



Land Use Committee

June 5, 2025

Planning, Preservation, & Zoning
& Mobility Divisions

Office of Strategic Planning and
Community Development (OSPCD)



A photograph of a city street corner. In the foreground, there is a crosswalk with white stripes and a red brick tactile paving strip. To the left, a yellow diamond-shaped pedestrian crossing sign is mounted on a black pole. Further left, a white rectangular sign with black arrows indicates 'ONLY' traffic directions. In the center, a glass-enclosed bus stop stands on the sidewalk. A sign above the bus stop reads 'UNION SQUARE / STONE AVENUE'. To the right of the bus stop, a white rectangular sign with a black bicycle symbol and the text 'YIELD TO PEDS' is mounted. A red recycling bin is visible near the bus stop. In the background, there are brick buildings, one of which has a mural that says 'WELCOME TO SOMERVILLE'. A blue and white advertisement for MBTA is visible on the side of the bus stop. The sky is clear and blue.

Existing Zoning & Development Review Process

Zoning in Somerville



Parking is a Land *Use*

Use: The purpose or activity that property is used

1. Principal Use: The main or primary purpose
2. Accessory Use: A use that is incidental and related to a principal use and on the same lot.

Vehicle Parking Principal Use Category [Exclusive]

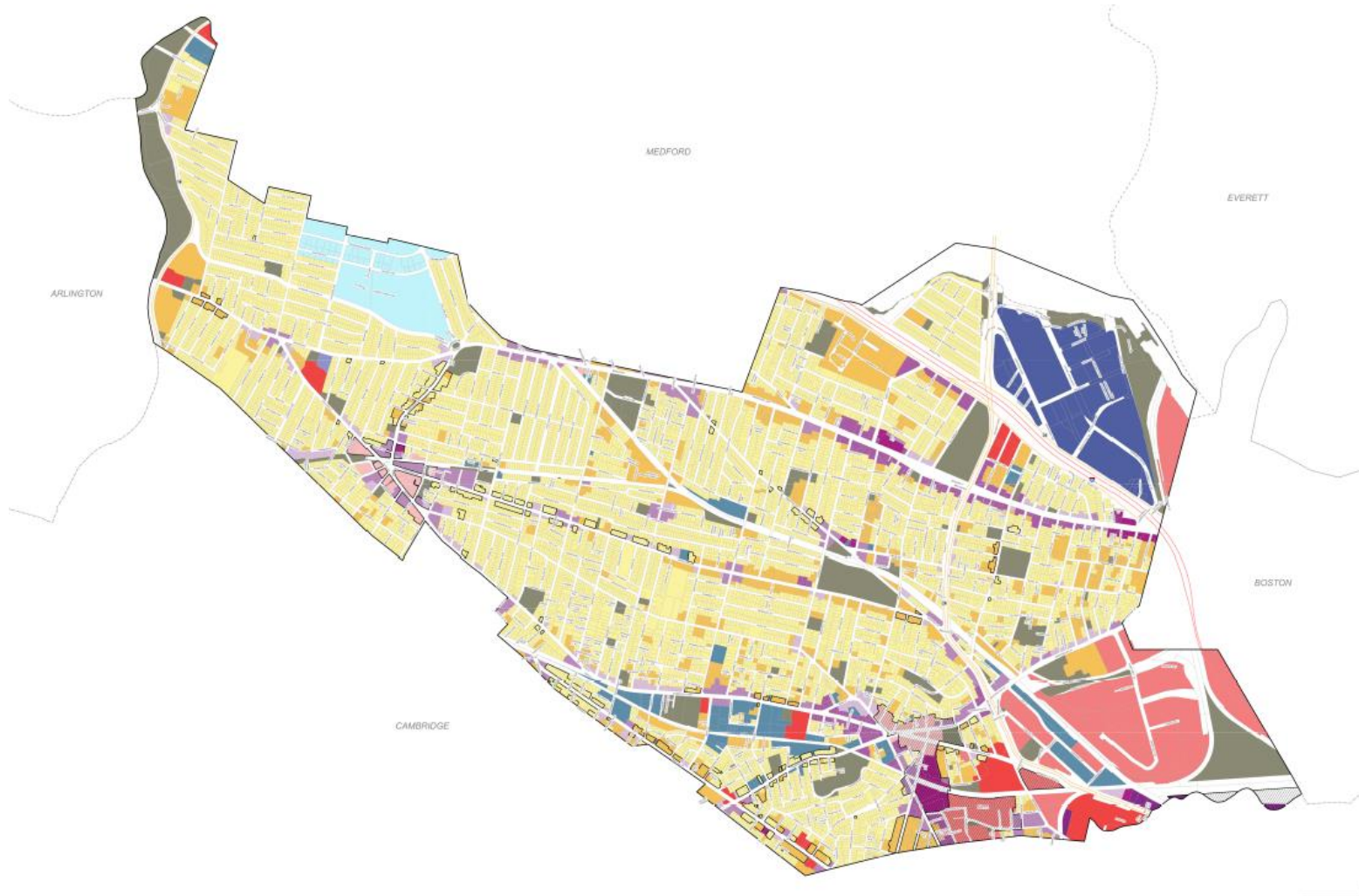
- Commercial Parking Facility (Specific Type)
A parking lot or structure providing short- or long-term parking to the general public for a fee.

Vehicle Parking Accessory Use Category

Any storage, for a limited period of time, of operable motor vehicles

Parking uses occupy space

Zoning in Somerville



Residence Districts (Yellow/Orange)

- Cottages & Houses can become Triple Deckers or more

Mid-Rise Districts (Purples)

- 1-2 story can become 3-6 stories (MR3-MR6)

Commercial Districts (Blue & Red)

- 1-2 story can become 3-6 stories (Fab, CC, CI)

