

CITY OF SOMERVILLE

Mobility Management Plan

Boynton Gateway

Prepared for
City of Somerville

Prepared by
Howard Stein Hudson

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HOWARD STEIN HUDSON

Engineers + Planners

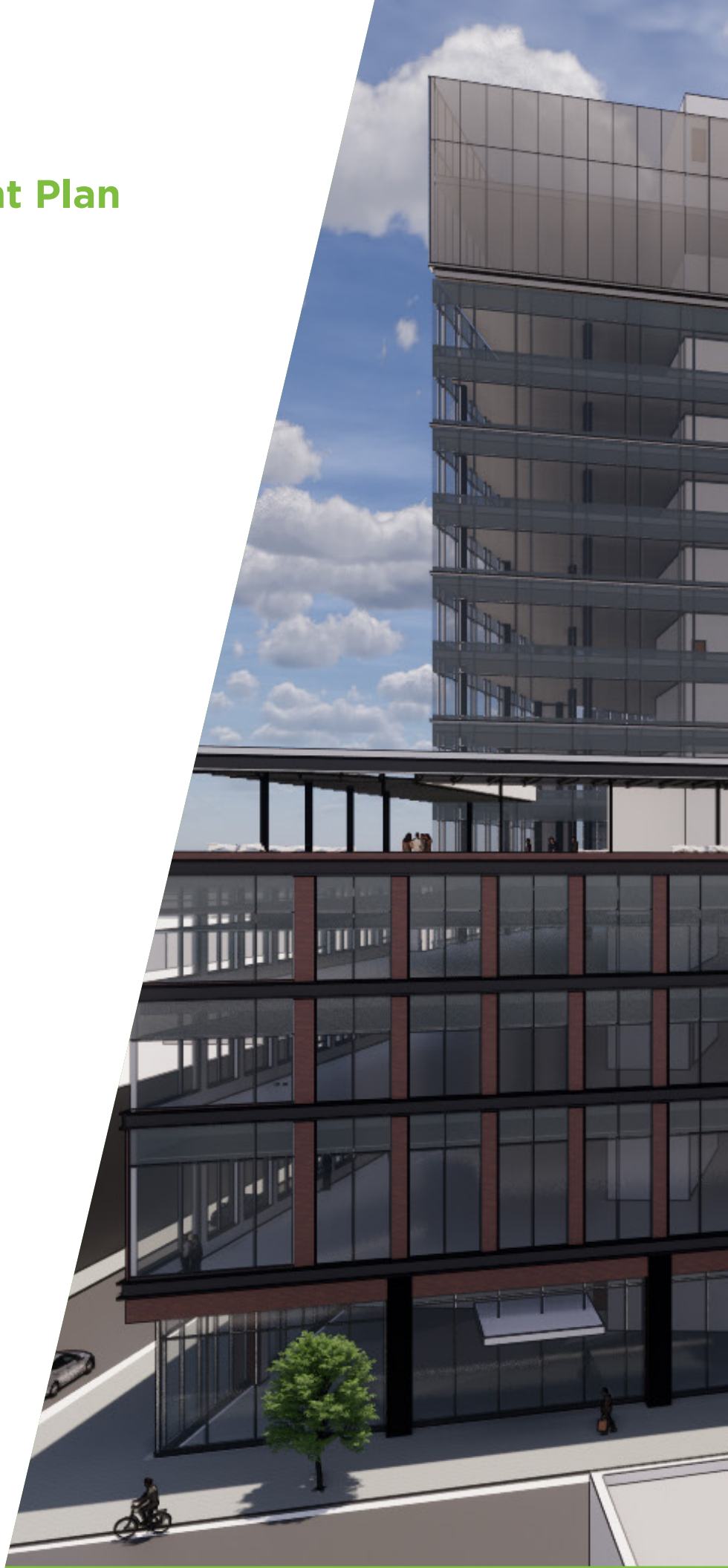




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Project Information

Contact Information

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

BOYNTON GATEWAY

495 Columbia Street (High-Rise)
64 Webster Avenue (Mid-Rise)
(Lots 96-E-1, 96-E-4, 96-E-1A, 96-E-2, 96-F-2, 96-F-6, and 96-F-9)

Boynton Gateway Owner, LLC
c/o Columbia Property Trust
315 Park Ave South, 5th Floor
New York, NY 10010
Contact: Alex Phillips
aphillips@cvprop.com
617-852-3391

Project Description

Boynton Gateway (the Project) is a redevelopment venture proposed by CV Properties, LLC (the Proponent) located at the northwest edge of the Boynton Yards sub-area in Somerville, Massachusetts. The Project will serve as an entry into this transforming area of the city. The Project falls within two zoning districts: Mid-Rise 5 and High-Rise; as such, each portion of the Project will meet the requirements for the respective land use.

The Project is bound by Columbia Street to the north and east, Webster Avenue and an existing residential building to the west, and Beach Avenue and an existing parking garage to the south. Beach Avenue is a private way that runs through the Project. Columbia Street to the north of the Project will become the extension of a proposed east-west thoroughfare, referred to as “West Ward Street,” that will run along the northern half of the Boynton Yards sub-area. The future Massachusetts Bay Transportation Authority (MBTA) Union Square Station on the Green Line is minutes away and the Project supports transit-oriented development as it connects a new work hub with the greater Boston area. The Project will consist of demolishing the existing automotive service facilities and moving/storage buildings to construct a new facility containing laboratory/life science



research, office, and ground floor retail/arts land uses. The proposed Project will also provide an underground garage.

