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

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Case #: PB 2019-04
Site: 10 Prospect Street (D2.1)
Date of Decision: July 11, 2019
Decision: *Approved with Conditions*
Date Filed with City Clerk: July 23, 2019

PLANNING BOARD DECISION

Site: 10 Prospect Street
Applicant Name: Union Square RELP Master Developer LLC
Owner Name: City of Somerville and the Somerville Redevelopment Authority
Agent Name: N/A
City Councilor: Jefferson Thomas (J.T.) Scott

Legal Notice: Applicant, Union Square RELP Master Developer LLC and Owners, the City of Somerville and the Somerville Redevelopment Authority, seek Design & Site Plan Review under SZO §5.4 and SZO §6.8 to construct a commercial building on Block D2 (as identified in the Union Square Revitalization Plan and the Union Square Neighborhood Plan) as proposed in the previously approved Coordinated Development Special Permit. TOD 100 underlying zoning district. Union Square Overlay District and CC7 sub district. Ward 2.

Zoning District/Ward: Union Square Overlay District and CC7 sub district. Ward 2.
Zoning Approval Sought: Design & Site Plan Review
Application Date(s): February 11, 2019; Revised March 26, June 18, and July 03
Public Hearing Date(s): April 4, 2019; April 18, 2019; May 5, 2019; May 16, 2019; June 6, 2019; June 13, 2019; June 20, 2019; July 11, 2019
Decision Date: July 11, 2019
Vote: 4-0

Case number **PB 2019-04** was opened before the Planning Board at the Visiting Nurse Association 3rd Floor Community Room, 259 Lowell Street. Notice of the Public Hearing was given to persons affected and was published and posted, all as required by M.G.L. c. 40A, sec. 11 and the Somerville Zoning Ordinance. On July 11, 2019, the Planning Board took a vote.



I. PROJECT DESCRIPTION

The subject property consists of one vacant parcel totaling 29,806 square feet of land area. The parcel was created by a subdivision, shown as Lot 4, which was approved by the Planning Board (Case No. PB 2019-02) on March 21, 2019. The parcel has been identified as parcel D2.1 in the Coordinated Development Special Permit (CDSP) that was approved by the Planning Board in December 2017. The approval of the CDSP permitted this parcel to be developed as a commercial building (office or laboratory) with first-floor retail. The property is in the Commercial Core 7 (CC7) sub district of the Union Square Overlay District (USOD).

The Applicant has also submitted separate Design and Site Plan Review (DSPR) applications for 20 Prospect Street (a General Building also referred to as D2.2 in the previously approved CDSP), 50 Prospect Street (a Mid-Rise Podium Tower building also referred to as D2.3 in the previously approved CDSP), a new thoroughfare planned as a mid-block service alley, and a new civic space planned as a plaza.

The proposed development for 10 Prospect Street is an approximately 178,890 gross square foot commercial life-science/office building. The building program is proposed to include 157,900 square feet of lab/office space, 12,090 square feet of ground floor retail space, and 8,900 square feet of arts and creative enterprise space. The height of the building is proposed to be seven stories and 107'-7", excluding the enclosed mechanical penthouse and parapet. There is no on-site parking proposed for the 10 Prospect Street lot, but parking demand for the future employees and broader public will be accommodated in a shared Commercial Parking facility proposed on D2.2 and D2.3.

II. FINDINGS:

Per the Somerville Zoning Ordinance, the Planning Board must approve a development review application requiring Design and Site Plan Review upon verifying that the application is compliant with the review criteria required for all Design & Site Plan Reviews and for the additional criteria of §6.8.5.D.5 of the Union Square Overlay District.

Standard Review Criteria of §5.4.6:

1. Consistency with the adopted comprehensive Master Plan of the City of Somerville, existing policy plans and standards established by the City, or to other plans deemed to be appropriate by the Planning Board;
2. Consistency with the purpose of this Ordinance in general;
3. Consistency with the purpose of the district where the property is located; and
4. Considerations indicated elsewhere in this Ordinance for the required Design and Site Plan Review. (See §6.8.5.D.5)

Additional Review Criteria of §6.8.5.D.5:

1. Compliance with the standards of [Section 5.4](#) Design and Site Plan Review (see above)
2. Consistency with the approved Coordinated Development Special Permit and any previously approved Special Permits, as applicable;
3. Consistency with the 2012 Union Square Revitalization Plan and the 2016 Union Square Neighborhood Plan, as amended; and
4. Conformance with all applicable provisions of this Ordinance.

SZO §5.4.6

1. **Consistency with the adopted comprehensive Master Plan of the City of Somerville, existing policy plans and standards established by the City, or to other plans deemed to be appropriate by the Planning Board.**

The Planning Board finds that the Application is consistent with SomerVision, the comprehensive Master Plan of the City of Somerville in that the development will help to achieve the following plan Goals:



- a) *Promote municipal financial self-determination and reduce fiscal dependence on state aid and residential taxes and fees by providing an estimated \$1M/yr in new commercial taxes.*
- b) *Make Somerville a regional employment center with a mix of diverse and high-quality jobs by providing an estimated 400 new permanent jobs.*
- c) *Support a business-friendly environment to attract and retain a diverse mix of businesses that can start here, grow here, and stay here by providing 157,000 square feet of commercial office and lab space, 12,090 square feet of ground floor retail space, and 8,900 square feet of arts and creative enterprise space.*
- d) *Invest in the talents, skills, and education of people to support growth and provide opportunities to residents of all social and economic levels by providing \$228,000 in jobs linkage.*
- e) *Transform key opportunity areas, such as the southeastern portion of Union Square, into dynamic, mixed-use and transit-oriented districts that serve as economic engines to complement the neighborhoods of Somerville by providing a significant commercial building in close proximity to the MBTA's Union Square Station of the Green Line Extension.*
- f) *Increase active and alternative transportation options; reduce congestion; and promote workplace-based policies and incentives for mode choice, work hours, and employment location by implementing an aggressive Mobility Management Plan for the building and requiring future tenants of significant size to implement their own mobility management plans.*
- g) *Expand financial, organizational, programmatic, and other resources available for housing by providing \$1.48M in housing linkage.*

2. The purpose of this Ordinance in general.

The Planning Board finds that the Application is consistent with the purpose of the Somerville Zoning Ordinance, including to provide for and maintain the uniquely integrated structure of uses in the City, to lessen congestion in the streets, and to encourage the most appropriate use of land throughout the city.

3. The purpose of the district where the property is located.

The Planning Board finds that the Application is consistent with the purpose of the Union Square Overlay District, including the redevelopment of a parcel located within close walking distance to the future Union Square T-Station, accommodating high-rise development that will support the transformation of Union Square into an urban employment center, and fulfilling the goals of SomerVision, the 2003 Union Square Master Plan, the 2012 Union Square Revitalization Plan, and the 2016 Union Square Neighborhood Plan, as amended.

4. Considerations indicated elsewhere in this Ordinance for the required Design and Site Plan Review.

See findings 2-4 for SZO §6.8.5.D.5 below.

SZO §6.8.5.D.5

1. Compliance with the standards of [Section 5.4](#) Design and Site Plan Review

See findings 1-4 for SZO §5.4.6 above.

2. Consistency with the approved Coordinated Development Special Permit and any previously approved Special Permits, as applicable.

The Board finds that the Application is consistent with the approved Coordinated Development Special Permit and any previously approved Special Permits.

