

Commonwealth of Massachusetts

Executive Office of Environmental Affairs ■ MEPA Office

ENF

Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
 EOE No.: 13989
 MEPA Analyst: DEIRDRE BUCKLEY
 Phone: 617-626-1044

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Assembly Square Mixed-Use Redevelopment		
Street: 133 Middlesex Avenue		
Municipality: Somerville	Watershed: Boston Harbor	
Universal Tranverse Mercator Coordinates: UTM 19 4695492N 328736E	Latitude: 42° 23' 40" N	Longitude: 71° 04' 50" W
Estimated commencement date: Spring 2008	Estimated completion date: 2019	
Approximate cost: \$1.3 Billion	Status of project design: 5 % complete	
Proponent: Federal Realty Investment Trust		
Street: 1626 East Jefferson Street		
Municipality: Rockville	State: MD	Zip Code: 20852
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Felipe Schwarz, AICP		
Firm/Agency: Vanasse Hangen Brustlin, Inc.	Street: 101 Walnut Street, PO Box 9151	
Municipality: Watertown	State: MA	Zip Code: 02471
Phone: 617-924-1770	Fax: 617-924-2286	E-mail: fschwarz@vhb.com

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)? Yes No
- Has this project been filed with MEPA before? Yes No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. 12672, 13649, 3552, 9836) No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- a Single EIR? (see 301 CMR 11.06(8)) Yes No
 - a Special Review Procedure? (see 301 CMR 11.09) Yes No
 - a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 - a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres):
 Land transfers from the Department of Conservation and Recreation (DCR) for approximately 2.46 acres (under Article 97); a Land Disposition Agreement with the Somerville Redevelopment Authority (SRA) for approximately 13.3 acres (under G.L. c.121B-Urban Renewal); potential funding may be sought from one or more state programs administered by the MDFA, EACC, EOT or MHD.

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify _____) No

List Local or Federal Permits and Approvals: **Local: Somerville Planning Board:** Preliminary Master Plan Approval for a Planned Unit Development-A (received December 2006) and Special Permit with Site Plan Review (for each subsequent phase of the PUD Master Plan); **Somerville Conservation Commission:** Order of Conditions. **Federal: U.S. EPA:** NPDES General Permit for Stormwater Discharge from Construction Activities; **U.S. Army Corps of Engineers:** Section 10/404 Permit

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input checked="" type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input checked="" type="checkbox"/> Water | <input checked="" type="checkbox"/> Wastewater | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input checked="" type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input checked="" type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input checked="" type="checkbox"/> Order of Conditions † <input type="checkbox"/> Superseding Order of Conditions <input checked="" type="checkbox"/> Chapter 91 License † <input checked="" type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or DCR Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input checked="" type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input checked="" type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: <input checked="" type="checkbox"/> DCR Land Transfer <input checked="" type="checkbox"/> SRA Land Transfer MGL 121B † <input checked="" type="checkbox"/> MWRA 8M Permit <input checked="" type="checkbox"/> MBTA License to Enter <input checked="" type="checkbox"/> MHC Determination of No Adverse Effect
Total site acreage: Total Project: [Phase 1]:	50.2± ac. [19.5± ac.]			
New acres of land altered		- 0 - [- 0 -]		
Acres of impervious area	26.1± ac. [13.7± ac.]	+17.2 ac. [+1.5 ac.]	43.3± ac. [15.2± ac.]	
Square feet of new bordering vegetated wetlands alteration		- 0 - [- 0 -]		
Square feet of new other wetland alteration		- 1,250 - [- 0 -]		
Acres of new non-water dependent use of tidelands or waterways		15.8± ac. [0.95± ac.]		
STRUCTURES				
Gross square footage	296,216± [241,322±]	+5,100,000 [+105,678]	5,396,216± [347,000±]	
Number of housing units	- 0 - [- 0 -]	+ 2,100 [- 0 -]	2,100 [- 0 -]	
Maximum height (in feet)	24± ft [24± ft]	+226 ft [38 ft]	250± ft [62± ft]	
TRANSPORTATION				
Vehicle trips per day *	6,525 * [5,980] *	+38,375 [+280]	44,900± [6,260±]	
Parking spaces	463± [376±]	+8,711 [+1,025]	9,174± [1,401±]	

† These Permits/Approvals are applicable to Phase 1

* Existing vehicle trips per day calculated by applying the applicable Institute for Traffic Engineers (ITE) trip generation rates to the existing uses on the Project Site. There is no empirical data available for the existing daily vehicle trips generated by the specific existing uses on the Project Site. Thus, the ITE-based existing trip generation is shown in the table above because ITE is the technical source accepted by the EOEA/EOT when empirical trip generation data is not available. The observed existing traffic volumes in the Project Site vicinity indicate that the existing uses do not generate the daily vehicle trips that would be expected based on ITE rates, likely due to the fact there is not representative ITE data for some of the existing onsite uses (such as Good Times Billiards). The Proponent does not assert that Phase 1 would add only 280 net New vehicle trips per day to local roadways and thereby be below MEPA review thresholds. On the contrary, the Phase 1 traffic assessments in this EENF are based on the assumption that Phase 1 will generate 6,260 New daily (weekday) vehicle trips – there has been no deduction at all for existing trip generation at the Project Site.

