Memorandum

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

Date: June 4, 2026

Project #: 14674.00

From: Laura Castelli
Senior Project Manager

Re: Transportation Access Plan
DivcoWest – 120-132 Middlesex Avenue Somerville, Massachusetts

The following information is being provided to document the Transportation Access Plan (TAP) for the DivcoWest development (the "Project") to be located at 120-132 Middlesex Avenue in Somerville, Massachusetts (the "Site"). This document and accompanying information depict the proposed Project access for automobile, bicycle, and pedestrian traffic. Information regarding truck deliveries and service vehicles (trash, recycling, etc.) is also provided. A draft TAP was previously submitted to the City, dated June 2023, October 2023, and December 2023. This memo supersedes those draft submissions.

The Proponent proposes to redevelop the Development Site with a pedestrian oriented, mixed-use development consisting of one (1) 17 story building approximately 259.5 feet from grade to top of structural roof, containing up to approximately 586,085 square feet (sf) of office, research and development (R&D) and lab enabled uses (office/R&D/lab) space, 2,300 sf of food and beverage services and 7,615 sf of fitness center, including a café/smoothie use. A below-grade structured parking and tow (2) mechanical penthouse levels.

Site Access

The Development Site is well positioned along Middlesex Avenue, which serves as the major entry point to the to the ASMD. Access for pedestrians, bicyclists, and transit users is made via an existing sidewalk system and existing and planned (by this project and by others) bicycle infrastructure. In response to a request from the City of Somerville, the primary point of vehicular access has been relocated and will also be along Middlesex Street, providing access to on-site below-grade vehicle parking. Loading areas will be accessed via the same vehicular driveway on Middlesex Avenue.

Parking Supply

Parking for the Site will be accommodated through structured below-grade parking and on-street parking. The street parking is likely to be used primarily by visitors to retail use within the Site. Currently, along the Site frontage, on-street parking is angled parking along the west side of Middlesex Avenue and parallel parking along the east side Middlesex Avenue. The parking spaces along Middlesex Avenue along the Development Site frontage are free along the west side of the roadway and metered along the east side of the roadway. The City of Somerville is currently planning for the redesign of Middlesex Avenue. The proposed conceptual design for Middlesex Avenue provides bicycle lanes along both sides of the roadway and replaces the angled parking along the west side with parallel parking. South of Foley Street, the bicycle lanes transition to a dual-direction cycle track along the east side of the roadway, with no parking provided along the west side of the roadway.

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Site Plans and Supporting Graphics

The conceptual Project Site plans accompanying this application have been attached for reference (Figure 1). To supplement the Site plans, graphics highlighting the planned vehicular/loading, bicycle, and pedestrian access have been provided.

Illustrative Plans

Refer to Figure 1 and for a plan depicting the combined ground floor level and site landscaping.

Transportation Access Plan

Refer to Figures 2A and 2B for the existing and future transportation access plans. These plans depict the travel lanes, bicycle and pedestrian accommodations, and on-street parking spaces.

Pedestrian Access Plan

Refer to Figure 3 for a plan depicting the Project sidewalk network and general building entrance locations.

Bicycle Parking Plan

Refer to Figure 4a through 4c for the bicycle parking plans and bicycle rack detail. Based on the current design, the Project proposes a minimum of 165 interior secured bicycle parking spaces located at the ground floor and in the below-grade garage. The Project also will be providing a minimum of 34 short-term bicycle parking spaces within 50 feet of each building entrance, as shown. The current design has the short-term bicycle parking spaces interspersed along Middlesex Avenue in the furnishing zone, between the walking path and the Middlesex Avenue bicycle lane.

Equitable Access Plan

Refer to Figure 5 for a plan showing existing or proposed on-site or off-site elements that provide access to the site for persons with disabilities.

Motor Vehicle Parking Plan

Refer to Figure 6 for a plan showing the vehicle access to the Project Site, the loading dock, and the below-grade parking accessed from Middlesex Street.

Vehicle Movement Plans

Refer to Figures 7a through 7d for Vehicle tracking diagrams that demonstrate the ability of passenger vehicles and an WB-40 trucks to navigate in and out of the Project Site from the loading facility, driveway, and parking garage. Figures 7e through 7i show levels two through six of the garage for reference.

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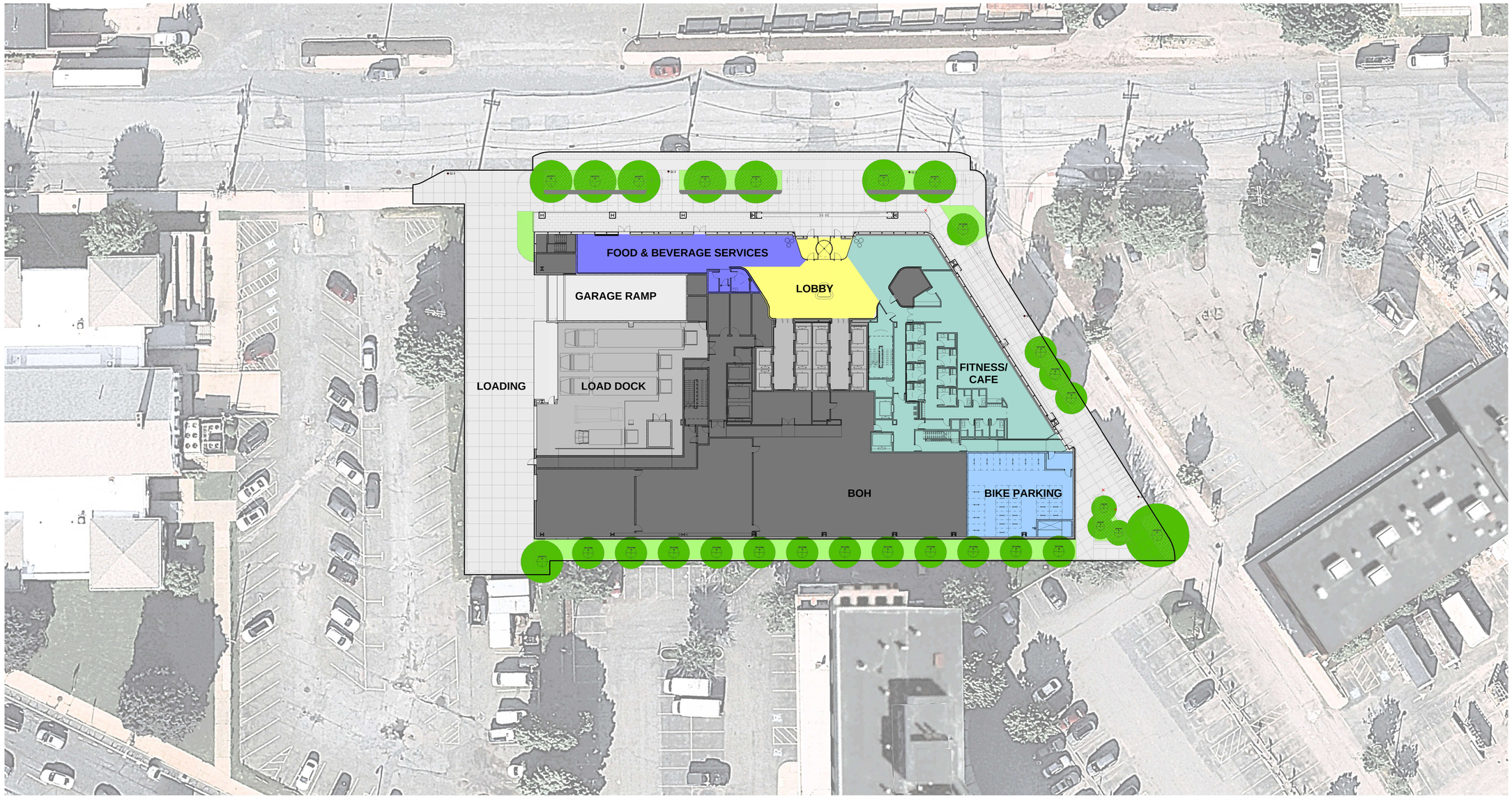
Attachments

- Illustrative Site Plans
- Transportation Access Plan
- Pedestrian Access Plan
- Bicycle Parking Plan and Bicycle Rack Detail
- Equitable Access Plan
- Motor Vehicle Parking Plan
- Vehicle Tracking Diagrams