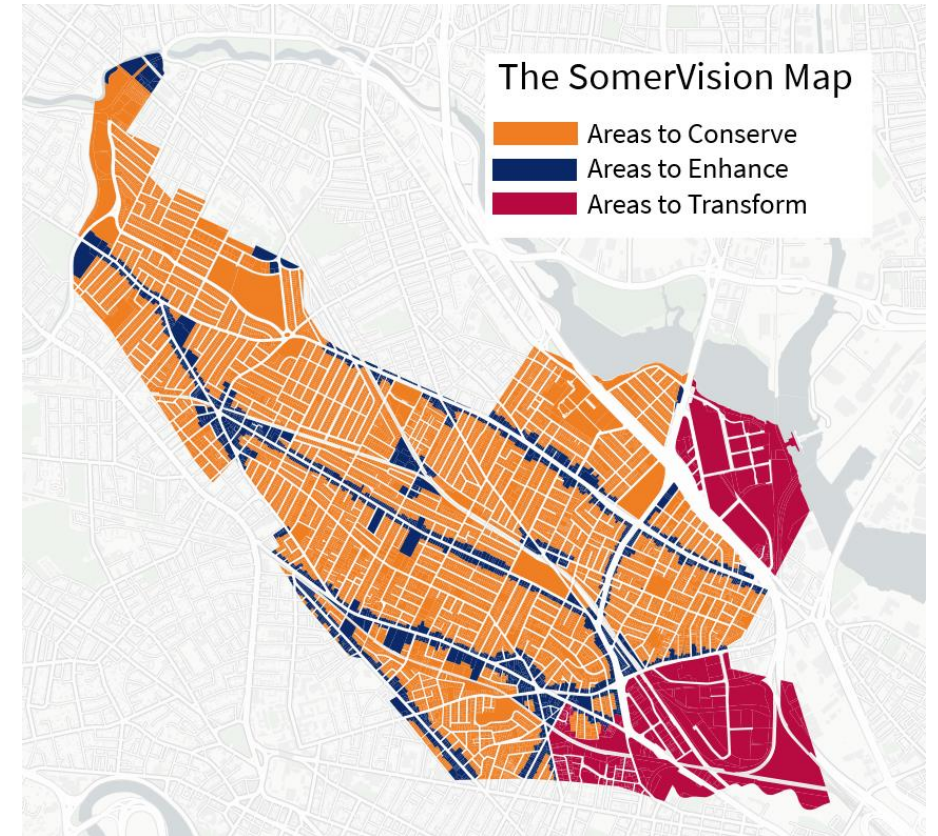
Planning in Somerville

SomerVision 2040

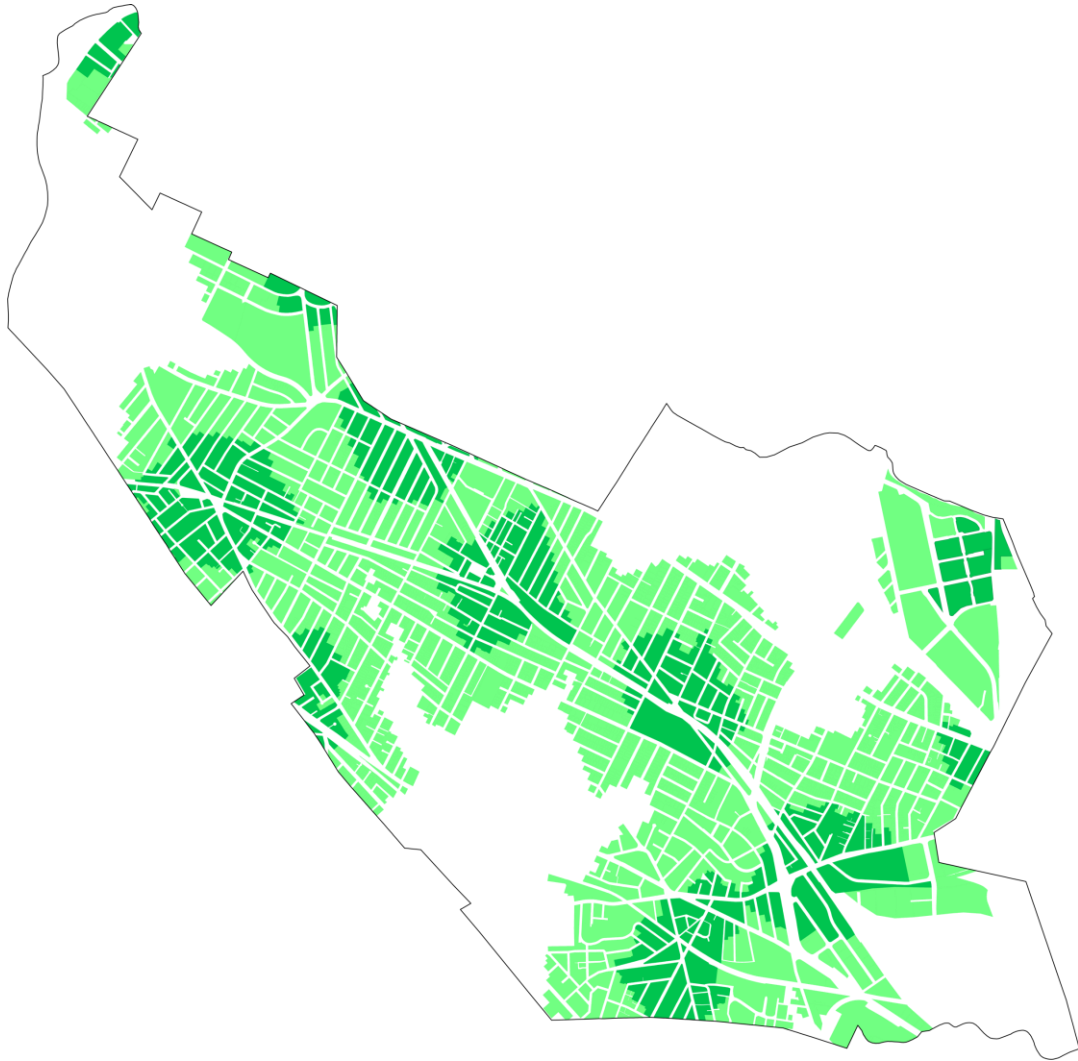
Comprehensive Plan Update | 2010 - 2040
City of Somerville, Massachusetts



Mayor Joseph A. Curtatone
Adopted October 2021
SomerVision2040.com



Trip Mitigation in Somerville



Nearly every lot has latent but inherent development potential

Infill and large-scale redevelopment can propose new parking

Parking maximums exist within $\frac{1}{4}$ & $\frac{1}{2}$ mile of transit; there is no ban anywhere in the city

People generate trips
Parking encourages trips by motor vehicle

New neighbors and new co-workers bring new trips

OSPCD Staff and the Review Boards mitigate motor vehicle trips when reviewing permit applications through mobility management and permit conditions

Existing Base Zoning Entitlements



Fabrication District

4 stories, 60 feet

Primarily Manufacturing

5 % ACE Space

No Civic Space

No Parking Maximum

Surface parking prohibited (must be structured)

Potential Build:
1.2 Million sf. (in Yellow)

Proposed Base Zoning Entitlements



R&D District

4 stories, 60 feet

R&D + Manufacturing

10% ACE Space

No Civic Space

No Parking Maximum

Surface parking prohibited (must be structured)

Potential Build:
1.2 Million sf. (in Yellow)

Existing Mobility Management

Purpose

Control automobile trips to 50% or less

Permits

- Master Plans

Buildings

- >50,000 sf of commercial floor space
- >20 dwelling units
- >50 employees across multiple tenants

Uses

- Non-Residential Uses 50+ employees
- Commercial Parking Facilities
- Lodging with 50+ rooms

Plan compliance is a required permit condition

Annually updated; monitoring & reporting required

Trip reduction targets established after 2 years

Example Programs & Services

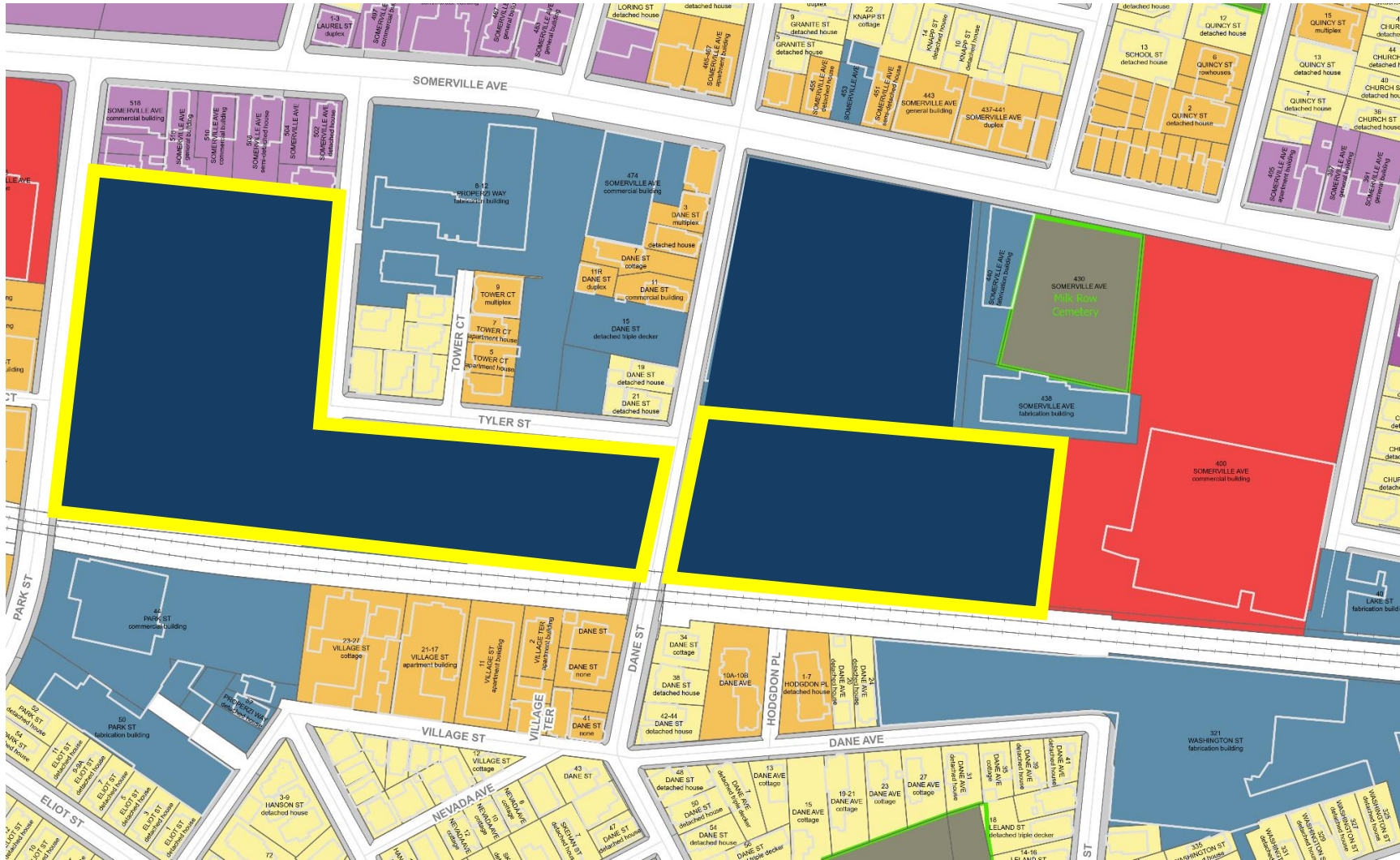
Large Commercial Use

- On-site Transportation Coordinator
- Posted Information
- Distributed Information
- Qualified Transportation Fringe Benefits
- Guaranteed Ride Home Program
- Annual Mobility Educational Meeting

