



Appendix E – Mobility Management Plan

375 Harold Cohen Way (Block 9)

Somerville, Massachusetts

PREPARED FOR

Federal Realty
455 Grand Union Boulevard, Suite 600
Somerville, MA 02145

PREPARED BY



260 Arsenal Place #2
Watertown, MA 02472-4026
617.924.1770

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Project Information

Contact Information

The Project development site address and contact information is as follows:

375 Harold Cohen Way

Contact:

Federal Realty
c/o Sarah Forde Rogers
455 Grand Union Boulevard Suite 600
Somerville, MA 02145

Project Description

Federal Realty (the "Proponent") is proposing a new residential development with supporting retail space (the "Project") at 375 Harold Cohen Way (Block 9) in Somerville, Massachusetts (the "Site"). The Site is comprised of an approximately 1.43-acre parcel of land located within the Assembly Square neighborhood of Somerville. The Site is bounded by Foley Street to the north, Auto Workers Way to the south, Grand Union Boulevard to the east, and Harold Cohen Way to the west. The Site currently is occupied by a 47-space surface parking lot which will be eliminated as part of the Project.

In addition to the primary residential use, there also will be supporting ground-floor retail uses provided along with structured parking to accommodate the needs of the Project. The existing building located within the Site will be razed prior to the redevelopment. The proposed eight-story building will include approximately 318 residential units, with a mixture of studio, one-bedroom, and two-bedroom units being provided. These will be located within floors three through eight of the building. The ground floor of the building also will feature approximately 12,914 square feet (sf) of retail/commercial uses, likely to be used by up to three separate tenants. While exact tenants have not been secured, a child daycare, restaurant, and general retail uses are being targeted. The exact uses and their associated tenant space within the overall 12,914 sf of building space will be determined at a later date, likely after permits for the overall Project are in place. Depending on market conditions, it is possible that this space could be occupied by a single tenant, or multiple smaller tenants could be provided within this building

area. For the purpose of this analysis, a representative mixture of tenants has been assumed. This retail space will be located facing Foley Street along the northerly side of the building. The remainder of the street-level floor area will be used for residential amenities and parking. The second floor of the building also will be used for parking, with an overall total of approximately 151 automobile parking spaces being provided. This same approximate number of spaces will be provided for bicycles within the building. Specifically, the current building plans depict secured bicycle parking being provided within three separate bike rooms. Two of the bike rooms will be located south of and adjacent to the commercial/retail space, and an additional bike room will be provided at the southerly end of the building adjacent to the ramp leading to/from the second level of the garage. The exact location and number of bicycle parking spaces provided within each room may change as the building design is refined, but an overall total of approximately 151 bicycle parking spaces will be provided.

Pursuant to Section 7.4.3.c of the December 2019 Somerville Zoning Ordinance (the "Current SZO"), development "subject to a previously approved Planned Unit Development (PUD) Preliminary Master Plan may be developed in accordance with the provisions of the Somerville Zoning Ordinance in effect as of August 1, 2019" (the "Former SZO"). As the larger Assembly Row development is subject to the approved PUD-PMP, the Project is being developed in accordance with the entirety of the Former SZO, including among other provisions, Section 5.2 (Special Permits with Site Plan Review ("SPSR-A"), Section 6.4 (Assembly Square Mixed-Use District ("ASMD") and Article 16 (Planned Unit Developments).

Build Out/Program Estimates

The Site development proposal consists of a new 318-unit residential building and approximately 12,914 sf of supporting ground-floor commercial space facing Foley Street. The existing 47 spaces of surface parking will be eliminated as part of the redevelopment. The building will include 370,000 gross sf of floor space within an eight-story height. Specific tenants or uses for the retail space have not yet been identified, but child daycare, restaurant, and retail uses are being targeted. The mixture and nature of the uses proposed is dependent on market conditions. As noted earlier, this space could be occupied by a single tenant or multiple smaller tenants within this building area. For the purpose of this analysis, a representative mixture of tenants has been assumed. For reference, a development summary is provided in Table 1.

Table 1 Development Program

375 Harold Cohen Way	Residential	Child daycare ^a	Restaurant ^a	Retail ^a	Total
Residential	318 units				318 units
Commercial/Retail		6,265 sf	2,194 sf	4,455 sf	12,914 sf
Total	318 units	6,265 sf	2,194 sf	4,455 sf	370,000 sf

a Gross building area.

As a single building, the Project will be constructed in one phase.

Parking Plan

The following section summarizes the proposed Project parking supply.

Proposed Parking Supply

As noted above, the existing 47 surface parking spaces currently located within the Site will be eliminated to accommodate the Project. The Project's automobile parking needs will be accommodated by the proposed 151-space structured parking facility. A limited number of these spaces will be provided at ground-level to the east of the garage entrance with the remainder being located on both sides of the ramp leading to and from the second floor, where the overwhelming majority of the Site parking will be provided. The precise total number of spaces may be reduced as the design is refined due to columns and other supporting garage infrastructure, or may be increased by a few parking spaces if efficiencies are found. The final design also may include compact spaces within the allowance of 20 percent of the total number of spaces as specified in the Former SZO. The parking supply has been carefully evaluated to meet the market and functional needs for the development while still being notably lower than that found at other large-scale residential developments in the area.

The existing parallel parking spaces along Foley Street will be eliminated to accommodate a new raised separated bicycle lane which will be installed as part of this Project. While parking will not be provided along the Site's Harold Cohen Way frontage, there will be an approximately 54-foot-long pick-up/drop-off area centrally located along the east side of this block. A sign will be posted clearly designating the limited use of this area. While on-street parking is not currently provided along the Site's Grand Union Boulevard frontage, the existing MBTA bus stop along this area may be moved to the north of Foley Street. This already is under consideration by the City of Somerville independent of this Project. If that should happen, a limited number (likely two) short-term pick-up/drop-off spaces will be provided at the current location of the bus stop. The details of that arrangement will be worked out at that time with the Mobility Division if this change is made.

Secured bicycle parking (151 total spaces) will be provided on the ground floor within the building, and short-term bicycle parking for visitors and retail patrons is located at key locations surrounding the building.

Nearby Transit Services

There currently are a variety of public transportation services provided by the Massachusetts Bay Transportation Authority (MBTA) in the immediate vicinity of the Project Site as summarized in the following section.

Existing Conditions

The study area is currently served by two MBTA bus routes within the immediate vicinity of the Project Site. The area is serviced by MBTA Bus Routes 90 and 95. There are fifteen additional MBTA bus routes with stops within one mile of the Site. In addition, the Project Site is served by

the MBTA Orange Line with Assembly Station located less than 1,000 feet, or under a five-minute walk, from the Project Site. A description¹ of each transit service is provided below:

- › Route 90 travels between Assembly Square via Sullivan Square and Davis Square Station via Highland Avenue. The bus travels towards Assembly Square in the inbound direction and towards Davis Square in the outbound direction. Grand Union Boulevard at Foley Street is the nearest stop to the Site in both directions. On weekdays, Route 90 provides service from 5:50 AM to 10:50 PM² with a typical peak period frequency of approximately 45 minutes and off-peak period frequency of 70 minutes.³
- › Route 95 travels between Sullivan Square and Arlington Center or West Medford via Mystic Avenue and Medford Square. The inbound direction of travel is towards Sullivan Square and the outbound direction is towards Arlington Center or West Medford. The nearest stop to the Site is on Mystic Avenue (Route 38) at the Kensington Avenue pedestrian crossing.

Peak period frequencies/headways for the MBTA bus services discussed above are summarized in Table 2.

