

# Paradigm Properties Parcel 1 Building

10 Washington Street  
Somerville, Massachusetts

PREPARED FOR

Paradigm Properties  
93 Summer Street, 2<sup>nd</sup> Floor  
Boston, MA 02110

PREPARED BY

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JANUARY 2022

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## Table of Contents

<b>1</b>	<b>Project Information.....</b>	<b>1</b>
	Contact Information.....	1
	Project Description .....	1
	Parking Plan.....	2
	Transit Services.....	2
	Existing Conditions .....	2
	Future Conditions.....	6
	Bicycle Accommodations.....	9
	Existing Bicycle Accommodations.....	9
	Proposed Bicycle Accommodations.....	11
	Pedestrian Accommodations .....	11
	Existing Pedestrian Accommodations.....	11
	Proposed Pedestrian Accommodations.....	11
<b>2</b>	<b>Trip Generation.....</b>	<b>12</b>
	Project-Generated Traffic Volumes.....	12
	Full Build-Out Unadjusted ITE Vehicle Trips .....	12
	Person Trips .....	13
	Mode Share.....	13
	Project-Generated Trips.....	14
	Trip Distribution.....	15
<b>3</b>	<b>Proposed Programs and Services.....</b>	<b>20</b>
	Proponent / Property Owner Commitments.....	21
	Transportation Coordinator .....	21
	Ride-Sharing Services .....	22
	Promote Transit Use.....	22
	Bike Sharing Service .....	22
	Transportation Management Association Involvement.....	22
	Monitoring and Annual Reporting .....	23
	Tenant Commitments.....	23
	General Tenant Measures.....	24
	Research and Development Tenants.....	24
	Somerville 2040 .....	25

# List of Tables

Table No.	Description	Page
Table 1	Project Area MBTA Service .....	5
Table 2	Nearest MBTA Stops .....	6
Table 3	Project Trip Generation – Total Unadjusted Vehicle Trips by Land Use.....	13
Table 4	Future Mode Share .....	14
Table 5	Project Trip Generation – New Trips by Mode .....	15
Table 6	Project Trip Distribution.....	15



# List of Figures

Figure No.	Description	Page
Figure 1	Existing Public Transportation.....	4
Figure 2	Future Public Transportation Services.....	8
Figure 3	Existing Bicycle Accommodations.....	10
Figure 4	Regional Trip Distribution.....	16
Figure 5	Vehicle Access and Parking Plan.....	17
Figure 6	Pedestrian Access Plan.....	18
Figure 7	Bicycle Access and Parking Plan.....	19



# 1

## Project Information

### Contact Information

The Project address and contact information is as follows:

**Site Address:**

10 Washington Street  
Somerville, MA 02143

**Contact:**

Paradigm Properties  
93 Summer Street, 2<sup>nd</sup> Floor  
Boston, MA 02110

### Project Description

Paradigm Properties, (the "Proponent") is proposing to develop a pedestrian and transit oriented, research & development building at 10 Washington Street in Somerville, Massachusetts (the "Site"). The proposed development will consist of approximately 77,245 square feet (sf) of research & development space (the "Project"). A prior development approved on this Site involve a proposed 120-room extended stay hotel. That project, which was approved at the same time as a 205-room residential building being developed by Criterion Development Partners south of and adjacent to the Site, is no longer proposed.

Under existing conditions, the Site is occupied by an existing surface parking lot containing approximately 68 parking spaces. The Site is bordered by Inner Belt Road to the west, Crescent Street to the east, and Washington Street to the north. As part of the ongoing construction of the approved Criterion residential development to the south, Roland Street is being extended from its current

terminus at Crescent Street to Inner Belt Road. This new alleyway will provide secondary access to the parking garage currently under construction on that Site and loading access for the Project.

## Parking Plan

The Project is located in the City of Somerville's Commercial Industry ("CI") zoning district. For research & development/laboratory projects the Zoning Bylaws allow up to a maximum of 1 parking space per 1,000 sf of gross leasable square footage. Bicycle parking is required at a ratio of 1 space per 20,000 sf (short term) and 1 space per 5,000 sf (long term).

In this instance, no new automobile parking will be constructed as part of the Project as the entire building will be devoted to the proposed research & development/lab use and supporting building space. Instead, approximately seventy (70) of the parking spaces within the adjacent 427 space parking garage under construction will be available for lease by tenants of this Site. These spaces will be unbundled from the Project. While they will be available for lease, not all of these spaces necessarily be leased to the Project if the tenant determines that they are not needed. Similarly, parking associated with the Criterion residential development will be unbundled, which will require residents rent or lease spaces, as opposed to having parking be included as part of the rental of a unit. Due to the unbundled nature of the Criterion parking, workers at the research and development space on Site will also have the opportunity to lease some of these spaces.

Secured long-term bicycle parking will be provided within the building in a dedicated storage area at the southeast corner of the building. This proposed room will have storage for a minimum of 26 bicycles, which will exceed for long-term supply requirement specified in the Zoning Bylaws. This area will be accessible via an internal building passageway and an exterior door at the southerly end of the building. Furthermore, additional short-term bicycle parking spaces will be provided at bike racks proposed to be located at the northeast corner of the building. This supply also will exceed the short-term bicycle parking requirements noted earlier.

## Transit Services

Ample public transportation services by the Massachusetts Bay Transportation Authority (MBTA) currently are provided in the study area, with significant enhancements planned and under construction. A summary of existing public transportation amenities in the area is provided below, followed by a discussion of the future transit improvement projects and planning studies.

## Existing Conditions

The Project study area is currently served by fourteen MBTA bus routes and the Orange Line rapid transit within one-half mile of the Project Site. The existing MBTA public transportation services are shown graphically in Figure 1.

The MBTA Sullivan Square Station transit hub is located approximately a quarter-mile east of the Project Site and offers connections to eleven bus routes as well as the Orange Line rapid transit. The

nearby proximity of Sullivan Square Station and its robust transportation opportunities is considered in the mode share determined for this Project.

The nearest bus stop is located adjacent to the Site on Washington Street at Inner Belt Road and serves MBTA Bus Routes 86, 91, and CT2. Route CT2 is one of two cross-town routes operated by the MBTA; by design, these have fewer stops than a traditional bus route. MBTA Bus Routes 86, 91, and CT2 have a terminus at Sullivan Square Station, just east of the Somerville/Boston line in Boston, and travel along Washington Street within the vicinity of the Project Site.

MBTA Bus Routes 80 and 88 travel along McGrath Highway within the vicinity of the Site. The nearest stop for both bus routes is located approximately one-half mile from the Project Site at Medford Street at Washington Street.

