



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

THOMAS F. GALLIGANI, JR.  
EXECUTIVE DIRECTOR (ACTING)

October 13, 2022

Welch Liles  
Asana Partners  
1616 Camden Road  
Suite 210  
Charlotte, NC 28203

Dear Mr. Liles,

This letter is the Final Decision of the Director of Mobility for the Mobility Management Plan ('MMP') submitted by Asana Partners (the 'Applicant') for the Davis Square Plaza Redevelopment (58 Day Street, 256-260 Elm Street, and 274-280 Elm Street) as required by §11.4 Mobility Management of the Somerville Zoning Ordinance (SZO). The decision is an **Approval with Conditions**. This letter details the conditions necessary for the successful implementation of your plan.

### Background & Applicability

The Applicant proposes to redevelop Davis Square Plaza located at 58 Day Street, 256-260 Elm Street, and 274-280 Elm Street. The redevelopment is proposed to include major renovations of one of the existing buildings and the demolition and reconstruction of the other building. The new development would result in roughly 120,000 square feet (sf) across the two buildings, which would be comprised of approximately 20,300 sf of retail space, approximately 59,400 sf of lab space, and approximately 39,600 sf of office space. The proposed development also proposes to provide 15 long-term bicycle parking spaces and four short-term bicycle parking spaces.

The project is split into two phases, as described below:



**Table 1: Proposed Development Phases**

<b>Phase 1: 256-260 Elm Street</b>	
<b>Use</b>	<b>Total SF</b>
Retail	11,200
Lab	41,700
Office	27,800
<b>Phase 2: 58 Day Street/274-280 Elm Street</b>	
<b>Use</b>	<b>Total SF</b>
Retail	9,100
Lab	17,700
Office	11,800

No new motor vehicle parking would be constructed as part of the proposed development. The MMP submitted by the Applicant in August 2022 proposed to lease 40 parking spaces for use by employees of the development in the surface parking lot located at 55 Day Street. This would have been a non-conforming use under the SZO. The Mobility Division does not support accessory parking at commercial developments and, in the case that parking is created, the City works with Applicants to create commercial parking that serves as a shared resource for residents, visitors, and employees of the area. **The Applicant revised their initial proposal, and the project no longer includes off-site accessory parking. As described in Condition #1, below, future submittals of development review application materials should include this updated project description.**

The proposed building will meet the fifty thousand (50,000) square feet commercial space threshold to trigger MMP requirements of the property owner. Due to the size of the building, one or more future tenants may trigger the requirements of individual employers with more than 50 employees. **The property owner shall require qualifying future tenants to provide required mobility management programs and services through lease agreements.**

## Plan Commitments

### Programs and Services Required by Somerville Zoning Ordinance

The following section details the baseline Mobility Management programs and services that are required by the Somerville Zoning Ordinance ('SZO') for all applicants submitting a Mobility Management Plan.

In relation to the mode share commitment requirement for all mobility management plans **the Applicant must make the following mode share commitment:**

- 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.

In relation to the programs and services required for commercial property owners of 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, **the Applicant must make the following commitments to provide for their tenants:**

- To provide an on-site transportation coordinator and to identify the workspace location or office and contact information for the on-site transportation coordinator prior to occupancy of the building.
- To post and distribute mobility management information, including information pertaining to pedestrian, cycling and transit access to the Project Site.
- To host an annual mobility management education meeting for tenants and their employees.
- To un-bundle the rental or lease of parking spaces from the rental or lease of floor space.
- To provide preferential carpool and vanpool parking, with spaces located nearest to building entrances within the parking garage as a convenience to commuters and to promote ridesharing.
- To provide an annual mobility management meeting for tenants and their employees.

In relation to the programs and services required for commercial property owners of 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, the **Applicant has committed to require their tenants, in all commercial lease agreements for all future tenants of any size, to:**

- To provide their employees with Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code.
- To provide their employees with a guaranteed ride home service.

In relation to the programs and services required for commercial uses with 50 or more employees, the **Applicant must commit to require, in all commercial lease agreements for all future tenants with 50 or more employees:**

- To 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.
- To provide their own on-site transportation coordinator and to identify the workspace location or office and contact information for the on-site transportation coordinator prior to occupancy of the building.
- To both post and distribute mobility management information, including information pertaining to pedestrian, cycling and transit access to the Project Site.
- To provide their employees with Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code.
- To provide their employees with a guaranteed ride home service.
- To host an annual mobility management education meeting for their employees.

### Mobility Division Comments & Approval Conditions

As stated above, the project is not constructing new motor vehicle parking and is not proposing to lease motor vehicle parking for future employees. Given the location of the project in Davis Square, approximately 350 feet from the MBTA Red Line station, the Mobility Division fully supports the project as a no parking retail/lab/office development.

The following additional transportation demand management measures will help the applicant achieve their mode share goals.

- **CONDITION #1:** *This conditional MMP approval is contingent on submittal of final Development Review Application materials showing plans and a proposed project that does not include any motor vehicle parking – either on- or off-site.*
- **CONDITION #2:** *Tenant employees must pay market rate for any parking spaces provided by their employer. This condition shall not preclude the Applicant, tenant, or employees from participating in the City's business parking permit program. To verify ongoing conformance, the property owner must provide either a copy of executed lease agreements or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease or other agreement.*
- **CONDITION #3:** *In the event that a Transportation Management Association or equivalent cooperative district management entity is established for Davis Square, the Applicant shall demonstrate consistency with the new organization's Transportation Demand Management (TDM) services and must offer equivalent TDM services; this condition may be fulfilled by the Applicant joining the new organization as a dues-paying member.*
- **CONDITION #4:** *For the purpose of reducing daily peak-hour vehicle trips, the Applicant shall, to the extent practicable, work with leasees, the City of Somerville's Economic Development Division, and the community to develop strategies to advertise employment opportunities and seek qualified candidates that live within Somerville. The Applicant shall provide annual reports of data on the compliance with this condition, including but not limited to employee's daily trip place of origin data (i.e., home city/town), and other relevant information as required by the Director of Mobility.*
- **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.*
- **CONDITION #6:** *On-site real time transit information is required, consisting of two connected TransitScreen displays (or equivalent service. One (1) screen shall be located inside the lobby near the pedestrian entrance located on Elm St. One (1) screen shall face the exterior of the building so that it is visible to those on the sidewalk abutting the site. The public facing screen may be incorporated directly into the building façade if desirable or may be placed at the reconstructed bus stop along Washington Street. 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 the site.*
- **CONDITION #7:** *At least one (1) bicycle repair facility must be provided for tenant employees in a convenient location such as the bike storage room. Locker rooms with shower facilities must be provided for tenant employees and can be provided in a single space for all building users, in spaces for each tenant, or in multiple spaces shared amongst tenants. Locker room and shower capacity must meet expected employee demand and must be expanded as necessary to meet actual employee demand.*