Table 2 Project Area MBTA Service

	Route 90	Route 95
Bus Headways (minutes)		
Weekday AM Peak	45	23
Weekday PM Peak	45	25
Average Wait Times (minutes)		
Weekday AM Peak	25	10
Weekday PM Peak	25	15
On-Time Performance		
Peak Period	68%	66%
Span of Service		
Weekday	6:30 AM – 9:50 PM	4:45 AM – 1:20 AM

Notes:

- Headways represent typical, approximate headways for each period and may vary. Average wait times reflect half of the typical headways, rounded to the nearest five minutes. Passenger use of schedules or customer technology (e.g., apps identifying the time of the next trip in real time) may affect average wait times.
- Headways taken from MBTA System Map (April 2024).⁴
- On-time performance is for the full route and is calculated for Fall 2023 period and excludes holidays (September 4, October 9, November 11, and November 23). Weekday on-time performance is available across peak periods instead of for each peak period individually. Span of service reflects the earliest and latest trip start times. Information is based on Fall 2023 schedules.

¹ Bus Route information is based on pre-COVID schedules; current schedules may differ.

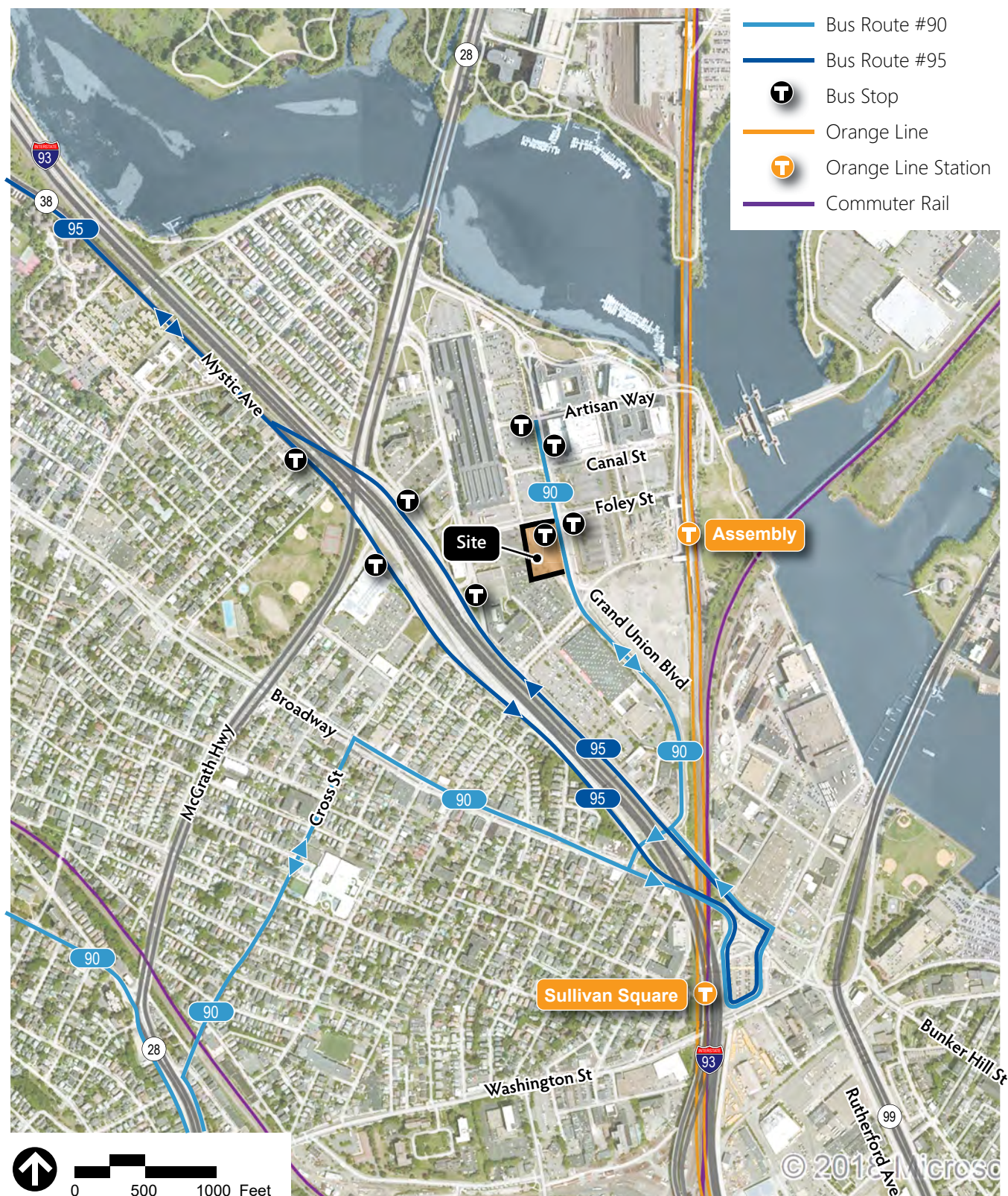
² MBTA Bus Route 90 Schedule (April 2024). https://cdn.mbta.com/sites/default/files/media/route_pdfs/090-S2-P3-A.pdf
Actual times differ slightly between directions of travel.

³ MBTA 2024 System Map. <https://cdn.mbta.com/sites/default/files/2024-04/2024-04-08-system-map.pdf>

⁴ MBTA 2024 System Map. <https://cdn.mbta.com/sites/default/files/2024-04/2024-04-08-system-map.pdf>

Figure 1: Existing Public Transit Map

375 Harold Cohen Way | Somerville, MA



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MBTA Assembly Orange Line Station

The Assembly station on the MBTA's Orange Line opened in 2014 and is located at the easterly side of the Assembly Square District. The Orange Line travels from Oak Grove in the north to Forest Hills in the south, and serves the cities of Malden, Medford, and Somerville, as well as the Boston neighborhoods of Charlestown, Downtown, Chinatown, Back Bay, South End, Roxbury, and Jamaica Plain. The Orange Line runs approximately every six minutes during peak periods.

The Project Site is located under 1,000 feet from the closest headhouse to that station, which generally is under a five-minute walk. This distance falls under the desirable proximity referenced in other recent Somerville studies⁵) which indicate that residents are typically willing to walk up to one-half mile for transit service. Residents generally are willing to walk longer distances for rail than they are for bus service. Accordingly, with the Project falling within this distance, a significant portion of Site residents and visitors may use transit service.

Additional transit services are available beyond the immediate vicinity of the Site. Specifically, additional stops on the Orange Line are located at Sullivan Square Station (located less than ¾ miles to the south of the Site) and Wellington Station (located approximately one mile north of the Site in Medford). Both Sullivan Square Station and Wellington Station are significant local transit hubs and provide connections to several additional MBTA bus routes.

Bicycle Network

Current bicycling activity near the Site was recorded as part of the recent traffic data collection for other projects in the area. The main roadways within the Assembly Square District have varying levels of bicycle accommodations including separated (both raised and street level) and standard bicycle lanes, a multi-use path, and other amenities. In Spring 2023, the City of Somerville undertook its "Grand Union Boulevard Protected Bike Lanes Quick-Build" project. This project involved new separated bike lanes and associated improvements along Grand Union Boulevard from Mystic Avenue northerly to the roundabout at Great River Road. This project built upon the prior installation of separated bike lanes on the segment between Mystic Avenue and Revolution Drive. The most recent work was done through striping changes without any significant reduction in automobile parking along this corridor and work has mostly been completed. The City also is planning a project on Middlesex Avenue involving reducing the roadway cross-section from Mystic Avenue heading north to Route 28. The intent of this project is to provide improved accommodations for bicyclists and pedestrians along with general traffic calming. The frontage streetscape improvements for the Assembly Innovation Park, 74 Middlesex Avenue, and 120-130 Middlesex Avenue development projects have been developed considering these future changes.