Commercial Parking Facility

- Posted Information
- Preferential Parking for Carpool/Van-pool

Proposed Overlay Zoning



MPD Overlay AI Subarea

7-12 stories, 130-200 feet

Primarily R&D with some
Manufacturing

8% ACE Space w/ specifics

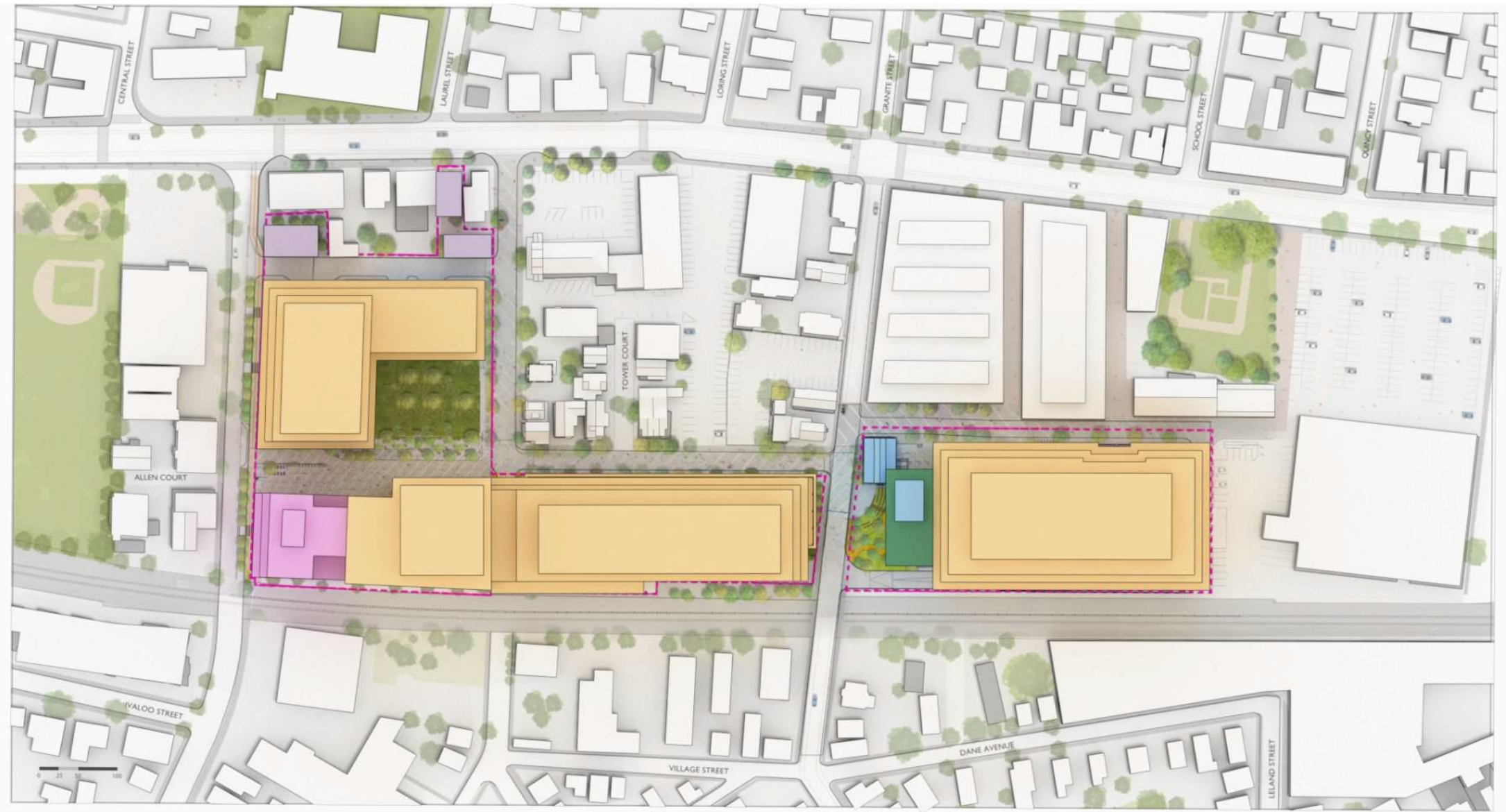
10% Civic Space

750 Parking Maximum

Underground Parking
Required

Potential Build:
1.4M - 1.5M sf. (in Yellow)





Enhanced Parking & Mobility Controls

Master Planned Development (MPD) Overlay District

Arts & Innovation Sub-Area

Parking Maximum

- 750 motor vehicle parking spaces

Responsive Parking Controls

- Planning Board required to regulate the number of off-street parking spaces using a parking demand model
- Planning Board required to impose permit conditions to mitigate any individual or cumulative on-site or off-site transportation impacts

Mobility Management

Block 1

- Control motor vehicle trips to 40% or less initially and to 25% after two (2) years of occupancy

Block 2, Block 3, & Block 4

- Control motor vehicle trips to 25% or less.

Monitoring & Reporting

Monthly

- Commercial parking facility parking utilization
- Pickup, drop-off, & deliveries to properties

Quarterly

- Travel behavior of residents and employees.

Development Review Process

Master Planned Development (MPD) Overlay District

Arts & Innovation Sub-Area

Mult-Step Review Process

Step 1: Master Plan Special Permit

Step 2: Site Plan Approval

- Streets
- Civic Spaces
- Buildings

Phase 1 (Block 1)

- Pre-application meetings conducted concurrently with Master Plan meetings
- Permit applications submitted simultaneously with the Master Plan Special Permit application

Development Review Process

Master Plan Special Permit

A discretionary Special Permit

Must be compliant with zoning and consistent with SomerVision/UDF

Planning Board can deny, but not without a reasonable basis, by ignoring facts, or by misinterpreting or misrepresenting relevant information

Judge the qualitative characteristics of a proposed master plans relating to:

- SomerVision & UDF goals
- Street network & street design
- Balance of uses
- Utility impacts
- Phasing
- Parking



Master Plan



Development Review Process

Site Plan Approval

An administrative permit

Must be compliant to zoning and consistent with SomerVision/UDF

Can be denied only if:

- Missing application information (incompleteness)
- Permit conditions would not ensure compliance
- An intractable problem intrusive to the needs of the public cannot be adequately mitigated

MPD Overlay AI Subarea

- Planning Board required to regulate the number of off-street parking spaces using a parking demand model
- Planning Board required to impose permit conditions to mitigate any individual or cumulative on-site or off-site transportation impacts

Development Review Process

Block 1

Development Review

- Fall 2025
- Concurrent with Master Plan
- 250 spaces commercial parking facility

Construction

- 2.5 years estimate ground-breaking to occupancy
- January 2026 – July 2028
- No new trips during this time period



Development Review Process

Block 2

Development Review

- Fall 2028 (estimated)
- 200 space commercial parking facility
- Block 1 just starting to be occupied
 - Trips: 40% mode share

Construction

- 2.5 years estimate ground-breaking to occupancy
- January 2029 – July 2031
- No trips from block 2 during this time period



Use of Existing Parking
New Parking Spaces



Development Review Process

Block 3

Development Review

- Fall 2031 (estimated)
- 200 space commercial parking facility
- Block 1 will have 2 years of occupancy
 - Trips: 25% mode share
- Block 2 just starting to be occupied
 - Trips: 25% mode share

Construction

- 4 year estimate ground-breaking to occupancy
- January 2031 – July 2035
- No trips from block 3 during this time period



Use of Existing Parking
New Parking Spaces



Development Review Process

Block 4

Development Review

- Fall 2035 (estimated)
- 200 space commercial parking facility
- Block 1
 - Trips: 25% mode share
- Block 2
 - Trips: 25% mode share
- Block 3 just starting to be occupied
 - Trips: 25% mode share

Construction

- 3 year estimate ground-breaking to occupancy
- January 2036 – July 2038
- No trips from block 4 during this time period



Use of Existing Parking
New Parking Spaces



Intermittent Years & the Future

Site Plan Approvals

Permit Validity

- 3 years to exercise each permit

Mobility Management Planning in perpetuity

- Annual updates required
- Monthly reporting of parking use
- Monthly reporting of pickup, drop-off, deliveries
- Quarterly reporting of resident & employee travel behavior

Conditions

- Can be easily correlated with performance indicators and timelines agreed to in CBA

