

Transportation Access Plan

Proposed Residential 9-15 Taylor Street

Somerville, MA



February 2, 2023
Revised January 11, 2024,
June 28, 2024 and August 13, 2024

Garrett Construction Co.

TRANSPORTATION ACCESS PLAN

Proposed Residential Development 9-15 Taylor Street Somerville, Massachusetts

Prepared for:

City of Somerville

Applicant:

Garrett Construction Company

February 2, 2023
Revised January 11, 2024,
June 28, 2024, and August 13, 2024

Prepared by:

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600 Unicorn Park Drive
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SECTION 1: PROJECT SUMMARY

Bayside Engineering has prepared this Transportation Access Plan (TAP) to assess the traffic impact and to evaluate the access requirements of a proposed residential development to be located at 9-15 Taylor Street in Somerville, Massachusetts (the 'Project'). The TAP has been prepared on behalf of the Garrett Construction Company (the 'Proponent').

The site is located on the southeast side of Taylor Street between Sydney Street and Mystic Avenue. The site is zoned UR. The site is abutted by residential apartments on all sides. Currently, the site consists of two multi-family apartment buildings. Two driveways with curb cuts currently provide access to the site.

As currently proposed, the Project will consist of the demolition of the existing building and the construction of a single residential apartment building with thirty-four (34) dwelling units.

Parking will be provided for twenty (20) vehicles adjacent to the building and four (4) spaces in front of the site on Taylor Street. Access to the site is proposed by way of a single driveway to Taylor Street. Access to the site is proposed by way of a single driveway to Taylor Street. Figure 1 shows the site location in relation to the surrounding area.



Figure 1
Site Location Map

SECTION 2: SITE ACCESS AND PLANS

The Project is bounded by Taylor Street to the west, and residential properties to the north, south, and east. The project will close the two existing driveways to buildings 9 and 15 Taylor St. Vehicular access to the site is proposed by way of a new driveway at the southerly end of the property. Tenant access to the site will be provided by way of an entranceway fronting on Taylor Street as well as through elevators and stairs located within the central core of the building.

Parking will be provided for twenty (20) vehicles adjacent to the building and four (4) spaces in front of the site on Taylor Street. Access to the site is proposed by way of a single driveway to Taylor Street.

ILLUSTRATIVE SITE PLAN

The Illustrative Site Plan is shown in Appendix A and the illustrative site plan depicts the general ground floor level plan and site landscaping. On the ground level, there will be a lobby entrance way as well as four (4) apartment units. Within the central core of the building there will be mechanical space for an elevator and a central stairway. A single driveway, twenty (20) feet in width, will provide vehicular access.

TRANSPORTATION ELEMENTS PLAN

The Transportation Elements Plan is shown in Appendix B. The Transportation Elements Plan typically identifies existing transportation elements that are to remain, those to be removed, and those that are proposed. For the proposed Project and based on the analyses conducted in the associated Traffic Impact and Access Study (TIAS), no roadway improvements are warranted to mitigate the Project's traffic impacts. A single driveway, twenty (20) feet in width, will provide vehicular access, with bollards along the edge of pavement to provide protection for the proposed outdoor bicycle parking as there is no cubing between the driveway and lawn area.

PEDESTRIAN ACCESS PLAN

The Pedestrian Access Plan is shown in Appendix C. The Pedestrian Access Plan typically identifies existing pedestrian elements that are to remain, those to be removed, and those that are proposed. For the proposed Project and based on the analyses conducted in the associated TIAS, no pedestrian improvements are identified for the Project's pedestrian impacts. There are existing sidewalks along both sides of Taylor Street, and these will remain to serve existing pedestrians, and any pedestrians generated by the Project. Walkways are proposed from the existing sidewalk to the front entrance to the building.

BICYCLE PARKING PLAN

The Bicycle Parking Plan is shown in Appendix D. The Bicycle Parking Plan shows the layout of where the bicycle parking will be on the site. Bicycle parking will be provided at no cost to the tenants of the Project. The project will provide outdoor bicycle racks to accommodate short term parking for eleven (11) bicycles and long-term parking for four (4) bicycles. Figure D1 provides details on the proposed bicycle racks and Figures D2 through D5 provide the specifications and dimensions for each bicycle rack location. Three (3) video cameras are proposed to monitor the bike racks for security purposes.

MOTOR VEHICLE PARKING PLAN

The Motor Vehicle Parking Plan is shown in Appendix E. Parking will be provided for twenty (20) vehicles adjacent to the building and four (4) spaces in front of the site on Taylor Street. According to the Somerville Zoning Ordinance section 3.17.a.v. "Development outside of a Transit Area may count one (1) on street parking space for every twenty (20) feet of lot width toward any minimum parking requirement if residential permit parking is permitted along the same side of the street as the lot that the spaces will serve. The proposed parking results in an overall parking ratio of 0.71 spaces per dwelling unit for the Project.

VEHICLE MOVEMENT PLAN

Included in Appendix F are two (2) twenty (20) scale plans (Figures F1 and F2) showing a vehicle accessing a typical space and then egressing the space into and out to Taylor Street. Also included are twenty (20) scale plans showing a vehicle accessing and egressing a space close to the northern edge of the site (Figures F3, F4 and F5).

With this project, there are no loading areas, so no plans showing access/egress are included.