Summary Table (continued)

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
WATER/WASTEWATER				
Gallons/day (GPD) of water use	15,436± [3,705±]	+1,014,604 [+36,445]	1,030,040± [40,150±]	
GPD water withdrawal	- 0 - [- 0 -]	- 0 - [- 0 -]	- 0 - [- 0 -]	
GPD wastewater generation/ treatment	17,151± [4,117±]	+919,249 [+32,383]	936,400± [36,500±]	
Length of water/sewer mains (in miles)	0.9/0.5 [0.2/0.2]	+0.8/+0.4 [+0.5/+0.2]	1.7/0.9 [0.7/0.4]	

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97? Yes (Specify: The Project involves a land transfer with the Department of Conservation and Recreation for a 2.46-acre site in the northeastern portion of the Project Site associated with winter boat storage.) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction? Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities? Yes (Specify _____) No

HISTORICAL / ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify: The Project Site does not contain any properties included in the State or National Registers of Historic Places. Located on the project site are two buildings included in the Massachusetts Historical Commission's *Inventory of Historic and Archaeological Assets of the Commonwealth* (the "Inventory"), being the ca. 1925 East Somerville Locomotive Shop at 99 Foley Street (SMV.1005), and the 1941 Sears Roebuck and Company Warehouse at 34 Sturtevant Street (SMV.1007). No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify: The Project includes demolition of the two above-mentioned buildings listed in the Inventory, which is consistent with the City of Somerville's Assembly Square Revitalization Plan) No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern? Yes No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*)

Federal Realty Investment Trust (the “Proponent”) proposes to redevelop approximately 50.2 acres of land in the Assembly Square area of Somerville, Massachusetts (the “Project Site”) with a transit-oriented, mixed-use development consisting of approximately 2,100 residential units, 1.75 million square feet (SF) of office and 852,000 SF of retail space (including restaurant and cinema), and a 200-room hotel (the “Project”). Refer to Figure 1.1 for a site location map. The plan is based on four key principles that are consistent with the City’s long-standing goals for the Assembly Square District: improved access to the Mystic River, transit-oriented planning, a true mixed-use program, and a series of new pedestrian-oriented public spaces and streets.

The Project has been designed to create a more dynamic urban environment at Assembly Square. The proposed site design contains development within previously disturbed areas and outside the limits of environmentally sensitive areas. The site design aims to reduce environmental impacts as well as mitigate potential impacts to water quality while introducing new economic opportunities in the form of jobs and tax revenue for the community. Potential environmental impacts include Project-generated traffic, wastewater generation, water demand, stormwater runoff, and temporary impacts due to construction.

The Project Site is generally bounded by the Mystic River to the north, the MBTA Orange Line to the east, Interstate 93 to the southwest, and Middlesex Avenue and Assembly Square Drive to the west. Refer to Figure 1.2 for existing site conditions and context. Land uses that abut the Project Site include the Assembly Square Marketplace to the northwest, the former Loews cinema to the west, and Home Depot and Circuit City to the southwest. The Project Site is an assemblage of parcels that have been previously altered and are currently occupied by a variety of industrial, commercial, and retail uses as well as a vacant lot and surface parking lots. The Project Site has direct access to the Fellsway (Route 28) via an existing access drive. Further to the west are residential neighborhoods—one is located northwest of the Project Site along the Fellsway (Route 28) and another is located directly west across Mystic Avenue and Interstate 93.

The Project has been designed to create a dynamic, 24/7 environment at Assembly Square with a complementary mix of commercial office, retail, entertainment and residential uses. The building program of the Project includes approximately 18 new buildings containing 2,100 residential units (condominium and rental apartments), 1,750,000 SF of office uses, 340,000 SF (310,000 SF net) IKEA® home furnishings store, 450,000 SF of other new retail and restaurant uses, 62,000 SF cinema, and a 200-room hotel. Introducing a new residential use into the Assembly Square area contributes to the City’s long-planned goal of creating a mixed-use community. The Project will utilize an urban streetscape design theme and provide improved accessibility to the Mystic River waterfront, consistent with the City’s planning goals for the Assembly Square District. Refer to Figure 1.3 for the Project site plan.

The Project will entail removal and reconfiguration of the existing surface parking lots, demolition of several existing industrial buildings and other related improvements, including to the existing Mystic River Reservation. When completed, approximately 9,174 total parking spaces (and 43 loading spaces) will be located on the Project Site in a combination of underground garages beneath the new buildings, spaces inside the buildings, and on-street parking areas.