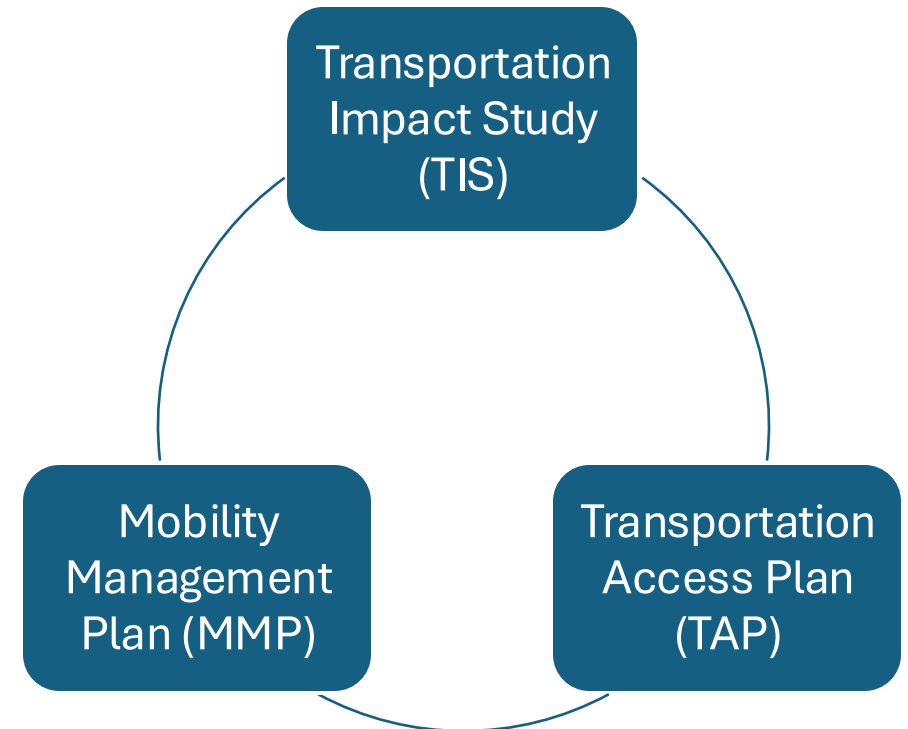


Development Review Process - Transportation



How does transportation impact review work today?

- Somerville Zoning Ordinance specifically aims to ensure that 75% of trips associated with new development to be made via transit, walking and bicycling.
- Prior to Planning Board review, large projects are required to submit:
 - Transportation Impact Study (TIS)
 - Transportation Access Plan (TAP)
 - Mobility Management Plan (MMP)
- Planning Board may apply conditions to project approvals to mitigate transportation impacts
 - Staff recommendations to Planning Board flow from these required analyses and documents



Required Documentation - TIS

Transportation Impact Study (TIS)

What is it?

- An analysis of existing conditions, a model of future conditions, and a discussion of potential mitigation strategies

When is it required?

- All large projects must prepare a TIS at the Master Plan level
- Projects cannot reach Planning Board without completed TIS
- Updates can be required at Site Plan Approval level if necessary or if development program changes

How is it prepared?

- Somerville's standards closely resemble those used in Boston, Cambridge, and at MassDOT, but are customized for Somerville
- Scope must be approved by Mobility prior to data collection
- Scope approval includes:
 - Development program size and land uses
 - Data collection types, locations, and dates
 - Scope of vehicle, pedestrian, bike, and transit analyses
 - Analysis scenarios to be included (Existing, Future Build, Build with Mitigation, etc.)
 - Proposed trip generation and parking study methodologies
 - Proposed mode split for trips, typically matching census tract commute data

CITY OF SOMERVILLE	
Transportation Impact Study (TIS) Guidelines	
Mobility Division, Mayor's Office of Strategic Planning & Community Development	
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1. Overview

The Transportation Impact Study (TIS) is an analysis of existing transportation infrastructure and anticipated transportation impacts from a proposed development project. The Mobility Division of the Office of Strategic Planning & Community Development is the City department responsible for reviewing this study and certifying its accuracy and completeness. These Transportation Impact Study Guidelines represent a set of uniform guidance for project proponents.

Rev. Aug 2023


Example of Required Documentation - TIS

Required Elements of a TIS

Existing Conditions Data

- Motor vehicle traffic
- Pedestrian/bicycle traffic
- Bus ridership

Estimated Trip Generation

- **Estimate daily trips for full proposed buildout** 
- Apply mode share based on existing Census data for neighborhood
- Distribute new trips across street network based on Census data

Modelled Impacts to Transportation System

- Add peak hour vehicle trips to existing peak hour traffic by intersection
- Estimate queue lengths / time delay at intersections
- Add peak hour transit trips to existing transit services

TRANSPORTATION SCOPING LETTER

Boynton Gateway

March 2021

were operating at the time when traffic counts were collected, therefore future trips will be reduced by the estimated trips produced by the existing land uses. The following LUCs were used for the existing site:

- Land Use Code 151 – Mini-Warehouse; and
- Land Use Code 942 – Automobile Care Center.

PROPOSED LAND USES

For this Project, the following Land Use Codes (LUCs) were used for the proposed development:

- Land Use Code 710 – General Office Building;
- Land Use Code 760 – Research and Development Center; and

Amenity space, such as a fitness area for employees, is typically not a trip generating land use, however, for a conservative project generated trip estimate it was included in the total office space calculations. The trip rates used for each LUC are summarized in Table 1.

Table 1. 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%

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Example: 495 Columbia Street (2021)


Example of Required Documentation - TIS

Required Elements of a TIS

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Table 4. Existing Mode Share	
Mode Type	Mode Split*
Non-Vehicle Modes	
Public Transportation	30%
Walking	16%
Cycling	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.

Example: 495 Columbia Street (2021)

Example of Required Documentation - TIS

Required Elements of a TIS

Existing Conditions Data

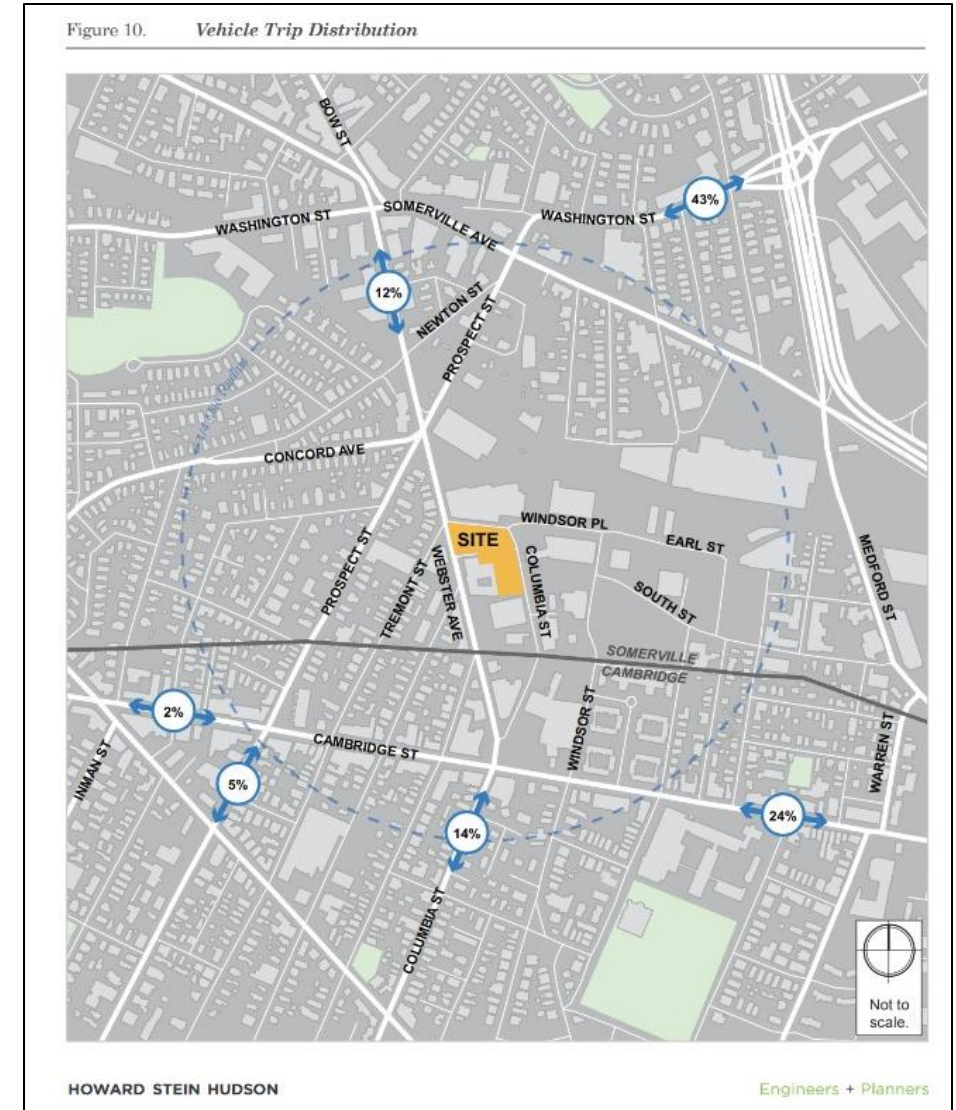
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Example: 495 Columbia Street (2021)