There are multiple Bluebikes bicycle-sharing stations located in close walking distance to the Site. One station is located at the northwest corner of the adjacent Grand Union Boulevard/Foley Street intersection. Another station is located further to the south adjacent to the Alta residential building at the northwest corner of the Grand Union Boulevard/Revolution Drive intersection. A Bluebikes station is also located at the southerly Assembly Station headhouse on Revolution Drive to the southeast of the Site. Additionally, new bicycle-sharing stations are planned to be installed at the nearby Assembly Innovation Park and 74 Middlesex Avenue development sites

5 [Union Square Neighborhood Plan](#), City of Somerville (Somerville, Massachusetts) 2016.

which currently are under construction to the west. Figure 2 provides an overview of the existing bicycle accommodations throughout the study area.

Sidewalks

There are sidewalks along each side of Grand Union Boulevard and Foley Street adjacent to the Project Site. Temporary sidewalks and light poles are in place along Harold Cohen Way west of and adjacent to the Site, and the sidewalks will be upgraded to their final approved condition following construction of the Project. The same condition exists along Auto Workers Way south of and adjacent to the Site. Crosswalks with protected signal phasing are provided across each leg of the Grand Union Boulevard/Foley Street intersection at the northeast corner of the Site. Crosswalks also are provided across the Harold Cohen Way and Assembly Marketplace legs of their intersection with Foley Street, and a crosswalk also is provided across the westerly leg of Foley Street. Further south, crosswalks are provided across each leg of the Harold Cohen Way/Auto Workers Way intersection, with the exception of the southerly leg. Harold Cohen Way is a raised “festival street” starting at this intersection and continuing to the south. The roadway and adjacent sidewalks are at the same grade with a multi-modal environment provided. A crosswalk also is provided across Auto Workers Way at its T-intersection with Grand Union Boulevard to the east.

Figure 2: Bicycle Infrastructure

375 Harold Cohen Way | Somerville, MA



Legend

- Bike Lanes
- Sharrow Pavement Markings
- Shared Path
- Blue Bikes Station
- Number of Bike Docks

Source: MassGIS

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Trip Generation / Mode Split

The Project will be a residential development with supporting ground-floor commercial uses also being provided. The rate at which any development generates traffic is dependent upon a number of factors such as size, location, and concentration of surrounding developments. The Trip Generation Manual⁶ published by the Institute of Transportation Engineers (ITE) categorizes these land uses and provides weekday daily, weekday morning, weekday evening, Saturday daily and midday peak hour unadjusted trip generation data for each use.

The Project consists of approximately 370,000 sf of total building space primarily devoted to residential space with approximately 12,914 sf of supporting commercial/retail space. Approximately 318 new residential units will be constructed starting on the third floor and continuing up to the eighth/top floor of the building. The second floor of the building will be used for parking, and the ground floor will be used for both parking and the commercial/retail uses along the northerly side of the building facing Foley Street. The approximately 12,914 sf of supporting ground-floor commercial space may be comprised of a single tenant or multiple different uses. No tenants have been secured at this time, but child daycare, restaurant, and retail uses are being targeted. The exact uses and their associated tenant space within the overall 12,914 sf of building space will be determined as the Project advances. For the purpose of this analysis, a representative mixture of tenants has been assumed.

Proposed Project-Generated Traffic

Trip generation estimates for the Project are based on standard ITE data. Specifically, trip generation estimates were projected using trip generation rates for LUC 221 (Multifamily Housing [Mid-Rise] – Not Close to Rail Transit: 4 to 10 stories), LUC 565 (Day Care Center), LUC 822 (Strip Retail Plaza [<40k]), and LUC 932 932 (High-Turnover [Sit-Down] Restaurant). While the Site is located less than 1,000 feet from Assembly Station, the “not close to rail transit” subcategory of LUC 221 was used to estimate trip generation. This was done as this subcategory has more data points than the “close to transit” subcategory. Mode splits based on local data also will be applied to the initial unadjusted trip generation estimates. Therefore, using the “close to transit subcategory” would result in the transit proximity being accounted for repeatedly in the analysis.

⁶ Trip Generation Manual, 11th Edition; Institute of Transportation Engineers (Washington, D.C.); 2021.

The Site currently is occupied by a 47-space surface parking lot which will be eliminated to accommodate the Project. While this use was active during the preparation of this document, no “credit” was taken for the traffic currently generated by this existing use. The overall unadjusted vehicle trip estimates for the Project are presented in Table 3.

Table 3 Project Trip Generation – Unadjusted Vehicle Trips

Time Period	Residential ¹	Daycare ²	Retail ³	Restaurant ⁴	Total Unadjusted Vehicle Trips
Weekday Daily					
Enter	735	149	209	118	1,211
Exit	<u>735</u>	<u>149</u>	<u>209</u>	<u>118</u>	<u>1,211</u>
Total	1,470	298	418	236	2,422
Weekday Morning					
Enter	29	37	10	12	88
Exit	<u>99</u>	<u>32</u>	<u>7</u>	<u>9</u>	147
Total	128	69	17	21	235
Weekday Evening					
Enter	82	33	22	12	149
Exit	<u>53</u>	<u>37</u>	<u>22</u>	<u>8</u>	<u>120</u>
Total	135	70	44	20	269
Saturday Daily					
Enter	709	19	184	134	1,046
Exit	<u>709</u>	<u>19</u>	<u>184</u>	<u>134</u>	<u>1,046</u>
Total	1,418	38	368	268	2,092
Saturday Midday Peak Hour					
Enter	65	7	15	13	100
Exit	<u>63</u>	<u>4</u>	<u>14</u>	<u>12</u>	<u>93</u>
Total	128	11	29	25	193

1 Based on ITE LUC 221 (Multifamily Housing [Mid-Rise] – Not Close to Rail Transit: 4 to 10 stories); 318 units.

2 Based on ITE LUC 565 (Day Care Center); 6,265 sf.

3 Based on ITE LUC 822 (Strip Retail [<40k]); 4,455 sf.

4 Based on ITE LUC 932 (High-Turnover [Sit-Down] Restaurant); 2,194 sf.

The values shown in Table 3 are the base unadjusted vehicle-trip estimates prior to the necessary adjustments for internal trip sharing, mode-splits, and other factors. The details of how these subsequent adjustments were made by each step are discussed in the following sections.

Person Trips

The unadjusted vehicle trips calculated using the ITE data were subsequently converted into person trips by applying national data for vehicle-occupancy rates for a variety of uses. This was done so that the national ITE-based data also would be converted to person trips using national data for consistency.

Internal Capture Trips

As described in the ITE Trip Generation Handbook, "because of the complementary nature of these land uses, some trips are made among the on-site uses. This capture of trips internal to the site has the net effect of reducing vehicle trip generation between the overall development site and the external street system (compared to the total number of trips generated by comparable land uses developed individually on stand-alone sites), an internal capture rate can generally be defined as the percentage of total person trips generated by a site that are made entirely within the site. The trip origin, destination, and travel path are all within the site."

Based on the methodology outlined in the ITE Trip Generation Handbook, internal capture rates were applied to the gross person trips. The resulting peak-hour person trip estimates for the Project are presented in Table 4.

Table 4 Project Peak-Hour Person Trips

Time Period	Residential ¹	Daycare ²	Retail ³	Restaurant ⁴	Net Person Trips
Weekday Morning Peak Hour					
Enter	35	66	18	24	143
<u>Exit</u>	<u>116</u>	<u>59</u>	<u>12</u>	<u>20</u>	<u>207</u>
Total	151	125	30	44	350
Weekday Evening Peak Hour					
Enter	97	60	40	25	222
<u>Exit</u>	<u>62</u>	<u>67</u>	<u>40</u>	<u>16</u>	<u>185</u>
Total	159	127	80	41	407
Saturday Midday Peak Hour					
Enter	77	12	27	26	142
<u>Exit</u>	<u>74</u>	<u>7</u>	<u>26</u>	<u>25</u>	<u>132</u>
Total	151	19	53	51	274

Note: Unadjusted vehicle trips from Table 3 converted to person trip generation estimates by land use with internal capture credits applied.