Source: Perkins Will

ILLUSTRATIVE PLAN
1" = 20'-0"

Figure 1: Illustrative Site Plan

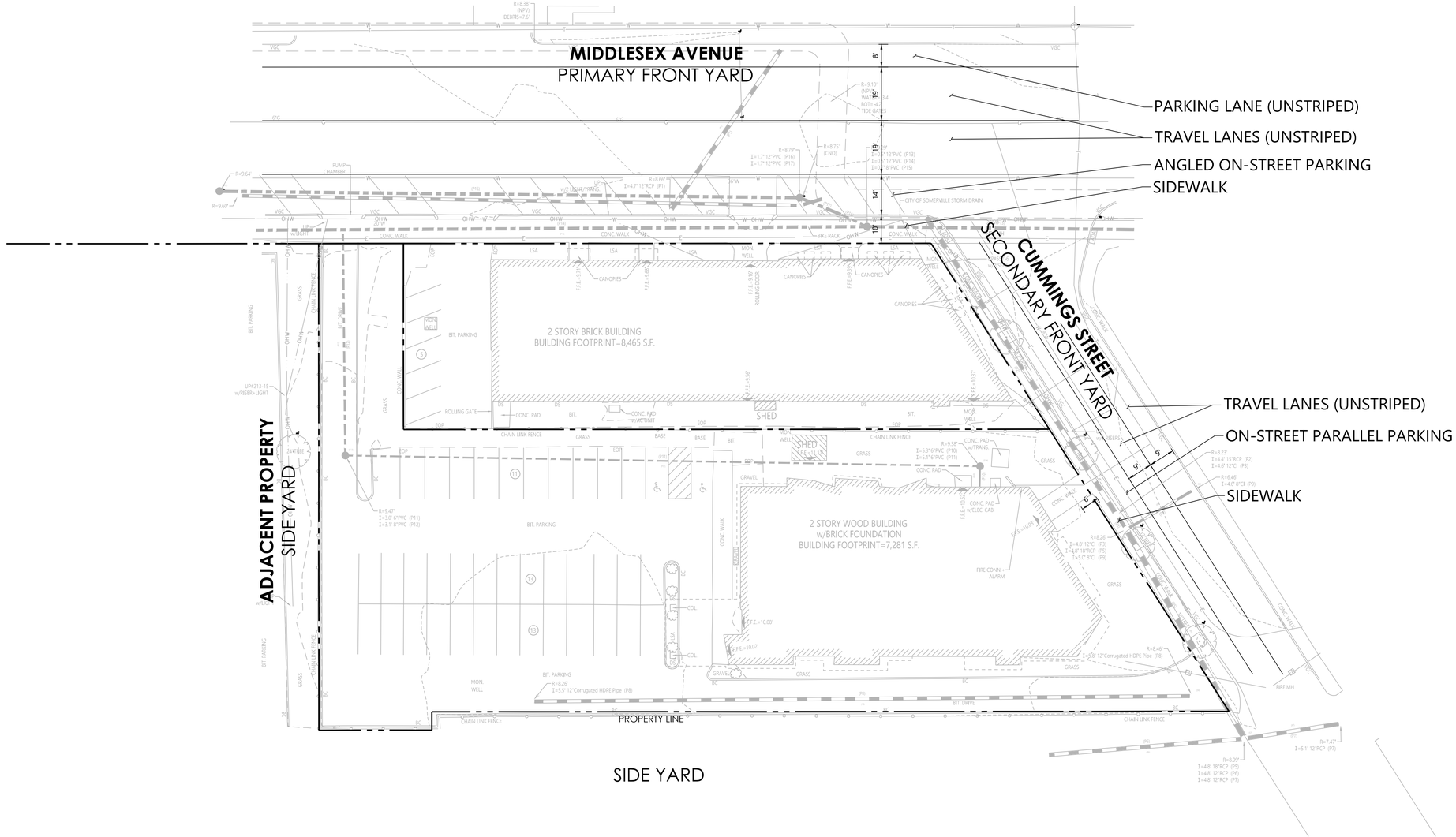
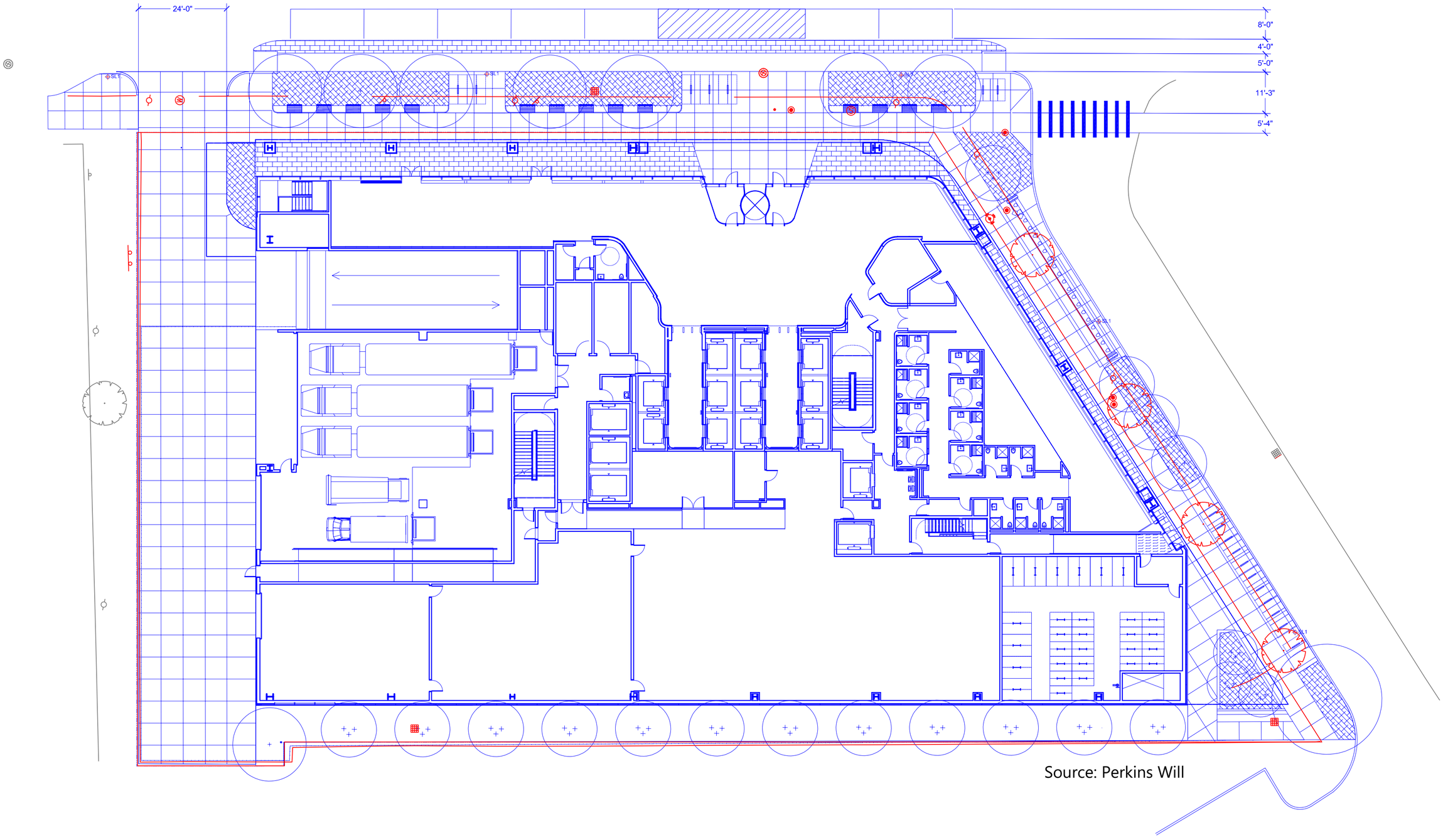


