



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

THOMAS F. GALLIGANI, JR.
EXECUTIVE DIRECTOR

Garrett Einis
Garrett Construction Co., Inc.
47 Hillcrest Road
Weston, MA 02493

Dear Mr. Einis,

This letter is the Final Decision of the Director of Mobility ('the Director') for the Mobility Management Plan ('MMP') submitted by Garrett Construction Co., Inc., (the 'Applicant') for 14 White Street Place as required by §11.4 Mobility Management of the Somerville Zoning Ordinance (SZO). 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 a multi-family property along White Street Place to construct a new residential apartment building consisting of one building with 25 dwelling units, 0 on site vehicle parking spaces, and 8 short-term bicycle parking spaces. The project is zoned UR and is inside a transit area.

The proposed building will meet the twenty (20) or more total dwelling unit threshold to trigger MMP requirements of the property owner.



Plan Commitments

Programs and Services Required by the Somerville Zoning Ordinance (SZO)

The SZO requires the Applicant to make the following commitments in relation to the mode share commitment requirements for all mobility management plans:

- To make 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 SZO requires the Applicant to make 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.

Additional Commitments

The Applicant has also committed to the following additional programs & services:

- To provide transit schedules and locations of nearby transit stations and bus stops, as well as Bluebikes locations
- To provide bicycle parking on-site

Mobility Division Comments

The Applicant's Mobility Management plan, as approved and conditions in this letter, is well suited to reduce vehicular trips by site users. National and local research has demonstrated that unnecessary motor vehicle parking in new development reduces mass transit ridership and undermines public investment in mass transit infrastructure. By providing no parking on site, the Applicant is already providing the strongest TDM measure possible for reducing vehicular trips, in line with SomerVision 2040 goals. In addition, per Article XV Section 15-2.1 of City of Somerville Traffic Commission's Traffic Regulations, residents of 14 White Street Place will be prohibited from participating in the Resident Permit Parking program, unless they qualify for a waiver. The additional Transportation Demand Management (TDM) measures required by this approval letter will further support the use of non-vehicular transportation modes by future residents.

For purposes of clarification and the development of mobility management information for residents, the Applicant is advised of an error in their plan. In section 3.1 ("Bicycle Network") of the MMP, the Applicant has included a map of proposed bicycle infrastructure in Somerville (Figure 2). This map does not reflect existing conditions in Somerville. For future reference, please use the City's current bicycle facilities map found on the City of Somerville's Mobility Division website (www.somervillema.gov/mobility) under the "resources" tab.



Approval Conditions

CONDITION #1: Prior to the sale or lease of any portion of the property, the Applicant shall notify all buyers, grantees, lessees, renters, or tenants that dwelling units are ineligible to participate in the Somerville Residential Permit Parking program unless they qualify for a waiver. The Applicant shall also advertise all dwelling units as ineligible to participate in the Somerville Residential Permit Parking. The Applicant shall submit details to the Director of Mobility and the Director of Parking on how this notification and advertisement will take place prior to the advertisement, sale, or lease of any portion of the property and prior to any Certificate of Occupancy. This information shall also be posted on the project website and in related media and marketing materials as appropriate.

CONDITION #2: Rather than 50%, the Applicant's initial vehicle mode share commitment will be 25.3% for residents so that it is consistent with the existing commuting characteristics in Census Tract 3510.01. The Applicant will implement additional mobility management programs and services if annual monitoring and reporting identifies a shortfall in meeting this goal. 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 prior to the issuance of any Certificate of Occupancy. In addition to local transit maps and schedules, mobility management information must include the locations of nearby car-sharing stations, Bluebikes stations, resident permit parking restrictions, and the availability of carpool/vanpool opportunities. After approval by the Director of Mobility and for the building, mobility management information must be posted in building lobbies, on the project website, and on related media prior to the issuance of any Certificate of Occupancy.

CONDITION #4: Mobility management information must also be provided to residents when they move in. Yearly emails or newsletters with this information, including resident permit parking restrictions, 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 \$30.50 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: 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, as well as the mobility management information required by conditions 3 and 4. Location will be shown on building plans prior to the issuance of any building permit. Display shall be installed prior to the issuance of any Certificate of Occupancy.

Monitoring and Reporting

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

- An annual statistically valid travel survey of residents.
- Annual counts of bicycle parking utilization.
- A status update on the implementation of Mobility Management programs & services

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

It is important to note that while approved Mobility Management Plans are transferable by and among private parties, this transfer is contingent upon the new owner agreeing to continue to operate in accordance with the previously approved Mobility Management plan, as conditioned. Should the

property owner elect to transfer some portion or all of the development subject to this Mobility Management Plan, commitment to the previously approved Mobility Management Plan is required by the new property owner.