APPENDIX

Appendix A – Illustrative Site Plan

Appendix B – Transportation Elements Plan

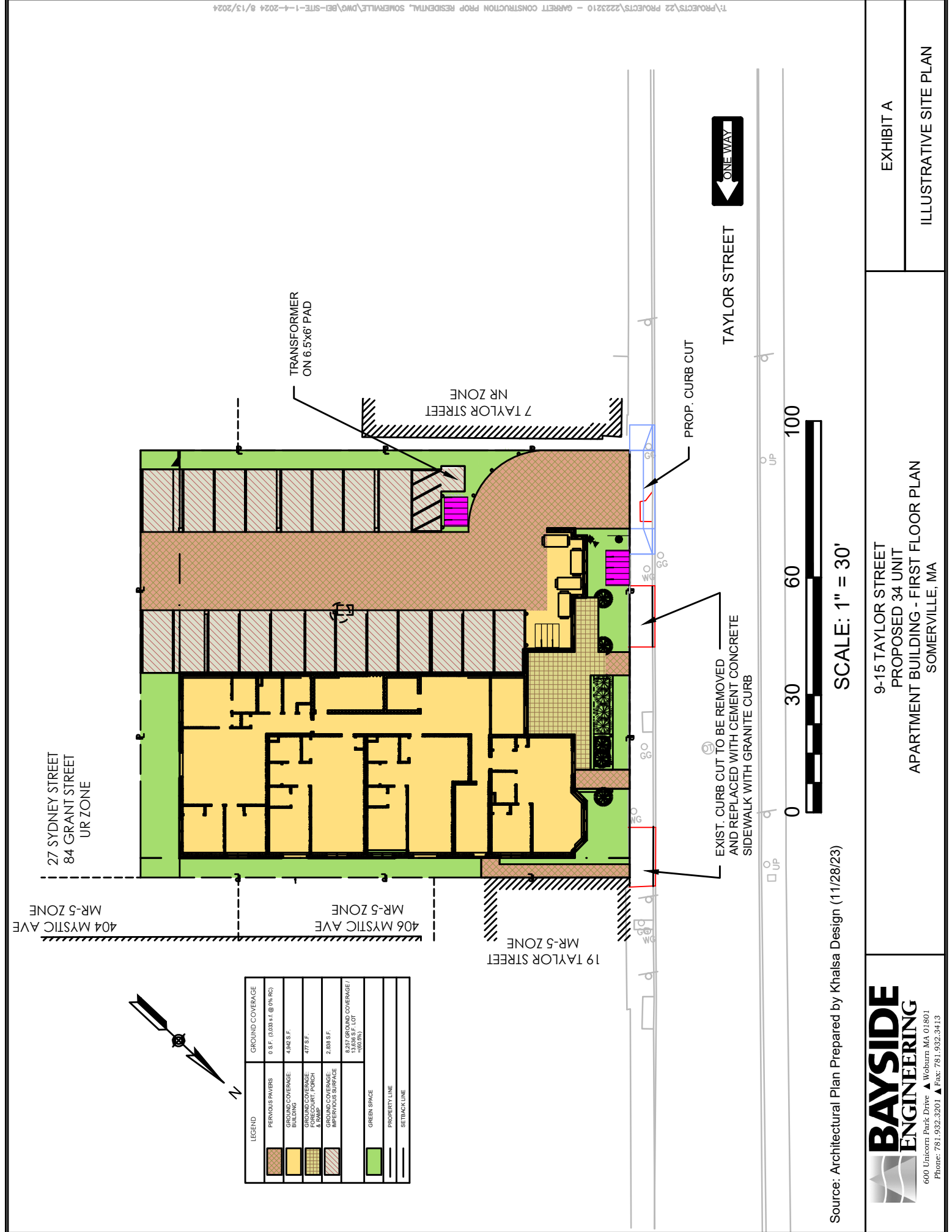
Appendix C – Pedestrian Access Plan

Appendix D – Bicycle Parking Plan

Appendix E – Motor Vehicle Parking Plan