- **CONDITION #8:** *Rather than 50%, the Applicant's initial vehicle mode share commitment will be 40% so that it is consistent with and no more vehicle dependent than the existing commuting characteristics in the census tract. The Applicant will implement additional mobility management programs and services if annual monitoring and reporting identifies a shortfall in meeting this goal.*
- **CONDITION #9:** *The Applicant will make reasonable efforts to control the percentage of resident trips made by vehicle at 37.5% or less by 2030 and at 25% or less by 2040 in order to meet the city's SomerVision 2040 goals. The Applicant will implement additional mobility management programs and services if annual monitoring and reporting identifies a shortfall in meeting this goal.*
- **CONDITION #10:** *The Applicant will provide a payment of \$10,000 to the City of Somerville to fund the expansion of the BlueBikes bike share station adjacent to the site (Station S32019: Community Path at Grove St) from 15 to 19 docks with two additional bicycles. Funds must be provided prior to issuance of any Building Permit for the Project.*
- **CONDITION #11:** *In any lease agreement with all future tenants of any number of employees, the Applicant shall require tenant(s) to enroll in the BlueBikes Bike Share Corporate Partner Program and offer subsidized annual BlueBikes memberships to all employees at the Gold subsidy level or higher (100% subsidy), subject to rate increases. Standard lease agreement language for subsidized BlueBikes annual passes must be approved by the Director prior to their execution in lease agreements. To verify ongoing conformance, the property owner or property manager must provide either a copy of executed lease agreements or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease or other agreement. Applicant or any future property owner may choose to provide these subsidies themselves directly to site employees and must provide these subsidies directly for employees of any tenant that does not comply with this condition.*
- **CONDITION #12:** *In any lease agreement with all future tenants of any number of employees, the Applicant shall require tenant(s) to offer subsidized MBTA transit passes to all employees. Passes must be subsidized by at least 90% of the pass cost, up to the federal maximum Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code (\$280 per month in 2022), subject to annual increases. Standard lease agreement language for subsidized MBTA transit passes must be approved by the Director prior to their execution in lease agreements. To verify ongoing conformance, the property owner or property manager must provide either a copy of executed lease agreements or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease or other agreement. Applicant or any future property owner may choose to provide these subsidies themselves directly to site employees and must provide these subsidies directly for employees of any tenant that does not comply with this condition. -- passes will be made available to employees who want them.*

## Monitoring and Reporting

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

- An annual statistically valid travel survey of employees.
- A 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. If the Certificate of Occupancy 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 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](mailto:brawson@somervillema.gov).

Sincerely,



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

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

Agreed and accepted,  
Welch Liles  
Asana Partners

# MOBILITY MANAGEMENT PLAN

Davis Square Plaza Redevelopment

August 1, 2022

Prepared for:  
Asana Partners

Prepared by:  
McMahon Associates



## Contents

1.	Contact Information.....	2
2.	Project Description.....	2
3.	Local Transportation Review.....	4
3.1.	Bicycle Network .....	4
3.2.	Pedestrian Facilities .....	5
3.3.	Local Transit Network Overview .....	6
3.3.1.	Bus Service .....	7
3.3.2.	Rapid Transit Service.....	8
3.3.3.	Rail Service .....	8
3.4.	Local Parking Supply.....	9
3.5.	Current Planning & Projects.....	10
4.	Transportation Assumptions.....	11
4.1.	Estimated trip generation .....	11
4.2.	Mode Splits .....	11
4.3.	Projected Parking Demand .....	13
5.	Trip Distribution Review .....	13
6.	Mobility Management Commitment.....	14
6.1.	Design/Physical Strategies .....	14
6.2.	Mobility Management Provided by Property Owner for Tenants.....	15
6.3.	Mobility Management Provided by Tenants .....	15
•	<b>Informational strategies</b> .....	15
•	<b>On-site transportation coordinators</b> .....	15
•	<b>Transportation Management Association (TMA) membership</b> .....	15
7.	Monitoring and Annual Reporting .....	16

## 1. Contact Information

**Project:**

Davis Square Plaza  
260 Elm Street  
Somerville, MA 02144

**Proponent:**

Asana Partners  
1616 Camden Road Suite 210  
Charlotte, NC 28203

Welch Liles  
wliles@asanapartners.com  
(704) 490-2528

## 2. Project Description

The Proponent is submitting this Mobility Management Plan to the City of Somerville in respect to the proposed redevelopment of Davis Square Plaza (the “Project”), located at 58 Day Street, 256-260 Elm Street, and 274-280 Elm Street in Somerville. The Project involves the redevelopment of approximately 0.9 acres across four parcels fronting on Elm Street, Day Street and Herbert Street in the Davis Square neighborhood.

Located in the heart of Davis Square, the Project is designed to meet the City of Somerville's goals to reduce motor vehicle trips and vehicle emissions and promote alternative modes of travel. The Project would be integrated into the surrounding street network and re-activate the pedestrian realm within Davis Square Plaza. The seamless pedestrian connections between the Project and adjacent street network would facilitate access to the site by walking, nearby transit, including MBTA buses, subway, and commuter rail, as well as biking, whether via personal bikes or the Bluebikes bike share program. A central component of the Project is that parking is not provided, which would further incentivize non-vehicular trips to the site and promote a multimodal environment. The Project would also seek Leadership in Energy and Environmental Design (LEED) Platinum certification.

The Project would support and enhance the existing character of Davis Square by increasing density and activity in a vibrant commercial area. It is anticipated that users of the site would rely on and support the many existing multimodal transportation options that currently exist and are likely to be expanded in the future.

This redevelopment would include major renovations to the north building and the demolition and reconstruction of the south building. It would result in roughly 120,000 square feet (sf) across the two buildings, which would be comprised of approximately 20,300 sf of retail space, approximately 59,400 sf of lab space, and approximately 39,600 sf of office space. When complete, the Project would be able to

accommodate approximately 40 employees in the retail spaces and approximately 480 employees in the office and lab spaces.