Example of Required Documentation - TIS

Required Elements of a TIS

Existing Conditions Data

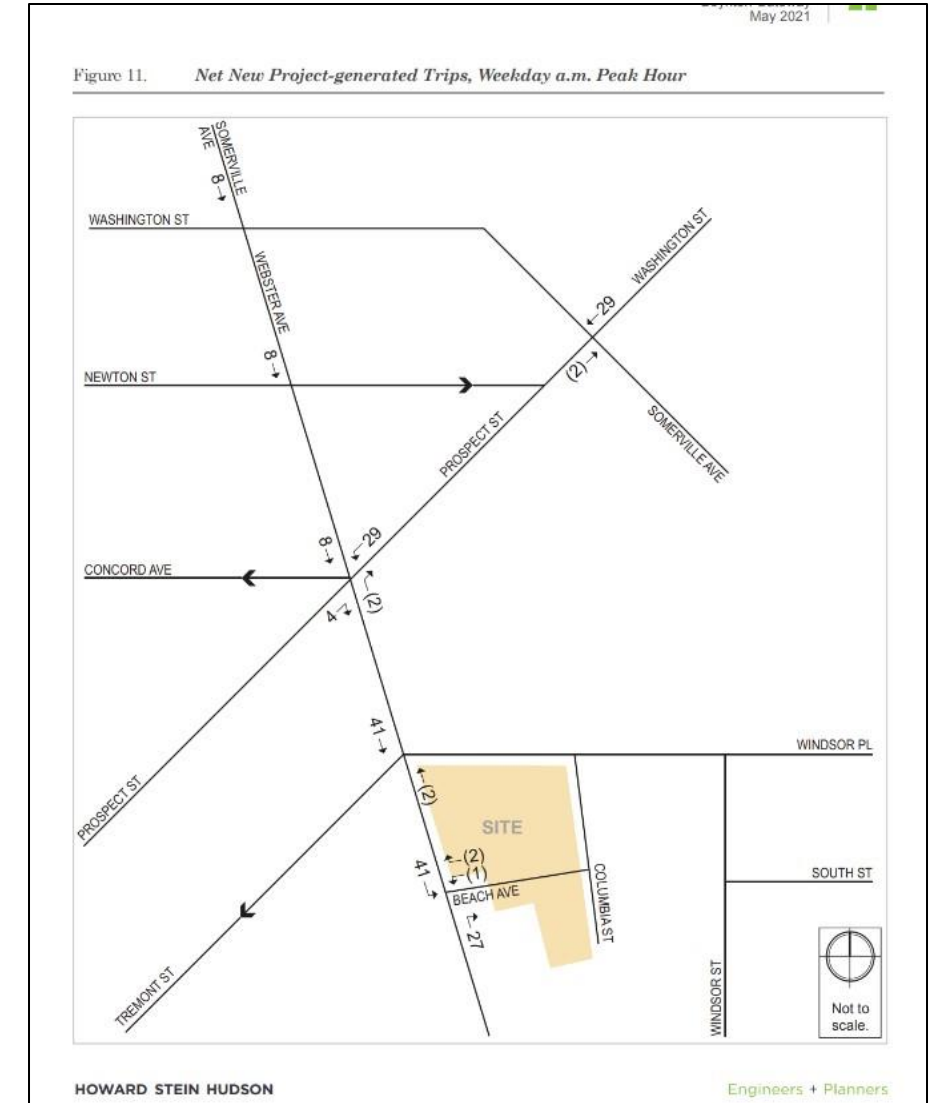
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Example: 495 Columbia Street (2021)

Example of Required Documentation - TIS

Required Elements of a TIS

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Modelled Impacts to Transportation System

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- **Estimate queue lengths / time delay at intersections** →
- Add peak hour transit trips to existing transit services


 TRANSPORTATION IMPACT STUDY
Boynton Gateway
May 2021

Table 11. Capacity Analysis Summary, Weekday a.m. Peak Hour

Intersection/Movement	Existing (2021) Condition					Build (2021) Condition					Design Year Build (2027) Condition				
	LOS	Delay (s)	V/C Ratio	Queues (ft)		LOS	Delay (s)	V/C Ratio	Queues (ft)		LOS	Delay (s)	V/C Ratio	Queues (ft)	
				50th %	95th %				50th %	95th %				50th %	95th %
Unsignalized Intersections															
Webster Avenue/Columbia Street/Tremont Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Columbia St WB left/thru/right	E	43.0	0.73	-	132	F	50.3	0.77	-	148	F	407.9	1.75	-	539
Webster Ave NB left/thru/right	A	0.9	0.02	-	2	A	0.9	0.02	-	2	A	0.8	0.02	-	2
Webster Ave SB left/thru/right	A	1.9	0.06	-	5	A	1.8	0.06	-	5	A	4.3	0.18	-	17
Columbia Street/Windsor Place / (Future D3 Driveway)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Columbia St EB thru/right (future left/thru/right)	A	0	0.08	-	0	A	0	0.08	-	0	A	0	0	-	0
Windsor St WB left/thru (future left/thru/right)	A	1.2	0.02	-	2	A	1.2	0.02	-	2	A	1.1	0.03	-	2
Columbia St NB left/right (future left/thru/right)	B	10	0.02	-	2	B	10.0	0.02	-	2	B	13.1	0.03	-	3
Future D3 Driveway SB left/thru/right	N/A										A	9.7	0.01	-	1
South Street/Windsor Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South St WB left/right	B	11.4	0.41	-	51	B	11.4	0.41	-	51	B	12.7	0.47	-	64
Windsor St NB thru/right	A	0	0.02	-	0	A	0	0.02	-	0	A	0	0.03	-	0
Windsor St SB left/thru	A	3.5	0.01	-	1	A	3.5	0.01	-	1	A	5.1	0.03	-	2
Webster Avenue/Newton Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newton St EB left/thru/right	C	24.7	0.48	-	62	D	25.2	0.49	-	64	F	180.3	1.18	-	272
Webster Ave NB left/thru/right	A	0.6	0.01	-	1	A	0.6	0.01	-	1	A	0.6	0.02	-	1
Webster Ave SB left/thru/right	A	0.3	0.01	-	1	A	0.3	0.01	-	1	A	0.9	0.04	-	3
Signalized Intersections															
Webster Avenue/Washington Street/Somerville Avenue	E	55.5	-	-	-	E	55.9	-	-	-	F	109.1	-	-	-
Washington St EB	D	45.2	0.66	128	179	D	45.2	0.66	128	179	D	51.4	0.78	152	210

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Example: 495 Columbia Street (2021)

Automobile Trip Mitigation

- The Mobility Division recommends conditions to the Planning Board intended to mitigate the impacts of the generation of new automobile trips associated with a new development.
- The Traffic Impact Study guidelines require that property owners propose mitigation measures appropriate to the project's size and impact, which are evaluated, modified, and improved as needed.
- Project-related deterioration in vehicle Level of Service metrics are typically addressed not by expanding vehicular capacity, but instead by improvements to pedestrian, bicycle, and/or transit facilities in the project area and by a comprehensive Mobility Management Program to reduce, spread out, modify, or otherwise mitigate vehicular trips.
- Improvements to mitigate existing deficiencies identified in the bicycle and pedestrian analysis, particularly those abutting the development site and along major pedestrian and bicycle routes of access to and from the development site, are often required.



Example: 74 Middlesex Avenue mitigation required by Planning Board (2025)

Required Documentation - TAP

Transportation Access Plan (TAP)

What is it?

- A proposal for multimodal access at a development site, including illustrative site plans and a technical narrative

When is it required?

- All large projects must prepare a TAP at the Master Plan level and at the Site Plan Approval level
- Projects cannot reach Planning Board without completed TAP

How is it prepared?

- Somerville's standards require:
 - Overall illustrative site plan
 - Pedestrian access plan
 - Equitable access plan
 - Motor vehicle parking and loading plan (including delivery, garbage trucks)
 - Bicycle parking plan
 - Vehicle movement plan
- TAP must be consistent with Somerville Zoning Ordinance

FORM: Transportation Access Plan Guidelines (January 2025)
Discontinue Prior Editions

City of Somerville – OSPCD Mobility Transportation Access Plan Guidelines

To determine whether your project requires a Transportation Access Plan (TAP) please consult the [Submittal Requirements Manual](#). Any application for an activity that requires a Transportation Access Plan will not be considered complete unless it includes a TAP that has been approved by the Director of Mobility.

The purpose of the TAP is to review and illustrate access to a building by people walking, rolling, biking and driving, including delivery and garbage trucks, and identify any transportation and streetscape improvements associated with a development proposal.

Required Documents

1. Technical Memorandum
2. Site Plans (1" to 20' scale or larger)

Document Standards

1. All required materials must be submitted online through CitizenServe. The Mobility Division reserves the right to require an Applicant to submit physical copies of site plan sets, at the Applicant's cost.
2. All plan drawings must be twenty (1" to 20') scale or larger drawings.
3. Plan sheets must include a title block with the project title, plan issue date, sheet number, sheet title, preparer name and contact information, preparers seal or certification stamp, scale, revision number and date, and assessor's map-block-lot number(s). A north arrow and graphic scale must be provided on each map or plan.
4. Plan sheets must be stamped and signed by a Professional Engineer licensed in Massachusetts.