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

Sincerely,



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

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

Agreed and accepted,



Garrett Einis
Garrett Construction Co., Inc.
47 Hillcrest Road
Weston, MA 02493

Mobility Management Plan

Proposed Residential Development

Somerville, MA

September 10, 2024

Prepared for:
City of Somerville

Applicant:
Garrett Construction Co., Inc.

FUSS & O'NEILL | **BAYSIDE**
ENGINEERING

600 Unicorn Park Drive
Woburn, MA 01801

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SECTION 1: CONTACT INFORMATION

Project:

White Street Place Residences
14 White Street Place
Somerville, MA 02144

Proponent:

Garrett Einis
Garrett Construction Co., Inc.
47 Hillcrest Road
Weston, MA 02493
einisg@gmail.com
617-894-6127

SECTION 2: PROJECT DESCRIPTION

The site is located on the east side of White Street Place south of White Street. The site is zoned UR. The site is abutted by a residential apartment building on the south side, residential homes and a parking lot on the east side, a residential home on the north side and White Street Place to the west. Currently, the site consists of a multi-family residential building. One driveway with a curb cut currently provides access to the site.

As currently proposed, the Project will consist of the demolition of the existing residential building and the construction of a single residential apartment building with twenty-five (25) dwelling units.

Access to the site is proposed by way of White Street Place. No parking will be provided. Figure 1 shows the site location in relation to the surrounding area.



Figure 1
Site Location Map

The Project is bounded by White Street Place to the west, and residential properties to the north, south, and east. The project will close the existing driveway to 14 White Street Place. Vehicular access to the site is proposed by way of Elm Street to White Street to White Street Place. Tenant access to the site will be provided by way of an entranceway fronting on White Street Place as well as through an elevator located within the central core of the building and stairwells in the north and south sides of the building.

No parking is proposed to serve the proposed apartment units.

Construction is anticipated to begin in the Fall of 2024 and be complete by Fall of 2025.

The Bicycle Parking Plan shows the layout of where the bicycle parking will be on the site. Bicycle parking will be provided at no cost to the tenants of the Project. The project will provide outdoor bicycle racks to accommodate short-term parking for eight (8) bicycles.

Loading and unloading of trucks for moving would be provided on White Street Place. Deliveries would access the site from the front from White Street Place. Garbage removal would be completed by a garbage truck, which would stop on White Street Place and the trash containers would be wheeled out to the garbage truck and unloaded.

SECTION 3: LOCAL TRANSPORTATION REVIEW

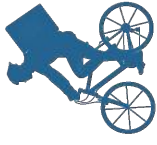
3.1 BICYCLE NETWORK

Within the study area, marked bicycle lanes are provided along Somerville Avenue and Massachusetts Avenue, with the remainder of the study area roadways generally providing sufficient width (combined travel lane and paved shoulder) to support bicycle travel in a shared traveled-way configuration (Elm Street and White Street). Bicycle activity within the study area was primarily focused along the Somerville Avenue and Massachusetts Avenue corridors.

Summarized on Figure 2 is a graphic showing the existing bicycle routes in Somerville and the neighboring City of Cambridge bicycle routes are shown on Figure 3. The Somerville map was obtained from Bike Somerville – City of Somerville Bicycle Network Plan (dated April 2023) and Bicycle Facilities, Paths and Road Markings (dated October 2023).

The Project is located in close proximity to bike lanes along Somerville Avenue and Massachusetts Avenue. A few blocks to the north, and generally parallel to Somerville Avenue is the existing Somerville Community Path. The Somerville Community Path is a paved rail trail in Somerville, running approximately 3.2 miles from Massachusetts Avenue to East Cambridge by way of Davis Square.

There are also several Bluebikes bike share stations near the Project site. The nearest Bluebikes Station is located at the intersection of Elm Street and White Street (eleven (11) docks). The next closest, Porter Square in Cambridge, offers nineteen (19) docks. Beyond those two, both of which are within a 0.2 mile walk of the Project site, fourteen (14) additional stations exist within a $\frac{3}{4}$ mile walk of the site. The existing Bluebikes stations in relation to the site are shown on Figure 4.



EXECUTIVE SUMMARY

SOMERVILLE BICYCLE NETWORK PLAN

- Two-Way Protected Bike Lane
- One-Way Protected Bike Lane
- Neighborhood
- Shared Street
- Off-Street Path
- Existing Unprotected Bike Lane