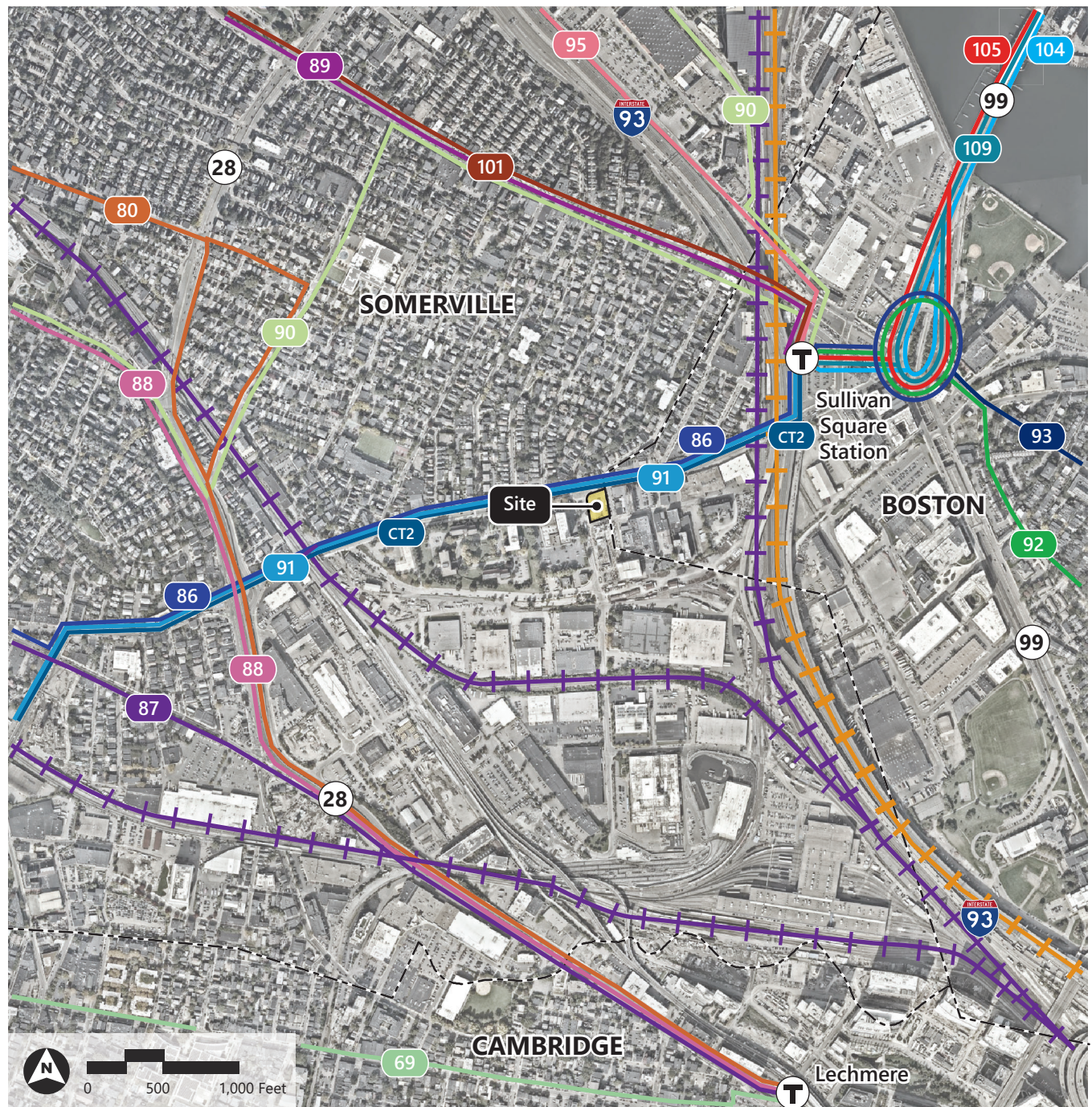
The remaining MBTA Bus Routes 89, 90, 92, 93, 95, 101, 104, 105, and 109 have a terminus at Sullivan Square Station, with service traveling away from the vicinity of the Project Site in varying directions.

Peak period frequencies and ridership for MBTA bus services are summarized in Table 1. Due to ongoing COVID-19 conditions in Massachusetts, the scheduling of bus service may continue to vary throughout the MBTA system.



**Figure 1: Existing Public Transportation**

Inner Belt Road | Somerville, Massachusetts



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- MBTA Orange Line
- MBTA Commuter Rail
- MBTA Bus Route



**Table 1 Project Area MBTA Service**

Service	Origin/Destination	Peak-Hour Frequency (minutes)	Direction	Weekday	Saturday	Sunday
80	Arlington Center – Lechmere Station	30-40	Inbound	834	495	292
			<u>Outbound</u>	<u>788</u>	<u>408</u>	<u>274</u>
			Total	1,622	903	566
86	Sullivan Square Station – Reservoir Station (Cleveland Circle)	12-18	Inbound	3,052	1,505	1,049
			<u>Outbound</u>	<u>3,175</u>	<u>1,617</u>	<u>1,101</u>
			Total	6,227	3,122	2,150
88	Clarendon Hill – Lechmere Station	16-20	Inbound	1,929	1,113	661
			<u>Outbound</u>	<u>1,884</u>	<u>1,015</u>	<u>737</u>
			Total	3,813	2,128	1,398
89	Clarendon Hill or Davis Square – Sullivan Square Station	5-15	Inbound	1,713	901	491
			<u>Outbound</u>	<u>1,766</u>	<u>813</u>	<u>478</u>
			Total	3,479	1,714	969
90	Davis Station – Assembly Row	35-40	Inbound	549	265	186
			<u>Outbound</u>	<u>524</u>	<u>299</u>	<u>143</u>
			Total	1,073	564	329
91	Central Square, Cambridge – Sullivan Square Station	30	Inbound	713	754	403
			<u>Outbound</u>	<u>726</u>	<u>718</u>	<u>344</u>
			Total	1,439	1,472	747
92	Sullivan Square Station – Downtown (via Main St.)	15-20	Inbound	503	216	n/a
			<u>Outbound</u>	<u>552</u>	<u>299</u>	<u>n/a</u>
			Total	1,055	515	n/a
93	Sullivan Square Station – Downtown (via Bunker Hill St.)	8-15	Inbound	1,999	868	401
			<u>Outbound</u>	<u>2,325</u>	<u>1,064</u>	<u>477</u>
			Total	4,324	1,932	878
95	West Medford or Arlington Center – Sullivan Square Station	20-30	Inbound	737	322	176
			<u>Outbound</u>	<u>689</u>	<u>325</u>	<u>167</u>
			Total	1,426	647	343
101	Malden Center Station – Sullivan Square Station	5-10	Inbound	2,390	793	567
			<u>Outbound</u>	<u>1,847</u>	<u>736</u>	<u>494</u>
			Total	4,237	1,529	1,061
104	Malden Center Station – Sullivan Square Station	15-20	Inbound	2,067	1,170	909
			<u>Outbound</u>	<u>2,172</u>	<u>1,207</u>	<u>895</u>
			Total	4,239	2,377	1,804
105	Malden Center Station – Sullivan Square Station (via Newland St. Housing)	40-45	Inbound	493	294	220
			<u>Outbound</u>	<u>437</u>	<u>264</u>	<u>189</u>
			Total	930	558	409
109	Linden Square – Sullivan Square Station	15-20	Inbound	1,546	1,014	799
			<u>Outbound</u>	<u>1,583</u>	<u>1,092</u>	<u>859</u>
			Total	3,129	2,106	1,658
CT2	Sullivan Square Station – Ruggles Station	20-35	Inbound	1,048	n/a	n/a
			<u>Outbound</u>	<u>903</u>	<u>n/a</u>	<u>n/a</u>
			Total	1,951	n/a	n/a
Orange Line	Oak Grove – Forest Hills	7-9	Southbound	95,182	34,728	26,378
			<u>Northbound</u>	<u>95,503</u>	<u>35,808</u>	<u>27,609</u>
			Total	190,685	70,536	53,987

Source: Fall 2019 MBTA schedules and ridership data, reflective of pre-COVID-19 pandemic conditions

The location and distance of the nearest MBTA stops are summarized in Table 2. All stops listed in Table 2 are within ten minutes walking time from the Site.

