Memorandum

To: Mayor's Office of Strategic Planning
and Community Development
City of Somerville
93 Highland Avenue
Somerville, MA 02143

Date: May 11, 2022

Project #: 15305.00

From: Patrick Dunford, P.E.
Senior Project Manager

Re: Transportation Access Plan
10 Washington Street
Somerville, Massachusetts

The following information is being provided to document the Transportation Access Plan (TAP) for the proposed laboratory/research & development (R&D) building (the "Project") to be located at 10 Washington Street in Somerville, Massachusetts (the "Development Site"). Paradigm Properties, (the "Proponent") is proposing to construct a pedestrian and transit oriented, lab/R&D on the Development Site. This document and accompanying information depict the proposed Development Site access for vehicle (delivery trucks), bicycle, and pedestrian traffic. Information regarding truck deliveries and service vehicles (trash, recycling, etc.) also is provided for review.

The proposed development will consist of approximately 77,245 square feet (sf) of research & development space (the "Project"). A 120-room extended stay hotel previously was approved by the City of Somerville in 2019 to be constructed on this Development Site. That project, which was approved at the same time as a 205-room residential building being developed by Criterion Development Partners south of and adjacent to the Site, is no longer proposed.

Under existing conditions, the Site is occupied by an existing surface parking lot containing approximately 68 parking spaces. The Site is bordered by Inner Belt Road to the west, Crescent Street to the east, and Washington Street to the north. As part of the ongoing construction of the approved Criterion residential development to the south, Roland Street is being extended from its current terminus at Crescent Street to Inner Belt Road. This new alleyway will provide secondary access to the parking garage currently under construction on that Site and loading access for the Project.

Site Access

The Project is located in the City of Somerville's Commercial Industry ("CI") zoning district. For research & development/laboratory projects the Zoning Bylaws allow up to a maximum of 1 parking space per 1,000 sf of gross leasable square footage. Bicycle parking is required at a ratio of 1 space per 20,000 sf (short term) and 1 space per 5,000 sf (long term). However, in this instance, no new automobile parking will be constructed as part of the Project. Instead, approximately seventy (70) of the parking spaces within the adjacent 427 space parking garage under construction to the south of the Development Site will be available for lease by tenants of this Site. These spaces will be unbundled from the Project. While they will be available for lease, not all of these spaces necessarily be leased to the Project if the tenant determines that they are not needed.

In the absence of any parking facilities being constructed at the Development Site, the only new curb cut will be for the loading bay. This driveway will be constructed on the northerly side of the newly constructed Roland Street Extension approximately 80 feet to the east of that roadway's new intersection with Inner Belt Road. This is the same approximate location as the previously approved curb cut for the prior hotel proposal. However, that driveway would have provided access to six surface parking spaces which primarily would have been used for short-term pick-up/drop-off activity. By comparison, use of the currently proposed curb cut will be limited to single-unit delivery

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trucks. Due to the nature of the use and limited dock space, deliveries should only be associated with the normal operation of the building without frequent activity.

On-Street Parking

No new on-street parking will be created as part of the Project. Roland Street Extension, which will be configured as an alleyway, will be constructed with a 26-foot width allowing for two-way vehicular traffic. No parking is proposed along this newly created segment. Along the Development Site's northerly frontage, curbside activity will be limited to an existing MBTA bus stop, which will be upgraded as part of an active MBTA improvement project (this project also includes adding a buffered bike lane on the Site's frontage). The Proponent will work with the MBTA and City of Somerville to coordinate the design details of the Project and the proposed bus stop upgrades. Some level of informal parking activity historically occurred on Inner Belt Road near the Development Site. Regardless, with the newly created intersection of Inner Belt Road with Roland Street Extension it is not expected that any parking will be allowed between that intersection and Washington Street. The regulation of on-street parking ultimately is determined by the city. In this instance, the northbound Inner Belt Road approach to Washington Street is striped as two lanes with the curbside lane being used as an exclusive right-turn lane. Without any use necessitating streetfront off-site parking, it is not expected that any on-street parking will be provided on Inner Belt Road adjacent to the Development Site.

