

## **APPENDIX C: Transportation Supporting Documentation**

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# Boynton Yards

## Building 3 (99 South Street)

Somerville, Massachusetts

PREPARED FOR

Boynton Yards LandCo LLC

Contact:

(A joint venture between DLJ Real  
Estate Capital Partners and Leggat  
McCall Properties LLC)  
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APRIL 2022





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# 1

## Project Information

### Contact Information

The Project development site address and contact information is as follows:

#### **99 South Street – Building 3**

Contact:

Boynton Yards LandCo LLC

(A joint venture between DLJ Real Estate Capital Partners and Leggat McCall Properties LLC)

10 Post Office Square, #1300

Boston, MA 02109

### Project Description

Boynton Yards LandCo LLC (a joint venture between DLJ Real Estate Capital Partners and Leggat McCall Properties LLC) (collectively the “Proponent”) is in the process of developing a pedestrian and transit oriented, mixed-use development consisting of six buildings containing a mixture of residential units, commercial (research & development and office), and supporting retail/restaurant space (the “Project”). A separate Mobility Management Plan (MMP) for the overall Master Plan was prepared in July 2021 and revised in August 2021<sup>1</sup>, documenting the changes associated with the master plan amendment. Approval for the MMP for the amended Master Plan was granted on November 5, 2021. The current Mobility Management Plan has been prepared solely to document the changes associated with the 99 South Street (referred to as “Building 3”) development.

The overall Project will be constructed across six buildings (one existing building to remain and five new buildings) to be generally located north of and adjacent to South Street, to the west of Harding Street, and extending to the parcel just east of Windsor Street in Somerville, Massachusetts (the “Site”). Directly north of the Project Site are the MBTA train tracks for the Green Line Extension (“GLX”) project. Windsor Place Extension, which is an existing privately-owned street, travels in an east-west direction through the Site. The Proponent intends to transfer the ownership of the Windsor Place Extension to the City. For the purposes of the MMP, this new roadway is referred to as “Thoroughfare 1”. In the future, the proposed buildings will host a mixture of office, research and development (R&D) and lab enabled uses (office/R&D/lab), ground floor retail/restaurant uses, residential, new civic space, and associated parking facilities and infrastructure improvements.

Building 3, the subject of this MMP, will be located at the southeast corner of the development, between Earle Street and Harding Street.

## Build Out/Program Estimates

The Proponent’s full build-out of its overall amended Boynton Yards Master Plan development will provide a pedestrian- and transit-oriented, mixed-use development consisting of approximately 440 residential units, 1,363,000 SF of commercial space (to be evenly split between lab/research & development and office space), 49,000 SF of retail/restaurant space, and 1,117 primarily structured below-grade parking spaces (the “Project,” also known as Boynton Yards). 101 South Street (referred to as “Building 1”), associated with Phase 1 of the Boynton Yards Project has been occupied since Q1 2022 while 808 Windsor Street (referred to as “Building 2”) and the Civic Space 1, between 101 South Street and 808 Windsor Street, associated with Phase 2 of the Boynton Yards Project are under construction.

Building 3, the subject of this MMP, will be located at the southeast corner of the development, between Earle Street and Harding Street on a lot currently hosting surface-level parking for the Gentle Giant company and construction vehicle parking. Building 3 will be a 12-story building to include approximately 356,000 SF of commercial space. There will be four levels of below-grade parking with up to 280 structured spaces beneath Building 3, with access from Earle Street. For the purpose of this analysis, it is assumed the lab/research & development and office components will be split 60-percent/40-percent.

The Project will be constructed in multiple stages, consisting of approximately 1.862 million SF across six buildings, as described above. The full build-out for the Development Site and the specific breakdown of Building 3 is shown in Table 1.

**Table 1 Program Use Table**

	<b>Building 3 <sup>1</sup></b>	<b>Full Build-Out <sup>1</sup></b>
Commercial <sup>2</sup>	356,000 SF	1,363,000 SF
Retail <sup>2</sup>	n/a	49,000 SF
Residential	n/a	450,000 SF (440 units)
<b>Total</b>	<b>356,000 SF</b>	<b>1,862,000 SF</b>
Below-grade Parking	280 spaces	1,117 spaces

<sup>1</sup> Gross floor area, but excludes below-grade parking, and mechanical space. Net Floor Area (NFA) not yet defined.

<sup>2</sup> Consistent with Article 8.3.11(f)(iii), approximately 10 percent of the total commercial floor area in the approved Boynton Yards MPSP will be dedicated to Arts & Creative Enterprise principal uses.

## Project Schedule / Phasing

The Project will be developed as one master-planned development project, to be constructed in three phases, with construction anticipated to be undertaken over six to eight years. This timeframe may be extended depending on market conditions and the scope of each phase of construction. It should be noted that prior to the Master Plan amendment, the Project was contemplated to be built in four phases. Additionally, prior the Master Plan amendment, Building 6 was previously known as Building 4, and the existing 561 Windsor Street building which was incorporated into the project as part of the Master Plan amendment is now Building 4. The following section provides a general summary of the anticipated Project schedule and phasing.

### Existing Uses

561 Windsor Street, The Hive, (referred to as “Building 4”) is currently home to the Taza Chocolate Company, among other commercial tenants. It is expected to remain as such, with minor updates and enhancements such as improved landscaping, bicycle parking, sidewalk improvements and the addition of sidewalk-level cycle tracks along the building frontage. These improvements are underway with an anticipated completion date of Q3, 2023.

### Phase 1

Phase 1 of the Project includes the construction of Building 1 (101 South) and the construction of an interim open space to the west. The interim open space provides a passive space for short-term activation opportunities. Until the existing surface parking lot associated with Building 2 is redeveloped in Phase 2, the full buildout of Civic Space 1 will not be feasible. Phase 1 also includes the installation of new pavement, sidewalk and drainage inlets associated with the extension of Thoroughfare 1 that will be completed in later phases. Phase 1 construction is nearing completion and occupancy of 101 South Street began in Q1 2022.

### Phase 2

Phase 2 of the Project consists of the construction of Building 2 and the construction of Civic Space 1, the signature open space that was initiated during Phase 1. Along the east side of

Building 2, Phase 2 includes the construction of the open and landscaped improvements that will serve as a gateway to the neighborhood. Additionally, during Phase 2, the intersection at Ward Street will be reconstructed and connected to Harding Street and extended north to Thoroughfare 1.

Building 2 and Civic Space 1 are currently under construction.

As part of the Master Plan amendment, Building 3, the focus of this MMP, is now included in the expanded Phase 2. Building 3 is depicted in Figure 1.

Buildings 5 and 6 will not be developed until Phase 3, but the proposed building lots will be used in the interim for temporary construction storage and staging.

### **Phase 3**

Phase 3 of the Project includes construction of a new commercial Building ("Building 5") and an increase of 110 residential units at "Building 6," formerly known as "Building 4" in previous filings.

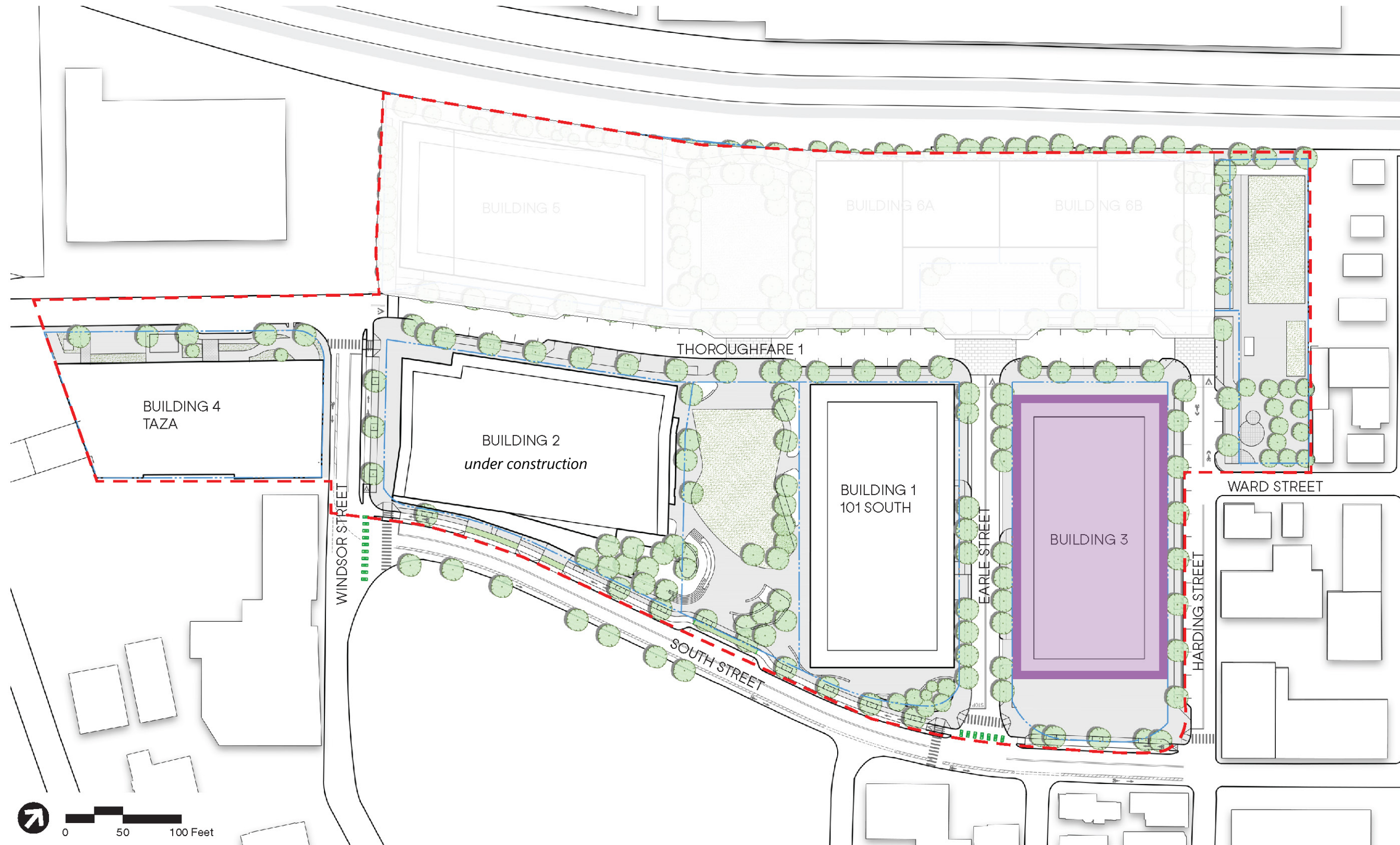
Building 5 will be an 11-story (roughly 168 feet to top of structural roof), approximately 300,000 SF commercial building constructed at the northwest end of the Project Site. The first and second floor will house office/lab/R&D, retail, and ACE uses. Floors 3 through 11 will be commercial only. There will be four levels of below-grade parking beneath Building 5 with access from an alleyway off Thoroughfare 1.

Building 6, comprised of Buildings 6A and 6B, will be an approximately 450,000 SF residential building with approximately 440 units constructed in the northeastern quadrant of the Project Site. Building 6 will include a nine-story podium, with towers that will reach maximum heights of 210 feet and 170 feet respectively.

The first two floors of Building 6 are anticipated to house residential and retail uses. Upper floors will include residential and residential amenity uses. There will be two levels of below-grade parking beneath Building 6 with access from an alleyway off Thoroughfare 1.

As part of Phase 3, Civic Spaces 2 and 3 will be constructed. Civic space 3 will be constructed through the expansion of the civic space between Buildings 5 and 6, and will create a new neighborhood park, increasing the total to 58,400 SF of Civic Space.





--- Development Boundary  
--- Lot Lines



Figure 1  
Phase 2 Site Plan  
**Boynton Yards**  
**Somerville, Massachusetts**

## Parking

The following section summarizes the proposed Project parking supply.

### Proposed Parking Supply

#### Structured Vehicular Parking

The parking needs for the entire Project will be accommodated by the proposed 1,117-space total parking supply, which will appropriately satisfy the anticipated demand for this development. The parking ratio of 0.6 spaces/1,000 sf adheres the ratio outlined in the overall Master Plan MMP, which caps the number of off-street parking spaces at 1,125. The parking supply will be limited to below-grade structured parking only, replacing the existing expanse of surface parking that exists on the Development Site. Building 1 (101 South) has since been constructed and occupied and consists of four-levels of below-grade parking with 250 total parking spaces. Building 2 will include the construction of up to 242 structured below-grade parking spaces. Building 3 will include the construction of up to 280 below-grade parking spaces. Building 4 (Taza Building) will maintain its existing 5 surface level parking spaces. The parking counts for Buildings 5 and 6 are currently being refined and between 180 - 250 spaces are estimated to be provided per building.

The Project will be providing a lower than typical parking ratio for residential and office/R&D/lab tenants. The Development Site is positioned within a quarter mile walking distance of the MBTA Union Square Station Green Line Station to the west, which opened in March 2022, as well as existing MBTA bus routes that serve the Project. Through this deliberate design mindset, workers, residents, and visitors to the Development Site will be strongly encouraged to utilize alternative modes of transportation, including existing and enhanced MBTA services, to avoid using single-occupant vehicles (SOV) to travel to and from the Development Site.

#### On-Street Vehicular Parking

The Project will provide approximately 37 short-term, on-street parallel public parking spaces to support the ground level retail space along Thoroughfare 1 and the west side of Harding Street (which is the same as the existing condition). It should be noted that there will be no on-street parking provided along Earle Street or South Street. Approximately 10 percent of on-street vehicular parking (five spaces) will be accessible.

Of the 37 on-street parallel public parking spaces, 6 spaces are currently under construction as part of 101 South construction and will be located along the proposed Thoroughfare 1. The remaining 31 parallel parking spaces will be constructed throughout the expanded Phase 2, with 16 and 15 spaces to be constructed along Thoroughfare 1 and Harding Street, respectively.

In addition to providing on-street parallel public parking spaces, there will be an approximately 60-foot pickup/drop-off zone constructed along the north side of South Street. This pick-up/drop-off zone has since been constructed, in conjunction with 101 South.



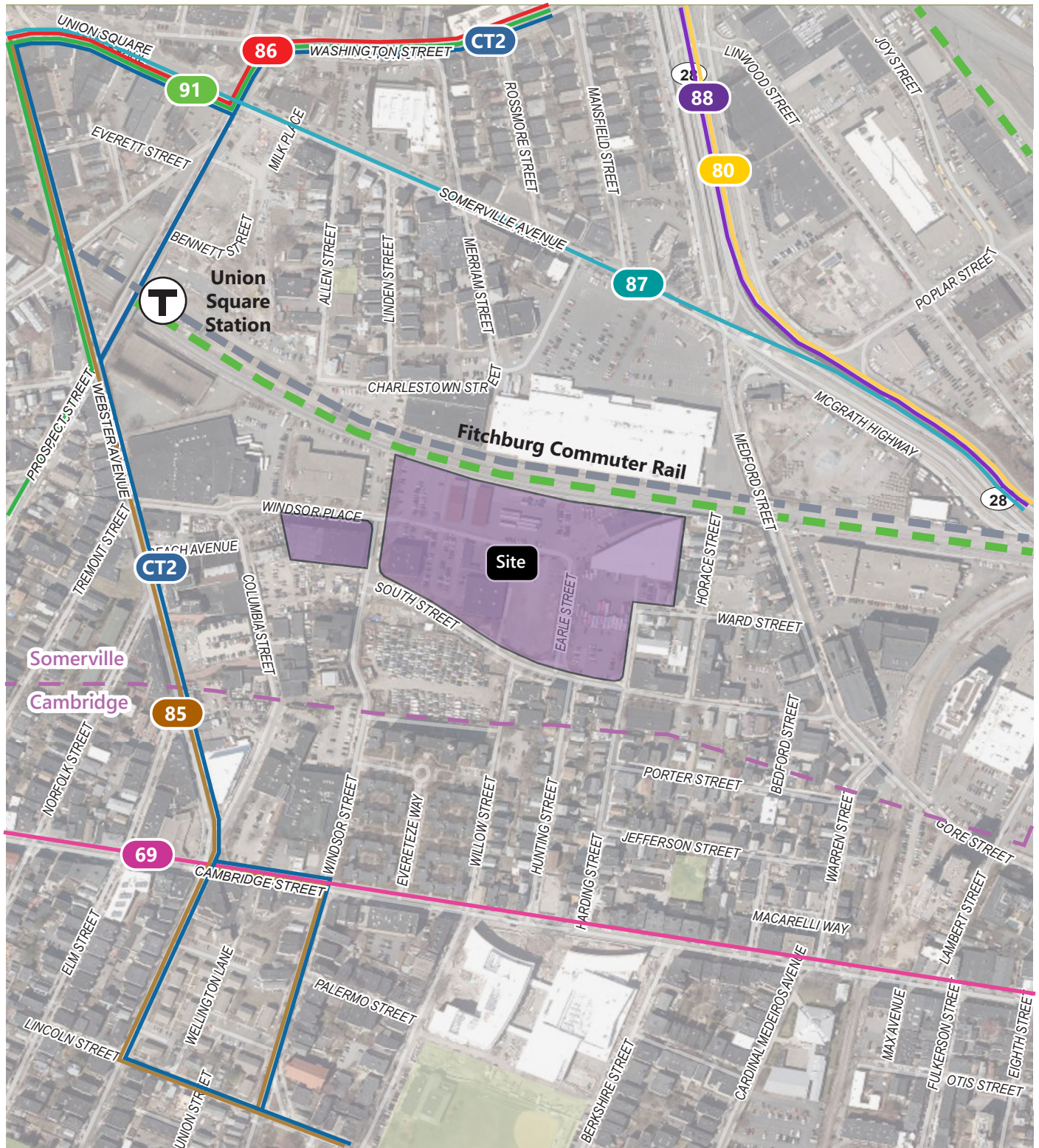
## Transit Services

There are ample public transportation services provided by the MBTA currently in the immediate vicinity of the Development Site, as summarized in the following section.

### Existing Conditions

The Development Site is currently served by eight MBTA bus routes within a half mile of the Development Site. While no routes currently provide direct service to the Development Site, there are multiple MBTA bus stops in close proximity. These include the nearest bus stops located approximately 800 feet west of the Development Site on Webster Avenue at Columbia Street (Route 85), and 1,000 feet south of the Development Site on Cambridge Street at Windsor Street (Route 69). Furthermore, MBTA Routes 80, 86, 87, 88, 91, and CT2 provide nearby access to the Development Site. The nearest bus stop on Route 86 is located on Somerville Avenue at Union Square, and the nearest stop on Route 91 is located on Webster Avenue at Newton Street. The closest MBTA bus stops for Routes 80, 87, and 88 are located on Somerville Avenue Extension and Route 28 Northbound. Route CT2 is one of three cross-town routes operated by the MBTA. By design, these cross-town routes have fewer stops than a traditional bus route. The nearest stop to the Development Site on Route CT2 is located at the intersection of Cambridge Street and Webster Avenue/Columbia Street.

