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

THOMAS F. GALLIGANI, JR.
EXECUTIVE DIRECTOR

Ralph Malin
Ralph Main Realty, LLC
799 Somerville Ave
Somerville, MA 02143

February 2nd, 2024

Dear Mr. Malin,

This letter is the Final Decision of the Director of Mobility for the Mobility Management Plan ('MMP') submitted by Ralph Main Realty LLC (the 'Applicant') on December 5th, 2023, for 108-110 Prospect Street (the 'Project') 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 Applicant proposes to redevelop an approximately 10,320 square foot (0.21 acre) lot of land along Prospect Street in Somerville, Massachusetts (the "Project"). The Project is proposed to consist of a single building – a 25,666 square foot (sf) residential development containing 29 dwelling units on four (4) floors. Ten (10) parking spaces are proposed as structured first floor parking.

The Project site is located in the Urban Residentials (UR) within a transit area, as defined by the Somerville Zoning Ordinance, and there is no requirement for motor vehicle parking for residential uses within a transit area in the UR District. The Project is located less than ¼ mile from the Union Square Green Line Station and in proximity to existing MBTA bus routes 65, 85, and 91. The Project will provide 20 long-term bicycle parking spaces in the basement, accessible by an elevator.

The Project meets the twenty (20) or more total dwelling unit threshold to trigger Mobility Management Plan (MMP) requirements of the property owner.

Plan Commitments

Programs and Services Required by SZO

The Applicant must make 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 made the following commitments in relation to the programs and services required for the property owner of a residential building with 20 or more dwelling units:

- To post and distribute mobility management information, including information pertaining to pedestrian, cycling and transit access to the Project Site.
- To un-bundle the rental or lease of parking spaces from the rental or lease of floor space.
- To provide on-site parking spaces at no cost for car-sharing vehicles

Additional Commitments

The Applicant has also made the following commitments in their MMP submission:

- To achieve the City's goal of having the percentage of initial trips made to the site by automobile be 37% or less, so it is consistent with the existing commuting characteristic in Census Tract 3515.
- To make reasonable efforts made to control the percentage of trips made by automobile at 25% or less by 2040 to meet the city's SomerVision 2040 goals.
- To host an Annual Mobility Education Meeting – all residents in the building will be invited to attend a Mobility Education meeting to learn about options annually.
- To post TDM program information on the Project's websites, in related media, in annual emails or newsletters.
- To the extent possible, provide all future residents with qualified transportation fringe benefits.
- To provide up to two (2) Charlie Cards with a stored value of a combined bus/subway pass to each adult member of a new household during the first year of initial occupancy of a new household. Renew each time a new household moves in, for the first 5 years.
- To provide up to two (2), one-month BlueBike memberships to each adult member of a new household during the first month of initial occupancy of a new household. Renew the BlueBike Passes each time a new household moves in, for the first 5 years.
- To provide at least one (1) bicycle repair facility in a convenient location with Heavy-duty tools, including air pumps.

Somerville All-America City 2009

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Approval Conditions

CONDITION #1: Rather than 50%, the Applicant's initial vehicle mode share commitment will be 37% so that it is consistent with existing commuting characteristics in Census Tract 3515. 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: Mobility management information must also be provided to residents when they move in. Yearly emails or newsletters with this information must also be sent to residents, with additional emails sent if there are notable changes to public transportation schedules, bicycle/pedestrian infrastructure, or the availability of ride-share, car-share, or bike-share services in the area.

CONDITION #5: The Applicant shall provide a stored value MBTA Charlie Card, with the value of a one-month combined bus/subway pass (currently set at $90, but subject to MBTA fare increases) to each adult member of a new household during the first year of initial occupancy of a new household. Up to two Charlie Cards total per household are required. This requirement renews each time a new household moves in to incentivize new households to use public transportation. This benefit shall be provided to new households in perpetuity.

CONDITION #6: The Applicant shall provide a one-month Bluebikes membership (currently set at $29 but subject to Bluebikes fare increases) to each adult member of a new household during the first month of initial occupancy of a new household. Up to two one-month Bluebikes memberships total per household are required. This requirement renews each time a new household moves in to incentivize new households to use the bikeshare system. This benefit shall be provided to new households in perpetuity.

CONDITION #7: At least one (1) bicycle repair facility must be provided for tenants and/or employees in a convenient location such as the bike storage room in the building. Location will be shown on building plans prior to the issuance of any building permit.

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CONDITION #8: The Applicant shall provide real time transit information in the building common area/lobby which shall consist of one connected TransitScreen display (or equivalent service) that displays real time MBTA and bike share information. Location will be shown on building plans prior to the issuance of any building permit.

CONDITION #9: At least 3 vehicle parking spaces must be equipped with Level 2 Chargers when the building opens for occupancy. An additional 3 vehicle parking space must be EV Ready spaces. EV Ready spaces must be equipped with Level 2 chargers (or then current technology) as demand warrants. Documentation of EV readiness must be submitted to the Mobility Division prior to the issuance of any building permit for the site, including provisions for raceway to each parking space, adequate space in the electrical panel, and space for additional transformer capacity to accommodate the future installations.

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 tenants and employees of the property.
- Annual reporting of bicycle parking utilization
- Biennial (every other year) counts of automobile trips entering & exiting any parking facilities.
- Status update of Mobility Management program & service implementation.

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

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

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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,

Ralph Main
Ralph Main Realty, LLC

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Mobility Management Plan

108-110 Prospect Street

Somerville, Massachusetts

PREPARED FOR:

RALPH MALIN REALTY, LLC

799 Somerville Street
Somerville, MA 02143

PREPARED BY:

10 Cabot Road
Suite 101B
Medford, MA
617.776.3350

In association with:

Peter Quinn Architects LLC

December 2023

Table of Contents

Project Information

Contact Information

Site Address and Project Name:

108-110 Prospect Street, Somerville MA 02143

Company Name:

Ralph Malin Realty, LLC

Company Address:

799 Somerville Ave, Somerville, MA 02143

Company Telephone Number:

617-623-2323

Company Designated Contact:

Ralph Malin

Company Email Address:

ralph@ralphmalin.com

Project Description

In accordance with Article 11.4.3 of the City of Somerville Zoning Ordinance (the "SZO"), GM2 Associates, Inc. respectfully submits this Mobility Management Plan to the City of Somerville (the "City") on behalf of Ralph Malin Realty, LLC (the "Proponent"), for review and approval.

The Proponent proposes to redevelop approximately 10,320 square feet (0.24 acres) of land along Prospect Street in Somerville, Massachusetts ("Project"), located in an Urban Residence (UR) district. The Project will consist of one building - an approximate 25,666 square-foot (sf), pedestrian- and transit-oriented, residential development. In total, the building will be four stories high with 29 residential dwelling units and ancillary, private uses in the basement. There will be ten on-site vehicle parking spaces. First floor layout is shown on Figure C-101.

Project Vision

The Project will enhance the site into a larger residential development that will service the greater Union Square area. The Project proposes new pedestrian facilities along the site frontage with an improved streetscape.

Project Programming

The Project will be constructed as four (4) stories over a half basement. The site program is summarized in Table 1.

The building will be constructed along Prospect Street, with a frontage spanning from 108 Prospect Street to 110 Prospect Street. There will be four (4) stories with residential and ancillary, private uses in the basement and residential units on the first floor through the fourth floor. There will be long-term bicycle parking in the basement with a bicycle repair station. Primary access will be along Prospect Street with secondary access along the side and rear of the building.

Table 1: Program Table[1]

	Proposed Building
Residential Gross Square Feet	25,666
Number of Stories	4
Residential Dwelling Units	29
Bicycle Parking Spaces	20
Parking Spaces	10

[1]Data was provided by Peter Quinn Architects, LLC.

Project Schedule/Phasing

Throughout the coming months, the Proponent expects to work diligently with the community and with the City to complete the review and approval processes. Once the Project is approved, the Proponent will commence site preparation and utility work for the building. The schedule and phasing of the Project will be outlined further, at a later date, within a Construction Management Plan.

Vehicle and Bicycle Parking

Vehicle Parking and Access

The Project will provide ten on-site parking spaces. As this site is in a UR zone within a Transit Area, zero vehicle parking spaces are required. Vehicles will access the site using the existing 12' curb cut to access the ground floor parking via a driveway on the side of the building. The Proponent feels that ten on-site vehicle parking spaces is appropriate given the Project's proximity to the nearby Union MBTA Green Line station, as well as bus services along Prospect Street, Broadway, and at Union Station. Refer to the Existing Condition section for a summary of nearby transit services.

Bicycle Parking

Based on the current Somerville Zoning Ordinance, no short term or long-term parking is required for a Urban Residential zone. However, to encourage non-motorized trips to and from the site, the Project will provide 20 long-term bicycle parking spaces. The location and layout of the bicycle room is shown on Figure C-102.

Local Transportation

There are multiple public transportation options provided by the Massachusetts Bay Transportation Authority (MBTA) within the vicinity of the Project site. A summary of the existing public transportation options is provided in the subsequent paragraph, followed by a discussion of planned enhancements.

Existing Conditions

Within an approximate ¼ -mile radius of the Project site, the MBTA services the area with three separate bus routes: 69, 85, and 91. Bus route 91 provides the most direct access to the Project site at the Prospect Street @ Webster Avenue and Prospect Street @ Oak Street stops (Approximately 500 feet from the project site). Route 69 is served along Cambridge Street with

stops at Cambridge Street @ Prospect Street and Cambridge Street @ Norfolk Street (Approximately 750 feet from the project site). Route 85 is served through Webster Avenue with stops at Webster Avenue @ Prospect Street and Webster Avenue @ Norfolk Street (Approximately 1,000 feet and 1,500 feet from the project site respectively). Additionally, Union Square Station on the MBTA Green Line is located within ½-mile of the Project site.

- Bus Route 69 runs between Harvard Square and Lechmere Station in Cambridge
- Bus Route 85 runs between Spring Hill in Somerville and Kendall/ MIT Station in Cambridge
- Bus Route 91 runs between Sullivan Square Station in Somerville and Central Square in Cambridge.
- Union Square Station, a stop on the Green Line E, provides rapid transit connection from Medford/ Tufts Station in Medford through Somerville, downtown Boston and neighborhoods south including Quincy and Braintree.

Boarding and alighting data for the MBTA bus transit services are summarized in Table 2. Table 3 provides distances and approximate walking times to each of the closest stops for each of the closest bus routes and Green Line and Table 4 provides service headways for the bus routes and Red Line.

Table 2: Project Area MBTA Ridership[2]

MBTA Boarding/Alighting Data (Fall 2022)					
Bus Route/ Rapid Transit Line	Origin/ Destination	MBTA Stop	Time Period	Total Passengers Boarding	Total Passengers Alighting
69 (Inbound)	Harvard Square to Lechmere Station	Cambridge St at Prospect St	AM Peak PM Peak	0.03 0.03	0.00 0.12
69 (Outbound)	Harvard Square to Lechmere Station	Cambridge St at Prospect St	AM Peak PM Peak	1.14 0.76	0.49 0.99
85 (Inbound)	Spring Hill to Kendall Square/ MIT Station	Webster Ave at Norfolk St	AM Peak PM Peak	0.30 0.03	0.10 0.00
85 (Outbound)	Spring Hill to Kendall Square/ MIT Station	Webster Ave at Prospect St	AM Peak PM Peak	0.00 0.20	0.03 0.73
91 (Inbound)	Sullivan Square to Central Square, Cambridge	Prospect St at Oak St	AM Peak PM Peak	0.17 0.14	0.97 0.07
91 (Outbound)	Sullivan Square to Central Square, Cambridge	Prospect St at Webster Ave	AM Peak PM Peak	0.12 0.26	0.30 0.52

[2]Fall 2022 data utilized, which is the most recent data available via the MBTA website
Bus Route Data based on MBTA Bus Ridership by Time Period, Season, Route/Line and Stop

Table 3: Project Area MBTA Walk Distance and Time[3]

	Inbound	Outbound	Inbound/ Outbound	Inbound	Outbound
	Route 91	Route 91	Route 69	Route 85	Route 85
Walk Distance to Closest Stop (Miles)	0.09	0.13	0.12	0.28	0.18
Walk Travel Time to Closest Stop (Minutes)	2	3	3	7	4.5
Average Wait Time (Minutes)	15 (AM Peak) 15 to 22.5 (PM Peak)	15 (AM Peak) 4 to 10 (PM Peak)	6 to 6.5 (AM Peak) 9.5 (PM Peak)	12.5 to 20 (AM Peak) 20 to 22.5 (PM Peak)	22.5 to 25 (AM Peak) 22.5 to 25 (PM Peak)

[3]Time is based on an average walking speed of 3.5 feet/second

Table 4: Project Area MBTA Service Headways[4]

Bus Route/Rapid Transit Line	Origin/Destination	Time Period	Inbound Headways (minutes)	Outbound Headways (minutes)
69	Harvard Square to Lechmere Station	AM Peak PM Peak	16 19	14 19
85	Spring Hill to Kendall Square/ MIT Station	AM Peak PM Peak	25-40 40-45	45-50 45-50
91	Sullivan Square to Central Square, Cambridge	AM Peak PM Peak	30 30-45	30 8-20
Green Line E	Medford/ Tufts to Heath Street	AM Peak PM Peak	6-8 6-8	6-8 6-8

[4]Based on schedule effective August 27, 2023

Bicycle Network

There are currently no designated bicycle facilities along Prospect Street in either direction. However, the site is within 1,000 feet of major bike arterials. Webster Ave's bicycle lane to the north connects to the Greater Union Square area, providing routes deeper into Somerville and Cambridge Street's separated bike lanes which connect to Inman Square, Kendall Square and Harvard Square. These major bicycle facilities connect to others in Somerville, Cambridge and the surrounding communities. Figure 1 shows the bicycle network within Somerville near the Project site, which is shown in red.