The Project is split into two phases, which are detailed below:

*Table 1: Phasing Details*

<b>PHASE 1: 256-260 Elm Street</b>	
<b>Use</b>	<b>Total SF</b>
Retail	11,200
Lab	41,700
Office	27,800
<b>PHASE 2: 58 Day Street/274-280 Elm Street</b>	
<b>Use</b>	<b>Total SF</b>
Retail	9,100
Lab	17,700
Office	11,800

Phase 1 construction is anticipated to begin in February 2023 and be complete by May 2024. Phase 2 construction is proposed to begin in August 2023 and be complete by April 2024. The renovation of 58 Day Street/274-280 Elm Street would leave the existing ground-floor retail and United States Post Office space on the first floor intact while renovating the remainder of the building's office and retail spaces.

### **Parking**

On-site parking is not proposed as part of the Project. With a location just a few hundred feet from the Davis Square T station with connections to the MBTA Red Line and numerous bus lines, the Proponent envisions the Project as a transit-friendly hub of commercial activity embedded into the walkable streetscape that already exists in the neighborhood. As such, the Project would not include parking provided on site, as the Proponent expects the majority of traffic to arrive by foot, bike or transit. The lack of on-site parking is consistent with the LEED Platinum certification the Project is seeking.

### **Bike Parking**

The Project would provide four short-term bicycle parking spaces for patrons and 15 long-term bicycle parking spaces for employees. Short-term bicycle parking would be accessed via the main plaza, and long-term bicycle parking would be accessed via an entrance on Herbert Street.

### **Loading**

Loading access would be provided on Herbert Street via a loading dock driveway. Deliveries would access the site by backing into the loading area and exit by pulling forward onto Herbert Street. Garbage removal would be completed by a garbage truck, which would also enter by backing into the Herbert Street loading area and exit by pulling forward onto Herbert Street.

### 3. Local Transportation Review

#### 3.1. Bicycle Network

The Davis Square area connects to or is within a short distance from a number of bicycle facilities, shown in Figure 1, connecting to locations like the Alewife MBTA Station (Red Line), Porter MBTA Station (Red Line and Commuter Rail), and destinations like Union Square and Teele Square. The Project site is located approximately 350 feet – about a two-minute walk – from one of the major bicycle facilities in the City: the Somerville Community Path. This shared-use path links Alewife Station in the west and Lowell Street in the east, with a future connection planned along the MBTA Green Line extension right-of-way, which would connect from Lowell Street to Cambridge Crossing near the Lechmere Green Line station.

Additionally, the Project is sited in close proximity to bike lanes along Highland Avenue and Cutter Avenue and a few blocks, approximately  $\frac{1}{4}$  mile, from bike lanes on Massachusetts Avenue in Cambridge. The Massachusetts Avenue bike lanes are extensive, providing access to Porter Square and Cambridge in the southeast and downtown Arlington to the Northwest.

There are also several Bluebikes bike share stations near the Project site. The closest, adjacent to the western headhouse of Davis Station, is also the largest within a half-mile, offering 25 total docking stations. The next closest, at Grove Street south of Winslow Avenue, offers 15 docks. Beyond those two, both of which are within a quarter-mile walk of the Project site, six additional stations exist within a half-mile walk.

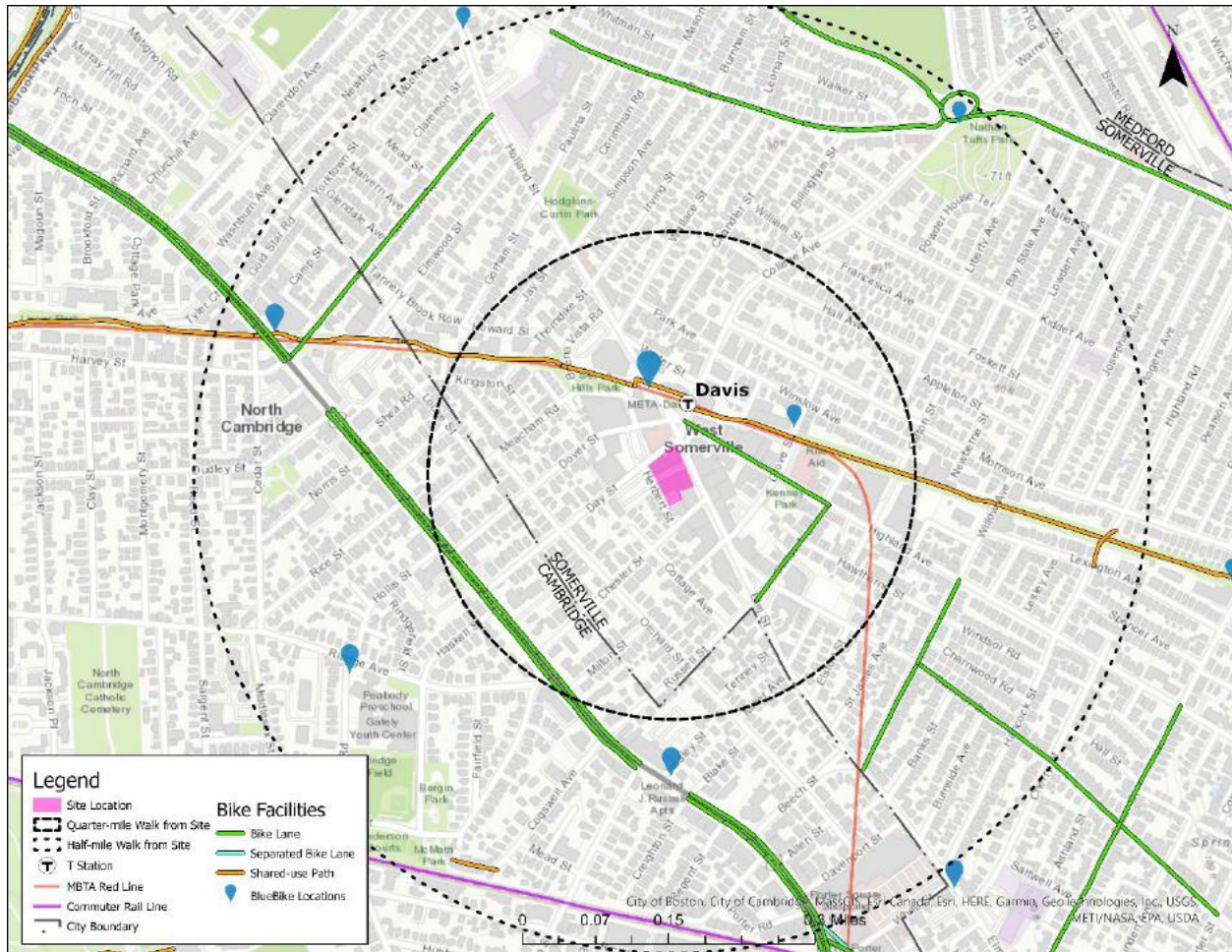


Figure 1: Bicycle Facilities around Project Site

### 3.2. Pedestrian Facilities

Pedestrian facilities, including sidewalks, curb ramps, and marked crosswalks, around the Project site are comprehensive, providing access from the site to the amenities and transportation resources of the surrounding Davis Square neighborhood. Destinations like Massachusetts Avenue can be reached within a quarter-mile walk, while Porter Square or Powder House Square can be reached within a half mile walk.

