Extension.</li> <li>• Provide an additional left-turn lane from the Gilmore Bridge onto Route 28.</li> <li>• Restripe the Route 28/Industrial Way/Museum Way intersection.</li> <li>• Make signal-timing adjustments at the Rutherford Avenue/Gilmore Bridge intersection.</li> <li>• Make signal-timing adjustments at the Cambridge Street/First Street intersection.</li> </ul> <p><b>Alternative Mode Improvements</b></p> <ul style="list-style-type: none"> <li>• Provide pedestrian access to the Gilmore Bridge via stair, elevator, and/or escalator.</li> <li>• Work with the MDC to identify options for widening the sidewalks along the Gilmore Bridge.</li> <li>• Widen sidewalks along the Gilmore Bridge.</li> <li>• Construct a public realm of sidewalks, trails, landscaped medians, boulevards, parks, and courtyards extending throughout the site as a continuous network.</li> <li>• Provide improvements to pedestrian and bicycle access across the O'Brien Highway at First Street.</li> <li>• Construct a relocated MBTA Lechmere Station.</li> <li>• Provide bicycle lanes on the First Street Extension.</li> </ul> <p><b>TDM</b></p> <ul style="list-style-type: none"> <li>• Join the Charles River Transportation Management Association.</li> <li>• Designate a North Point Transportation Coordinator.</li> <li>• Provide car-sharing parking spaces.</li> <li>• Provide on-site sale of MBTA passes, information on MBTA services, and a 50% subsidy for transit passes of up to \$65 per month.</li> <li>• Provide bike lanes on North Point streets and bicycle parking spaces in garages.</li> <li>• Provide space for a bike station.</li> </ul>
<p align="center"><b>Charles E. Smith Residential</b></p>	<p><b>Roadway Improvements</b></p> <ul style="list-style-type: none"> <li>• Construct a new roadway to service the site from the O'Brien Highway midblock between Charlestown Avenue and East Street, with right in/right out only.</li> <li>• Consult with North Point about a possible revised alignment of East Street.</li> </ul> <p><b>TDM</b></p> <ul style="list-style-type: none"> <li>• Provide public transportation information to residents at centralized locations.</li> <li>• Provide information on MassRIDES to residents.</li> <li>• Investigate joining the Charles River Transportation Management Association.</li> <li>• Provide information on pedestrian and bicycle facilities in the vicinity of the site.</li> <li>• Investigate providing Zipcar service.</li> <li>• Provide on-site amenities such as laundry services, fitness centers, and business centers.</li> <li>• Include a 2,400-square-foot retail store for convenience items.</li> </ul>

- Parkland in Everett that may be used as compensation for a City of Everett school project. This component is contingent upon an agreement being reached with the City of Everett and the Mystic Valley Development Commission, and upon certain land acquisition agreements being reached.
- Remediation of site contamination.
- Improvement and standardization of storm-water management on the site.
- Improvements to regional transportation systems.

The project began in 1994, when a feasibility study was conducted. The State Legislature created the Mystic Valley Development Commission (MVDC) in July 1996 to oversee the project. In 1997, the Malden Redevelopment Authority was hired as project manager and issued a master plan. The master plan was updated and amended in 1999.

MEPA review began in 1998 when the MVDC filed an Environmental Notification Form (ENF) for the project. The ENF requested that a Special Review Procedure be established to review the project and stated that site development would occur over multiple phases. In February 1999, MEPA issued a certificate establishing the Special Review Procedure and a separate certificate on the ENF. The Special Review Procedure included the preparation of a Phase I Environmental Impact Report (EIR) and of Draft and Final Area-Wide EIRs.

The proposed Phase I development, located on parcels in Medford, is approximately 441,000 square feet (s.f.) of new office/R&D space. The Phase I EIR was submitted and reviewed in February 2001. MEPA found it “adequate.”

### **C.3 MYSTIC CENTER**

The Mystic Center development was first proposed in 1979 as approximately 1.1 million s.f. of office/retail space or 900,000 s.f. of office/retail and a 285-room hotel. The site is approximately 15.6 acres located in Medford adjacent to Route 28 and the MBTA Wellington Station.

The first phase of the development, completed in late 1989, was the 165,000 s.f. One Mystic Center office building. In 1996, a Notice of Project Change (NPC) was filed to incorporate the Mystic Transportation Center into the project. The Mystic Transportation Center was completed in 1997 and consists of a parking structure to support Wellington Station. Of the 1,350 parking spaces in the garage, 950 are dedicated to the station; the other 400 spaces are used by One Mystic Center. As part of the transportation center, an overhead people mover over the Orange Line storage yard was constructed to connect the parking structure to the MBTA station.

The current NPC was filed with MEPA on May 15, 2003. The public comment period ended on June 13, 2003. The final MEPA action has not yet been completed. The NPC states that the current plans for Mystic Center will represent “the next generation of mixed-used development projects in Massachusetts, and will be a regional model for smart growth and new urbanism.”

