



CITY OF SOMERVILLE, MASSACHUSETTS
MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT
KATJANA BALLANTYNE
MAYOR

GEORGE J. PROAKIS
EXECUTIVE DIRECTOR

April 11, 2021

Scape Davis Square LLC
c/o Steven Ng, VP Design & Construction
88 Black Falcon Pier, Suite 301
Boston, MA, 02118

Dear Mr. Ng,

This letter is the Final Decision of the Director of Mobility for the Mobility Management Plan ('MMP') submitted by Scape Davis Square LLC, (the 'Applicant') for 231-249 Elm St and 6-8 & 12 Grove St (the 'Project') as required by §11.4 Mobility Management of the Somerville Zoning Ordinance (SZO). The Decision is an **Approval with Conditions**. This letter details the conditions necessary for the successful implementation of your plan.

Background & Applicability

The Applicant proposes to redevelop existing occupied buildings at 231-249 Elm Street and 6-8 & 12 Grove Street and construct a 183,044 gross square foot multi-story commercial building. The Project is bounded by apartment buildings to the northeast, Grove Street to the southeast, Elm Street to the southwest, and the 255 Elm Street building to the northwest.

The proposed commercial building will consist of approximately 102,190 square feet (sf) of R&D lab space (a new use), and 21,670 sf of ground floor retail space (an existing use). Below-grade structured parking with up to 120 vehicle parking spaces is proposed as well as 26 covered/secured long-term bicycle parking spaces and 28 short-term bicycle parking spaces outdoors near entry points.

The proposed building will meet the fifty thousand (50,000) square feet commercial space threshold to trigger MMP requirements of the property owner. Due to the size of the building, one or more future tenants may trigger the requirements of individual employers with more than 50 employees. **The property owner shall require qualifying future tenants to provide required mobility management programs and services through lease agreements.**



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Due to the smaller size of the ground floor retail/restaurant spaces, the future tenants of those spaces may not meet the fifty (50) employee threshold to trigger individual MMP requirements – making the property owner primarily responsible for implementation of the required mobility management programs and services. Annual reporting will be necessary to verify the cumulative employee count each year and implementation of programs & services required of the property owner and/or retail/restaurant tenants should this threshold be exceeded.

Plan Commitments

Programs and Services Required by the SZO

The Applicant has made the following commitments in relation to the mode share requirements for all mobility management plans:

- To control the percentage of trips made by automobile at fifty percent (50%) or less and to implement additional mobility management programs and services if annual monitoring and reporting identifies a shortfall in meeting this goal.

The Applicant has made the following commitments in relation to the programs and services required for buildings with fifty thousand (50,000) square feet or more of commercial space and for multi-tenant buildings where the tenants, in combination, have fifty (50) or more employees:

- To provide an on-site transportation coordinator
- To post and distribute mobility management information, including information pertaining to pedestrian, cycling and transit access to the Project Site.
- To host an annual mobility management education meeting for tenants and their employees.
- To un-bundle the rental or lease of parking spaces from the rental or lease of floor space.
- To offer preferential carpool and vanpool parking
- To provide their employees with Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code.
- To offer a guaranteed ride home program to employees

The Applicant has committed to require in all commercial lease agreements for all future tenants:

- To provide their employees with Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code.
- To provide a guaranteed ride home program.

The Applicant has committed to require in all commercial lease agreements for all future tenants with 50 or more employees:

- To submit their own Mobility Management Plan and provide for their employees all programs and services required by the Somerville Zoning Ordinance of employers with 50 or more employees.

The Applicant must make the following commitments in relation to the programs and services required for property owners of commercial parking facilities:

- To offer preferential carpool and vanpool parking
- To post mobility management information, including information pertaining to pedestrian, cycling and transit access to the Project Site.

Additional Commitments

The Applicant has also made commitments to the following additional programs and services:

- To designate six parking spaces in the garage for carpool and vanpool vehicles in areas close to the building's elevators and staircases to the upper floors.
- To offer short term parking lease options for tenant employees/
- To charge market rate prices for use of the parking garage.
- To provide lockers for personal belongings, showers, and changing rooms along with the bike storage area.
- To install a bicycle repair station.
- To provide on-site real time transit information in the building lobby, consisting of a TransitScreen (or similar dynamic transportation information display).
- To undertake reasonable efforts to control the percentage of trips made to the development site by motor vehicle at 37.5 percent or less by 2030 and at 25 percent or less by 2040 to meet the city's SomerVision 2040 goals.