Generally, sidewalk widths vary between approximately 7 to 10 feet along Day and Herbert Streets, to approximately 10 feet along Elm Street. Despite wide sidewalks on Elm Street adjacent to the Project site and Davis Square Plaza, the path into the plaza is currently inaccessible due to slope and grading issues. The Project would improve pedestrian facilities by resetting the brick on Elm Street and repaving the plaza to be ADA-accessible.

Crosswalks exist at all four corners of the Project site. At the Elm Street intersections, east of the Project site, crossings exist across both intersecting roadways. At the Herbert Street intersections, to the west, crosswalks only exist across Herbert Street but not Day Street or Chester Street.

### 3.3. Local Transit Network Overview

Situated in close proximity to the Davis Square transit hub, the Project site benefits from a wealth of bus and train connections, including six bus routes and the MBTA Red Line within a 2-minute walk. These routes are summarized in Table 2, and transit connections are shown in Figure 2.

*Table 2: Transit Route Summary*

Type of service	Route	Origin	Destination	Nearest stop	Walk distance to nearest stop	Walk time to nearest stop
Bus	87	Arlington Center	Lechmere	Elm St @ Chester St	300'	2 min.
Bus	88	Clarendon Hill	Lechmere	Elm St @ Chester St	300'	2 min.
Bus	90	Davis	Assembly	Elm St @ Chester St	300'	2 min.
Bus	94	Medford Square	Davis	Elm St @ Chester St	300'	2 min.
Bus	96	Medford Square	Harvard	Elm St @ Chester St	300'	2 min.
Bus	89	Davis	Sullivan	Davis Square Busway	300'	2 min.
Bus	77	Arlington Heights	Harvard	Massachusetts Ave @ Dover St	0.2 mi.	5 min.
Bus	83	Rindge Ave	Central Square	Rindge Ave @ Massachusetts Ave	0.3 mi.	7 min.
Rapid Transit	Red Line	Alewife	Ashmont/ Braintree	Davis	350'	2 min.
Commuter Rail	Fitchburg line	Wachusett	North Station	Porter	0.7 mi.	13 min.