Required Technical Memorandum

Provide a technical memorandum summarizing the submitted site plans and provide basic information about the proposal, including, but not limited to, height, square footage, land use, number of residential units, and number of parking spaces. The memo must describe and justify any changes to the public right-of-way, including signage, pavement markings, parking supply or regulations, street furniture, etc. Access to the site must be described for each mode of transportation (pedestrian, bicyclist, motor vehicle, transit rider, loading/garbage vehicle). Heavy vehicle maneuvers into and out of the site must be described in detail.

Example of Required Documentation - TAP

Transportation Access Plan (TAP)

What is it?

- A proposal for multimodal access at a development site, including illustrative site plans and a technical narrative

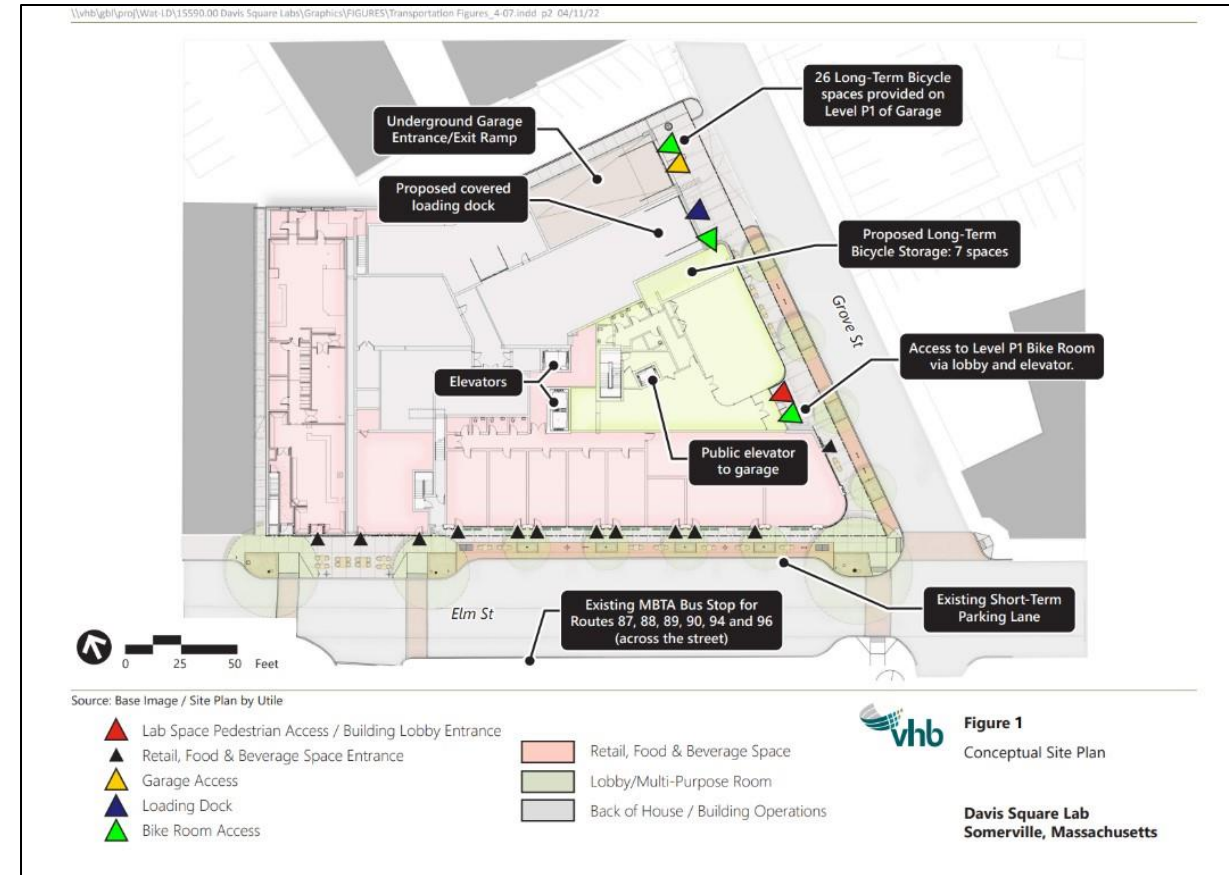
When is it required?

- All large projects must prepare a TAP at the Master Plan level and at the Site Plan Approval level
- Projects cannot reach Planning Board without completed TAP

How is it prepared?

- Somerville's standards require:
 - Overall illustrative site plan →
 - Pedestrian access plan
 - Equitable access plan
 - Motor vehicle parking and loading plan (including delivery, garbage trucks)
 - Bicycle parking plan
 - Vehicle movement plan

- TAP must be consistent with Somerville Zoning Ordinance



Example: 249 Elm Street (2022)

Example of Required Documentation - TAP

Transportation Access Plan (TAP)

What is it?

- A proposal for multimodal access at a development site, including illustrative site plans and a technical narrative

When is it required?

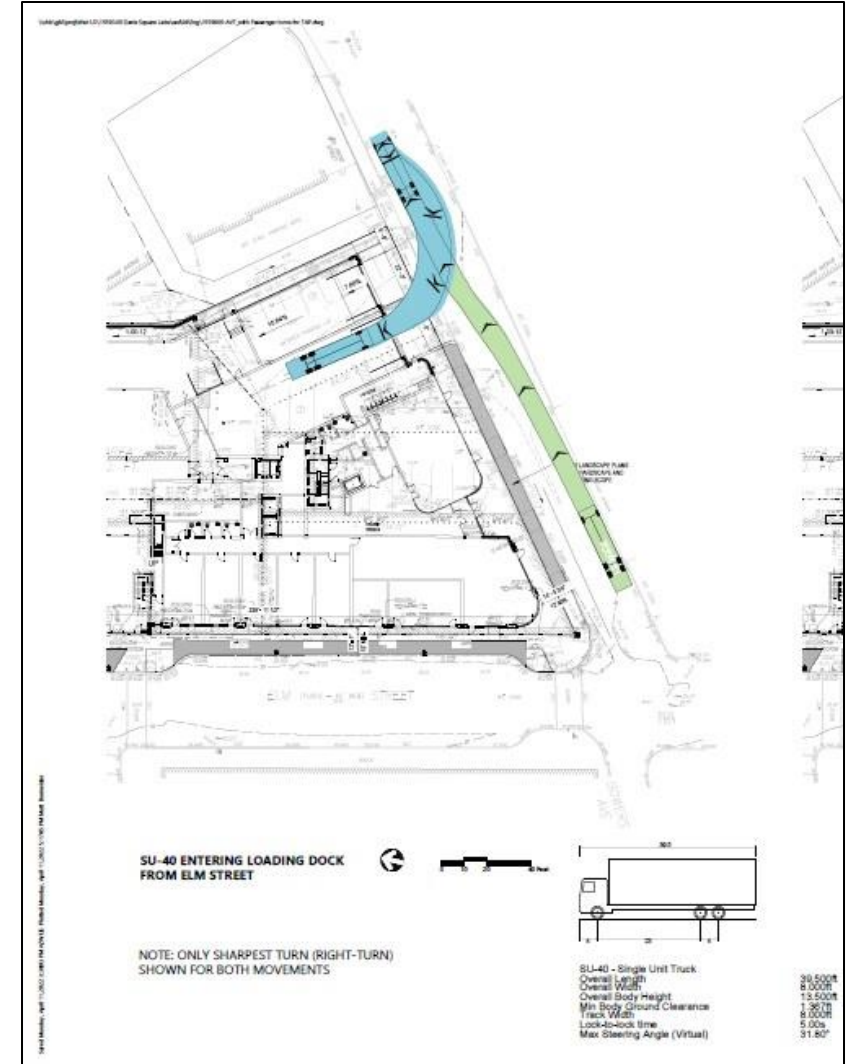
- All large projects must prepare a TAP at the Master Plan level and at the Site Plan Approval level
- Projects cannot reach Planning Board without completed TAP

How is it prepared?

- Somerville's standards require:
 - Overall illustrative site plan
 - Pedestrian access plan
 - Equitable access plan
 - **Motor vehicle parking and loading plan (including delivery, garbage trucks)**
 - Bicycle parking plan
 - Vehicle movement plan



- TAP must be consistent with Somerville Zoning Ordinance



Example: 249 Elm Street (2022)

Required Documentation - MMP

Mobility Management Plan (MMP)

What is it?


- A plan for programs and services that a developer will use to discourage automobile use in the proposed development

When is it required?

- All large projects must prepare an MMP at the Master Plan level, at the Site Plan Approval level, and for each large commercial tenant
- Projects cannot reach Planning Board without approved MMP

How is it prepared?