The D2.1 proposal is subject to a Coordinated Development Special Permit ('CDSP') approved by the Somerville Planning Board (Case#: PB2017-21). In its Decision dated December 14, 2017, the Planning Board approved the CDSP with a variety of conditions. Conditions that cannot be met at the time of DSPR Application are passed down to the DSPR decision for later implementation. Conditions applicable to D2.3 are



paraphrased below.

- Condition #6: D2.1 must be built developed as a commercial or laboratory building.
- Condition #15: Development of D2.1 requires design review, prior to the submittal of a DSPR application.
- Condition #33: The Applicant is responsible for all necessary private infrastructure and utility improvements (such as electrical, telephone, data, CATV, and natural gas utilities), both on and off site, needed to support the proposed development, as approved and conditioned.
- Condition #34: Infrastructure must be designed to meet all requirements and standards of the City of Somerville and its relevant departments (including, but not limited to, the City Engineer, Department of Public Works, Inspectional Services, Traffic & Parking, Fire Department, and the divisions of the Mayor's Office of Strategic Planning and Community Development) and all other legal requirements for the installation of services within public rights-of-way. DSPR applications must include reasonable written evidence establishing that such infrastructure is sufficient to support the proposed development, that all details are designed to City standards, that installation, unless otherwise included in capital project work of the City, is done without cost to the City, and that installation will be functionally adequate and completed at the appropriate time in the course of the phases of development.
- Condition #38: The Applicant shall provide at least two City-approved bike share stations and associated bicycles, or the functional equivalent for any future bike share service approved by the City. The Building Official shall not issue a Certificate of Occupancy for any building in Phase 2 until the first bike share station or its equivalent has been provided and is fully operational at a location approved by the City. The Building Official shall not issue a Certificate of Occupancy for any building in Phase 3 until the second bike share station or its equivalent has been provided and is fully operational at a location approved by the City.
- Condition #56: New sanitary connection flows over 2,000 GPD require a removal of infiltration and/or inflow by the Applicant. This will be achieved by submitting a plan for I/I work or a mitigation payment, established by the City Engineers Office, to the City based on the cost per gallon of I/I to be removed from the sewer system and a removal ratio of 4:1. If a different ratio of removal or mitigation payment amount is adopted by the Board of Aldermen (BOA) prior to the Applicant receiving a Certificate of Occupancy, payment will be adjusted to the BOA rate. The Applicant shall work with Engineering and meet this condition before a certificate of occupancy is issued.
- Condition #66: The Applicant must contact the Engineering Department to obtain street addresses for all of the D Blocks (CDSP parcels) prior to the first DSPR application submittal. The addresses will be refined as part of the DSPR process when the development program is more refined.
- Condition #68: Each subsequent DSPR application submitted under this CDSP must identify vulnerabilities and/or risk for each parcel based on the City's Climate Change Vulnerability Assessment. The application should clearly identify the extent and nature of planning/design interventions necessary to mitigate those risks. To ensure effective strategies for resiliency by preparing for weather and flooding impacts, the Director of the Office of Sustainability & Environment shall define specific appropriate expectations for responses to this condition, and the applicant shall provide these responses with each CDSP application.
- Condition #69: Each subsequent DSPR application submitted under this CDSP must document how the proposed development, including civic spaces, public realm improvements, and buildings, will help to reduce the urban heat island, assist in the City's stated objective to be Net Zero by 2050, and assess whether the infrastructure presents an opportunity for reducing demand and/or district energy solutions.
- Condition #73: No large scale retail stores in excess of 20,000 square feet, no warehousing, no heavy industrial or manufacturing uses, other than small scale fabrication are permitted.
- Condition #73A: In an effort to provide opportunities for small, independent and local businesses, the Applicant shall share retail plans with Union Square Main Streets and the Director of Economic Development, along with strategies to encourage such businesses, and report back to the Planning Board on this process.

- Condition #75: Applicant shall provide material samples for siding, trim, windows, and doors to Planning Staff and the Design Review Committee for review, comment, and approval as part of the Design Review required prior to each DSPR application. Materials shall respect the unique and historic character of the Union Square neighborhood. In accordance with the USQ zoning, large expanses of highly mirrored glass surfaces are discouraged.
- Condition #76: Applicant shall provide an on-site mock-up or final building material samples (including color and texture) to Planning Staff and the Design Review Committee for review, comment, and approval prior to the issuance of a Building Permit.
- Condition #81: The street-facing portions of D2.1 and the alley way to the east of D2.2 and D2.3 should make accommodations for flooding during extreme storm events. These accommodations must be coordinated with the Engineering Department.
- Condition #82: The D2 Block water and sewer connections must be relocated to Prospect Street, and the drain connection location must be coordinated with the Somerville Ave Utility and Streetscape Improvements project drawings.

3. Consistency with the 2012 Union Square Revitalization Plan and the 2016 Union Square Neighborhood Plan, as amended.

The Planning Board finds that the Application is consistent with the 2012 Union Square Revitalization Plan and the 2016 Union Square Neighborhood Plan, as amended, by providing for the development of a 7-story life-science/office building at the corner of Somerville Avenue and Prospect Street.

4. Conformance with all applicable provisions of this Ordinance.

The Planning Board finds that the Application is conforming to all applicable provisions of the Somerville Zoning Ordinance. A summary table of the proposals compliance to dimensional standards is provided below.

| | Required | Provided | Compliance? |
|--|--|-----------------|-------------|
| Building Setbacks | | | |
| Primary & Secondary Front Setback (min/max) | 2 ft / 15 ft | 2 ft to 11'-7" | ✓ |
| Side Setback (min) | 0 ft | 4'-6" to 15'-6" | ✓ |
| Side Setback Abutting RA, RB, or a LHD (min) | 5 ft | N/A | ✓ |
| Rear Setback (min) | 10 ft | N/A | ✓ |
| Rear Setback Abutting RA or RB (min) | 15 ft | N/A | ✓ |
| Parking Setbacks | | | |
| Primary Front Setback (min) | 30 ft | N/A | ✓ |
| Secondary Front Setback (min) | 30 ft | N/A | ✓ |
| Building Massing | | | |
| Building Width (max) | 240 ft | 183'-8" | ✓ |
| Façade Build Out, Primary (min) | 80% | 90.6% | ✓ |
| Façade Build Out, Secondary (min) | 65% | 94.1% | ✓ |
| Floor Plate (max) | 35,000 sf | 25,600 sf | ✓ |
| Building Height (min) | 3 stories | 7 stories | ✓ |
| Building Height (max) | 7 stories | 7 stories | ✓ |
| Ground Story Height (min) | 14 ft | 20 ft | ✓ |
| Upper Story Height (min) | 10 ft | 14'6" | ✓ |
| Building Height (max) | 70 ft (CC4); 80 ft (CC5); 115 ft (CC7) | 107'-7" | ✓ |
| Façade Composition | | | |
| Ground Story Fenestration (min) | 70% min | 71.6% | ✓ |