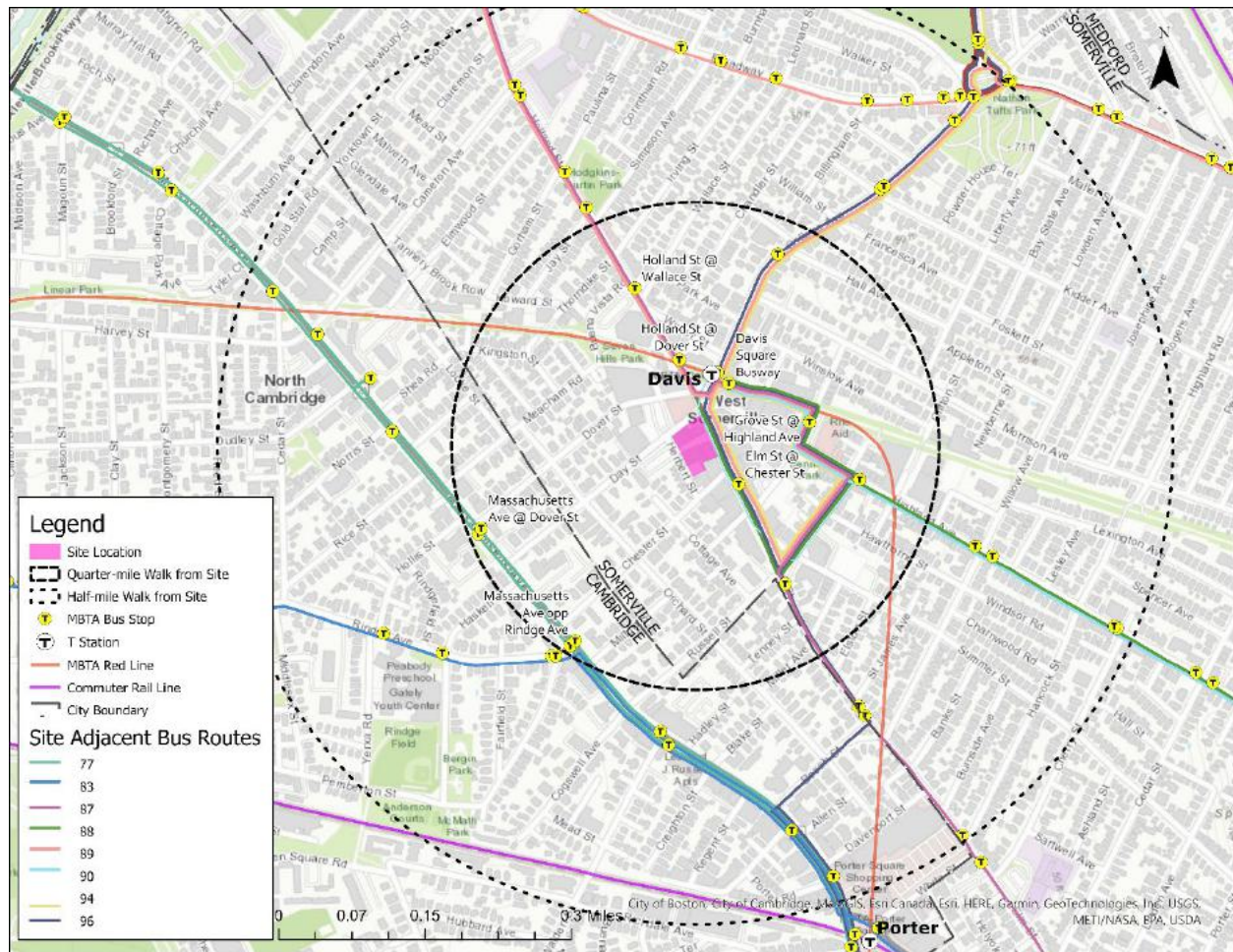


Figure 2: Transit Service around Project Site

### 3.3.1. Bus Service

Davis Square is a major bus hub, served by six MBTA bus routes (87, 88, 89, 90, 94, 96). Eleven bus stop pairs are located within  $\frac{1}{4}$  mile of the Project site (5-minute walk), the typical distance people are willing to walk to access a bus stop. These routes provide access to numerous destinations, including Sullivan and Assembly Stations in Somerville on the MBTA Orange Line, Porter, Central and Harvard Stations on the MBTA Red Line in Cambridge, Lechmere Station on the MBTA Green Line in Cambridge, and the downtown commercial districts of Arlington and Medford. Figure 3 shows walking paths to the nearest bus stops.

The bus routes within the vicinity of the Project are well utilized in the MBTA system; ridership is shown in Table 3. Route 77 is the most used bus in proximity to the Project Site, with a weekday ridership of 6,651 passengers per day, nearly double that of any of the other routes. Routes 87 and 88 have the highest ridership through Davis Square, with a total weekday ridership of 3,680 and 3,813 passengers per day, respectively.

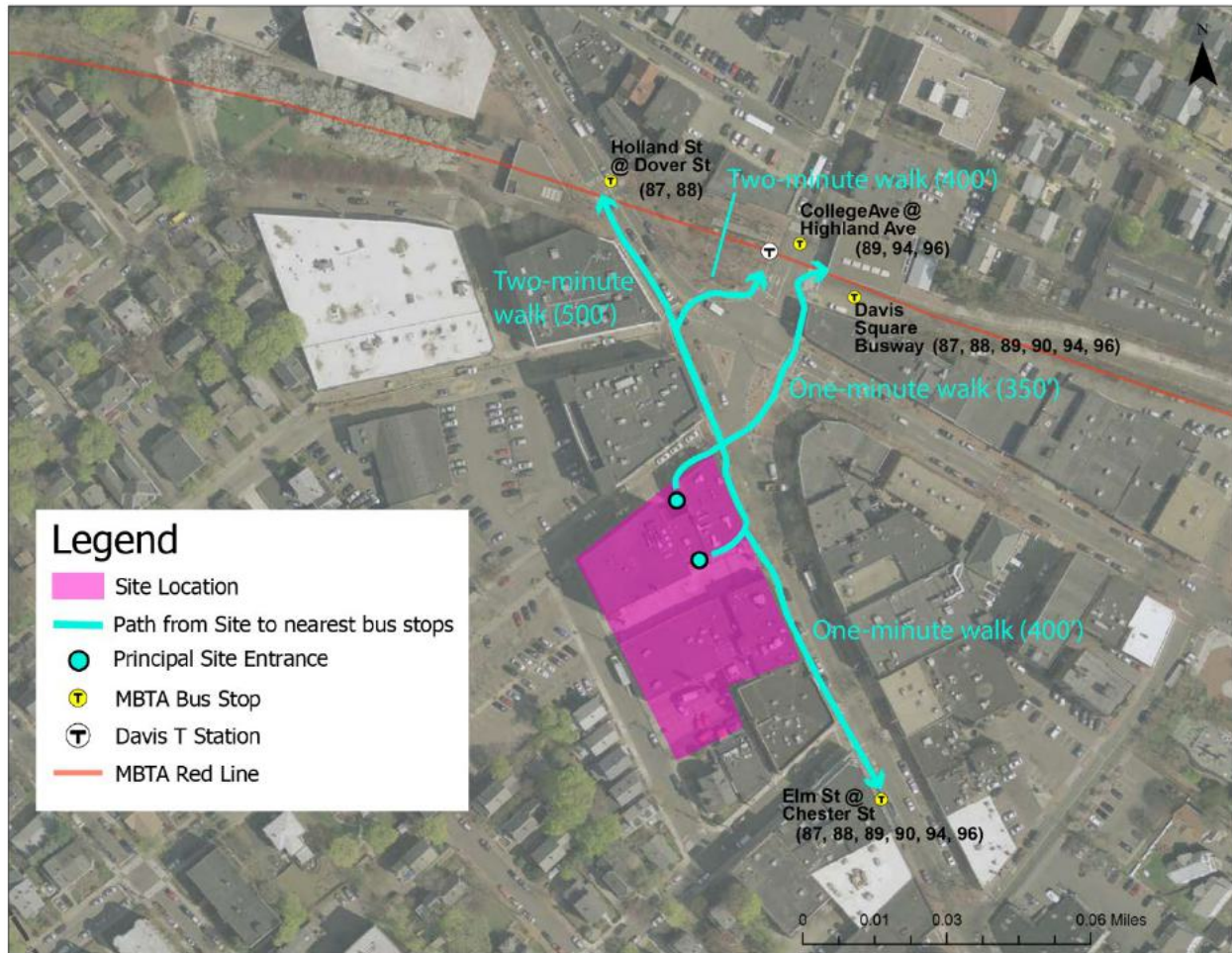


Figure 3: Access to Nearest Bus Stops from Project Site

### 3.3.2. Rapid Transit Service

The Project site is located 350 feet from Davis Station where users can access the MBTA Red Line, providing service between Cambridge and Braintree, including Harvard, Central and Kendall in Cambridge, and major stations in Boston: Park Street, Downtown Crossing, and South Station.

As described in section 4.3.1, the Project is also located within ¼ mile of eight bus stop pairs, which site users can use to access the MBTA Orange and Green Lines at Sullivan Station, Assembly Station and Lechmere Station.

### 3.3.3. Rail Service

Just beyond a half-mile walk from the Project site, Porter Station provides access to the MBTA Commuter Rail system via the Fitchburg Line. In addition to its inbound destination at North Station in Boston, outbound trains from Porter travel to destinations including Belmont, Waltham, Concord, and Fitchburg.