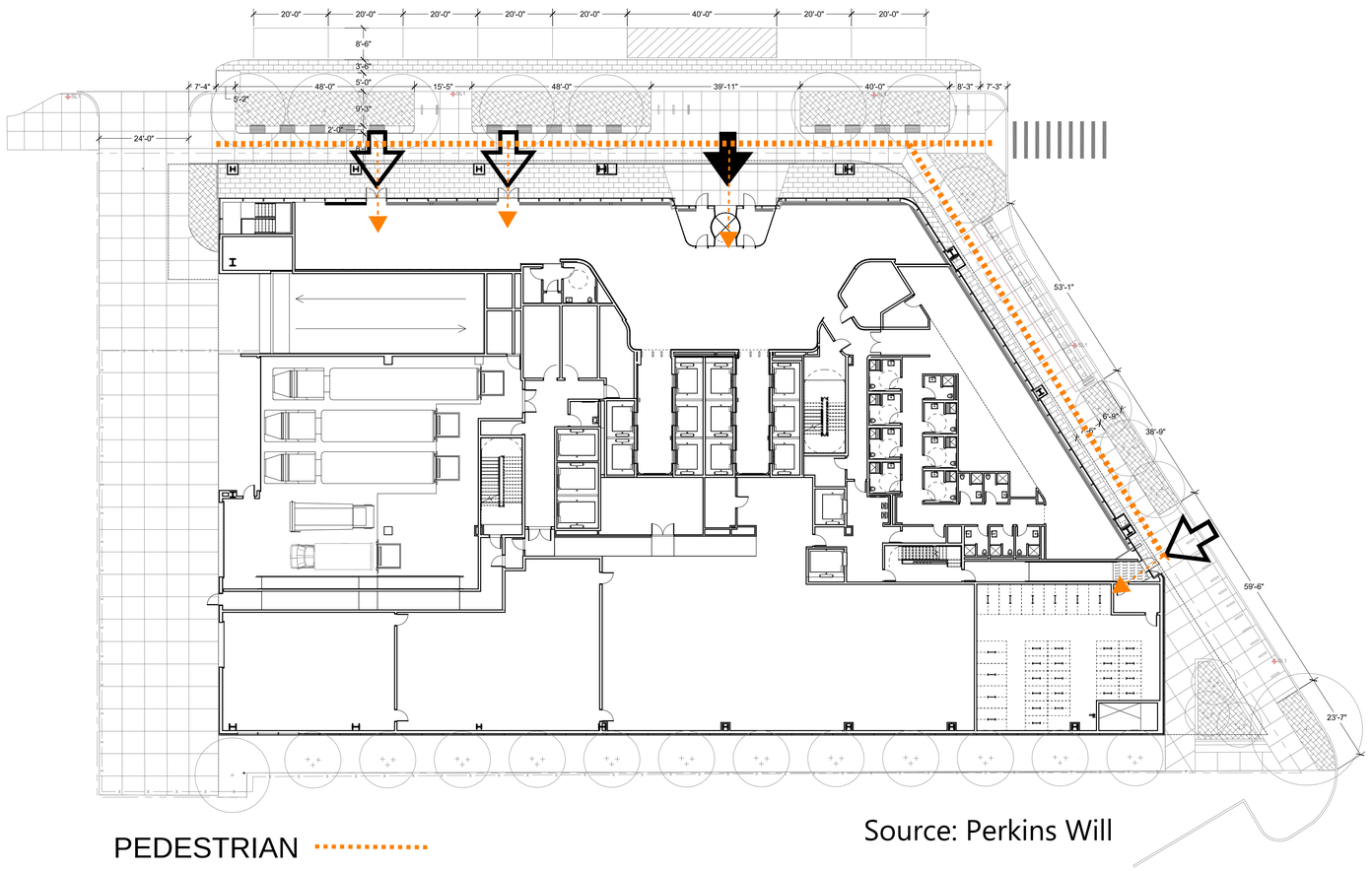
Figure 2a: Existing Transportation Elements Plan



Source: Perkins Will

Figure 2b: Proposed Transportation Elements Plan

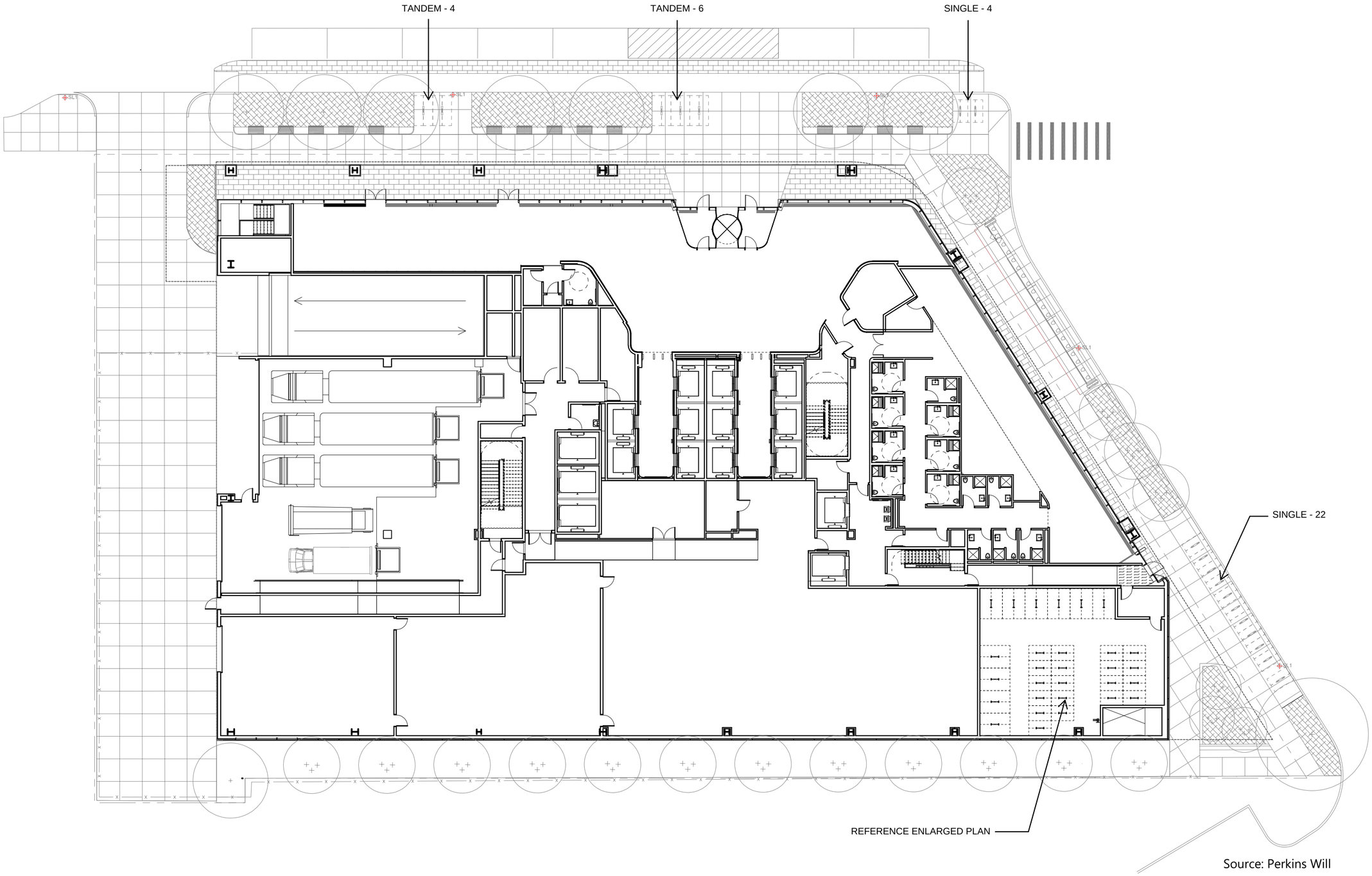
1" = 20'-0"



Source: Perkins Will

1" = 20'-0"

Figure 3: Pedestrian Access Plan



Source: Perkins Will

SITE PLAN - BIKE PARKING

1" = 20'-0"