**Table 2 Nearest MBTA Stops**

Service	Closest Stop	Direction	Distance to/from Site <sup>a</sup> (ft)	Avg Walking Time to/from Site <sup>b</sup> (min)
86, 91, CT2	Washington Street at Inner Belt Road	Outbound (EB)	50	0.2
86, 91	Washington Street at Mount Vernon Street	Inbound (WB)	350	1.3
CT2	Washington Street at Myrtle Street	Inbound (WB)	900	3.4
89, 90, 92, 93, 95, 101, 104, 105, 109, Orange Line	Sullivan Square Station	Inbound & Outbound	1500	5.7
80, 88	Medford Street at Washington Street	Inbound (SB)	2450	9.3
	McGrath Highway at Alston Street	Outbound (NB)	2550	9.7

a Walking distance measured from approximate location of lobby entrance on Washington Street, using available sidewalks and painted crosswalks.

b Average walking time based on walking speed of 3 mph, or 4.4 feet per second.

## Future Conditions

The following sections summarize planned projects and on-going planning studies that will improve transit services within the vicinity of the Site.

### MBTA Green Line Extension Project

Construction is currently underway for a 4.3-mile extension of the MBTA Green Line light rail from its current terminus at Lechmere Station in Cambridge into Somerville and Medford. The extension will have two branches: a 0.9-mile southerly branch that will terminate near Somerville's Union Square and a 3.4-mile northerly branch that will parallel the Lowell Line of the MBTA Commuter Rail through Somerville and terminate at College Avenue in Medford. The Project Site is approximately a half-mile east of the proposed East Somerville Station which will be located just west of the intersection of Washington Street at New Washington Street. The planned Green Line Extension and East Somerville Station is shown graphically in Figure 2.

Headways for the trains servicing the new station are scheduled to be six and five minutes during the respective weekday morning and evening peak periods, and under ten minutes for all other time periods while the Green Line is in operation. The Union Square branch of the Green Line Extension is expected to open in March 2022, while the Medford branch which includes the East Somerville Station is expected to open in May 2022.

### MBTA Washington Street Bus Improvements

The MBTA currently is advancing its "Bus System Infrastructure Improvements On-call Shared Winter Streets Bus Lane" project for the City of Somerville. PS&E design plan were prepared for this project in September 2021 and initial work under this contract started in fall 2021, with the remaining work to be completed in 2022. The limits of work extend along Washington Street from west of Route 28 (McGrath Highway) to the City of Boston at the easterly end of the Site. This project will involve the

creation of an eastbound bus-only lane extending from Myrtle Street to the Boston City line. An eastbound separated bike lane will continue to be maintained along this segment, between the sidewalk and adjacent bus lane. A shared bus/bike lane will be provided in the westbound direction from the Boston City Line to the Washington Street/Inner Belt Road intersection. To the west of this location the existing buffered bike lane will be maintained next to a single shared lane for westbound automobile/bus traffic.

As part of a separate contract, the MBTA also will be installed a “floating bus stop” roughly ¼ mile to the west of the Site on the westbound side of Washington Street. With this treatment, a separated bike lane will be provided in the westbound direction with that lane extending to the north and behind a new bus stop located in an island between the bike lane and bus stop and adjacent automobile travel lanes to the south. The Project team has consulted with the Somerville Mobility Treatment about possibly incorporating a similar treatment adjacent to the Project Site and will continue to maintain this dialogue throughout the Project permitting process.

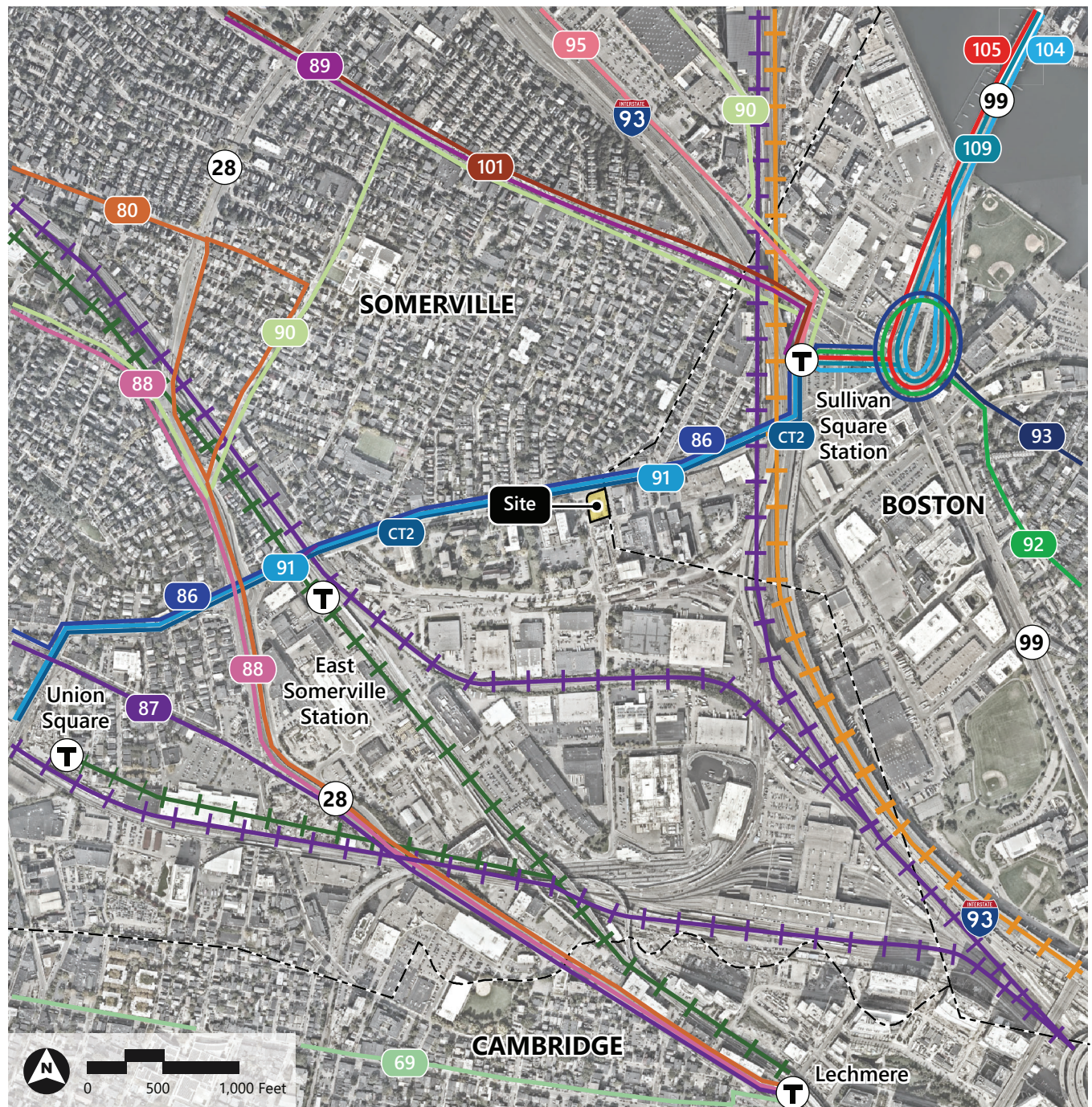
### **MBTA Silver Line Extension Alternatives Analysis**





The MBTA and MassDOT in January 2021 announced the launch of the MBTA Silver Line Extension Alternatives Analysis study. The study will assess the feasibility, utility, and cost of various alignment and service frequency options for extending Silver Line service to Everett, Somerville, Cambridge, and Boston. The focus of this study was identified as a key objective in MBTA’s Focus40 plan. The Draft Tier 2 alignments were presented in the second public meeting held on September 28, 2021. Of the six alternatives presented, three alternatives would connect to Sullivan Square Station and one alternative would travel along McGrath Highway. The study is expected to be completed in 2022.