Site Plans and Supporting Graphics

The conceptual ground floor Development Site plan accompanying this application have been attached for reference (Figure A-1). To supplement the Site plan, graphics highlighting the planned vehicular, bicycle, and pedestrian accommodations have been provided for general reference.

Ground Floor and Illustrative Plan

Refer to Figure A-1 for an illustrative Development Site plan depicting the Project.

Transportation Elements Plan

Refer to Figure A-2 for a plan depicting transportation elements, including street signage, pavement markings, and other items, in the immediate vicinity of the Development Site.

Pedestrian Access Plan

Refer to Figure A-3 for a plan depicting the Project sidewalk network and primary building entrance locations. The building entrances shown are general locations. Precise detail is provided within the architectural plans accompanying the overall Project submittal.

Bicycle Parking Plan

Refer to Figure A-4 for a conceptual bicycle parking plan. Secured long-term bicycle parking will be provided within the building in a dedicated storage area at the southeast corner of the building. This proposed room will have storage for a minimum of 26 bicycles, which will exceed for long-term supply requirement specified in the Zoning Bylaws. This area will be accessible via an internal building passageway and an exterior door at the southerly end of the building. Furthermore, additional short-term bicycle parking spaces will be provided at bike racks proposed to be located at the

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northeast corner of the building. This supply also will exceed the short-term bicycle parking requirements noted earlier.

Vehicle Parking Plan

Refer to Figure A-5 for a plan showing the vehicular access to the Development Site. As the Project will not include any new parking facility this plan is provided solely for reference and to show the location of the nearby Criterion parking garage where a limited number of parking spaces will be available for lease by the Project.

Vehicle Movement Plan

Refer to Figure A-6 for a vehicle tracking diagram demonstrating the ability of delivery trucks (SU-30 sized single-unit trucks and trash trucks) to navigate in and out of the building's sole loading facility. The exact number and timing of deliveries will vary depending on the tenant, but laboratory/R&D uses typically do not generate significant truck activity. These same types of vehicles typically already are seen on a regular basis on Inner Belt Road and the surrounding area to other uses. The smaller single-unit trucks expected at this Development Site can easily be accommodated and should typically only be on-site for a short time.

MBTA Conceptual Improvements

Refer to Figure A-7 for a conceptual site plan showing improvements to the bus stop and bike lane adjacent to the Site on Washington Street. These improvements were developed based on conversations with City staff in coordination with the MBTA's ongoing improvements along Washington Street. It should be noted that the attached plan is conceptual in nature and final design elements will need to be determined as the project progresses in coordination with the MBTA and City of Somerville.

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Attachments

- Illustrative Site Plan
- Transportation Elements Plan
- Pedestrian Access Plan
- Bicycle Access & Parking Plan
- Vehicle Access & Parking Plan
- Vehicle Movement Plan
- MBTA Conceptual Improvements