Mobility Division Comments & Approval Conditions

The Applicant proposes a bike room located in the underground garage. **The Mobility Division strongly encourages the Applicant to investigate constructing the bike room at grade, or via a low slope access ramp for bicycles.** Steep garage access ramps are uncomfortable for people biking and can be unsafe in wet conditions. The Applicant also proposes to locate all 25 short term bicycle parking spaces in the furniture zone of the public sidewalk. **The Mobility Division strongly encourages the Applicant to locate at least some of the requires short term bicycle parking on their property abutting the building.** Bike racks may be installed within the furnishing zone of a sidewalk of an abutting public thoroughfare only with an encroachment permit granted by the Somerville City Council.

The Mobility Division notes that the Applicant has proposed several programs and services that go beyond the baseline requirements of the SZO which will help in reducing vehicle trips to the Project. The proposed 120 space parking supply for this building is below the zoning maximums permitted for this site but, in our view, unwarranted given the transit-oriented location and strong local and regional multimodal connectivity of the site. The City is undergoing significant growth in the commercial and lab / R&D development areas. Over the past year, the urban lab market has matured and is now proposing and endorsing parking ratios of 0.6 vehicle spaces / 1,000 sf for commercial parking facilities and unbundled parking leases. These examples of lab facilities with 0.6 ratios for vehicle parking are located in areas of the City with far less mass transit infrastructure and service than Davis Square. The Mobility Division believes that given the mass transit ecosystem of Davis, the lab market should build similarly low parking ratios to be consistent with the SomerVision mode share requirements. Therefore,

- **CONDITION #1:** *The approval of this MMP is conditioned on a reduction in the parking program proposed in the Applicant's DRA and MMP. In support of the mode shift, climate, and Vision Zero goals of the City, the ratio of off-street parking spaces for the proposed development should not exceed 0.625 spaces per 1,000 sf (77 parking spaces assuming a building size of 123,860 sf).*

In addition to limiting vehicle parking, strong Transportation Demand Management (TDM) measures, transit amenities and connections, and additional supportive infrastructure to encourage the use of non-vehicle transportation modes are integral components of Mobility Management planning for this site.

The Applicant notes that the vehicle parking supply is for use by employees. However, the SZO does not permit accessory parking in the Commercial Core district. Vehicular parking at the site will be a Commercial Parking use. **The Mobility Division cannot support Accessory Parking on this site and is committed to ensuring that new parking creation in the Davis Square area is a shared resource available to the public, inclusive of tenant employees and other site users.** In addition, parking spaces must be priced at local market rates and will be unbundled both for tenants and tenant employees.

- **CONDITION #2:** *The Applicant (or their designated parking facility operator) will operate the parking garage as a Commercial Parking facility principal use and will offer, at minimum, hourly, daily (weekday and weekend), overnight, and monthly parking rental options at local market rates to general public, inclusive of tenant employees, 24 hours per day, 7 days per week, and 365 days per year. Tenant employees must pay market rate directly for parking and must be made aware of all parking pass options at the point of sale and through the distribution of mobility management information. Tenants may not lease parking spaces or passes on behalf of their employees. The property owner must provide either a copy of executed lease agreements or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease or other agreement.*
- **CONDITION #3:** *The Applicant will structure Commercial Parking rates and offer additional parking pass options to discourage monthly pass sales for all but daily parking garage users, encourage hybrid usage of parking and transit options, offer flexibility to reduce parking usage without financial penalty. Applicant will also employ dynamic pricing for parking, for example by offering reduced rates at off-peak times like nights and weekends.*
- **CONDITION #4:** *The Applicant (or their designated parking facility operator) must manage the Commercial Parking Facility so that the various required parking pass options remain generally available to the public, inclusive of tenant employees. Any reserved parking spaces are subject to a 200% market rate price premium as well as the overall reserved space limits set forth in Condition #8. Applicant will submit details on all parking rates offered in the commercial parking facility as well as detailed historical parking occupancy and passholder sales data with annual reporting so that the utilization of the garage may be evaluated.*
- **CONDITION #5:** *In any lease agreement with all future tenants of any number of employees, the Applicant shall require the tenant to unbundle, and charge the market rate for, any employee parking spaces by charging their employees the full market rate of such spaces. Standard lease agreement language for unbundled and market rate parking must be approved by the Director prior to the issuance of any Certificate of Occupancy. To verify ongoing conformance, the property owner must provide either a copy of executed lease agreements or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease or other agreement.*
- **CONDITION #6:** *Posted and distributed mobility management information must be reviewed and approved by the Director of Mobility prior to the issuance of any Certificate of Occupancy for the building.*
- **CONDITION #7:** *On-site real time transit information is required, consisting of two (2) connected TransitScreen displays (or equivalent service). One (1) shall be located inside the building lobby near the pedestrian entrance as proposed by the Applicant. One (1) screen shall face the exterior*