**Figure 2: Future Public Transportation**

Inner Belt Road | Somerville, Massachusetts



-  MBTA Orange Line
-  MBTA Green Line
-  MBTA Commuter Rail
-  MBTA Bus Route



## Bicycle Accommodations

### Existing Bicycle Accommodations

Bicycle facilities are available on many roadways in the study area. The nearby interchange of McGrath Highway (Route 28)/Washington Street was reconstructed in 2016 as part of a MassDOT project which included a redesign of the area that eliminated the McGrath Highway southbound off-ramp to Medford Street, closed the northbound tunnel from Somerville Avenue to Washington Street, created a new signalized access point to McGrath Highway northbound via Medford Street Extension, and improved pedestrian and bicycle accommodations. In addition, as part of the MassDOT Shared Streets and Spaces Grant Program, bus and bike mobility has been improved at the intersection. A westbound dedicated bus lane was recently installed on Washington Street between Tufts Street and McGrath Highway. In addition, a dedicated bike lane was recently completed in the eastbound direction. Washington Street provides protected bike lanes in both directions within the vicinity of the Site.

As noted earlier, additional improvements also are planned closer to the Site as part of the MBTA's "Bus System Infrastructure Improvements On-call Shared Winter Streets Bus Lane" project. This project will involve improvements to Washington Street in the vicinity of Inner Belt Road. Included in this work will be a new combined bus/bike lane in the westbound direction with a restriped MBTA bus stop provided just west of Mount Vernon Street. In the eastbound direction, the existing separated bike lane will be restriped and reconfigured, with additional transitional pavement markings also installed across the intersection. The existing eastbound Washington Street MBTA bus stop adjacent to the Site also will be restriped. As discussed with the Mobility Division, the Project team also will evaluate additional improvements that can be made to this bus stop to provide the maximum benefits to transit riders, pedestrians, and bicyclists in this area.

Figure 3 shows the existing bicycle facilities within the area.

### Bluebikes Stations

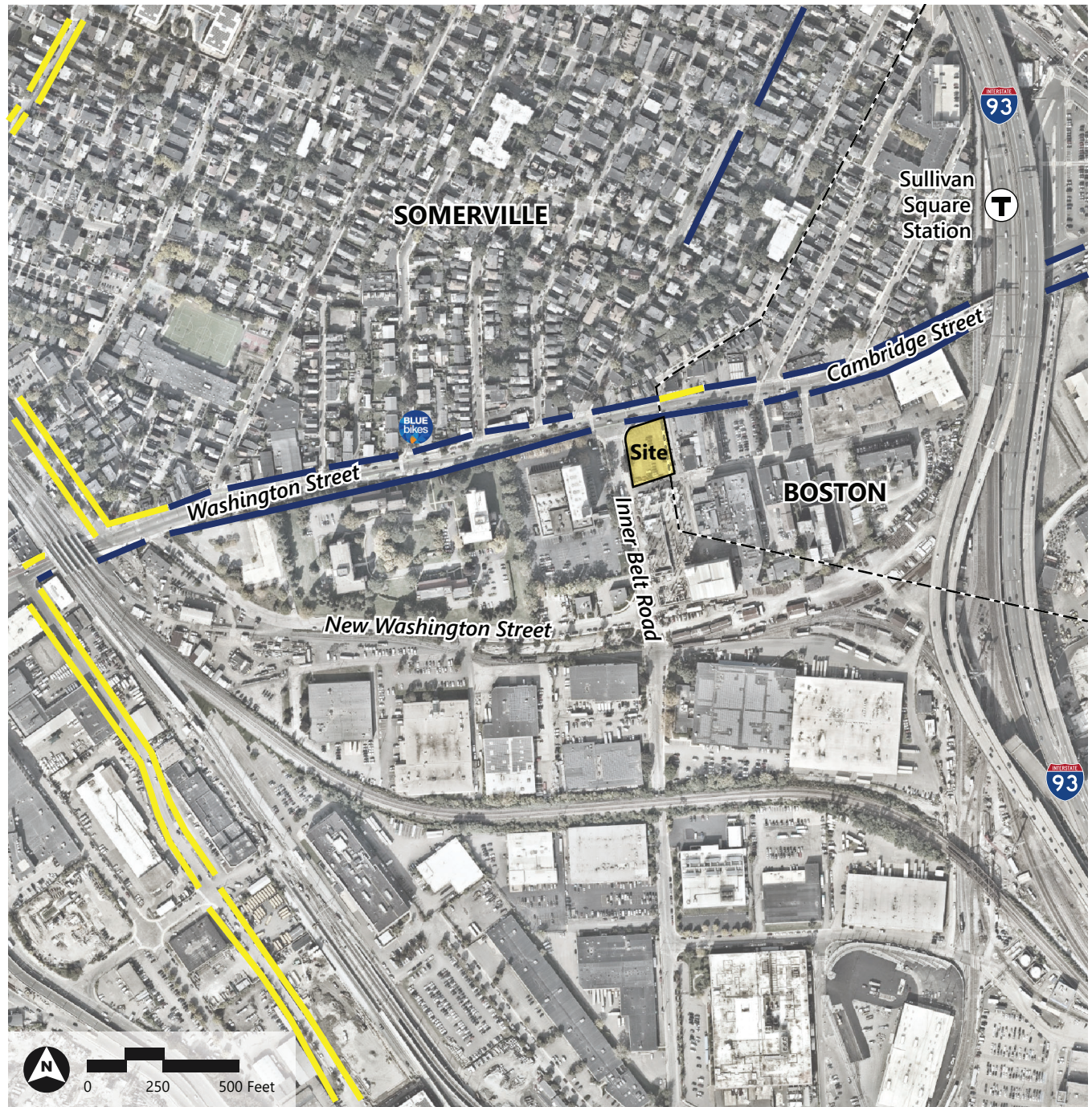
Bluebikes began operating in July 2011 and currently provides over 3,000 bikes at 300+ bike-sharing stations. The closest permanent Bluebikes bike-share stations are located less than one-quarter mile west of the Site at the intersection of Washington Street and Myrtle Street and approximately 0.40-miles away east at Sullivan Square Station along Maffa Way. Bluebikes locations are shown in Figure 3.






**Figure 3: Bicycle Network**

Inner Belt Road | Somerville, Massachusetts

Nov 24, 2021



-  Bike Lanes
-  Sharrow Pavement Markings
-  Blue Bikes

Source: NearMap



## Proposed Bicycle Accommodations

As described earlier, a secured long-term bicycle parking room, with a minimum capacity of 26 bicycles, will be provided at the southeast corner of the building. Additional short-term bicycle parking spaces also will be provided at bike racks proposed to be located at the northeast corner of the building. Both the long-term and short-term bicycle parking supplies will meet or exceed the levels specified by the Somerville Zoning Bylaws.

The bicycle parking noted above is beyond that already planned for the adjacent Criterion residential development. That project will include secured long-term bicycle parking in the form of a dedicated storage area at the northeast corner of that building. Furthermore, the short-term bicycle parking needs for that project are accommodate by bike racks that will be installed at the westerly side of the building's Roland Street frontage and mid-block on the project's Inner Belt Road frontage.

## Pedestrian Accommodations

### Existing Pedestrian Accommodations

The 2016 MassDOT project at the nearby interchange of McGrath Highway (Route 28)/Washington Street also included improvements to sidewalks and the signalized crosswalks. Sidewalks are provided along both sides of Washington Street, with crosswalks provided at major intersections along the corridor. Crosswalks are provided along both sides of Inner Belt Road, with a portion of the eastern sidewalk currently under construction as part of the Criterion development.