| | Required | Provided | Compliance? |
|-------------------------------------|------------------|----------------|-------------|
| Upper Story Fenestration | 20% min; 70% max | 41.1% - 46.9% | ✓ |
| Blank Wall (min) | 20 ft | None | ✓ |
| Frontage Types | | | |
| Lobby Entrance | Permitted | -- | ✓ |
| Width (max) | 30 ft | 30 ft | ✓ |
| Distance between Fenestration (min) | 2 ft | 4 ft | ✓ |
| Depth of Recessed Entry (max) | 5 ft | 0 ft | ✓ |
| Storefront | Permitted | -- | ✓ |
| Width (max) | 30 ft | 18 ft to 29 ft | ✓ |
| Distance between Fenestration (min) | 2 ft | 4 ft | ✓ |
| Depth of Recessed Entry (max) | 5 ft | 0 ft | ✓ |
| Height of Display Windows (min) | 8 ft | 10 ft | ✓ |
| Use & Occupancy | | | |
| Entrance Spacing (max) | 30 ft | <30 ft avg | ✓ |
| Commercial Space Depth (min) | 30 ft | 31 ft to 79 ft | ✓ |
| Commercial Space Depth Area (min) | 70% of sf | 100% | ✓ |
| Bicycle Parking Spaces | | | |
| Short Term | | | |
| Retail | 1.0 / 2,500 sf | 5 spaces | ✓ |
| Arts & Creative | 1.0 / 10,000 sf | 1 space | ✓ |
| Office | 1.0 / 20,000 sf | 3 spaces | ✓ |
| R&D/Lab | 1.0 / 20,000 sf | 5 spaces | ✓ |
| Long Term | | | |
| Retail | 1.0 / 10,000 sf | 2 spaces | ✓ |
| Arts & Creative | 1.0 / 3,000 sf | 3 spaces | ✓ |
| Office | 1.0 / 3,000 sf | 21 spaces | ✓ |
| R&D/Lab | 1.0 / 5,000 sf | 20 spaces | ✓ |

III. DECISION:

Present and sitting were Michael Capuano, Joseph Favaloro, Dorothy Kelly Gay, Amelia Aboff. Gerard Amaral recused himself. Upon making the above findings, Michael Capuano made a motion to approve the application for Design & Site Plan Review. Dorothy Kelly Gay seconded the motion. The Board voted **4-0** to **APPROVE** the request **WITH THE FOLLOWING CONDITIONS:**

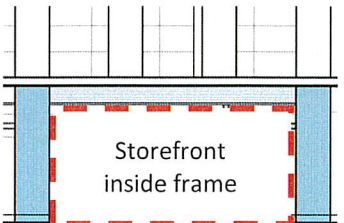
| # | Condition | Compliance Timeframe | Verification | Notes | | | | | | | | |
|----------------------------|--|----------------------|---------------|-------------------|--|----------------|---|---------------|--|-----------|---------------|--|
| A. Overall | | | | | | | | | | | | |
| 1 | <p>Development must comply with the plans and other application materials submitted by the Applicant:</p> <table border="1"> <thead> <tr> <th>Date (Stamp Date)</th> <th>Submission</th> </tr> </thead> <tbody> <tr> <td>February 13, 2019</td> <td>Initial application submitted to the City Clerk's Office</td> </tr> <tr> <td>March 26, 2019</td> <td>Revised application submitted to Planning Staff</td> </tr> <tr> <td>July 03, 2019</td> <td>Revised elevations and perspectives A300-A303; A316 & A317</td> </tr> </tbody> </table> <p>Any changes to the submitted plans and other materials, as approved and conditioned, that is not determined to be <i>de minimis</i> by the Planning Director are considered a Major Amendment to the approved plans and must be processed as a revision to previously approved plans.</p> | Date (Stamp Date) | Submission | February 13, 2019 | Initial application submitted to the City Clerk's Office | March 26, 2019 | Revised application submitted to Planning Staff | July 03, 2019 | Revised elevations and perspectives A300-A303; A316 & A317 | Perpetual | ISD/ PIng. | |
| Date (Stamp Date) | Submission | | | | | | | | | | | |
| February 13, 2019 | Initial application submitted to the City Clerk's Office | | | | | | | | | | | |
| March 26, 2019 | Revised application submitted to Planning Staff | | | | | | | | | | | |
| July 03, 2019 | Revised elevations and perspectives A300-A303; A316 & A317 | | | | | | | | | | | |
| 2 | This approval certifies that the D2.1 Laboratory Building, if constructed and operated in conformance with this decision, as conditioned, complies with the previously approved CDSP Decision (<i>Case# PB2017-21</i>) issued on December 14, 2017. | Perpetual | ISD/ PIng. | | | | | | | | | |
| 3 | This approval absolves all previous approvals and conditions related to 50 Prospect Street with the exception of the CDSP PB Case #2017-21. | Perpetual | | | | | | | | | | |
| B. Legal Agreements | | | | | | | | | | | | |
| 1 | Development must comply with the Development Covenant by and between the City of Somerville and Union Square Station Associates LLC dated June 17, 2017, as amended. | Perpetual | ISD/ PIng. | | | | | | | | | |
| 2 | Development must comply with the Master Land Disposition Agreement by and between the Somerville Redevelopment Authority and Union Square Station Associates LLC dated May 2, 2017, as amended. | Perpetual | ISD/ PIng. | | | | | | | | | |



| # | Condition | Compliance Timeframe | Verification | Notes |
|--------------------------|---|----------------------|-----------------|-------|
| 3 | The property owner shall, for no additional compensation, grant a permanent public access easement over the full width of the sidewalks provided within the frontage area of the lot (between the building façade and the front lot line along the Somerville Avenue and Prospect Street). Easement language must be approved by the City Solicitor and recorded with the Middlesex County Registry of Deeds prior to the issuance of the first Certificate of Occupancy for the building. | CO | ISD/PIng. | |
| C. Engineering | | | | |
| 1 | The Applicant is responsible for the installation of all necessary private infrastructure and utility improvements (such as electrical, telephone, data, CATV, and natural gas utilities), both on and off-site, needed to support the proposed laboratory building, as approved and conditioned. | BP | ISD/PIng. | |
| 2 | The building address shall be 10 Prospect Street. Addressing of individual tenant spaces must comply with the City of Somerville Engineering Department's Address Verification/Change standards. | BP/CO | Eng. | |
| D. Transportation | | | | |
| 1 | Pedestrian and vehicular access (particularly for the MBTA's paratransit service) must not be impeded due to construction of the D2.1 Laboratory Building once revenue service begins at Union Square Station. In such a circumstance, the Applicant shall provide detailed plans of proposed interim vehicular, pedestrian, and bicycle access to Union Square Station (including any access to be provided from the Prospect Street Bridge) to the Director of Mobility for approval prior to the issuance of a building permit. Particular care must be taken to provide a legal and fully accessible path to Union Square Station during construction so that safe, convenient, and uninterrupted access is provided to the Station at all times. | BP/CO | Mobility | |
| 2 | The Applicant shall coordinate with the City of Somerville and the MBTA's Service Planning Department to determine the appropriate location of bus stops along Prospect Street and Somerville Avenue. | CO | Mobility /PIng. | |