Peak period frequencies/headways for MBTA bus services are shown graphically in Figure 2 and summarized in Table 2.



Source: MassGIS

- MBTA Bus Route
- MBTA Green Line Extension
- MBTA Green Line Station



Figure 2  
Public Transportation Services

**Boynton Yards**  
**Somerville, Massachusetts**

**Table 2 Project Area MBTA Service**

Bus Route	Origin / Destination	Peak-Hour Frequency (minutes)		Weekday	Saturday	Sunday
69	Harvard Square – Lechmere Station	10-20	Inbound	1,588	999	543
			<u>Outbound</u>	<u>1,598</u>	<u>1,092</u>	<u>508</u>
			Total	3,185	2,092	1,051
80	Arlington Center – Lechmere Station (via Medford Hillside)	15-30	Inbound	1,063	748	428
			<u>Outbound</u>	<u>995</u>	<u>667</u>	<u>398</u>
			Total	2,058	1,415	826
85	Spring Hill – Kendall/MIT	25-45	Inbound	301	N/A	N/A
			<u>Outbound</u>	<u>288</u>	<u>N/A</u>	<u>N/A</u>
			Total	589	N/A	N/A
86	Sullivan Square – Reservoir	10-18	Inbound	2,591	1,430	895
			<u>Outbound</u>	<u>3,027</u>	<u>1,780</u>	<u>1,022</u>
			Total	5,618	3,210	1,917
87	Arlington Center – Lechmere Station (via Somerville Avenue)	20-30	Inbound	1,943	1,436	817
			<u>Outbound</u>	<u>1,853</u>	<u>1,422</u>	<u>925</u>
			Total	3,796	2,858	1,742
88	Clarendon Hill – Lechmere Station	16-20	Inbound	2,003	1,418	862
			<u>Outbound</u>	<u>2,073</u>	<u>1,376</u>	<u>803</u>
			Total	4,076	2,794	1,664
91	Sullivan Square – Central Square	25-30	Inbound	784	713	354
			<u>Outbound</u>	<u>909</u>	<u>860</u>	<u>389</u>
			Total	1,693	1,573	743
CT2	Sullivan Square – Ruggles Station	15-25	Inbound	1,425	N/A	N/A
			<u>Outbound</u>	<u>1,390</u>	<u>N/A</u>	<u>N/A</u>
			Total	2,815	N/A	N/A

Note: Based on MBTA's Ridership and Service Statistics – Fourteenth Edition, 2014.

## MBTA Green Line Extension Project

Construction is currently underway for a 4.3-mile extension of the MBTA Green Line light rail from its current terminus at Lechmere Station in Cambridge into Somerville and Medford. The extension will have two branches: a 0.9-mile southerly branch that will terminate near Somerville's Union Square and a 3.4-mile northerly branch that will parallel the Lowell Line of the MBTA Commuter Rail through Somerville and terminate at College Avenue in Medford. Union Square Station opened in March 2022 and is located on Prospect Street, approximately one-quarter of a mile from the Development Site. The second branch is still under construction. The full Green Line extension is expected to be completed in 2022.



## Bicycle Accommodations

### Existing Bicycle Accommodations

There are no existing bicycle accommodations within the vicinity of the proposed Building 3 parcel, the focus of this MMP. However, as noted in the following section, measures will be implemented to promote low travel speeds to create a comfortable environment for biking and walking as part of the planned reconstruction of the roadways abutting the Development Site.

### Proposed Bicycle Accommodations

As previously mentioned, an initial component of the Project, Phase 1, has already been constructed at 101 South Street. As part of Phase 1, 118 indoor secured and 48 outdoor short-term bicycle parking spaces were constructed.

As part of the expanded Phase 2, of which, Building 2 is currently under construction, the Proponent is committed to implementing the following bicycle accommodations:

- › In conjunction with Building 2 construction, construct 102 indoor secured and 42 outdoor short-term bicycle parking spaces;
- › In conjunction with Building 3 construction, construct 70 indoor secured and 64 outdoor short-term bicycle parking spaces;
- › Along South Street, install a sidewalk-level cycle track on the north side (westbound direction) and a street-level buffered bike lane on the south side (eastbound direction) abutting the Development Site;
- › Reconfigure the easterly segment of South Street between Harding Street and Medford Street so that it will allow for one-way eastbound traffic with bi-directional bicycle facilities and appropriate bicycle transitions at intersections;
- › Along Windsor Street, install a sidewalk-level cycle track on both sides abutting the Development Site;
- › Along Windsor Place, install a sidewalk-level cycle track on the south side (eastbound direction) abutting the Development Site; and
- › Construct Thoroughfare 1 as a pedestrian thoroughfare with a flush curb condition and traffic calming measures.

As part of Phase 3 of the Project Build-Out, the Proponent is committed to implementing the following bicycle accommodations:

- › In conjunction with Building 5 construction, construct 105 indoor secured and 35 outdoor short-term bicycle parking spaces;
- › In conjunction with Building 6 construction, construct 440 indoor secured and 37 outdoor short-term bicycle parking spaces;

The Proponent will continue their commitment to enhanced bicycle accommodations within and surrounding the Development Site in the remaining phases of the Project. As part of this

commitment, the Project will sponsor three new Bluebikes bike share stations to be located either on the Project Site or a City approved location on a public sidewalk in the vicinity of the Project Site.

## Pedestrian Accommodations

### Existing Pedestrian Accommodations

Adjacent to the Building 3 Project Site, South Street, Earle Street, and Harding Street currently provide sidewalks along both sides of each roadway with crosswalks and accompanying ramps provided at key locations. The sidewalk on the easterly side of Earle Street terminates at the driveway to the Gentle Giant parcel to the north of Building 3. The sidewalk on the opposite side of the street ends approximately 40 feet further to the north. From that point, the roadway curves to the northwest and transitions to Windsor Place. Sidewalks currently are not provided on the roadway from this point, extending further to the west where it intersects Windsor Street.

In the vicinity of the Development Site, South Street, Windsor Street, and Ward Street currently have sidewalks provided along both sides of each roadway with crosswalks and accompanying ramps provided at key locations.

### Proposed Pedestrian Accommodations

As mentioned, South Street presently has sidewalks provided on both sides of the roadway throughout the study area, and this will continue under future conditions with new and improved sidewalks along the segment of this roadway adjacent to the Development Site. Specifically, a minimum of 12 feet will be provided between the South Street northerly curb line and the face of the new buildings. This will provide ample space for sidewalks, landscaping, and street furniture. A sidewalk-level cycle track will be constructed on the north side of the street. Some portions of this sidewalk space will straddle the Development Site property line. However, the 10 feet of space to be provided for sidewalks and associated amenities along the south side of the roadway will be provided entirely within the South Street right-of-way.

The Project will improve accessibility throughout the Project Site by creating a 6-foot unobstructed pedestrian zone along Thoroughfare 1, South Street, and Harding Street (adjacent Building 3) and 5-foot wide sidewalks along Windsor Street (adjacent to Building 4), Windsor Place (adjacent to Building 4) and Earle Street (adjacent Building 3) that will comply with all accessibility requirements.

### Thoroughfare 1

With the construction of the Project, a new street, initially to be referred to as Thoroughfare 1, will be constructed from the intersection of Windsor Place and Windsor Street extending 725 feet to the east, where it will turn southward to connect at the intersection of Ward Street and Harding Street. Thoroughfare 1 serves as the Development Site's primary pedestrian spine, and this critical east/west connection is designed to deemphasize vehicular travel and to instead prioritize pedestrians and bicyclists. The entire length of the thoroughfare will be designed with a flush curb. Four dedicated paver crossing areas will be employed as traffic-calming measures while also offering a "festival street" condition to support special community events. Thoroughfare 1 will feature expanded

sidewalks on both sides of the road, shared lane pavement markings for bicyclists (“sharrows”), and will provide street trees, planting areas and new lighting that will enhance the pedestrian experience. Thoroughfare 1 will provide loading and service access, as well as access to below-grade parking for Buildings 5 and 6.

### **Civic Space 1**

The Proponent is committed to developing the Development Site with as much publicly accessible Civic and open space as is feasible outside the building footprints. The Project proposes three distinct Civic spaces that are consistent with the typologies and design guidelines provided in Article 13 of the Zoning Ordinance and, in aggregate pursuant to Section 8, will satisfy the 20 percent Civic space requirement in the BY Sub-Area. Civic Space 1 will be constructed during Phase 2.

At the heart of the Development Site on Lot C1, the Project proposes an approximately 22,360 SF signature Civic space that is most consistent with the Neighborhood Park typology. Civic Space 1 will be defined by a central, passive open lawn space surrounded by a permeable edge of plantings and seating. Civic Space 1 is envisioned as a flexible event space that can accommodate a wide range of pop-up activities, such as small performances, public art, farmers markets, or informal lawn games. Civic Space 1 is fronted by Thoroughfare 1, which is proposed to have a mid-block raised pedestrian crossing table that could be closed to vehicular traffic and would expand the useable area of Civic Space 1 for special events. The Proponent will continue to explore and consider additional design features that could further activate this space, such as an open-air amphitheater, arbor, or water feature. Civic Space 1 will be designed to allow for expansion of this Civic space should the City relocate South Street.

### **Civic Space 2**

In the northeast corner of the Development Site to the east of Building 6 on Lot C2, the Project proposes an approximately 16,904 SF Civic space that is most consistent with the Neighborhood Park typology. The Project envisions that Civic Space 2 will include community garden plots, nature-based play elements, and a family picnic area. The Proponent hopes to explore an opportunity to partner with the South Street Farm, mentioned previously, to potentially relocate and expand the existing South Street Farm from its current location just outside of the Development Site boundary at the corner of South Street and Windsor Street to this location on the Development Site.



# 2

## Trip Generation

The Project is comprised of office, research and development, and lab enabled uses (office/R&D/lab), residential, and retail use being developed in three phases, as shown in Table 1. The Institute of Transportation Engineers' (ITE) *Trip Generation Manual*<sup>2</sup> categorizes these land uses and provides weekday daily, weekday morning, weekday evening, Saturday daily, and Saturday midday peak hour unadjusted vehicle trip generation estimates for each use. Trip generation estimates were developed for the Building 3 uses following the same methodology used in the MMP and TIAS for the overall Project. It should be noted that while the 11<sup>th</sup> edition of the ITE *Trip Generation Manual* has been released, trip generation calculations have been estimated using the 10<sup>th</sup> edition to remain consistent with previous Project filings. The resulting trip generation analysis is detailed in the following sections.

### Site-Generated Traffic Volumes

The rate at which a development generates traffic is dependent upon several factors such as size, location, and concentration of surrounding developments. As previously discussed, Building 3 consists of shared office/R&D/lab space. Trip generation estimates for the proposed uses were projected using the ITE trip generation data noted above for LUC 710 (General Office Building) and LUC 760 (Research & Development Center). It should be noted that the trip generation presented in this MMP is specific to Building 3 and does not account for the interaction between trips associated with Building 3 and trips associated with the other five buildings included as part of the overall development program, therefore representing conservative estimates. The trip generation analyses are presented below.

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2 [Trip Generation Manual, 10th Edition](#), Institute of Transportation Engineers, Washington, D.C., 2017.

## Existing Site-Generated Traffic

Estimating future conditions volumes involved a review of the existing land use on Building 3's parcel, along with the additional trip generation expected from Building 3 of the Project development.

As mentioned, the planned development parcel for Building 3 currently consists of a surface parking lot shared between the Gentle Giant company and construction vehicles. Trips associated with the surface parking lot are expected to be negligible. Therefore, no credit was taken for the existing nominal traffic generated by this use.

## Unadjusted ITE Vehicle Trips

Building 3 consists of approximately 398,600 SF of commercial uses (split approximately 40-percent office and 60-percent R&D/lab).

The unadjusted new vehicle trips for the full build-out of Building 3 are presented in Table 3.



**Table 3 Building 3 Trip Generation – Total Unadjusted Vehicle Trips**

	Office <sup>a</sup>	R&D <sup>b</sup>	Total Unadjusted Vehicle Trips <sup>c</sup>
<b>Weekday Daily</b>			
Enter	834	1,326	2,160
Exit	<u>834</u>	<u>1,326</u>	<u>2,160</u>
Total	1,668	2,652	4,320
<b>Weekday Morning</b>			
Enter	152	186	338
Exit	<u>25</u>	<u>38</u>	<u>63</u>
Total	177	224	401
<b>Weekday Evening</b>			
Enter	28	42	70
Exit	<u>149</u>	<u>220</u>	<u>369</u>
Total	177	262	439
<b>Saturday Daily</b>			
Enter	176	205	381
Exit	<u>176</u>	<u>205</u>	<u>381</u>
Total	352	410	762
<b>Saturday Midday</b>			
Enter	46	29	75
Exit	<u>39</u>	<u>29</u>	<u>68</u>
Total	85	58	143

Note Gross floor area (excluding below-grade parking and mechanical space) is 356,000 sf. Trip generation estimates include mechanical space (consistent with ITE guidance) resulting in a total of 398,600 sf of space.

a Based on ITE LUC 710 (General Office Building), for 159,430 SF

b Based on ITE LUC 760 (Research & Development), for 239,146 SF

## Person Trips

The unadjusted vehicle trips generated from ITE are converted into person trips by applying the national average vehicle occupancy (AVO) of 1.18 for office and research and development trips, as outlined by the U.S. Department of Transportation (USDOT).<sup>3</sup> The unadjusted vehicle trips were converted into person trips in order to apply applicable mode share credits. Applying these credits to person trips allows for estimates to be made for the total number of Development Site-generated vehicle trips.

It should be noted that Building 3 was treated as a stand-alone building and, as such, credit was not taken for the anticipated trip sharing between Building 3 and any of the other proposed buildings of the full Project build-out. Therefore, the trip generation estimates provided should be considered

3 Summary of Travel Trends: National Household Survey; US Department of Transportation, Federal Highway Administration, Washington D.C, 2017.

conservative. Internal capture credits associated with the full Project build-out were previously calculated as part of the August 2021 MMP. The resulting peak-hour person trip estimates for Building 3 are presented in Table 4.

**Table 4 Building 3 Trip Generation – Net Person Trips**

	Office	R&D	Total Person Trips
<b>Weekday Daily</b>			
Enter	984	1,565	2,549
<u>Exit</u>	<u>984</u>	<u>1,565</u>	<u>2,549</u>
Total	1,968	3,130	5,098
<b>Weekday Morning</b>			
Enter	179	219	398
<u>Exit</u>	<u>30</u>	<u>45</u>	<u>75</u>
Total	209	264	473
<b>Weekday Evening</b>			
Enter	33	50	83
<u>Exit</u>	<u>176</u>	<u>260</u>	<u>436</u>
Total	209	310	519
<b>Saturday Daily</b>			
Enter	208	242	450
<u>Exit</u>	<u>208</u>	<u>242</u>	<u>450</u>
Total	416	484	900
<b>Saturday Midday</b>			
Enter	54	34	88
<u>Exit</u>	<u>46</u>	<u>34</u>	<u>80</u>
Total	100	68	168

## Mode Share

The mode shares used for this trip generation evaluation were evaluated in two main steps. This was done to reflect the current transportation environment surrounding the Development Site, while also acknowledging the significant changes that are expected to occur in this area.

Based on US Census Data (2012-2016) for the overall City, the existing vehicle mode share is 71 percent with relatively low transit, walk, and bike shares (15-, 13-, and 1-percent, respectively). These figures generally are consistent with existing conditions data for the Union Square area as presented in the Union Square Neighborhood Plan (USNP)<sup>4</sup> and the Central Planning Transportation Staff (CTPS) report. However, due to the Development Site's close proximity to ample public transportation options and with the proposed MBTA GLX Project, the expected vehicle mode share is expected to be much lower in the future. As discussed later in this document, the anticipated future mode share data presented in the USNP and the CTPS report was used for reference. The USNP suggested that a vehicle mode share of 40 percent and higher walk and bike shares (23- and 15-percent, respectively) could be expected following the completion of the MBTA GLX project. For the initial trip generation evaluation, mode splits were conservatively estimated based on the existing conditions, as reflected by the USNP data for Union Square. Later in this document, these initial

<sup>4</sup> Union Square Neighborhood Plan, City of Somerville, Somerville, Massachusetts, 2017.

projections are compared to those based on the expected future mode splits. The resulting mode shares for each use based on existing conditions are presented in Table 5.

**Table 5 Existing Mode Share**

Use	Vehicle	Transit	Bike	Walk	Other <sup>a</sup>
Office/R&D	70%	14%	3%	8%	5%

Source: Peak hour/peak direction mode share estimates based on the Union Square Neighborhood Plan.

a Other includes work-from-home and other modes not listed in the table.

The mode shares discussed above were applied to the net-new person trips shown in Table 4 to generate the adjusted Project trips by mode. To reflect the number of vehicle trips generated by the Project, the adjusted person trips are converted back to vehicle trips by applying the local average vehicle occupancy rates. These rates are slightly different than the national AVO data discussed earlier in this section. Based on 2012-2016 U.S. Census Data,<sup>5</sup> a local AVO of 1.16 for office and research and development use was determined.

## Site-Generated Trips by Mode

The mode share and local average vehicle occupancy were applied to the person trips to estimate net new trips by mode. Following these calculations, trip generation associated with the existing Building 3 Site uses were deducted, which resulted in the increased net new trips from the Project. Tables 6 and 7 summarize the net new trips by mode and net new vehicle trips by use, respectively.

**Table 6 Building 3 Project-Generated Peak-Hour Trips by Mode**

	Bike/Walk	Transit	Other <sup>a</sup>	Net New Vehicle Trips
<b>Weekday Morning</b>				
Enter	44	56	20	240
<u>Exit</u>	<u>8</u>	<u>10</u>	<u>4</u>	<u>45</u>
Total	52	66	24	285
<b>Weekday Evening</b>				
Enter	10	12	5	50
<u>Exit</u>	<u>48</u>	<u>61</u>	<u>22</u>	<u>263</u>
Total	58	73	27	313
<b>Saturday MIDDAY</b>				
Enter	10	13	5	54
<u>Exit</u>	<u>9</u>	<u>11</u>	<u>4</u>	<u>49</u>
Total	19	24	9	103

a Other includes work-from-home and other modes not listed in the table.

As shown in Table 6, the Project, prior to the construction of the MBTA GLX project and implementation of this Project's MMP measures, Building 3 would be expected to generate between

<sup>5</sup> US Census Data (2012-2016); City of Somerville.

103 and 313 total vehicle trips during the peak hours studied. The breakdown of these trips by use is provided in Table 7.