### Proposed Pedestrian Accommodations

As part of construction for the proposed Project, new sidewalks will be constructed along the roadways bordering the Site, including the newly extended Roland Street. The new sidewalks will be constructed in compliance with ADA guidelines, including accessible ramps and crosswalks provided at Inner Belt Road at Washington Street and Crescent Street at Washington Street.



# 2

## Trip Generation

The Project consists of an approximately 77,245 square-foot (sf) building to be used as research and development (R&D) space. The resulting trip generation analyses for the Project are summarized as follows.

### Project-Generated Traffic Volumes

The rate at which a development generates traffic is dependent upon several factors such as size, location, and concentration of surrounding developments. Trip generation estimates for the proposed use were projected using data published by the Institute of Transportation Engineers (ITE) for the various uses proposed. The trip generation analyses are presented below.

#### Full Build-Out Unadjusted ITE Vehicle Trips

As previously discussed, the Project consists of approximately 77,245 SF of R&D space. Trip generation estimates for the Project are based on standard Institute of Transportation Engineers' (ITE) data<sup>1</sup>. Specifically, trip generation estimates for the proposed use were projected using trip generation data for ITE Land Use Code (LUC) 760 (Research & Development Center). Following standard practices, the proposed trip generation calculations are based on the square footage of the proposed lab-oriented building.

The unadjusted vehicle trip estimates are presented in Table 3.

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1 [Trip Generation Manual, 11th Edition](#); Institute of Transportation Engineers (Washington, D.C.); 2021.

**Table 3 Project Trip Generation – Total Unadjusted Vehicle Trips by Land Use**

Time Period	Total Unadjusted Vehicle Trips <sup>1</sup>
<b>Weekday Daily</b>	
Enter	498
<u>Exit</u>	<u>498</u>
Total	996
<i>Trips per 1,000 sf</i>	<i>12.9</i>
<b>Weekday Morning</b>	
Enter	76
<u>Exit</u>	<u>17</u>
Total	93
<i>Trips per 1,000 sf</i>	<i>1.2</i>
<b>Weekday Evening</b>	
Enter	14
<u>Exit</u>	<u>76</u>
Total	90
<i>Trips per 1,000 sf</i>	<i>1.2</i>

<sup>1</sup> Based on ITE LUC 760 (Research & Development Center) for 77,245 sf, using regression equations.

## Person Trips

The unadjusted vehicle trips estimated using the ITE data were subsequently converted into person trips by applying average vehicle occupancy rates (VOR) based on national data<sup>2</sup> for the proposed use. The national average vehicle occupancy rate applied was 1.18 persons/vehicle for R&D trips. The national rates are applied when converting to person trips to be consistent with ITE data, which is also based on national data.

## Mode Share

Mode shares were applied to distinguish between vehicular, transit, and bike/walk trips to and from the Site. The mode shares to be used for this Project previously were established considering multiple sources. These include U.S. Census data<sup>3</sup>, a traffic study<sup>4</sup> for a prior development proposal on the Project Site, the Mobility Management Plan (MMP) for another lab-based development in the area<sup>5</sup>, and data from the Notice of Project Change (NPC)<sup>6</sup> prepared for the Partner's office development within the Assembly Square Mixed-Use District (ASMD).

<sup>2</sup> Summary of Travel Trends – National Household Travel Survey; USDOT Federal Highway Administration (Washington, DC); 2017.

<sup>3</sup> U.S. Census Bureau, American Community Survey 2012-2016 5-year estimates. Census Tract 3501.03.

<sup>4</sup> Assembly's Edge. Special Permit with Site Plan Review (Chapter 4 – Transportation); Design Consultants, Inc. (Somerville, Massachusetts); April 19, 2018.

<sup>5</sup> XMBLY – 5 Middlesex Avenue (Appendix F - Mobility Management Plan); VHB (Watertown, Massachusetts); May 2018.

<sup>6</sup> Assembly Row Revised Program for Partners Healthcare Site – Notice of Project Change; VHB (Watertown, Massachusetts); May 15, 2014.

The Project design, parking supply, and Transportation Demand Management program all are being developed with the intent of minimizing travel by single occupant automobile and maximizing transit use. The pedestrian-friendly setting being advanced for this and other projects also will help promote walking and biking to the Site. The Green Line Extension (GLX) project, which is expected to be completed in May 2022, will result in the opening of the new MBTA East Somerville Station, located approximately a half mile west of the Site. Furthermore, Sullivan Square Station, a major transit hub featuring eleven MBTA bus connections and the Orange Line, is located approximately a quarter mile east of the Site. As noted in the Union Square Neighborhood Plan (USNP)<sup>7</sup>, office workers are typically willing to walk up to one-quarter mile for transit service. The USNP further notes that people generally are willing to walk longer distances for rail (such as the new GLX stations) than they are for bus service. Accordingly, with the Project falling within these ranges there should be a notable decrease in automobile dependency in this area due to the transit improvements.

Based on this research, and subsequent consultation with the City of Somerville, the mode share estimates presented in Table 4 were determined to be appropriate for this study.

**Table 4 Future Mode Share**

Vehicle	Transit	Bike	Walk	Work from Home
50%	38%	4%	6%	2%

Source: Peak hour/peak direction mode share estimates based on various transportation studies and planning efforts, including but not limited to XMBLY – 5 Middlesex Avenue Mobility Management Plan; VHB (Watertown, Massachusetts); May 2018

## Project-Generated Trips

The mode shares discussed above and presented in Table 4 were applied to the net person trips shown to generate the adjusted Project person trips by mode. To reflect the number of vehicle trips generated by the Site, the adjusted person trips are converted back to vehicle trips by applying the local average vehicle occupancy rates (VOR). Based on 2012-2016 U.S Census Data,<sup>8</sup> a local AVO of 1.16 for R&D use was determined.

Table 5 summarizes the new trips by mode.

<sup>7</sup> Union Square Neighborhood Plan; City of Somerville (Somerville, Massachusetts); 2016.

<sup>8</sup> US Census Data (2012-2016); City of Somerville.

**Table 5 Project Trip Generation – New Trips by Mode**

Time Period	Vehicle	Transit	Bike	Walk	Work from Home
<b>Weekday Daily</b>					
Enter	253	223	24	35	12
<u>Exit</u>	<u>253</u>	<u>223</u>	<u>24</u>	<u>35</u>	<u>12</u>
Total	506	446	48	70	24
<b>Weekday Morning</b>					
Enter	39	34	4	5	2
<u>Exit</u>	<u>9</u>	<u>8</u>	<u>1</u>	<u>1</u>	<u>-</u>
Total	48	42	5	6	2
<b>Weekday Evening</b>					
Enter	7	6	1	1	-
<u>Exit</u>	<u>39</u>	<u>34</u>	<u>4</u>	<u>5</u>	<u>2</u>
Total	46	40	5	6	2

The proposed Project-generated vehicle trips were assigned to the study area roadways and intersections based on trip distribution patterns developed as discussed in the following section.

## Trip Distribution

The directional distribution of the traffic approaching and departing the Site is a function of population densities, the location of employment opportunities, existing travel patterns, and the efficiency of the roadway system. Trips made to and from the Project during the peak hours are expected to be predominantly home-to-work and work-to-home trips in the morning and evening peak hours, respectively. Accordingly, the trip distribution for the Project has been derived based on Journey-to-Work data for the City of Somerville with the (2012-2016) U.S. Census data. Table 6 and Figure 4 illustrate the trip distribution.

**Table 6 Project Trip Distribution**

Travel Route	Direction (from/to)	Percent of Trips
Washington Street	East	74%
	West	24%
Mt Vernon Street/ local roadways	<u>North</u>	<u>2%</u>
Total		100%

Source: US Census data.