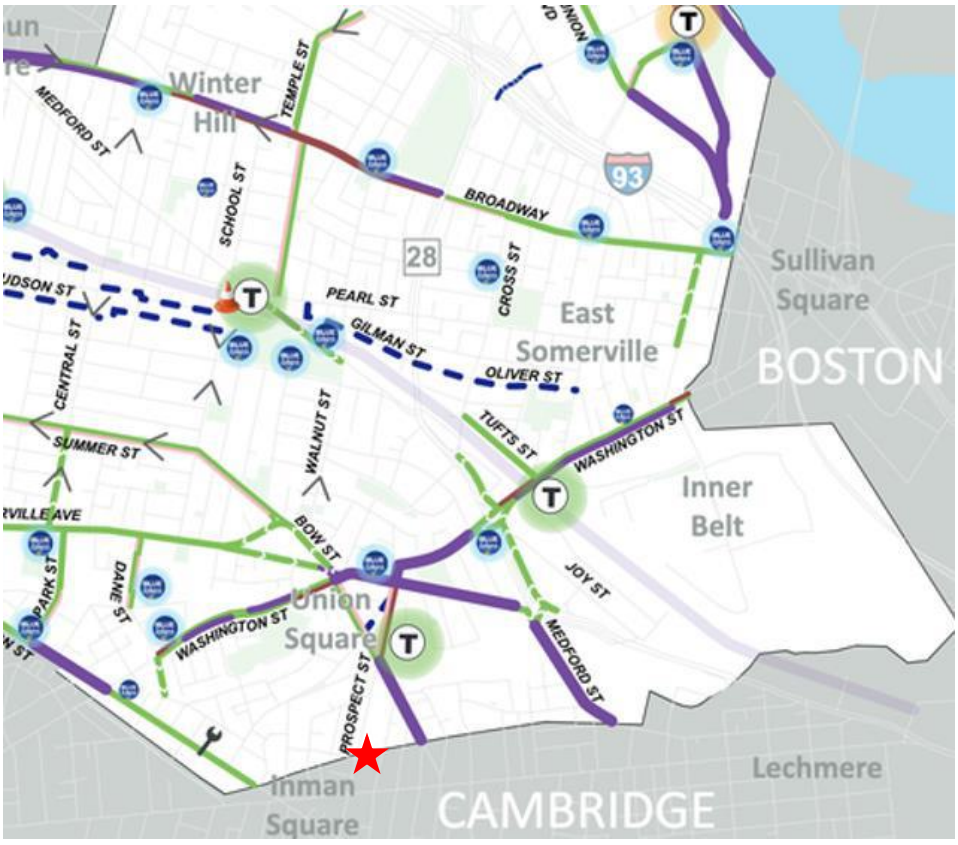


Figure 1 – Somerville Bicycle Map Near Project Site (*February 2023*)

Sidewalks

Pedestrian connectivity in the area is facilitated by existing sidewalks along the roadways within the area. Many of the intersections surrounding the site have marked crosswalks for pedestrians as well as exclusive pedestrian phases to enhance safety.

Transportation Assumptions

Trip Generation

The Project will be fully residential with ancillary, private uses (lounge and deck areas, patio area). The *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE) in 2021, categorizes residential land uses and provides unadjusted vehicle-trip estimates for each use for Weekday AM peak hour, Weekday PM peak hour, and Weekdays. Land use code (LUC) 220 – Multifamily Housing (Low-Rise) was used for the trip generation calculations. Table 5 shows the estimated number of trips for the residential units.

Table 5: Residential Trip Generation Calculations (Per ITE)

Land Use Code: 220	Multifamily Housing (Low-Rise)		
	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday Daily
Size (per # of Dwelling Units)	6	6	6
Fitted Curve Equation (per ITE)	T = 0.31(X) + 22.85	T = 0.43(X) + 20.55	T = 6.41(X) + 75.31
Total Trips (T)	**25**	**23**	**113**
Entering%	24%	63%	50%
Exiting%	76%	37%	50%
Entering Trips	6	14	130
Exiting Trips	19	9	131

The proposed site is expected to approximately generate the following number of trips:

- 25 trips during the Weekday AM Peak Hour
- 23 trips during the Weekday PM Peak Hour
- 113 trips during a typical Weekday

These represent vehicle-trips made in locations with little to no public transportation availability. To account for location-specific travel mode trends, non-vehicular will be deducted in the subsequent sections.

Travel Mode Shares

Trip Generation rates set forth by the ITE are typically based on data from suburban developments with no nearby transit service and no appreciable share of people walking or bicycling to or from the site. If a project is in an area with transit service or a substantial share of trips made by bicycle or on foot, these non-vehicle trips should be estimated and deducted to get the predicted vehicle volume. Union Square Station on the MBTA Green Line is approximately 0.25 miles from the

Project site. Three (3) separate bus routes also service the area. The estimated trips via transit service were deducted from the predicted vehicular traffic. Commuting characteristics were analyzed from the 2017-2021 American Community Survey 5-Year Estimates.

For the residential dwelling units, commuting characteristics for Census Tract 3515 (in which the Project is located), were analyzed. Table 6 displays estimated mode splits for non-vehicle trips and the land use associated with each trip.

Table 6: Mode Split Percentages

MEANS OF TRANSPORTATION TO WORK	Census Tract 3515	Percentages
Car, truck, or van	672	37.0%
Drove alone	550	30.3%
Carpooled:	122	6.7%
In 2-person carpool	122	6.7%
In 3-person carpool	0	0.0%
In 4+ person carpool	0	0.0%
Public transportation	357	19.7%
Bicycle	143	7.9%
Walked	239	13.2%
Work from Home	404	22.3%
Total	**1815**	

As described above, adjustments were made to the base trips taking into account the US Census Tract data. The ITE *Trip Generation Handbook, 3rd Edition* includes an Average Vehicle Occupancy (AVO) of 1.1 for residential buildings. Based on the average modal split data above, an AVO rate of 1.181 persons per vehicle was calculated for the residential units. The number of trips were adjusted using the AVO and census tract modal split data. By applying the non-vehicular mode split to the Trip Generation calculations, the amount of expected vehicle traffic associated with the Project is reduced. The resulting adjusted vehicular traffic on the surrounding roadways was estimated and are summarized in Table 7. The US Census Journey-to-Work data is attached in the Appendix.

Adjusted Trips

As described above, adjustments were made to the base trips taking into account the US Census Tract data. By applying the non-vehicular mode split to the trip generation calculations, the amount of expected vehicle traffic associated with the Project is reduced. The resulting adjusted vehicular traffic on the surrounding roadways is summarized in Table 7.

Table 7: Adjusted Site Trips

	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday Daily
Base Trips (per ITE)	32	33	261
Total Person-Trips	35	36	287
Total Person-Vehicle-Trips	13	13	106
Total Vehicle-Trips	**11**	**11**	**89**
Entering Vehicle-Trips	3	7	33
Exiting Vehicle-Trips	8	4	45
Total Public Transportation Trips	7	7	57
Total Bicycle Trips	3	3	23
Total Walking Trips	5	4	38

As shown in Table 7, the Project is expected to generate 11 vehicle-trips during the Weekday AM peak hour, 11 vehicle-trips during the Weekday PM peak hour, and 89 vehicle-trips during a typical Weekday.

Trip Distribution

Trip distribution percentages for vehicles, pedestrians, and bicycles were estimated based existing traffic patterns (vehicles) and anticipated travel patterns for pedestrians and bicycles after development. Vehicular trip distributions are shown on Figures C-103 and C-104, pedestrian trip distributions are shown on Figure C-105, and bicycle trip distributions are shown on Figure C-106.

Mobility Management Commitments

The 108-110 Prospect Street development project is committed to achieving the City's goal of having the percentage of initial trips made to the site by automobile be 37% or less, so it is consistent with the existing commuting characteristic in Census Tract 3515. There will also be reasonable efforts made to control the percentage of trips made by automobile at 37.5% or less by 2030 and at 25% or less by 2040 to meet the City's SomerVision 2040 goals. To that end, the Project is recommending several programs and services to reduce single-occupancy vehicle use, If the annual trips shortfall in meeting SomerVision by 2040, the applicant can implement additional mobility management programs and service to meet the goal. The UR district within a transit area, of which this site will be a part of, has been designed to form a walkable, bikeable, transit-oriented node in Somerville. This includes:

- Pedestrian accommodations and site through-connectivity, which prioritizes pedestrian pathways and makes walking the most convenient choice for access.

The SomerVision plan outlines a priority on non-auto transit. The City is supporting this goal by creating additional bicycle, pedestrian, and transit facilities throughout Somerville. For those accessing this area of Somerville, the multimodal infrastructure will provide alternatives to the personal vehicle. The Project team has developed the Mobility Management Plan and will work with the City to implement these measures. These programs and services include:

- Financial Incentives
- On-Site Vehicle Parking Services
- Marketing & Education
- On-Site Services
- Monitoring and Annual Reporting

Financial Incentives

Transportation Fringe Benefits: To the extent possible, the owner will provide all future residents with qualified transportation fringe benefits.

MBTA Passes: Provide up to two (2) Charlie Cards with a stored value of a combined bus/subway pass (Currently set to $90) to each adult member of a new household during the first year of initial occupancy of a new household. Renew each time a new household moves in, for the first 5 years.

BlueBike Passes: Provide up to two (2), one-month BlueBike memberships (Currently set a $20) to each adult member of a new household during the first month of initial occupancy of a new household. Renew the BlueBike Passes each time a new household moves in, for the first 5 years.

Marketing and Education

A key element of all transportation demand management programs is letting potential users know that they exist. While the specific programs have yet to be determined, the Project team intends to provide information through channels such as:

- Annual Mobility Education Meeting – all tenants/employees in the building will be invited to attend a Mobility Education meeting to learn about options annually.
- TDM Program information on the Project's websites and related media
- Posted Transportation Information, such as maps, schedules, and other information relevant to commuting options in the building lobby.
- Provide real time transit information in the building common area/lobby, which shall consist of connected TransitScreen display (or equivalent service) with real time MBTA and bike share information.
- Posted mobility management information (to be submitted to the Director of Mobility for review and approval).
- Distributed mobility management information (to be submitted to the Director of Mobility for review and approval).
- The mobility management information that will be posted (and approved by the Director of Mobility), will also be provided to tenants and their employees when they move in. The information will also be provided:
    - Via yearly emails or newsletters

    - When there are notable changes to public transportation schedules, bicycle/pedestrian infrastructure, or the availability of ride-share, car-share, or bike-share services in the area.
- Provide wayfinding signs to guide pedestrians from the site to the MBTA Green Line Station, MBTA bus stops, and surrounding points of interest.

On-Site Services

The larger Somerville area offers transit service, bicycle infrastructure, and sidewalk coverage. However, there are additional services that the Project development could offer, including:

- Secure Bicycle Parking: There will be 20 interior, secure bicycle parking spaces provided. Considerations for the final bicycle parking design to encourage its use are:
    - Clear wayfinding to bicycle parking,
    - 24-hour access,
    - Secure bicycle racks that meet Somerville-specific or national standards
    - Location close to entrances and access points,
    - Separate pedestrian entries where possible.
- Bicycle Repair Tools: Provide at least one (1) bicycle repair facility in a convenient location with Heavy-duty tools, including air pumps.