| # | Condition | Compliance Timeframe | Verification | Notes |
|-------------------------|--|----------------------|-----------------|-------|
| 3 | To mitigate impacts to the MBTA's 86 bus route caused by the future occupants and visitors the proposed development, the Applicant shall pay for and provide to the City of Somerville a feasibility analysis for installing a bus queue jump at the northbound approach of Prospect Street at the intersection with Concord Avenue. If the queue jump is determined to be feasible by the Director of Mobility, the Applicant shall pay for installation of the queue jump. If this same condition is applied to any other DSPR decision for development on any D2 lot, the Applicant is not required to provide repeat payments to satisfy each condition after the first. | CO | Mobility /PIng. | |
| 4 | To mitigate impacts to the MBTA's 91 and CT2 bus routes by the proposed development, the Applicant shall pay for the installation of MBTA compliant passive Transit Signal Priority equipment for the intersections of Washington St./Webster Ave./Somerville Ave. and Prospect St./Somerville Ave./Washington St. If this same condition is applied to any other DSPR decision for development on any D2 lot, the Applicant is not required to provide repeat payments to satisfy each condition after the first. | CO | Mobility /PIng. | |
| 5 | The D2.1 property owner and applicable future tenants shall comply with the Mobility Management Plan submitted for the D2.1 building, as approved and conditioned by the Director of Mobility. The approved Mobility Management Plan is attached to this decision as Appendix A. | Perpetual | Mobility /PIng. | |
| 6 | The Applicant shall work with the Director of Mobility and any known commercial tenants to establish an off-peak time period for scheduled truck deliveries and waste pick-up services accessing the D2.1 loading and service dock. Deliveries and service must be scheduled to minimize conflicts with the intended use of Bennet Court as a shared space during peak activity times and prevent disruption to Allen Street properties to every extent practicable. | CO | Mobility/ISD | |
| E. Site Features | | | | |
| 1 | The Applicant shall pave the frontage area along Somerville Avenue (from the side lot line abutting Milk Alley to the Prospect Street front lot line and the Somerville Avenue front lot line to the facade), the frontage area along Prospect Street (from the Somerville Avenue front lot line to the side lot line abutting Bennett Court and the Prospect Street front lot line to the facade), and the entirety of the public sidewalk along Prospect Street extending to the curb line of Bennet Court to match the concrete sidewalk paving of the Somerville Avenue reconstruction project. | | | |
| 2 | Outdoor lighting shall comply with the City of Somerville Dark Sky Policy. | BP | ISD/PIng. | |

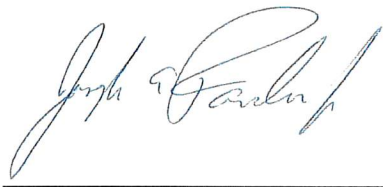


| # | Condition | Compliance Timeframe | Verification | Notes |
|--------------------------------|---|----------------------|--------------|-------|
| F. Architectural Design | | | | |
| 1 | Final selection of all building materials must be approved by the Director of Planning & Zoning. | BP | Planning | |
| 2 | The Applicant shall submit material specifications from suppliers to confirm fenestration glazing is compliant with the required VLT and VLR ratings. | BP | Plng./ISD | |
| 3 | To every extent practicable, the Applicant shall select façade paneling with a matte finish and glazing with visible and full spectrum reflectance properties as low as practicable for the eastern (facing Allen Street), southern (facing D2.2), and western (facing Prospect Street) elevations of the building to minimize solar glare impacts. | BP | Plng./ISD | |
| 4 | Per SZO §6.8.10.G.5, rooftop mechanical equipment must not exceed ambient noise levels at ground level measured at the property line or cause a noise disturbance as defined by the Somerville Code of Ordinances Article VII, Division 2, Section 9-114. An acoustical report, including field measurements, demonstrating compliance with all applicable noise requirements must be prepared by a professional acoustical engineer and submitted to the Building Official. Additional reports must be submitted if additional mechanical equipment is added to the building for future tenants. | CO | Eng./ISD | |
| 5 | <p>The Applicant will work with the Director of Planning & Zoning so the columns and spandrel/fascia panels illustrated as part of Storefront Type E and Type F identified in the Application materials are the “frame” required by SZO §6.8.10.G.2.c. Any exhausts or architectural louvers necessary for venting purposes shall be incorporated into the design of individual storefronts, not the required spandrel/fascia panels of the “frame” provided for each by the building, which serve as the sign band. Storefronts must be sixteen (16) feet in total height.</p>  | BP | ISD/Plng. | |

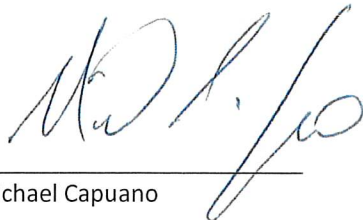
| # | Condition | Compliance Timeframe | Verification | Notes |
|--|--|----------------------|--------------|-------|
| G. Future Modifications | | | | |
| 1 | Storefronts, awnings or entry canopies, signs, and outdoor seating areas shall require Design & Site Plan Review, but are permitted administratively as Minor Projects (with review and approval by the Director of Planning & Zoning) in accordance with the Rules & Regulations of the Planning Board. | Perpetual | Plng./ISD | |
| 2 | The spacing between entry doors to ground floor tenant spaces is expected to change from what is shown in the application materials as future tenants seek to customize their storefronts. Compliance with the entrance spacing maximum of SZO §6.8.10.C.4 must be maintained. | Perpetual | Plng./ISD | |
| H. Use Restrictions | | | | |
| 1 | Occupancy of commercial floor space over 20,000 square feet in area by any single retail use is prohibited. | Perpetual | Plng./ISD | |
| 2 | The Applicant shall provide ground story building plans and a written retailing strategy to the Director of Economic Development and the Director of Union Square Main Streets. | CO | Planning | |
| I. Building Resilience & Sustainability | | | | |
| 1 | Prior to the issuance of the first Building Permit and prior to the issuance of the first Certificate of Occupancy, the LEED checklist and narrative description outlining compliance with LEED Gold must be updated to identify any design changes made subsequent to Design and Site Plan Review and submitted to the Building Official accompanied by an affidavit by a LEED-AP Project Manager or appropriate consultants stating that to the best of their knowledge, the project has been designed to achieve the stated LEED building standard. | BP & CO | ISD/OSE | |
| 2 | Development must comply with commitments made in the Resiliency Questionnaire Supplement provided to the Office of Sustainability and Environment dated May 2, 2017. | Perpetual | ISD/OSE | |
| 3 | The Applicant shall provide documentation to the Director of the Office of Sustainability & Environment if there are any design changes that alter the envelope performance or building efficiency. | BP & CO | ISD/OSE | |
| 4 | The Applicant shall provide documentation detailing the 10-year period during which renewable energy offsets will be purchased, what types of certificates will be purchased, and if the renewable energy purchase will offset the building's electricity use or all energy use (heating and other uses included). | CO | ISD/OSE | |
| 5 | The Applicant shall submit certified results of envelope commissioning to identify if the building is performing as intended. | CO | ISD/OSE | |

| # | Condition | Compliance Timeframe | Verification | Notes |
|---|---|----------------------|--------------|-------|
| 6 | The Applicant shall submit documentation detailing the stormwater/flood event management plan for the building. | CO | ISD/OSE | |
| 7 | The Applicant shall register the building with the USGBC and provide evidence to the Office of Sustainability & Environment that the required registration forms and registration fee were submitted to USGBC prior to the issuance of the first Building Permit for the building. | BP | ISD/OSE | |
| 8 | The Applicant shall apply for LEED certification and provide evidence to the Office of Sustainability & Environment that a completed certification application and certification review fee were submitted to USGBC within one (1) year of the issuance of the first Certificate of Occupancy for the building. | CO | ISD/OSE | |

Attest, by the Planning Board:



Joseph Favaloro



Michael Capuano



Dorothy A. Kelly Gay



Amelia Aboff



Copies of this decision are filed in the Somerville City Clerk's office.
Copies of all plans referred to in this decision and a detailed record of the
SPGA proceedings are filed in the Planning & Zoning Division of the
Office of Strategic Planning & Community Development

CLERK'S CERTIFICATE

Any appeal of this decision must be filed within twenty days after the date this notice is filed in the Office of the City Clerk, and must be filed in accordance with M.G.L. c. 40A, sec. 17 and SZO sec. 3.2.10.