Building Program

The overall Project will construct two connected buildings, a mid-rise and high-rise, with approximately 337,000 gross square feet (gsf) of floor area in total. Based on the land use for the site, the building along Webster Avenue is zoned as mid-rise and will have four levels while the building along Columbia Street, zoned as high-rise, will have 12 levels. This Mobility Management Plan (MMP) summarizes information for the entire Project. The high-rise section of the Project will contain approximately 95,000 square feet (sf) of lab space and 201,600 sf of office space. The mid-rise section of the Project will contain approximately 39,400 sf of lab space and 1,000 sf of retail.

Parking Plan

The City of Somerville Zoning Ordinance lays out the requirements for motor vehicle and bicycle parking for new developments. Motor vehicle parking must be unbundled from any dwelling units or non-residential floor space that will be rented or leased. Parking shall be designed in accordance with the Somerville Zoning Ordinance (Article 11: Parking & Mobility) as well as requirements specific to the land use district to minimize parking supply and encourage alternative modes of transportation.

VEHICLE PARKING DEMAND

The Zoning Ordinance specifies parking ratio maximums if a site is located within a quarter or half mile transit area walkshed and parking ratio minimums if the site is outside of the half-mile transit area walksheds. Per the Transit Area Map, the Project Site is located within a quarter mile walkshed of the future Union Square Station on the Green Line. For the proposed buildings within the Mid-Rise and High-Rise Districts, the vehicle parking maximums are as follows:

- Food and Beverage Services: 1 space per 300 sf (3 space)
- General Office: 1 space per 900 sf (224 spaces)
- Research and Development or Laboratory: 1 space per 1,000 sf (134 spaces)

VEHICLE PARKING SUPPLY

The overall Project is proposing 200 parking spaces in an underground garage on-site to be used by office/lab employees. It is expected that vehicle trips made for the ground floor retail/arts space will find short-term, on-street parking or be shared as part of another trip being made to the surrounding area. The proposed parking results in an average ratio of 0.60 space per 1,000 sf of office/lab space for the overall development. This parking rate is less than the City's parking maximums.



The other restriction on the Boynton Yards sub area, set out in the City of Somerville Zoning Ordinance, is that off-street parking spaces must not exceed 1,500 spaces for the area and that up to 300 spaces may be reserved spaces. The overall Project proposes 170 unreserved spaces and 30 reserved spaces from the sub area parking bank.

BICYCLE PARKING

The City of Somerville Zoning Ordinance lays out the requirements for short- and long-term bicycle parking to be provided by new developments at no cost or fee to users of the Project. Bicycle parking design and layout should reference the Zoning Ordinance, as well as the City of Somerville's *Bicycle Parking Guide* and the Association of Pedestrian and Bicycle Professionals (APBP's) *Bicycle Parking Guidelines*. The Zoning Ordinance specifies short-term parking to be used by visitors or customers of the Project in need of temporary parking. For the overall Project and the proposed land uses, the bicycle parking minimums are as follows:

- Food and Beverage Services:
 - Short-term: 1 space per 1,000 sf (1 space)
 - Long-term: 1 space per 5,000 sf (1 space)
- General Office
 - Short-term: 1 space per 20,000 sf (11 spaces)
 - Long-term: 1 space per 3,000 sf (68 spaces)
- Research and Development or Laboratory:
 - Short-term: 1 space per 20,000 sf (7 spaces)
 - Long-term: 1 space per 5,000 sf (27 spaces)

This results in a minimum of 19 short-term bicycle parking spaces and a minimum of 96 covered/secured bicycle parking spaces for the Project. Outdoor bicycle racks in proximity to the Site entrance points will be provided for short-term bicycle parking. Indoor, long-term bicycle parking will be available for employees, tenants, and residents. Bicycle parking will be protected by security/monitoring.

Nearby Transit Services

EXISTING CONDITIONS

The Project Site is located near the Green Line Extension and many public transportation options. The MBTA operates six bus routes within a quarter-mile radius from the Project and an additional three bus routes within a half-mile radius. The following identifies the routes and bus stops closest to the Project.



- **Route 69** bus stops are on Cambridge Street at Norfolk Street. The outbound stop, traveling westbound, is on the near side of the intersection and the inbound stop, traveling eastbound, is on the far side of the intersection. These stops are approximately 990 feet away (5-minute walk) from the Project.
- **Route 80** and **Route 88** bus stops are on McGrath Highway at Poplar Street (inbound) and Somerville Avenue at Medford Street (outbound). The outbound stop, traveling westbound, and inbound stop, traveling southbound, are on the far side of their respective intersections. These stops are approximately 3,100 feet away (15-minute walk) from the Project.
- **Route 83** bus stop are on Hampshire Street at Inman Street. The outbound stop, traveling northwest bound, is on the near side of the intersection and the inbound stop, traveling southeast bound, is on the far side of the intersection. These stops are approximately 2,100 feet away (10-minute walk) from the Project.
- **Route 85** bus stop are on Webster Avenue at Columbia Street (outbound) and Webster Avenue at Norfolk Street (inbound). The outbound stop, traveling northbound, and the inbound stop, traveling southbound, are on the near side of their respective intersections. These stops are approximately 200 feet away (1-minute walk) from the Project.
- **Route 86** and **Route 87** bus stops are on Somerville Avenue at Stone Avenue and Somerville Avenue at Prospect Street. Both bus stops are at the mid-block located at an unsignalized pedestrian crossing. The stop in the westbound direction of travel serves Route 87 outbound and Route 86 inbound, while the eastbound stop serves Route 87 inbound and Route 86 outbound. These stops are approximately 1,560 to 1,980 feet away (7- to 9-minute walk) from the Project.
- **Route 91** bus stops are on Prospect Street at Webster Avenue (outbound) and Prospect Street at Oak Street (inbound). The outbound stop, traveling northbound, and the inbound stop, traveling southbound, are on the near side of their respective intersections. These stops are approximately 550 to 800 feet away (3- to 4-minute walk) from the Project.
- **Route CT2** bus stops are on Prospect Street at Bennett Court (outbound) and Cambridge Street at Columbia Street (inbound). The outbound stop, traveling northbound, is at the mid-block, and the inbound stop, traveling eastbound, is at the far side of the intersection. These stops are approximately 970 to 1,060 feet away (5-minute walk) from the Project.