Monitoring and Annual Reporting

Annual Travel Surveys

The Proponent will conduct annual travel surveys of the tenants/employees of the property. These surveys will be developed through consultation with the City of Somerville to determine the number of employees utilizing the variety of different transportation options in the area.

Following the opening of the site, the Proponent will conduct biennial counts of bike parking occupancy. This will be done through a field inventory to be conducted during a representative weekday during the overnight period when it can reasonably be assumed that the peak parking demand for all residents and visitors would occur. A continuous 24-hour count of both the site bicycle parking area will be conducted to capture the volume of entering and exiting bicycle traffic. As part of the summary report to be provided to the city, a status summary of the Mobility Management Plan will also be provided.

Status Update

Based on the findings from the survey and the most recent set of biennial counts, the development team 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
- Peak bicycle parking occupancy counts
- Digital files (as required)
- Comparison with and review of previous trends as data is available

APPENDIX

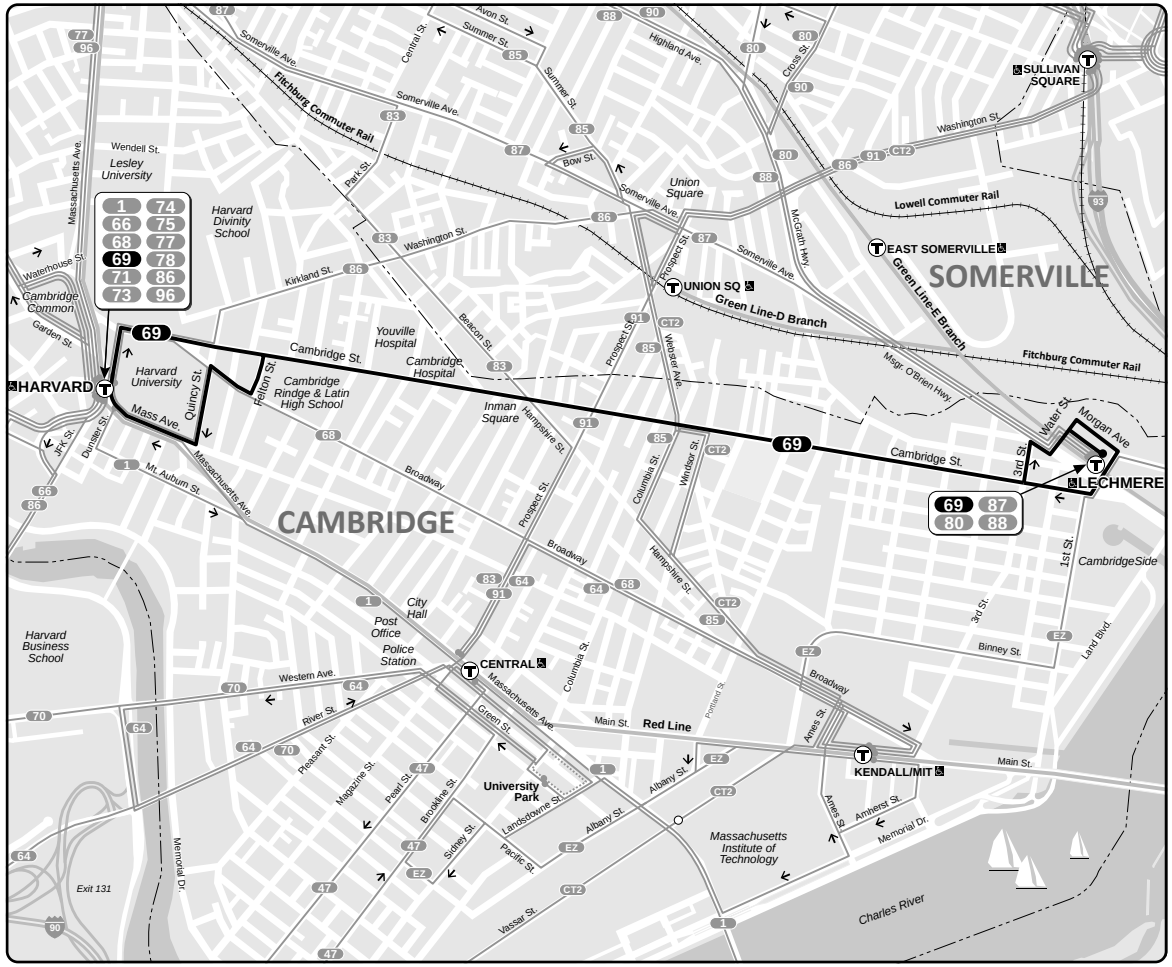
PUBLIC TRANSPORTATION
TRIP GENERATION
COMPREHENSIVE SITE PLAN AND CORRESPONDING TRAFFIC FIGURES

PUBLIC TRANSPORTATION

Effective **August 27, 2023** Replaces March 2023

69 Harvard Sq – Lechmere Sta

Schedule Change
Weekday, Saturday and Sunday



Connections

RED LINE

GREEN LINE E

- Transfer to bus/subway available on CharlieCard—good for 2 hours, pay fare difference.
- Children 11 & under ride free with a paying customer.

All MBTA buses are accessible to people with disabilities.

	CharlieCard	Cash on board	Reduced fare
Bus	**$1.70**	**$1.70**	**$0.85**
Bus + Subway	**$2.40**	**$4.10**	**$1.10**

Complete fare/pass rules and free/reduced fare eligibility:
mbta.com/fares or call **617-222-3200**

Information **617-222-3200**
Lost and Found **617-222-2229**
TTY **617-222-5146**

Realtime arrival information, maps, and more
mbta.com

A125-3-22.1

Weekday 69

Inbound

Harvard Sq/ Holyoke St	Inman Square	Lechmere Station
5:25	5:29	5:40
6:05	6:09	6:20
6:45	6:49	7:00
7:01	7:05	7:16
7:16	7:20	7:31
7:32	7:36	7:47
7:48	7:52	8:04
8:04	8:11	8:25
8:20	8:27	8:41
8:38	8:45	8:59
8:56	9:02	9:15
9:14	9:19	9:32
9:32	9:37	9:50
9:55	10:00	10:13
10:20	10:25	10:38
10:45	10:50	11:03
11:10	11:15	11:28
11:35	11:40	11:53
12:00	**12:05**	**12:18**
12:25	**12:30**	**12:43**
12:50	**12:55**	**1:08**
1:15	**1:20**	**1:33**
1:40	**1:45**	**1:58**
2:00	**2:05**	**2:18**
2:18	**2:23**	**2:37**
2:35	**2:42**	**2:56**
2:52	**2:59**	**3:15**
3:10	**3:18**	**3:34**
S **-**	**3:27**	**3:43**
3:28	**3:36**	**3:52**
3:47	**3:55**	**4:11**
4:06	**4:14**	**4:30**
4:25	**4:33**	**4:49**
4:44	**4:52**	**5:08**
5:03	**5:11**	**5:27**
5:22	**5:30**	**5:46**
5:41	**5:49**	**6:05**
6:00	**6:08**	**6:24**
6:18	**6:26**	**6:39**
6:36	**6:42**	**6:55**
6:54	**7:00**	**7:11**
7:12	**7:18**	**7:29**
7:56	**8:02**	**8:13**
8:40	**8:46**	**8:57**
9:20	**9:25**	**9:34**
10:00	**10:05**	**10:14**
10:40	**10:45**	**10:54**
11:15	**11:20**	**11:29**
11:50	**11:55**	12:04
12:25	12:30	12:39
1:00	1:05	1:14

Outbound

Lechmere Station	Inman Square	Harvard Sq/ Holyoke St
5:45	5:53	6:01
6:25	6:33	6:41
6:40	6:48	6:56
6:54	7:02	7:10
7:08	7:16	7:24
7:22	7:31	7:42
7:36	7:47	7:58
7:53	8:04	8:15
8:10	8:21	8:32
8:28	8:39	8:50
8:46	8:57	9:07
9:05	9:15	9:25
9:30	9:40	9:50
9:55	10:05	10:15
10:20	10:30	10:40
10:45	10:55	11:05
11:10	11:20	11:30
11:35	11:45	11:55
12:00	**12:10**	**12:20**
12:25	**12:35**	**12:45**
12:50	**1:00**	**1:10**
1:15	**1:25**	**1:35**
1:37	**1:47**	**1:57**
1:52	**2:03**	**2:14**
2:09	**2:20**	**2:31**
2:26	**2:37**	**2:48**
2:43	**2:54**	**3:05**
3:01	**3:12**	**3:23**
3:20	**3:31**	**3:42**
3:39	**3:50**	**4:01**
3:57	**4:10**	**4:21**
4:16	**4:29**	**4:40**
4:35	**4:48**	**4:59**
4:54	**5:07**	**5:18**
5:13	**5:26**	**5:37**
5:32	**5:45**	**5:56**
5:51	**6:03**	**6:12**
6:10	**6:20**	**6:29**
6:29	**6:39**	**6:48**
6:48	**6:58**	**7:07**
7:07	**7:17**	**7:26**
7:32	**7:42**	**7:51**
8:17	**8:27**	**8:34**
9:02	**9:09**	**9:16**
9:42	**9:49**	**9:56**
10:22	**10:29**	**10:36**
10:57	**11:04**	**11:11**
11:32	**11:39**	**11:46**
12:07	12:14	12:21
12:42	12:49	12:56
W 1:20	1:26	1:33

Saturday 69

Inbound

Harvard Sq/ Holyoke St	Inman Square	Lechmere Station
5:15	5:18	5:26
5:50	5:53	6:01
6:25	6:28	6:36
7:05	7:09	7:18
7:45	7:49	7:58
8:25	8:30	8:39
9:05	9:12	9:22
9:45	9:52	10:02
10:10	10:17	10:27
10:35	10:42	10:52
11:00	11:07	11:17
11:25	11:32	11:42
11:50	11:57	**12:07**
12:15	**12:22**	**12:32**
12:40	**12:47**	**12:57**
1:05	**1:12**	**1:22**
1:30	**1:37**	**1:48**
1:55	**2:02**	**2:13**
2:20	**2:27**	**2:38**
2:45	**2:52**	**3:03**
3:10	**3:17**	**3:28**
3:35	**3:42**	**3:53**
4:00	**4:07**	**4:18**
4:25	**4:32**	**4:43**
4:50	**4:57**	**5:08**
5:15	**5:22**	**5:33**
5:40	**5:47**	**5:58**
6:05	**6:12**	**6:23**
6:30	**6:37**	**6:48**
7:15	**7:22**	**7:33**
8:00	**8:06**	**8:17**
8:45	**8:51**	**9:02**
9:30	**9:36**	**9:47**
10:15	**10:20**	**10:29**
11:00	**11:05**	**11:14**
11:40	**11:45**	**11:54**
12:20	12:25	12:34
1:05	1:08	1:16

Outbound

Lechmere Station	Inman Square	Harvard Sq/ Holyoke St
5:30	5:37	5:44
6:05	6:12	6:19
6:45	6:52	6:59
7:25	7:32	7:40
8:05	8:12	8:20
8:45	8:52	9:00
9:25	9:34	9:42
9:49	9:58	10:07
10:12	10:23	10:32
10:37	10:48	10:57
11:02	11:13	11:22
11:27	11:38	11:47
11:52	**12:03**	**12:12**
12:17	**12:28**	**12:37**
12:42	**12:53**	**1:02**
1:07	**1:18**	**1:27**
1:32	**1:43**	**1:52**
1:57	**2:08**	**2:17**
2:22	**2:33**	**2:42**
2:47	**2:58**	**3:07**
3:12	**3:23**	**3:32**
3:37	**3:48**	**3:57**
4:02	**4:13**	**4:22**
4:27	**4:38**	**4:47**
4:52	**5:03**	**5:12**
5:17	**5:28**	**5:37**
5:42	**5:53**	**6:02**
6:07	**6:18**	**6:27**
6:52	**7:03**	**7:12**
7:37	**7:48**	**7:57**
8:22	**8:33**	**8:42**
9:07	**9:18**	**9:27**
9:52	**10:03**	**10:12**
10:35	**10:43**	**10:50**
11:20	**11:28**	**11:35**
12:00	12:07	12:14
12:40	12:47	12:54
W 1:20	1:27	1:34

S from Cambridge Street & Felton Street on school days

W waits for last train to arrive Lechmere Station

PM times are **bold**

Information in this timetable is subject to change without notice. Traffic and weather may affect running times.