In accordance with M.G.L. c. 40 A, sec. 11, no variance shall take effect until a copy of the decision bearing the certification of the City Clerk that twenty days have elapsed after the decision has been filed in the Office of the City Clerk and no appeal has been filed, or that if such appeal has been filed, that it has been dismissed or denied, is recorded in the Middlesex County Registry of Deeds and indexed in the grantor index under the name of the owner of record or is recorded and noted on the owner's certificate of title.

Also in accordance with M.G.L. c. 40 A, sec. 11, a special permit shall not take effect until a copy of the decision bearing the certification of the City Clerk that twenty days have elapsed after the decision has been filed in the Office of the City Clerk and either that no appeal has been filed or the appeal has been filed within such time, is recorded in the Middlesex County Registry of Deeds and indexed in the grantor index under the name of the owner of record or is recorded and noted on the owner's certificate of title. The person exercising rights under a duly appealed Special Permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone.

The owner or applicant shall pay the fee for recording or registering. Furthermore, a permit from the Division of Inspectional Services shall be required to proceed with any project favorably decided upon by this decision, and upon request, the Applicant shall present evidence to the Building Official that this decision is properly recorded.

This is a true and correct copy of the decision filed on _____ in the Office of the City Clerk, and twenty days have elapsed, and

FOR SPECIAL PERMIT(S) WITHIN

_____ there have been no appeals filed in the Office of the City Clerk, or

_____ there has been an appeal filed.

Signed _____ City Clerk Date _____



APPENDIX A



CITY OF SOMERVILLE, MASSACHUSETTS
MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT
JOSEPH A. CURTATONE
MAYOR

MICHAEL F. GLAVIN
EXECUTIVE DIRECTOR

April 4, 2019

Union Square RELP Master Developer LLC
c/o Greg Karczewski
31 Union Square
Somerville, MA 02143

Dear Mr. Karczewski,

This letter is the Final Decision of the Director of Transportation and Infrastructure for the mobility management plan ('MMP') submitted by Union Square RELP Master Developer LLC ('Applicant') for 10 Prospect Street ('D2.1') as required by the Union Square Overlay District ('USOD') 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

The D2.1 proposal is subject to a Coordinated Development Special Permit ('CDSP') approved by the Somerville Planning Board (Case#: PB2017-21). In its Decision dated December 14, 2017, the Planning Board approved the CDSP with a variety of conditions, some of which relate to mobility management. Conditions applicable to D2.1 are paraphrased below.

- Condition #37 – The Applicant shall improve accessibility and comfort, to every extent practicable, at one existing MBTA bus stop along the frontage of each building site (D1.1, D1.2, D2.1, D2.2, etc.).
- Condition #43 – The Applicant shall encourage mode shift by requiring leasees to provide their employees with Qualified Transportation Fringe Benefits per the current U.S. Internal Revenue Code.
- Condition #44 – The Applicant shall, to every extent practicable, work with leasees and the community to advertise employment opportunities and seek qualified candidates that live within walking or biking distance to Union Square.
- Condition #45 – In any lease agreement for non-residential uses, the Applicant shall require the leasee to become a participating MassRides employer partner worksite that is registered for the MassRIDES Emergency Ride Home (ERH) program or provide a similar guaranteed ride home service operated by the leasee.
- Condition #46 – Mobility Management plans submitted for subsequent development review (DSPR applications for D2.1, D2.2, and D2.3) must provide an implementation schedule for programs and services included or conditioned as part of the proposed development approved by the CDSP decision (Case#: PB2017-21).



- Condition #52 – Annual reporting to track, assess, and report on the implementation of the MMP must be conducted at the same time each year, as determined by the CO for the first building.
- Condition #53 – Approved MMPs are transferrable by and among private parties, contingent upon the new owner agreeing to continue to operate in accordance with the previously approved MMP.

Mobility management programs and services required of development by §6.8.14 Mobility Management of the Union Square overlay district are summarized below:

Property owners of buildings with fifty thousand (50,000) square feet or more of commercial space and multi-tenant buildings where the tenants, in combination, have fifty (50) or more employees are required to provide the following for their tenants:

- An on-site transportation coordinator for the building
- An annual mobility management educational meeting for tenants and their employees
- Posted mobility management information
- Distributed mobility management information, and
- Un-bundled parking (spaces rented, leased, or sold as an option rather than a requirement of the rental, lease, or purchase of a dwelling unit or non-residential floor space)

Property owners of buildings with 50,000 sf or more of commercial space and owners of multi-tenant buildings where the tenants, in combination, have fifty (50) or more employees 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 (future tenants) with fifty (50) or more employees are required to provide the following:

- An on-site transportation coordinator for the business,
- An annual mobility management education meeting for employees,
- Posted mobility management information,
- Distributed mobility management information,
- Qualified transportation fringe benefits for employees, and
- A guaranteed ride home program for employees.

The property owner of a commercial parking facility is required to provide the following:

- Preferential parking locations for carpool/vanpool vehicles, and
- Posted mobility management information.

The property owner of a residential building with twenty (20) or more dwelling units is required to provide the following:

- Posted mobility management information,
- Distributed mobility management information, and
- Unbundled parking (spaces rented, leased, or sold as an option rather than a requirement of the rental, lease, or purchase of a dwelling unit or non-residential floor space).

Proposal & Qualifications

10 Prospect Street is the first proposed building of three (3) new buildings proposed for the D2 parcel in the approved CDSP (Case#: PB2017-21). This site is also referred to as D2.1 in the Union Square Neighborhood Plan and the approved CDSP. The site is located in the Commercial Core 7 (CC-7) subdistrict of the Union Square overlay district (USOD). The OSOD includes a parking maximum of one thousand five hundred (1,500) spaces for the district, with up to three hundred (300) of these parking



spaces provided as “reserved” parking for the exclusive use by a specific motor vehicle(s) and unoccupied when not in use by that specific motor vehicle(s). Section 6.8.13 of the USOD requires that all off-street motor vehicle parking spaces be rented or leased as an option rather than a requirement of the rental, lease, or purchase of a dwelling unit or nonresidential floor space; be made available for rent or lease to the public, twenty-four (24) hours per day, seven (7) days per week, three-hundred and sixty-five (365) days per year; and, be rented or leased through various offerings including, but not limited to, monthly passes, overnight passes, daily rates (weekday and weekend), and hourly fees at the discretion of the facility operator.

D2.1 is proposed as a 7-story, one hundred and seventy eight thousand eight hundred and ninety (178,890) square foot commercial building with twelve thousand and ninety (12,090) square feet of ground floor commercial space, one hundred and sixty six thousand eight hundred (166,800) square feet of upper story office or lab space, an estimated eight thousand nine hundred square feet dedicated to Arts & Creative Economy uses, forty four (44) long term bicycle parking spaces with showers and changing facilities in the ground floor of the building, and fourteen (14) short term bicycle parking spaces outside the building. No motor vehicle parking is provided at the D2.1 site. A two hundred and sixty-nine (269) parking space commercial parking facility is proposed for the abutting D2.2 and D2.3 sites (20 and 50 Prospect Street, respectively). One hundred and seventy-five (175) parking spaces are estimated to be used by tenants and visitors of the D2.1 commercial building with an estimated thirty-five (35) parking spaces specifically reserved for tenants of D2.1.