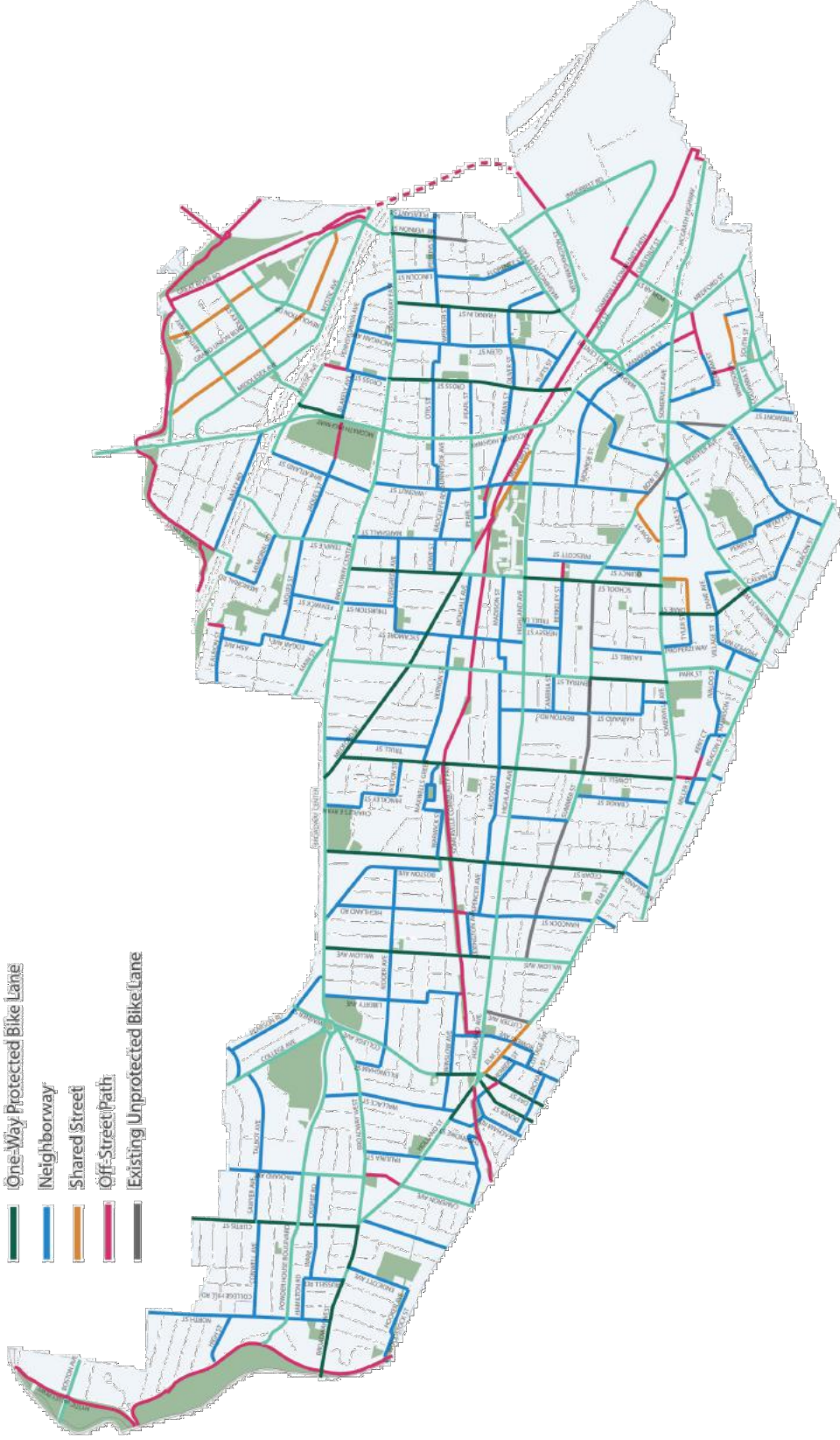


Figure E.1: Network Vision Map

The proposed citywide network takes Somerville's bicycle network from 30.1 miles to a total of 88.1 miles, an increase of 58 miles.

E-4



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14 WHITE STREET PLACE
PROPOSED 25 UNIT
APARTMENT BUILDING
SOMERVILLE, MA