The existing nearby transit services are shown in **Figure 1** and a summary of their service destinations, peak hour frequency, and total ridership is provided in **Table 1**.





Table 1. Transit Service Summary

Bus Route	Route Description	Peak Hour Headway (min.)		Ridership*		
		Week-day	Week-end	Week-day	Satur-day	Sun-day
69	Harvard Square – Lechmere Station	10-20	20-40	2,731	1,436	836
80	Arlington Center – Lechmere Station	20-35	30-60	1,622	902	566
83	Rindge Avenue – Central Square, Cambridge	20-25	25-60	1,828	940	560
85	Spring Hill – Kendall/MIT Station	40-50	-	586	-	-
86	Sullivan Square Station – Reservoir Station	8-18	30-60	6,227	3,122	2,151
87	Clarendon Hill or Arlington Center – Lechmere Station	16-20	30-40	3,682	2,480	1,307
88	Clarendon Hill – Lechmere Station	16-20	20-40	3,813	2,128	1,398
91	Sullivan Square Station – Central Square, Cambridge	25-30	20-60	1,439	1,472	747
CT2	Sullivan Square Station – Ruggles Station	25-35	-	1,951	-	-

* Ridership is based on Fall 2019 boarding data from the MBTA using APC (automatic passenger counters).

GREEN LINE EXTENSION

Central Square Station on the MBTA Red Line and Lechmere Station on the MBTA Green Line are approximately one-mile (20-minute walk) from the Project. The MBTA is extending Green Line service to Union Square Station. New stops on the Green Line will add service for the Somerville, Cambridge, and Medford area. The estimated completion of the Green Line Extension is December 2021. The new Union Square Station will be less than a five-minute walk from the Project. The future Green Line service will provide quicker and more reliable transit options into downtown Boston, making public transportation a more desirable mode of travel for the neighborhood.

Bicycle Network

Buffered bicycle lanes, striped bicycle lanes, and share-the-road arrows (sharrows) are provided on the streets surrounding the Project.

Webster Avenue: There are a mix of bicycle facilities along the length of Webster Avenue. Between Somerville Avenue and Prospect Street there is a bicycle lane in the southbound direction and shared lane markings in the northbound direction. The section between Prospect Street and Elm Street was recently re-striped to continue the bicycle facilities with bicycle lanes on either side of the road. The lanes in this section are semi-buffered and separated with flex-posts at various points.



South of Elm Street up to Cambridge Street, the City of Cambridge has recently installed separated on-street bike lanes.

Prospect Street: On Prospect Street, painted shared lane markings are provided between Houghton Street and Webster Avenue. Between Webster Avenue and Newton Street, there is a Bus Bike Only lane that develops in the northbound direction adjacent to a painted bicycle lane.

Washington Street: On Washington Street west of Union Square, there are painted shared lane markings. On the section east of Union Square, there are bicycle lanes in both directions adjacent to the travel lanes. On some sections of the road, the bicycle facilities are separated and protected by on-street parking.

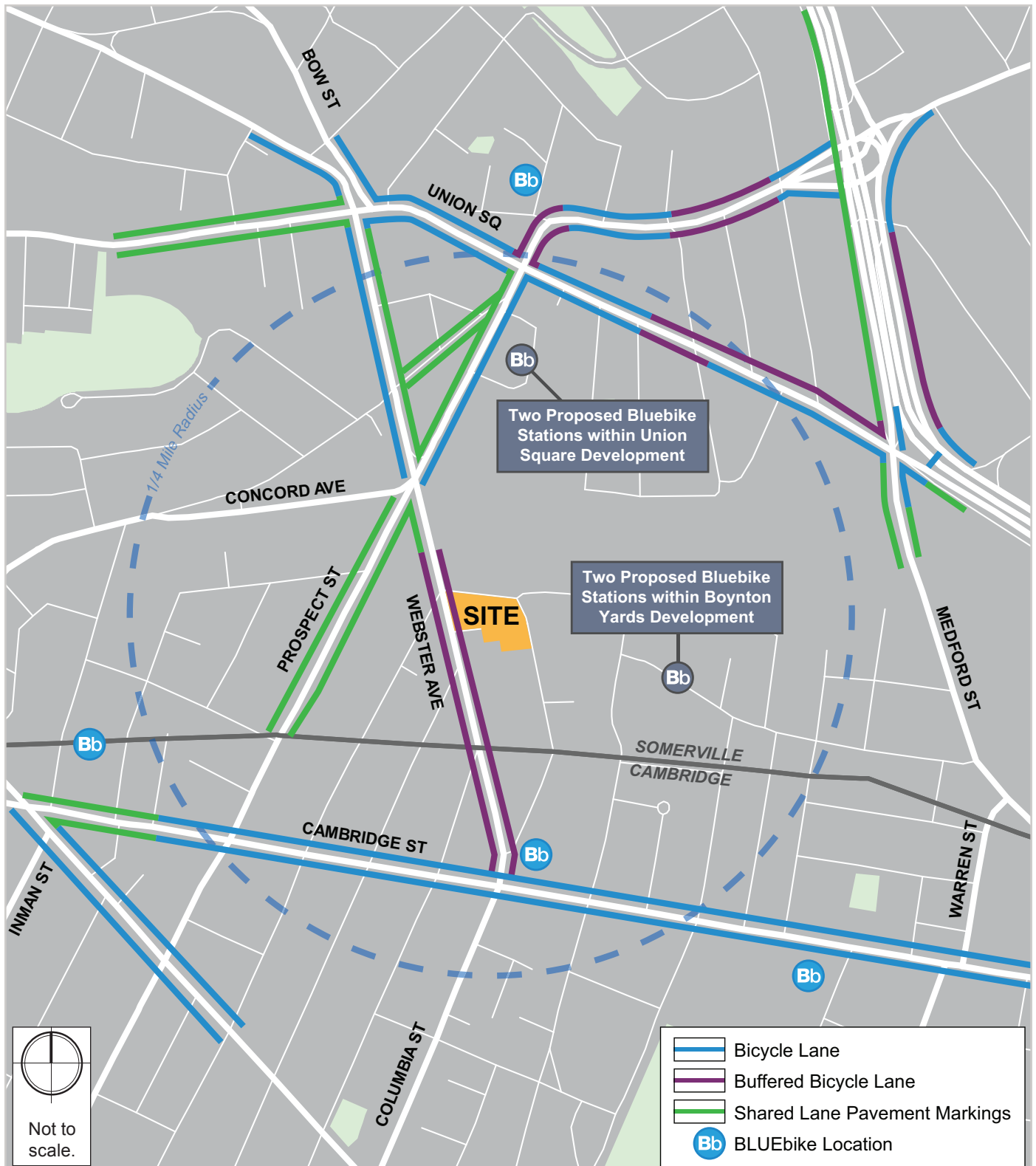
Bicycle lanes are provided in both directions for the length of Somerville Avenue with the facilities at Union Square under construction. North of the Project on Columbia Street, there will be a proposed on-street bicycle lane in the westbound direction.