D2.1 meets the fifty thousand (50,000) square feet commercial space threshold to trigger requirements of the property owner. Due to the size of the building (166,800 square feet over 6 upper stories), one or more future tenants may trigger the requirements of individual employers with more than 50 employees. **The property owner is expected to require qualifying future tenants to provide required mobility management programs and services through lease agreements.** Due to the size of the ground floor commercial spaces, the future commercial uses are not expected to meet the fifty (50) employee threshold to trigger requirements for individual ground floor tenants – 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 required programs & services required of the property owner should this threshold be exceeded.**

Plan Commitments

Union Square RELP Master Developer LLC (the “Applicant”) has made the following commitments in relation to the Planning Board’s requirements for all mobility management plans:

- To making reasonable efforts to control the percentage of trips made by automobile at forty percent (40%) 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 for D2.1 and to identify the work space location or office and contact information for the on-site transportation coordinator prior to occupancy of the building.
- To invite tenants and their employees to an annual mobility management educational meeting.
- To post information about mobility management program and services on the Applicant’s website and on any websites created for the D2.1 building.
- To post transportation information, such as maps or a TransitScreen installation.

- To distribute an information packet (physical and electronic) detailing carshare and bikeshare membership information, a local bicycle map, and a local transit map.
- To un-bundle the rental or lease of parking spaces from the rental or lease of floor space.

The Applicant has committed to the following for all future tenants:

- To require in all commercial lease agreements that tenants provide their employees with Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code (*CDSP Condition #43*); and
- To require in all commercial lease agreements that tenants become a participating MassRIDES employer partner worksite that is registered for the MassRIDES Emergency Ride Home (ERH) program or to provide a similar guaranteed ride home service operated by the leasee (*CDSP Condition #45*).

In addition to the above, the Applicant has committed to the following additional programs & services, as required by the conditions of the previously approved CDSP:

- To be an active participant and contribute to the planning, design, and construction of a future bus stop along Prospect Street (*CDSP Condition #37*).
- To promote the hiring of local residents for employment opportunities associated with D2.1 and its tenants (*CDSP Condition #44*).

Supporting Efforts

The Applicant intends to encourage future tenants to provide the following additional mobility management programs & services:

- Employer subsidized monthly MBTA transit passes as an employee benefit.
- Employer subsidized monthly Blue Bike memberships as an employee benefit.
- Flexible work hours as an employee benefit.
- Telecommuting as an employee benefit.
- Car pool matching services administered through Bay State Commute (Agile Mile).

The Applicant intends to provide, when possible, the following additional mobility management programs & services:

- Bicycle repair facilities
- Preferential carpool/vanpool parking spaces in the commercial parking facility on D2.2/D2.3.
- On-site car sharing services in the in the commercial parking facility on D2.2/D2.3.

The Applicant notes that the majority of the mobility management programs and services necessary to achieve the commitment to keeping trips made by automobile at forty percent (40%) or less will be implemented by future employers and the property management firm that will be responsible for the D2.1 building. **Employers (future tenants) with fifty (50) or more employees are required by the Somerville Zoning Ordinance to submit a mobility management plan individually and independent from the MMP for D2.1.** Property management firms, if applicable, are recognized as the responsible party for implementing requirements of property owners, but property owners are held accountable for non-compliance with an approved MMP.

Approval Conditions

The following conditions are necessary for approval of the submitted mobility management plan:

- **CONDITION #1:** Posted and distributed mobility management information must be reviewed and approved by the Director prior to the issuance of any Certificate of Occupancy for the building. Information must include, but may not be limited to, MBTA maps and schedules for bus

routes in the Union Square area, maps and schedules for the Green Line, maps of bicycle and pedestrian facilities within Union Square, locations of near-by car sharing stations, locations of Blue Bikes stations, and the availability of carpool/vanpool opportunities.

- **CONDITION #2:** The agenda and any educational materials for the required annual mobility management educational meeting must be reviewed and approved by the Director prior to the issuance of any Certificate of Occupancy for the building.
- **CONDITION #3:** The property owner must provide an affidavit signed by the property owner and each tenant verifying that access to any parking was provided 'un-bundled' as an option rather than a requirement of the rental, lease, or purchase of floor space.
- **CONDITION #4:** Documentation of efforts to advertise employment opportunities and seek qualified candidates that live within one-quarter mile of D2.1 must be included in required annual reporting.
- **CONDITION #5:** In any lease agreement with future tenants, the Applicant shall require the leasee to join the MBTA's Perq Program for employers. To verify ongoing conformance, the property owner must provide either a copy of the executed lease agreement or an affidavit signed by the owner and tenant verifying that this language was included and agreed to in the lease.

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 Transportation & Infrastructure 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 Transportation and Infrastructure 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 Transportation & Infrastructure
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 Transportation & Infrastructure. I understand that failure to implement the approved plan may result in enforcement actions taken by the City of Somerville.

Agreed and accepted,



Greg Karczewski

Union Square RELP Master Developer LLC

3.0 PROGRAMS AND SERVICES

The Proponent is committed to making reasonable efforts to achieve the City's goal to control the percentage of trips by automobile consistent with SomerVision. In combination with ongoing pedestrian and bicycle improvements, close proximity to public transportation, including the GLX, and the inherent walkable characteristics of the Union Square neighborhood, implementation of the Mobility Management Plan is anticipated to help decrease the percentage of trips. Per the Mobility Management Plan for the overall Union Square Redevelopment, including Parcel D2.1, the Proponent, "has committed to achieve a 60% non-automobile mode share for travel to the development site, which includes multiple buildings that will host a variety of tenants in the future. It is important to note that the majority of the mobility management programs and services necessary to achieve the Applicant's commitment will be implemented by the future employers, parking facility operators, and property management firms of the new buildings included in the development proposal. Participants will need to establish mode share commitments that meet or exceed the established goal and provide both required and optional programs and services to varying degrees to ensure success. As identified by the Applicant in the submitted Mobility Management Plan for the Union Square Redevelopment, if annual monitoring and reporting identifies a shortfall in meeting this goal, additional mobility management programs and services must be implemented."¹

Background

As described in this MMP, Parcel D2.1 is being built in conjunction with Parcels D2.2, D2.3 and the Thoroughfares associated with them. Collectively, these are the first parcels completing DSPR approvals. The Proponent is committed to making the necessary efforts to achieve the 60% non-auto mode share agreed to in the CDSP and its existing Mobility Management Plan from November 15, 2017, and consistent with recent zoning, SomerVision, and the Union Square Neighborhood Plan. In combination with proposed pedestrian and bicycle improvements, close proximity to public transit services, and inherent walkable characteristics of the Union Square neighborhood, the Project has been developed consistent with area goals and guidelines to take advantage of, promote and maximize non-auto travel. Included below is an overview of the programs and commitments of the Project towards meeting these goals. The Project is designed to encourage a walkable, bikeable, transit-oriented environment in Union Square. This includes:

- Smaller blocks, which encourage walking and biking by providing short, direct connections.
- Density around the future Union Square Station, which will encourage ridership as more people have easy access.
- Pedestrian accommodations and site through-connectivity, which prioritizes pedestrian pathways and makes walking the most convenient choice for access.
- A shared parking approach, which maximizes the use of each parking space and commits more of the development to uses other than private vehicle storage.