Figure 4a: Bicycle Parking Plan
Ground Floor -1

SUMMARY

SHORT-TERM BICYCLE PARKING
10 - TANDEM RACKS
26 - INDIVIDUAL RACKS

36 TOTAL SHORT TERM BIKE PARKING SPACES

LONG-TERM BICYCLE PARKING

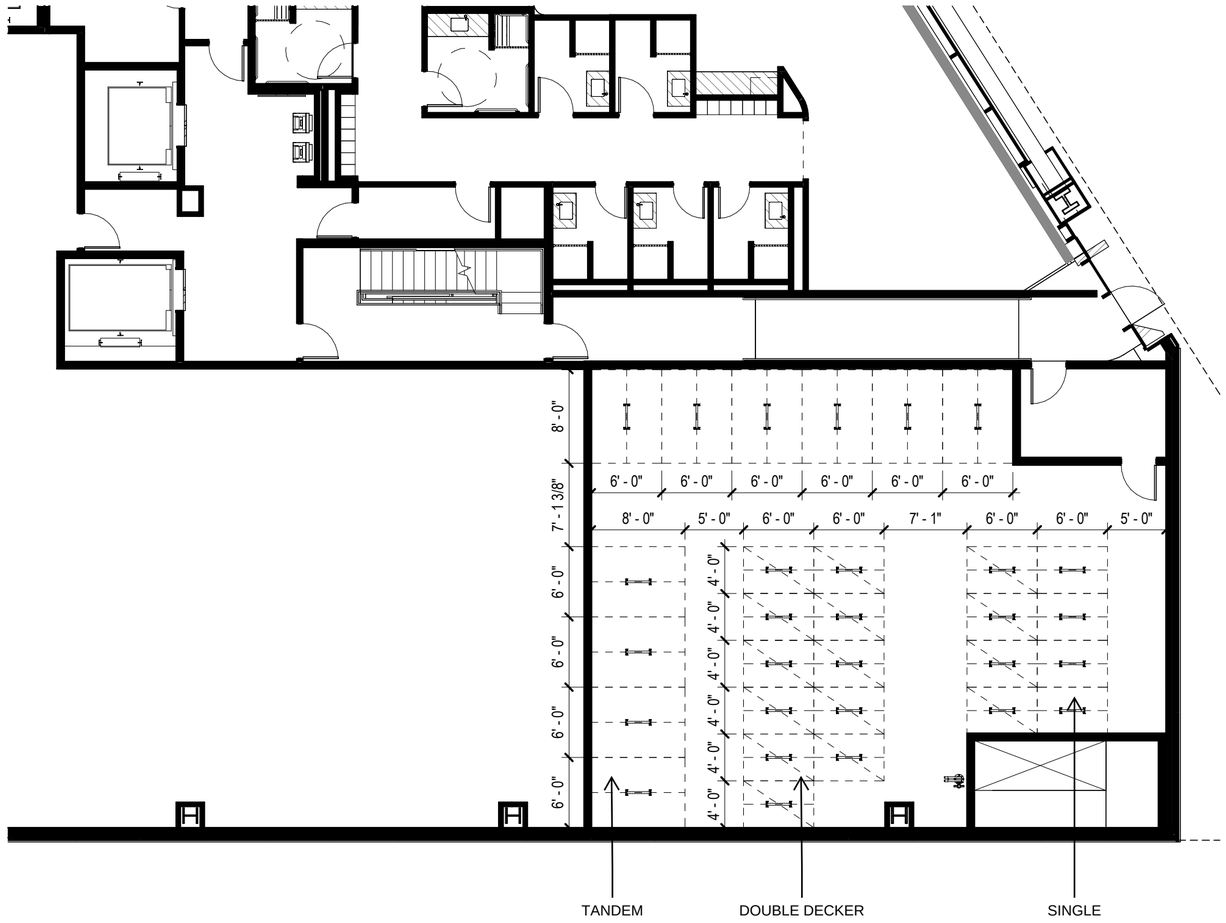
LEVEL 1
8 - INDIVIDUAL RACKS
30 - LOWER DECK RACKS
30 - UPPER DECK RACKS
20 - TANDEM RACKS
1 - BIKE FIX-IT STATIONS

LEVEL P1
10 - INDIVIDUAL RACKS
12 - LOWER DECK RACKS
12 - DOUBLE DECK RACKS
13 - TANDEM RACKS
1 - BIKE FIX-IT STATIONS

LEVEL P2 - P6
6 - INDIVIDUAL RACKS @ EACH LEVEL

GRAND TOTAL:
48 - INDIVIDUAL RACKS
42 - LOWER DECK RACKS
42 - UPPER DECKER RACKS
33 - TANDEM RACKS
2 - BIKE FIX-IT STATIONS

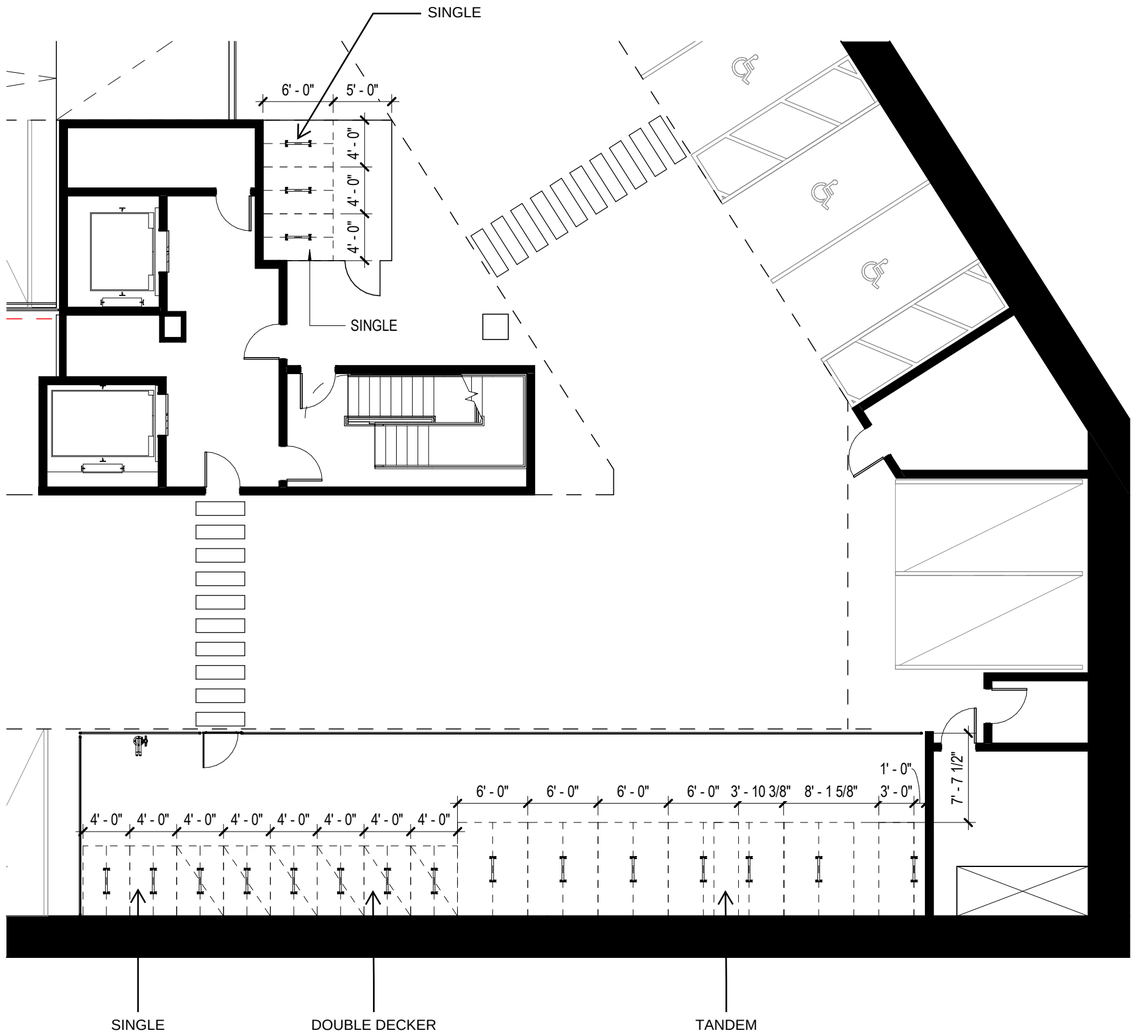
165 TOTAL LONG TERM BIKE PARKING SPACES



GROUND FLOOR PLAN - BIKE PARKING
1" = 10'-0"