Always check bus destination signs before boarding. Some buses may only serve a part, or skip portions of this route.

Sunday 69

Inbound

Harvard Sq/ Holyoke St	Inman Square	Lechmere Station
6:20	6:25	6:33
7:20	7:25	7:33
8:20	8:25	8:33
9:20	9:25	9:34
10:05	10:11	10:20
10:50	10:56	11:05
11:35	11:42	11:52
12:20	**12:27**	**12:37**
1:05	**1:12**	**1:23**
1:50	**1:57**	**2:08**
2:35	**2:42**	**2:53**
3:20	**3:27**	**3:38**
4:05	**4:12**	**4:23**
4:50	**4:57**	**5:08**
5:35	**5:40**	**5:51**
6:20	**6:25**	**6:36**
7:05	**7:10**	**7:21**
7:50	**7:55**	**8:06**
8:30	**8:35**	**8:46**
9:10	**9:15**	**9:24**
9:50	**9:55**	**10:04**
10:30	**10:35**	**10:44**
11:10	**11:15**	**11:24**
11:48	**11:52**	**11:59**
12:23	12:27	12:34
12:58	1:02	1:09

Outbound

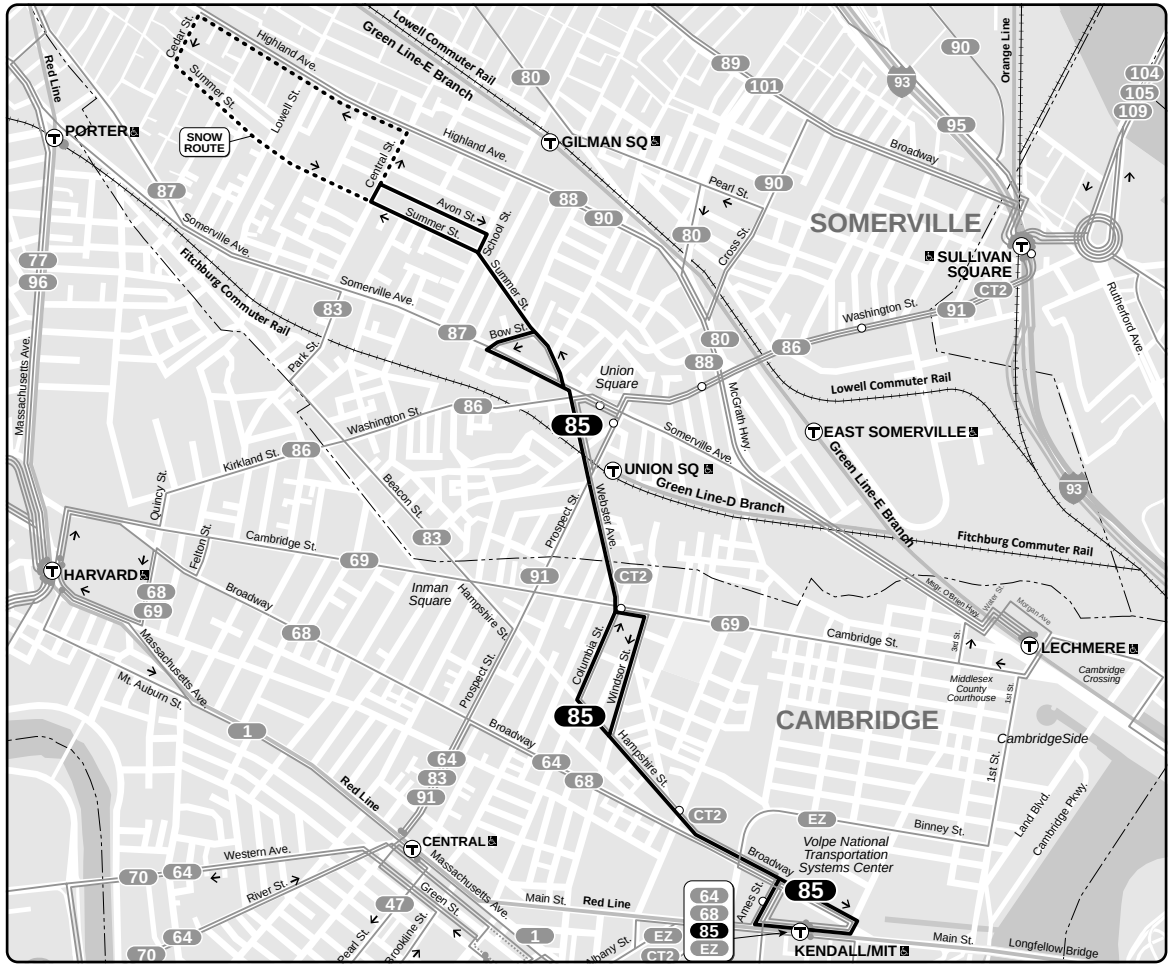
Lechmere Station	Inman Square	Harvard Sq/ Holyoke St
6:05	6:12	6:18
7:05	7:12	7:18
8:00	8:07	8:14
9:00	9:07	9:14
9:42	9:49	9:56
10:27	10:38	10:46
11:12	11:23	11:31
11:57	**12:08**	**12:16**
12:42	**12:53**	**1:01**
1:27	**1:38**	**1:47**
2:12	**2:23**	**2:32**
2:57	**3:08**	**3:17**
3:42	**3:53**	**4:02**
4:27	**4:38**	**4:47**
5:12	**5:23**	**5:32**
5:57	**6:06**	**6:14**
6:42	**6:51**	**6:59**
7:27	**7:35**	**7:42**
8:10	**8:18**	**8:25**
8:50	**8:58**	**9:05**
9:30	**9:38**	**9:45**
10:10	**10:18**	**10:25**
10:50	**10:57**	**11:03**
11:30	**11:37**	**11:43**
12:05	12:12	12:17
12:40	12:47	12:52
W 1:18	1:25	1:30

2023 Holidays

SAT Patriots' Day	SUN Thanksgiving
SUN Memorial Day	SUN Christmas Day
SUN Independence Day	SUN New Year's Eve
SUN Labor Day	SUN New Year's Day
SAT Indigenous People's Day	

Effective **August 27, 2023** Replaces July 2023

85 Spring Hill – Kendall/MIT Sta



Connections

RED LINE

GREEN LINE D

- Transfer to bus/subway available on CharlieCard—good for 2 hours, pay fare difference.
- Children 11 & under ride free with a paying customer.

All MBTA buses are accessible to people with disabilities.

	CharlieCard	Cash on board	Reduced fare
Bus	**$1.70**	**$1.70**	**$0.85**
Bus + Subway	**$2.40**	**$4.10**	**$1.10**

Complete fare/pass rules and free/reduced fare eligibility:
mbta.com/fares or call **617-222-3200**

Information **617-222-3200**
Lost and Found **617-222-2229**
TTY **617-222-5146**

Realtime arrival information, maps, and more
mbta.com

A125-3-22.1

Weekday 85

Inbound

Spring Hill	Union Square	Kendall/MIT Station
5:38	5:39	5:52
6:18	6:19	6:32
6:58	6:59	7:13
7:38	7:39	7:53
8:03	8:05	8:24
8:28	8:30	8:49
9:23	9:24	9:39
2:50	**2:51**	**3:04**
3:35	**3:36**	**3:49**
4:20	**4:21**	**4:34**
5:05	**5:06**	**5:19**
5:55	**5:56**	**6:09**
6:40	**6:41**	**6:54**
7:25	**7:26**	**7:39**

Outbound

Kendall/MIT Station	Union Square	Spring Hill
5:55	6:02	6:07
6:35	6:42	6:47
7:15	7:22	7:27
8:05	8:13	8:17
9:00	9:08	9:12
2:25	**2:33**	**2:37**
3:10	**3:18**	**3:22**
3:55	**4:03**	**4:10**
4:40	**4:48**	**4:55**
5:25	**5:35**	**5:43**
6:15	**6:24**	**6:30**
7:00	**7:08**	**7:13**
7:45	**7:53**	**7:58**

Snow Route

When active, buses don't use Avon St or School St. Use stops on Summer St or Highland Ave.

mbta.com/alerts/bus

No 85 service on Saturday, Sunday

PM times are **bold**

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Always check bus destination signs before boarding. Some buses may only serve a part, or skip portions of this route.

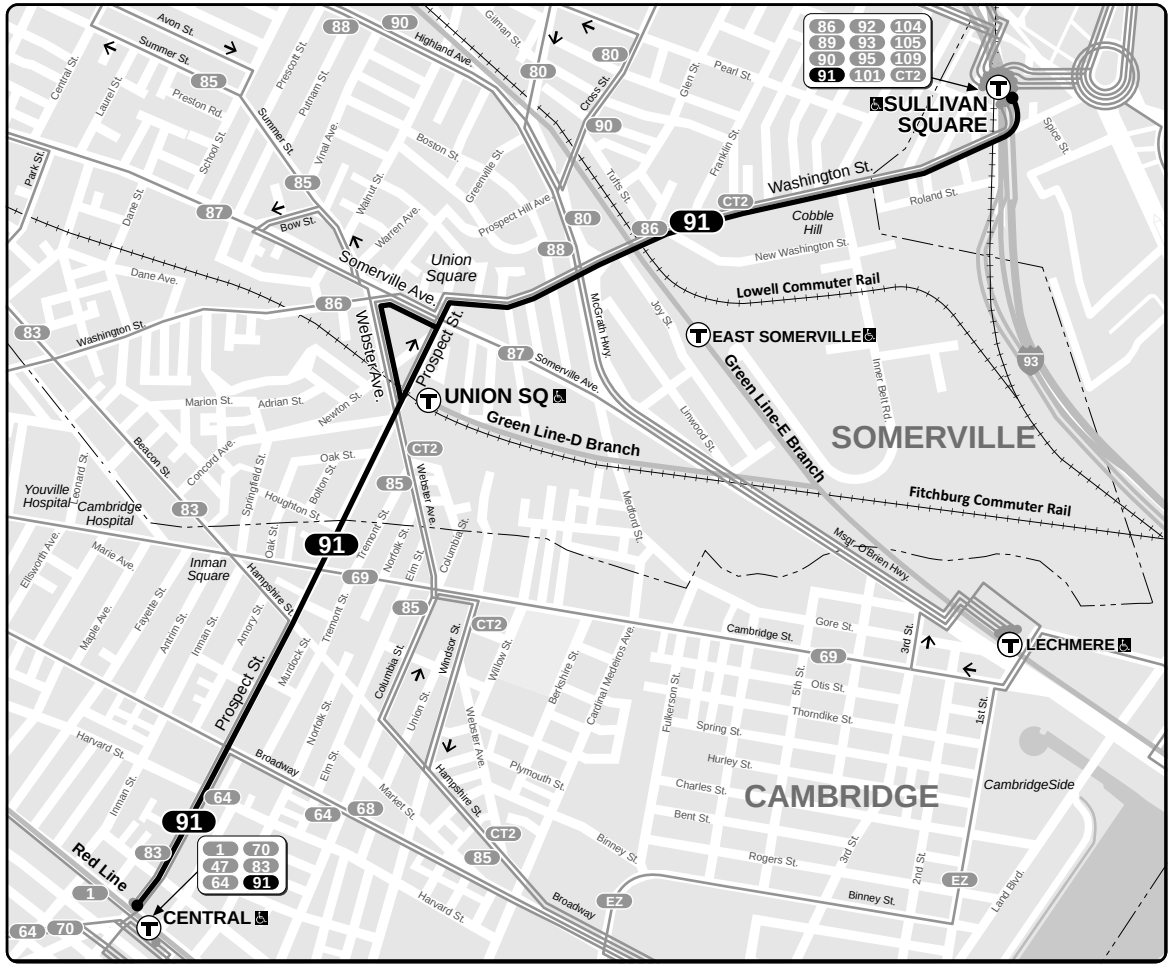
2023 Holidays

SAT Patriots' Day
SUN Memorial Day
SUN Independence Day
SUN Labor Day
SAT Indigenous People's Day
SUN Thanksgiving
SUN Christmas Day
SUN New Year's Eve
SUN New Year's Day

Effective **August 27, 2023** Replaces July 2023

91 Sullivan Sta – Central Sq, Cambridge

Schedule Change
Saturday and Sunday



	CharlieCard	Cash on board	Reduced fare
Bus	**$1.70**	**$1.70**	**$0.85**
Bus + Subway	**$2.40**	**$4.10**	**$1.10**