**Table 7 Building 3 Project-Generated Peak-Hour Vehicle Trips by Use**

	Office	R&D	Net New Vehicle Trips <sup>a</sup>
<b>Weekday Morning</b>			
Enter	108	132	240
<u>Exit</u>	<u>18</u>	<u>27</u>	<u>45</u>
Total	126	159	285
<b>Weekday Evening</b>			
Enter	20	30	50
<u>Exit</u>	<u>106</u>	<u>157</u>	<u>263</u>
Total	126	187	313
<b>Saturday Midday</b>			
Enter	33	21	54
<u>Exit</u>	<u>28</u>	<u>21</u>	<u>49</u>
Total	61	42	103

a Column a plus column b.

As shown in Table 7, based on the existing local mode splits, the Project is expected to generate 285, 313, and 103 additional “new” vehicle trips during the weekday morning, weekday evening, and Saturday midday peak hours. The expected distribution of the net new trips on the surrounding roadway system is discussed later in this document.

## Future Project Mode Share

Through the implementation of this MMP, and the completion of the MBTA GLX project, it is the hope and expectation of the Proponent that the percentage of trips made by automobile can be reduced to under 50 percent. The future mode shares were determined following a review of thirteen transportation studies within the vicinity of the Development Site for development projects, municipal/state projects, and planning efforts. One of the main comparisons used was with Kendall Square area properties in Cambridge. Ongoing monitoring studies of those sites show that automobile travel has decreased from 47.8 percent of total traffic in 2014 to 43.8 percent of total site-generated traffic in 2018. While this part of Somerville has not yet developed the transportation environment of Kendall Square, it is clearly heading in that direction through the City’s efforts. Based on this research, and subsequent consultation with the City of Somerville, the mode share estimates presented in Table 8 were determined to be appropriate for this study.

**Table 8 Future Mode Share**

Use	Vehicle	Transit	Bike	Walk	Other <sup>a</sup>
Office/R&D	50%	20%	11%	15%	4%

Source: Peak hour/peak direction mode share estimates based on various transportation studies and planning efforts, including but not limited to the Kendall Square area properties existing mode share.

a Other includes work-from-home and other modes not listed in the table.

The mode shares presented in Table 8 are consistent with the SomerVision 2040 goal of having 75 percent of all new trips made by non-automobile traffic, with a benchmark goal of 62.5 percent by 2030. While the Project is not expected initially to reach those goals within this study's horizon, the 50 percent automobile usage should be achievable through the Project's approximate overall development 0.75 space/1,000 SF parking ratio, the MBTA GLX project, proposed pedestrian and bicycle improvements, and the Project's Mobility Management Plan (MMP). The automobile split is roughly 15 percent higher than that observed at Kendall Square ( $43.8\% \times 1.15 = 50.4\%$ ), which is reasonable given that the Kendall Square area currently is more established in limiting automobile traffic.

If annual monitoring and reporting identifies a shortfall in meeting this goal, additional mobility management programs and services will be implemented. The nature and details of the additional reasonable efforts to be undertaken by the Proponent, if required, will be determined through consultation with the City Director, Mobility Division. The measures could involve amplifying existing programs or introducing new measures.

The mode shares discussed above were applied to the net new person trips previously presented in Table 4 to generate the adjusted Project trips by mode. As with the prior estimates based on existing mode splits, the adjusted person trips were converted back to vehicle trips by applying the local average vehicle occupancy rates. Table 9 presents the Project-generated net new peak hour trips by mode using the anticipated future mode splits summarized above.

**Table 9 Building 3 Project-Generated Peak-Hour Trips by Mode**

	Bike/Walk	Transit	Other	Net New Vehicle Trips <sup>a</sup>
<b>Weekday Morning</b>				
Enter	104	80	16	171
<u>Exit</u>	<u>20</u>	<u>15</u>	<u>3</u>	<u>32</u>
Total	124	95	19	203
<b>Weekday Evening</b>				
Enter	22	17	3	36
<u>Exit</u>	<u>114</u>	<u>87</u>	<u>17</u>	<u>188</u>
Total	136	104	20	224
<b>Saturday Midday</b>				
Enter	23	18	3	38
<u>Exit</u>	<u>21</u>	<u>16</u>	<u>3</u>	<u>35</u>
Total	44	34	6	73

a Total development vehicle trips.

As shown in Table 9, the Project, following the construction of the MBTA GLX project and the implementation of this Project's MMP measures, Building 3 would be expected to generate between 73 and 224 total vehicle trips during the peak hours studied. The breakdown of these trips by use is provided below in Table 10.

**Table 10 Building 3 Project-Generated Peak-Hour Vehicle Trips by Use**

	Office	R&D	Net New Vehicle Trips <sup>a</sup>
<b>Weekday Morning</b>			
Enter	77	94	171
<u>Exit</u>	<u>13</u>	<u>19</u>	<u>32</u>
Total	90	113	203
<b>Weekday Evening</b>			
Enter	14	22	36
<u>Exit</u>	<u>76</u>	<u>112</u>	<u>188</u>
Total	90	134	224
<b>Saturday Midday</b>			
Enter	23	15	38
<u>Exit</u>	<u>20</u>	<u>15</u>	<u>35</u>
Total	43	30	73

a Column a plus column b.

As shown in Table 10, based on the anticipated future mode splits, the Project would be expected to generate 203, 224, and 73 additional “new” vehicle trips during the weekday morning, weekday evening, and Saturday midday peak hours. The expected distribution of the net new trips on the surrounding roadway system is discussed later in this document.

Table 11 compares the expected net new vehicle trip generation for the Project based on the anticipated future mode splits to that which theoretically would occur if the current mode splits were not improved through the MBTA GLX project’s construction and the TDM program for the Project.

**Table 11 Trip Generation Comparison – Anticipated Vs. Existing Mode Splits**

	Project Trip Generation		Reduction in Vehicle Trips	
	With Existing Mode Splits <sup>a</sup>	With Targeted Mode Splits <sup>a</sup>	Vehicle Trips	Percent Decrease
<b>Weekday Morning</b>				
Enter	240	171	69	
<u>Exit</u>	<u>45</u>	<u>32</u>	<u>13</u>	
Total	285	203	82	29%
<b>Weekday Evening</b>				
Enter	50	36	14	
<u>Exit</u>	<u>263</u>	<u>188</u>	<u>75</u>	
Total	313	224	89	28%
<b>Saturday Midday</b>				
Enter	54	38	16	
<u>Exit</u>	<u>49</u>	<u>35</u>	<u>14</u>	
Total	103	73	30	29%

a Existing conditions mode share and Project mode share based on Tables 6 and 9, respectively.

As shown in Table 11, it is expected that Building 3’s vehicle trip generation can be reduced by between 28 and 29 percent through the implementation of the MMP, the Project’s proximity to public transit, and the availability of bicycle/pedestrian accommodations. While most of this

reduction is likely associated with the opening of Union Square station, details regarding the proposed TDM measures are provided later in this document.

## Trip Distribution

The directional distribution of traffic approaching and departing the Project is a function of several variables. These include the population densities, existing travel patterns, and the efficiency of the roadways leading to the Development Site.

Since the Project is comprised of office/R&D/lab space, the trip distribution patterns were determined using journey-to-work census data for the City. The assignment of Building 3-generated traffic to specific travel routes was based on observed traffic flow conditions on available routes and the assumption that most motorists will seek the fastest and most direct routes to and from the Development Site. The anticipated trip distribution is expected to be heavily oriented to and from McGrath Highway (Route 28) and is summarized in Table 12. The anticipated trip distribution for Building 3 is expected to align with that of the overall Development Site.

The anticipated trip distribution of automobile traffic is shown in Figure 3.

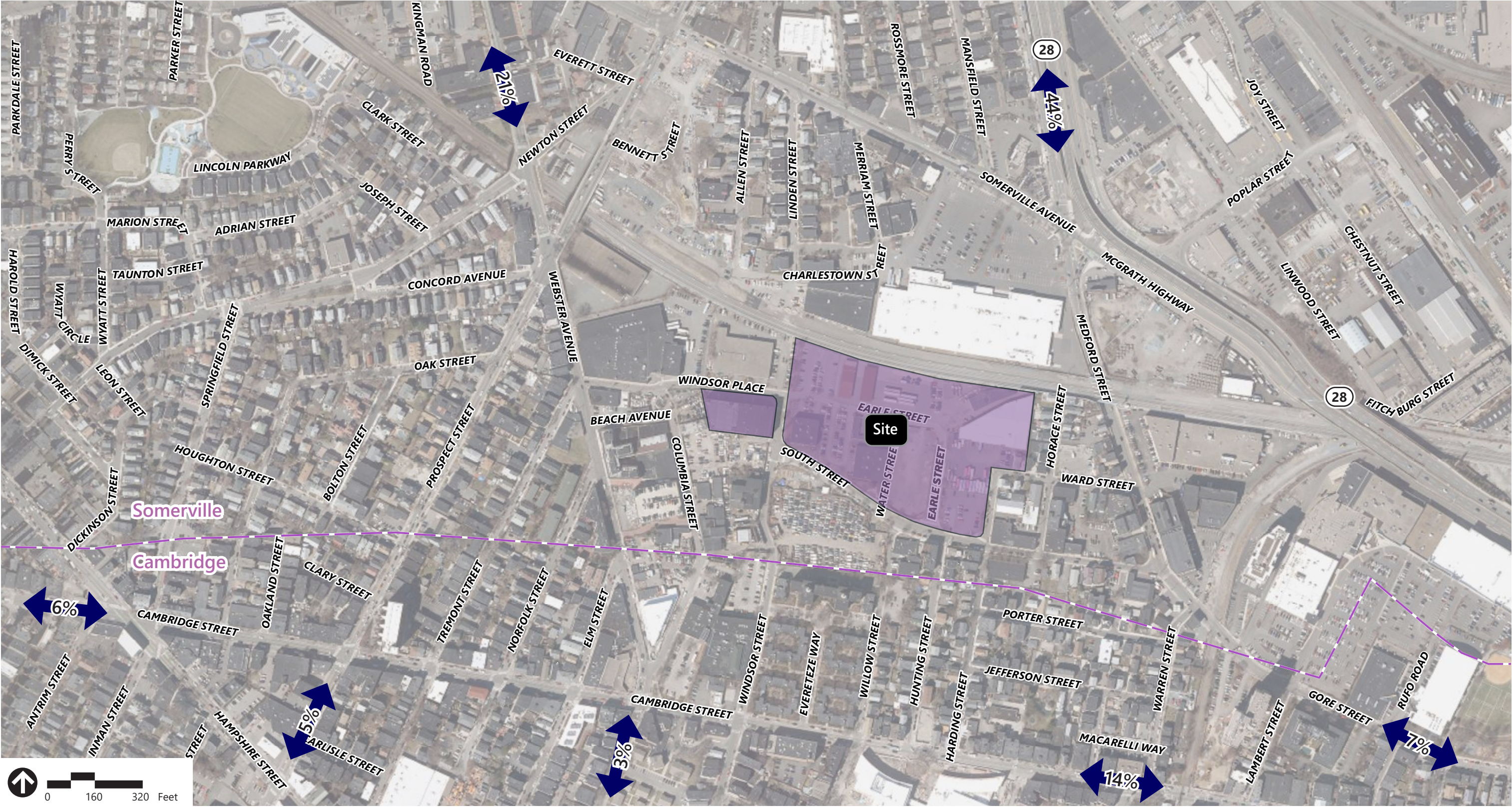
**Table 12 Vehicle Trip Distribution Summary**

Travel Route	Direction (to/from)	Office/R&D Trips
McGrath Highway	North	44%
Gore Street	East	7%
Cambridge Street	East	14%
	West	6%
Somerville Avenue	West	21%
Columbia Street	South	3%
Prospect Street	South	5%
<b>Total</b>		<b>100%</b>

Source: Journey-to-Work data for the City of Somerville (2010 U.S. Census Data).

In addition to the regional distribution summarized above, the anticipated arrival/departure patterns for Project traffic are shown on the Vehicle Access and Parking Plan provided in Figure 4. Similarly, Figures 5 and 6 show the access plan for pedestrians and bicyclists with the proposed bicycle parking supplies for each building also highlighted in Figure 6.





Source: MassGIS

Commercial Distribution



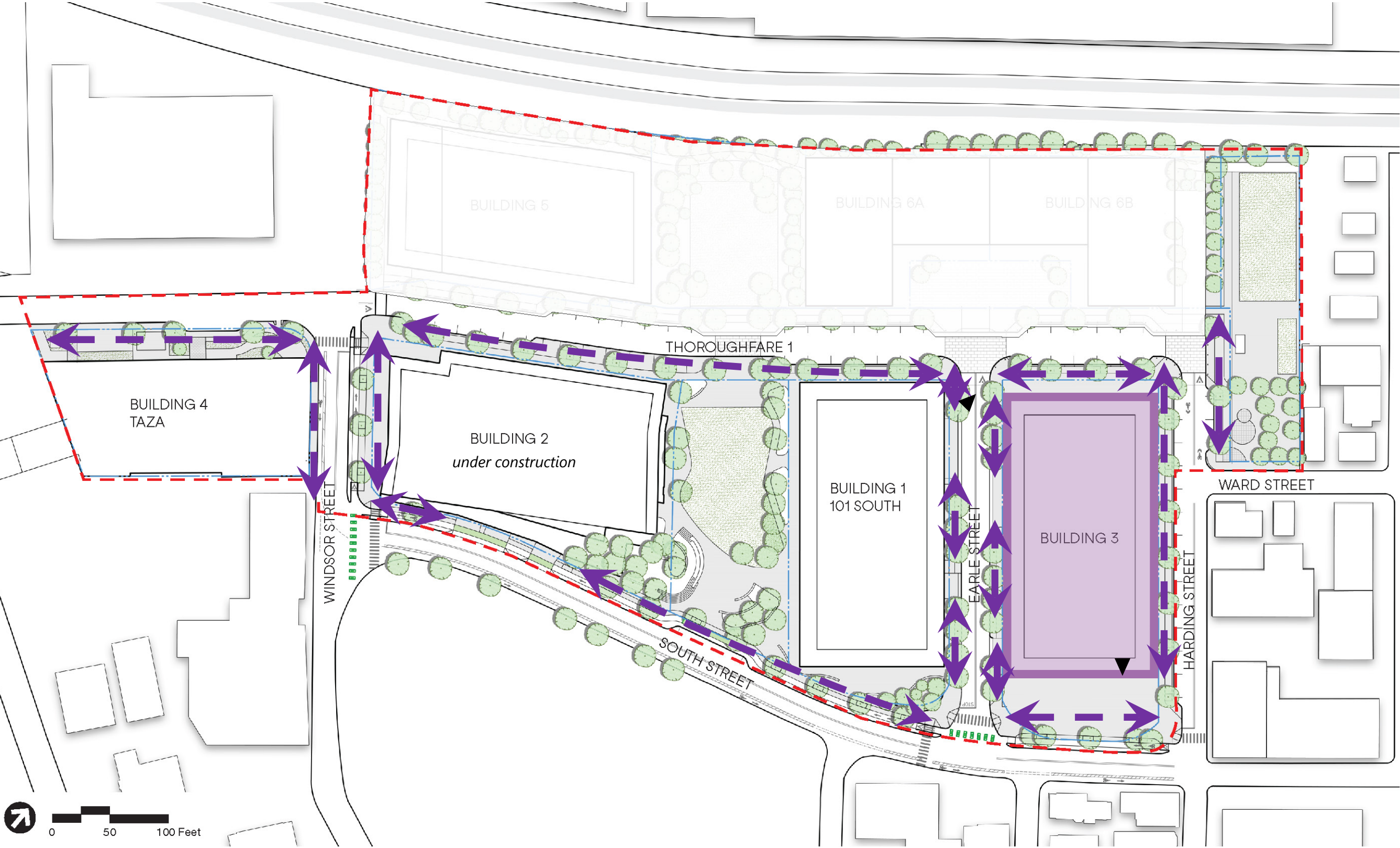
Figure 3  
Regional Trip Distribution

Boynton Yards  
Somerville, Massachusetts






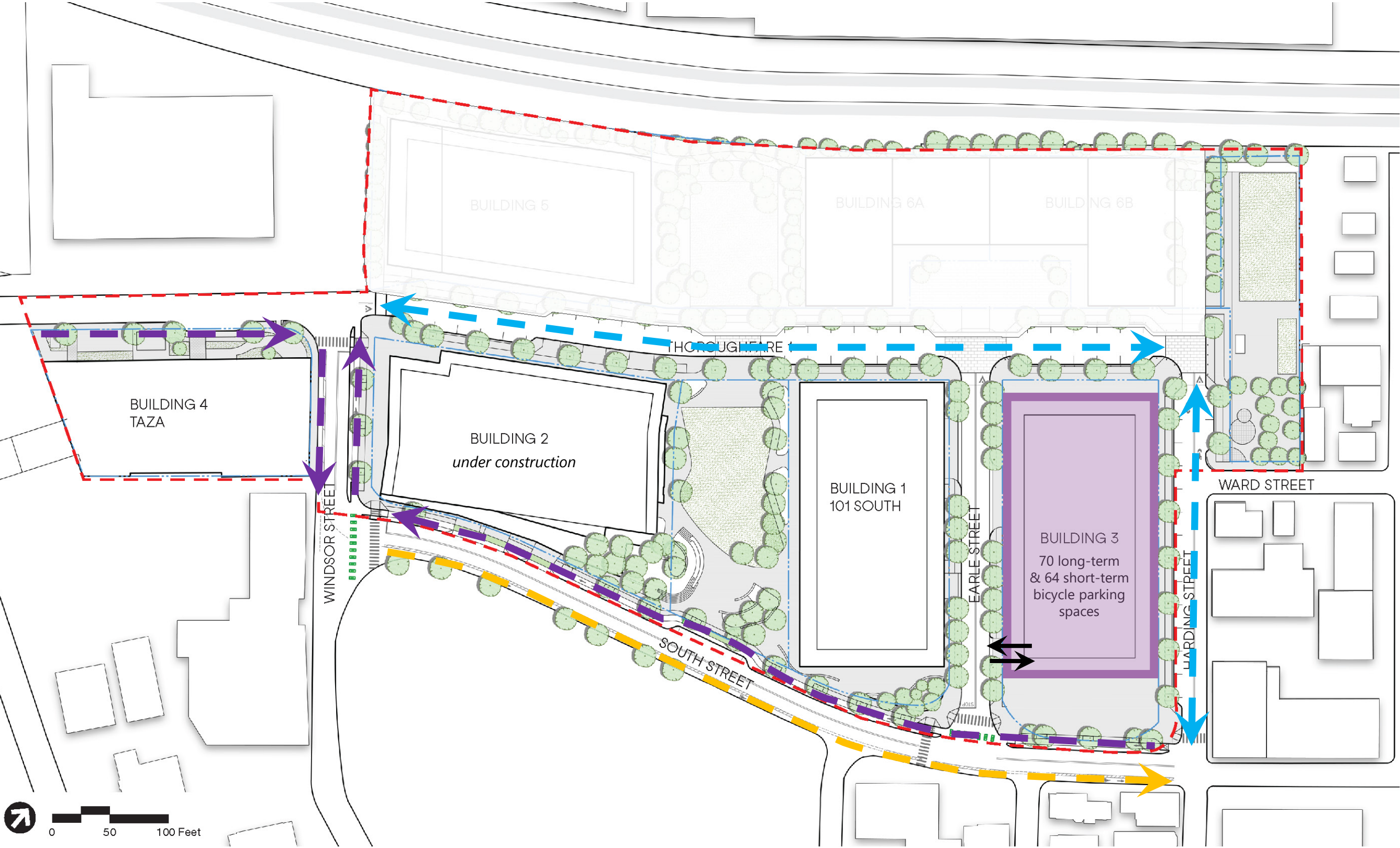




- ▶ Building Entrance (general location; see architectural plans for detail)
- ↔ Sidewalk locations (abutting Site roadways)

 Figure 5  
Pedestrian Access Plan  
**Boynton Yards**  
**Somerville, Massachusetts**





- Raised Cycle Track
- Separated Bike Lane
- Shared Bicycle Pavement Markings

Garage access/egress

Figure 6  
Bicycle Access and Parking Plan  
**Boynton Yards**  
**Somerville, Massachusetts**



# 3

## Proposed Programs and Services

An MMP is required by the Somerville Zoning Ordinance. The purpose of an MMP is to ensure that the developers are fully aware of the mobility management responsibilities of future property owners and tenants – namely employers – and that advanced notice of the operational expectations necessary for successful plan implementation is provided to future property owners, tenants, parking facility operators, and property management firms.