BLUEBIKES

Bluebikes is the area's largest bicycle sharing service, operating in Somerville, Boston, Cambridge, and Brookline. The entire system consists of more than 3,400 shared bicycles at more than 190 stations. Somerville has 21 stations as of October 2018. There is currently one station within a quarter mile radius (five-minute walk) of the Project. In the future, new Bluebikes stations will be installed at two nearby developments: Boynton Yards (1.3 million square foot science and innovation campus) and Union Square (2.4 million square feet of laboratory, office, retail, and housing). The exact locations of these stations are yet to be determined. A visual representation of the existing bicycle facilities, as well as Bluebikes stations in the study area, are shown in **Figure 2**.



Figure 2. *Existing Bicycle Facilities Map*





Pedestrian Network

The roadways within the study area include Webster Avenue, Prospect Street, Washington Street, Somerville Avenue, Concord Avenue, Columbia Street, Tremont Street, Windsor Street/Windsor Place, South Street, and Norfolk Street. All roadways within the study area have sidewalks on both sides of the road. The sidewalks adjacent to the Project Site are generally in fair to poor condition.

Webster Avenue: On Webster Avenue from Beach Avenue to Columbia Street, the sidewalk on the east side of the road is approximately eight-feet-wide and in poor condition with patchwork and crumbling material.

Columbia Street: On Columbia Street between Webster Avenue and Windsor Place, the sidewalk on the south side of the road is approximately five-feet-wide and in fair condition except for a section of driveway that is in poor condition at the northeast corner of the Site. On Columbia Street east of the Project Site, the sidewalk on the west side of the road is approximately five-feet-wide and in fair condition except for the driveways at the northeast corner of the Site that are in poor condition.

Intersections: Crosswalks and wheelchair ramps are generally provided across all study area intersections approaches; however, not all wheelchair ramps are ADA-compliant. At the three unsignalized intersections near the Project, crosswalks are not provided on any of the legs at the intersection of Webster Avenue/Tremont Street/Columbia Street, on the Columbia Street approaches at the intersection with Windsor Place, or on the southbound Windsor Street approach at the intersection with South Street. None of the corners at these unsignalized intersections have ADA compliant wheelchair ramps.

Zoning Ordinance: Columbia Road to the north of the site will be reconstructed as a new thoroughfare, referred to as West Ward Street, extending between Webster Avenue to the west and Columbia Street and Windsor Place to the east. All sidewalks abutting the west side of the Project, where there is mid-rise development, will be design to a width of at least 12-feet. Sidewalks abutting the east side of the Project, where there is high-rise development, will be designed to a width of at least 18-feet. The wider sidewalks are important for high-rise developments because it makes the proportional scale of the street feel more comfortable for pedestrians. The Project will also add pedestrian crossings and wheelchair ramps where needed at locations adjacent to the Site. The new West Ward Street thoroughfare, running along the north edge of the development, will be designed per City of Somerville Zoning Ordinance guidelines.



Mode Split/Trip Generation

Land Use and Trip Rates

To estimate the number of trips expected to be generated by the proposed Project, data published by the Institute of Transportation Engineers (ITE) in the Trip Generation Manual¹ were used. ITE provides trip rates to estimate the total number of unadjusted vehicular trips associated with a project. In an urban setting well-served by transit, adjustments are necessary to account for other travel mode shares such as walking, bicycling, and transit. For this Project, the following Land Use Codes (LUCs) were used for the proposed development:

- **Land Use Code 710 – General Office Building.** A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution. Calculations of the number of trips use ITE's average rate per 1,000 square feet.
- **Land Use Code 760 – Research and Development Center.** This LUC is a facility or group of facilities devoted almost exclusively to research and development activities. The range of specific types of businesses contained in this land use category varies significantly. Research and development centers may contain offices and light fabrication areas. Calculations of the number of trips use ITE's average rate per 1,000 square feet.