FIGURE 2
EXISTING BICYCLE NETWORK
SOMERVILLE

Bicycle Facilities Paths and Road Markings

Cambridge, Massachusetts
Community Development Department
October 2023

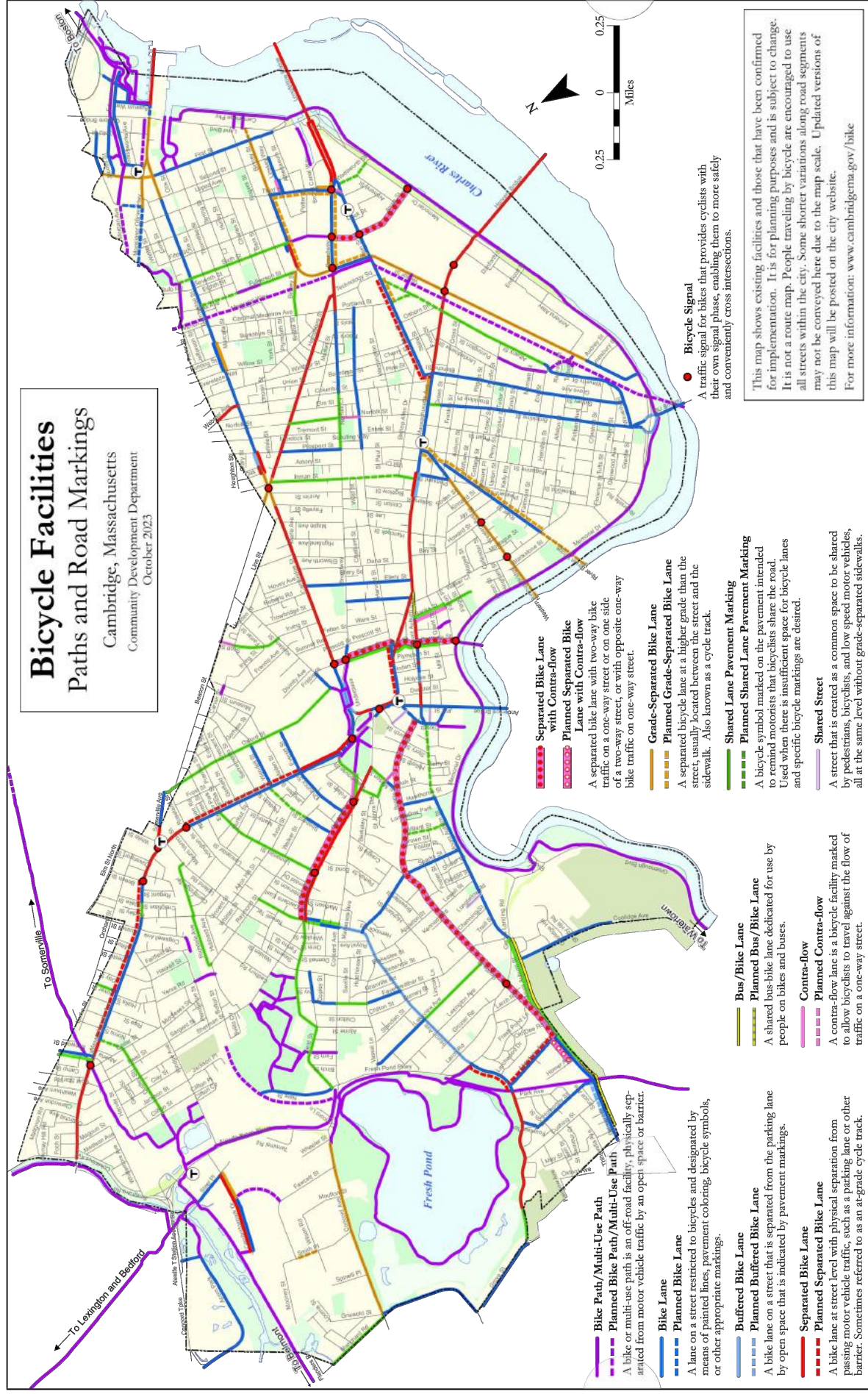


FIGURE 3
EXISTING BICYCLE NETWORK
CAMBRIDGE

14 WHITE STREET PLACE
PROPOSED 25 UNIT
APARTMENT BUILDING
SOMERVILLE, MA



- 3/4 from Site
- - - 1/2 from Site
- - - 1/4 from Site
- BB Blue Bike

NOT TO SCALE

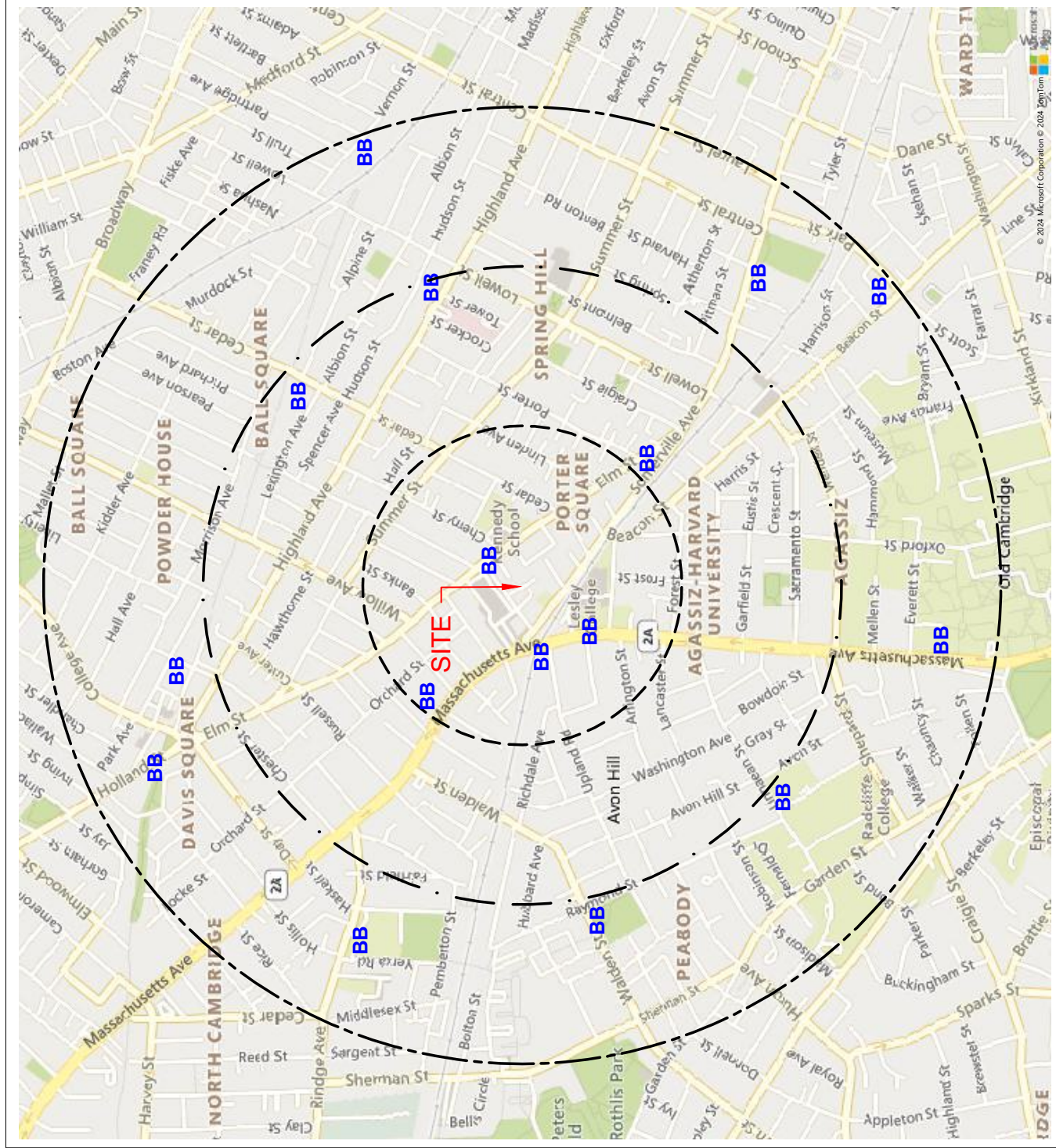


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14 WHITE STREET PLACE
PROPOSED 25 UNIT
APARTMENT BUILDING
SOMERVILLE, MA

FIGURE 4

EXISTING BLUE BIKE STATIONS



3.2 PEDESTRIAN FACILITIES

Pedestrian facilities, including sidewalks, curb ramps, and marked crosswalks, around the Project site are comprehensive, providing access from the site to the amenities and transportation resources of the surrounding neighborhood. Destinations like Porter Square can be reached within a 0.2-mile walk. The Porter Square MBTA Station provides access to the MBTA Red Line as well as the Fitchburg Line of the Commuter Rail.

Generally, sidewalk widths are approximately 5.5 feet along White Street. Along Elm Street, the sidewalks are generally ten (10) feet wide. Crosswalks exist at all intersection crossings near the Project site.

3.3 LOCAL TRANSIT NETWORK OVERVIEW

3.3.1 Bus Service

Table 1 on the following page summarizes existing MBTA bus service in the study area. Figure 5 shows the existing transportation facilities around the site.