The following section summarizes the City's Zoning Ordinance requirements for MMPs:

- › Property owners of buildings with 50,000 SF or more of commercial space OR multi-tenant buildings that in combination have 50 or more employees are required to provide the following for their tenants:
  - An on-site transportation coordinator;
  - Posted mobility management information;
  - Distributed mobility management information;
  - Unbundled parking;
  - Preferential parking for carpool/vanpool vehicles; and
  - An annual mobility management education meeting for tenants and their employees.
- › These same property owners must require future tenants to provide the following through lease agreements:
  - Qualified transportation fringe benefits for employees; and
  - A guaranteed ride home program for employees.
- › Employers with 50 or more employees are required to provide the following for their employees:
  - An on-site transportation coordinator;
  - Posted mobility management information;
  - Distributed mobility management information;
  - Qualified transportation fringe benefits for employees;

- A guaranteed ride home program for employees; and
- An annual mobility management education meeting for tenants and their employees.
- › The property owner of a parking facility is required to provide the following:
  - Preferential parking locations for carpool/vanpool; and
  - Posted mobility management information.
- › The property owner of a residential building with 20 or more dwelling units is required to provide the following:
  - Posted mobility management information;
  - Distributed mobility management information; and
  - Unbundled parking.

The following sections outline the MMP responsibilities and commitments for the various stakeholders of the Project, including the Proponent, future tenants, and property management firms. While best efforts have been made to assign these commitments accordingly, specific duties outlined subsequently may be fulfilled by other stakeholders as tenant specific MMP policies are drafted.

## Proponent / Property Owner Commitments

### Transportation Coordinator

In conjunction with the initial phase of development, an overall on-site TDM coordinator will be designated to oversee all TDM programs for each of the Project's buildings and the Development Site in its entirety. In keeping with the requirements of the City, a TDM coordinator will be provided for the tenant occupying Building 3. The person(s) in this role will coordinate with the City of Somerville Mobility Division or any future Transportation Management Associations formed in the future which the Project may possibly join to help promote a reduced reliance on single-occupant automobile travel to the Development Site. To that end, the TDM measures identified in the following sections will be implemented under the direction and supervision of this person.

The final job description for this role will be determined over time, but the duties of the on-site TDM coordinator may include, but not be limited to:

- › Assist Development Site employees with ride matching and transportation planning;
- › Develop and implementing appropriate TDM measures;
- › Disseminate information regarding alternate modes of transportation and developing transportation-related marketing and educational materials;
- › Develop and maintaining information pertaining to pedestrian and cycling access to and from the Development Site;
- › Host occasional transportation-related events to promote the use of commuting alternatives;
- › Distribute transit maps and passes;
- › Advocate with the state and local governments to improve transportation infrastructure and services;

- › Monitor the effectiveness of TDM measures through surveys and other tools;
- › Complete regulatory reports to state and city agencies, as required; and
- › Implement a website that provides travel-related information and promotes awareness of the items listed above.

## Ride-Sharing Services

The parking needs for the Project will be reduced due to the nearby availability of public bus service currently provided in the area. Furthermore, alternate means of travel, such as taxi and private ride services, such as Uber and Lyft, should continue to reduce the parking needs for the area. The exact level of usage by these private ride-sharing services can be quantified through post-opening monitoring studies to be conducted as discussed later in this document.

## Promote Transit Use

Access to public transportation will significantly reduce demand for vehicular travel and parking spaces. This should be particularly effective in relation to the new Union Square station, which opened in March 2022. To serve visitors, employees, and residents, the Proponent will work with the MBTA to identify appropriate locations for new or relocated bus stops near the Development Site and other possible amenities, including bus shelters and real-time transit information.

The on-site TDM coordinator will provide a central commuter information center within the Development Site in a prominent location, such as in a building's foyer or near garage elevators. This will provide employees, residents, and visitors with transit maps, transportation schedules, and route information for pedestrians and cyclists. One or two smaller centers also may be provided at central locations within the overall development, or possibly within each building. This also could include the residential lobbies or at the entrance of the planned office building among other possible locations that would be identified by the on-site TDM coordinator in consultation with the City's Mobility Division.

Parking spaces within the Development Site will not be tied to tenant space leases (i.e., unbundled as required by City of Somerville Zoning). As a condition of the local approval for Building 1 (101 South), the Proponent implemented shuttle service to Kendall Square since Building 1 opened prior to the opening of the Union Square Station. The Proponent will evaluate the ridership of this shuttle to determine the appropriate level of service and destinations since the Union Square Station recently opened. With the Development Site being located within one-quarter mile of the new station, employees who do not own an automobile should have easy access to public transportation.

## Bike Sharing Service

Bluebikes began operating in July 2011 and currently provides over 3,000 bikes at 300+ bike-sharing stations. In addition to the bicycle racks associated with each building, the Proponent will work with Bluebikes to have three new bike-share stations located within the Development Site. All will be standard 19-dock Bluebikes stations. The first station will be installed prior to the issuance of a Certificate of Occupancy (CO) for Building 2, while the remaining two stations will be installed prior

to the CO for the third building. The exact location of the stations will be shown on the Building Permit plans to be prepared for both buildings.

Future tenants will enroll in the Blueikes Bike Share Corporate Partner Program and subsidize annual Bluebikes memberships for employees at the Gold subsidy level or higher (100% subsidy), subject to rate increases.

## Transportation Management Association Involvement

While there are not any active Transportation Management Associations (TMAs) in the vicinity of the Project, the Proponent is committed to be an active member of any TMAs formed in the future. The mission of most TMAs is to enhance quality of life through focusing on Transportation and Infrastructure, Land Use and Development, and Energy and the Environment. In the absence of a formal, established TMA, the Proponent will support local efforts in Somerville in improving and expanding public transportation in the area. Through this involvement, the pedestrian-friendly nature of the Development Site's design and internal roadway networks create a framework for offering alternative transportation services. If a TMA is formed in the future, the Proponent will consult with TMA management to confirm that the TMA structure, fees, and other details are compatible with the Project prior to officially becoming a member. With or without participation in any TMA, the Proponent is committed to implementing all of the TDM measures outlined in this MMP. Post-construction traffic monitoring and evaluation of TDM programs will also be the responsibility of the Proponent.

## Monitoring and Annual Reporting

The Proponent is committed to a transportation monitoring program for the overall Project that will consist of annual transportation monitoring for a period of five years beginning six months after the first Certificate of Occupancy is issued (after the occupancy of 101 South). Each monitoring period will include and evaluation for each of the buildings that are currently open and occupied at that time. The monitoring program will include:

- › Annual travel surveys of employees and patrons of the Development Site conducted by the on-site appointed TDM coordinators. These surveys will be developed through consultation with the City to determine the number of Development Site employees utilizing public transportation, those traveling to the Development Site by private automobile, and those using car-sharing services. Employees also will be surveyed to identify those that bike or walk to and from work;
- › Annual reporting of parking utilization and operations for any Commercial Service Vehicular Parking facility;
- › Automatic Traffic Recorder (ATR) counts at each Development Site driveway for a continuous 24-hour period on a typical weekday and Saturday;
- › Weekday AM, weekday PM and Saturday midday peak hour turning movement counts (TMCs) and operations analysis at each Development Site driveway intersection;
- › Biennial (every other year) counts of entering and exiting vehicles for each parking facility;
- › Annual counts of vehicle and bike parking occupancy at the Development Site. This will be done through a field inventory to be conducted during a representative weekday midday period when



it can reasonably be assumed that the peak parking demand for employees and visitors would occur; and

- › Evaluation of motor vehicle crash data at study area intersections.

A monitoring summary report will be provided to MassDOT and the City.

## Tenant Commitments

The following sections discuss the tenant types for which MMP programs will be implemented for the Project as well as overall MMP programs for all tenants. A description of the MMP elements is presented in this section along with information on how those elements aid employees, visitors, and retail patrons getting to and from the Development Site. The following plan first addresses general MMP measures that apply to all tenants with 50 or more employees, then special programs for the office/R&D/lab uses and retail shops/restaurant tenants, the anticipated tenant-types for Building 3. Select duties outlined below may alternatively be fulfilled by the property management team or the Proponent's appointed TDM coordinator on behalf of the tenants.

As there will likely be multiple tenants located within the Development Site, MMP obligations will need to be included as part of the lease language between tenants and the property owner. Any tenants with more than 50 employees also will be required to submit their own MMP, along with a copy of the leases with financial aspects and other non-MMP elements redacted or an affidavit signed by the owner and tenant(s) verifying that this language was included and agreed to in the lease. This documentation will be provided to the City prior to the issuance of the Certificate of Occupancy of a space by these tenants.

## General Tenant Measures

The following section describes overall commitments of all future tenants with 50 or more employees.

### Transportation Coordinator

As required by the Zoning Ordinance, an on-site TDM coordinator will be designated for each tenant with 50 or more employees. This person may be the office manager, human resources employee, or other individual serving a dual role in another job.

The person(s) in this role will coordinate with the property owner's overall TDM to help promote a reduced reliance on single-occupant automobile vehicle travel to and from the Development Site. To that end, the tenant specific TDM measures identified in the following sections will be implemented under the direction and supervision of this person. Alternatively, the Project's appointed overall TDM coordinator may fulfill the duties outlined below. The final job description for this role will be determined over time, but the duties of the on-site TDM coordinator will include, but not be limited to:

- › Assist employees with ride-matching and transportation planning;
- › Disseminate information on alternate modes of transportation and information pertaining to pedestrian and cycling access to and from the Development Site;



- › Develop transportation related marketing and education materials;
- › Distribute transit maps and passes; and
- › Host an annual mobility management educational meeting for employees.

## Parking Management

Future tenants with over 50 employees who are leasing a number of parking spaces will be required to commit to the following TDM measures:

- › Charge market rate for on-site parking spaces through employee lease agreements;
- › Implement short-term parking lease agreements for employees; and
- › Provide preferential carpool and vanpool parking within the parking garage and spaces near office building entrances within the parking garage as a convenience to commuters and to promote ridesharing.

In addition to the general TDM measures outlined above, the following use-specific programs for the office/R&D/lab uses and retail shops/restaurants also will be provided.

## Office/Laboratory Tenants

Office/lab employers within Building 3 will be encouraged to implement appropriate TDM measures by the on-site TDM coordinator. As not every TDM program will be suitable for every type of employer, such as telecommuting or flexible work hours, the on-site TDM coordinator will offer technical assistance to employers to evaluate potential programs and implement them when appropriate. Employer-based TDM measures may include the following programs:

- › At least 2.5% of the total parking spaces, rounded to the nearest whole number, must be signed and designated, and reserved for preferential carpool and vanpool parking within the parking garage and spaces near office building entrances within the parking garage;
- › Offer ride matching assistance managed by the on-site TDM coordinator or by MassRIDES so that employees find appropriate carpool and vanpool partners;
- › Disseminate information on alternate modes of transportation and developing transportation;
- › Offer sponsored vanpools and subsidized expenses;
- › 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 (\$270/month in 2021), subject to annual increases;
- › Allow employees to use pre-tax dollars for the purchase of MBTA passes, as the pre-tax purchase is free from both federal and state income and payroll taxes;
- › Provide telecommuting options for employees in appropriate jobs;
- › Offer incentives for bicycle and pedestrian commutes, such as covered bicycle storage, changing rooms, and shower facilities;
- › Hold promotional events for transit-riders, cyclists, and pedestrians;
- › Offer direct deposit to employees;

- › At least 15% of the total parking spaces, rounded to the nearest whole number, must be equipped with Level 2 Electric Vehicle (EV) Chargers. The remaining 85% of garage vehicle parking spaces must be EV Ready spaces; and
- › Providing preferred parking for low-emitting fuel-efficient vehicles and/or electric vehicle charging stations within the future parking facilities for the additional buildings.

## Property Management Firm

The following sections discuss the TDM duties expected to be fulfilled by the property management firm.

### Parking Management

As previously stated, the Proponent has committed to providing unbundled parking to future tenants and, in turn, future tenants will determine how parking spaces are allocated or leased to employees. Due to the extremely low proposed parking ratio, the Proponent anticipates that all parking spaces will be leased by tenant(s). To the extent that any parking spaces are not leased by tenants, those spaces will be made available to the public.

The Proponent, and ultimately the Property Management Firm will commit to the following additional TDM measures:

- › Charge market rate for parking spaces through tenant lease agreements;
- › Implement short-term parking lease agreements;
- › Require tenants to offer short-term parking lease options to employees, such as month to month;
- › Require tenants to charge employees market rate for on-site employee parking; and
- › Provide preferential carpool/vanpool parking spaces;

The following additional TDM measures will also be considered:

- › Demand-responsive pricing, which adjusts hourly rates for public and customer parking to manage parking availability;
- › Offering parking cash-out incentives for employees;
- › Shared parking; and
- › Preferred parking for low-emitting fuel-efficient vehicles and/or electric vehicle charging stations within the Project garage.

### SomerVision 2040

The Project is committed to making reasonable efforts to achieve the City's goal to control the percentage of trips made by automobile at 50 percent or less. Additionally, the Proponent will make reasonable efforts to 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. If annual monitoring and reporting identifies a shortfall in meeting this goal, the Property Management Firm will implement additional mobility management programs and services.



## CITY OF SOMERVILLE, MASSACHUSETTS

### *MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT*

**KATJANA BALLANTYNE**

**MAYOR**

July 8, 2022

Robert Dickey  
Boynton Yards LandCo LLC  
10 Post Office Square #1300  
Boston, MA 02109

Dear Mr. Dickey,

This letter is the Preliminary Decision of the Director of Mobility for the Mobility Management Plan ('MMP') submitted by Boynton Yards Land Co LLC, a joint venture between DLJ Real Estate Capital Partners and Leggat McCall Properties LLC, (the 'Applicant') for 99 South Street, ('the Project') as required by §11.4 Mobility Management of the Somerville Zoning Ordinance. 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 develop a lot located between Earle Street, Harding Street, and South St, currently hosting surface-level parking for the Gentle Giant company and construction vehicle parking. The Project will be a 12-story building to include approximately 356,000 square feet (sf) of commercial space (assumed 60/40 percent split between lab/research & development and office components). There will be four levels of below-grade parking with up to 280 structured vehicle parking spaces beneath the building. There will also be 70 long term and 64 short term bicycle parking spaces constructed.

The Project, known also as Building 3, is in Phase 2 of the Boynton Yards Master Planned Development (MPD) project which, in total, proposes the construction of a three-phase mixed-use development that includes six buildings containing up to approximately 1,862,000 GFA, with approximately 1,363,000 SF of



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office, research and development, and lab enabled uses, 440,000 SF of residential space (440 units), and 59,000 SF of retail and/or restaurant space. The development is permitted for no more than 1,125 structured below-grade vehicle parking spaces. It will also include 888 long term bicycle parking spaces, and 203 short term bicycle parking spaces

The Project is in the Boynton Yards (BY) overlay district sub-area in the High-Rise (HR) zoning district. The BY sub-area is subject to a 1,500 space off-street parking maximum that may only be exceeded by Special Permit. The BY sub-area is also subject to commercial floor area minimums that requires at least 75% of floor space to be dedicated to non-residential uses, including at least 10% of the total commercial floor area to be dedicated to Arts & Creative Enterprise uses.

The proposed Building 2 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.**

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 SZO

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

- To making reasonable efforts 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.
- 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 within the parking garage

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

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 service.

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 has made 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 within the parking garage
- To post mobility management information

## Additional Commitments

In addition to the above, the Applicant has committed to the following additional programs & services:

- To be provided by the Property Owner:
  - To provide three new BlueBikes bike-share stations located within the Development Site. The first station will be installed prior to the issuance of a Certificate of Occupancy (CO) for Building 2, the second station will be installed prior to the issuance of a CO for Building 3, and the remaining station will be installed during Phase 3 (Buildings 5 and 6).
  - To work with the MBTA to identify appropriate locations for new or relocated bus stops near the Development Site and other possible amenities, including bus shelters and real-time transit information.
  - To provide a central commuter information center within the site.
  - To implement a shuttle service to Kendall Square and Sullivan Square for the period before the Union Square GLX station opens, and to evaluate the shuttle for continued operations after the Union Square GLX station begins service.
  - To becoming an active member of any TMA formed in the vicinity of the Project.
- To be provided by all tenants with 50 employees or more:
  - To provide an on-site transportation coordinator
  - To charge employees market rate for on-site parking spaces
  - To implement short-term parking lease agreements for employees

- To offer preferential carpool and vanpool parking within the parking garage
- To be provided by the Property Management Firm:
  - Charge market rate for parking spaces through tenant lease agreements;
  - Implement short-term parking lease agreements;
  - Require tenants to offer short-term parking lease options to employees;
  - Require tenants to charge employees market rate for on-site employee parking;
  - Provide preferential carpool/vanpool parking spaces;

## Mobility Division Comments & Approval Conditions

The Applicant details a number of additional programs and services that may or may not be offered by the Applicant or by future tenants. While we commend the Applicant for detailing programs and services that could potentially reduce vehicle travel to the site, these measures cannot be evaluated as constructive elements of the Mobility Management plan without firm and specific commitments by the Applicant to implement them or require them of future tenants.