The site is currently occupied by several automotive service facilities as well as a moving and storage space. While most of the businesses are vacant today, they were operational at the time when traffic counts were collected, therefore future trips will be reduced by the estimated existing trips to determine the number of net new trips. The following LUCs were used for the existing site:

- **Land Use Code 151 – Mini-Warehouse.** A mini warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point. Calculations of the number of trips use ITE's average rate per 1,000 square feet.
- **Land Use Code 942 – Automobile Care Center.** An automobile care center houses numerous businesses that provide automobile-related services, such as repair and servicing,

¹ Trip Generation Manual, 10th Edition; Institute of Transportation Engineers; Washington, D.C.; 2017.



stereo installation, and seat cover upholstery. Calculations of the number of trips use ITE's average rate per 1,000 square feet.

The trip rates used for each LUC are summarized in **Table 2**.

Table 2. ITE Trip Generation Rates

LUC	Time Period	ITE Average Rate	Directional Distribution	
			Entering	Exiting
Existing				
Mini-warehouse 151	Daily	1.51 per 1,000 sf	50%	50%
	a.m. Peak Hour	0.10 per 1,000 sf	60%	40%
	p.m. Peak Hour	0.17 per 1,000 sf	47%	53%
Automobile Care Center 942	Daily	24.87 per 1,000 sf	50%	50%
	a.m. Peak Hour	2.25 per 1,000 sf	66%	34%
	p.m. Peak Hour	3.11 per 1,000 sf	48%	52%
Proposed				
General Office 710	Daily	9.74 per 1,000 sf	50%	50%
	a.m. Peak Hour	1.16 per 1,000 sf	86%	14%
	p.m. Peak Hour	1.15 per 1,000 sf	16%	84%
Research & Development 760	Daily	11.26 per 1,000 sf	50%	50%
	a.m. Peak Hour	0.42 per 1,000 sf	75%	25%
	p.m. Peak Hour	0.49 per 1,000 sf	15%	85%

Project-Generated Trips

AVERAGE VEHICLE OCCUPANCY

The ITE rates for the different land uses were applied to the respective land use facility size to determine unadjusted vehicle trips. Those trips were then adjusted to person trips using a vehicle occupancy rate. The national average vehicle occupancy rates published by the Federal Highway Administration (FHWA)² are 1.18 people per vehicle for home to work trips and 1.82 for family/personal business trips. Based on Census data, the average occupancy rate for the Project was determined to be 1.14 people per vehicle for home to work trips. The national average of 1.82 was

² Summary of Travel Trends: 2017 National Household Travel Survey; FHWA; Washington, D.C.; July 2018.



used for retail trips. These values were applied to the unadjusted vehicle trips to determine the total number of person trips.

MODE SHARE

Mode splits were determined using U.S. Census journey-to-work data for the census tract that the Project falls within. Prior studies in the area looked at average mode splits for the overall City of Somerville and found those values were much lower for non-vehicle modes (approximately 29% to 34% for transit, walk, and bike) than those determined for the Project Site. Those studies adjusted those mode shares to reflect what may be expected under future conditions because of the ongoing work to expand access to the transit services and improve walking/biking facilities. Based only on the census tract where the project is located, the mode splits from the existing census data show values that are much closer to the future expected mode splits used in those prior studies. The existing mode shares shown in **Table 3** were used to distribute the project-generated trips. These mode splits are expected to serve as a conservative estimate as it is likely that with the new Green Line Station, more users in this area will choose to use transit in the future. The Project aims to enhance the non-car mode shares for the area through Transportation Demand Management (TDM) elements, even with the mode splits of the census tract already performing at Citywide goals.

Table 3. Existing Mode Share

Mode Type	Mode Split*
Non-Vehicle Modes	
Public Transportation	30%
Walking	16%
Biking	14%
Vehicle Modes	
Personal Vehicle	38%
Taxi	2%

**Based on U.S. Census 2018: ACS 5-Year Estimates for Means of Transportation to Work for census tract 3515.*

PROJECT-GENERATED TRIPS BY MODE

The identified mode shares were then applied to the person trips to develop project-generated trips by mode. Person trips for the vehicular modes were then converted back to vehicle trips using the average national vehicle occupancy rates. **Table 4** summarizes the trips by transit, walk, bike, and vehicle users only for the overall development.



Table 4. Project-Generated Trips by Mode

Time Period	Direction	Person Trips			Vehicle Trips	
		Transit	Walk	Bike	Personal Car	Taxi
Daily	In	597	318	279	682	14
	Out	597	318	279	682	14
	Total	1,194	636	558	1,364	28
a.m. Peak Hour	In	83	45	39	96	2
	Out	16	10	7	18	0
	Total	99	55	46	114	2
p.m. Peak Hour	In	16	9	8	18	0
	Out	86	46	40	98	3
	Total	102	55	48	116	3

Based on 134,400 sf of lab space, 202,600 sf of office (1,000 sf of retail is included in office).

The transit, walk, and bike trips presented in **Table 4** can also be considered the net new trips for those modes given the nature of the existing land uses as auto oriented. It is assumed that 100% of the trips to the existing site are vehicle trips. The vehicle-based trips for the existing land uses were subtracted from the project-generated vehicle trips to develop the net new vehicle. **Table 5** presents the net new vehicle trips for the overall the development.