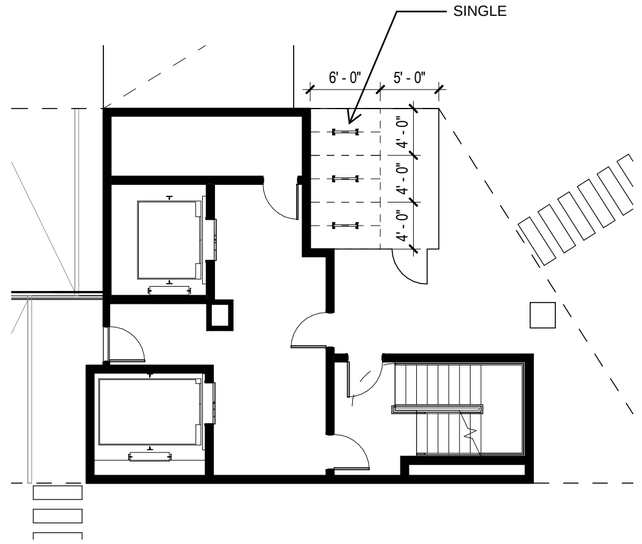
Source: Perkins Will

Figure 4b: Bicycle Parking Plan Ground Floor - 2



LEVEL P1 PLAN - BIKE PARKING

1" = 10'-0"

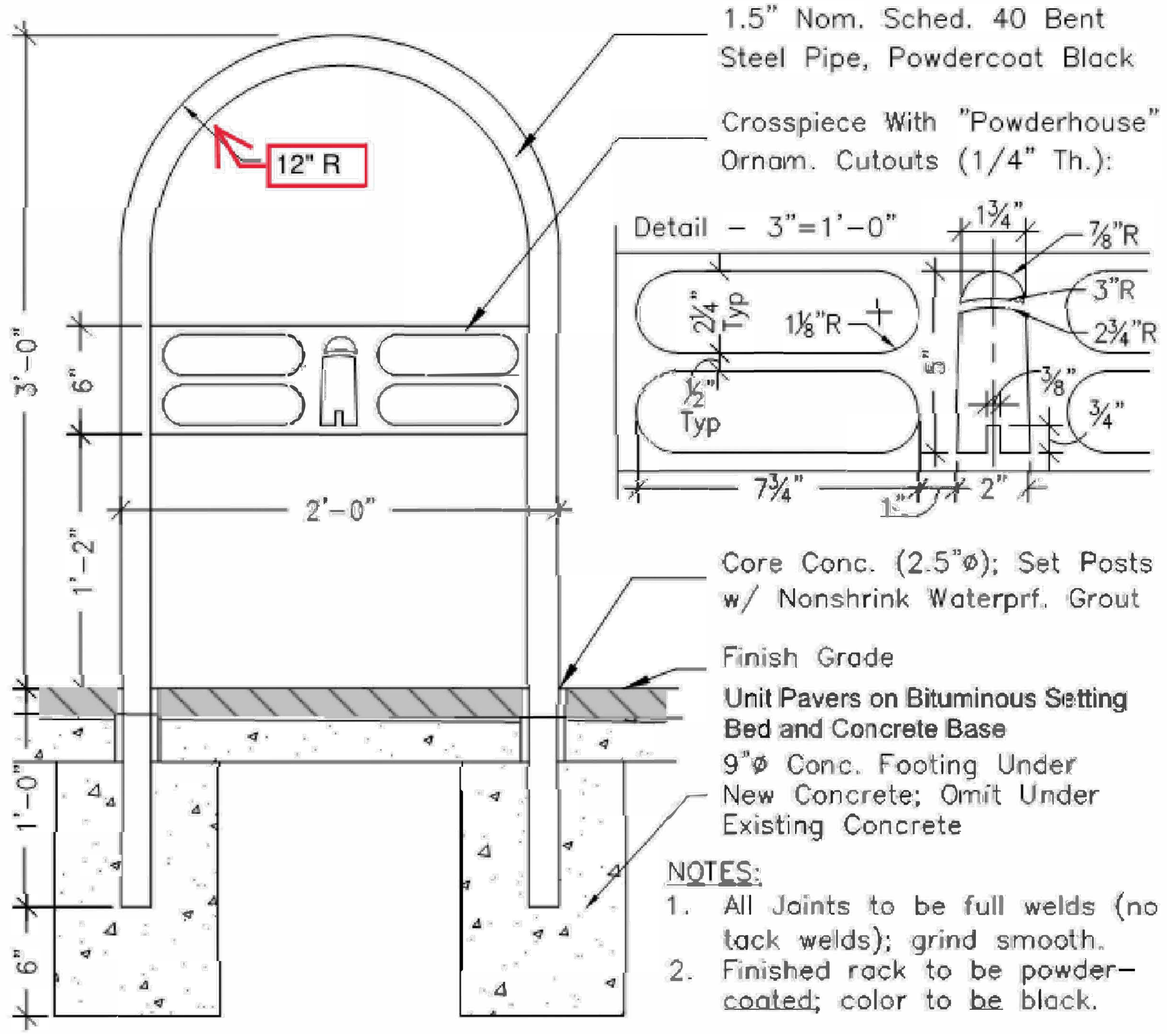


LEVEL P2- P6 PLAN - BIKE PARKING

1" = 10'-0"

Source: Perkins Will

Figure 4c: Bicycle Parking Plan Levels P1-P6

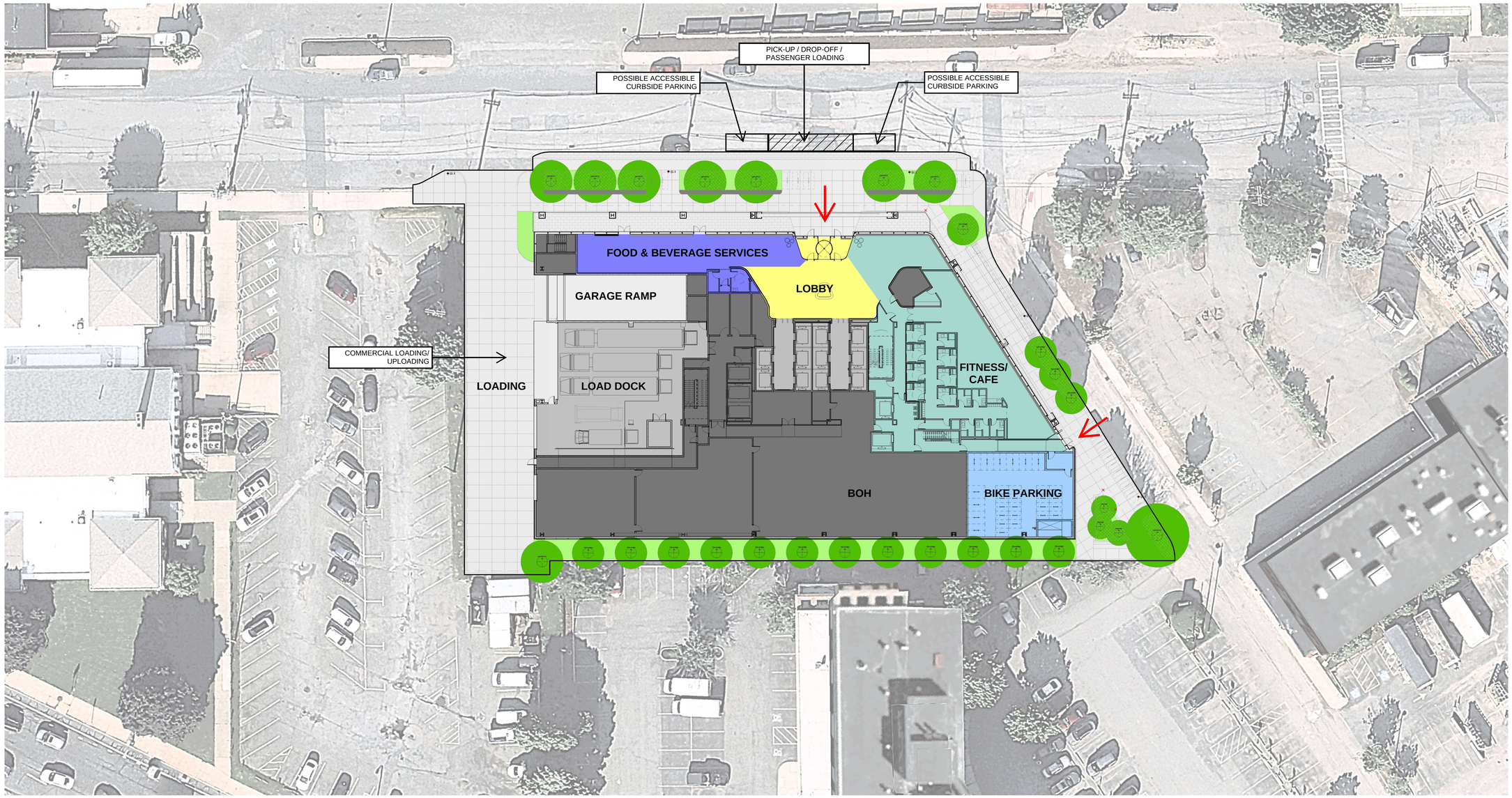


12 BICYCLE RACK

SCALE: 1" = 1'-0"