Bus Route 77 provides access from Arlington Heights (Massachusetts Avenue at Park Avenue) to Harvard Square in Cambridge. The closest bus stop to the project is on Massachusetts Avenue at the Porter Square MBTA Station. Route 77 bus service is provided Monday through Friday from 4:48 AM to 1:30 AM, Saturday 4:48 AM to 1:27 AM, and Sunday from 6:00 AM to 1:23 AM. Route 77 operates during the weekday morning and evening peak periods, with average headways of 11 minutes, and with approximately 6,652 average daily boardings on weekdays, 4,590 average boardings on a Saturday, and 3,113 average boardings on a Sunday.

Bus Route 83 provides access from Rindge Avenue (at Russell Field) to Central Square in Cambridge. The closest bus stop to the project is on Somerville Avenue at White Street. Route 89 bus service is provided Monday through Friday from 5:10 AM to 1:03 AM, Saturday 5:10 AM to 1:32 AM, and Sunday from 7:25 AM to 1:24 AM. Route 89 operates during the weekday morning and evening peak periods, with average headways of 30 minutes, and with approximately 1,828 average daily boardings on weekdays, 940 average boardings on a Saturday, and 560 average boardings on a Sunday.

Bus Route 87 provides access from Arlington Center to Lechmere Station. The closest bus stop to the project is on Elm Street at Cedar Street. Route 87 bus service is provided Monday through Friday from 5:05 AM to 1:40 AM, Saturday 5:15 AM to 1:36 AM, and Sunday from 6:00 AM to 1:37 AM. Route 87 operates during the weekday morning and evening peak periods, with average headways of 18 to 24 minutes during the respective weekday morning and weekday evening periods. There are approximately 3,681 average daily boardings on weekdays, 2,480 average

boardings on a Saturday, and 1,307 average boardings on a Sunday.