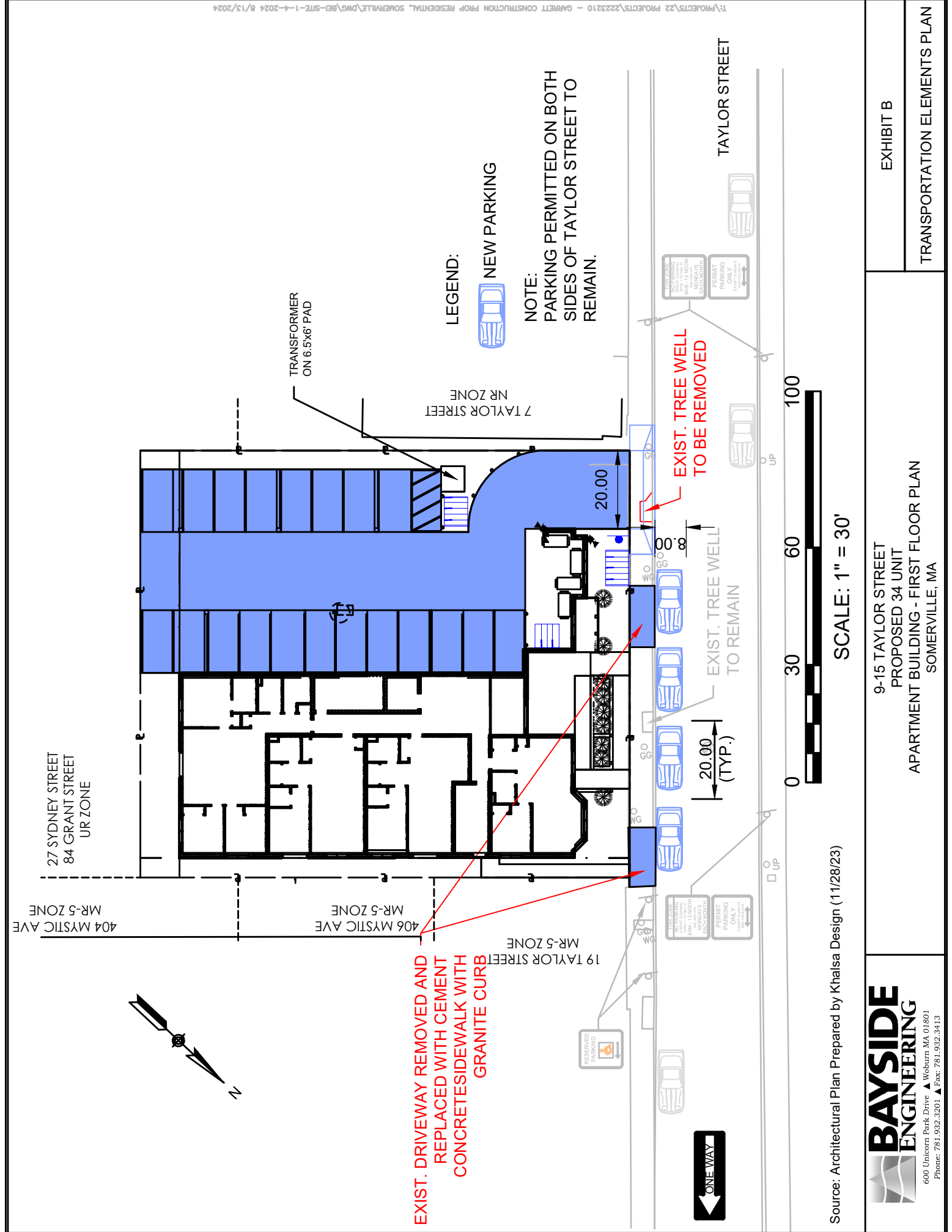
Appendix F – Vehicle Movement Plans

Appendix A – Illustrative Site Plan



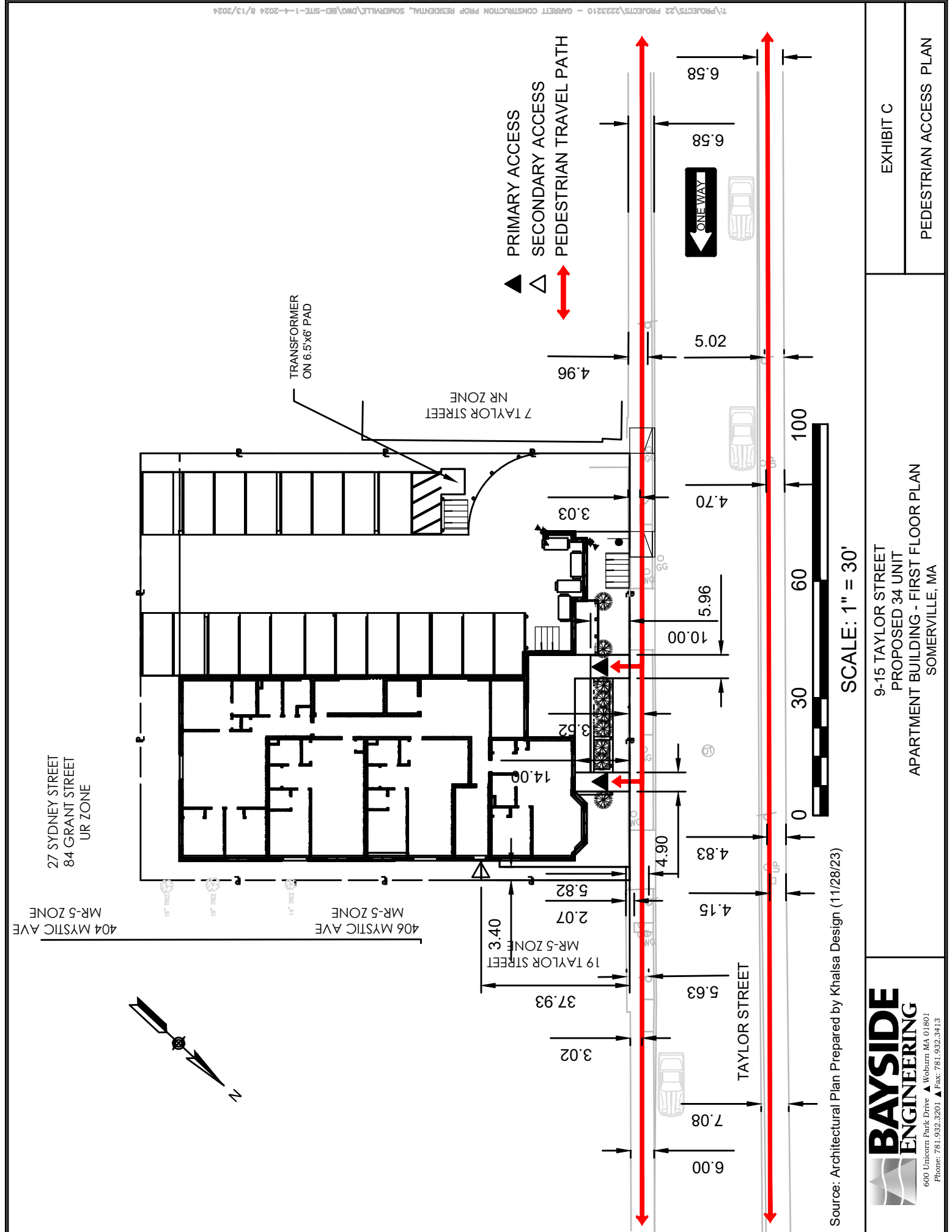
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Appendix B – Transportation Elements Plan