Both SomerVision and the Union Square Neighborhood Plan, community driven planning documents, outline a priority on non-auto transit. The City of Somerville is supporting this goal by proactively creating additional bicycle, pedestrian and transit facilities throughout Somerville, including in Union Square. The City's \$50 million commitment to the GLX project, which include direct Project contributions to a total of \$5.8 million, is a critical factor in building out

¹ *Mobility Management Plan Approval Letter, Union Square Redevelopment Plan, December 14, 2017*



Mobility Management Plan – Union Square Revitalization – Parcel D2.1

this future, as are updated zoning requirements that seek to encourage density and a mix of uses at the most transit-accessible locations.

The Project, in keeping with the recently adopted Neighborhood Plan, seeks to create a live, work, shop and play environment with interlinked uses. Many trips will begin and end in Union Square, but for those accessing Union Square, its unique and growing mix of multimodal infrastructure will provide excellent alternatives to the personal vehicle, and the Proponent and its team understands that additional programming and services should encourage people to travel using sustainable modes.

D2.1 Programs

The Mobility Management Plan for Parcel D2.1 includes a range of commitments to meeting mode share goals, encouraging non-auto travel and managing demand and access. The specific programs and services covered in this MMP are consistent with the:

- Overall MMP for the Union Square Redevelopment as approved by the City of Somerville in its letter dated December 14, 2017
- Ongoing coordination with the City of Somerville on Mobility Management Plan guidance
- City of Somerville's Proposed Zoning Code - Section 11 Parking and Mobility

The Proponent and its team have developed the Mobility Management plan below and will work with the City and/or future owners and tenants to implement these measures. These programs and services include:

- General Commitments
- Financial Incentives
- Shared Vehicle Services
- Alternative Schedules
- Marketing & Education
- Parking Management
- On-Site Services
- Others

3.1 GENERAL COMMITMENTS

3.1.1 Applicability to Project Tenants

As there will be multiple tenants located within the Project site and within each Block, MMP obligations will be included to the extent possible as part of the lease language between tenants and the property owner. Verification of the ongoing conformance with this condition will be provided to the City of Somerville by the property owner either as a copy of the leases (with financial aspects and other non-MMP elements redacted) or via an affidavit signed by the owner and tenant(s) verifying that this language to extend MMP obligations to the extent possible 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 a tenant with 50 or more employees.

3.1.2 Commitment to Local Hiring

The Proponent is committed to promoting the hiring of local residents for employment opportunities associated with the Project and its tenants. Local hiring is important in terms of supporting overall Somerville and community goals,



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as well as for transportation demand management benefits. Per the overall MMP for the Union Square Development, to the extent practicable the Project will implement a program to advertise employment opportunities and seek qualified candidates that live within walking or bicycling distance to the Project.

3.1.3 Transportation Management Association Involvement

The Proponent is committed to participation in a Transportation Management Association (TMA) to help administer TDM programs and advance joint transportation initiatives. The Project will coordinate with the Assembly Square Transportation Management Association, and others to explore opportunities to expand membership or programs to include Union Square. As determined, the Proponent will participate in exploring the formation of a Union Square TMA as the area develops. Under any scenario, the Proponent would work closely with the appropriate TMA and City to maximize full participation of tenants, employees and different users.

3.1.4 Transportation Coordinator

As required by the MMPs and the Director of Transportation & Infrastructure's Final Decision Letter for the Project Mobility Management Plan, an on-site TDM Coordinator will be designated for Parcel D2.1, unless and until the property is a member of a TMA. The work location and contact information for each TDM Coordinator will be provided to the Director of Transportation & Infrastructure prior to the issuance of a Certificate of Occupancy for applicable buildings. This person may be the office manager, human resources employee, or other individual serving a dual-role in another job on the site.

The person(s) in this role will coordinate with other organizations within Union Square to help promote a reduced reliance on single-occupant motor-vehicle travel to the Project site. To that end, the TDM measures identified in the following sections will be implemented under the direction of and supervision of this person. The final job description for this role will be determined over time, but the duties will likely include:

- Acting as a liaison with site employers and MassRIDES;
- Assisting site employees and residents with ride matching and transportation planning;
- Developing and implementing appropriate TDM measures;
- Disseminating information on alternate modes of transportation and developing transportation related marketing and education materials;
- Hosting an annual mobility management educational meeting for tenants and their employees (both the content of this meeting and associated posted material also shall be provided to the Director of Transportation & Infrastructure for review and approval prior to issuance of a Certificate of Occupancy);
- Developing and maintaining information pertaining to pedestrian and cycling access to and from the Project site;
- Distributing transit maps and passes;
- In tenants' lease agreements the Proponent will require that tenants be registered with the MassRIDES Emergency Ride Home (ERH) program, or to provide a similar ERH service; and
- In an effort to seek qualified employees located within walking distance or biking distance or their place of work, to every extent practicable, users will advertise job opportunities.



3.2 FINANCIAL INCENTIVES

The Project will provide access to financial incentives to encourage non-auto travel, which will include the following programs:

3.2.1 Qualified Transportation Fringe Benefits

The Federal Commute Benefit program (as of November 2018) allows employees to receive a discount on commute costs through a pre-tax purchase program. This discount encourages employees to carefully consider transportation options, including cost rather than time. Ideally, the benefit “tips the scale” in favor of transit and carpooling by making these options even more affordable as compared to car ownership, insurance, and paying for parking.

Employees at Parcel D2.1 will have the opportunity to enroll in federally designated Commute Benefit programs as current legislation allows.² In 2019, this means that employees are eligible for:

- A pre-tax transit pass up to \$260
- Pre-tax parking payment up to \$260
- Vanpool fees (including UberPOOL and LyftLine up to \$260)

Participation in this program will be mandated in all lease agreements between the Project and its tenants, per the Union Square Redevelopment’s approved Mobility Management Plan.

3.2.2 Transit Passes

Free or discounted transit passes can increase transit ridership and in turn reduce travel by private vehicle. This is often much cheaper for administrators to provide than market rate parking in urban areas.

Employer Transit Passes: As possible, D2.1 employers will be encouraged to provide a certain level of transit pass as an employee benefit. This will be included in any benefits package, similar to insurance or a gym membership, and can be part of providing a competitive workplace environment to attract talent.

The actual amount is anticipated to incentivize transit use over driving and parking and will be developed along with a final parking pricing program.

3.2.3 Bike Sharing (Blue Bikes Membership)

Free or discounted bikeshare membership can increase bicycle use and in turn reduce travel by private vehicle. As possible, D2.1 employers will be encouraged to provide a certain level of BikeShare (BlueBikes) membership as an employee benefit. This will be included in any benefits package, similar to insurance or a gym membership, and can be part of providing a competitive workplace environment to attract talent.

3.2.4 Guaranteed Ride Home Program

Employees in particular can use this program to get home in an emergency such as for a family illness, bicycle damage, and/or unscheduled overtime, making commuting by bicycle, on foot, or by transit more convenient and

² IRS Publication 15-B provides a recent review of benefits. <https://www.irs.gov/pub/irs-prior/p15b--2018.pdf>



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comfortable. The Project will include a provision in all lease agreements requiring the leasee to become a participating MassRIDES employer partner worksite that is registered for the MassRIDES Emergency Ride Home (ERH) program or will provide a similar guaranteed ride home service operated by the lease, per the conditions of the Union Square Redevelopment MMP.

3.3 SHARED VEHICLE SERVICES

The Project will support the use of shared vehicle services for all users at Parcel D2.1 either directly or in conjunction with the overall Union Square Development and adjacent parcels, as described below:

Carpool Matching: MassDOT's MassRIDES administers NuRide, a ride matching program that helps people with similar commutes find one another. All tenants and employees in the Project will be encouraged to Union Square will have the option to join this service. The site's user interface is relatively easy to use and helps users identify people with extremely similar commutes by crowdsourcing information.