Phase 1 of the Project includes the 340,000 SF IKEA store and a 7,000 SF/250-seat restaurant on an approximately 19.5-acre development site within the overall 50.2-acre Project Site. Phase 1 involves the relocation of the previously reviewed IKEA store [EOEA# 12672], to the southernmost portion of the Project Site near existing retail uses along Route I-93 and away from the Mystic River waterfront. The IKEA store has also been redesigned into a four-story configuration. Phase 1 will include a total of 1,401 new parking spaces: 1,392 parking spaces associated with the IKEA store and 9 new parking spaces created at the stand-alone restaurant for which a majority of its parking will be

Project Description (continued)
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Assembly Square Mixed-Use Redevelopment – Somerville, Massachusetts

shared with the separately permitted and constructed Assembly Square Marketplace. The proposed parking supply is consistent with the City's parking requirements and adopted plans for the Assembly Square District (refer to Chapter 1, *Project Description & Summary* of this EENF for Project compliance). Figure 1.4 presents the proposed conditions site plan for Phase 1.

The Assembly Square area has an extensive history of planning activities led not only by the Proponent but its predecessors, the Somerville Redevelopment Authority, and the Commonwealth of Massachusetts. Alternative development programs considered for the Project Site have been discussed and formally presented in the past to the Planning Board throughout the planning process for the Assembly Square area. Alternatives considered for the purpose of this EENF include a No-Build Alternative and an alternative development program with IKEA on the previously reviewed site along the Mystic River and the previously reviewed "New Main Street Development" [EOEA# 13649]. Figure 2.1 presents the alternative development program.

The Project will result in various impacts associated with transportation, waterways, water, wastewater, stormwater management, and construction period. The Project incorporates mitigation elements and/or proposed improvements for each impact area in order to reduce any potential environmental impacts. The Proponent committed to a series of mitigation measures as a result of the review of the Project's Planned Unit Development (PUD) submission approved by the Somerville Planning Board in December, 2006. Furthermore, the mitigation measures proposed within the previously reviewed IKEA project [EOEA# 12672] have been incorporated into the Project.

A substantial mitigation plan to reduce transportation impacts is proposed. A new Assembly Square Drive, to be constructed simultaneously with Phase 1 as a transportation mitigation measure, will become the primary north-south access through the Project Site, extending from Route 28 to the north to Mystic Avenue to the south. Assembly Square Drive is envisioned as a landscaped four-lane roadway accommodating bicycles and pedestrians as well as vehicular traffic. Several new east-west streets through the Project Site will serve as multiple points of access providing a variety of ways to move through/around the Project. Two new roads, including a riverside drive, will provide improved vehicular access to the Mystic River Reservation and Draw 7 Park. In addition to on-site circulation improvements, the Project will include a number of off-site transportation improvements, including modified/new signals at existing intersections, and a U-turn underpass ramp extending from the Mystic Avenue northbound to Mystic Avenue southbound just south of Route 28. Through a public/private partnership, a new MBTA Orange Line station is anticipated to be constructed to serve the Assembly Square area that will provide direct transit access south to downtown Boston as well as to points north. Federal funding of approximately \$25 million has been authorized for a new MBTA Orange Line station at Assembly Square. In addition, the Proponent, in conjunction with IKEA, is committing \$15 million towards the design and construction of the new station. The plan is designed to provide pedestrian access to the MBTA station via Foley Street and Main Street. Both streets will have active street level uses to create a more attractive pedestrian environment. Foley Street will be extended to provide direct pedestrian and vehicular access to the MBTA station, with a new vehicular drop-off directly in front of the station. The station is expected to be located at the eastern terminus of the extension to Foley Street. The new Main Street, which connects the new MBTA station to the Mystic River Reservation, will also provide access to the river for transit riders and pedestrians. Parking for bicycles will be accommodated in retail, office and residential spaces as well. A smaller-scale street grid is planned so that the blocks are a comfortable scale for walking and lined with active uses. Finally the Proponent will implement a transportation demand management plan with components especially designed for the mixed-use development.

Project Description (continued)

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Assembly Square Mixed-Use Redevelopment – Somerville, Massachusetts

The Project involves more than one acre of non-water dependent use of filled tidelands. The Project Site contains filled Commonwealth and filled private tidelands and has been carefully designed to include the required open space areas, pedestrian connections, facilities of public accommodation, and other Chapter 91 improvements. The proposed mixed-use, pedestrian-friendly design of the Project and proposed improvements to the Mystic River Reservation result in a more vibrant waterfront community open to the public.

The Project will require a Sewer Connection Permit from the DEP for a new connection into the municipal and MWRA collection system. The Project will mitigate wastewater impacts by reducing existing flows or infiltration into the sewer system at a ratio of four gallons removed for each new gallon of sewage added into the system. The Project will incorporate practical water conservation measures such as efficient heating and cooling systems, low-flow plumbing fixtures and stormwater retention tanks to supplement municipal water for irrigation needs. These measures should result in a reduction of the water and sewage flows.

Structural and non-structural measures will be implemented to mitigate site stormwater runoff and remove 80 percent of total suspended solids. During construction activities, erosion and sedimentation control measures will be utilized and a Stormwater Pollution Prevention Plan will be prepared and implemented in accordance with the U.S. Environmental Protection Agency's National Pollutant Discharge Elimination System General Permit along with dust suppression and air quality controls.