The Somerville Zoning Ordinance requires the Project's parking garage to be operated as a Commercial Parking Facility, meaning that these parking resources will not be exclusive to building tenants and their employees and will be open to the public. The Mobility Division cannot support accessory parking on this site and is committed to ensuring that new parking creation in the Boynton Yards district is a shared resource available to the public, inclusive of tenant employees. In addition, parking spaces must be priced at local market rates and will be unbundled for tenant employees.

- **CONDITION #1:** *The Applicant (or their designated parking facility operator) will operate the parking garage as Commercial Parking Facility 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 and site residents, 24 hours per day, 7 days per week, and 365 days per year. Tenant employees and residents must pay market rate directly for parking and must be made aware of different 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, but tenant leases may include the allocation of a set number of unreserved monthly parking passes which may be purchased by tenant employees directly from the Applicant (or their designated parking facility operator) on a first come first serve basis. 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 #2:** *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 #4. 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*

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*annual reporting so that the utilization of the garage may be evaluated. Applicant may adopt operational measures to meet existing passholder obligations but shall always seek to maximize utilization of parking spaces and shall ensure that an allocation of spaces remains for daily and hourly parking.*

- **CONDITION #3:** *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 #4:** *The number of reserved vehicle parking spaces in the Commercial Parking Facility is restricted to no more than 5% of the total parking spaces, rounded to the nearest whole number.*

The Mobility Division commends the applicant for providing relatively low overall parking ratio of 0.79 spaces per 1000 sf, but notes that there are local precedent examples of a further reductions in parking provision. National and local research has demonstrated that excessive motor vehicle parking in new development reduces mass transit ridership and undermines public investment in mass transit infrastructure. 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.

- **CONDITION #5:** *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 #6:** *At least two (2) parking spaces must be made available in the Commercial Parking Facility 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 #7:** *At least 2.5% of the total parking spaces provided in the Commercial Parking Facility, 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 #8:** *At least one (1) bicycle repair facility must be provided for tenant employees in a convenient location such as the bike storage room in the building. 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 and must be expanded as necessary to meet actual employee demand.*
- **CONDITION #9:** *On-site real time transit information is required, consisting of three (3) connected TransitScreen displays (or equivalent service). One (1) screen shall be located inside the lobby near the pedestrian entrance located on South St. One (1) screen shall face the exterior of the building abutting South St so that it is visible to those in the plaza space, or in a different, public-facing location reviewed and approved by the Director. One (1) screen shall face the exterior of the building abutting Throughfare 1 so that it is visible to pedestrians on the Thoroughfare 1 sidewalk, or in a different, public-facing location reviewed and approved by the Director. 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.*
- **CONDITION #10:** *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 #11:** *At least 15% of the total parking spaces provided in the Commercial Parking Facility, rounded to the nearest whole number, must be equipped with Level 2 Chargers (or then current technology) when the garage opens for occupancy. The remaining 85% of the 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 #12:** *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 (\$270 per month in 2021), 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. The Applicant may choose to provide this subsidy themselves directly to site employees and is ultimately responsible for ensuring that all site employees are offered this subsidy.*

- **CONDITION #13:** *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 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. The Applicant may choose to provide this subsidy themselves directly to site employees and is ultimately responsible for ensuring that all site employees are offered this subsidy.*
- **CONDITION #14:** *The property owner must have a signed contractual agreement become a dues paying member of any Transportation Management Agency (TMA) established to serve the Boynton Yards 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 #15:** *For the purpose of reducing daily peak-hour vehicle trips, the Applicant shall, to the extent practicable, work with tenants, 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 #16:** *In addition to the initial mode share commitment of 50% or less trips made by automobile, the Applicant shall make reasonable efforts to 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](mailto: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,



Robert Dickey  
Boynton Yards LandCo LLC



## Memorandum

To: Mayor's Office of Strategic Planning  
and Community Development  
City of Somerville  
93 Highland Avenue  
Somerville, MA 02143

Date: July 15, 2022

Project #: 15550.00

From: Kathleen Keen, P.E.  
Project Manager

Re: Transportation Access Plan  
Boynton Yards – Building 3 (99 South)  
Somerville, Massachusetts

Ashley Domogala, EIT  
Transportation Consultant

The following information is being provided to document the Transportation Access Plan (TAP) for Building 3 (99 South) of the overall Boynton Yards development (the "Project") to be located in Somerville, Massachusetts (the "Development Site"). This document and accompanying information depict the proposed Development Site access for vehicle, bicycle, and pedestrian traffic. Information regarding truck deliveries and service vehicles (trash, recycling, etc.) also is provided for review.

The overall Project will be constructed across six buildings (one existing building to remain and five new buildings) to be generally located north of and adjacent to South Street, to the west of Harding Street, and extending to the parcel just east of Windsor Street in Somerville, Massachusetts (the "Site"). Directly north of the Project Site are the MBTA train tracks for the Green Line Extension ("GLX") project. Windsor Place Extension, which is an existing privately-owned street, travels in an east-west direction through the Site. The Proponent intends to transfer the ownership of the Windsor Place Extension to the City. For the purposes of the TAP, this new roadway is referred to as "Thoroughfare 1". In the future, the proposed buildings will host a mixture of office, research and development (R&D) and lab enabled uses (office/R&D/lab), ground floor retail/restaurant uses, residential, new civic space, and associated parking facilities and infrastructure improvements.

The Proponent's full build out of its overall amended Boynton Yards Master Plan development will provide a pedestrian- and transit-oriented, mixed-use development consisting of approximately 440 residential units, 1,363,000 SF of commercial space (to be evenly split between lab/research & development and office space), 49,000 SF of retail/restaurant space, and 1,117 primarily structured below-grade parking spaces (the "Project," also known as Boynton Yards). 101 South Street (referred to as "Building 1"), associated with Phase 1 of the Boynton Yards Project has been occupied since Q1 2022 while 808 Windsor Street (referred to as "Building 2") and the Civic Space 1, between 101 South Street and 808 Windsor Street, associated with Phase 2 of the Boynton Yards Project are under construction.

Building 3 (99 South Street), the subject of this TAP, will be located at the southeast corner of the development, between Earle Street and Harding Street on a lot currently hosting surface-level parking for the Gentle Giant company and construction vehicle parking. Building 3 will be a 12-story building to include approximately 356,000 SF of commercial space. There will be four levels of below-grade parking with up to 280 structured spaces beneath Building 3, with access from Earle Street. The commercial space will be a mix of lab/research & development and office.



## Site Access

Building 3 will be on a lot which is currently occupied by surface-level parking for the Gentle Giant company and construction vehicle parking. Access to the parking area is currently provided by two curb cuts along Earle Street and South Street, respectively.

With the redevelopment of the Development Site, Building 3 will feature a single driveway to a four-level below grade parking garage with up to 280 structured spaces beneath the building. The driveway for access to the below-grade Building 3 garage will be located on the east side of Earle Street just north of South Street.

### On-Street Parking

The Proponent plans to make changes to the current parking configuration on the roadways adjacent to the Development Site. Currently, there is approximately 500 feet of unstriped parking allowed along the southerly side of South Street between Windsor Street and Earle Street with that area capable of accommodating approximately 20 to 21 parked cars. The parking along South Street currently has a two-hour time limit (except for permit parking) between 8:00 AM and 2:30 AM with parking restricted to permit parking only from 2:30 AM to 8:00 AM. Harding Street has approximately eight unstriped parking spaces along the westerly side of the street. In addition, six spaces were constructed along the proposed Thoroughfare 1 as part of 101 South.

While on-street parking is currently free, the final regulation of any on-street parking will be determined by the City of Somerville.

The Project will provide approximately 29 short-term, on-street parallel public parking spaces to support the ground level retail space along Thoroughfare 1 and the west side of Harding Street. It should be noted that there will be no on-street parking provided along Earle Street or South Street. Approximately 23 spaces are to be constructed along Thoroughfare 1 and Harding Street north of Ward Street, including three accessible spaces. Six spaces are to be constructed along the west side of Harding Street between Ward Street and South Street.

In addition to providing on-street parallel public parking spaces, an approximately 60-foot pickup/drop-off zone was constructed along the north side of South Street in conjunction with 101 South.

## Site Plans

A variety of site plans depict the proposed ground floor layout and transportation elements, as well as pedestrian, bicycle, and vehicular accommodations. Thoroughfare 1 is not shown on the graphics as it is not finalized and is subject to a separate site plan approval process.

### Ground Floor Illustrative Plan

Refer to Figure A-1 for a plan depicting the combined ground floor level and Site landscaping for Building 3.

### Transportation Elements Plan

Refer to Figure A-2 for a plan depicting transportation elements, including pavement markings, parking spaces, and street furniture for Building 3.

### **Pedestrian Access Plan**

Refer to Figure A-3 for a plan depicting the Project sidewalk network and Building 3 entrance locations. The primary entrances for the building lobbies and ground-floor retail/community arts spaces are shown, as well as all secondary entrances to the building.

### **Bicycle Access and Parking Plan**

Refer to Figure A-4 for the bicycle access and parking plan. Building 3 will include 115 indoor secured and 64 outdoor short-term bicycle parking spaces.

### **Vehicle Access and Parking Plan**

Refer to Figure A-5 for a plan showing the vehicular access to Building 3 with the parking supply noted.

### **Vehicle Movement Plans**

Refer to Figures A-6a through A-6e for vehicle tracking diagrams that demonstrate the ability of large vehicles (SU-30 and WB-40 sized tractor trailers and trash trucks) to navigate in and out of Building 3's loading facilities. Building 3 will have loading bay access on the east side of Earle Street, just south of Thoroughfare 1. Heavy vehicles will access Earle Street via South Street. The timing of deliveries will be in line with standard office/lab delivery activity. Passenger vehicle tracking diagrams are also included demonstrating the ability of vehicles to access/egress the below-grade parking garage located on the east side of Earle Street, north of South Street.

## Attachments



- › Ground Floor Illustrative Plan
- › Transportation Elements Plan
- › Pedestrian Access Plan
- › Bicycle Access and Parking Plan
- › Vehicle Access and Parking Plan
- › Vehicle Movement Plans



REVISIONS		
#	DATE	DESCRIPTION

BOYNTON YARDS -  
BLDG 3

99 SOUTH STREET  
SOMERVILLE, MA 02143

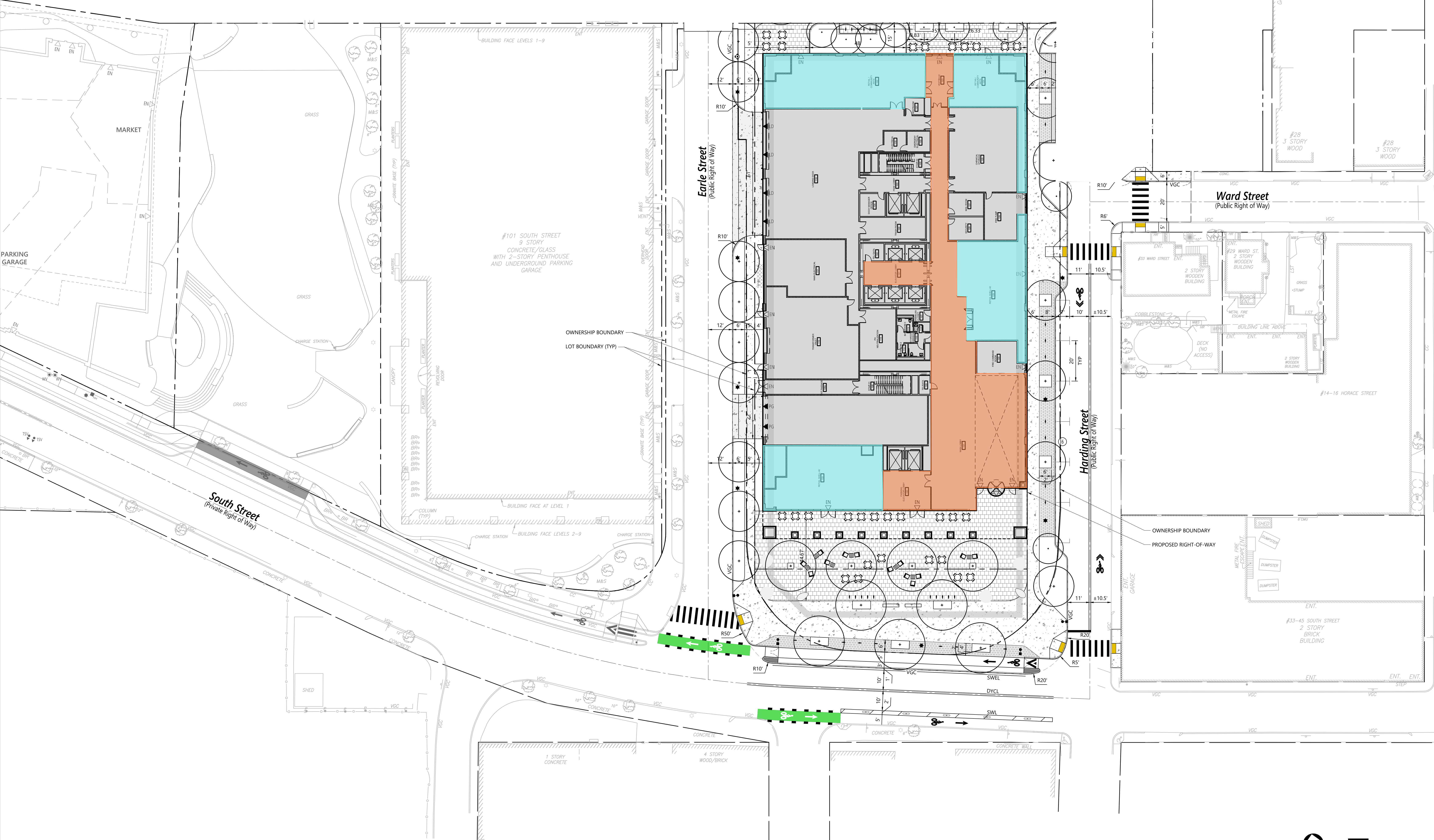
  


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99 High Street  
Boston, MA 02110  
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ORANGE = LOBBY  
BLUE = RETAIL/COMMUNITY ARTS SPACE  
GRAY = BACK OF HOUSE

Thoroughfare 1 is not finalized and is subject to a separate site plan approval process



DESIGN DEVELOPMENT

Figure A-1  
Ground Floor  
Illustrative Plan

SCALE	PROJECT #	DATE ISSUED
1" = 20'	15550.00	06.30.2022



REVISIONS		
#	DATE	DESCRIPTION

BOYNTON YARDS -  
BLDG 3

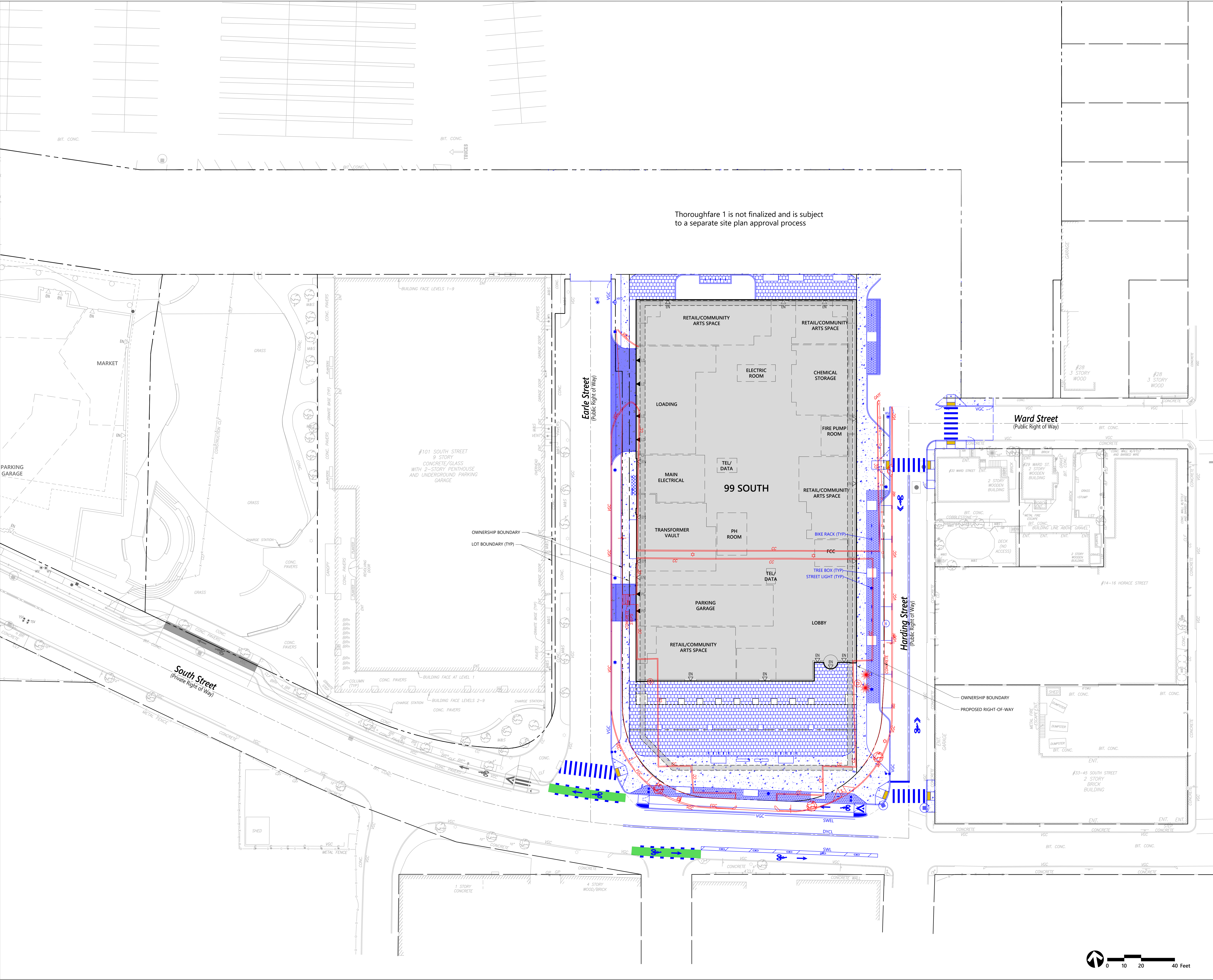
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vhb 99 High Street  
Boston, MA 02110  
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RED = EXISTING ELEMENTS TO BE REMOVED  
BLUE = PROPOSED ELEMENTS  
GRAY = EXISTING ELEMENTS TO REMAIN  
BLACK = PROPOSED SITE