Complete fare/pass rules and free/reduced fare eligibility:
mbta.com/fares or call **617-222-3200**

Connections

RED LINE · ORANGE LINE · GREEN LINE · E

Information **617-222-3200**
Lost and Found **617-222-2229**
TTY **617-222-5146**

Realtime arrival information, maps, and more
mbta.com

A126-3-22.1

Weekday 91

Inbound			Outbound		
Sullivan Station	Union Square	Central Sq, Cambridge	Central Sq, Cambridge	Union Square	Sullivan Station
5:15	5:20	5:30	5:35	5:40	5:48
5:55	6:00	6:10	6:20	6:25	6:33
6:35	6:40	6:50	7:03	7:10	7:19
7:05	7:12	7:25	7:35	7:42	7:51
7:35	7:42	7:55	8:05	8:12	8:21
8:05	8:13	8:29	8:35	8:42	8:51
8:35	8:43	8:59	9:05	9:12	9:21
9:25	9:32	9:45	9:50	9:57	10:06
10:10	10:17	10:30	10:35	10:42	10:51
10:55	11:02	11:15	11:20	11:28	11:38
11:45	11:52	**12:05**	**12:10**	**12:18**	**12:28**
12:35	**12:42**	**12:55**	**1:00**	**1:09**	**1:19**
1:25	**1:32**	**1:45**	**1:50**	**1:59**	**2:09**
2:15	**2:22**	**2:35**	**2:40**	**2:49**	**2:59**
3:05	**3:12**	**3:25**	**3:30**	**3:39**	**3:49**
3:55	**4:02**	**4:16**	**4:20**	**4:29**	**4:39**
4:25	**4:31**	**4:45**	**4:50**	**4:59**	**5:14**
4:50	**4:56**	**5:13**	**5:20**	**5:30**	**5:45**
5:20	**5:27**	**5:43**	**5:50**	**6:00**	**6:11**
5:50	**5:57**	**6:13**	**6:20**	**6:29**	**6:40**
6:20	**6:27**	**6:43**	**6:50**	**6:59**	**7:09**
6:55	**7:02**	**7:16**	**7:20**	**7:27**	**7:37**
7:40	**7:46**	**8:00**	**8:05**	**8:12**	**8:22**
8:25	**8:30**	**8:42**	**8:50**	**8:57**	**9:07**
9:10	**9:15**	**9:27**	**9:35**	**9:42**	**9:52**
9:55	**10:00**	**10:12**	**10:20**	**10:26**	**10:35**
10:40	**10:45**	**10:57**	**11:05**	**11:11**	**11:20**
11:25	**11:29**	**11:42**	**11:50**	**11:56**	12:04
12:10	12:14	12:27	12:35	12:40	12:47
12:55	12:59	1:12	1:20	1:25	1:32

Saturday 91

Inbound			Outbound		
Sullivan Station	Union Square	Central Sq, Cambridge	Central Sq, Cambridge	Union Square	Sullivan Station
5:15	5:17	5:31	5:40	5:43	5:51
6:00	6:02	6:16	6:25	6:28	6:36
6:45	6:47	7:01	7:10	7:13	7:21
7:30	7:32	7:46	7:55	7:58	8:06
8:15	8:18	8:32	8:40	8:43	8:51
8:58	9:02	9:17	9:22	9:28	9:37
9:45	9:49	10:04	10:10	10:16	10:25
10:30	10:35	10:50	10:55	11:02	11:11
11:15	11:20	11:35	11:40	11:47	11:56
12:00	**12:05**	**12:20**	**12:25**	**12:32**	**12:41**
12:45	**12:50**	**1:05**	**1:10**	**1:17**	**1:26**
1:30	**1:35**	**1:50**	**1:55**	**2:02**	**2:12**
2:15	**2:20**	**2:35**	**2:40**	**2:47**	**2:57**
3:00	**3:05**	**3:20**	**3:25**	**3:32**	**3:42**
3:45	**3:50**	**4:05**	**4:10**	**4:17**	**4:27**
4:30	**4:35**	**4:50**	**4:55**	**5:02**	**5:12**
5:15	**5:19**	**5:35**	**5:40**	**5:46**	**5:56**
6:00	**6:04**	**6:20**	**6:25**	**6:31**	**6:41**
6:45	**6:49**	**7:05**	**7:10**	**7:16**	**7:26**
7:30	**7:34**	**7:50**	**7:55**	**8:03**	**8:10**
8:15	**8:19**	**8:33**	**8:40**	**8:46**	**8:53**
9:00	**9:04**	**9:16**	**9:25**	**9:31**	**9:38**
9:45	**9:49**	**10:01**	**10:10**	**10:16**	**10:23**
10:30	**10:34**	**10:46**	**10:55**	**11:01**	**11:08**
11:15	**11:19**	**11:31**	**11:40**	**11:46**	**11:53**
12:10	12:14	12:26	12:30	12:35	12:41
1:15	1:19	1:31	1:35	1:40	1:46

Sunday 91

Inbound			Outbound		
Sullivan Station	Union Square	Central Sq, Cambridge	Central Sq, Cambridge	Union Square	Sullivan Station
6:45	6:47	7:00	7:10	7:13	7:20
7:30	7:32	7:45	7:55	7:58	8:05
8:15	8:18	8:31	8:40	8:43	8:50
9:00	9:04	9:18	9:25	9:31	9:39
9:45	9:49	10:03	10:10	10:16	10:24
10:30	10:35	10:49	10:55	11:02	11:10
11:15	11:20	11:34	11:40	11:47	11:55
12:00	**12:05**	**12:19**	**12:25**	**12:32**	**12:40**
12:45	**12:50**	**1:04**	**1:10**	**1:17**	**1:25**
1:30	**1:35**	**1:49**	**1:55**	**2:02**	**2:11**
2:15	**2:20**	**2:34**	**2:40**	**2:47**	**2:56**
3:00	**3:05**	**3:19**	**3:25**	**3:32**	**3:41**
3:45	**3:50**	**4:04**	**4:10**	**4:17**	**4:26**
4:30	**4:35**	**4:49**	**4:55**	**5:02**	**5:11**
5:15	**5:19**	**5:34**	**5:40**	**5:46**	**5:55**
6:00	**6:04**	**6:19**	**6:25**	**6:31**	**6:40**
6:45	**6:49**	**7:04**	**7:10**	**7:16**	**7:25**
7:30	**7:34**	**7:49**	**7:55**	**8:03**	**8:09**
8:15	**8:19**	**8:32**	**8:40**	**8:46**	**8:52**
9:00	**9:04**	**9:15**	**9:25**	**9:31**	**9:37**
9:45	**9:49**	**10:00**	**10:10**	**10:16**	**10:22**
10:30	**10:34**	**10:45**	**10:55**	**11:01**	**11:07**
11:15	**11:19**	**11:30**	**11:40**	**11:46**	**11:52**
12:00	12:04	12:15	12:25	12:30	12:35
12:45	12:49	1:00	1:07	1:12	1:17

PM times are **bold**

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2023 Holidays

- SAT Patriots' Day
- SUN Memorial Day
- SUN Independence Day
- SUN Labor Day
- SAT Indigenous People's Day
- SUN Thanksgiving
- SUN Christmas Day
- SUN New Year's Eve
- SUN New Year's Day

SILVER LINE

Weekday

		First	Last	Every...
SL1	Logan Airport	5:51 AM	1:21 AM **	9-17 min
	South Station	5:32 AM	1:02 AM *	
SL2	Drydock	5:52 AM	12:2 AM	7-16 min
	South Station	5:34 AM	12:40 AM	
SL3	Chelsea Station	4:50 AM	12:55 AM **	9-15 min
	South Station	4:20 AM	12:57 AM *	
SL4	Nubian Station	5:17 AM	12:16 AM	11-20 min
	South Station	5:40 AM	12:34 AM	
SL5	Nubian Station	5:15 AM	12:44 AM	5-20 min
	Downtown Crossing	5:32 AM	1:07 AM *	

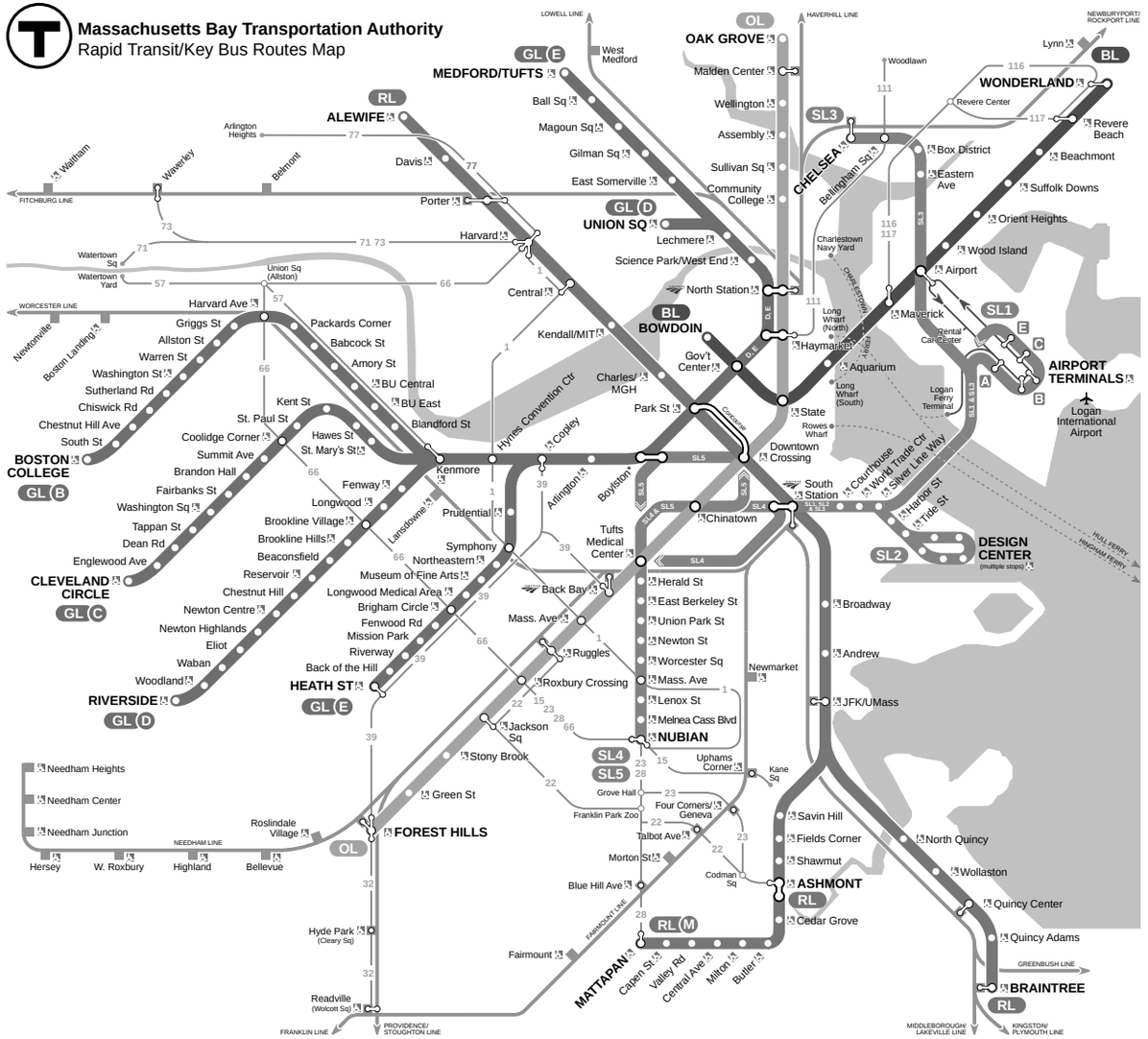
Saturday

		First	Last	Every...
SL1	Logan Airport	5:48 AM	1:15 AM **	10-14 min
	South Station	5:45 AM	12:59 AM *	
SL2	Drydock	6:06 AM	12:33 AM	14-17 min
	South Station	5:47 AM	12:45 AM	
SL3	Chelsea Station	5:27 AM	1:17 AM **	9-16 min
	South Station	4:55 AM	12:47 AM *	
SL4	Nubian Station	5:23 AM	12:20 AM	13-20 min
	South Station	5:40 AM	12:40 AM	
SL5	Nubian Station	5:19 AM	12:43 AM	6-11 min
	Downtown Crossing	5:34 AM	1:00 AM *	

Sunday

		First	Last	Every...
SL1	Logan Airport	5:50 AM	1:06 AM **	8-14 min
	South Station	6:18 AM	1:00 AM *	
SL2	Drydock	6:51 AM	12:51 AM	15 min
	South Station	6:35 AM	12:39 AM	
SL3	Chelsea Station	6:28 AM	1:26 AM **	12-17 min
	South Station	5:52 AM	12:47 AM *	
SL4	Nubian Station	6:02 AM	12:20 AM	15-20 min
	South Station	6:20 AM	12:40 AM	
SL5	Nubian Station	6:00 AM	12:25 AM	9-12 min
	Downtown Crossing	6:16 AM	12:47 AM *	

Massachusetts Bay Transportation Authority
Rapid Transit/Key Bus Routes Map



Effective **August 27, 2023**

Replaces July 2023

Rapid Transit

RED LINE
ORANGE LINE
GREEN LINE
BLUE LINE
SILVER LINE

mbta.com
@mbta
617-222-3200
617-222-5146 (TTY)

Massachusetts Bay Transportation Authority

RED LINE M

Weekday
trains every 7-10 min within trunk, every 14-20 min on branches.
Mattapan peak trains every 6-7 min, off-peak every 8-12 min.