Table 5. Net New Vehicle Trips

Time Period	Direction	Existing	Proposed	Net New
Daily	In	259	696	+437
	Out	259	696	+437
	Total	518	1,392	+874
a.m. Peak Hour	In	31	98	+67
	Out	15	18	+3
	Total	46	116	+70
p.m. Peak Hour	In	31	18	-13
	Out	34	101	+67
	Total	65	119	+54



Trip Distribution

The trips generated by the site are expected to be work-based trips. The trip distribution splits for the Site were based on data from the U.S. Census Bureau as compiled in the “OnTheMap” tool. Origin-destination pairs were evaluated for the most recent year of data to determine where people live of those that work within the zip code that the Project falls within. Origin-destination pairs were assigned a route based on the assumption that drivers will select the most direct route. Vehicle trip distributions are shown in **Figure 3**. The Boynton Yards site to the east of the Project developed regional vehicle trip distribution splits for their site using journey-to-work census data and existing traffic flow conditions. That development has also proposed office/lab uses; therefore, the resulting trip distributions for the Project were compared and found to be similar.

Site Circulation

Site access is proposed on Beach Avenue. The new Beach Avenue will provide access to the garage and loading area. There will be a two-way ramp to the underground garage at the west end of Beach Avenue which vehicles will access in and out of Webster Avenue. The service/loading area will be at the east end of Beach Avenue. Service and loading vehicles will only have access to Beach Avenue off Columbia Street for entering and exiting movements. Beach Avenue will be 20-feet-wide at the western end and is planned to widen to 30-feet as it approaches the loading area at the eastern end.

There will be two pedestrian entrances, one located on Columbia Street and one on Webster Avenue. The lobbies at either entrance will be connected within the buildings as well. Building entrances will provide quick access to Webster Avenue connecting to Union Square to the north and the Cambridge Street Corridor to the south. The Project is consistent with Somerville master planning throughfares and intends to maintain east-west desire lines for access to the District from the west. These access points and the site circulation are shown on **Figure 4**.

LOADING/SERVICES

Loading and service operations such as deliveries, trash pickup, and recycling will occur off the improved Beach Avenue, a private way internal to the site. Vehicles will enter and exit Beach Avenue from Columbia Street, then back into the loading area at the eastern end of Beach Avenue. Service vehicles will exit onto Columbia Street, keeping all major activity off Webster Avenue. The loading area is planned for two loading bays and two trash bays. The Project proposes to petition a change in parking along Columbia Street to allow for loading maneuvers and is consistent with the long-term vision of Boynton Yard district throughfares.