Thoroughfare 1 is not finalized and is subject to a separate site plan approval process



DESIGN DEVELOPMENT

Figure A-2  
Transportation  
Elements Plan

SCALE 1" = 20'  
PROJECT # 15550.00  
DATE ISSUED 06.30.2022







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#	DATE	DESCRIPTION

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BLDG 3

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- Mixed Traffic
- Bike Lane
- Protected Bike Lane
- Curbless Street
- Bike Lobby Access  
(see Figure A-4b for  
path between bike  
lobby and bike room)

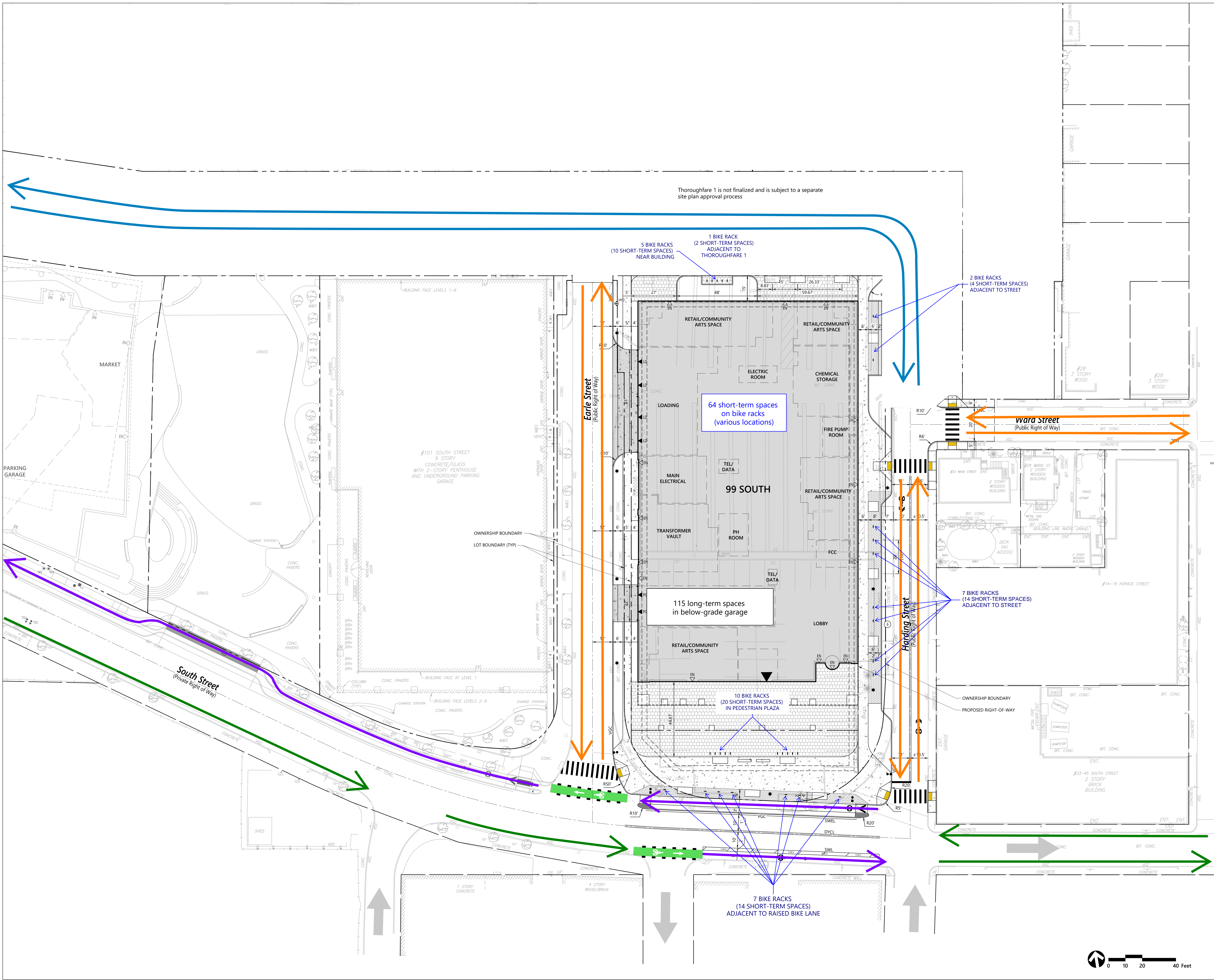
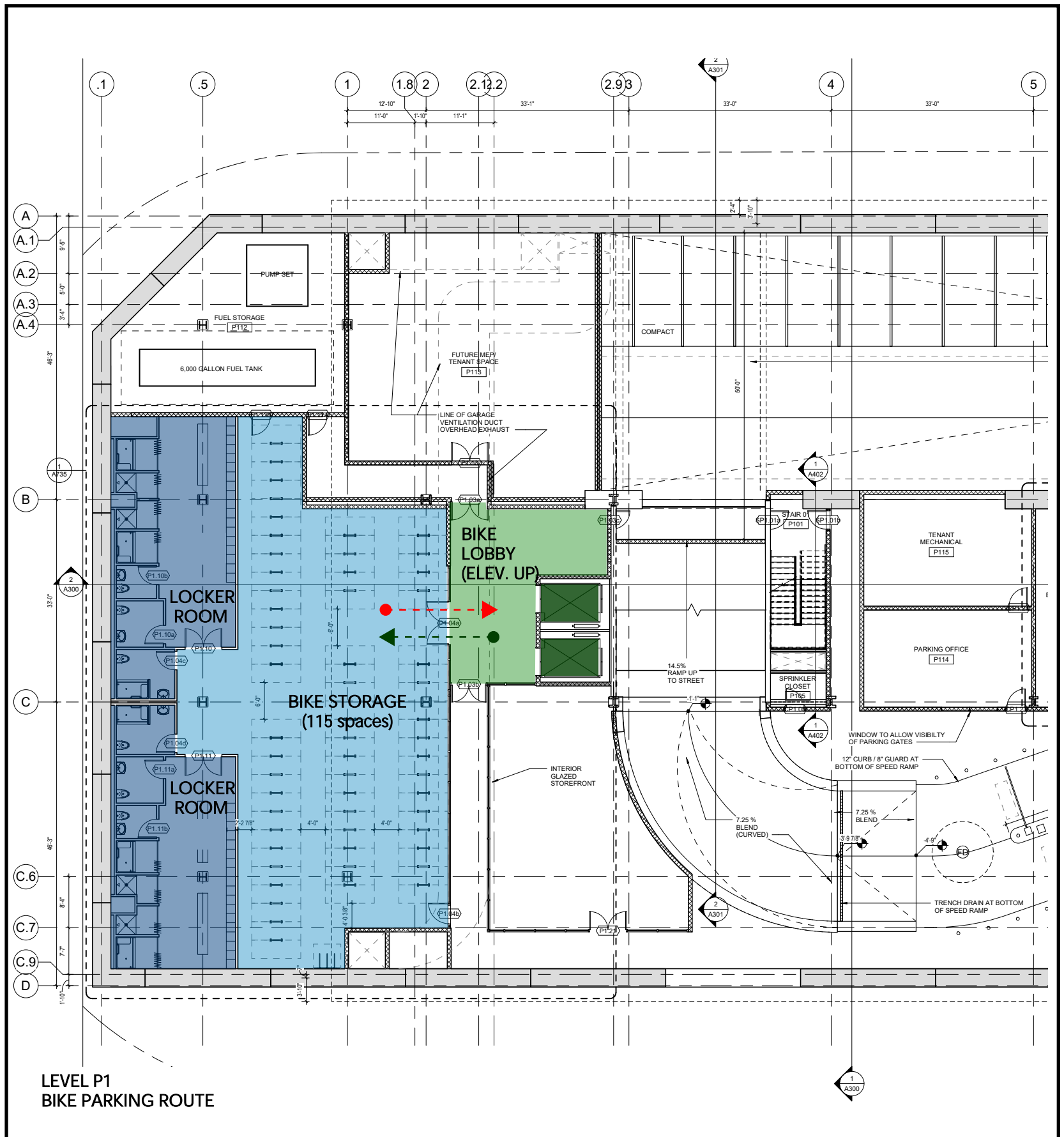
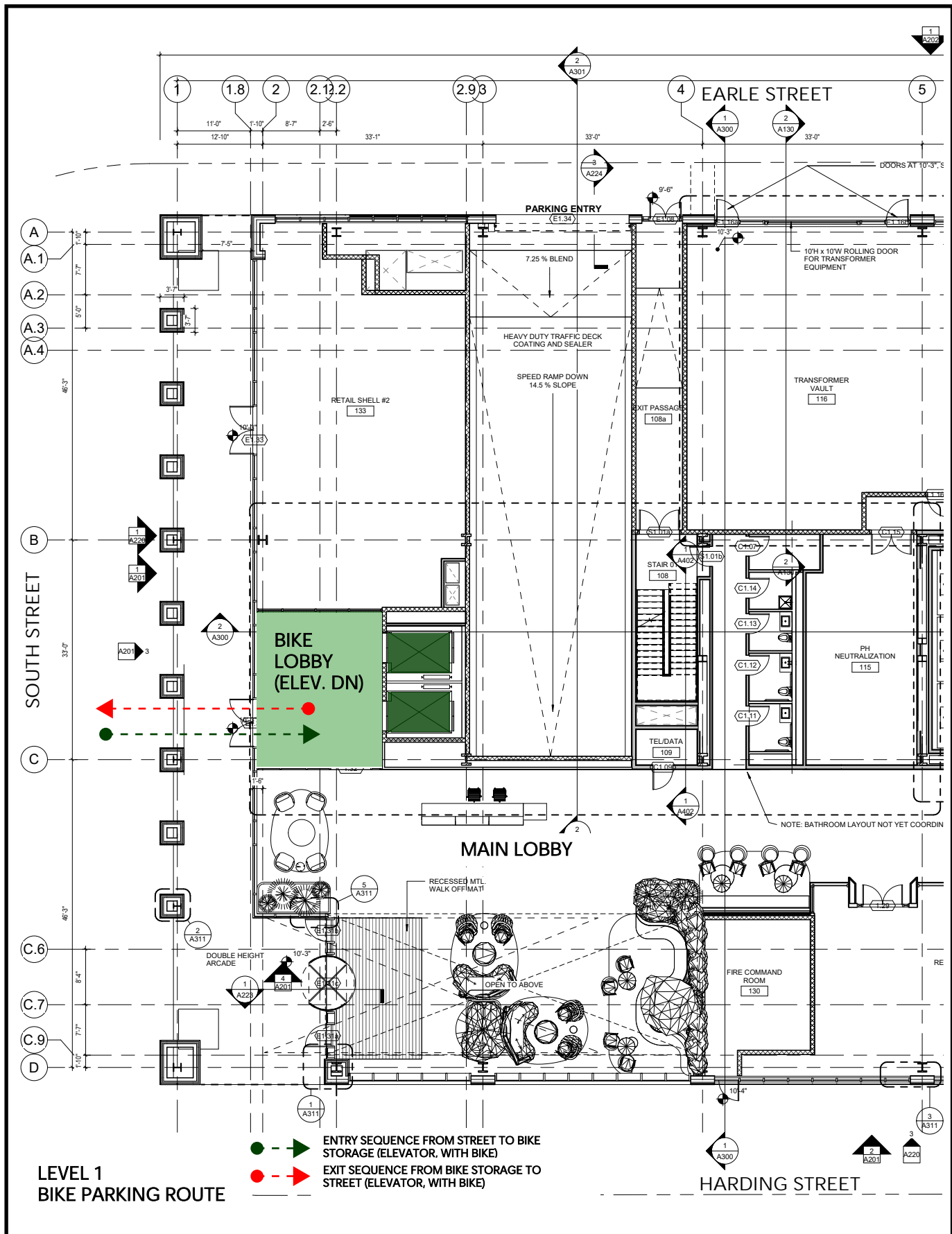


Figure A-4a  
Bicycle Access and  
Parking Plan





Source: CBT Architects

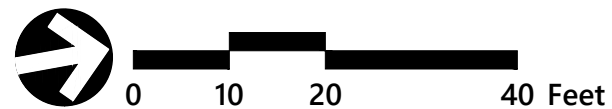


Figure A-4b

Bicycle Access and Parking Plan



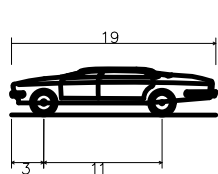








Vehicle Profile



Legend  
Forward  
Backing In

P = Passenger Car  
Overall Length 19.000ft  
Overall Width 7.500ft  
Overall Body Height 4.300ft  
Min Body Ground Clearance 1.15ft  
Track Width 6.000ft  
Lock-to-lock time 4.00s  
Max Steering Angle (Virtual) 31.6°

REVISIONS		
#	DATE	DESCRIPTION

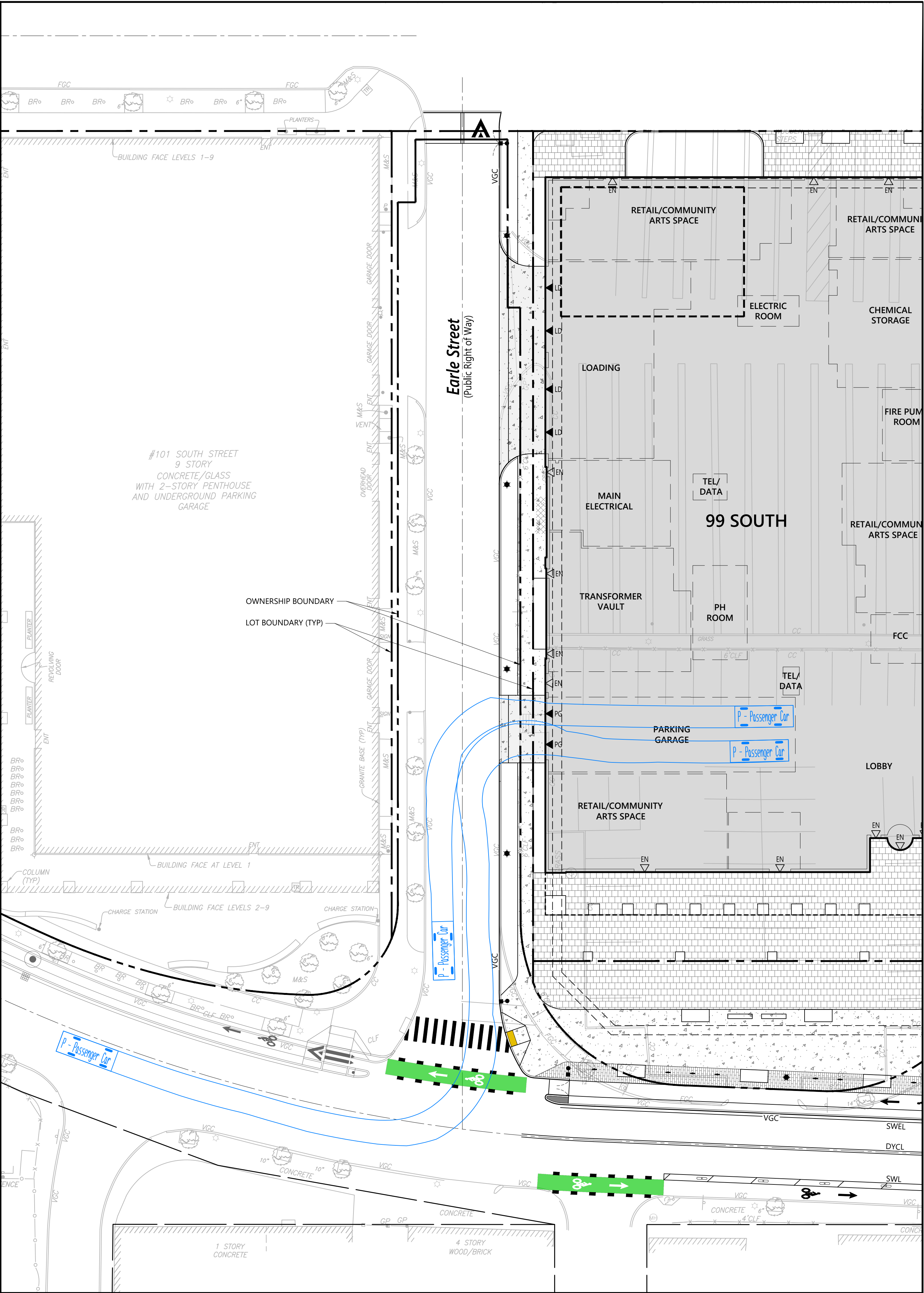
BOYNTON YARDS

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vhb 99 High Street  
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Passenger Car - to/from South



Passenger Car - to/from North

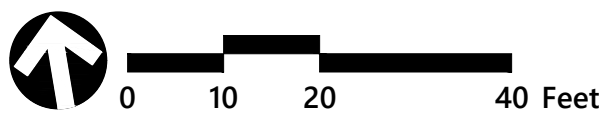
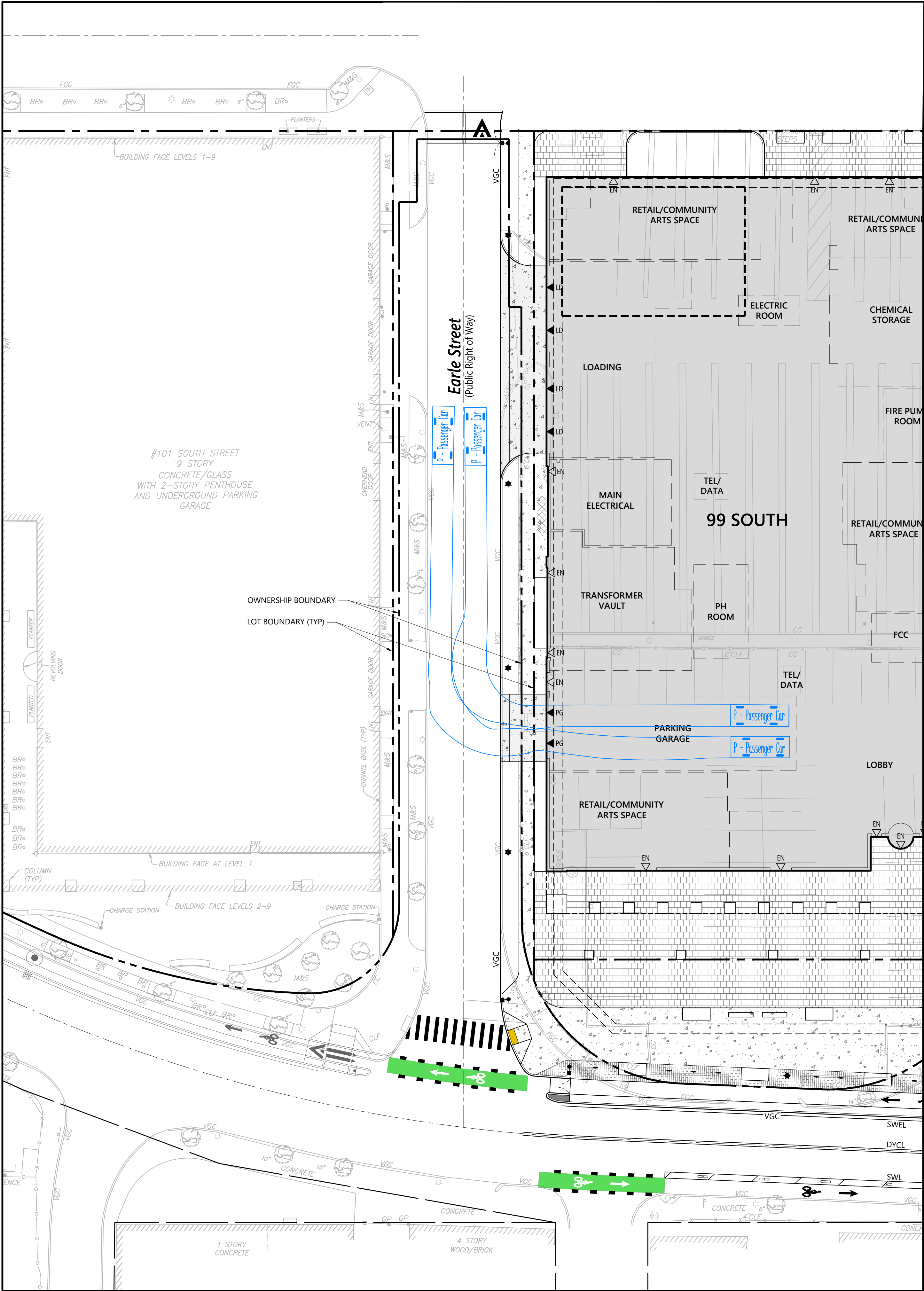