In addition to the regional distribution summarized above, the anticipated arrival/departure patterns for Project traffic are shown on the Vehicle Access and Parking Plan provided in Figure 5. Similarly, Figures 6 and 7 show the access plan for pedestrians and bicyclists respectively with the proposed bicycle parking supplies for each building also highlighted in Figure 7.



**XX%** Trip Distribution

**S** Signalized Study Area Intersection



Trip Distribution  
10 Washington Street  
Somerville, Massachusetts

Figure 4





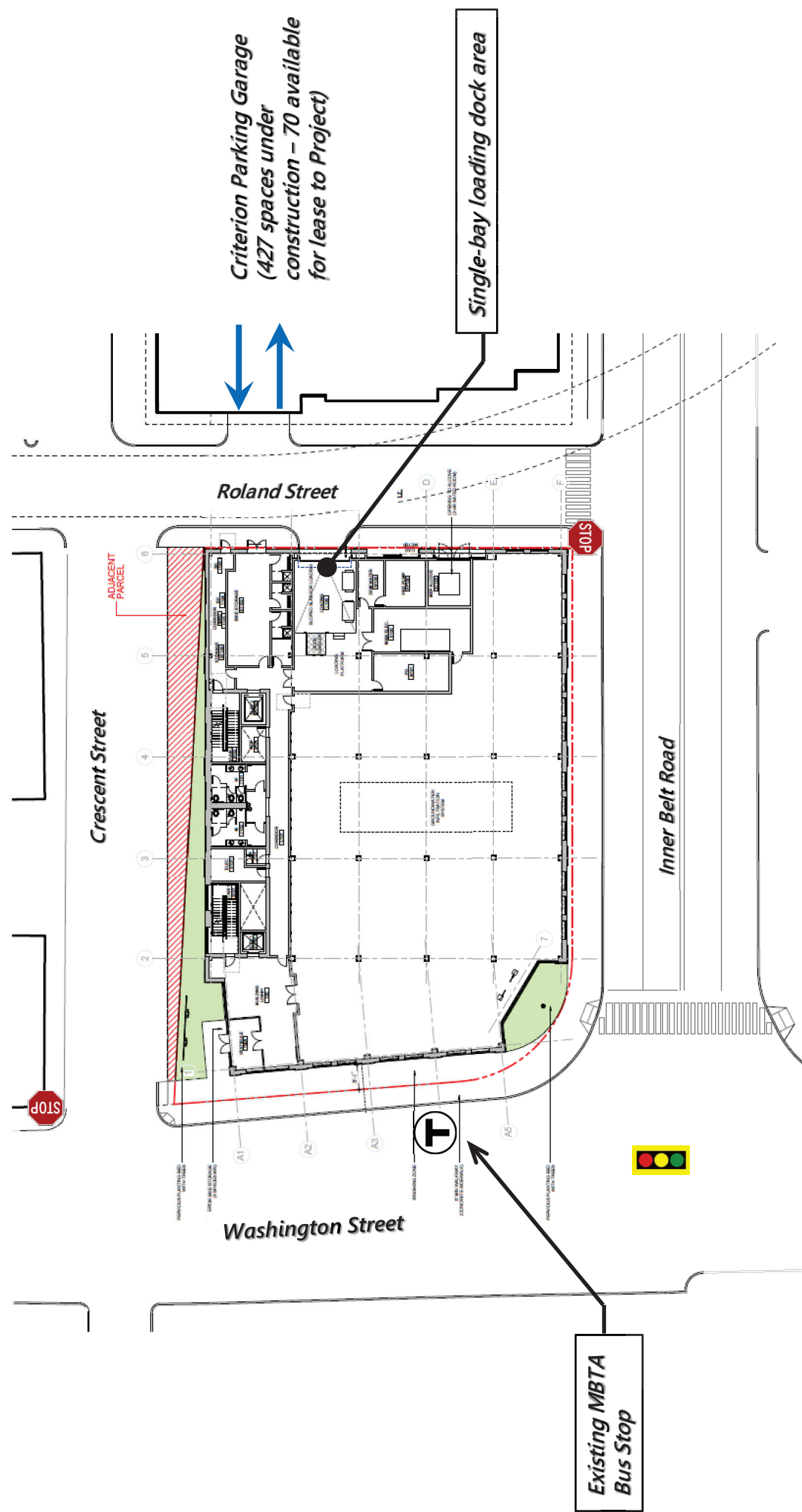
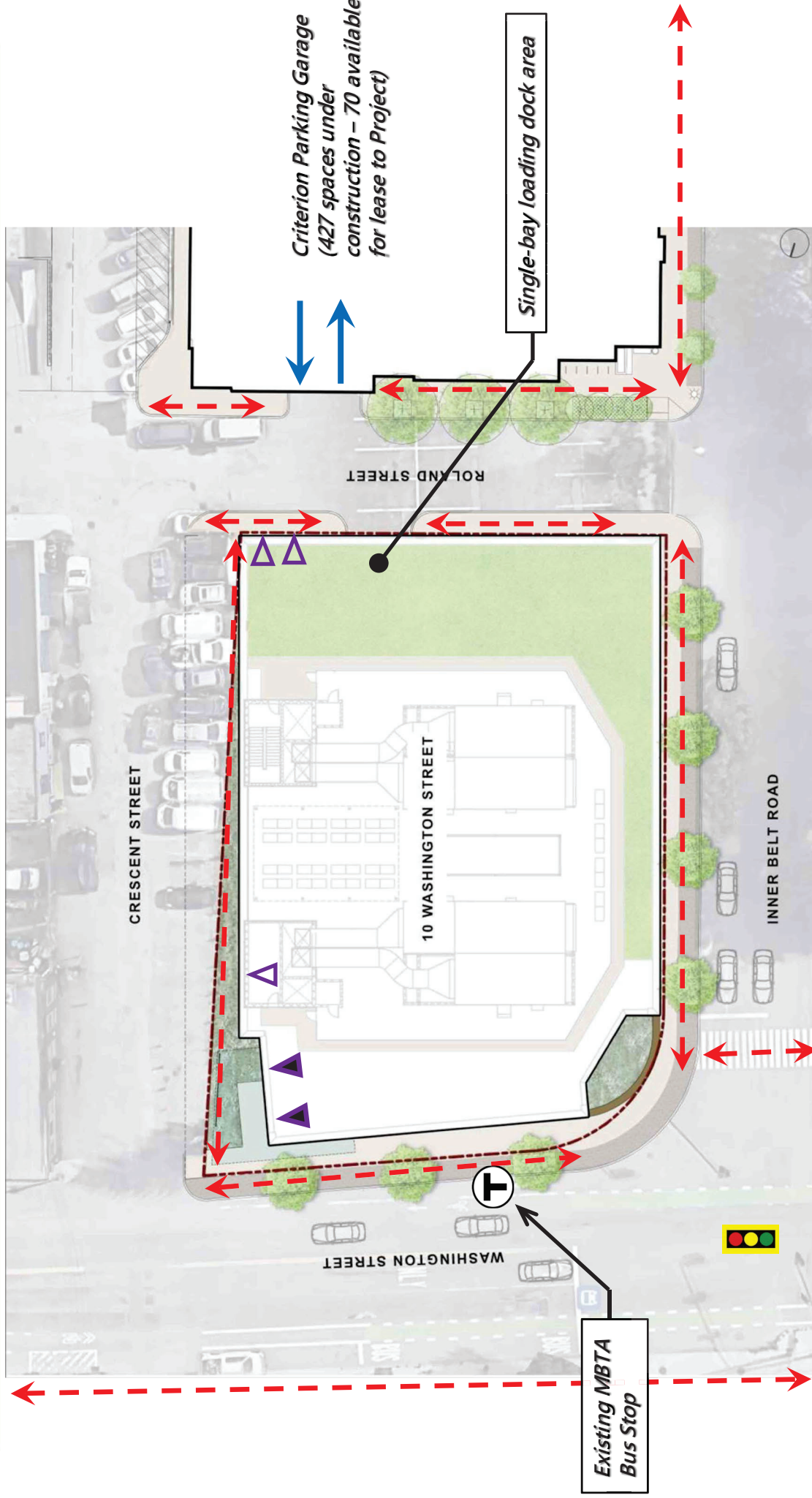