Mode Share

Mode shares will be applied to distinguish between vehicular, transit and pedestrian/bicycle trips to and from the Project Site. The mode shares to be used for this Project were developed considering multiple sources (primarily the Assembly Square Neighborhood Plan Update⁷).

The following sections discuss aspects of the Project which also should help promote a shift from single-occupant vehicles (SOV) as the predominant mode of travel near the Project Site.

⁷ Assembly Square Neighborhood Plan Update – Public Draft June 2022; Somerville Office of Strategic Planning and Community Development (Somerville, Massachusetts); June 2022.

Promotion of Transit Use

Access to public transportation will reduce demand for vehicular travel and parking spaces. There should be ample opportunities for this due to the proximity of the MBTA's Orange Line Assembly Station, which is less than a 1,000-foot walking distance from the Site.

As discussed later in this Mobility Management Plan (MMP), an on-site Transportation Demand Management (TDM) coordinator will provide a central commuter information center within the Project Site in a prominent location such as in a building foyer, or near garage elevators. This amenity will offer residents, employees, and visitors with transit maps and schedules and route information for pedestrians and cyclists. Additional details regarding the role of the TDM coordinator (who may be a Site employee, a representative from an approved Mobility Management Association, or a representative from a property management firm) will be discussed later in this document.

Parking Management

The parking ratio proposed for the Project is considerably lower than that found at other residential development sites in the greater Boston area and are comparable to average parking supplies for sites with reasonable access to public transportation. The parking supply has been carefully evaluated to meet the market and functional needs for the development while still being appropriately scaled.

As summarized earlier, 151 striped spaces are proposed within the two-level parking garage to be provided within the building. With 318 units proposed, this translates into a 0.47 space per unit parking ratio. By comparison, the Metropolitan Area Planning Council (MAPC) recently conducted a study⁸ of residential parking needs for 189 residential developments located within the greater Boston area. The data indicated that these sites had both an average and median parking supply of 1.0 spaces per unit, but an observed demand of only 0.73 parked vehicles per unit. Of the sites studied, at least 80 percent had a higher parking ratio than the 0.47 space/unit ratio proposed for the Project. The MAPC study included five sites located within the City of Somerville, and those had parking supply and demands which exceeded 1.0 spaces per unit. The Project's proximity to transit is expected to reduce the need for automobile parking. This is consistent with the MAPC study which indicated a peak parking demand of roughly 0.7 vehicles/unit for those sites located within one-half mile of transit. As noted earlier, this still is higher than the 0.47 space/unit parking supply which will be available for this Project Site. By providing this reduced supply the expectation is that residents will be encouraged to pursue other means of travel besides private automobile. This should be further encouraged through the controlled allocation of residential parking spaces, and the TDM plan discussed later in this evaluation.

All parking will be unbundled⁹ from tenant leases, and in turn future residents will have the choice of if they will require parking. The need for having an automobile should be significantly reduced due to the proximity to the MBTA Orange Line Assembly Station and nearby bus network. The overall Assembly Square District continues to evolve with ongoing improvements to pedestrian and bicycle accommodations which will reduce reliance on automobile travel.

⁸ Metro Boston Perfect Fit Parking Initiative – Phase II Report, Metropolitan Area Planning Council, Boston, Massachusetts, July 2019.

⁹ Parking spaces rented, leased, or sold as an option rather than a requirement of the rental, lease, or purchase of a dwelling unit or non-residential floor space (as defined by Somerville's Zoning Ordinance).

Project Mode Share

Mode shares will be applied to distinguish between vehicular, transit and pedestrian/bicycle trips to and from the Project Site. The mode shares to be used for this Project were developed primarily based on the Assembly Square Neighborhood Plan Update¹⁰. The resulting mode shares used for this analysis are presented in Table 5.

Table 5 Mode Share

Use	Vehicle	Transit	Bike/Walk
Residential	43%	47%	10%
Daycare	50%	25%	25%
Retail	50%	25%	25%
Restaurant	50%	25%	25%

Source: Assembly Square Neighborhood Plan Update – Public Draft June 2022; Somerville Office of Strategic Planning and Community Development (Somerville, Massachusetts); June 2022 and December 4, 2020 working group slides.

Regardless of the benefits for transit, biking, and walking that are present or under construction in the area, evaluating the maximum vehicular traffic that could be on the study area roadways in the future is critical in confirming the adequacy of the street network to accommodate this traffic.

Pass-By Trips

Pass-by trips for retail and restaurant uses (as well as for daycare) are attracted to the Project Site as they pass through the area. The rate at which pass-by trips are attracted to a site is highly dependent on the type of land use at that site, the proximity of the site to major traffic corridors, and the location and type of nearby land uses. To be consistent with the City of Somerville's Transportation Impact Study (TIS) Guidelines¹¹, a 25 percent pass-by rate has been assumed for all peak periods. This results in an extremely conservative estimation of new trips, as the supporting uses envisioned will be mostly dependent on existing traffic already in the area or employees already at the Site.

Project-Generated Trips

The mode share and local average vehicle occupancy were applied to the person trips to estimate net new trips by mode, and then the pass-by adjustments noted above were applied to the vehicle trips generated by the retail, child daycare, and restaurant portions of the Project. Tables 6 and 7 summarize the net new trips by mode and net new vehicle trips by use, respectively.

¹⁰ Assembly Square Neighborhood Plan Update – Public Draft June 2022; Somerville Office of Strategic Planning and Community Development (Somerville, Massachusetts); June 2022.

¹¹ Transportation Impact Study (TIS) Guidelines, City of Somerville Mobility Division, October 2022 (updated August 23, 2023).

Table 6 Project-Generated Peak-Hour Trips by Mode

Time Period	Vehicle ^a	Transit	Bike/Walk
Weekday Morning			
Enter	39	41	28
<u>Exit</u>	<u>65</u>	<u>74</u>	<u>33</u>
Total	104	115	61
Weekday Evening			
Enter	60	65	34
<u>Exit</u>	<u>46</u>	<u>50</u>	<u>30</u>
Total	106	115	64
Saturday Midday Peak Hour			
Enter	36	42	18
<u>Exit</u>	<u>33</u>	<u>39</u>	<u>15</u>
Total	69	81	33

Note: Trip generation estimates by mode with internal capture applied.

a Vehicle trips include pass-by trips.

The proposed Project-generated vehicle trips shown in Table 6 are likely overstated due to the limited parking supply and conservative vehicle mode share assumptions. The breakdown of these trips by use is provided in Table 7.

Table 7 Project-Generated Peak-Hour Vehicle Trips by Use

		Daycare ²		Retail ³		Restaurant ⁴		
	Residential	New	Pass-By	New	Pass-By	New	Pass-by	Total New Vehicle Trips ^a
Weekday Morning Peak Hour								
Enter	13	14	4	3	1	3	1	33
<u>Exit</u>	<u>43</u>	<u>12</u>	<u>4</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>59</u>
Total	56	26	8	4	2	6	2	92
Weekday Evening Peak Hour								
Enter	33	12	4	6	2	2	1	53
<u>Exit</u>	<u>21</u>	<u>14</u>	<u>4</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>39</u>
Total	54	26	8	10	4	2	2	92
Saturday Midday Peak Hour								
Enter	26	2	1	3	1	2	1	33
<u>Exit</u>	<u>26</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>30</u>
Total	52	3	2	5	2	3	2	63

Note: Vehicle trip generation estimates by land use with internal capture credits and pass-by applied.

As shown in Table 7, the Project is expected to generate a total of 92, 92, and 63 new vehicle trips during the respective weekday morning, weekday evening, and Saturday midday peak hours. The anticipated vehicle trip generation presented above is based on the existing auto

usage for this area, currently estimated at 43-percent for the primary residential use of the Site and 50-percent for the supporting commercial uses.

