

TO: Andrew Graminski, Office of Strategic Planning & Community Development
FROM: Greystar, VHB, MVVA, and Jacobs (collectively, the “Project Team”)
DATE: December 13, 2024
RE: **20-23 Cummings Street (the “Project”) – Response to Mobility Staff Memorandum**

Thank you to Somerville Mobility Division (“Mobility”) for the continued contribution to the evolution of the 20-23 Cummings Street project. The purpose of this memorandum is to provide responses to the conditions received in the staff memo dated November 27, 2024. Mobility’s conditions are below in *italics*. The Project Team’s responses are in [blue](#).

MOBILITY DIVISION TRANSPORTATION MITIGATION CONDITIONS

1. *To mitigation transportation impacts, the Applicant may construct up to two (2) signalized intersections: at the intersection of Cummings Street and Middlesex Avenue and at the intersection of McGrath Highway and Middlesex Avenue. Final designs must be approved by relevant City Departments prior to applying for a Site Plan Approval for any of the proposed Thoroughfares. The Director of Mobility may waive this requirement at one or both intersections based on findings of additional analysis and final traffic circulation pattern.*

[We agree to this condition.](#)

2. *Any signalized intersections construction must be coordinated with the existing signalized intersection at Middlesex Avenue and Foley Street.*

[We agree to this condition.](#)

3. *The Applicant will prepare a signal warrant analyses and study multiple traffic control, intersection design, and street circulation options for Cummings Street, Middlesex Avenue, and McGrath Highway to be approved by relevant City Departments prior to applying for Site Plan Approval for Thoroughfare 1 and 2. Any street directional changes are subject to the approval of the Somerville Traffic Commission.*

[We agree to this condition.](#)

4. *To mitigation transportation impacts, the Applicant must reconstruct Cumming Street to incorporate any directional change to the street and any shared alignment with the proposed twelve (12) foot multi-use path. Final design shall be approved by the relevant City Departments prior to applying for a Streetscape Construction Permit.*

[We do not agree to this condition and propose the following revision to language below.](#)

To mitigate transportation impacts, after one year of both commercial lab/office buildings occupancy permits issued, the city will conduct a traffic analysis, paid for by the Applicant up to \$50,000, to determine whether the intersection at Middlesex Avenue and Cummings Street would be best served by either additional signalization or reduction to a one way traffic flow in either direction, with any configuration having an appropriate shared alignment with the proposed twelve (12) foot multiuse path from Middlesex Avenue onto Cummings Street. This would include 12-hour weekday turning movement counts at Middlesex Avenue's intersections with Cummings Street and McGrath Highway, capacity analyses, and determining whether signalization or other treatments may be appropriate based on conditions at that time.

5. *To mitigation transportation impacts, Applicant must reconstruct McGrath Highway from the edge of the development site to the centerline of the roadway. Reconstruction must incorporate any directional change to the street. Final design and scope shall be approved by the relevant City Departments prior to applying for a Streetscape Construction Permit.*

We agree to this condition.

6. *To mitigation transportation impacts, the west side of Middlesex Avenue along the frontage of the site must be improve with a curb separated bike facility. This bike facility must be connected to adjacent bike facilities on the west side of Middlesex Avenue to the north and south of the site frontage. Final design shall be approved by the relevant City departments prior to applying for a Streetscape Construction Permit.*

We agree to this condition.

7. *The Applicant must identify three locations for Bluebikes bike share stations required by their approved Mobility Management Plan via site plan with each Site Plan Approval application for buildings 1, 2, and 3.*

We agree to this condition.

8. *The underground structured parking must be operated as a Commercial Parking facility principal use.*

We agree to this condition.

9. *To mitigation transportation impacts, a total of 738 proposed below-grade vehicular parking spaces are permitted. Additional valet spaces are prohibited.*

We do not agree to this condition and propose the following revision to language below.

To mitigate transportation impacts, a total of 935 proposed below-grade automobile parking spaces are permitted. The 197 spaces that include valet and tandem spaces shall be allowed. However, within three years of the full occupancy of both lab/office buildings, the city may conduct a utilization analysis of four weeks of gate transaction data (during the months of April, May, September, or October) to determine whether reductions in the valet or tandem spaces may be required. This

analysis must factor extraordinary events that may disproportionately impact said analysis. Required reductions based on non-utilization will be made in increments of 10%. The utilization analysis must follow acceptable industry standards and be submitted to the Applicant 60 days prior to beginning the analysis for comment by the Applicant. Following the first analysis, a second can be conducted five years later of the original analysis.

10. *The proposed twelve (12) foot multi-use path that is adjacent to Building 1 and Thoroughfare 1 must be constructed during phase 1 of development.*

We agree to this condition.