Figure 5

### Vehicle access and parking plan

**10 Washington Street  
Somerville, Massachusetts**

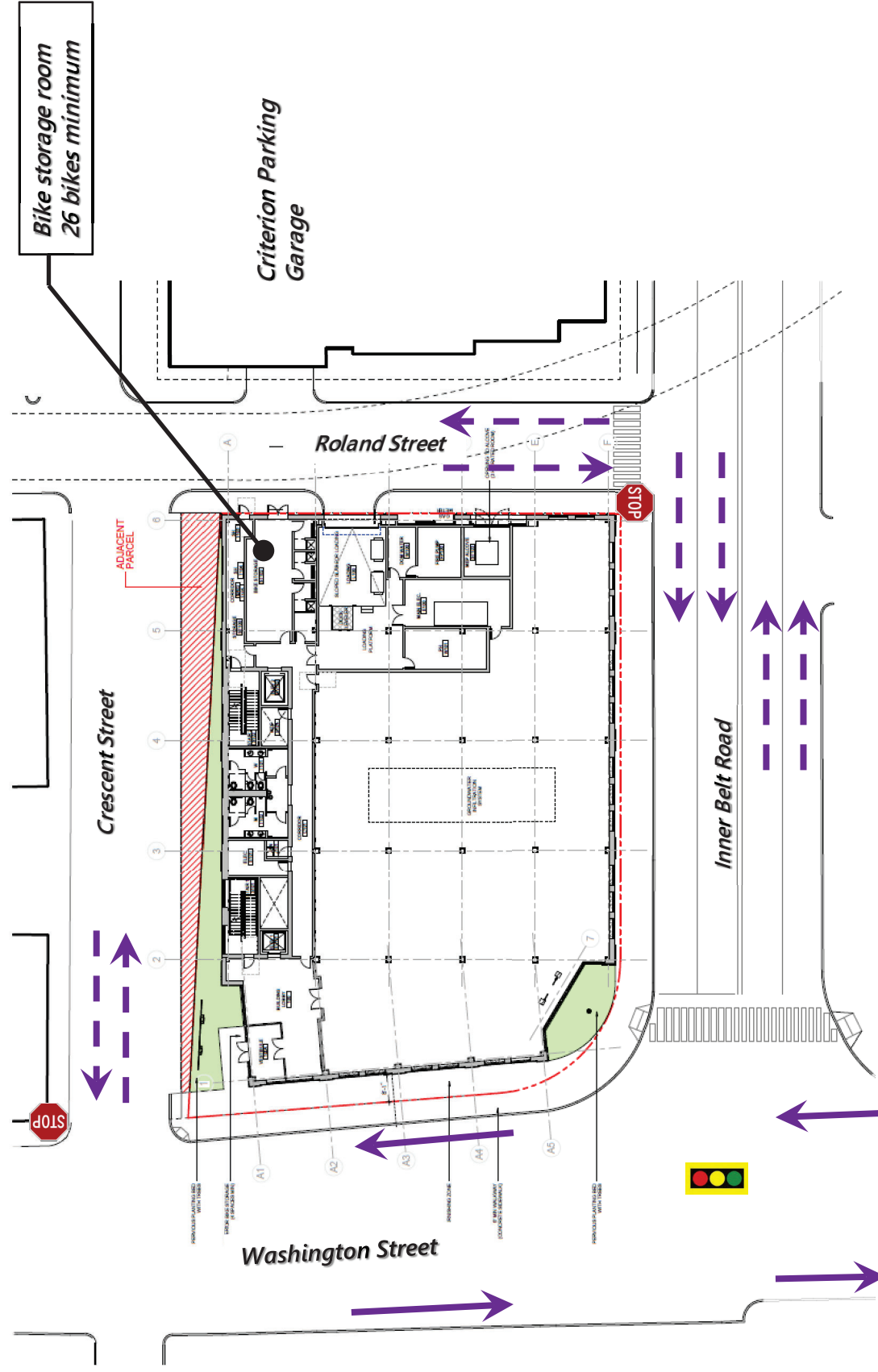


Source: building plan prepared by Halvorson.



Figure 6  
Pedestrian access plan

**10 Washington Street**  
Somerville, Massachusetts



Source: building plan prepared by Margulies Perruzzi.



Figure 7

Bicycle access and parking plan

Standard bike lane

"sharrows" bike accommodations

10 Washington Street  
Somerville, Massachusetts



# 3

## Proposed Programs and Services

An MMP is required by the Somerville Zoning Ordinance. The purpose of an MMP is to ensure that the developers are fully aware of the mobility management responsibilities of future property owners and tenants – namely employers – and that advance notice of the operational expectations necessary for successful plan implementation is provided to future property owners, tenants, parking facility operators, and property management firms.

The following section summarizes the City of Somerville’s Zoning Ordinance requirements for MMPs:

- › Property owners of buildings with 50,000 SF or more of commercial space OR multi-tenant buildings that in combination have 50 or more employees are required to provide the following for their tenants:
  - An on-site transportation coordinator;
  - Posted mobility management information;
  - Distributed mobility management information;
  - Unbundled parking;
  - Preferential parking for carpool/vanpool vehicles; and
  - An annual mobility management education meeting for tenants and their employees.
- › These same property owners must require future tenants to provide the following through lease agreements:
  - Qualified transportation fringe benefits for employees; and
  - A guaranteed ride home program for employees.
- › Employers with 50 or more employees are required to provide the following for their employees:
  - An on-site transportation coordinator;
  - Posted mobility management information;
  - Distributed mobility management information;
  - Qualified transportation fringe benefits for employees;

- A guaranteed ride home program for employees; and
- An annual mobility management education meeting for tenants and their employees.
- › The property owner of a parking facility is required to provide the following:
  - Preferential parking locations for carpool/vanpool vehicles; and
  - Posted mobility management information.

As there will not be any new parking constructed as part of the Project, the TDM program generally will focus on other areas beyond the typical parking management. The following sections outline the MMP responsibilities and commitments for the various stakeholders of the Project, including the Proponent, future tenants, and any property management firms. While best efforts have been made to assign these commitments accordingly, specific duties outlined subsequently may be fulfilled by other stakeholders as tenant-specific MMP policies are drafted.

## Proponent / Property Owner Commitments

### Transportation Coordinator

In conjunction with the initial phase of development, an overall on-site Transportation Demand Management (TDM) coordinator will be designated to oversee all TDM programs for the Project building. The person in this role will coordinate with the City of Somerville Mobility Division or any future Transportation Management Associations formed in the future which the Project may possibly join to help promote a reduced reliance on single-occupant automobile travel to the Project. To that end, the TDM measures identified in the following sections will be implemented under the direction and supervision of this person.