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Appendix C – Pedestrian Access Plan



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Source: Architectural Plan Prepared by Khalsa Design (11/28/23)



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9-15 TAYLOR STREET
PROPOSED 34 UNIT
APARTMENT BUILDING - FIRST FLOOR PLAN
SOMERVILLE, MA

EXHIBIT C

PEDESTRIAN ACCESS PLAN

Appendix D – Bicycle Parking Plan

27 SYDNEY STREET
84 GRANT STREET
UR ZONE

1. NO TIME FRAME RESTRICTIONS
PROPOSED ON BIKE RACK
PARKING NEAR TRANSFORMER.
2. VIDEO CAMERAS AS SHOWN FOR
SECURITY.

TRANSFORMER
ON 6.5'x6' PAD

AYLOR STREET
NR ZONE

PROPOSED BIKE RACK (5 BIKES)
MOUNTED ON CONCRETE PAD - SEE FIGURE D1 FOR DETAILS

PROPOSED SECURITY CAMERAS

PROPOSED BIKE RACK (6 BIKES)
MOUNTED ON CONCRETE PAD FLUSH
W/ SIDEWALK - SEE FIGURE D1 FOR DETAIL

PROPOSED SIGN (MUTCD D4-3)
SEE FIGURE D2 FOR DETAIL

SCALE: 1" = 30'



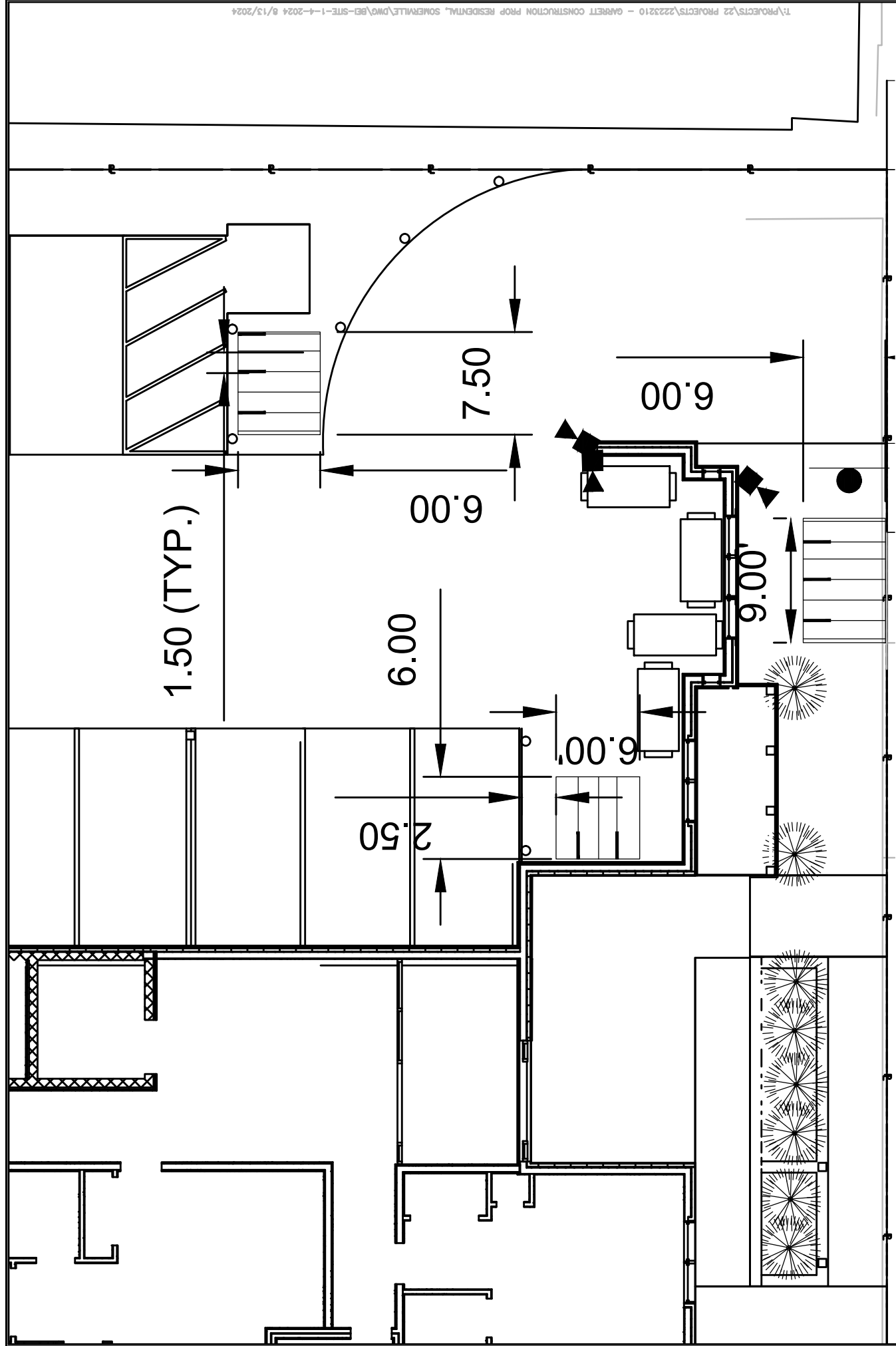
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EXHIBIT D