Source: Perkins Will

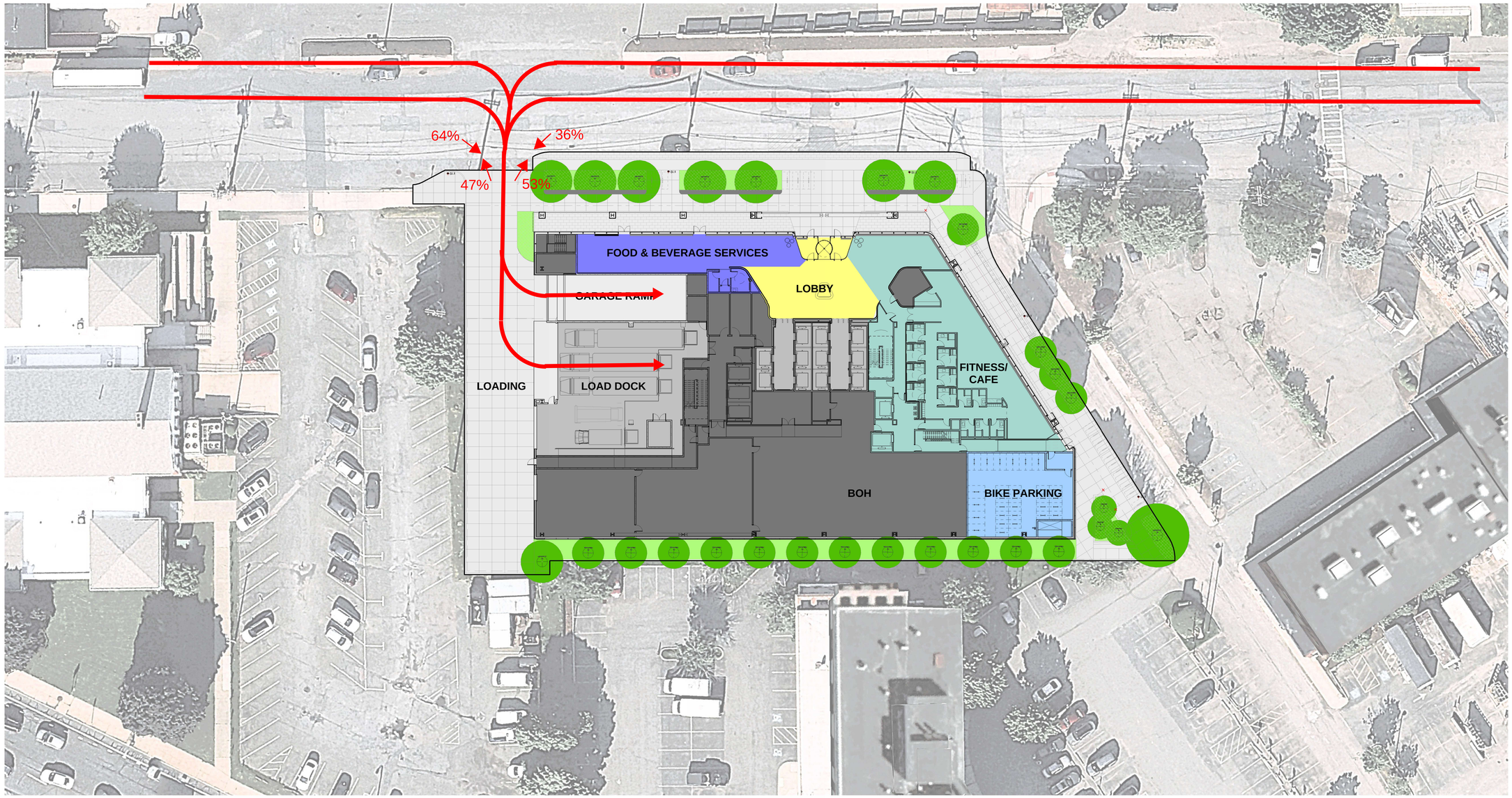
Figure 4d: Bicycle Rack Detail



Source: Perkins Will

1" = 20'-0"

Figure 5: Equitable Access Plan

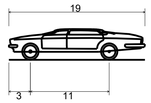


VEHICULAR

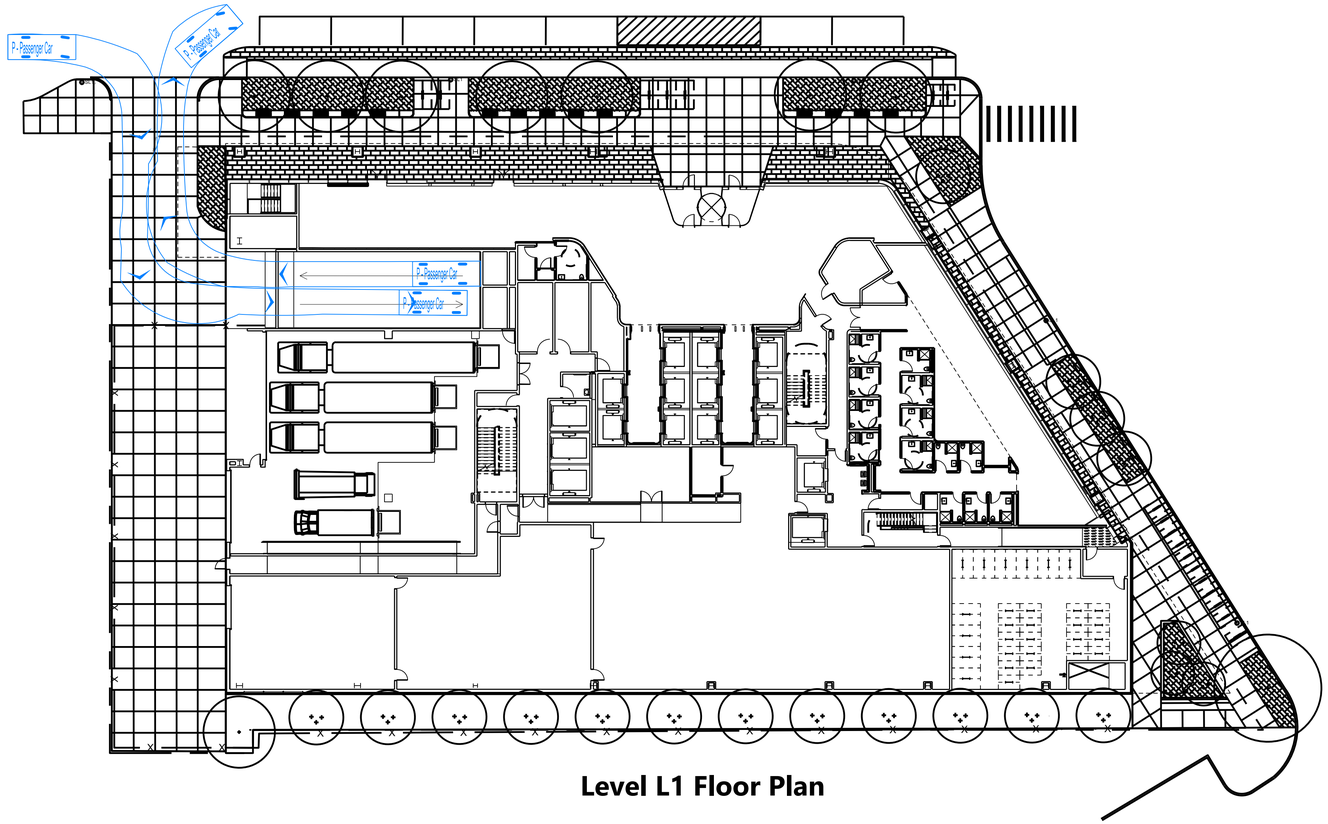
Source: Perkins Will

1" = 20'-0"

