

Transportation Impact Study (TIS)

A Transportation Impact Study is required for development meeting any of the thresholds specified below.

Building Type or Use	Threshold	Exemption
All building types	>Fifty Thousand (50,000) Gross Floor Area	
Commercial Building, Lab Building, Block Building, Commercial Block Building, Fabrication Building, Box Building, Strip Commerce, Pad Commerce	>Twenty-Five Thousand (25,000) Gross Floor Area	
Apartment Building, General Building, Mid-Rise Podium Tower, Block Building	>Twenty (20) Dwelling Units	Building types with less than fifty (50) dwelling unity that provide no more than 0.1 motor vehicle parking spaces per dwelling unit (rounded to the nearest whole number) on site.
Specific Uses identified in Table of Use, Chapter 2c	See Table Chapter 2c of the Submittal Requirements	
Non-Residential Uses	Occupance of > twenty-five thousand (25,000) square feet in Leasable Floor Area	Occupancy of any commercial space less than fifty thousand (50,000) square feet in leasable floor area by any non-residential use with fewer than fifty (50) employees that voluntarily submits a mobility management plan with commitments detailed below.
Commercial Parking uses	>Fifty (50) Motor-Vehicle Parking Spaces	

Mobility management plans for above exemption must commit to all of the following:

- Reasonable efforts to achieve the mode share goals of SomerVision 2040 (no more than 37.5% vehicle mode share by 2030 and 25% vehicle mode share by 2040)
- Providing all employees with the maximum Qualified Transportation Fringe Benefit permitted for an MBTA transit pass.
- Charging a market rate price for any accessory parking or commercial parking and NOT providing any parking pass subsidy to any employees.

Notwithstanding Table 4, a TIS is not required for proposed mixed use development including any combination of dwelling units, commercial space, or commercial parking spaces if:

$$(DU \div 20) + (GFA \div 50,000) + (\text{Motor Vehicle Parking Spaces} \div 50) \leq 1$$