	First	Last
Alewife	5:23 AM	12:31 AM *
Ashmont	5:16 AM	12:35 AM *
Alewife	5:32 AM	12:23 AM
Braintree	5:05 AM	12:05 AM
M Ashmont	5:14 AM	1:35 AM *
Mattapan	5:02 AM	1:18 AM

Saturday
trains every 9-10 min within trunk, every 18-20 min on branches.
Mattapan trains every 12-13 min

	First	Last
Alewife	5:20 AM	12:32 AM *
Ashmont	5:16 AM	12:31 AM *
Alewife	5:29 AM	12:23 AM
Braintree	5:06 AM	12:05 AM
M Ashmont	5:12 AM	1:35 AM *
Mattapan	5:02 AM	1:18 AM

Sunday
trains every 9-10 min within trunk, every 18-20 min on branches.
Mattapan trains every 12-13 min

	First	Last
Alewife	6:04 AM	12:32 AM *
Ashmont	6:00 AM	12:31 AM *
Alewife	6:13 AM	12:23 AM
Braintree	5:51 AM	12:05 AM
M Ashmont	6:00 AM	1:35 AM *
Mattapan	5:48 AM	1:18 AM

ORANGE LINE

Weekday
trains every 9-12 min

	First	Last
Oak Grove	5:15 AM	12:30 AM *
Forest Hills	5:16 AM	12:30 AM *

Saturday
trains every 10-11 min

	First	Last
Oak Grove	5:16 AM	12:30 AM *
Forest Hills	5:16 AM	12:30 AM *

Sunday
trains every 13-15 min

	First	Last
Oak Grove	6:00 AM	12:30 AM *
Forest Hills	6:00 AM	12:30 AM *

Last Trips of the Night

Trips with * wait at some downtown stations for connections. Departure times approximate.

Northbound E trains leaving Heath Street after 12:30 AM or with ^ don't provide guaranteed bus or subway connections.

When exiting Ted Williams Tunnel, SL1 SL3 with ** stop only at Silver Line Way, World Trade Center and South Station via Summer Street.

Green Line Service

First D train to Riverside leaves North Station at 5 AM on weekdays only.

4:52 AM D train from Riverside arrives Medford/Tufts at 5:57 AM

First northbound E train serves East Somerville at 4:38 AM

GREEN LINE B C D E

Weekday
peak trains every 6-8 min
off peak trains every 7-12 min

	First	Last
B Boston College	5:01 AM	12:14 AM
Government Center	5:45 AM	12:58 AM *
C Cleveland Circle	5:00 AM	12:21 AM
Government Center	5:34 AM	12:52 AM *
D Riverside	4:45 AM	12:04 AM
Union Square	4:50 AM	12:38 AM *
E Heath Street	5:43 AM	12:55 AM ^
Medford/Tufts	4:47 AM	12:25 AM *

Saturday
trains every 8-12 min

	First	Last
B Boston College	4:45 AM	12:16 AM
Government Center	5:26 AM	12:52 AM *
C Cleveland Circle	4:50 AM	12:22 AM
Government Center	5:21 AM	12:52 AM *
D Riverside	4:51 AM	12:15 AM
Union Square	4:55 AM	12:34 AM *
E Heath Street	5:41 AM	12:48 AM ^
Medford/Tufts	4:45 AM	12:25 AM *

Sunday
trains every 9-13 min

	First	Last
B Boston College	5:20 AM	12:17 AM
Government Center	6:00 AM	12:54 AM *
C Cleveland Circle	5:30 AM	12:25 AM
Government Center	6:02 AM	12:53 AM *
D Riverside	5:25 AM	12:15 AM
Union Square	5:35 AM	12:39 AM *
E Heath Street	6:15 AM	12:49 AM ^
Medford/Tufts	5:17 AM	12:24 AM *

BLUE LINE

Weekday
peak trains every 5-6 min
off peak trains every 7-12 min

	First	Last
Wonderland	5:12 AM	12:28 AM *
Bowdoin	5:33 AM	12:54 AM *

Saturday
trains every 10-11 min

	First	Last
Wonderland	5:24 AM	12:24 AM *
Bowdoin	5:37 AM	12:52 AM *

Sunday
trains every 10-11 min

	First	Last
Wonderland	6:00 AM	12:24 AM *
Bowdoin	6:27 AM	12:52 AM *

	CharlieCard	Cash on board	Reduced fare
Subway	**$2.40**	**$2.40**	**$1.10**
Subway + Bus	**$2.40**	**$4.10**	**$1.10**

Complete fare/pass rules and free/reduced fare eligibility:
mbta.com/fares or call **617-222-3200**

- Transfer to bus/subway available on CharlieCard—good for 2 hours, pay fare difference.
- Children 11 & under ride free with a paying customer.

All MBTA buses are accessible to people with disabilities.

2023 Holidays

SAT Patriots' Day
SUN Memorial Day
SUN Independence Day
SUN Labor Day
SAT Indigenous People's Day
SUN Thanksgiving
SUN Christmas Day
SUN New Year's Eve
SUN New Year's Day

TRIP GENERATION

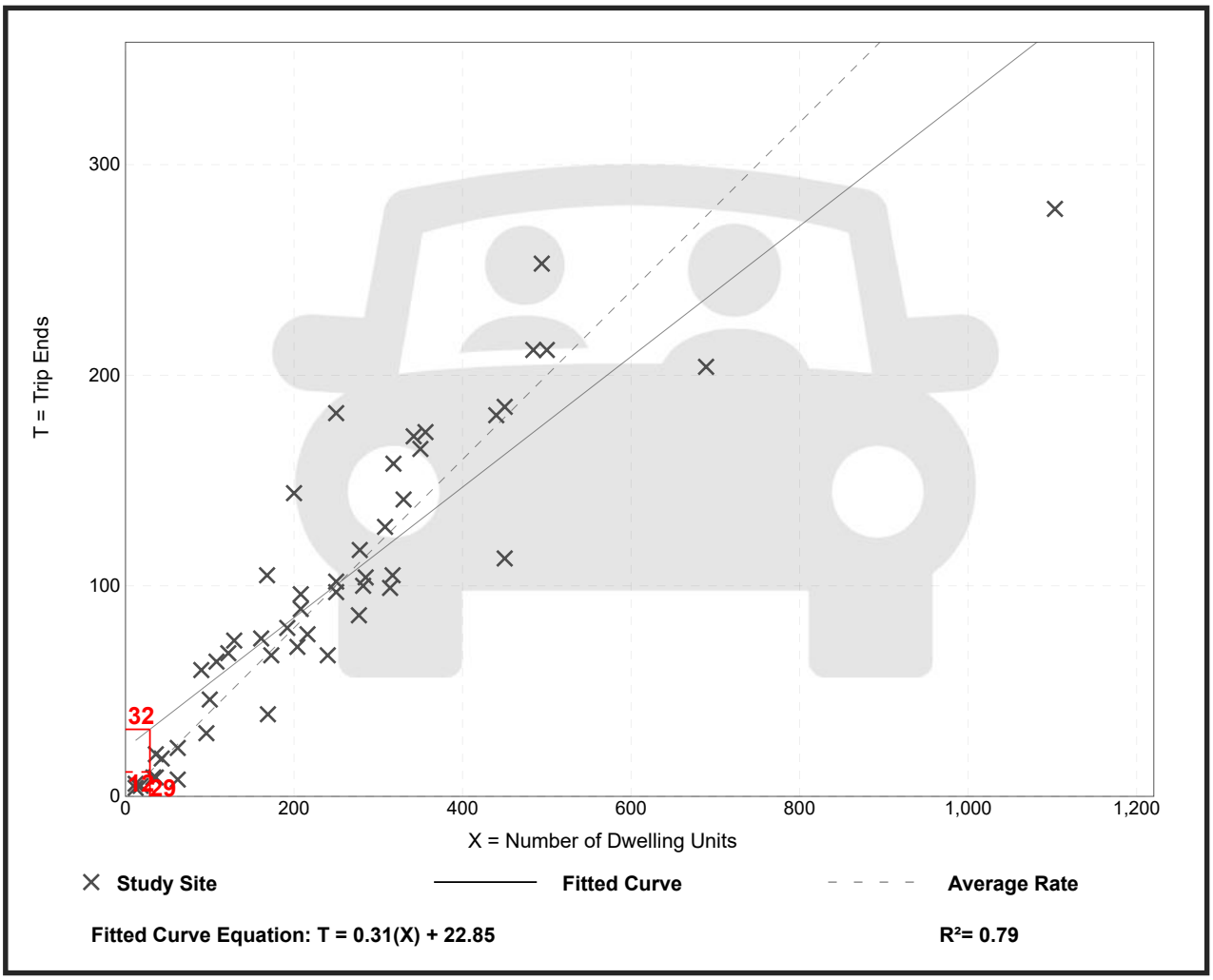
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



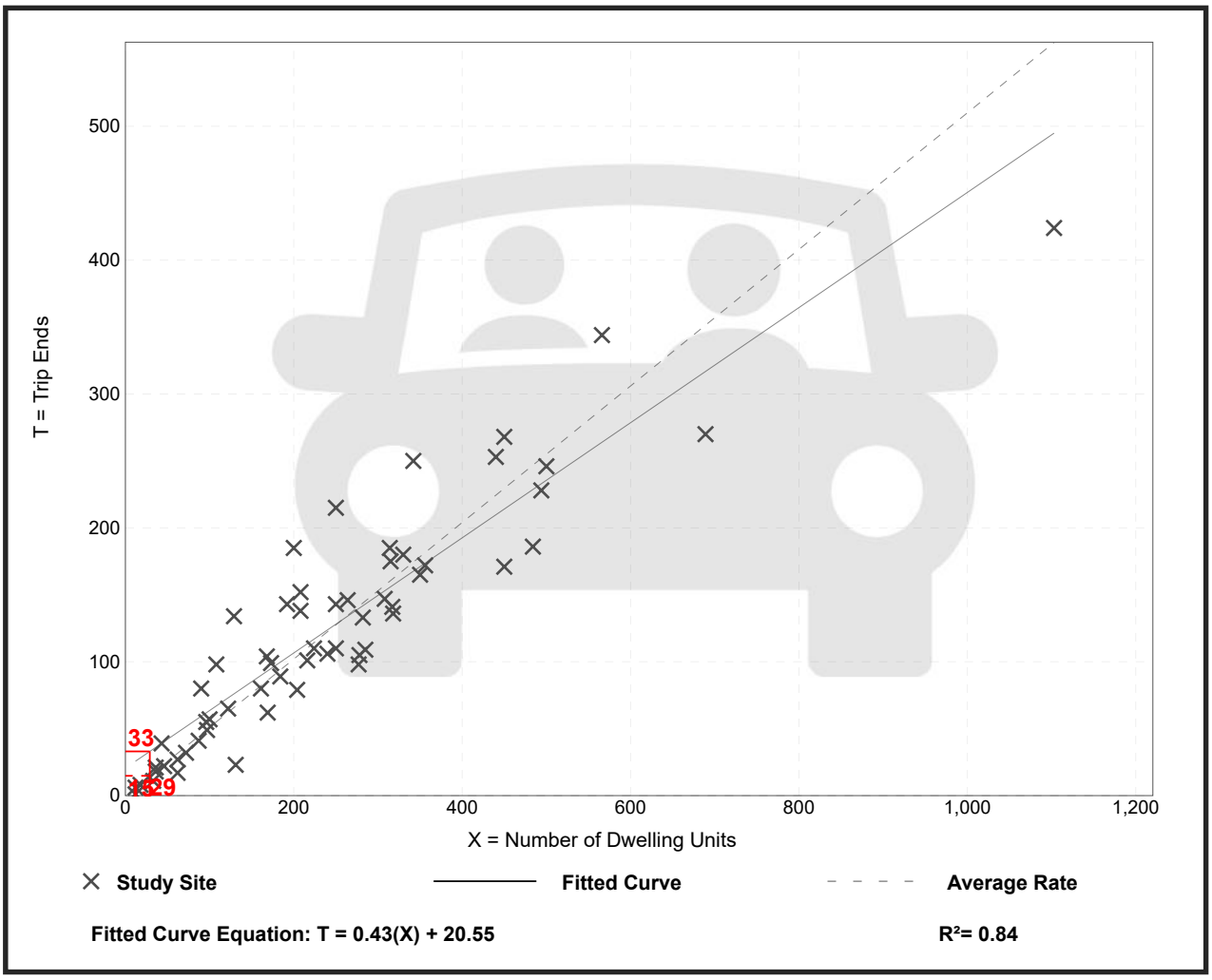
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Fitted Curve Equation: T = 0.43(X) + 20.55