Figure 6: Motor Vehicle Parking Plan



P - Passenger Car	
Overall Length	19.000ft
Overall Width	7.000ft
Overall Body Height	4.300ft
Min Body Ground Clearance	1.115ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°



Level L1 Floor Plan

Source: Perkins Will

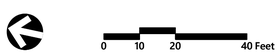
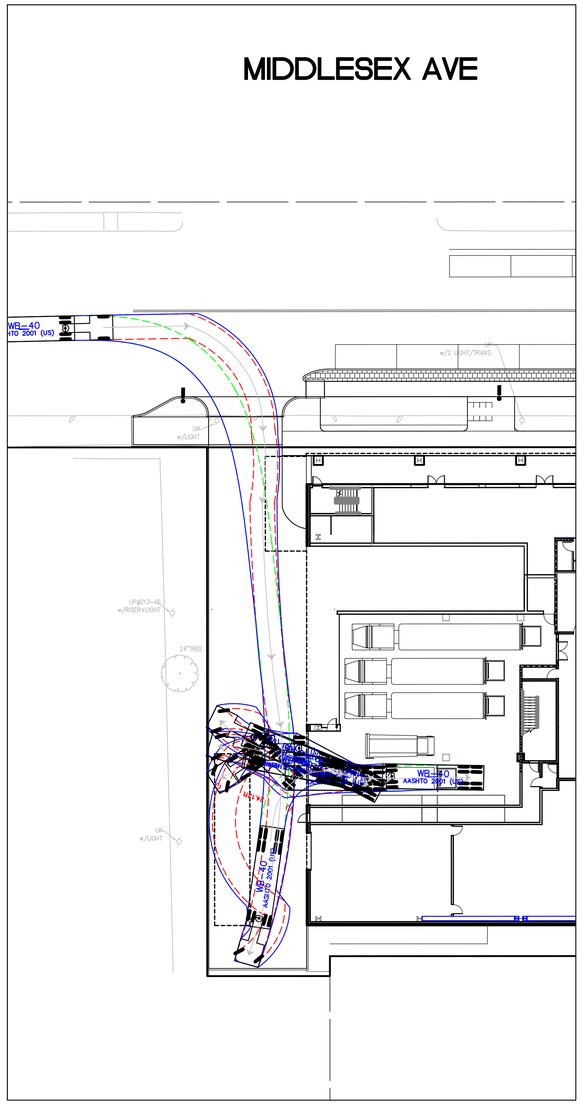
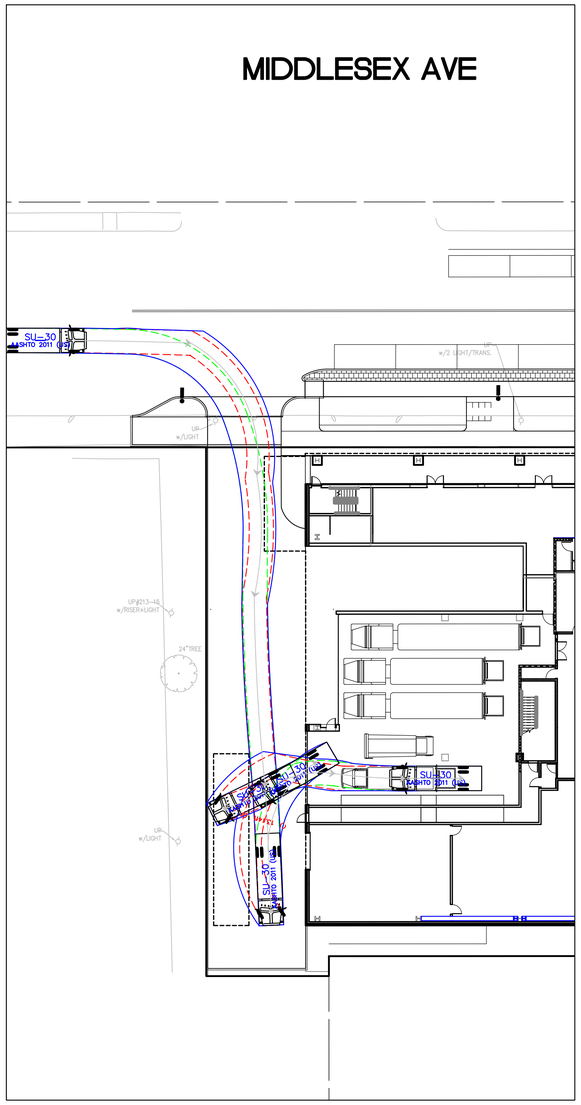


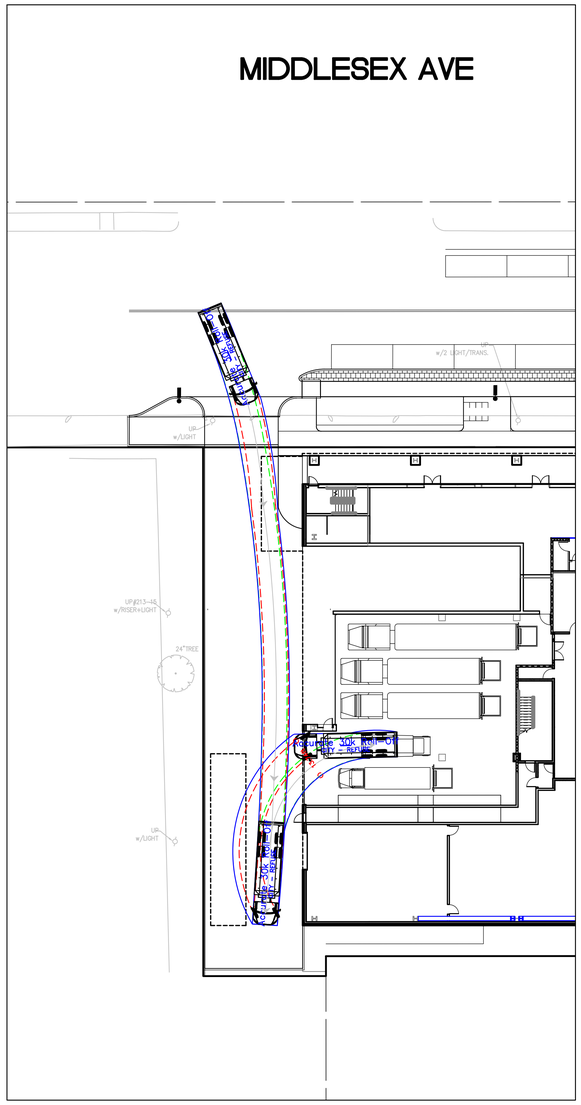
Figure 7a: Vehicle Movement Plan Passenger Car

120-132 Middlesex Avenue

Somerville, Massachusetts







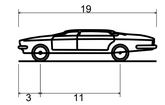
Note:
Revised Option 1b building received 1/20/2026.

BEALS AND THOMAS

B+T Drawing No. 335300P013D-001 Date: 06/04/2026 Scale: 1" = 20'