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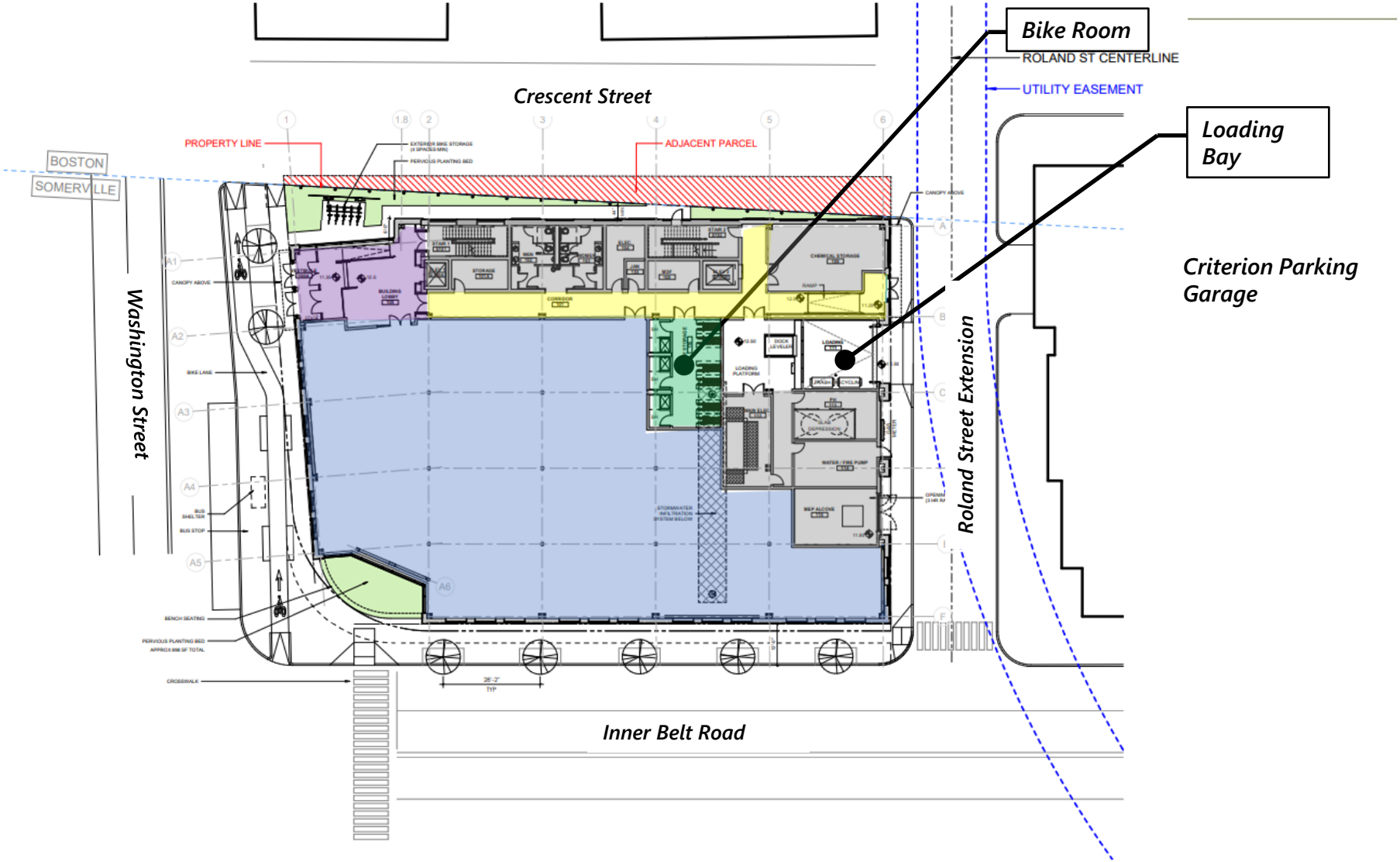
Illustrative Site Plan

\\vhb\gbl\proj\Boston\15305.00\Reports\TAP\Figure A-1 - Illustrative Site Plan.pdf



Base plans prepared by Margulies Perruzzi.

- *Tenant area*
- *Lobby / vestibule*
- *Internal corridor*
- *Bike room*
- *MEP / building support*