Figure 3. *Vehicle Trip Distribution*

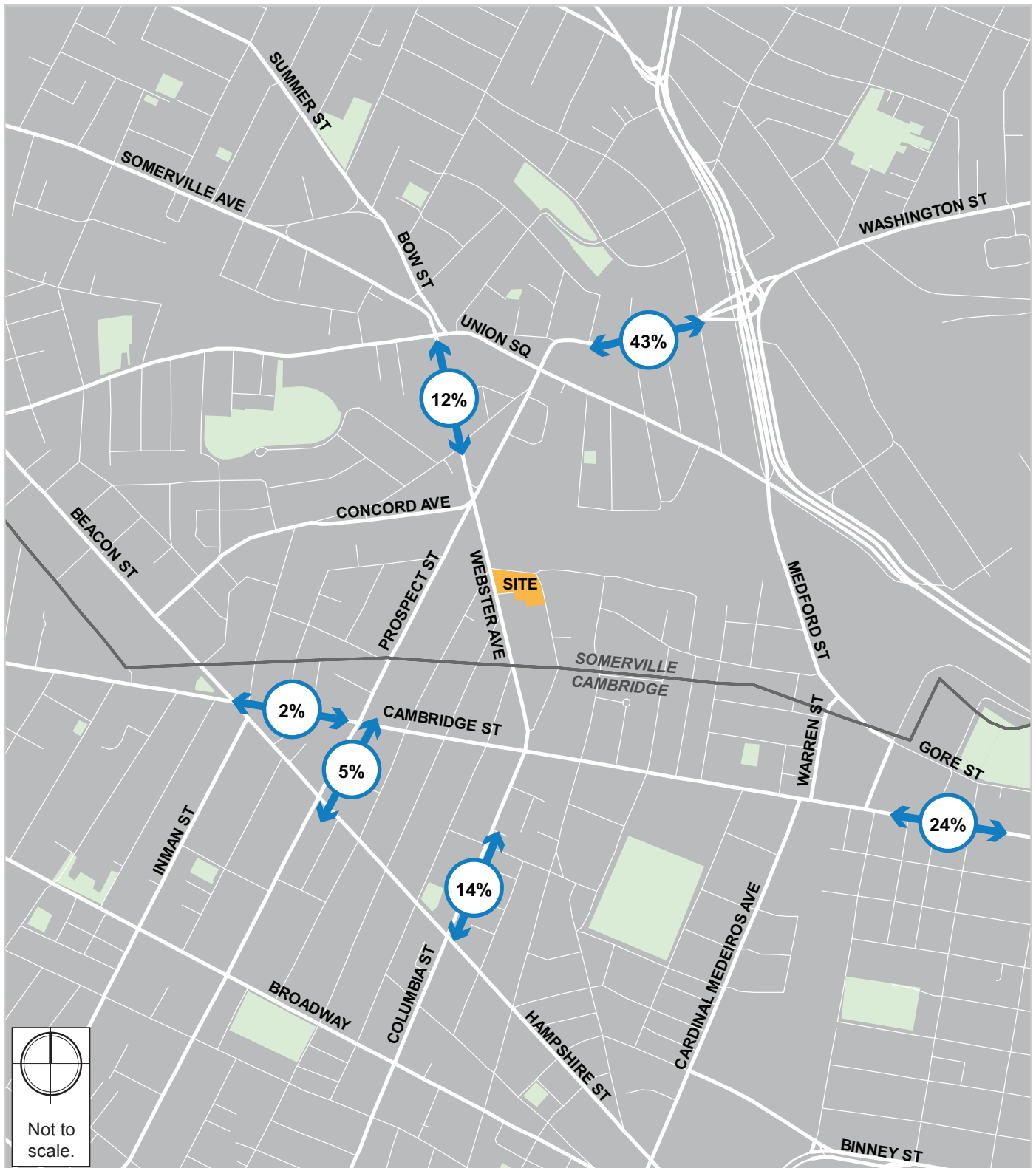
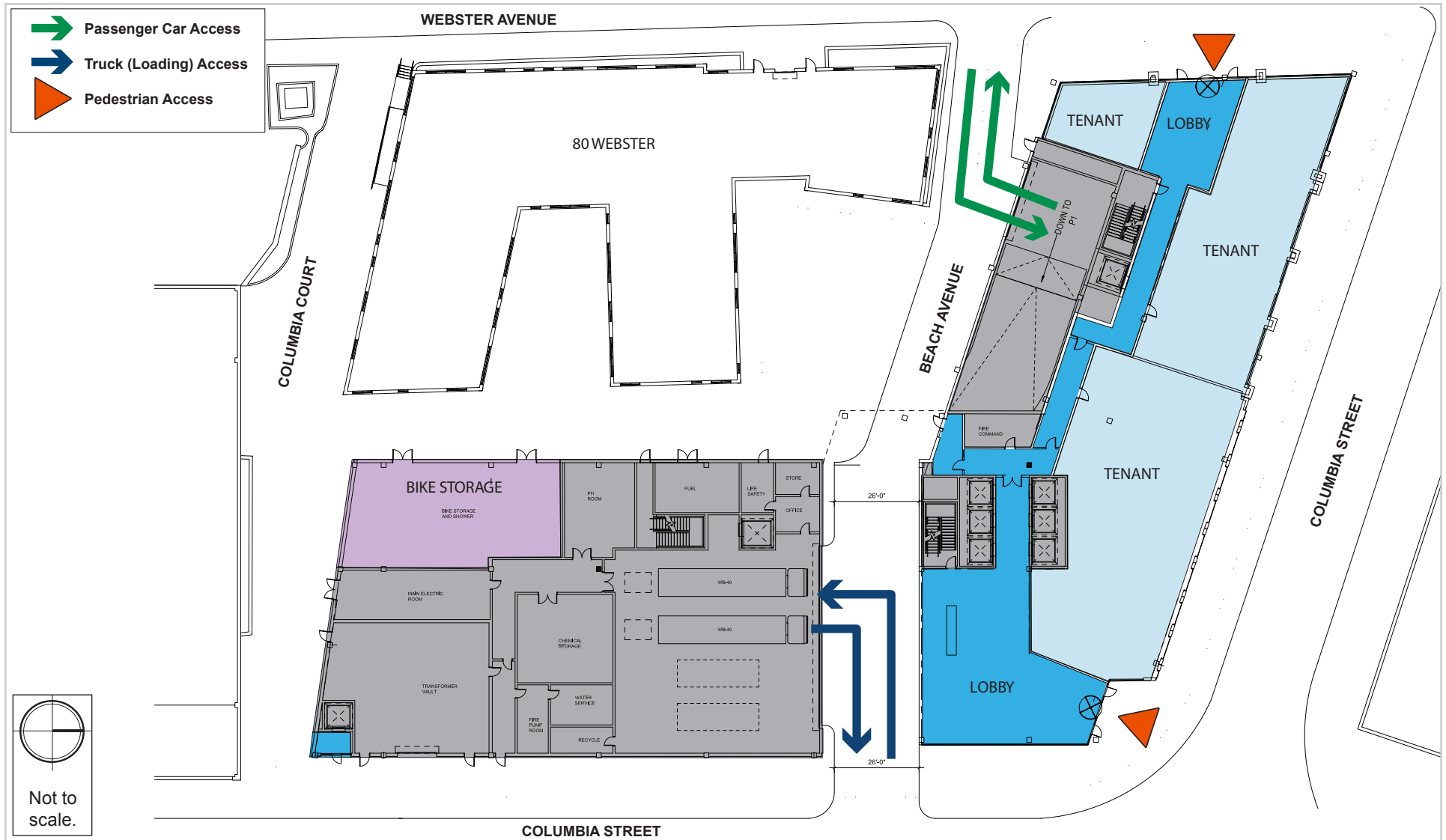




Figure 4. *Site Plan*





Proposed Programs and Services

The Proponent will work with the City of Somerville to create a Project that provides safe access for vehicle trips, improves the pedestrian environment, and encourages transit and bicycle use at the Project Site. The MMP is required for the Project because the building will contain more than 50,000 sf of commercial floor area development as well as have 50 or more employees. Per the City of Somerville Zoning Ordinance, commercial property owners must provide the following for their tenants:

- An on-site transportation coordinator;
- Posted information on alternative modes of transportation;
- Distributed information on alternative modes of transportation;
- Unbundled parking;
- Preferential parking for carpool/vanpool;
- Qualified transportation fringe benefits;
- A guaranteed ride home program; and
- An annual mobility educational meeting.

The Proponent must also require future tenants to provide the following to their employees through lease agreements:

- A guaranteed ride home program; and
- Qualified transportation fringe benefits.

The Proponent will also bring all abutting sidewalks and pedestrian ramps to the City of Somerville standards in accordance with the National Association of City Transportation Officials (NACTO) design guidelines. This will include the reconstruction and widening of sidewalks where needed; the installation of new, accessible ramps; improvements to street lighting where necessary; planting of street trees; and providing bicycle storage racks surrounding the Project Site, where appropriate.