Mode Share Commitment

Although the Proponent is not required under the Former SZO, the Proponent is committed to making reasonable efforts to achieve the City's goal to control the percentage of trips by automobile at 50 percent or less, consistent with the updated Somerville Zoning Ordinance adopted on December 12, 2019. [This is being done even though the Project is being permitted under the requirements of the prior City of Somerville Zoning Ordinance, codified through Ordinance No. 2018-03, adopted March 8, 2018 (with online content updated on July 10, 2018).] In combination with the proposed pedestrian and bicycle improvements and availability of public transportation, and ongoing improvements to the overall walkability of Assembly Square, the measures outlined in this MMP are anticipated to help decrease the percentage of trips made by automobile to below 50-percent, with the goal of reaching 25-percent automobile mode share by 2040. The nature and details of any necessary additional reasonable efforts to be undertaken by the Proponent will be determined through consultation with the City of Somerville, Mobility Division. The measures could involve amplifying existing programs or introducing new measures.

Trip Distribution

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 residential component of the Project previously was derived from U.S. Journey-to-Work census data (2012-2016) for the City of Somerville. Due to their comparatively smaller sizes, the trip distribution for the supporting uses is assumed to follow similar trip distribution patterns as the primary residential use. The resulting trip distribution is presented in Table 8.

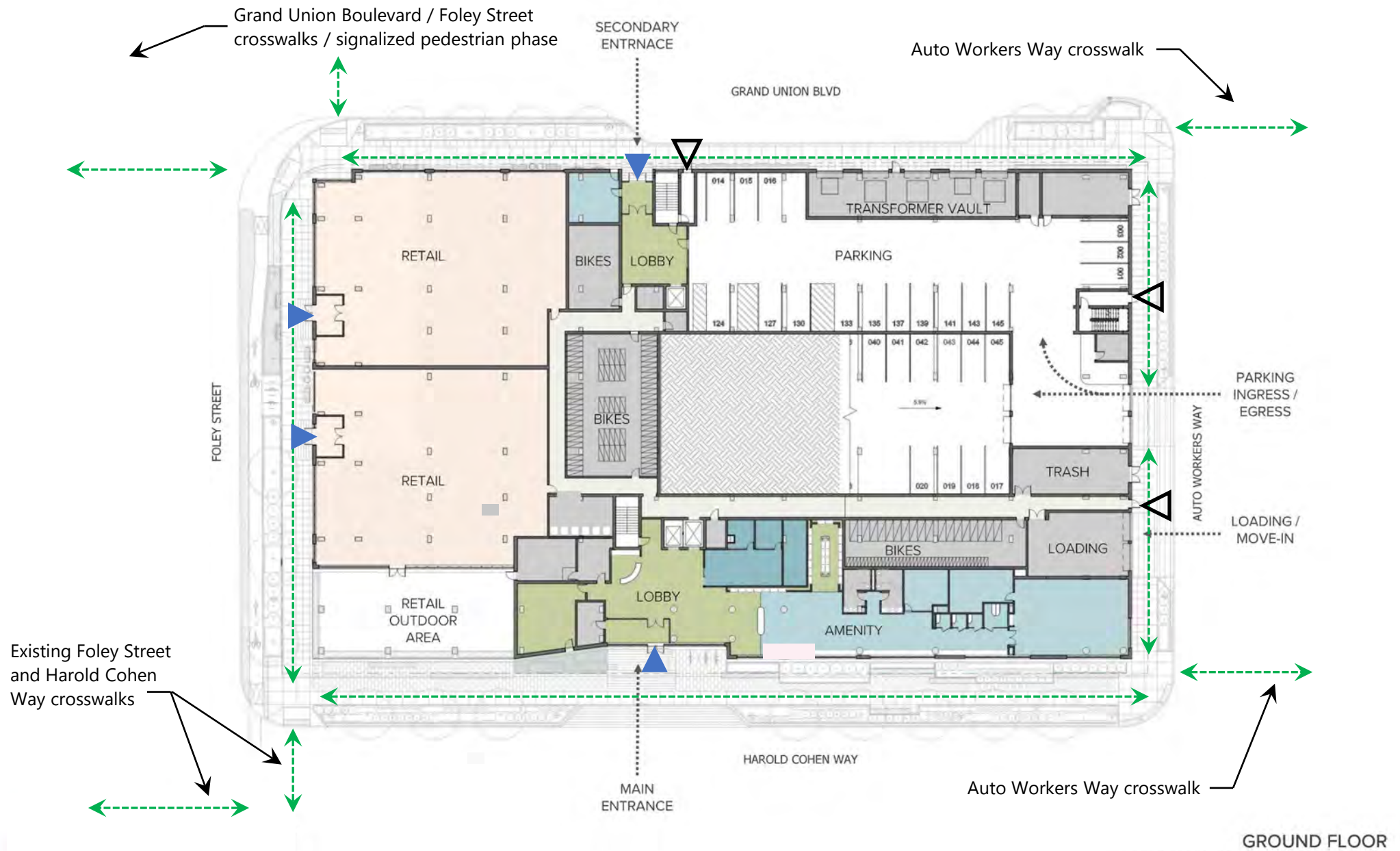
Table 8 Regional Trip Distribution Summary

Travel Route	Direction	Arriving	Departing
I-93	north	13%	14%
I-93	south	30%	32%
Route 28	north	4%	4%
Route 28	south	27%	27%
Broadway	north	12%	3%
Mystic Avenue	north	4%	12%
Mystic Avenue	south	9%	7%
<u>Local Roadways</u>	<u>south</u>	<u>1%</u>	<u>1%</u>
Total		100%	100%

Source: US Census data (2012-2016).

All vehicular traffic approaching the Project Site will enter and exit via the sole garage driveway on Auto Workers Way, as shown in Figure 3. The anticipated pedestrian and bicycle Site access pathways are presented in Figures 4 and 5. It also should be noted the underlying base plans depict the proposed 12,914 sf of ground floor retail/commercial space being occupied by two

tenants. As noted earlier, this space ultimately could be comprised of a single tenant, or multiple smaller tenants. The layout shown is based on one representative possibility of this space being used by only two tenants, though the underlying analysis in this MMP assumed separate daycare, restaurant, and retail uses so as to provide for a conservative analysis. The exact configuration of the tenant spaces and their building access from the adjacent sidewalks will continue to be coordinated with the City of Somerville staff.



Existing Foley Street and Harold Cohen Way crosswalks

Pedestrian circulation

Note: retail space building entrances subject to change depending on needs of final tenant(s); to be coordinated with City staff.

Principal Building Entrance (general location; see architectural plans for detail)