R^2= 0.84

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

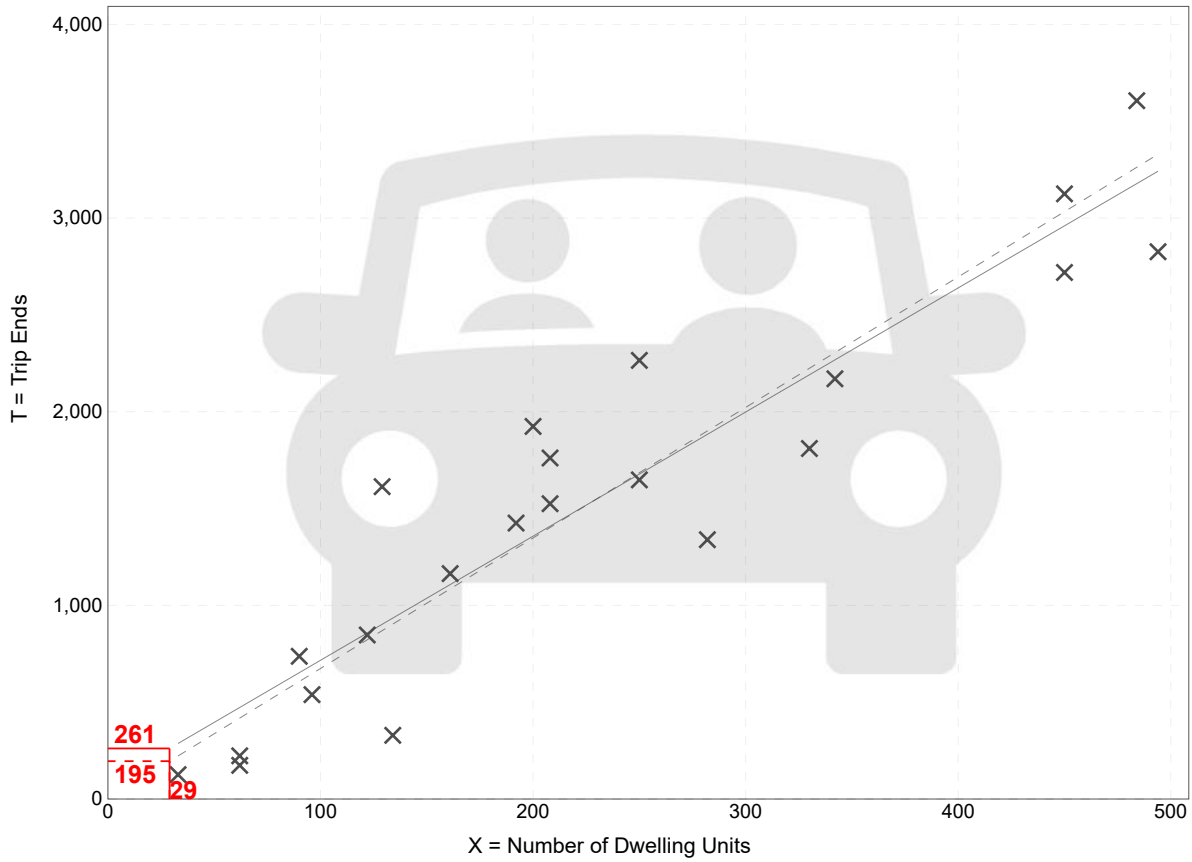
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

MEANS OF TRANSPORTATION TO WORK

United States® Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

	Census Tract 3515, Middlesex County, Massachusetts	
Label	**Estimate**	**Margin of Error**
Total:	1,815	±255
Car, truck, or van:	672	±222
Drove alone	550	±189
Carpooled:	122	±142
In 2-person carpool	122	±142
In 3-person carpool	0	±13
In 4-person carpool	0	±13
In 5- or 6-person carpool	0	±13
In 7-or-more-person carpool	0	±13
Public transportation (excluding taxicab):	357	±113
Bus	182	±95
Subway or elevated rail	175	±82
Long-distance train or commuter rail	0	±13
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±13
Ferryboat	0	±13
Taxicab	0	±13
Motorcycle	0	±13
Bicycle	143	±63
Walked	239	±99
Other means	0	±13
Worked from home	404	±141

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2021

Estimates: 5-Year

Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

Several means of transportation to work categories were updated in 2019. For more information, see: Change to Means of Transportation.

The 2017-2021 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

The margin of error could not be computed because there were an insufficient number of sample observations.

***

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

*****

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

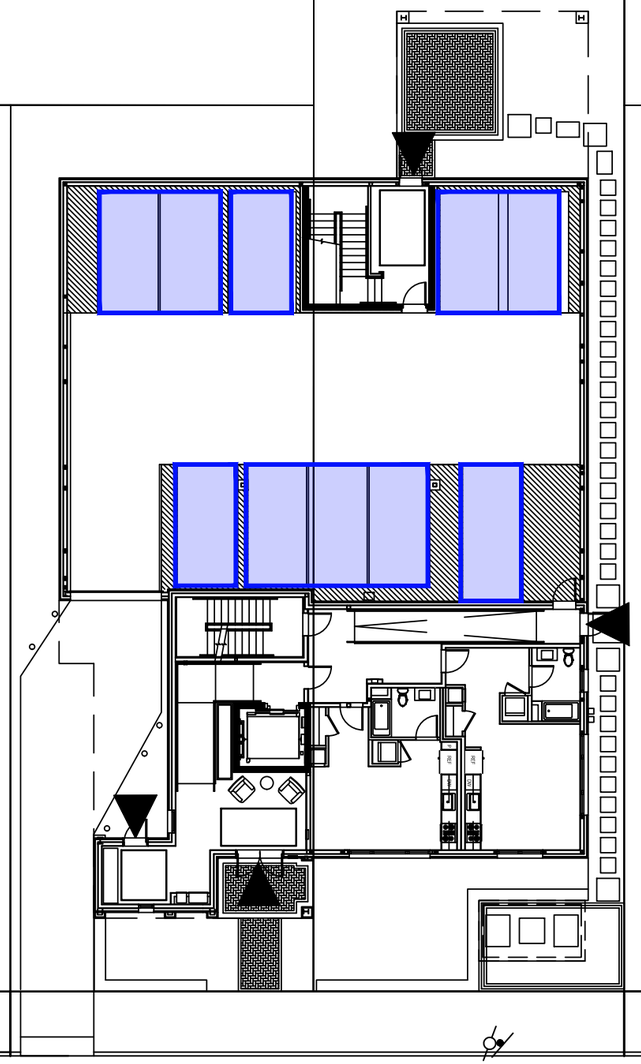
COMPREHENSIVE SITE PLAN AND CORRESPONDING TRAFFIC FIGURES

PROPOSED BUILDING

29 RESIDENTIAL DWELLING UNITS

10 MOTOR VEHICLE PARKING SPACES

20 LONG-TERM BICYCLE PARKING SPACES



PROSPECT STREET

LEGEND

PRINCIPAL BUILDING ENTRANCE

MOTOR VEHICLE PARKING AREAS

NOTE: BICYCLE PARKING IS LOCATED IN THE BASEMENT AND IS ACCESSIBLE VIA ELEVATOR

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617-776-3350
www.gm2inc.com

DEVELOPER:
RALPH MALIN REALTY
799 Somerville Ave
Somerville, MA 02144

PROJECT TEAM

108-110 PROSPECT STREET
SOMERVILLE, MA

SITE NAME/ADDRESS

Comprehensive Site Plan - First Floor

SHEET NAME

Figure C-101

SHEET #

DR BY: SZ

CHK BY: SZ

GM2 PROJ NO: 41256.00

DATE: OCT 2023

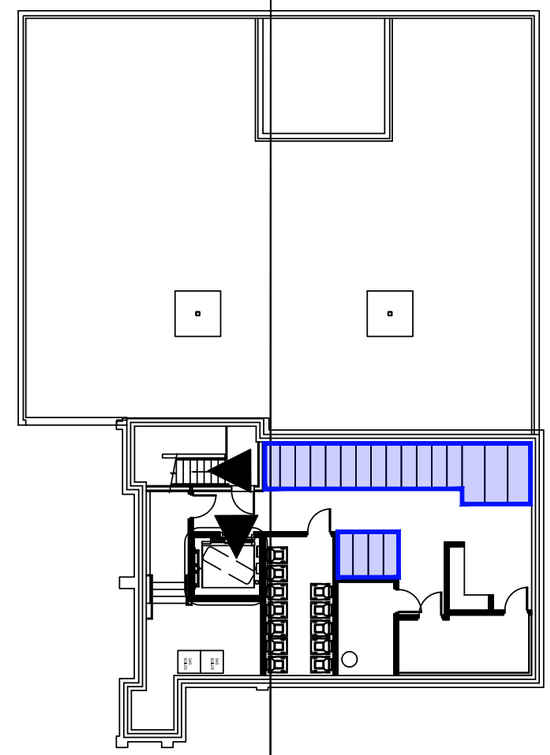
SCALE: 1" = 20'