BICYCLE PARKING PLAN

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NOT TO SCALE



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EXHIBIT D1

BICYCLE PARKING DETAILS



FINISH OPTIONS

Galvanized Stainless



Powder Coat

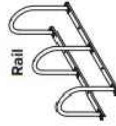
White	Black	Light Gray	Deep Red	Yellow
RAL 9010	RAL 9005	RAL 7042	RAL 3003	RAL 1023
CNN Bright Yellow	Orange	Beige	Iron Gray	Hunter Green
RAL 2004	RAL 2004	RAL 1001	RAL 7001	RAL 6005
Light Green	Green	Sepia Brown	Blue	Sky Blue
RAL 6018	RAL 6018	RAL 8014	RAL 5005	RAL 5005
Dark Purple	Pink Black	White Red	Bronze	Silver
RAL 5018	RAL 5018	RAL 3005	RAL 3005	RAL 9007

MOUNT OPTIONS

Surface In-Ground



Tamper-resistant fasteners available upon request



OPTIONAL LEAN BAR

©2021

MUTCD

D4-3



GUIDE SPECIFICATIONS FOR THE DERO HOOP BIKE RACK

SECTION 129313 or 323313 BIKE RACKS

These specifications were current at the time of publication but are subject to change at any time without notice. Please confirm the accuracy of these specifications with the manufacturer and/or distributor prior to installation.

PART 1 GENERAL

1.1 Summary

A. This section includes specifications for the Hoop Bike Rack.

1. Bikes parked per unit: 2

1.2 Quality Assurance

A. Installer Qualifications: An experienced installer who has completed installation of bicycle racks similar in material, design, and extent to that indicated for this project and whose work has resulted in construction with a record of successful in-service performance.

B. Manufacturer Qualifications: A firm experienced in manufacturing bicycle racks similar to those required for this project and with a record of successful in-service performance.

C. Source Limitations: Obtain each color, finish, shape and type of bicycle rack from a single source with resources to provide components of consistent quality in appearance and physical properties.

D. Product Options: Drawings indicate size, shape and dimensional requirements of bicycle racks and are based on the specific system indicated.

1.3 Submittals

A. Product Data: Include physical characteristics such as shape, dimensions, bicycle, material parking capacity and finish for each bicycle rack.

B. Shop Drawings: Show installation details for each bicycle rack.

C. Samples for Verification: Submit finish samples for review and verification.

D. Maintenance Data: For each bicycle rack.

Include recommended methods for repairing damage to the finish.



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EXHIBIT D2

BICYCLE RACK INFO

1.4 Delivery, Storage and Handling

- A. Upon delivery, before signing for shipment, inspect for any damages and notate on the B.O.L.
- B. Store bicycle racks in original undamaged packages and containers until ready for installation. Handle bicycle racks with sufficient care to prevent any scratches or damage to the finish.

PART 2 PRODUCTS

2.1 Acceptable Manufacturers

- A. Provide bicycle racks manufactured by DERO BIKE RACK CO., 5522 Lakeland Avenue N., Minneapolis, MN 55429, 1-888-337-6729. Fax: 612-331-2731
Website: www.dero.com

2.2 Materials

- A. 1.5" schedule 40 uncoated pipe (1.90" OD)
- B. Installation Methods: In-ground mount is embedded into concrete base. Flange mount has two 2.5" x 6" x .25" feet - 4 anchors. In-ground mount, foot mount, and rail mount models are available.
- C. Rail Racks: Hoops are bolted to two parallel rails. Hoops can be left free standing or anchored to the ground. See Rail Racks section below. Rail material is AISI C3 x 4.1 steel channel.

2.3 Finishes

- A. A hot-dipped galvanized finish performed after fabrication is standard.
- B. Over 250 high quality TGIC powder-coated colors are available from Dero Bike Rack Co.
 - 1. A TGIC powder coat finish is available.
 - 2. For powder coated/ painted racks, the following specifications are required: Part is prepared for painting with hard sandblasting. An epoxy primer is electrostatically applied. A final TGIC, UV resistant polyester powder coat is applied. Final coating mil thickness shall be no less than 6 mils.
- C. A 304 grade stainless steel finish is also available. Either a satin #4 finish or high luster electropolish finish. Both finish options include the Spectra Shield finish for maximum corrosion protection.
- D. Six durable thermoplastic colors are available.
- E. A rubbery PVC dip is available in many colors. Black is standard.

2.4 Hoop Bike Rack

A. Setbacks

- 1. Wall Setback: For Hoops set parallel to the wall, a minimum of 24" should be left between the wall and the rack. 36" is the recommended setback. For Hoops installed perpendicular to the wall, a 28" setback is the minimum distance. 36" is recommended.
- 2. Distance Between Racks: 24" is the minimum distance between racks. 36" is recommended.
- 3. Street Setback: 24" is the minimum distance between the street and the rack. 36" is recommended.
- 4. The foot-mounted Hoop Rack has a 2.5" x 6" x .25" foot which is installed onto a concrete base with 4 masonry anchors. The foot-mounted Hoop Rack is generally less expensive to install and easier to remove than the in-ground mount model, while still maintaining the same degree of security.