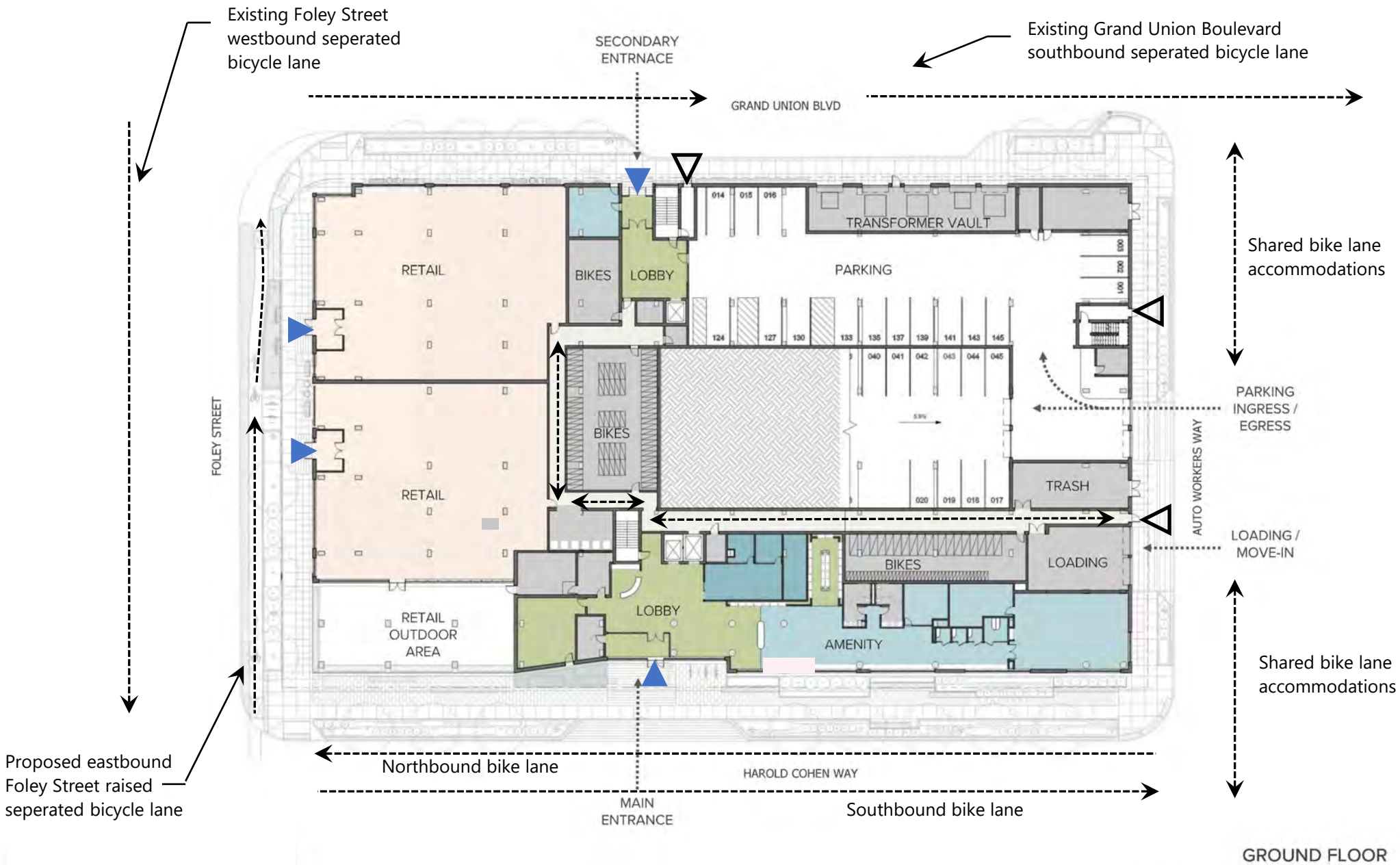
Secondary Building Entrance (general location; see architectural plans for detail)



Figure 4
Pedestrian Access

375 Harold Cohen Way
Somerville, Massachusetts





Note: retail space building entrances subject to change depending on needs of final tenant(s); to be coordinated with City staff.

- ▲ Principal Building Entrance (general location; see architectural plans for detail)
- ▲ Secondary Building Entrance (general location; see architectural plans for detail)

←---→ Bicycle circulation



3

Proposed Programs and Services

As discussed in Section 1, although an MMP is not required by the Former SZO, the Proponent proposes certain commitments as a good faith effort to reduce motor vehicle trips related to the Project and encourage residents, employees, and visitors to walk, ride a bike, or take transit. As noted earlier, the Project permitting is being undertaken following the requirements of the City of Somerville Zoning Ordinance, codified through Ordinance No. 2018-03, adopted March 8, 2018 (with online content updated on July 10, 2018). The purpose of a MMP for master planned development, as stated in the submittal requirements for MPSP MMPs, is to help ensure that master developers are fully aware of the mobility management responsibilities of future property owners, tenants, and employers and that advanced notice is provided to future property owners, tenants, parking facility operators, and property management firms of the operational expectations necessary for successful plan implementation.

The following summarizes the Current SZO requirements for MMPs depending on the use proposed. As noted above, while these are not requirements associated with the Former SZO related to the Project, the Proponent will be undertaking the relevant good-faith efforts to achieve the goals of the MMP.

- › Property owners of buildings with 50,000 sf or more of commercial space OR multi-tenant buildings that in combination have fifty (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;
 - Un-bundled 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; and
 - Posted mobility management information.
 - › Property owners of a residential building with twenty (20) or more dwelling units *must provide* the following:
 - Posted mobility management information;
 - Distributed mobility management information; and
 - Unbundled parking (spaces rented, leased, or sold as an option rather than a requirement of the rental, lease, or purchase of a dwelling unit or non-residential floor space).

The following sections outline the MMP responsibilities and commitments for the various stakeholders of the proposed Project, including the Proponent (property owner), future tenants and property management firm(s). While best efforts have been made to assign these commitments accordingly, as tenant specific MMP policies are drafted, specific duties outlined below may be fulfilled by other stakeholders.

Proponent / Property Owner Commitments

The following section describes the responsibilities and commitments of the Property Owner (Proponent) to implement in regard to MMP measures. Alternatively, select duties outlined below may ultimately be fulfilled by a property management firm on behalf of the Proponent.

Transportation Management Association (TMA) Involvement

The Proponent will become a member of Assembly Connect, Assembly Square's Transportation Management Association. The Proponent already is an active Assembly Connect member for the overall Assembly Row development. The commitment for this individual building will be satisfied no later than the issuance of the initial Certificate of Occupancy for any development component of the Project.

Transportation Coordinator

An on-site TDM coordinator will be designated for the Project. Alternatively, a representative from an approved Mobility Management Association or a representative from the property management firm may be appointed in place of an on-site TDM coordinator. The work location and contact information for the TDM Coordinator will be provided to the Director of Mobility Division (the "Director") prior to the issuance of a Certificate of Occupancy. This person may be the residential building manager, a manager of one of the commercial facilities, or other

individual serving a dual role in another job on the Project Site. Due to the comparatively small size of the commercial space and its employee counts, this role likely will fall to the residential building manager, though these other options remain.

The person(s) in this role will coordinate with other organizations within Assembly Square to help promote a reduced reliance on single-occupant motor-vehicle travel to the Project Site. To that end, the TDM measures identified in the following sections will be implemented under the direction 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 will include, but not be limited to:

- › Assisting site employees with ride matching and transportation planning;
- › Developing and implementing appropriate TDM measures;
- › Disseminating information on alternate modes of transportation and developing transportation related marketing and education materials;
- › Host occasional mobility management educational meetings for residents and Site employees (both the content of this meeting and associated posted material shall be provided to the Director for review and approval prior to the issuance of a Certificate of Occupancy);
- › Developing and maintaining information pertaining to pedestrian and cycling access to and from the Project Site;
- › Distributing transit maps and passes;
- › Provide on-site real time transit information, consisting of connected TransitScreen displays (or equivalent service) in the building lobby.

Ride-Sharing Services

The Project's parking needs will be lessened due to the nearby availability of public transit currently provided in the area. Furthermore, alternate means of travel, such as taxi, private ride services (Uber, Lyft, and others) should continue to reduce the parking needs for this 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.

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, visitors, and patrons travelling to and from the Project Site. The following plan first addresses general MMP measures that apply to the primary residential use of the Site and then that associated with any tenants that have 50 or more employees. Select duties outlined below may alternatively be fulfilled by property management team or Proponent's appointed TDM coordinator on behalf of the tenants.

As there may be multiple tenants located within the Site, these MMP commitments will need to be included as part of the lease language between commercial tenants and the property owner. Any tenants with more than fifty (50) employees also will 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. While it is not anticipated that any of the three individual tenants' spaces will exceed this threshold, the following measures are being established to allow for that to occur.