Figure A-1

Illustrative Site Plan

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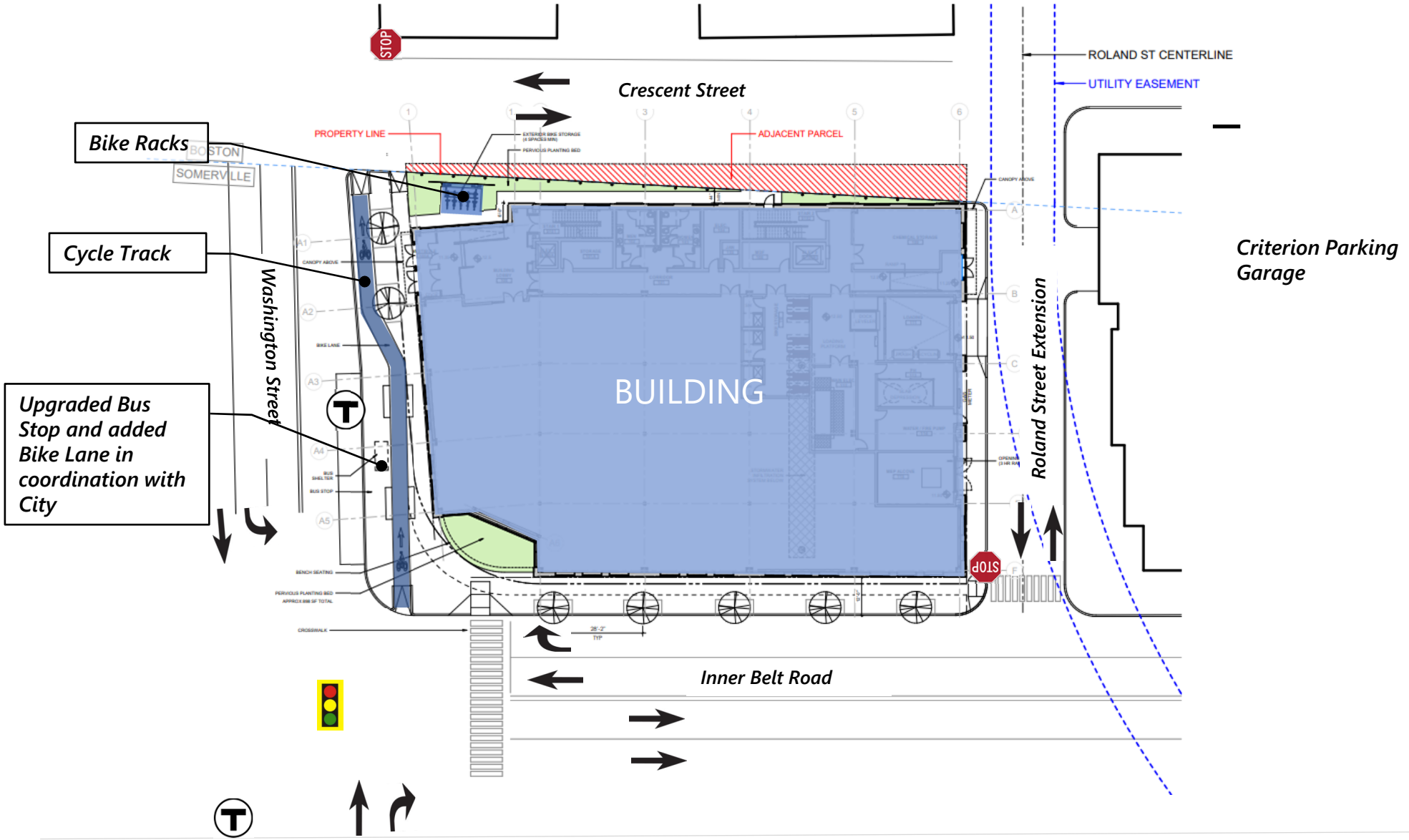
Transportation Elements Plan



Base plans prepared by Margulies Perruzzi.