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EXHIBIT D3

BICYCLE RACK INFO

C. Rail Racks

1. Rail-mounted Hoops are standard foot-mounted Hoop Racks attached with bolts to a rail in the configurations from 3 to 7 Hoops. Rail racks provide more flexibility than mounted racks, but still provide the same degree of security.
2. Rail-mounted Hoops can be left either free-standing or can be anchored to the ground using several anchors. This portability allows for easy snow-removal or sweeping. It also means installation is much less expensive than imbedded bike racks.
3. The Advantages to rail-mounted racks are:
 1. Easier and inexpensive installation
 2. Can be left freestanding or anchored to the ground
 3. Can be easily removed
4. Rail Racks are commonly used where snow removal/sweeping is an issue, or when no suitable base material is available.

PART 3 EXECUTION

3.1 Installation

A. Installation Method

1. In ground mount
2. Surface mount
3. Rail-mounted (free standing)
4. It is the responsibility of the installer to ensure that all base materials into which the rack will be installed can support the rack and will not be damaged by any required installation procedures.

3.2 Ordering Information

- A. When ordering or specifying this rack, make sure the product type, finish and fastener type (if applicable) are included. Contact your Dero representative for a current price list or to place an order.
- B. Included in the price is either a hot-dipped galvanized finish, a TGIC powder coat finish, or a stainless steel finish. The foot-mounted and Rail Rack Hoops include 4 wedge anchors or concrete spikes.

3.3 Freight

- A. Call 1-888-337-6729 for freight quotes.

CAPACITY 2 Bikes

MATERIALS 1.5" schedule 40 pipe (1.9" OD)

FINISHES Galvanized

An after fabrication hot dipped galvanized finish is our standard option.

Powder Coat Our powder coat finish assures a high level of adhesion and durability by following these steps:

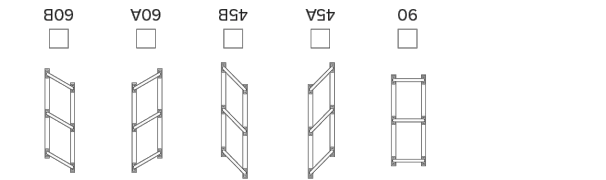
- 1. Sandblast
- 2. Epoxy primer electrostatically applied
- 3. Final thick TGIC polyester powder coat

Stainless Stainless Steel: 304 grade stainless steel material finished in either a high polished shine or a satin finish.

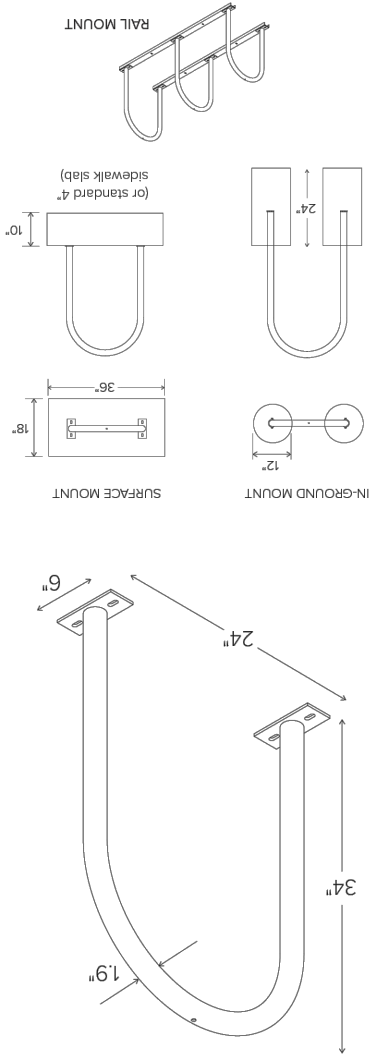
Surface Mount Foot Mount has two 2.5" x 6" x .25" feet with two anchors per foot. Specify foot mount for this option. Tamper-resistant fasteners available upon request.

In-Ground In-ground mount is embedded into concrete base. Specify in-ground mount for this option

Rail Rail Mounted Downtown Racks are bolted to two parallel rails which can be left freestanding or anchored to the ground. Rails are heavy duty 3" x 1.4" x 3/16" thick galvanized mounting rails. Specify rail mount for this option.