Table 3: Transit Route Ridership and Headways<sup>1</sup>

Route	Daily Ridership <sup>2</sup>			Peak Headways <sup>2</sup>		
	Weekdays	Saturdays	Sundays	Weekdays	Saturdays	Sundays
87: Arlington Center – Lechmere	3,682	2,480	1,307	15 – 20 minutes	30 – 35 minutes	40 minutes
88: Clarendon Hill - Lechmere	3,813	2,128	1,398	17 – 20 minutes	25 minutes	40 minutes
89: Davis – Sullivan	3,479	1,714	969	15 minutes	26 minutes	46 minutes
90: Davis – Assembly	1,073	564	330	35 minutes	60 minutes	70 minutes
94: Medford Square - Davis	1,528	634	493	30 minutes	40 minutes	60 minutes
96: Medford Square - Harvard	2,088	859	540	30 minutes	40 minutes	60 minutes
77: Arlington Heights - Harvard	6,652	4,590	3,313	9 – 13 minutes	12 – 18 minutes	20 minutes
83: Rindge Ave – Central Square	1,828	940	560	18 – 25 minutes	40 minutes	50 – 60 minutes
80: Arlington Center - Lechmere	1,622	902	566	20 – 25 minutes	30 minutes	60 minutes
Red Line: Alewife – Ashmont/Braintree	258,199	82,469	83,262	4 – 5 minutes	7 – 8 minutes	8 – 9 minutes
Fitchburg Line: Wachusett – North Station (Spring 2018 data)	9,302	N/A	N/A	1 hour	2 hours	2 hours

### 3.4. Local Parking Supply

While on-site parking is not provided as part of the Project, the Project is anticipated to lease 40 parking spaces off site at 55 Day Street. Overall parking demand is expected to be low due to the Project's extremely favorable location for pedestrians, bicyclists and transit riders, who are expected to constitute the majority of trips to and from the Project site.

Public parking was also reviewed in the vicinity of the site, as depicted in Figure 4. Within ¼ mile of the Project, there are 255 metered public parking spaces. While the majority of these are located on the street, some are in off-street parking lots, including the Grove Street lot between Elm Street and Highland Avenue. The above parking inventory does not include off-street pay-to-park facilities that use methods other than individual meters, such as the Day Street lot at the corner of Herbert Street and the Cutter Avenue lot between Elm Street and Summer Street.

According to the City of Somerville website, City parking meters are active Monday to Saturday from 8:00 a.m. to 8:00 p.m. The cost per hour is \$1.25 (\$0.25 per 12 minutes). Generally, curbside spots allow two hours of parking while off-street spaces allow three. Due to these regulations, it is unlikely that users of the Project would drive to the site and park using publicly available parking for extended periods of time on a regular basis.

<sup>1</sup> Ridership in passengers per day (Fall 2019 data unless noted otherwise). Source: MBTA

<sup>2</sup> Based on Spring 2022 schedule

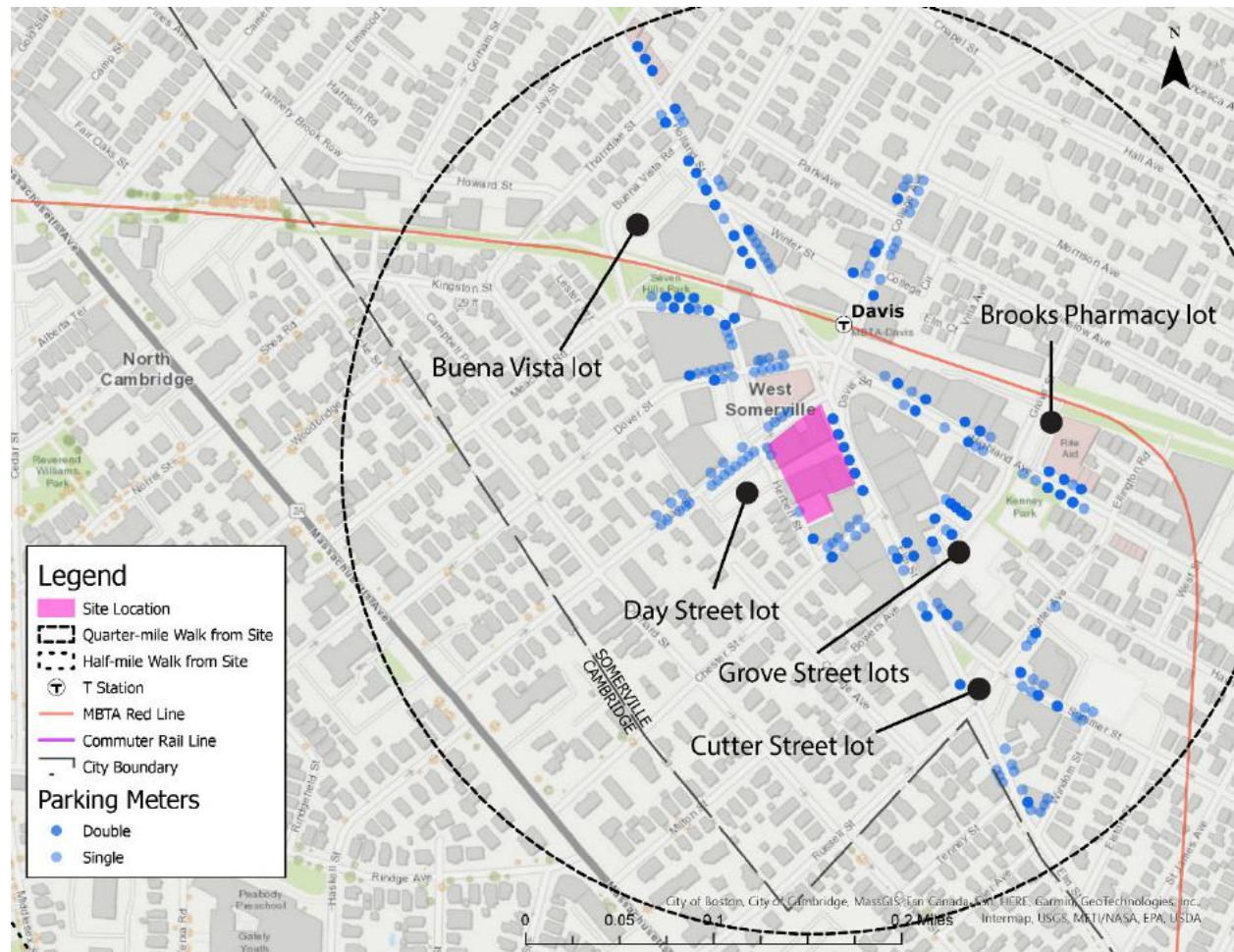


Figure 4: Parking around Project Site

### 3.5. Current Planning & Projects

In accounting for the transportation network around the Project site, it is important to consider other ongoing or planned projects that the Project may be able to support. Also important are the City's planning policies. Relevant to the Project, these plans and/or policies include:

- Holland Street and College Avenue Mobility Improvements:** These two streets, branching north and west from Davis Square, are currently being repaved and will be restriped to incorporate multimodal enhancements including bike lanes, bus lanes, and pedestrian crossing improvements. These changes have the potential to improve transit travel time, reliability, and mobility around the Project site.
- Vision Zero:** Somerville has embraced Vision Zero planning, which puts forth the goal of reducing traffic-related fatalities to zero. The Project intends to create a safe and favorable pedestrian realm that would fit into Somerville's Vision Zero goals.
- Davis Square Commercial Area Plan:** The Davis Square Neighborhood Plan, adopted in 2019 and reimagined as the Davis Square Commercial Area Plan in 2022, is currently being updated by the City of Somerville. The updated plan is anticipated to propose changes to outdoor dining,

pedestrian and bicycle safety, and civic spaces, including the potential to close Elm Street to vehicle traffic and create a pedestrian plaza. The Project helps support this vision by improving the pedestrian realm along the site frontage on Elm Street and better integrating the sidewalk network with Davis Square Plaza. The Project would continue to coordinate with the City in determining the scope and nature of the improvements that are forthcoming.

- **Green Line Extension:** The Green Line Extension would eventually create two new branches of rapid transit service through Somerville, beginning from a relocated Lechmere Station in East Cambridge. The first branch, opened in March 2022, connects Lechmere to Union Square, while the second, targeted to open in Summer 2022, would travel along the MBTA right of way from Lechmere to Gilman and Ball Square and eventually Medford. While the closest stations would be greater than a quarter-mile from the Project site, the Green Line Extension is important to consider as it would have general impacts on transit-use patterns in Somerville. Additionally, the Project site is located close to the Somerville Community Path, which would provide access to the Green Line and eventually be extended in the right-of-way alongside it.

## 4. Transportation Assumptions

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

### 4.1. Estimated trip generation

To estimate the number of vehicle trips associated with the Project, the Institute of Transportation Engineers' (ITE) publication, Trip Generation Manual, 11th Edition, was referenced. ITE is a national research organization of transportation professionals, and Trip Generation Manual, 11th Edition provides traffic generation information for various land uses compiled from studies conducted by members nationwide. The trip generation for the Project would be informed by Land Use Codes (LUCs) 822 (Strip Retail Plaza (<40k)), 710 (General Office Building), and 760 (Research and Development). These references establish vehicle trip rates (in this case expressed in trips per square foot) based on traffic counts conducted at similar types of existing land uses. Understanding that Somerville is a dense urban environment, the ITE vehicle trips were distributed across other modes such as walking, biking, and transit.

### 4.2. Mode Splits

To be able to apply the estimated ITE trip generation volumes to the dense, urban cityscape of Davis Square, existing mode splits in the proximity of the Project site were reviewed. The review of mode share data is based on information collected by the U.S. Census American Community Survey (2015-2019). A breakdown of modes based on the available tract and city-wide data is provided in Figure 5 below.

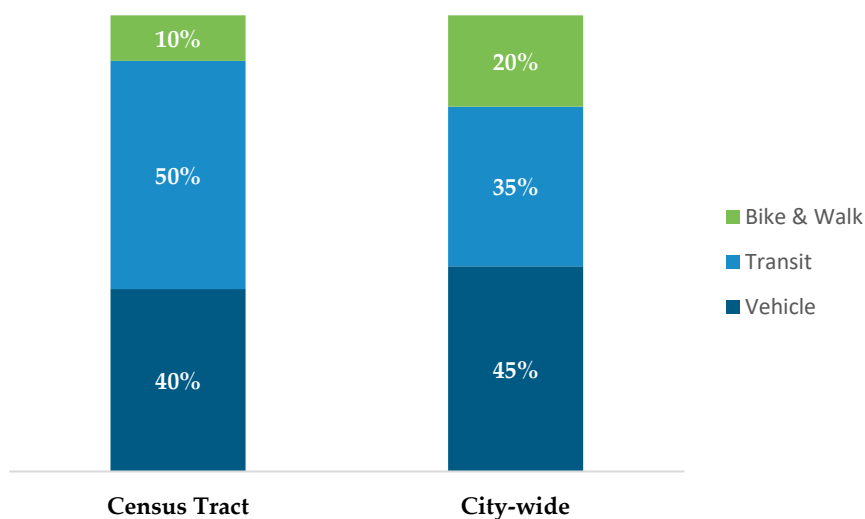


Figure 5: Mode Split Data

As shown in Figure 5 above, approximately 60% of people within the Project site census tract are shown to take active transportation modes (walk, bike, and transit). The portion of active transportation mode share for the city as a whole is shown to be lower. Given the proximity of the Project site to the MBTA Red Line and bus services, the mode splits of the trips associated with the proposed Project are expected to be more closely reflected by the mode splits of the census tract. After applying the mode shares shown above, the estimated change in vehicle trips associated with the proposed Project is displayed in Table 4 below.

Table 4: Projected Change in Trips

	Weekday AM			Weekday PM			Saturday Midday			Weekday Daily		
Description	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Change in Trips												
Vehicle person trips	30	5	35	0	28	28	-5	-3	-8	143	143	286
Public transportation	37	5	42	0	34	34	-5	-5	-10	177	177	354
Bicycle	4	0	4	0	4	4	-1	0	-1	19	19	38
Walk	4	0	4	0	3	3	0	0	0	18	18	36
Change in Vehicle Trips	<b>28</b>	<b>5</b>	<b>33</b>	<b>0</b>	<b>26</b>	<b>26</b>	<b>-5</b>	<b>-3</b>	<b>-8</b>	<b>131</b>	<b>131</b>	<b>262</b>

The proposed redevelopment is projected to generate approximately 33 additional vehicle trips (28 entering vehicles and five exiting vehicles) during the weekday morning peak hour, approximately 26 additional vehicle trips (zero entering vehicles and 26 exiting vehicles) during the weekday afternoon peak hour, and approximately eight fewer vehicle trips (five fewer entering vehicles and three fewer exiting vehicles) during the Saturday midday peak hour. The proposed redevelopment is estimated to generate approximately 262 additional vehicle trips (131 entering vehicles and 131 exiting vehicles) over the course of an average weekday. The number of additional vehicle trips

projected to be generated by the redevelopment is considered to be conservative given the location of the project site within Davis Square.