- Somerville's standards require:
 - Benchmarking mode share to reflect Census data for the neighborhood
 - Commitments to reach SomerVision mode share targets for 2030 and 2040
 - Annual data collection and reporting on mode share
 - Common plan elements include: reducing parking supply; charging market rate for parking; unbundling parking from leases; providing free transit passes; providing free bikeshare passes; providing shuttle services; providing guaranteed ride home programs
- Staff may apply additional conditions to an approval
- Approved MMP gets incorporated into Planning Board decision and recorded at Middlesex Registry of Deeds

**CITY OF SOMERVILLE**
Office of Strategic Planning & Community Development

MPS SP MOBILITY MANAGEMENT PLAN SUBMISSION REQUIREMENTS

A Mobility Management Plan (MMP) establishes commitments by a property owner or employer to implement mobility management programs and services in an effort to reduce motor vehicle trips and encourage residents, employees, and visitors to walk, ride a bike, or take transit. MMPs are required by the Somerville Zoning Ordinance for Master Plan Special Permits. The purpose of a MMP for master planned development is to ensure that master developers are fully aware of the mobility management responsibilities of future property owners and tenants (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.

PROCEDURE:

Approval of an MMP is an administrative process conducted by the Director of Mobility ("the Director"). MMPs must be submitted to the Director separately from any Development Review Application, Master Plan Special Permit Application, or Comprehensive Permit Application. MMPs should be submitted prior to any development review applications. Following approval and signing of the MMP by the Director and the property owner or employer, the Director will provide a signed MMP certification letter, which is a required document for development review applications to be considered complete.

Within thirty (30) days of receipt of an MMP, the Director will issue a written preliminary decision indicating approval, approval with conditions, or denial of the proposed plan. Within sixty (60) days of receipt of an MMP, the Director will issue a written final decision indicating approval, approval with conditions, or denial of the proposed plan. The Director will issue a reconciliation letter to address any conditions applied by the review boards to a discretionary or administrative permit approval required for proposed development.

FORMAT & SUBMITTAL REQUIREMENTS

Submittal Requirements

- Two (2) printed copies of all required submittal materials.
- One (1) digital copy of all required submittal materials.

Printed Copies

- Written materials must be 8.5"x11" portrait-oriented pages.
- Plans and illustrations must be 11"x17" landscape-oriented page tri folded into 8.5"x11" size
- MMPs that are ten (10) pages or less may be bound by a single staple.
- MMPs over ten (10) total pages must be submitted as a booklet with a plastic comb, plastic coil, or wire lay flat binding.

Electronic Copies

- Unless otherwise specified, all documents must be submitted in PDF format. Electronic plan sets must be full size for the appropriate scale of each drawing.

MMPs must be submitted to:

Mobility Division
3rd Floor, City Hall
93 Highland Avenue
Somerville, MA 02143
(617) 625-6600 x2500

VER: October 19, 2022

1

Example of Required Documentation - MMP

Mobility Management Plan (MMP)

What is it?

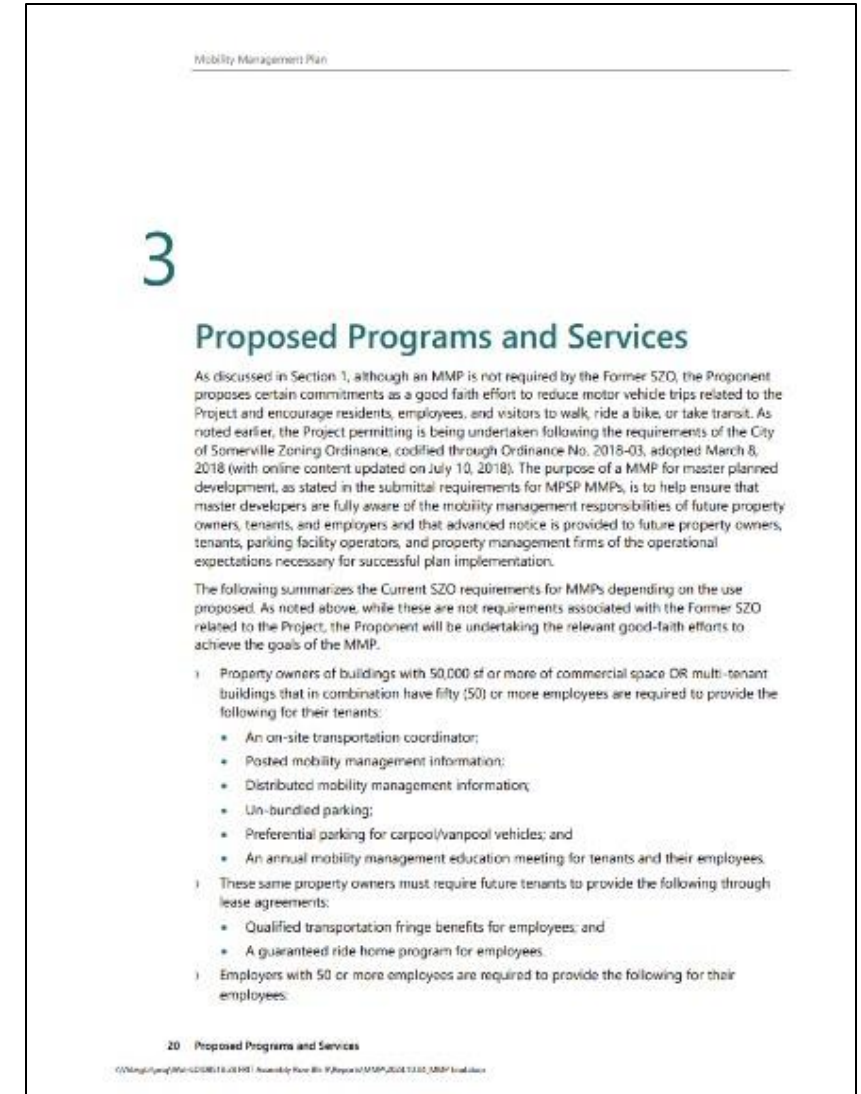
- A plan for programs and services that a developer will use to discourage automobile use in the proposed development

When is it required?

- All large projects must prepare an MMP at the Master Plan level, at the Site Plan Approval level, and for each large commercial tenant
- Projects cannot reach Planning Board without approved MMP

How is it prepared?

- Somerville's standards require:
 - Benchmarking mode share to reflect Census data for the neighborhood
 - Commitments to reach SomerVision mode share targets for 2030 and 2040
 - Annual data collection and reporting on mode share
 - **Common plan elements include: reducing parking supply; charging market rate for parking; unbundling parking from leases; providing free transit passes; providing free bikeshare passes; providing shuttle services; providing guaranteed ride home programs**
- Staff may apply additional conditions to an approval
- Approved MMP gets incorporated into Planning Board decision and recorded at Middlesex Registry of Deeds



Example: 375 Harold Cohen Way (2024)

Example of Required Documentation - MMP

Mobility Management Plan (MMP)

What is it?

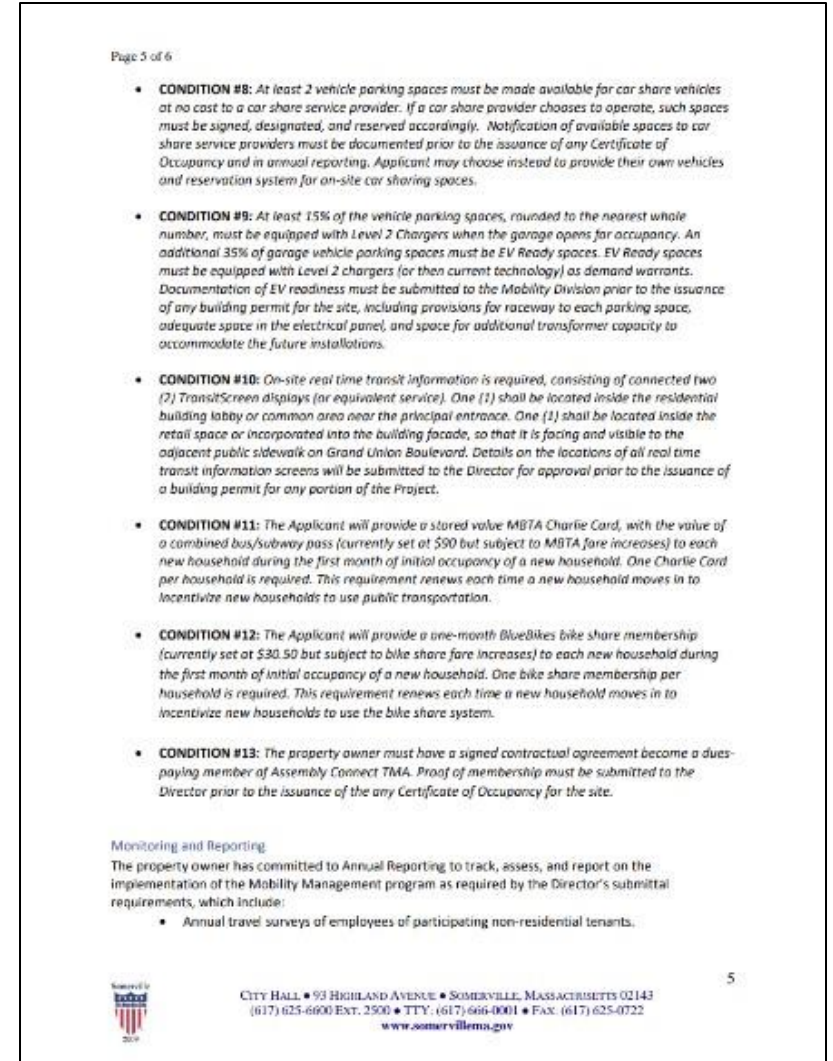
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Example: 375 Harold Cohen Way (2024)

Additional Resources – MMP Catalogue

- Approximately 40 Mobility Management Plans (MMP) associated with projects approved by the Planning Board have been completed by the Mobility Division.
- An MMP consists of a property owner's submission as well as an approval letter issued by the Mobility Division and signed by both parties.
- MMP conditions are part of Planning Board conditions for an approved project
- MMPs are available in a searchable catalogue which includes links to the full plan PDFs.