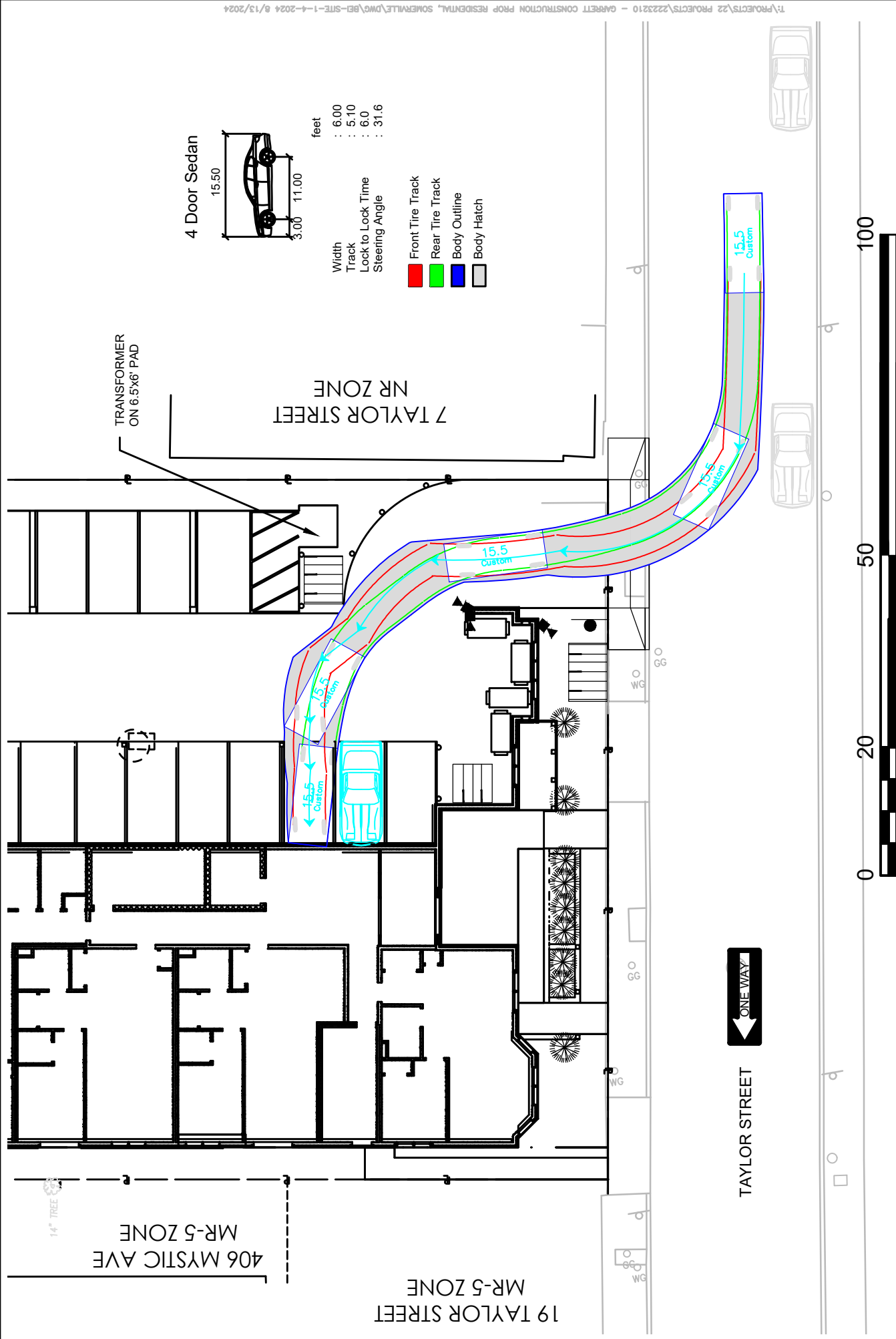


OPTIONAL LEAN BAR Add Lean Bar



Appendix E – Motor Vehicle Parking Plan

Appendix F – Vehicle Movement Plans



Source: Architectural Plan Prepared by Khalsa Design (11/28/23)

SCALE: 1" = 20'



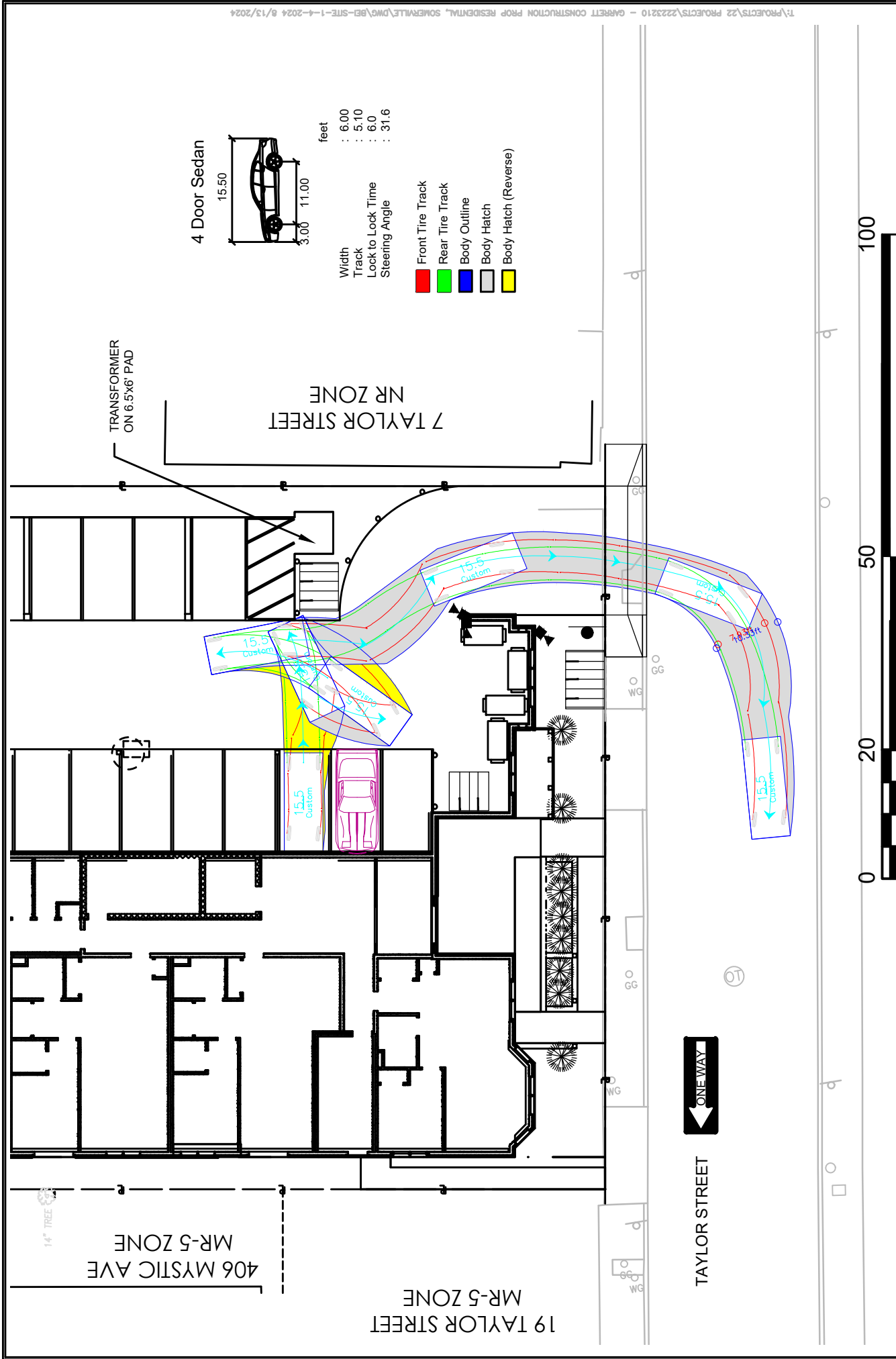
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EXHIBIT F1

