



City of Somerville

PLANNING BOARD

City Hall 3rd Floor, 93 Highland Avenue, Somerville MA 02143

TO: Planning Board
FROM: OSPCD Staff
SUBJECT: 44 White Street, ZP25-000038, ZP25-000039, ZP25-000077
POSTED: November 14, 2025

RECOMMENDATION: No change

This memo is supplemental to the PPZ Staff Memo dated October 9, 2025, linked [here](#), and supplemental Staff Memo dated November 14, 2025, linked [here](#).

At the November 20, 2025, hearing, the Planning Board asked the Applicant to coordinate with the Mobility Division on providing additional bike parking.

BACKGROUND

The Board asked the Applicant to contact Mobility Staff to give input on the possibility to add bicycle parking and clarification on parking circulation. No new plans have been submitted.

ANALYSIS

The Mobility Division does not have the authority to review a non-compliant bicycle parking proposal as a part of the SPA/SP application. As the dimension of spaces are specified in the SZO, any review of non-compliant items would need to be done through a Hardship Variance application.

Since the applicant has met the minimum requirement for long-term bike parking, they can choose to provide additional short-term bike parking inside the garage, which may make it easier to provide additional spaces in compliance with the SZO. However, adding additional bike parking would not change the Mobility Division's recommendation to deny the special permit for parking relief.

Additionally, Mobility Staff would like to note that per the SZO 11.2.1.e.i.: "Parking lots and structures must be designed so that vehicles enter or exit onto a public thoroughfare in a forward direction rather than backing out into the roadway". This is addressed in the original staff memo that states "Accessing the parking area will require vehicles to back in over the sidewalk (as there is not enough room in the parking area to turn the vehicles around) so that they can pull out forward in compliance with SZO 11.2.1.e.i".

At this time, the Somerville Mobility Division does not recommend the use of mirrors as a traffic safety device. Convex mirrors create a distortion in distance, speed, and image of the oncoming traffic and they have a tendency to reflect high amounts of glare, and do not function well at night or in poor weather conditions. They are not an approved

device in the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD).

CONSIDERATIONS & FINDINGS

No change from previous memos.

PERMIT CONDITIONS

No change from previous memos.