BLUE = PROPOSED ELEMENTS
GREY = EXISTING ELEMENTS TO REMAIN
BLACK = PROPOSED SITE

Figure A-2
Transportation Elements Plan

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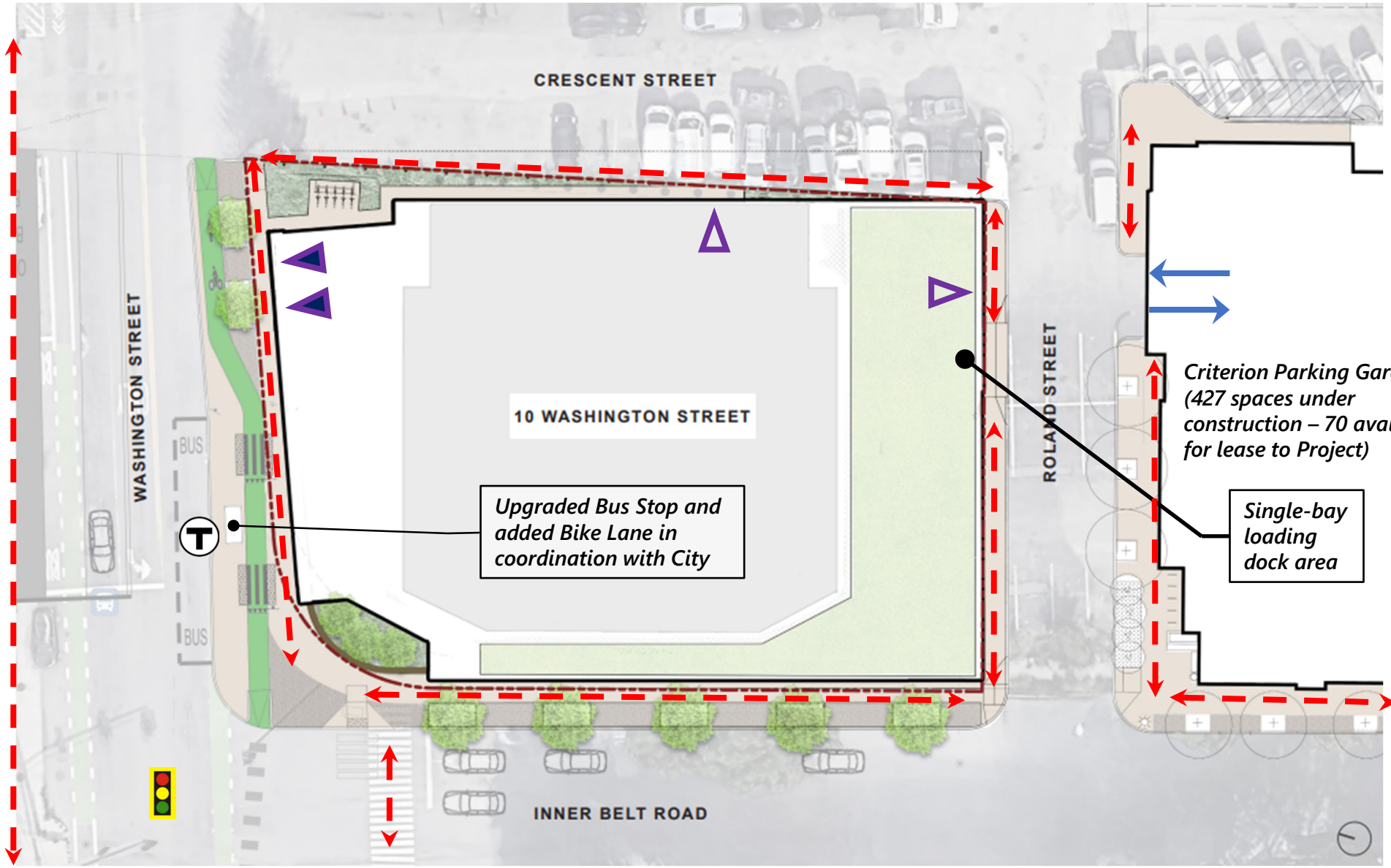
Pedestrian Access Plan

\\vhb\gbl\proj\Boston\15305.00\Reports\TAP\Figure A-3 - Pedestrian Access Plan.pdf



Base plans prepared by Halvorson.

Garage access/egress

Sidewalk locations (abutting Site roadways)

Principal Entrance (general location, see architectural plans for detail)

Secondary Entrance (general location, see architectural plans for detail)

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Figure A-3

Pedestrian Access Plan

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Bicycle Access & Parking Plan