Bus Route 96 provides access from Medford Square to Harvard Station. The closest bus stop to the project is on Massachusetts Avenue at the Porter Square MBTA Station. Route 96 bus service is provided Monday through Friday from 5:10 AM to 1:47 AM, Saturday 5:33 AM to 1:38 AM, and Sunday from 6:00 AM to 1:38 AM. Route 96 operates during the weekday morning and evening peak periods, with average headways of 35 to 38 minutes, and with approximately 2,088 average daily boardings on weekdays, 859 average boardings on a Saturday, and 540 average boardings on a Sunday.

3.3.2 Rapid Transit Service

The Project site is located 0.2 mile from the Porter Square MBTA Station where users can access the MBTA Red Line, providing service between Alewife Station in Arlington to either Braintree Station or to Mattapan Station, including Park Street Station, Downtown Crossing and South Station in Boston. At Park Street, a connection is provided to the Green Line (which also connects to the Blue Line at Government Center). At Downtown Crossing, a connection can be made to the Silver Line and to the Orange Line. At South Station, connections can be made to the Silver Line, as well as the commuter rail lines for Worcester, Needham Heights, Franklin and Middleborough/Kingston.

3.3.2 Rail Service

As indicated in Section 3.3.1, a 0.2 mile walk from the Project site is Porter Square Station, which provides access to the MBTA Commuter Rail system by way of the Fitchburg Line to North Station.



- Half-mile from Site
- - - Quarter-mile from Site
- XX Bus Route
- Bus Stop
- T MBTA Stop (Red Line)
- MBTA Red Line
- MBTA Green Line
- MBTA Commuter Rail