Preferential Parking for Carpool/Vanpool: Parking for Parcel D2.1 will be provided in the shared garage to be completed as part of D2.2 and D2.3. Preferential parking for designated carpool/vanpools will be made available as determined for 5% of spaces. This type of "premium service" can encourage more users to pursue what may otherwise be perceived as a less convenient option. "Preferential Parking" that is more convenient (i.e., closer to the door) for carpool vehicles will be available when possible.

On-Site Car Sharing: Parking for Parcel D2.1 will be provided in the shared garage to be completed as part of D2.2 and D2.3. Carshare spaces will be provided in the garage, at no charge, and will be available for Parcel D2.1 users.

3.4 ALTERNATIVE SCHEDULES

Transportation demand management is about shifting the mode as well as the time that people travel to a given location. While "peak hours" of service on transit as well as roads can be very congested, often there is ample capacity at other times of day. The Project will encourage this by working with employers and tenants to implement a policy encouraging:

Flexible Hours. Employers at the Phase 1 Project site will be encouraged to offer flexible hours to their employees to ease pressure during peak times.

Telecommuting. In addition, employers will be encouraged to allow telecommuting at least once a week, which will reduce vehicle travel by an average of 20% if each person driving stays at home one day each week.

3.5 MARKETING AND EDUCATION

A key element of all TDM programs is letting potential users know that they exist. The specific programs will be developed by the Transportation Coordinator in conjunction with Project tenants in the spirit of this MMP. The Project intends to provide information through channels such as:



Mobility Management Plan – Union Square Revitalization – Parcel D2.1

- Annual Mobility Education Meeting – all employees and residents in the Project will be invited to attend a Mobility Education meeting to learn about options annually. It is important to do this each year as mobility options will change.
- TDM Program information on Project, tenant and US2 **websites** and related media.
- **Posted Transportation Information**, such as maps and/or **TransitScreen** installation.
- Residential/Employee distributed **information packet**, both paper and digital, including:
 - Carshare membership information;
 - Bikeshare membership information;
 - Local bicycle map; and
 - Local transit map.

3.6 PARKING MANAGEMENT

Parcel D2.1 does not include onsite parking but will have access to the shared parking garage being completed as part of Parcels D2.2 & D2.3. Parking management is one of the key elements to managing vehicular demand. The overall parking plan includes the following steps to manage parking:

- **Parking Management.** The Commercial Services Vehicular Parking Facility will be managed by the property owner or a management agency independent from other non-residential uses per the Union Square Redevelopment's approved Mobility Management Plan.
- **"Unbundled" Parking.** All residents and employers at the Project site must purchase and/or lease parking separately from any office and/or residential space. This strategy ensures that users understand the true cost of parking provision and can make transportation choices accordingly. It also creates more affordable housing and office space by allowing parking to become an optional amenity rather than a required purchase.
- **Market Rate Pricing.** Parking for will be available at local market rates. Parking pricing is one of the most effective tools to balance demand and encourage people to travel using more cost-effective modes such as transit, walking, and/or bicycling.
- **Daily Pricing.** When practical and feasible, employers will be encouraged to provide parking at daily rates rather than monthly leases. When users pay for parking each day, they are reminded of its cost which encourages choosing other modes. Moreover, avoiding monthly leases helps to avoid the mentality that parking is a "sunk cost" and instead encourages flexibility in travel options.
- **Real-Time Availability.** The Commercial Service Vehicular Parking Facility will provide a sign at the vehicle entrance indicating the number of spaces available in real time, per the Union Square Redevelopment's approved Mobility Management Plan.
- **Reserved Spaces.** Notwithstanding the above, the Project will have access to no more than 35 reserved parking spaces as necessary to lease the commercial space.



3.7 ON-SITE SERVICES

The Project will offer additional transportation amenities on-site to encourage alternative transportation as described below:

- **Secure Bicycle Parking.** A bicycle room internal to the Project will provide long-term, protected parking for up to 44 bicycles. These spaces will encourage Project employees and visitors to utilize bicycles by treating the mode as a legitimate alternative to the private vehicle. Quality short-term bicycle parking will also be provided for 14 bicycles encourage people visiting residents, accessing retail, and/or attending meetings in the office space to travel by bicycle. Final bicycle parking design includes:
 - Clear wayfinding to bicycle parking, particularly in garage facilities
 - 24-hour access
 - Secure bicycle racks that meet Somerville-specific or national standards
 - Location close to entrances
 - Separate pedestrian entries where possible to allow people to get to/from bicycle parking facilities
- **Bicycle Repair Facilities.** Standalone facilities with heavy-duty tools, including air pumps, are a relatively low-cost way to support people who choose to bike, and will be included if feasible.
- **Showers and Changing Facilities.** For people walking and bicycling to work, particularly during hot summer months or on rainy days, this type of facility can be essential. D2.1 will provide showers and changing facilities immediately adjacent to the secure bicycle parking.

Project tenants, employees and visitors will also have access to other on-site bicycle and transportation facilities associated with other Union Square Redevelopment parcels including D2.2 and D2.3.

3.8 SAMPLE LEASE AGREEMENT

Prior to the Certificate of Occupancy the Project will develop sample lease agreement text in coordination with the City of Somerville.



4.0 MONITORING AND ANNUAL REPORTING

The Project will complete an Annual Reporting on the programs included in the Mobility Management Plan and tracking the achievement of mode share goals. This reporting will be completed per the Somerville Zoning Ordinance and Planning Board’s Mobility Management Plan Submittal Standards, which include:

4.1 ANNUAL TRAVEL SURVEYS

Travel surveys are a key component of understanding how residents and employees are traveling, as well as whether they are aware of the travel options that are available to them. User questions will follow City of Somerville requirements as available, and will cover topics such as:

- Mode choice for commute
- Mode choice for other trips
- Work hours
- Travel distance
- Reasons for most common mode choice
- Awareness of commute options

It is likely that the survey will be digital, but if response rates are low, employers and/or property managers will be encouraged to supplement digital responses with intercept or paper surveys.

4.2 BIENNIAL COUNTS OF CAR AND BIKE PARKING OCCUPANCY AND DRIVEWAY INS/OUTS

Biennial counts will be completed for the shared parking garage in conjunction with MMP submittals for ParcelD2.2 and D2.3. Project parking will submit peak occupancy and driveway counts biennially as part of a Mobility Status Update (see below).

4.3 STATUS UPDATE

Based on the findings from the survey and the most recent set of biennial counts, building management will submit a Mobility Status update annually to the City of Somerville. The update will follow any guidelines provided by the City of Somerville and will include:

- Survey results
- Driveway counts
- Peak bicycle parking occupancy counts
- Peak vehicle parking occupancy counts
- Digital files as required

Comparison with and review of previous trends as data is available.



4.4 COMMITMENT TO MODE SHARE GOALS

Monitoring will be conducted at the same time each year as determined by the Certificate of Occupancy. Per the MMP for the Union Square Development, if annual monitoring identifies a shortfall in the achievement of the 60% non-auto mode share goal, the Project will work with the City of Somerville to implement additional mobility management programs or services to achieve the required mode share. Previous guidance identifies potential interventions, such as higher parking prices, provision of additional amenities, or implementation of shuttles. Based on the information provided in annual monitoring, the Project will work to determine the most appropriate interventions.