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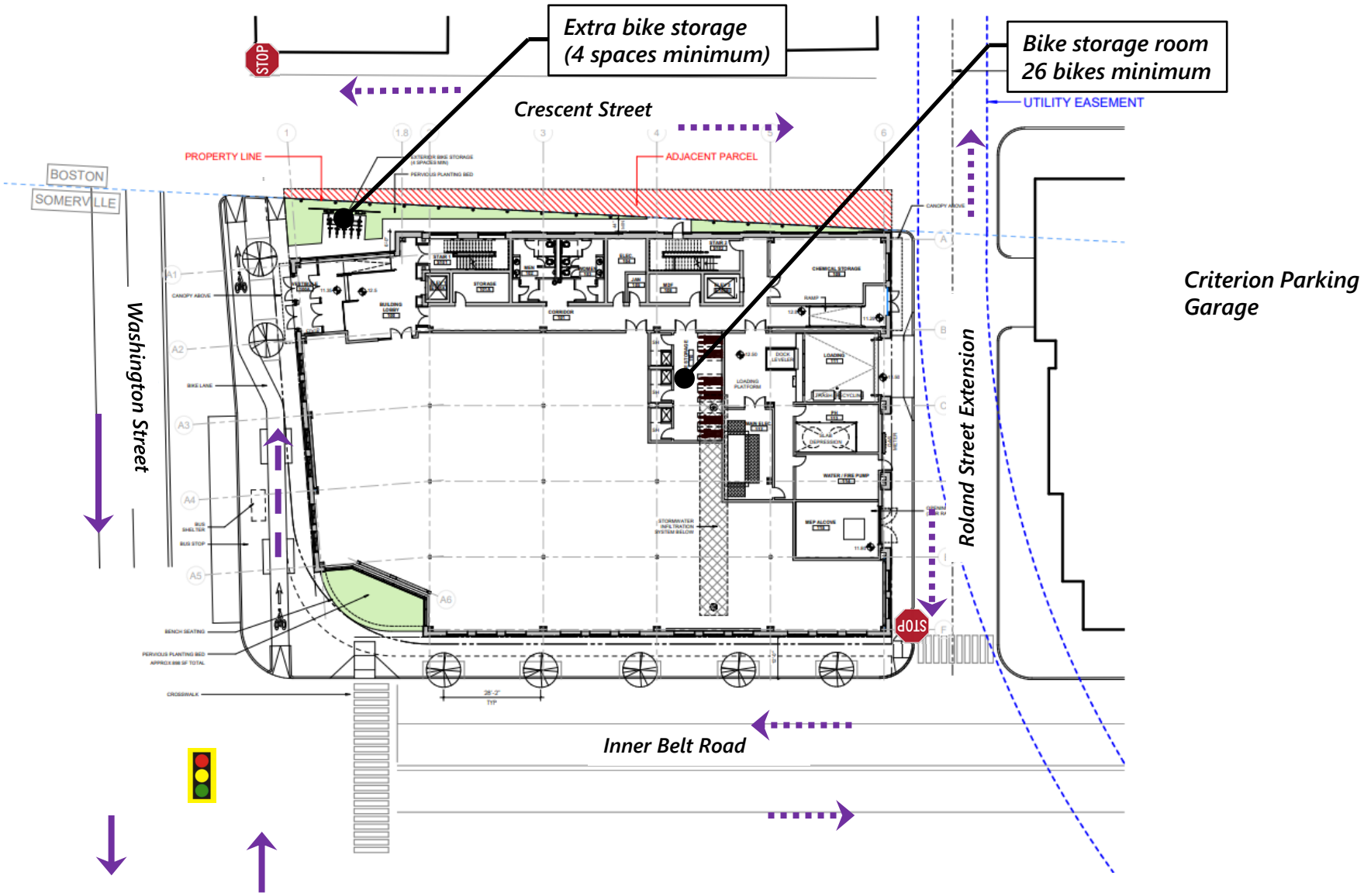

Base plans prepared by Margulies Perruzzi.