The proposed NPC project replaces the previously proposed 1.1 million s.f. office park with a mixed-use development. The proposed NPC development will include the existing 165,000 s.f.



office building and 1,350 parking space garage, as well as 650 new residential units, 100,000 s.f. of ground floor retail space, a 190-room hotel, and additional parking in primarily below-grade garages.

#### **C.4 PLANNED UNIT DEVELOPMENT FOR ASSEMBLY SQUARE**

The Planned Unit Development (PUD) for Assembly Square as proposed by Federal Realty Investment Trust would redevelop approximately 66.5 acres land. The project would be constructed in six phases over a nine to twelve year time period. The new development would consist of transit-oriented mixed-use development. The project proposes to relocate the permitted IKEA store adjacent to the other big box stores along I-93.

The four key principles of the project as outlined in the PUD application to the City of Somerville are to improve access to the Mystic River, develop uses that are planned around transit-oriented development, develop a true mixed-use program, and provide a series of new pedestrian-oriented public spaces and street.

#### **C.5 IKEA AT ASSEMBLY SQUARE (as permitted in original EIR)**

Since the beginning of the study, the planned IKEA project has both been delayed and changed. As currently proposed, the site for the store is now adjacent to Home Depot, closer to I-93. The original site of the proposed IKEA development was 74–100 Foley Street in Assembly Square. It consisted of two parcels of land that total approximately 16.6 acres. The proposed phased, mixed-use development involves the construction of five buildings totaling 528,000 s.f. and 1,580 parking spaces, of which approximately 1,260 would be in an underground parking garage. One building would be a 277,000 s.f. IKEA store, and the other four buildings would contain 204,000 s.f. of office space, 20,000 s.f. of restaurant space, and 27,000 s.f. of retail space.

An ENF for the project was first submitted to MEPA in January 2002. MEPA found that Draft and Final EIRs were required. The Draft EIR was found “adequate” in July 2002 and the Final EIR was found “adequate” in November 2002. Currently there is no finalized MEPA Section 61 finding outlining the required mitigation for the project.

#### **C.6 ASSEMBLY SQUARE COMMONS – YARD 21 (prior to current PUD proposal)**

This development is still in the preliminary planning stage, with no MEPA filings as of June 2003. It proposes to redevelop the Yard 21 and neighboring parcels into a mix of uses. The proposed development includes 327,800 s.f. of retail space, 2,039,800 s.f. of office/R&D space, 1,124,800 s.f. (860 units) of residential space, and 4,180–5,900 parking spaces. It would be implemented in three phases.

## **C.7 NORTH POINT**

The North Point project will be located partly in Cambridge, partly in Somerville, and partly in Boston. The project will redevelop a nearly 46-acre abandoned industrial site into a mixed-use, transit-oriented neighborhood with over 10 acres of new green open space. The development would be approximately half residential; the rest will be office/R&D with accessory retail uses.

At complete buildout, the North Point project will include, in addition to the open space, twenty buildings, a new Lechmere Station, and approximately one mile of new roadway and utility infrastructure. The project has been divided into three development phases: 1A, 1B, and Full Build. Construction will begin near the Gilmore Bridge to build off of the infrastructure already in place.

Phase 1A of the building program consists of six new buildings comprising approximately 1 million s.f. of commercial development and approximately 300 residential units. Also included are over 4 acres of open space and a bicycle network connecting external bike lanes in East Cambridge to the proposed multi-use paths of the project. Design of the relocated Lechmere Station would begin as part of mitigation and right-of-way for the Urban Ring Phases 2 and 3 would be transferred to the MBTA.

Phase 1B is a continuation of the first phase of development. Seven new buildings are proposed, with approximately 600,000 s.f. of commercial uses and 1,000 new housing units. Another 2 acres of open space will be created. The construction of the relocated Lechmere Station is scheduled to begin in this phase, and it will be completed before any Full Build buildings are occupied.

The Full Build phase of development includes six new buildings with approximately 425,000 s.f. of office/R&D space and 1,275 new housing units. On the site of the former Lechmere Station will be a residential/hotel building of approximately 100,000 s.f. At the new Lechmere Station, a regional bike station will be constructed that could provide space for rental, storage, and repair services. Also, Lechmere Square will be created, a new urban square located at the intersection of O'Brien Highway and First Street.

The project began when the proponent filed an ENF on November 15, 2001. A certificate was issued on January 25, 2002, outlining the requirements of a Draft EIR. On April 30, 2002, the Draft EIR was submitted to MEPA, which found that it adequately and properly complied with MEPA regulations. The Final EIR was submitted on October 31, 2002 and was found "adequate" in December 2002.

## **C.8 CHARLES E. SMITH RESIDENTIAL**

The Charles E. Smith Residential development would be a residential community in the North Point area of Cambridge. The project would redevelop an existing warehouse and retail operation into an apartment complex consisting of 767 units housed in two buildings. A parking structure would provide 873 spaces. An existing office building of 63,210 s.f. (the Maple Leaf Building) would remain; its parking would be relocated into the new parking structure.

The project's ENF was filed on January 25, 2002. The Final EIR was found "adequate" in November 2002.