The Proponent is committed to implementing MMP measures to minimize automobile usage and Project-related traffic impacts. The Proponent is prepared to take advantage of good transit access in marketing the Project to future tenants and work with them to implement the MMP measures to encourage the use of non-vehicular modes of travel. More detailed explanations of the required MMP measures for the Project are presented below.



Financial Incentives

The Proponent will partake in *qualified transportation fringe benefits* which are pre-tax benefits offered to employers and employees based on the use of certain commute methods. This can be in the form of subsidized passes or pre-tax payroll deductions to be used for transit or car-pool commuting costs. By providing incentives for car-pool, transit, or walking and biking commute decisions, single occupancy vehicle commuting may become more costly by comparison with parking and car ownership costs, thereby making drive-alone commuting less desirable. The Proponent may explore offering or encouraging the building tenants to subsidize:

- Bicycle share memberships, through Bluebikes; or
- Car-sharing memberships, such as with Zipcar.

Shared Vehicle Services

The Proponent will offer a *guaranteed ride home program* for commercial tenants and employees. This would be available to those that commute through means other than drive alone that need a ride in the event of an emergency, illness, unscheduled overtime, or bicycle damage. The Proponent will offer *preferential parking* to employees that commute via *carpool or vanpool*. This may be parking that is closer to the door/elevator or in any other way considered a premium/preferred space. The Proponent may also explore the feasibility of providing:

- A bike share station or bicycles on-site for employee use;
- Spaces reserved in the garage for a car sharing service such as Zipcar;
- Company-owned vehicles available on-site;
- Ride matching services to pair employees with similar commutes;
- Shuttle bus service; or
- Fully or partially funded daily car-share or bike-share passes.

Employment Programs

To reduce vehicle trips going to the site or to reduce peak hour trips, the Proponent may consider:

- Flexible work hours; or
- Encouraging employees to work from home or an off-site location.



Marketing and Education

The Proponent will designate a *transportation coordinator* to oversee transportation issues, including parking, service/loading, and deliveries, as well as to raise awareness of public transportation, bicycling, and walking opportunities. The coordinator will also be a point of contact between the development and the City of Somerville. If necessary, the coordinator may join and participate in a local Transportation Management Association on behalf of the tenants, employees, and property owners.

The Proponent will *distribute information* on travel alternatives to tenants and employees through orientation packets. This may include information on public transportation routes/schedules as well as nearby stations/stops, maps of bicycle routes, and facilities available on-site for carpoolers, vanpoolers, bicyclists, and pedestrians. New commercial tenant leases may contain language to encourage tenants to promote public transportation. Information may also be distributed in the form of an annual (or more frequent) newsletter or bulletin summarizing travel options.

The Proponent will *post information* to a public bulletin board/electronic display/kiosk in the building lobby with similar information to that distributed to all tenants and employees as noted above.

The Proponent will host *an annual mobility educational meeting* to encourage alternative commute options. This may include events such as bike commute training or updating tenants and employees on recent changes occurring with public transportation or even new mobility options.

Parking Management

The overall Project is proposing approximately 200 parking spaces for future users of the site, which will provide a parking ratio of approximately 0.60 spaces per 1,000 sf of office/lab space. Providing less parking will encourage users to use other available modes of transportation. The Proponent will provide *unbundled parking* with all rental, lease, or purchase agreements of building space so that parking is used as an optional amenity instead of a required/allocated benefit. The Proponent may also explore implementing the following parking management tools to obligate people to make the decision to drive alone more frequently:

- Applying demand-responsive pricing where rates change based on parking availability; or
- Offering parking at a daily or monthly rate rather than yearly.



On-Site Services

The overall Project will have the following services available on-site:

- Secure/covered bicycle storage spaces at no cost to tenants/employees;
- External bicycle racks for visitors to the site located near the building entrances;
- A transportation coordinator;
- A guaranteed ride home program; and
- Information on alternative modes of transportation posted in the building lobby.

The Proponent may explore implementing additional on-site services such as:

- A bicycle repair station;
- Concierge service; or
- Transit pass sales.

Other

Currently there are no active Transportation Management Associations (TMAs)/Mobility Management Associations (MMAs) within the area of the Project; however, if the need arises, the Boynton Gateway development is committed to participating in any formed in the future.

Monitoring and Annual Reporting

The City of Somerville Zoning Ordinance requires MMPs to be updated annually. These updates require the Site collect various data to monitor the level of automobile use and to understand the travel patterns generated by the Project. This report gives a sense of where the development is at meeting the goals set out in the MMP and adjusting if needed. The report must include, but is not limited to, the following:

- **Survey:** All tenants and/or the transportation coordinator will put together a travel survey to gather commuting information from employees. The survey may inquire about: mode choice, travel time, travel distance, where people live to determine origin-destination pairs, reasons for selecting a mode, frequency of mode usage, and on-site mobility amenities used.
- **Parking Utilization:** The report will summarize annual parking utilization and operations of the on-site parking garage. The parking utilization may include both vehicle and bicycle parking use. This information could indicate if additional measures are needed to discourage driving or it may demonstrate the success of existing mobility management measures.



- ***Automobile Counts:*** Every two years, the building will conduct driveway counts of vehicle trips entering and existing the on-site parking. This data can summarize vehicle activity throughout the day, especially during peak hours.
- ***Status Update:*** The formal report will summarize the existing conditions of parking and employee travel behaviors, as well as present a performance review on the success of the existing MMP programs and services. Each MMP will identify future goals and areas of improvement to work on based on the previous year's performance and trends over time.



HOWARD STEIN HUDSON

11 Beacon Street, Suite 1010
Boston, Massachusetts 02108
617.482.7080

www.hshassoc.com