Standard bike lane

Separated bike lane

"sharrow" bike accommodations

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Figure A-4

Bicycle Access and Parking Plan

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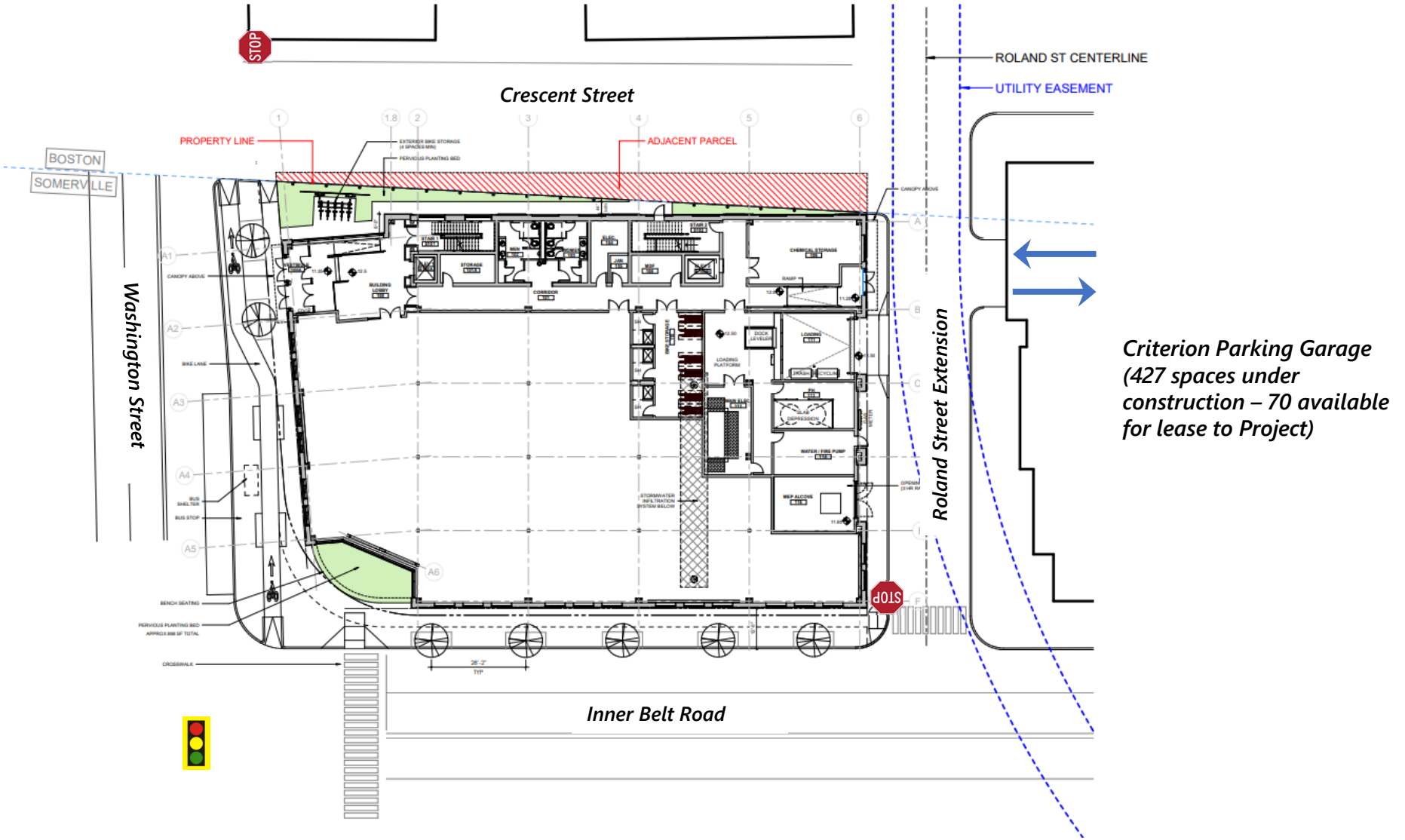
Vehicle Access & Parking Plan



Base plans prepared by Margulies Perruzzi.

→ *Garage access/egress*

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Figure A-5

Vehicle Access and Parking Plan

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Vehicle Movement Plan

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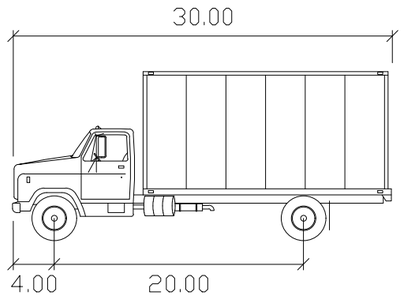

SU-30 feet

Width	: 8.00
Track	: 8.00
Lock to Lock Time	6.0
Steering Angle	: 31.8

Crescent Street
(PRIVATE - 40' WIDE)

Roland Street
(PRIVATE - 40' WIDE)

Washington Street
(PUBLIC - VARIABLE WIDTH)

Innerbelt Road
(PUBLIC - 80' WIDE)

P&G REALTY TRUST

BOSTON

SOMERVILLE

LOBBY

CHEMICAL STORAGE

BIKE STORAGE

LOADING DOCK

DOM WATER

FIRE PUMP

MAIN ELECTRIC ROOM

MEP

BUS

BUS BIKE ONLY

AREA UNDER CONSTRUCTION

SU-30 - Single Unit Truck

0 15 30 60 Feet

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10 Washington Street
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Loading Turns