General Tenant Measures

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

Transportation Coordinator

An on-site TDM coordinator will be designated for each commercial 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's overall TDM to help promote a reduced reliance on single-occupant motor-vehicle travel to the Project 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:

- › Assisting employees with ride matching and transportation planning;
- › Disseminating information on alternate modes of transportation and developing transportation related marketing and education materials;
- › Disseminating information pertaining to pedestrian and cycling access to and from the Project Site;
- › Distributing transit maps and passes; and
- › Hosting an annual mobility management educational meeting for employees.

In addition to the general TDM measure outlined above, the following use-specific programs for the residential and supporting commercial uses also will be provided.

Residential Building

In addition to providing a pedestrian friendly, mixed-use transit-orientated environment, the Proponent will enact a variety of additional strategies to reduce the need for automobile trips by residents. Several of the TDM measures to be implemented for the Project Site will be attractive to new residents. Specifically, the provision of secured bicycle storage, bicycle racks, pedestrian walkways, and proximity to public transportation, including several bus lines and the nearby MBTA Orange Line Assembly Station should help to minimize the need for vehicular travel and parking space dependency. The following specific measures will be undertaken as part of the operation of the residential garage:

- › The Project parking will be unbundled from residential leases, which will require that residents rent or lease spaces separately, as opposed to have parking being included as part of the rental of a unit. The Proponent will also offer short-term parking lease agreements in addition to standard yearly leases of space.

- › At least 10% of the total parking spaces within the garage will be equipped with Level 2 Chargers (or then current technology) when the garage opens for occupancy. An additional 40% of the garage spaces will be EV Ready spaces. This will include identifying future conduit paths through the garage to each EV-ready space with the future location of Level 2 EV chargers being shown. Documentation also will be provided demonstrating transformer capacity (or the ability for that to be provided when needed) and adequate space within the electrical panel.
- › A single on-site real time transit information board will be provided in the building lobby most proximate to public transportation. The residential component of the Project also will need to post and distribute mobility management information. The physical posting of any notable information not shown on the transit board will be handled by the building manager, and the information will be provided within either a bulletin board or wall display case to be provided in the residential lobby. These boards/cases will display MBTA maps and schedules for busses in the Assembly Square area and for the MBTA Orange Line. Maps showing bicycle and pedestrian facilities in the vicinity of the Site also will be posted. Similar information identifying the locations of nearby car-sharing stations, Bluebikes stations, and the availability of carpool/vanpool opportunities also will be posted. The initial posting of this information will be done by the Proponent prior to the issuance of the Certificate of Occupancy.
- › Yearly emails with this information also will be sent to Site residents with additional emails sent if there are any notable changes to public transportation schedules, bicycle/pedestrian infrastructure, or the availability of ride-share or car-share services in the area.
- › To help promote biking, a bicycle repair facility will be provided within one of the proposed bike rooms.

Commercial/Retail Tenants

The Proponent will be constructing complementary uses at the ground floor level of the proposed building. While tenants have not yet been secured, these uses are expected to include up to 12,914 sf of building space. For the purpose of this MMP, it is assumed that approximately 6,265 sf of this space will be devoted to a child daycare, approximately 2,194 sf to a restaurant, and approximately 4,455 sf to a general retail use. As noted earlier, it is possible that this 12,914 sf of building space may be comprised of a single tenant, or multiple smaller tenants. The mixture noted above is a representative example of the types and sizes of ground floor uses which may be provided. These uses will be located on the ground floor of the building facing Foley Street. As these types of businesses are generally smaller in size than larger destination-oriented retail, there will not be the same levels of TDM opportunities as would be available with larger employers. However, employees who work on the Project Site will be able to take advantage of the transportation guidance and programs coordinated by the on-Site TDM coordinator. This should still have a positive impact on reducing single-occupant vehicle travel at the Site. While each tenant is anticipated to have a relatively small number of employees, the MMP measures for any of these tenants which may have more than fifty (50) employees may include the following:

- › Ride matching services and transit information provided by the on-site TDM coordinator;
- › Tenants will subsidize MBTA transit passes by 90-percent of the pass cost for its full-time employees, up to the federal maximum Qualified Transportation Fringe benefits per current U.S. Internal Revenue Service Code. A copy of the lease agreement language specifying this

will be provided to the Director for review prior to the issuance of the tenant's build-out Certificate of Occupancy;

- › In tenants' lease agreements the Proponent will make best efforts to require that tenants enroll in the Bluebikes Bike Share Corporate Partner Program and subsidize annual Bluebikes memberships at the Gold subsidy level; and
- › Offer direct deposit to employees.

Property Management Firm

The following sections discuss the TDM duties expected to be fulfilled by the property management firm.

Monitoring and Annual Reporting

The Property management firm will conduct annual travel surveys as required. These surveys will be developed through consultation with the City to determine the number of Project Site employees utilizing public transportation, those traveling to the Project Site 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.

The annual update to the MMP, to be submitted to the City, will include the following components.

- › Annual travel survey of employees;
- › Annual reporting of parking utilization for the parking garage. This will be done through an inventory to be conducted for a representative weekday late evening period when it can reasonably be assumed that the combined peak parking demand for residents would occur;
- › Biennial (every other year) counts of entering and exiting automobile trips for the parking garage; and
- › A status summary of the MMP in place at the Site will be provided.

In keeping with standard practices for the City of Somerville, all the monitoring outlined above will occur during the months of April/May or September/October, unless other time periods are pre-approved by the City.

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. The Proponent will continue to coordinate with the City and the Assembly Connect TMA in an effort to reach towards the 2030 and 2040 future trip reduction goals of 37.5% and 25% automobile mode shares, respectively, established by SomerVision 2040.

In addition, the Proponent commits to continued participation in the Assembly Connect TMA and investigating opportunities at this new development Site to support TMA goals, specifically to increase non-automobile mode share.



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

THOMAS F. GALLIGANI, JR.
EXECUTIVE DIRECTOR

November 15, 2024

Sarah Forde Rogers
Senior Director, Development
Federal Realty
455 Grand Union Blvd Suite 600
Somerville MA 02145

Dear Ms. Rogers,

This letter is the Preliminary Decision of the Director of Mobility for the Mobility Management Plan ('MMP') submitted by Development Federal Realty (the 'Applicant') for 375 Harold Cohen Way (Block 9). 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 construct 370,000 gross square foot (sf) mixed use development on 1.43 acres of land located in the Assembly Square Mixed Use (ASMD) zoning district. The proposed eight story building will include approximately 318 residential units comprising a mix of studio, one bedroom, and two-bedroom units. These will be located within floors three through eight of the building. The ground floor of the building also will feature approximately 12,914 square feet (sf) of retail/commercial uses. The development proposes 151 parking spaces and 151 secure long term bicycle parking spaces.

The project, as part of a Planned Unit Development (PUD) Preliminary Master Plan approved prior to the current zoning ordinance, may be developed in accordance with the provisions of the Somerville Zoning Ordinance in effect as of August 1, 2019 (the "Former SZO"). Per section 6.4.11 of the Former SZO a TDM plan is required for a Special Permit with Site Plan Review ("SPSR-A") under an existing PUD in the Assembly Square Mixed-Use District. The current Mobility Management Plan submittal guidelines maintained by the City's Mobility Division represent the required scope and procedures for a TDM plan that meets this requirement.

The purpose of a MMP for master planned development is to ensure that proponents are fully aware of the mobility management responsibilities of future property owners and tenants and that advanced notice is provided to future property owners, tenants, parking facility operators, and property management firms of the operational expectations necessary for successful plan implementation.



Due to the size of the ground floor retail/restaurant spaces, the future tenants of these spaces may not meet the fifty (50) employee threshold to trigger individual MMP requirements – making the property owner primarily responsible for implementation of the required mobility management programs and services. Annual reporting will be necessary to verify the cumulative employee count each year and implementation of programs & services required of the property owner and/or retail/restaurant tenants should this threshold be exceeded.

