



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

THOMAS F. GALLIGANI, JR.
EXECUTIVE DIRECTOR (ACTING)

May 5th, 2023

Adam Siegel
Principal
SGL Development
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Dear Mr. Siegel,

This letter is the Final Decision of the Director of Mobility for the Mobility Management Plan ('MMP') submitted by SGL Development, (the 'Applicant') for 32, 40, and 44 White Street as required by §11.4 Mobility Management of the Somerville Zoning Ordinance for a Development Review Application. The decision is an **Approval with Conditions**. This letter details the conditions necessary for the successful implementation of your plan.

Background & Applicability

The Proposed Project, located at 2, 40, and 44 White Street, would develop a research/laboratory office building with a floor area of about 40,600 square feet within the Mid-Rise 4 (MR4) Zoning District. The Applicant must provide long term and short-term bicycle parking as laid out in SZO Table 4.2.15.

	SZO Requirements	Proposed by Applicant
Long Term Bike Parking (min)	1 per 5,000 SF	12
Short Term Bike Parking (min)	1 per 20,000SF	3

The proposed project will meet the non-residential use with fifty (50) or more employees to trigger the MMP requirements.

Mobility Division Comments

The proposed development is located within a Transit Area approximately 500 feet from the Porter Square Red Line and Commuter Rail Station, and within .2 miles of bus stops for MBTA bus routes 83, 87, 77 and 96. The recently approved MBTA Bus Network Redesign proposes maintaining all four bus routes in this same catchment area and upgrading two (the 96 and 77) to High Frequency routes. The Site is also nearby existing biking and pedestrian amenities.

The Mobility Division supports the inclusion of 15 bicycle parking spaces. The City encourages the provision of long-term located on-site be designed with consideration for clear wayfinding, 24-hour access, secure bicycle racks, location close to entrances and access points, and separate pedestrian entries where possible. In addition, any bicycle parking that is constructed should comply with all design and access requirements in Article 11.1 of the SZO.

This property abuts a private way and in the case of any on streets changes made to White Street Place the Applicant must show that plans were coordinated with abutters.

The Mobility Division supports the absence of parking, the reduction of parking is the most effective tool for managing vehicle mode share. The Division notes the Applicant's intention of working with nearby parking facilities to facilitate some parking access for employees and does note that the SZO requirement for un-bundled parking will apply, with any tenant employees paying the full cost for the use of any nearby parking facilities.

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 must make the following commitments for any development that has non-residential uses with a combined total of fifty (50) or more employees:

- To provide an on-site transportation coordinator,
- To post and distribute mobility management information, including information pertaining to pedestrian, cycling and transit access to the Project Site,
- To host an annual mobility management education meeting for tenants and their employees,

- To provide a Guaranteed Ride Home program,
- To provide Qualified Transportation Fringe Benefits,
- Unbundled Parking, if parking provided,
- Preferential Parking for Carpool/Vanpool, if parking provided.

The Applicant must require future tenants to provide the following to their employees through lease agreements:

- Guaranteed Ride Home Program,
- Qualified Transportation Fringe Benefits.

The Applicant has made the following additional commitments

- To provide a digital screen in the lobby with transit schedules and arrival/departure time information,
- To provide showers and changing rooms on site.

Approval Conditions

- **CONDITION #1:** The Applicant's initial vehicle mode share commitment will be 26% so that it is consistent with, and no more vehicle dependent than, the existing commuting characteristics in Census Tract 3510.01. The Applicant will implement additional mobility management programs and services if annual monitoring and reporting identifies a shortfall in meeting this goal.
- **CONDITION #2:** In order to meet the City's SomerVision 2040 goals, the Applicant shall make reasonable efforts to control the percentage of trips made by automobile at 25% or fewer by 2040. The Applicant will implement additional mobility management programs and services if annual monitoring and reporting identifies a shortfall in meeting this goal.
- **CONDITION #3:** The Applicant shall submit posted and distributed mobility management information to the Director of Mobility for review and approval. In addition to local transit maps and schedules, mobility management information must include the locations of nearby car-sharing stations, Bluebikes stations, and the availability of carpool/vanpool opportunities. After approval by the Director of Mobility and prior to the issuance of any Certificate of Occupancy for the building, mobility management information must be posted in building lobbies, on the project website, and on related media.
- **CONDITION #4:** 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 (\$300 per month in 2023), subject to annual increases. Standard lease agreement language for subsidized MBTA transit passes must be approved by the Director prior to their execution in lease

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

- **CONDITION #5:** In any lease agreement with all future tenants of any number of employees, the Applicant shall require tenant(s) to enroll in the BlueBikes Bike Share Corporate Partner Program (or equivalent) and subsidize annual BlueBikes memberships for employees at the Gold subsidy level or higher (100% subsidy), subject to rate increases. Standard lease agreement language for subsidized BlueBikes annual passes must be approved by the Director prior to their execution in lease agreements. To verify ongoing conformance, the property owner or property manager must provide either a copy of executed lease agreements or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease or other agreement. Applicant may choose to provide these subsidies themselves directly to site employees and must provide these subsidies directly for employees of any tenant that does not comply with this condition.
- **CONDITION #6:** Provision of on-site real time transit information is required, consisting of two (2) connected TransitScreen displays (or equivalent service) in the building lobby, one internally and one facing the street
- **CONDITION #7:** A least one (1) bicycle repair facility must be provided for tenant employees in a convenient location such as the bike storage room and must be maintained in a state of good repair. Locker rooms with shower facilities must be provided for tenant employees and can be provided in a single space for all building users, in spaces for each tenant, or in multiple spaces shared amongst tenants. Locker room and shower capacity must meet expected employee demand. All bicycle parking must comply with SZO Requirements.
- **CONDITION #8:** For the purpose of reducing daily peak-hour vehicle trips, the Applicant shall, to the extent practicable, work with lessees, 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 #9:** The Applicant will provide a payment of \$18,784.58 to the City of Somerville to fund the operations, maintenance, and/or expansion of the Bluebikes bike share system. Funds must be provided prior to issuance of any Building Permit for the Project.
- **CONDITION #10:** All loading activities will take place within the loading zone shown on the Transportation Access Plan and no vehicles larger than 24ft shall be used. All

vehicles must back in and front out of loading zone for all activities as shown on the submitted Transportation Access Plan.

- **CONDITION #11:** Tenant employees must pay market rate directly for parking. Neither the Applicant nor tenants may not lease parking spaces or passes on behalf of tenant employees.

Monitoring and Reporting

The property owner has committed to Annual Reporting to track, assess, and report on the implementation of the Mobility Management, including:

- An annual statistically valid travel survey of employees and residents
- Biennial (every other year) counts of motor vehicles entering & exiting the parking facility
- Annual reporting of vehicle and bicycle parking utilization
- An annual update on the implementation of Mobility Management programs & services

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

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

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

Sincerely,



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

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

Agreed and accepted,

Adam Siegel
Principal
SGL Development