Development Mobility Management Plans

The table below is a searchable catalogue of all Mobility Management Plans approved by the Mobility Division, and includes a link to the full plan PDF in the "Document" column. Please note: this resource reflects information provided at the time of MMP approval. Minor differences may occur between data in these documents (e.g., number of parking spaces) and the as-built conditions due to unforeseeable elements of the permitting and construction process.

Somerville Development Mobility Management Plans

ADDRESS ▲	MMP APPROVAL DATE ▲	LINK TO DOCUMENT	RESIDENTIAL UNITS ▲	COMMERCIAL SPACE SQUARE FEET ▲	MOTOR VEHICLE PARKING ▲	BICYCLE PARKING ▲
Union Square US2 CDSP	12/14/2017	Document	998	1,464,000	1500	
290 Revolution Drive	11/8/2018	Document	329	10,823	188	112
346 Somerville Avenue	9/5/2019	Document	94	2,000	0	140
152-158 Broadway	11/20/2020	Document	45	4,150	0	59
3 Hawkins Street	12/15/2020	Document	59	0	15	65

<https://www.somervillema.gov/content/development-review-process>

Mobility Management – Annual Reporting Results

Projects currently in MMP Annual Reporting

Project Address	Approval Date	Entered Reporting	Commercial SF	Vehicle Parking	Parking Ratio	Bicycle Parking
101 South St	11/5/2021	Spring 2023	289,000	250	0.86	166
100 Chestnut St	5/20/2021	Fall 2024	200,000	229	1.15	52

Annual Reporting Results

Project Address	Reporting Cycle	Vehicle Mode Share	% Site Users Response Rate	% Building Occupancy at time of survey	% Peak Garage Occupancy	Daily / Monthly Parking Rate
101 South St	Spring 2023	40.20%	65%	~100%	94%	\$45 / \$350
101 South St	Spring 2024	32.20%	60%	~75%	70%	\$45 / \$350
100 Chestnut St	Fall 2024	39.1%	64%	~50%	49%	\$45 / \$350

A&I Subarea Zoning: Additional Transportation Elements

Traffic Impact Study

- Parking space cap at 750 spaces overall
- Parking space maximum for individual buildings to be determined by demand model

Transportation Access Plan

- All sidewalks required to be at least 12' in width
- One required thoroughfare between Park Street and Properzi Way
- One require through block plaza between Park Street and Properzi Way, connecting to Tyler St

Mobility Management Plan

- Mode split of 40% required at initial occupancy
- Mode spit of 25% required at full occupancy
- Adjustments to programs and services to be proposed in advance if mode split commitments are not met.
- Monthly reports of parking utilization much be provided
- Quarterly reports of mode split of site users must be provided
- 25% of parking spaces much be electric; remaining 75% must be EV Ready.

A&I Subarea: City/MBTA current safety/access investments

Bus Transit

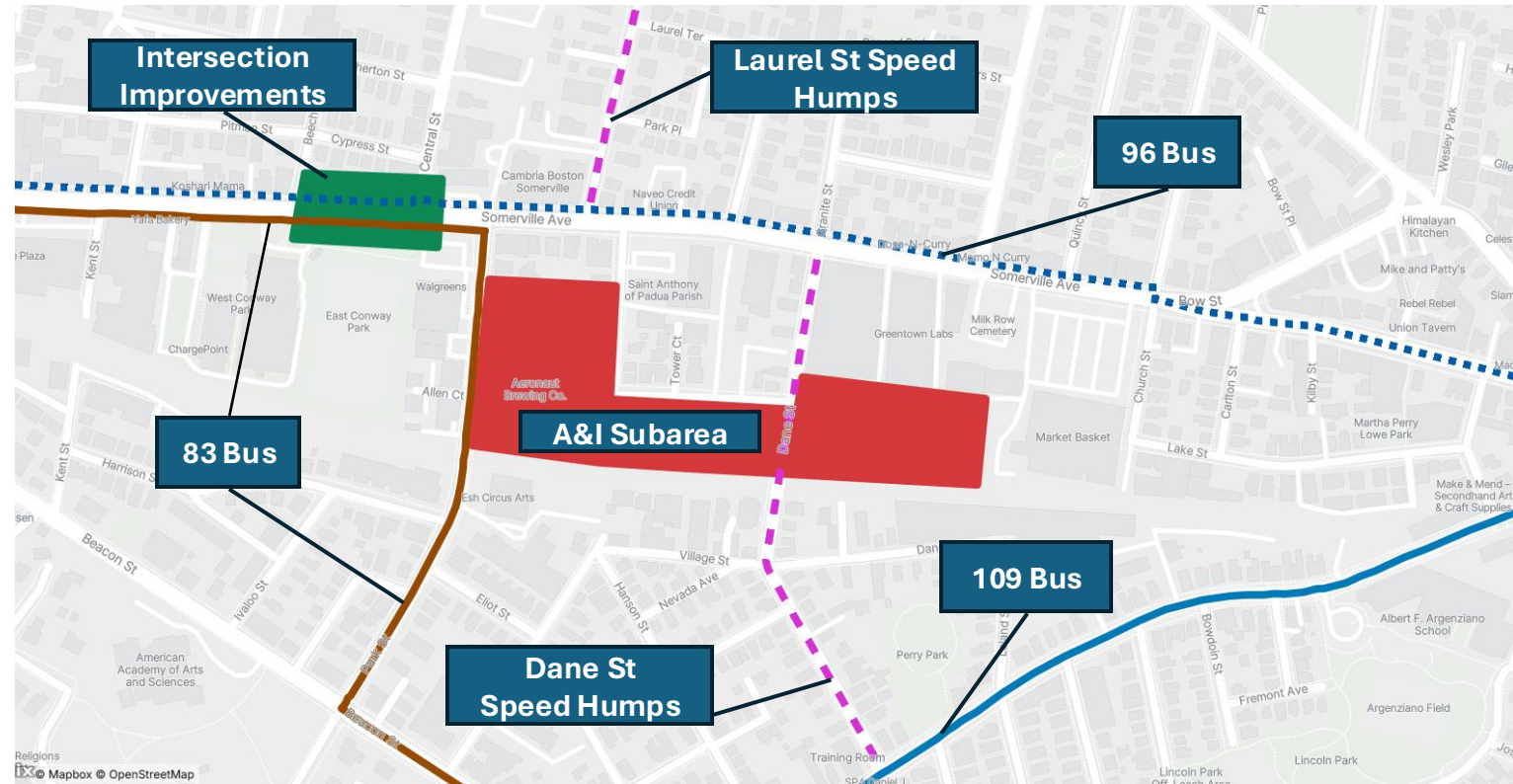
- Existing Route 109 high-frequency service (**Harvard Square to Everett & Malden via Union Square, East Somerville, & Sullivan**) on Washington Street
 - Initiated in 2024; ridership has increased 10%
 - ~5 min walk to center of overlay district
 - 8 min headways at peak hours**
 - Every 15 min or better 5am-1am every day**
- Existing Route 83 medium frequency service (**Porter Square to Central Square**) on Somerville Ave and Park Street
 - 25-30 min headways 6am-10pm every day**
- Future Route 96 high frequency service (**Union Square to Malden Center via Davis Square & Medford/Tufts**) on Somerville Avenue is planned for implementation ~2028
 - <5 min walk to center of overlay district
 - 8 min headways at peak hours**
 - Every 15 min or better 5am-1am every day**

Pedestrian Accessibility & Safety; Traffic Calming

- Somerville Avenue at Central Street intersection reconstruction scheduled for 2025
- Dane Street speed hump installation scheduled for 2025
- Laurel Street speed hump installation scheduled for 2025-2026

Bicycle Safety

- Somerville Avenue "quick build" separated bike lanes (Elm Street to Bow Street) planned for installation in 2027
- Washington street existing separated bike lanes (Beacon Street to Webster Avenue) installed in 2024



Thank you!