Figure A-6a  
Vehicle Movement Plan  
Passenger Car

SCALE 1" = 20'  
PROJECT # 15550.00  
DATE ISSUED 03.22.2022



Vehicle Profile

Legend

Forward

Backing In

34.5

22.9

4.2

Compactor Pick-Up

Overall Length

Overall Width

Overall Body Height

Min. Body Ground Clearance

Max. Track Width

Lock-to-lock time

Wall to Wall Turning Radius

34.500ft

8.500ft

12.898ft

1.364ft

8.500ft

6.00s

45.000ft

REVISIONS		
#	DATE	DESCRIPTION

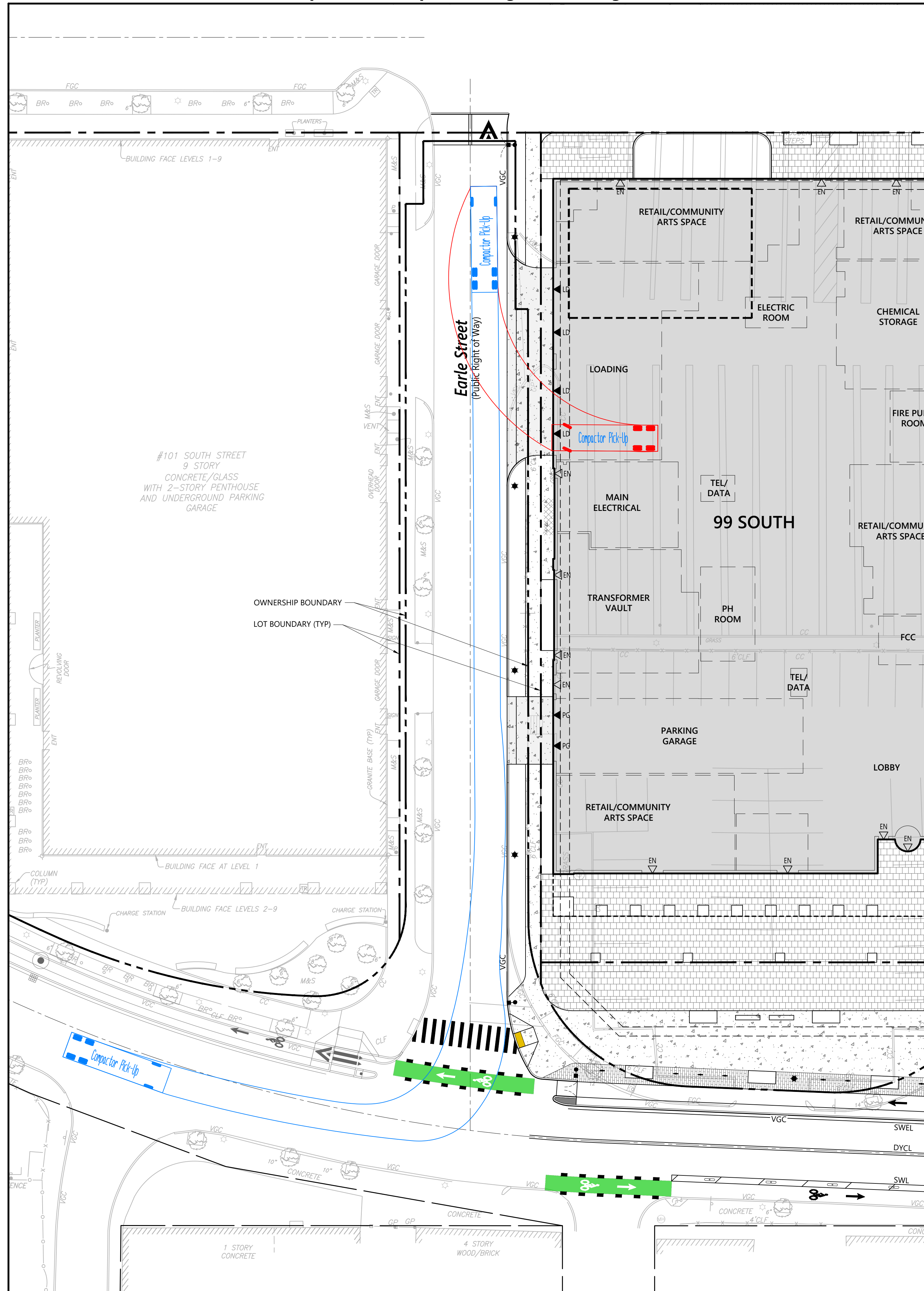
BOYNTON YARDS

99 SOUTH STREET  
SOMERVILLE MASSACHUSETTS

cbt 617 262 4354 cbtarchitects.com  
110 canal street boston, ma 02114

vhb 99 High Street  
Boston, MA 02110  
617.728.7777

Compactor Pick-up - entering first loading dock



Compactor Pick-up - exiting first loading dock

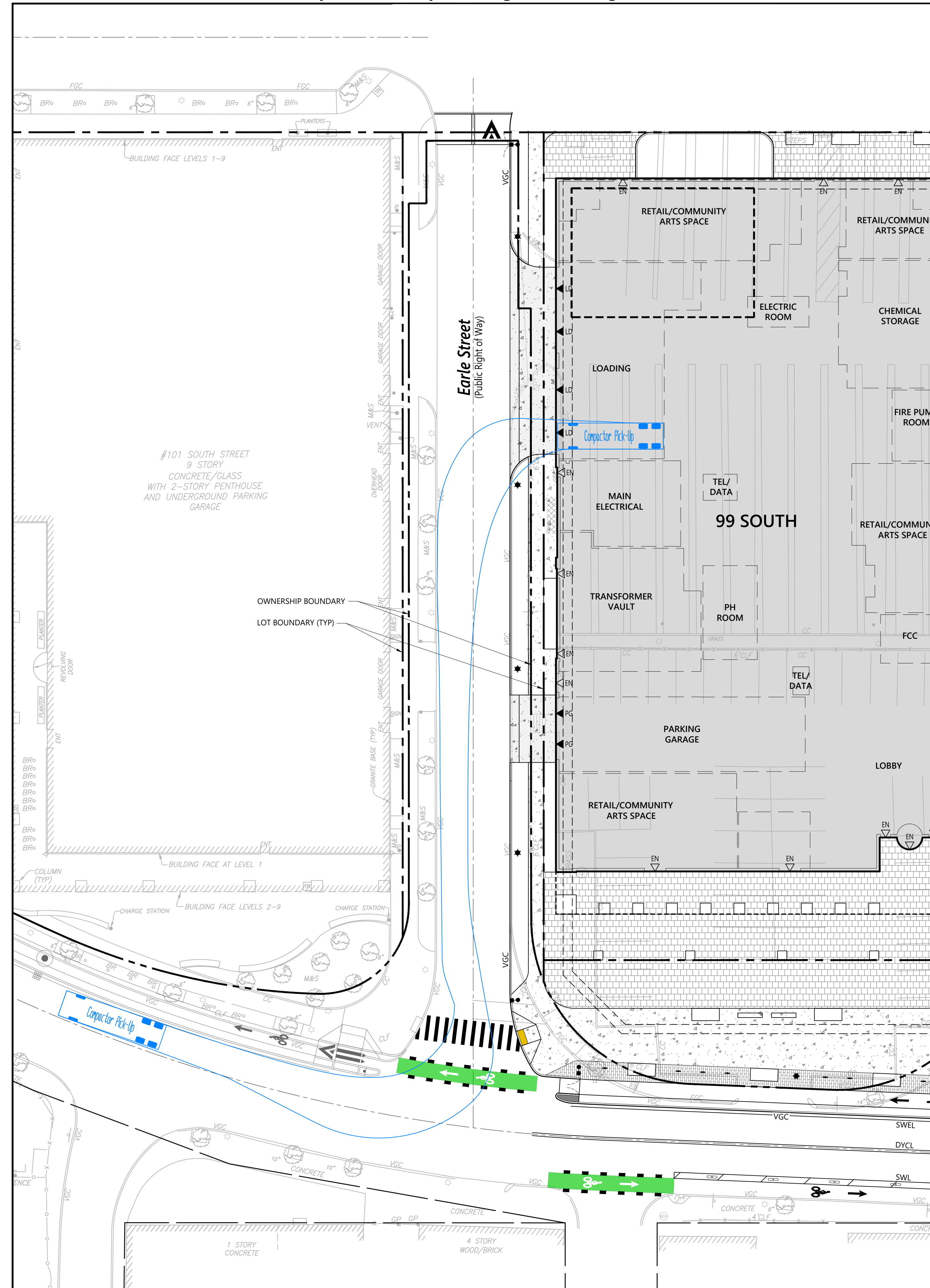


Figure A-6b  
Vehicle Movement Plan  
Compactor Pick-Up

SCALE 1" = 20'  
PROJECT # 15550.00  
DATE ISSUED 03.22.2022



Vehicle Profile

Legend

Forward

Backing In

34.5

22.9

4.2

Compactor Pick-Up

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock-to-lock time

Wall to Wall Turning Radius

34.500ft

8.500ft

12.898ft

1.364ft

8.500ft

6.00s

45.000ft

REVISIONS		
#	DATE	DESCRIPTION

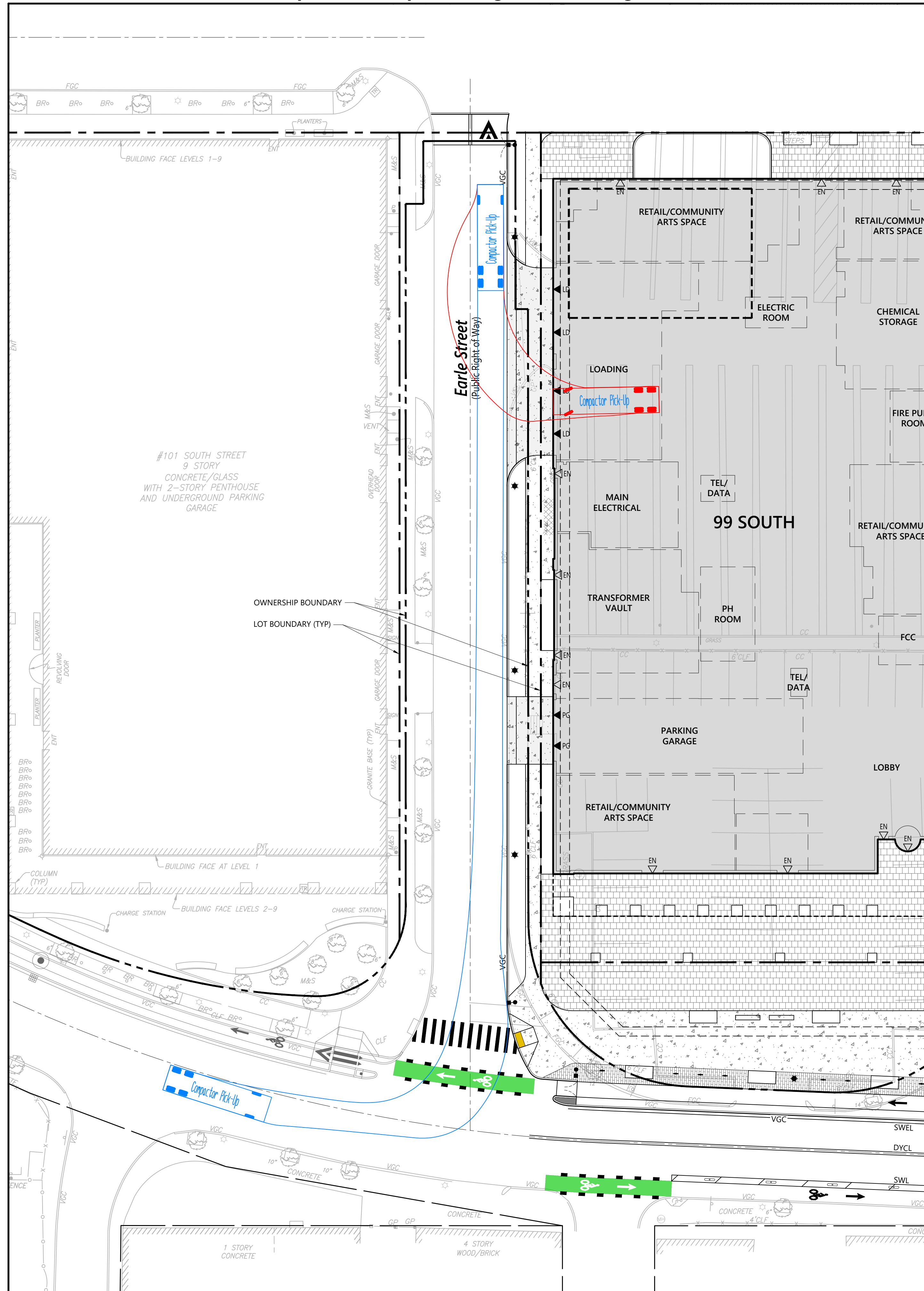
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Compactor Pick-up - entering second loading dock



Compactor Pick-up - exiting second loading dock

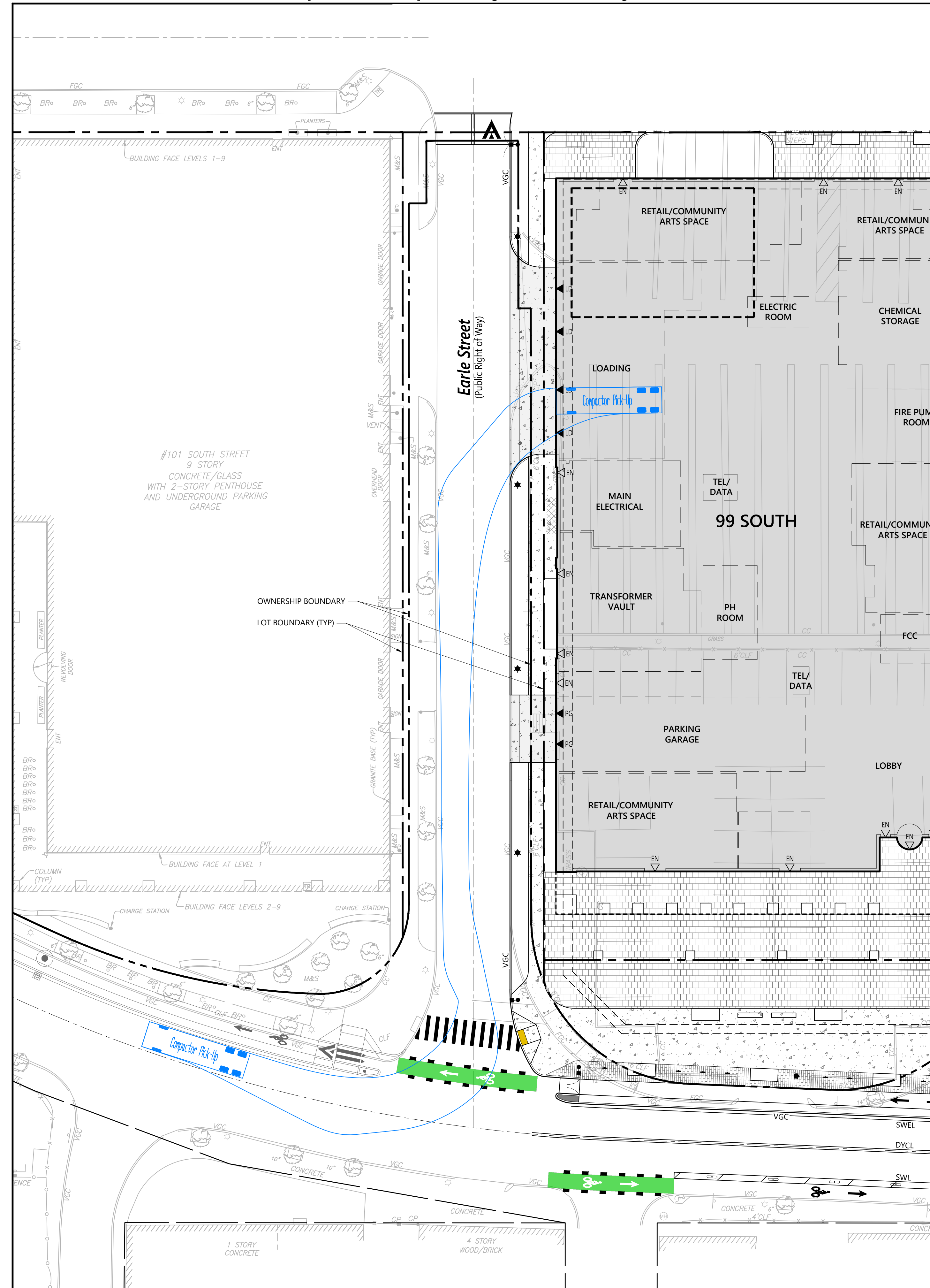


Figure A-6c  
Vehicle Movement Plan  
Compactor Pick-Up

SCALE 1" = 20'  
PROJECT # 15550.00  
DATE ISSUED 03.22.2022



Vehicle Profile

30

30

30

Legend

Forward

Backing In

SU-30 - Single Unit Truck

Overall Length

Overall Width

Overall Body Height

Min. Body Ground Clearance

Track Width

Lock-to-lock time

Max Steering Angle (Virtual)