The final job description for this role will be determined over time, but the duties of the on-site TDM coordinator may include, but not be limited to:

- › Assist Project employees with ride matching and transportation planning;
- › Develop and implement appropriate TDM measures;
- › Disseminate information regarding alternate modes of transportation and developing transportation-related marketing and educational materials;
- › Develop and maintain information pertaining to pedestrian and cycling access to and from the Site;
- › Host occasional transportation-related events to promote the use of commuting alternatives;
- › Distribute transit maps and passes;
- › Advocate with the state and local governments to improve transportation infrastructure and services;
- › Monitor the effectiveness of TDM measures through surveys and other tools;
- › Complete regulatory reports to state and city agencies, as required; and
- › Implement a website that provides travel-related information and promotes awareness of the items listed above.



## Ride-Sharing Services

The parking needs for the Project will be reduced due to the nearby availability of public bus service currently provided in the area. Furthermore, alternative means of travel, such as taxi and private ride services, such as Uber and Lyft, should continue to reduce the parking needs for the area. The exact level of usage by these private ride-sharing services can be quantified through post-opening monitoring studies to be conducted as discussed later in this document.

## Promote Transit Use

Access to public transportation will significantly reduce demand for vehicular travel and parking spaces. This should be particularly effective in relation to the new MBTA Green Line East Somerville station, which is planned to open in May 2022.

The on-site TDM coordinator will provide a central commuter information center within the Project in a prominent location, such as in the building's lobby. This will provide employees, residents, and visitors with transit maps, transportation schedules, and route information for pedestrians and cyclists.

Parking spaces for the Project in the adjacent commercial garage to the south can be allocated only to certain employees through a process to be determined by individual tenants, or parking use could be managed through pricing strategies. With the Site being located within one-half mile of two new MBTA stations, not having an automobile should not be a hardship to many employees. Regardless, no new parking will be provided as part of this Project.

## Bike Sharing Service

In addition to the Project's on-site bicycle parking, Bluebikes bike-share stations may be provided in conjunction with the Project. As stated before, the closest permanent Bluebikes bike-share stations are located less than one-quarter mile west of the Site at the intersection of Washington Street and Myrtle Street and approximately 0.40-miles away along Maffa Way at Sullivan Square. While it is possible that additional new bike-share stations may be provided in the area, the Proponent will pursue the installation of a new bike-share station at the Site if desired by the Mobility Division and agreed to by Bluebikes.

## Transportation Management Association Involvement

While there are not any active Transportation Management Associations (TMAs) in the vicinity of the Project, the Proponent is committed to be an active member of any TMAs formed in the future. The mission of most TMAs is to enhance quality of life through focusing on Transportation and Infrastructure, Land Use and Development, and Energy and the Environment. In the absence of a formal, established TMA, the Proponent will support local efforts in Somerville in improving and expanding public transportation in the area. Through this involvement, the pedestrian-friendly nature of the Project's design and internal roadway networks create a framework for offering alternative transportation services. If a TMA is formed in the future, the Proponent will consult with TMA management to confirm that the TMA structure, fees, and other details are compatible with the Project prior to officially becoming a member. With or without participation in any TMA, the

Proponent is committed to implementing all of the TDM measures outlined in this MMP. Post-construction traffic monitoring and evaluation of TDM programs will also be the responsibility of the Proponent.

## Monitoring and Annual Reporting

The Proponent is committed to a transportation monitoring program for the overall Project that will consist of annual transportation monitoring for a period of five years beginning six months after the first Certificate of Occupancy is issued. The monitoring program will include:

- › Annual travel surveys of employees and patrons of the Project conducted by the on-site appointed TDM coordinators. These surveys will be developed through consultation with the City to determine the number of Project employees utilizing public transportation, those traveling to the Project by private automobile, and those using car-sharing services. Employees also will be surveyed to identify those that bike or walk to and from work;
- › Biennial (every other year) documentation of the number of Project vehicles with leased spaces in the parking garage on the south side of Roland Street opposite the Site;
- › Annual counts of bike parking occupancy at the Site. This will be done through a field inventory to be conducted during a representative weekday midday period when it can reasonably be assumed that the peak parking demand for employees and visitors would occur; and

As part of the summary report to be provided to the City, a status summary of the MMP in place at the Project also will be provided.

## Tenant Commitments

The following sections discuss the tenant types for which MMP programs will be implemented for the Project as well as overall MMP programs for all tenants. A description of the MMP elements is presented in this section along with information on how those elements aid employees and visitors getting to and from the Project. The following plan first addresses general MMP measures that apply to all tenants with 50 or more employees, then special programs for the research and development use. Select duties outlined below may alternatively be fulfilled by the property management team or the Proponent's appointed TDM coordinator on behalf of the tenants.

MMP obligations will need to be included as part of the lease language between the tenant and the property owner. If the building is occupied by multiple tenants, any tenants with more than 50 employees also will be required to submit their own MMP, along with a copy of the leases with financial aspects and other non-MMP elements redacted, or an affidavit signed by the owner and tenant(s) verifying that this language was included and agreed to in the lease. This documentation will be provided to the City prior to the issuance of the Certificate of Occupancy of a space by these tenants.



## General Tenant Measures

The following section describes overall commitments of all future tenants with 50 or more employees.

### Transportation Coordinator

As required by the Zoning Ordinance, an on-site TDM coordinator will be designated for each tenant with 50 or more employees. This person may be the office manager, human resources employee, or other individual serving a dual role in another job.

The person(s) in this role will coordinate with the property owner's overall TDM to help promote a reduced reliance on single-occupant automobile vehicle travel to and from the Site. To that end, the tenant-specific TDM measures identified in the following sections will be implemented under the direction and supervision of this person. Alternatively, the Project's appointed overall TDM coordinator may fulfill the duties outlined below. The final job description for this role will be determined over time, but the duties of the on-site TDM coordinator will include, but not be limited to:

- › Assist employees with ride-matching and transportation planning;
- › Disseminate information on alternate modes of transportation and information pertaining to pedestrian and cycling access to and from the Site;
- › Develop transportation-related marketing and education materials;
- › Distribute transit maps and passes; and
- › Host an annual mobility management educational meeting for employees.

## Research and Development Tenants

The research and development employer within the Project will be encouraged to implement appropriate TDM measures by the on-site TDM coordinator. As not every TDM program will be suitable for every type of employer, such as telecommuting or flexible work hours, the on-site TDM coordinator will offer technical assistance to employers to evaluate potential programs and implement them when appropriate. Employer-based TDM measures may include the following programs:

- › Provide preferential carpool and vanpool parking within the parking garage and spaces near building entrances within the parking garage;
- › Offer ride matching assistance managed by the on-site TDM coordinator or by MassRIDES so that employees find appropriate carpool and vanpool partners;
- › Disseminate information on alternate modes of transportation and developing transportation;
- › Offer sponsored vanpools and subsidized expenses;
- › Provide 100-percent subsidy on Bluebikes passes;
- › Provide 90-percent subsidy on MBTA link passes;
- › Allow employees to use pre-tax dollars for the purchase of MBTA passes, as the pre-tax purchase is free from both federal and state income and payroll taxes;

- › Provide telecommuting options for employees in appropriate jobs;
- › Offer incentives for bicycle and pedestrian commutes, such as covered bicycle storage, changing rooms, and shower facilities;
- › Hold promotional events for transit-riders, cyclists, and pedestrians;
- › Offer direct deposit to employees; and
- › Provide preferred parking for low-emitting fuel-efficient vehicles and/or electric vehicle charging stations within the Project garage.

## SomerVision 2040

The Project is committed to making reasonable efforts to achieve the City's goal to control the percentage of trips made by automobile at 50 percent or less. If annual monitoring and reporting identifies a shortfall in meeting this goal, the property management firm will implement additional mobility management programs and services.