of the building so that it is visible to pedestrians on side Elm St sidewalk, or in a different, public-facing location reviewed and approved by the Director. The exterior facing screens may be incorporated directly into the building façade at the Applicant's discretion. Details on the locations of all real time transit information screens will be submitted to the Director for approval prior to the issuance of a building permit for the site. The Applicant is encouraged to investigate additional screens in each of the three retail spaces.

- **CONDITION #8:** *The number of reserved vehicle parking spaces in the Project garage is restricted to no more than 5% of the total vehicle parking spaces, rounded to the nearest whole number.*
- **CONDITION #9:** *At least two (2) vehicle parking spaces must be made available in the Project parking garage for car share vehicles at no cost to a car share service provider. Spaces may be brought online at the discretion of the car share service provider. Notification of available spaces to car share service providers must be documented prior to the issuance of any Certificate of Occupancy and in annual reporting.*
- **CONDITION #10:** *At least 5%, of vehicle parking spaces in the Project garage, rounded to the nearest whole number must be signed, designated, and reserved for carpools and/or vanpools and be located in preferential locations close to building entrances. Additional spaces must be provided as demand warrants.*
- **CONDITION #11:** *The Applicant will sponsor, and identify an off-street location for, a city owned 19-dock BlueBikes bike share station to be located either on the Applicant's property or a city approved location on a public sidewalk adjacent to the site. Location must be approved prior to the issuance of any building permit for the site and identified on building plans. Station must be installed and operational prior to issuance of any Certificate of Occupancy for the site.*
- **CONDITION #12:** *A least one (1) bicycle repair facility must be provided for tenant employees in a convenient location such as the bike storage room and must be maintained in a state of good repair. Locker rooms with shower facilities must be provided for tenant employees and can be provided in a single space for all building users, in spaces for each tenant, or in multiple spaces shared amongst tenants. Locker room and shower capacity must meet expected employee demand.*
- **CONDITION #13:** *At least 25% of the garage vehicle parking spaces, rounded to the nearest whole number must be equipped with Level 2 Chargers when the garage opens for occupancy. The remaining 75% of the garage vehicle parking spaces must be EV Ready spaces. EV Ready spaces must be equipped with Level 2 chargers (or then current technology) as demand warrants. Documentation of EV readiness must be submitted to the Mobility Division prior to the issuance of any building permit for the site, including identification of future conduit paths to each parking space, future charging station locations, adequate space in the electrical panel, and adequate transformer capacity and/or space for additional transformer capacity to accommodate future installations.*
- **CONDITION #14:** *In any lease agreement with all future tenants of any number of employees, the Applicant shall require tenant(s) to subsidize MBTA transit passes for employees by at least 90% of the pass cost, up to the federal maximum Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code (\$280 per month in 2022), subject to annual increases. Standard lease agreement language for subsidized MBTA transit passes must be approved by the Director*

prior to their execution in lease agreements. To verify ongoing conformance, the property owner or property manager must provide either a copy of executed lease agreements or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease or other agreement. Applicant may choose to provide these subsidies themselves directly to site employees and must provide these subsidies directly for employees of any tenant that does not comply with this condition.