NOT TO SCALE



14 WHITE STREET PLACE
PROPOSED 25 UNIT
APARTMENT BUILDING
SOMERVILLE, MA

FIGURE 5
EXISTING TRANSPORTATION
FACILITIES

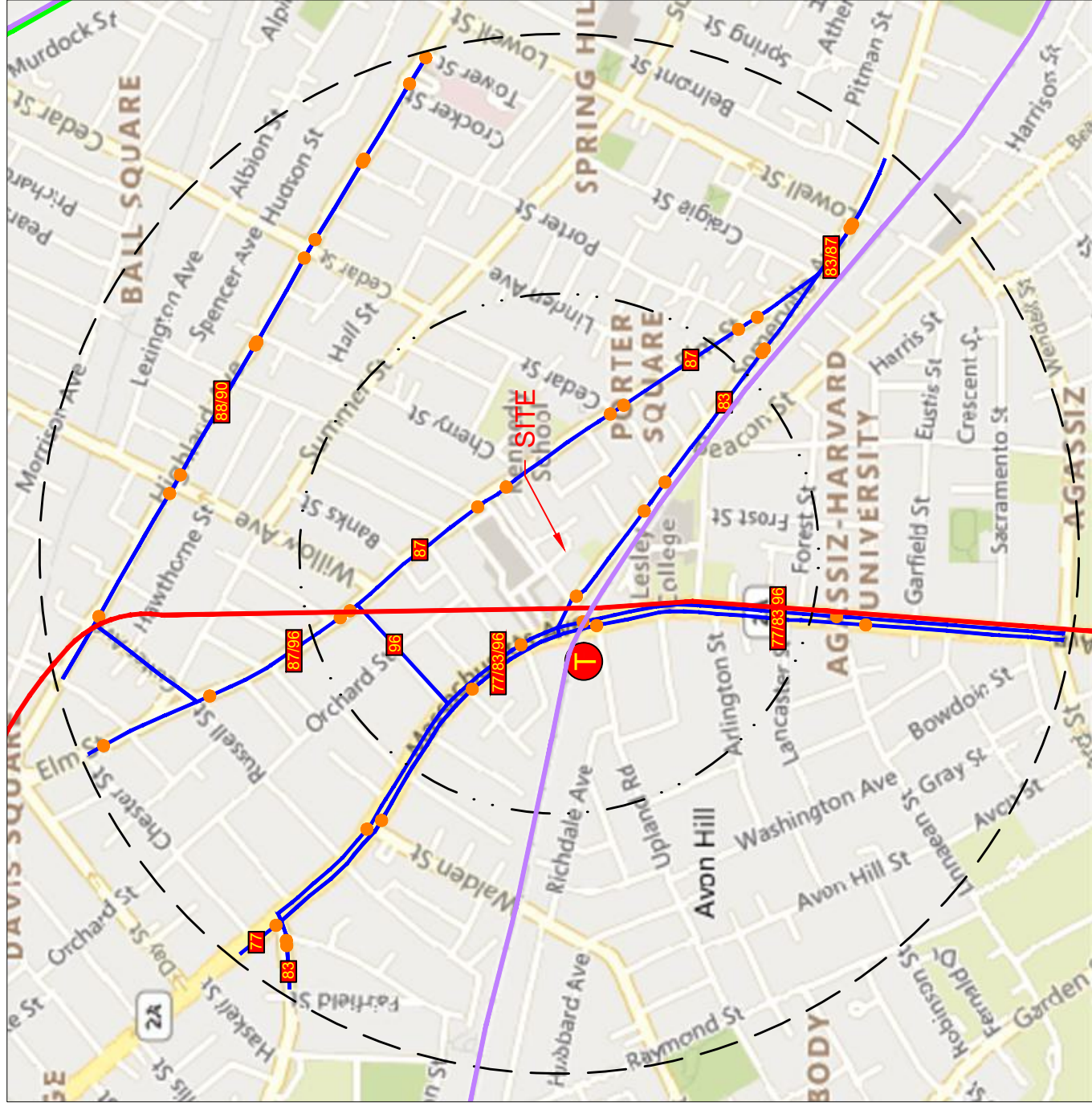


TABLE 1
PUBLIC TRANSPORTATION SUMMARY^a

Line or Route	Origin	Destination	Boardings ^b			Weekday Headway ^c			Weekend Headway ^c		Nearest Stop	Distance
			Total Average Weekday	Total Average Saturday	Total Average Sunday	Average Morning Peak Period	Off-Peak	Average Evening Peak Period	Saturday	Sunday		
77	Arlington Heights	Harvard Station	6,652 ^b	4,590 ^b	3,313 ^b	11 Minutes	15 Minutes	11 Minutes	16 Minutes	18 Minutes	Massachusetts Avenue @ Porter Station (Outbound) / Massachusetts Avenue @ Upland Road (Inbound)	±800 feet / ±800 feet
83	Rindge Avenue	Central Square, Cambridge	1,828 ^b	940 ^b	560 ^b	30 Minutes	30 Minutes	36 Minutes	33 Minutes	60 Minutes	Somerville Avenue @ White Street (Outbound) / Somerville Avenue @ Massachusetts Avenue (Inbound)	±600 feet / ±600 feet
87	Arlington Center	Lechmere Station	3,681 ^b	2,480 ^b	1,307 ^b	18 Minutes	30 Minutes	24 Minutes	25 Minutes	40 Minutes	87 Elm Street @ Hancock Street (Outbound) / Elm Street @ Porter Sq. Shopping Center (Inbound)	±500 feet / ±600 feet
96	Medford Square	Harvard Station	2,088 ^b	859 ^b	540 ^b	35 Minutes	40 Minutes	38 Minutes	70 Minutes	65 Minutes	Massachusetts Avenue @ Porter Red Line Station (Outbound) / Massachusetts Avenue @ Upland Road (Inbound)	±800 feet / ±800 feet
Commuter Rail												
Fitchburg Line	Wachusett	North Station	9,302 ^c	--	--	70 Minutes	120 Minutes	47 Minutes	120 Minutes	120 Minutes	Porter Station	±500 feet / ±500 feet
Rapid Transit												
Red Line	Alewife Station	Braintree/Mattapan	129,171 ^d	78,633 ^d	62,314 ^d	6-10 Minutes	6-10 Minutes	6-10 Minutes	9-11 Minutes	9-10 Minutes	Porter Station	±500 feet / ±500 feet

^aSource: MBTA Open Data Portal
^b MBTA Bus Ridership by Trip, Season, Route/Line, and Stop, Fall 2019
^c MBTA Commuter Rail Ridership by Trip, Season, Route/Line, and Stop, Spring 2018
^d MBTA Rail Ridership by Time Period, Season, Route/Line, and Stopand Stop, Fall 2023
^eHeadway in minutes

SECTION 4: TRANSPORTATION ASSUMPTIONS

To determine the potential transportation impact of the Davis Square Plaza redevelopment, a number of assumptions were made. Among these assumptions are the volume of trips that the Project would generate to and from the site, the modes by which these trips would be made, and how they would be distributed in the transportation network.

4.1. Estimated Trip Generation

To estimate the number of vehicle trips associated with the Project, the Institute of Transportation Engineers' (ITE) publication, *Trip Generation* manual¹, 11th Edition, was referenced. ITE is a national research organization of transportation professionals, and the manual provides traffic generation information for various land uses compiled from studies conducted by members nationwide. Trip generation data for ITE LUC 221 – Multifamily Housing (Mid-Rise) was reviewed. These references establish vehicle trip rates (in this case expressed in trips per dwelling unit) based on traffic counts conducted at similar types of existing land uses. Understanding that Somerville is a dense urban environment, the ITE vehicle trip generation calculations were then adjusted to consider vehicle occupancy rate and mode split (transit, bike, work from home, and walk).