30.000ft

8.000ft

13.500ft

8.000ft

8.000ft

5.00s

37.80°

REVISIONS		
#	DATE	DESCRIPTION

BOYNTON YARDS

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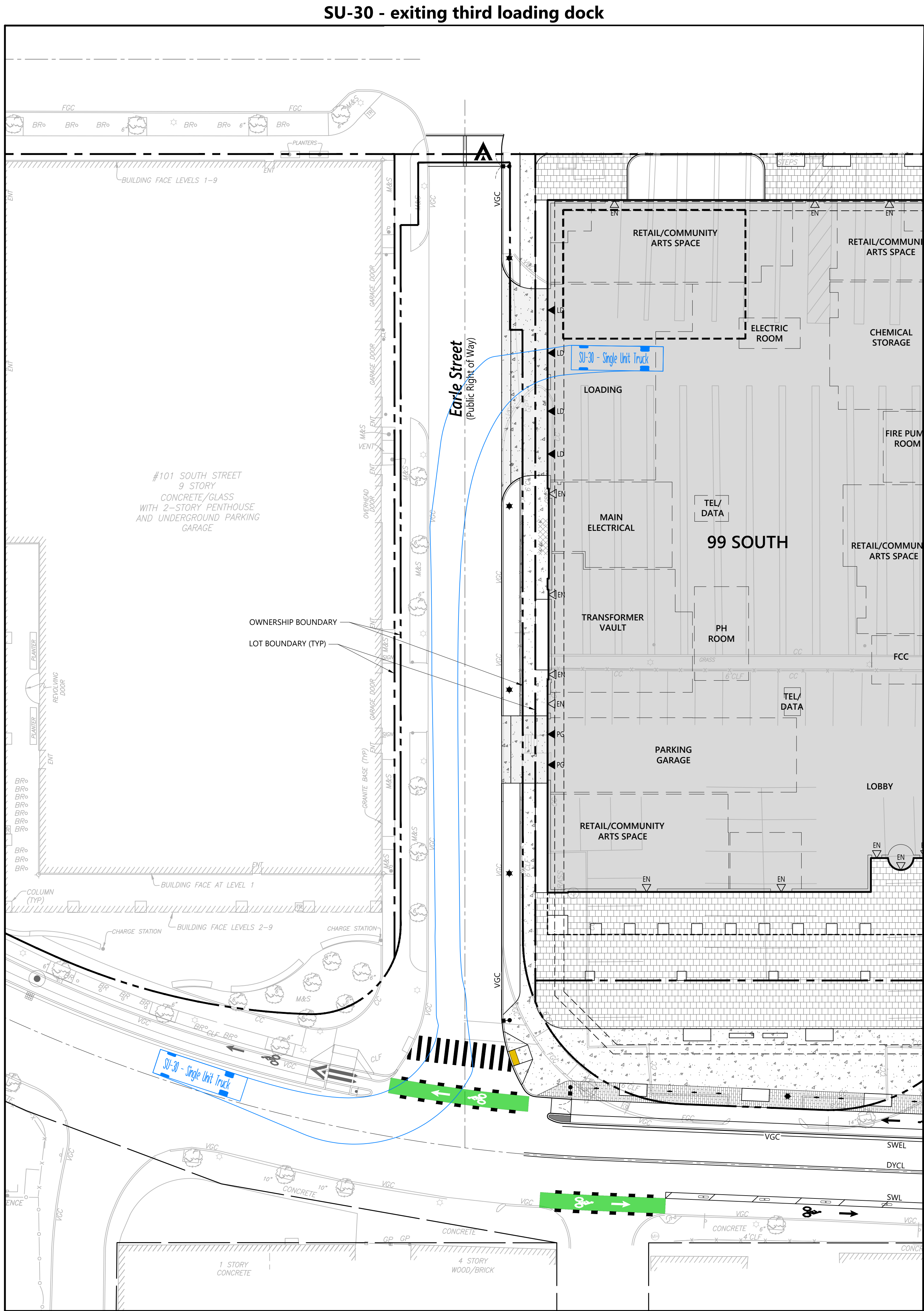
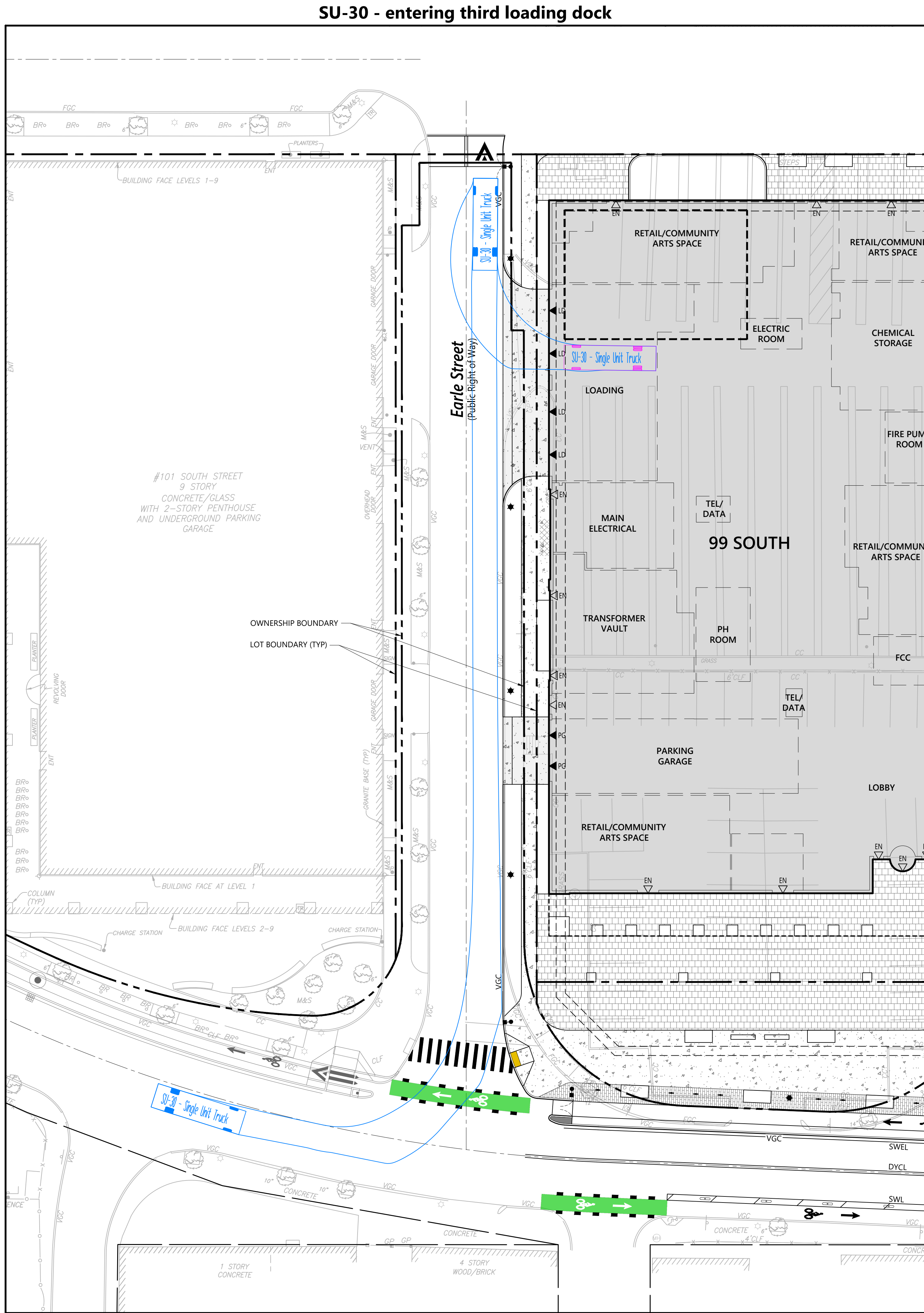
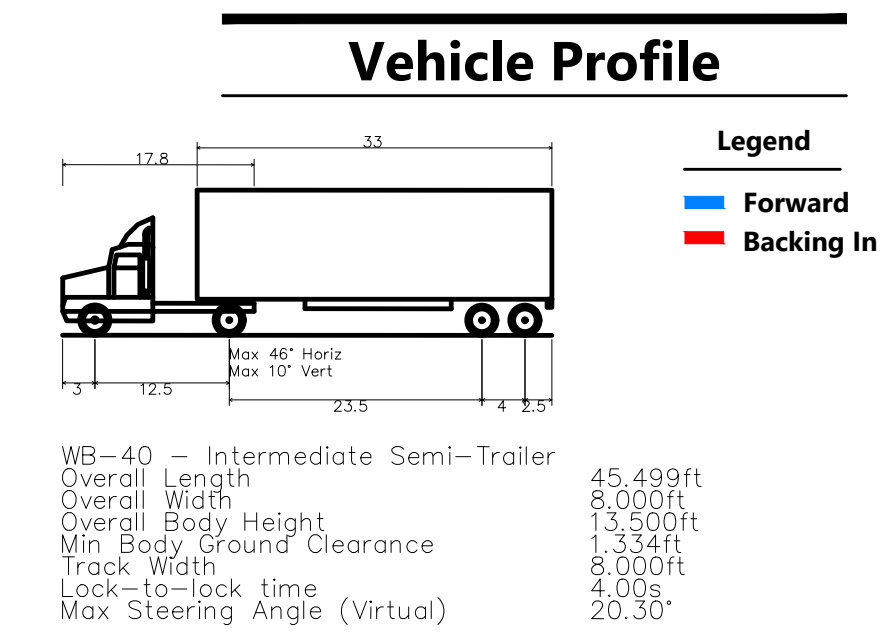


Figure A-6d  
Vehicle Movement Plan  
SU-30

SCALE 1" = 20'  
PROJECT # 15550.00  
DATE ISSUED 03.22.2022





REVISIONS		
#	DATE	DESCRIPTION

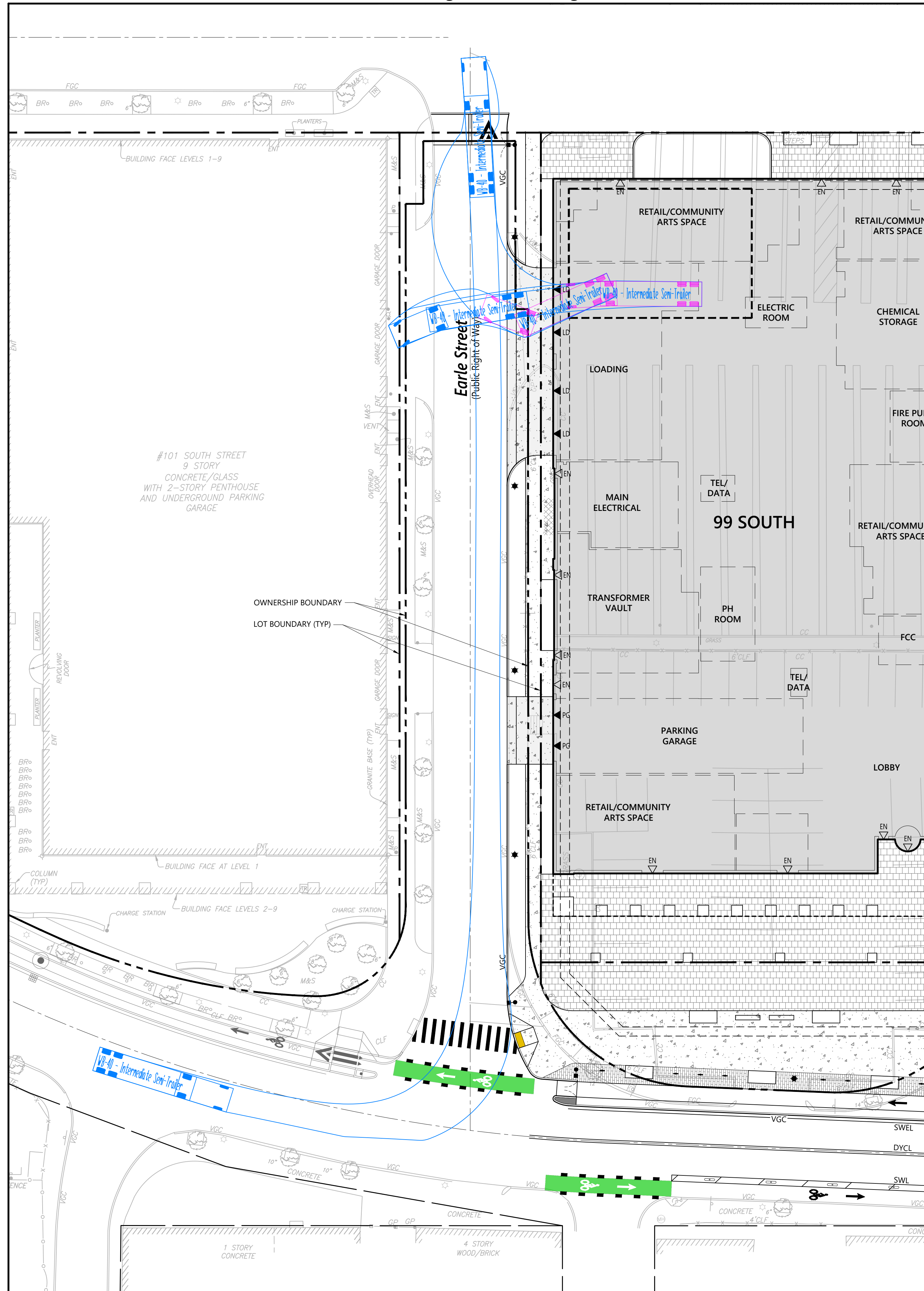
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WB-40 - entering fourth loading dock



WB-40 - exiting fourth loading dock

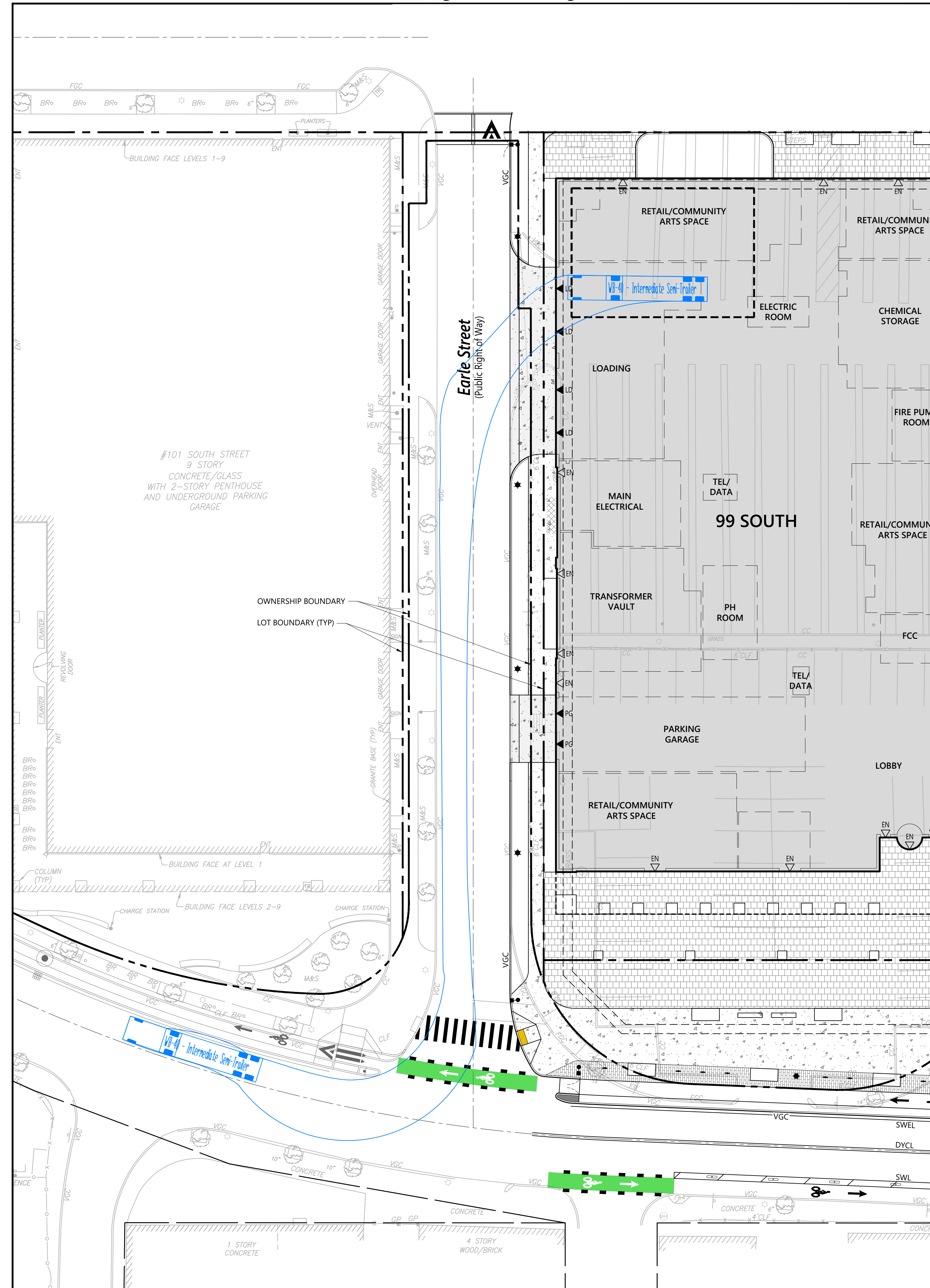
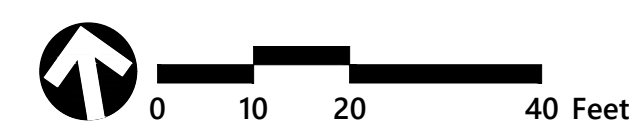


Figure A-6e  
Vehicle Movement Plan  
WB-40

SCALE 1" = 20'  
PROJECT # 15550.00  
DATE ISSUED 03.22.2022







# CITY OF SOMERVILLE

Inspectional Services • Planning Board • Zoning Board of Appeals

## CERTIFICATION OF REQUIRED MATERIALS BY CITY OF SOMERVILLE MOBILITY DIVISION

Development Site Address: 99 South Street, Somerville MA 02143

Applicant Name: Robert Dickey, Boynton Yards LandCo LLC

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: 7/13/22