MOTOR VEHICLE MOVEMENT PLAN



Source: Architectural Plan Prepared by Khalsa Design (11/28/23)

SCALE: 1" = 20'



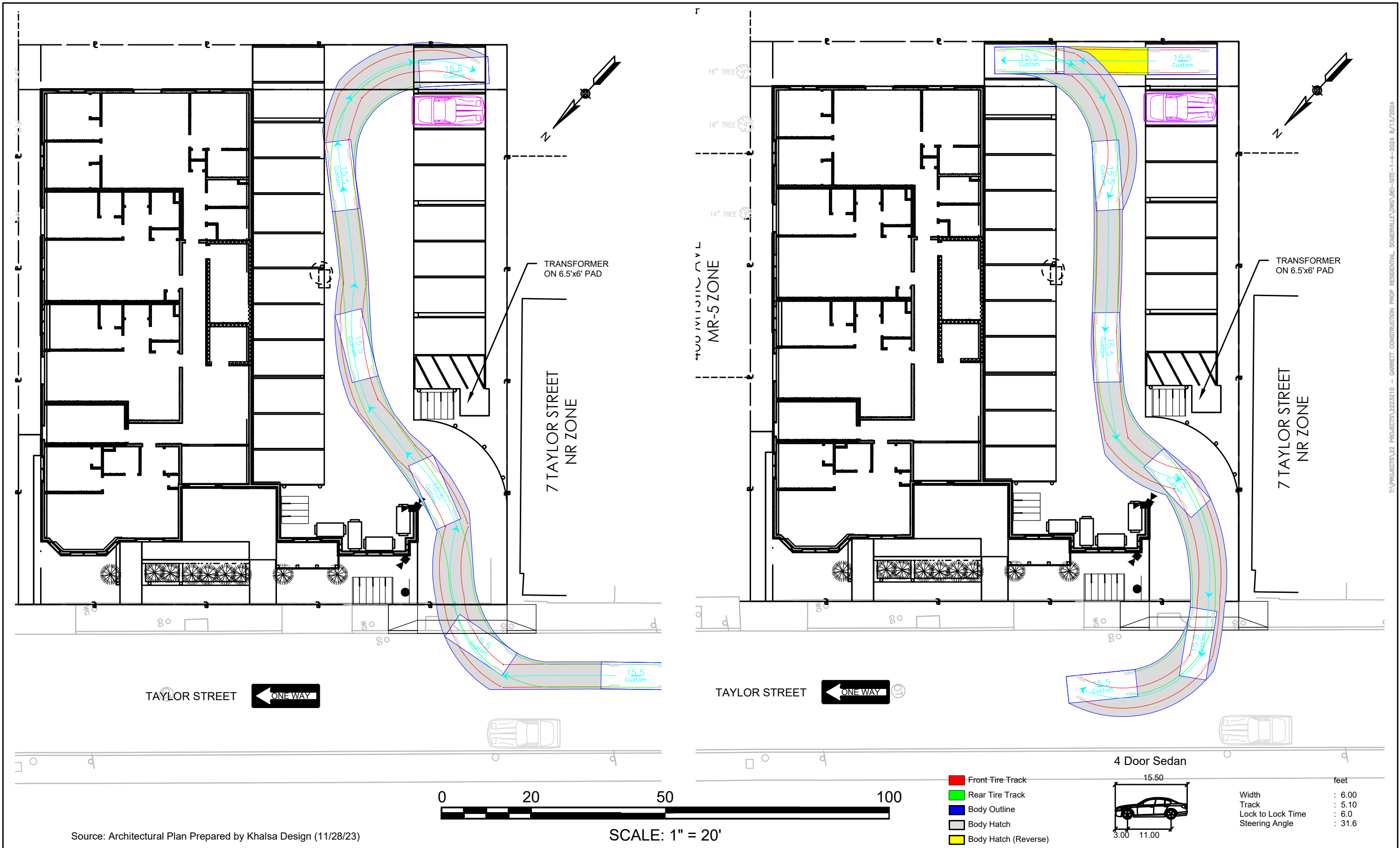
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EXHIBIT F2

MOTOR VEHICLE MOVEMENT PLAN



Source: Architectural Plan Prepared by Khalsa Design (11/28/23)

SCALE: 1" = 20'

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