#### 4.3. Projected Parking Demand

As the Project would not be providing new parking, there is not expected to be significant parking demand generated from the Project.

### 5. Trip Distribution Review

Once volumes are generated, traffic impacts must be derived by determining where new trips may take place. This can be affected by numerous factors, including:

- The layout of surrounding streets
- The locations of the nearest transit facilities
- The locations of nearby on- and off-street public parking
- The location of entrances (specifically principal entrances) at the Project site
- The location of loading or service areas
- The location(s) of bicycle parking

U.S. Census data provides information about the locations in which employees destined for a workplace reside. Figure 6 below shows a summary of the top five municipalities of individuals that work in Somerville.

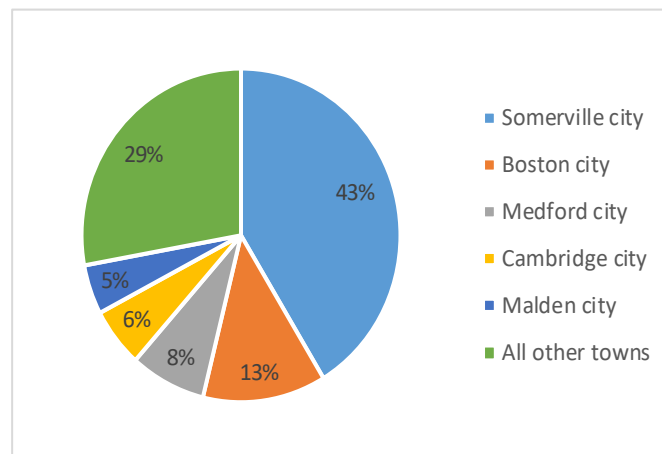


Figure 6: Journey to Work Trip Distribution

A review of the Journey to Work data for Somerville indicates that approximately 43% of workers in Somerville also reside in Somerville. Approximately 19% of Somerville workers are shown to reside in Cambridge and Boston. This means over 60% of workers can reasonably access the Project site via walking, biking, or transit.

The arrival and departure patterns for the proposed Project are not anticipated to change significantly from existing conditions. The principal entrance for both phases of the Project would be the doors opening to the central plaza.

## 6. Mobility Management Commitment

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

### 6.1. Design/Physical Strategies

- **Pedestrian-friendly design strategies**

Set directly on the sidewalks of Davis Square, the Project's site design embraces walkability by providing a major through-connection from Elm Street to Herbert Street. Not only does this reduce the size of the blocks and increase mobility, but the Proponent would improve the pedestrian realm by re-bricking the sidewalk on Elm Street and creating accessible access to the central plaza.

- **No On-Site Parking**

Embedded in the transit-, bike-, and pedestrian-friendly environment of Davis Square, the Project would not be providing on-site parking, further embracing the goal of reducing vehicle travel. Ample access opportunities are available through transit and non-motorized modes. It is anticipated that the existing public parking supply would accommodate any those who choose to park and walk to the Project site.

- **Transit Information Board**

With many transit facilities within proximity to the Project site, ensuring existing transit is used is key to achieving the targeted mode share. The Proponent would provide digital screens in building lobbies with transit schedules and arrival/departure time information. The Proponent would also investigate the possibility of posting transit information on its website.

- **Bicycle Accommodations**

To allow for bicycle commuting to the Project site, the Proponent would provide bicycle parking on site, as detailed above. To improve the comfort of biking to the Project site, the Proponent would also install showers and changing rooms on site.



## 6.2. Mobility Management Provided by Property Owner for Tenants

As a property owner with a multi-tenant building with fifty (50) or more employees, the Proponent will provide the following for tenants:

- **On-site transportation coordination for the building**  
This person would be responsible for ensuring that mobility management strategies, programs, and reporting are implemented by tenants.
- **Annual mobility management educational meeting for tenants and employees**  
This meeting would provide an update on mobility management strategies and programs for both tenants and employees. It would be led by the on-site transportation coordination.
- **Posted and distributed mobility management information**  
Information on neighborhood options for walking, biking, and transit would be posted in a visible, accessible location. This includes the transit board/screen mentioned previously and also includes the distribution of information such as schedules, flyers, and brochures in the employee break rooms of each tenant, as detailed below in section 6.3.

Providing un-bundled parking is not applicable, as parking is not included as part of the site development.

## 6.3. Mobility Management Provided by Tenants

Once tenants are selected for the Project, the Proponent would work with them to implement additional, program-based mobility management strategies. The Proponent would encourage tenants to embrace TDM approaches, including:

- **Employee Commuter incentives/Guaranteed Ride Home Program**  
These include programs that make non-vehicle travel easier or more appealing to commuters and can include carpool matching services, guaranteed ride home service, flexible work hours or telecommunication-friendly policies. Tenants could also offer bike share memberships to employees, encouraging use of the Bluebikes station at Davis Square.
- **Informational strategies**  
Tenants would be encouraged to post commuter information in key areas, provide relevant commute information to new employees, and participate in annual meetings related to transportation.
- **On-site transportation coordinators**  
Tenants would be encouraged to hire an on-site transportation coordinator, someone who would organize TDM programs at large, liaise between the employer and the City, and distribute information to employees.
- **Transportation Management Association (TMA) membership**  
Although at present no TMA expressly serves Davis Square, the Proponent would be interested in joining such an organization, should one become available in the neighborhood. TMAs work under the broader umbrella of MassCommute to keep members

informed on transportation, provide them with TDM resources and ideas, and connect employers to public officials and other decision makers.

## 7. Monitoring and Annual Reporting

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

- **Annual Travel Survey**  
To determine progress toward a mode share goal, the Proponent would work with its tenants to develop and administer a travel survey each year, intended to determine the travel behavior of on-site employees and visitors. The results of this survey would help to identify the mode share of the site.
- **Annual Status Updates**  
Based on the results of the travel survey, the Proponent would prepare a status report on its progress toward the mode share goal. This report would be submitted to the City of Somerville.
- **New Strategies**  
Should it be determined that the Project is falling short of multimodal travel goals, the Proponent commits to develop and implement new strategies to reach the goal. The Proponent would also implement new strategies as additional resources become available, such as the creation of a TMA in the Project area.
- **Biennial Counts of Parking/Ins and Outs**  
While the Project does not have on-site parking to monitor, the Proponent would commit to providing biennial counts of traffic volumes at a nearby intersection deemed essential to the Project's impact.