- **CONDITION #15:** *In any lease agreement with all future tenants of any number of employees, the Applicant shall require tenant(s) to enroll in the BlueBikes Bike Share Corporate Partner Program (or equivalent) and subsidize annual BlueBikes memberships for employees at the Gold subsidy level or higher (100% subsidy), subject to rate increases. Standard lease agreement language for subsidized BlueBikes annual passes must be approved by the Director prior to their execution in lease agreements. To verify ongoing conformance, the property owner or property manager must provide either a copy of executed lease agreements or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease or other agreement. Applicant may choose to provide these subsidies themselves directly to site employees and must provide these subsidies directly for employees of any tenant that does not comply with this condition.*
- **CONDITION #16:** *The property owner must have a signed contractual agreement to become a dues paying member of any Transportation Management Agency (TMA) established to serve the Davis Square neighborhood. Proof of membership must be submitted to the Director prior to the issuance of the any Certificate of Occupancy for the site or within six months of the start of TMA operations, whichever occurs later.*
- **CONDITION #17:** *For the purpose of reducing daily peak-hour vehicle trips, the Applicant shall, to the extent practicable, work with leasees, the City of Somerville's Economic Development Division, and the community to develop strategies to advertise employment opportunities and seek qualified candidates that live within Somerville. The Applicant shall provide annual reports of data on the compliance with this condition, including but not limited to employee's daily trip place of origin data (i.e. home city/town), and other relevant information as required by the Director of Mobility.*
- **CONDITION #18:** *In addition to the mode share commitment of 50% or less trips made by automobile, the Applicant shall control the percentage of trips made by automobile at 37.5% or less by 2030 and at 25% or less by 2040 in order to meet the city's SomerVision 2040 goals. The Applicant will implement additional mobility management programs and services if annual monitoring and reporting identifies a shortfall in meeting this goal.*

Monitoring and Reporting

The property owner has committed to Annual Reporting to track, assess, and report on the implementation of the Mobility Management program as required by the Director's submittal requirements, which include:

- Annual travel surveys of employees of participating non-residential tenants.
- Annual reporting of parking utilization and operations for any Commercial Service Vehicular Parking facility



- Biennial (every other year) counts of automobile trips entering & exiting any parking facilities.
- Status update of Mobility Management program & service implementation.

All monitoring must be conducted at the same time each year, as determined by the Certificate of Occupancy for each building. If the Certificate of Occupancy for a building is issued between September 1 and February 29, the monitoring shall take place during the months of September or October and be reported to the Mobility Division no later than November 30. If the Certificate of Occupancy for a building is issued between March 1 and August 31, monitoring shall take place during the months of April or May and be reported to the Mobility Division no later than June 30. This will ensure that the monitoring captures a realistic assessment of the performance of the project, while giving time to compile the results and report them to the City.

It is important to note that while approved Mobility Management Plans are transferable by and among private parties, this transfer is contingent upon the new owner agreeing to continue to operate in accordance with the previously approved Mobility Management plan, as conditioned. Should the property owner elect to transfer some portion or all of the development subject to this Mobility Management Plan, commitment to the previously approved Mobility Management Plan is required by the new property owner.

I look forward to working with you in the future as you implement this plan. If you have any questions, please feel free to contact me at (617) 625-6600 or brawson@somervillema.gov.

Sincerely,



Brad Rawson
Director of Mobility
Mayor's Office of Strategic Planning & Community Development
City of Somerville, Massachusetts

I certify that I have read and agree to implement the Mobility Management Plan in the form approved by the Director of Mobility. I understand that failure to implement the approved plan may result in enforcement actions taken by the City of Somerville.

Agreed and accepted,



Andrew Flynn, Manager
Scape Davis Square LLC



CITY OF SOMERVILLE

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CERTIFICATION OF REQUIRED MATERIALS BY CITY OF SOMERVILLE MOBILITY DIVISION

Development Site Address: 231-249 Elm St., 6-8 & 12 Grove St.

Applicant Name: Scape Davis Square LLC; Steven Ng, VP Design and Construction

As required by the Somerville Zoning Ordinance and the City of Somerville's Development Review Submittal Requirements, I certify that I have received and approved the following development review materials for the development proposal identified above:

1. Mobility Management Plan
2. Signed MMP Final Approval Letter

Signature: _____

Mobility Division Representative

Date: April 11, 2022