4.2. Mode Splits

The trip generation calculations were then adjusted to consider vehicle occupancy rate and mode split (transit, bike and walk). 2017 National vehicle occupancy rates were used in conjunction with American Community Survey data from the U.S. Census data for tract 3510.01 (which encompasses White Street Place in Somerville). Based on this assessment, the mode share would normally be approximately 24% auto trips (including carpooling) and the remaining 76% non-auto trips, including 37% work from home). In this case, no parking is being provided for the project and all of the trips will be either work from home, transit, bicycle/other or walking trips.

¹*Trip Generation*, Eleventh Edition; Institute of Transportation Engineers; Washington, DC; 2021.

The resulting site generated vehicles trips are summarized in Table 2 for the proposed 25 apartments.

TABLE 2
PROPOSED TRIP-GENERATION SUMMARY

	Proposed Apartment Trips ^a	Proposed Apartment Person Trips ^b	Transit Trips ^c	Walk Trips ^d	Bicycle/ Other Trips ^e	Work From Home Trips	Adjusted Vehicular Auto Trips ^f
Average Weekday Daily Traffic	114	134	30	12	10	50	28
<i>Weekday Morning Peak Hour:</i>							
Entering	2	2	0	0	0	1	1
Exiting	<u>7</u>	<u>9</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>2</u>
Total	9	11	2	1	1	4	3
<i>Weekday Evening Peak Hour:</i>							
Entering	6	7	2	1	1	2	1
Exiting	<u>4</u>	<u>5</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>
Total	10	12	3	1	1	4	3
Saturday Daily Traffic	114	134	30	12	10	50	28
<i>Saturday Midday Peak Hour:</i>							
Entering	5	6	2	0	0	2	2
Exiting	<u>5</u>	<u>6</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>
Total	10	12	3	1	1	4	3

^aBased on ITE LUC 221, Multifamily Housing (Mid-Rise); 25 units.

^bPerson trips adjusted based on 2017 National vehicle occupancy rate of 1.18 (home to work).

^cTransit trips are projected to be 27% of all Person Trips for Census Tract 3510.01.

^dWalk trips are projected to be 2.2% of all Person Trips for Census Tract 3510.01.

^eOther means trips, including bicycling, are projected to be 5.0% of all Person Trips for Census Tract 3501.01.

^fIf parking were provided.

4.3. Parking Demand

There will not be any proposed off-site parking for this project.

Secure bicycle parking will be provided within the Project site.

SECTION 5: MOBILITY MANAGEMENT COMMITMENT

Reducing the number of vehicular trips to the site and supporting multimodal travel is an essential component of the Project. The Proponent is committed to undertaking efforts to help the City reach its goal of controlling the percentage of trips made to the site by motor vehicle. The Proponent has a mode share goal of greater than 50% for non-vehicle travel, consistent with SomerVision, and would implement several programs and services through lease agreements with future tenants to promote walking, biking, and transit use. As tenants have not yet been selected for the Project, the proposed mobility management commitments are focused on physical resources and future programs. The Proponent is committed to selecting tenants that would embrace these transportation demand management (TDM) and mobility management goals.

5.1. Design/Physical Strategies

- **Pedestrian-Friendly Design Strategies**

The Project's site design embraces walkability and transit usage as a result of its location, less than ¼ mile to the nearby Porter Square MBTA station.

- **Limited On-Site Parking**

Embedded in this transit-, bike-, and pedestrian-friendly environment, the Project will not be providing on-site parking, further embracing the goal of reducing vehicle travel. Ample access opportunities are available through transit and non-motorized modes of transportation.

- **Transit Information Board**

With many transit facilities within proximity to the Project site, ensuring existing transit is used is key to achieving the targeted mode share. The Proponent would provide transit schedules and locations of nearby transit stations and bus stops, as

well as Bluebikes locations. The Proponent would also investigate the possibility of posting transit information on a website.

- **Bicycle Accommodations**

To allow for bicycle commuting to the Project site, the Proponent would provide bicycle parking on site, as detailed above.

SECTION 6: MONITORING AND ANNUAL REPORTING

Ensuring that these strategies are helping the Project meet its transportation mode share goal would be an ongoing effort. To this end, the Proponent would undertake the following commitments to monitoring and annual reporting:

- **Annual Travel Survey**

To determine progress toward a mode share goal, the Proponent would collaborate with its tenants to develop and administer a travel survey each year, intended to determine the travel behavior of both tenant's and visitors. The results of this survey would help to identify the mode share of the site.

- **Annual Status Updates**

Based on the results of the travel survey, the Proponent would prepare a status report on its progress toward the mode share goal. This report would then be submitted to the City of Somerville.

- **New Strategies**

Should it be determined that the Project is falling short of multimodal travel goals, the Proponent commits to develop and implement new strategies to reach the goal. The Proponent would also implement new strategies as additional resources become available, such as the creation of a TMA in the Project area.