Plan Commitments

The Applicant has 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 has made the following commitments in relation to the programs and services *required for buildings with fifty thousand (50,000) square feet or more of commercial space and for multi-tenant buildings where the tenants, in combination, have fifty (50) or more employees*:

- To provide an on-site transportation coordinator.
- To post and distribute mobility management information.
- To host an annual mobility management education meeting for tenants and their employees.
- To un-bundle the rental or lease of parking spaces.
- To offer preferential carpool and vanpool parking.

The Applicant has committed to require in all commercial lease agreements for all future tenants:

- Qualified transportation fringe benefits for employees.
- A guaranteed ride home program for employees.

The Applicant has committed to require in all commercial lease agreements for all future tenants with 50 or more employees:

- To provide an on-site transportation coordinator.
- To post and distribute mobility management information.
- To host an annual mobility management education meeting for tenants and their employees.
- Qualified transportation fringe benefits for employees.
- A guaranteed ride home program for employees

Additionally, all tenants with 50 or more employees must submit their own Mobility Management Plan and provide for their employees all programs and services required by the Somerville Zoning Ordinance of employers with 50 or more employees.

The Applicant has made the following commitments in relation to the programs and services required for property owners of commercial parking facilities:

- To provide preferential parking locations for carpool/vanpool.
- To post mobility management information.

Additional Programs and Services Proposed by Applicant

In addition to the above, the Applicant has committed to the following additional programs & services:

- To become a member of Assembly Connect, Assembly Square's Transportation Management Association, for this individual building. The Proponent already is an active Assembly Connect member for the overall Assembly Row development.
- For tenants to include employer based TDM measures to include the following programs:
 - Ride matching services and transit information provided by the on-site TDM coordinator
 - Tenants will subsidize MBTA transit passes by 90-percent of the pass cost, up to the federal maximum Qualified Transportation Fringe benefits per current U.S. Internal Revenue Service Code. A copy of the lease agreement language specifying this will be provided to the Mobility Division Director for review prior to the issuance of the tenant's build-out Certificate of Occupancy
 - In tenants' lease agreements the Proponent will make best efforts to require that tenants enroll in the Bluebikes Bike Share Corporate Partner Program and subsidize annual Bluebikes memberships at the Gold subsidy level; and
 - Offer direct deposit to employees.
- At least 10% of the total parking spaces within the garage will be equipped with Level 2 Chargers (or then current technology) when the garage opens for occupancy.
- An additional 40% of the garage spaces will be EV Ready spaces. This will include identifying future conduit paths through the garage to each EV-ready space with the future location of Level 2 EV chargers being shown. Documentation also will be provided demonstrating transformer capacity (or the ability for that to be provided when needed) and adequate space within the electrical panel.
- To help promote biking, a bicycle repair facility will be provided within one of the proposed bike rooms.

Mobility Division Comments & Approval Conditions

The following conditions represent many of the standard conditions the City applies to commercial developments as important TDM measures, as well as some that are specific to the uses proposed by the Applicant. These conditions will further help to reduce SOV travel, and motor vehicle trips generated by the project, and help the City reach its mode shift, transportation safety, and climate goals outlined in SomerVision 2040, Vision Zero, and Somerville Climate Forward.

- **CONDITION #1:** *The Applicant (or their designated parking facility operator) will operate the parking garage as a Commercial Parking Facility and will offer, at minimum, hourly, daily (weekday and weekend), overnight, and monthly parking rental options at local market rates to general public, inclusive of site residents, 24 hours per day, 7 days per week, and 365 days per year. Residents must pay market rate directly for parking and must be made aware of different parking pass options at the point of sale and through the distribution of mobility management information.*

- **CONDITION #2:** *The Applicant (or their designated parking facility operator) must manage the Commercial Parking Facility so that the various required parking pass options remain generally available to the public, inclusive of residents. Any reserved parking spaces are subject to a 200% market rate price premium. Applicant will submit details on all parking rates offered in the commercial parking facility as well as detailed historical parking occupancy and passholder sales data with annual reporting so that the utilization of the garage may be evaluated. Applicant may adopt operational measures to meet existing passholder obligations but shall always seek to maximize utilization of parking spaces and shall ensure that an allocation of spaces remains for daily and hourly parking.*
- **CONDITION #3:** *In any lease agreement with all future residents, the Applicant shall unbundle the sale or lease of parking spaces by charging residents separately for the use of such spaces. Standard lease agreement language and/or standard for-sale agreement language for unbundled parking must be approved by the Director prior to the issuance of any Certificate of Occupancy. To verify ongoing conformance, the property owner must provide either a copy of executed lease agreements, executed for-sale agreements, or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease, for-sale, or other agreement.*
- **CONDITION #4:** *The Applicant will charge no less than the demonstrated market rate for all parking spaces for a similar time period within a reasonable market radius. This condition does not apply to car share vehicle parking spaces. Standard lease agreement language and/or standard for-sale agreement language for market rate parking must be approved by the Director prior to the issuance of any Certificate of Occupancy. To verify ongoing conformance, the property owner must provide either a copy of executed lease agreements, executed for-sale agreements, or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease, for-sale, or other agreement.*
- **CONDITION #5:** *Posted and distributed mobility management information must be reviewed and approved by the Director of Mobility prior to the issuance of any Certificate of Occupancy for the building. 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 #6:** *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 #7:** *At least 2 vehicle parking spaces must be signed, designated, reserved, and made available for car share vehicles at no cost to a car share service provider. Spaces may be brought online at the discretion of the car share service provider. Notification of available spaces*

to car share service providers must be documented prior to the issuance of any Certificate of Occupancy and in annual reporting. Applicant may choose instead to provide their own vehicles and reservation system for on-site car sharing spaces.

- **CONDITION #8:** *At least 25% of the vehicle parking spaces, rounded to the nearest whole number, must be equipped with Level 2 Chargers when the garage opens for occupancy. The remaining 75% of garage vehicle parking spaces, 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.*
- **CONDITION #9:** *On-site real time transit information is required, consisting of connected two (2) TransitScreen displays (or equivalent service). One (1) shall be located inside the residential building lobby or common area near the principal entrance. One (1) shall be located inside the retail space or incorporated into the building facade, so that it is facing and visible to the adjacent public sidewalk on Grand Union Boulevard. Details on the locations of all real time transit information screens will be submitted to the Director for approval prior to the issuance of a building permit for any portion of the Project.*
- **CONDITION #10:** *The Applicant will provide a stored value MBTA Charlie Card, with the value of a 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 month 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.*
- **CONDITION #11:** *The Applicant will provide a one-month Bluebikes bike share membership (currently set at \$30.50 but subject to bike share 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 bike share memberships total per household are required. This requirement renews each time a new household moves in to incentivize new households to use the bike share system.*
- **CONDITION #12:** *The Applicant will sponsor, and identify a location for, a new city owned 19-dock Bluebikes bike share station to be located on the Applicant's property or a city approved location in the public ROW on the sidewalk. Location must be identified on building plans prior to the issuance of building permits. Station must be installed prior to issuance of any Certificate of Occupancy.*
- **CONDITION #13:** *Rather than 50%, the Applicant's initial vehicle mode share commitment will be 30% so that it is consistent with the existing commuting characteristics in Census Tract 3501.06. 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 #14:** *The property owner must have a signed contractual agreement become a dues-paying member of Assembly Connect TMA. Proof of membership must be submitted to the Director prior to the issuance of the any Certificate of Occupancy for the site.*
- **CONDITION #15:** *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.*

Monitoring and Reporting

The property owner has committed to Annual Reporting to track, assess, and report on the implementation of the Mobility Management program as required by the Director's submittal requirements, which include:

- Annual travel surveys of employees of participating non-residential tenants.
- Annual reporting of parking utilization and operations for any Commercial Service Vehicular Parking facility
- 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.

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,

A handwritten signature in blue ink, appearing to read 'Brad Rawson', with a long, sweeping horizontal stroke extending to the right.

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