PROPOSED BUILDING

29 RESIDENTIAL DWELLING UNITS

10 MOTOR VEHICLE PARKING SPACES

20 LONG-TERM BICYCLE PARKING SPACES



LEGEND

BASEMENT ENTRANCES

BICYCLE PARKING AREAS

NOTE: BICYCLE PARKING IS LOCATED IN THE BASEMENT AND IS ACCESSIBLE VIA ELEVATOR

PROSPECT STREET

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PROJECT TEAM

DEVELOPER:
RALPH MALIN REALTY
799 Somerville Ave
Somerville, MA 02144

SITE NAME/ADDRESS

108-110 PROSPECT STREET
SOMERVILLE, MA

SHEET NAME

Comprehensive Site Plan - Basement

SHEET #

Figure C-102

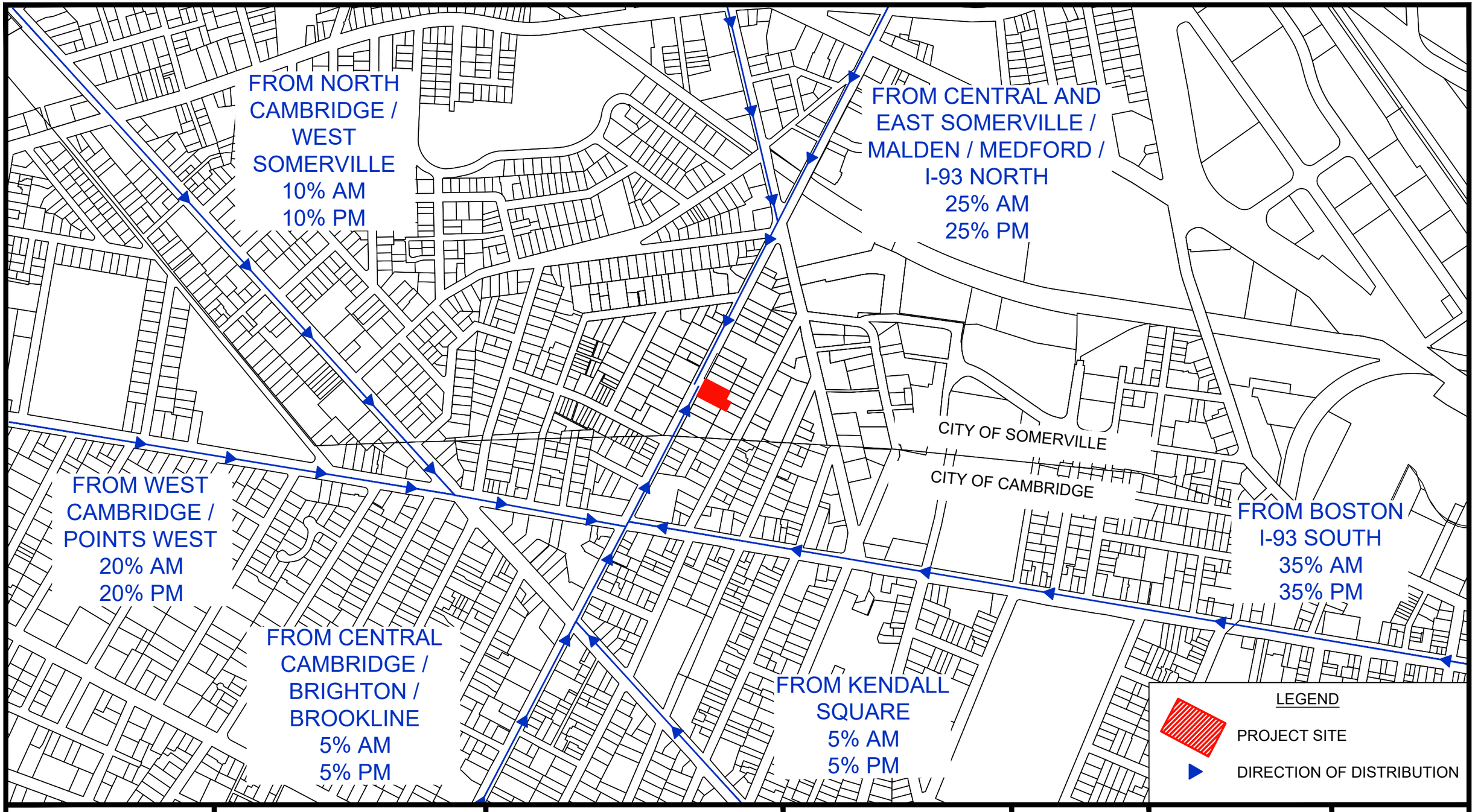
DR BY: SZ

CHK BY: SZ

GM2 PROJ NO: 41256.00

DATE: OCT 2023

SCALE: 1" = 20'



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PROJECT TEAM

108-110 PROSPECT STREET
SOMERVILLE, MA

SITE NAME/ADDRESS

Vehicle Trip Distribution
Inbound

SHEET NAME

Figure
C-103

SHEET #

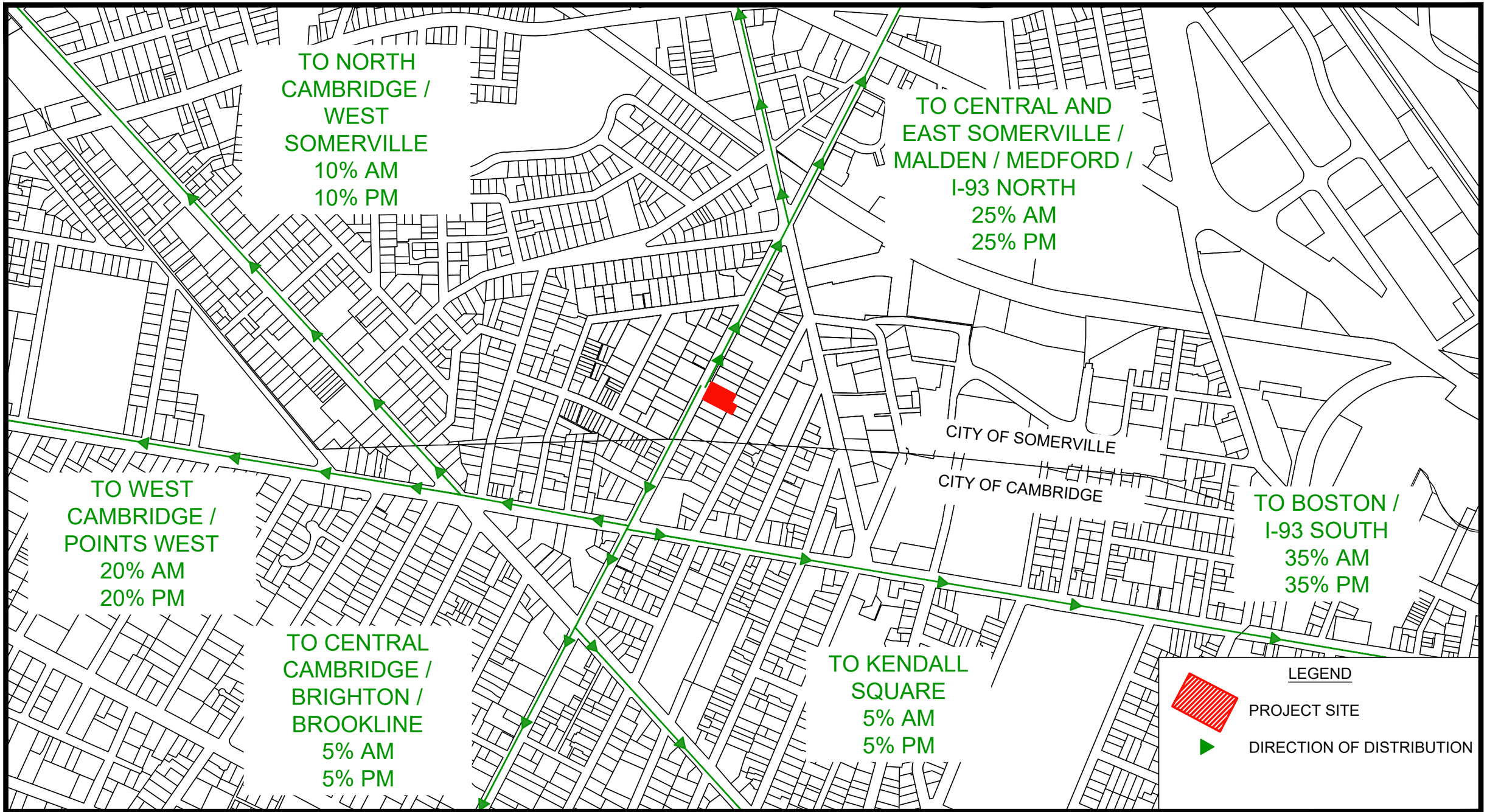
DR BY: SZ

CHK BY: SZ

GM2 PROJ NO: 41256.00

DATE: OCT 2023

SCALE: 1" = 400'



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PROJECT TEAM

108-110 PROSPECT STREET
SOMERVILLE, MA

SITE NAME/ADDRESS

Vehicle Trip Distribution
Outbound

SHEET NAME

Figure
C-104

SHEET #

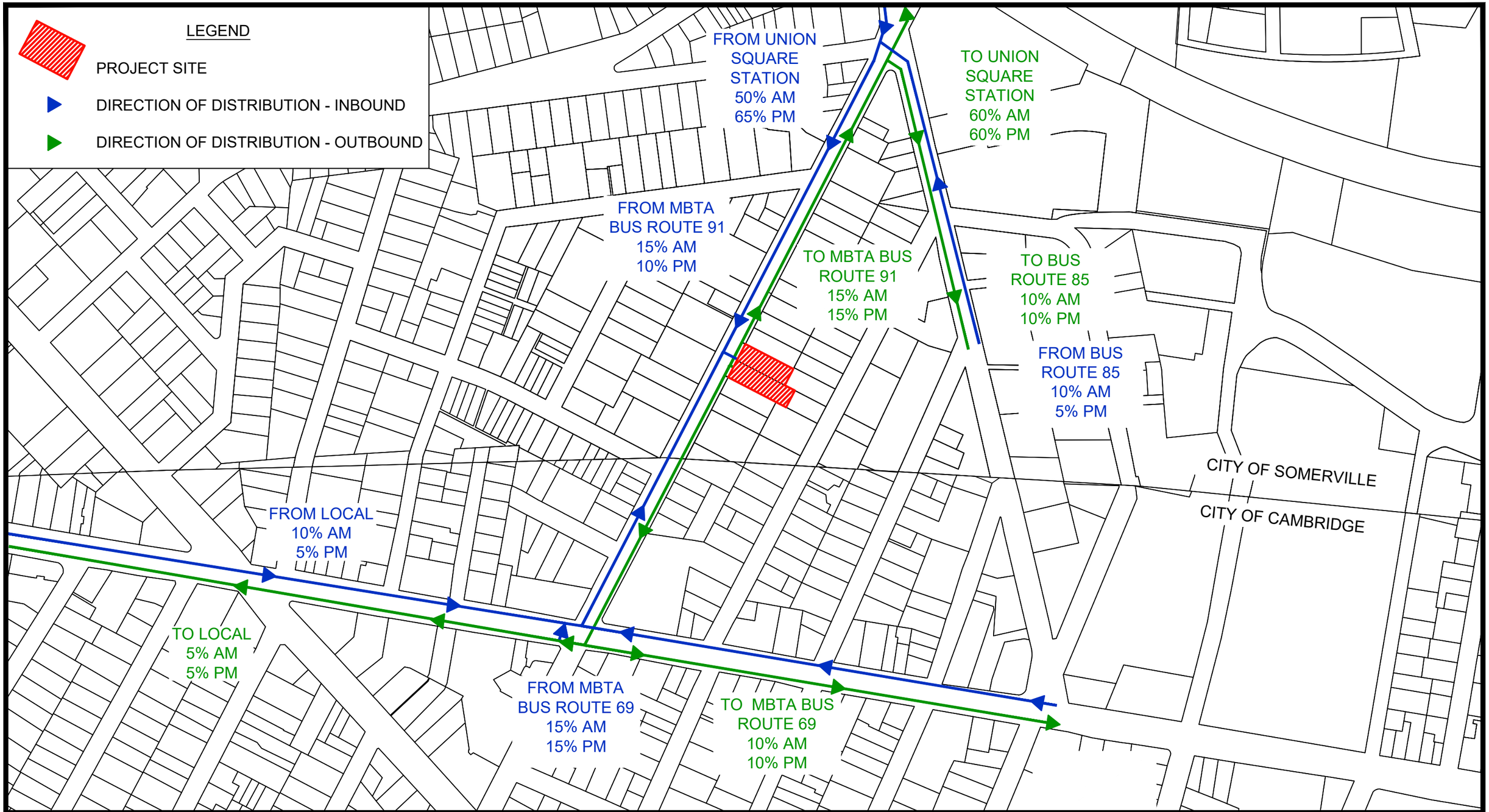
DR BY: SZ

CHK BY: SZ

GM2 PROJ NO: 41256.00

DATE: OCT 2023

SCALE: 1" = 400'



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Somerville, MA 02144

PROJECT TEAM

108-110 PROSPECT STREET
SOMERVILLE, MA

SITE NAME/ADDRESS

Pedestrian Trip Distribution

SHEET NAME

Figure C-105

SHEET #

DR BY: SZ

CHK BY: SZ

GM2 PROJ NO: 41256.00

DATE: OCT 2023

SCALE: 1" = 200'

LEGEND

PROJECT SITE

DIRECTION OF DISTRIBUTION - INBOUND

DIRECTION OF DISTRIBUTION - OUTBOUND

FROM CENTRAL SOMERVILLE
20% AM
20% PM

TO CENTRAL SOMERVILLE
15% AM
20% PM

FROM PORTER SQUARE / WESTERN SOMERVILLE
25% AM
20% PM

TO PORTER SQUARE / WESTERN SOMERVILLE
15% AM
20% PM

CITY OF SOMERVILLE

CITY OF CAMBRIDGE

FROM CENTRAL / WESTERN CAMBRIDGE
5% AM
10% PM

TO CENTRAL / WESTERN CAMBRIDGE
15% AM
25% PM

TO EASTERN CAMBRIDGE
15% AM
25% PM

FROM EASTERN CAMBRIDGE
25% AM
25% PM

TO DOWNTOWN BOSTON
30% AM
10% PM

FROM DOWNTOWN BOSTON
5% AM
10% PM

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PROJECT TEAM

108-110 PROSPECT STREET
SOMERVILLE, MA

SITE NAME/ADDRESS

Bicycle Trip Distribution

SHEET NAME

Figure C-106

SHEET #

DR BY: SZ

CHK BY: SZ

GM2 PROJ NO: 41256.00

DATE: OCT 2023

SCALE: 1" = 200'