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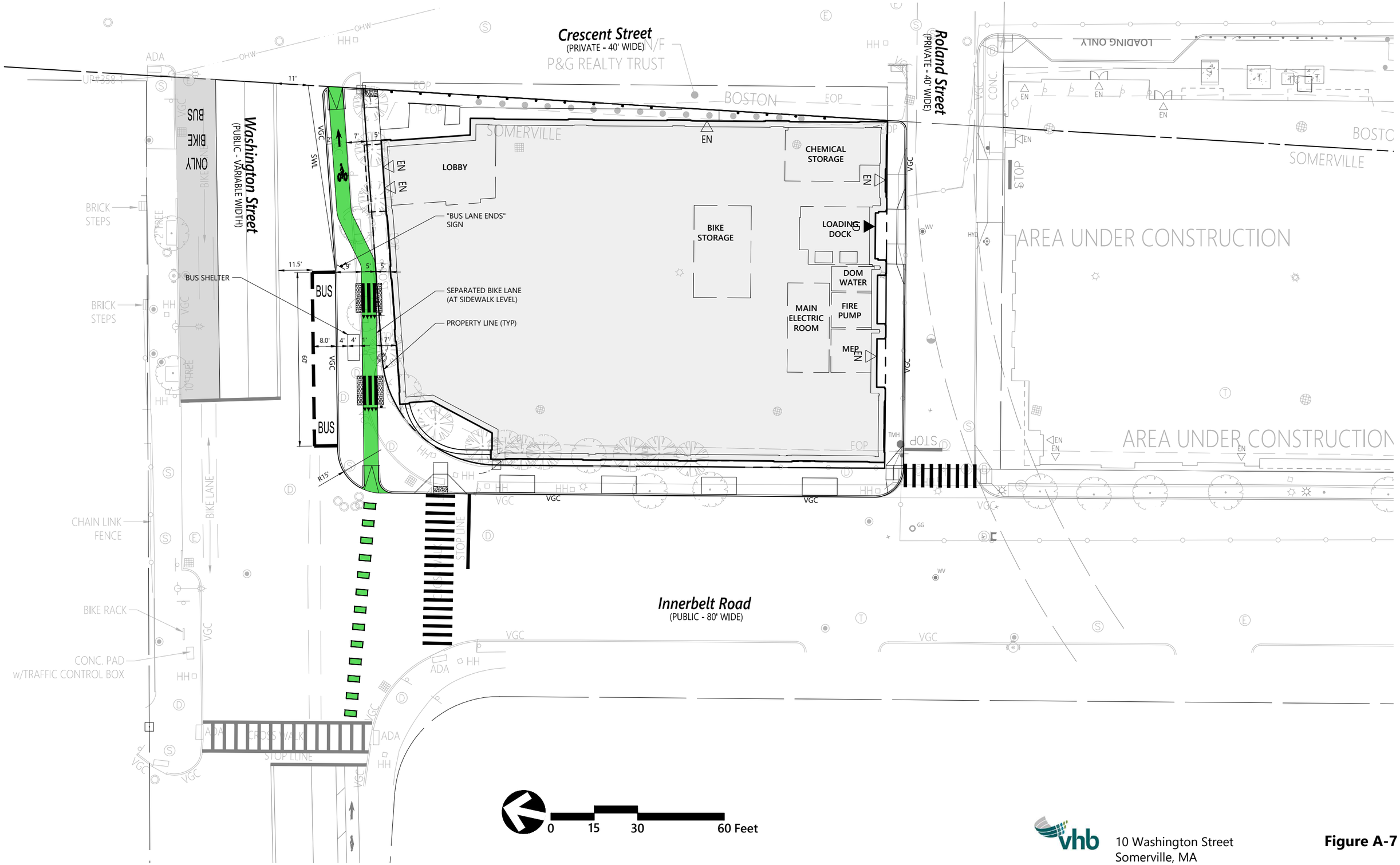
MBTA Conceptual Improvements



Note: Final improvements to be coordinated with MBTA and City of Somerville

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MBTA Conceptual Improvements

Figure A-7

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