METERS 0 5 10 15
FEET 0 10 20 40 60

Figure 7b: Vehicle Movement Plan WB-40 Intermediate Semi-Trailer



P - Passenger Car

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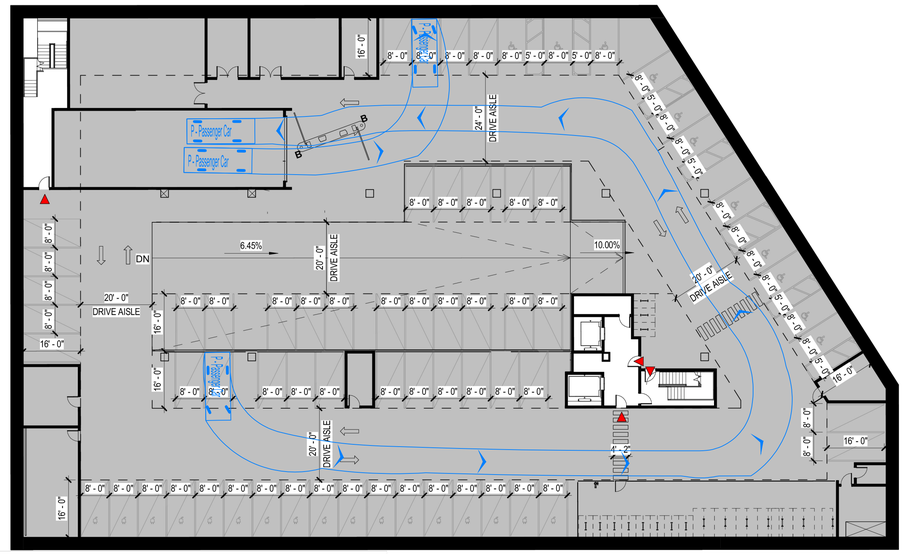
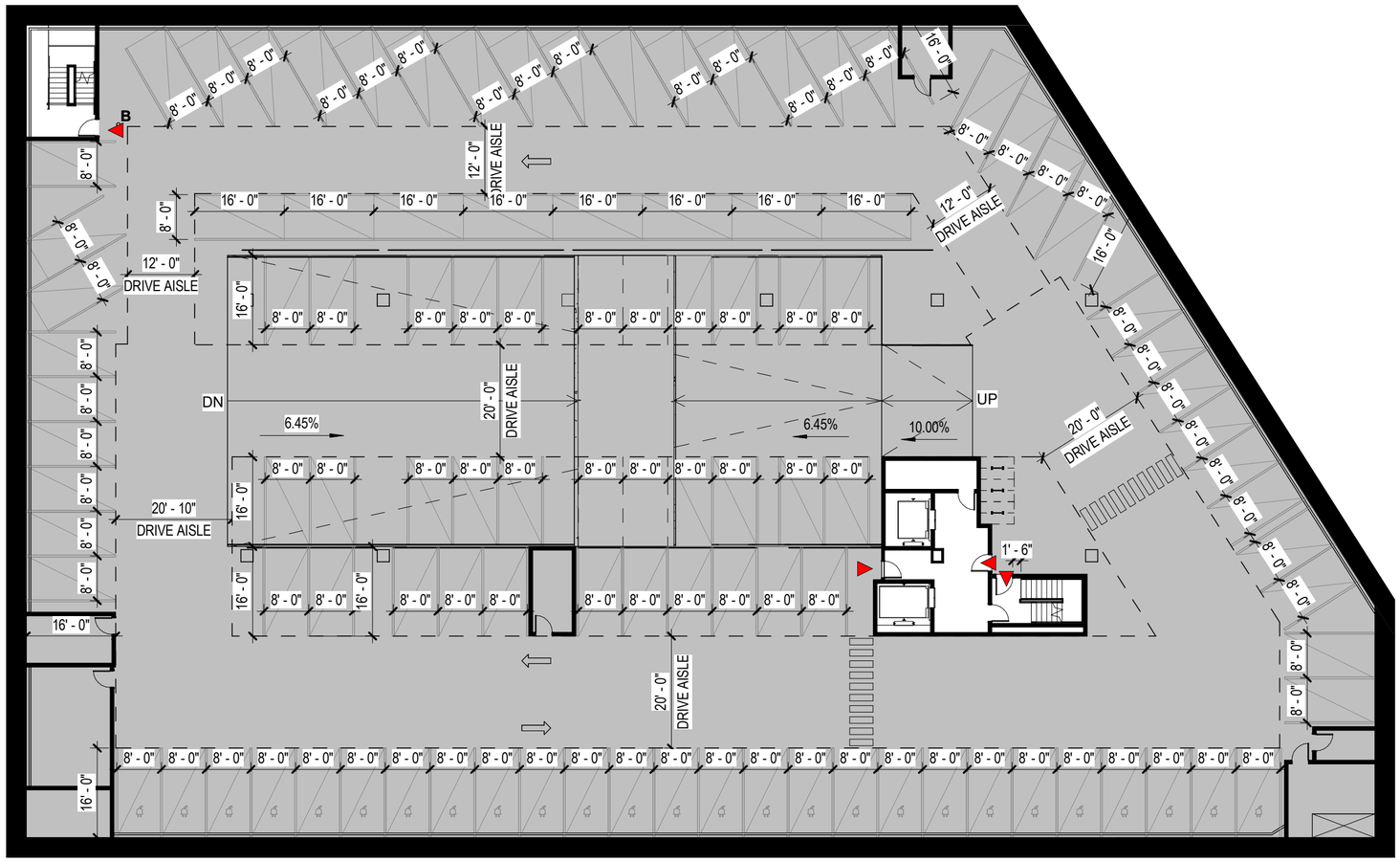


LEVEL P1 - PARKING
1" = 20'-0"

Source: Perkins Will

0 10 20 40 Feet

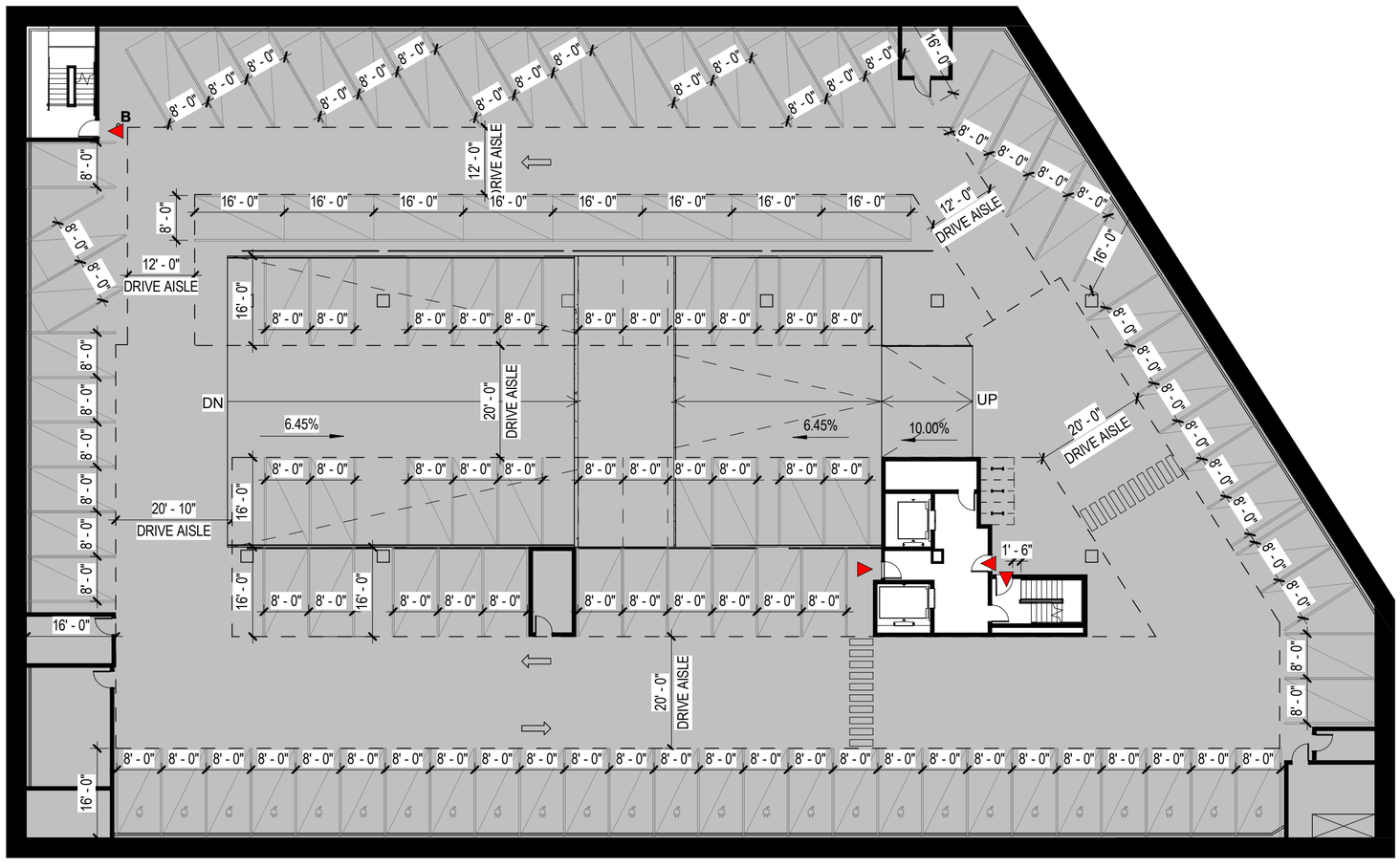
Figure 7c: Vehicle Movement Plan Garage Level 1 Passenger Car



LEVEL P2 - PARKING
1" = 20'-0"

Source: Perkins Will

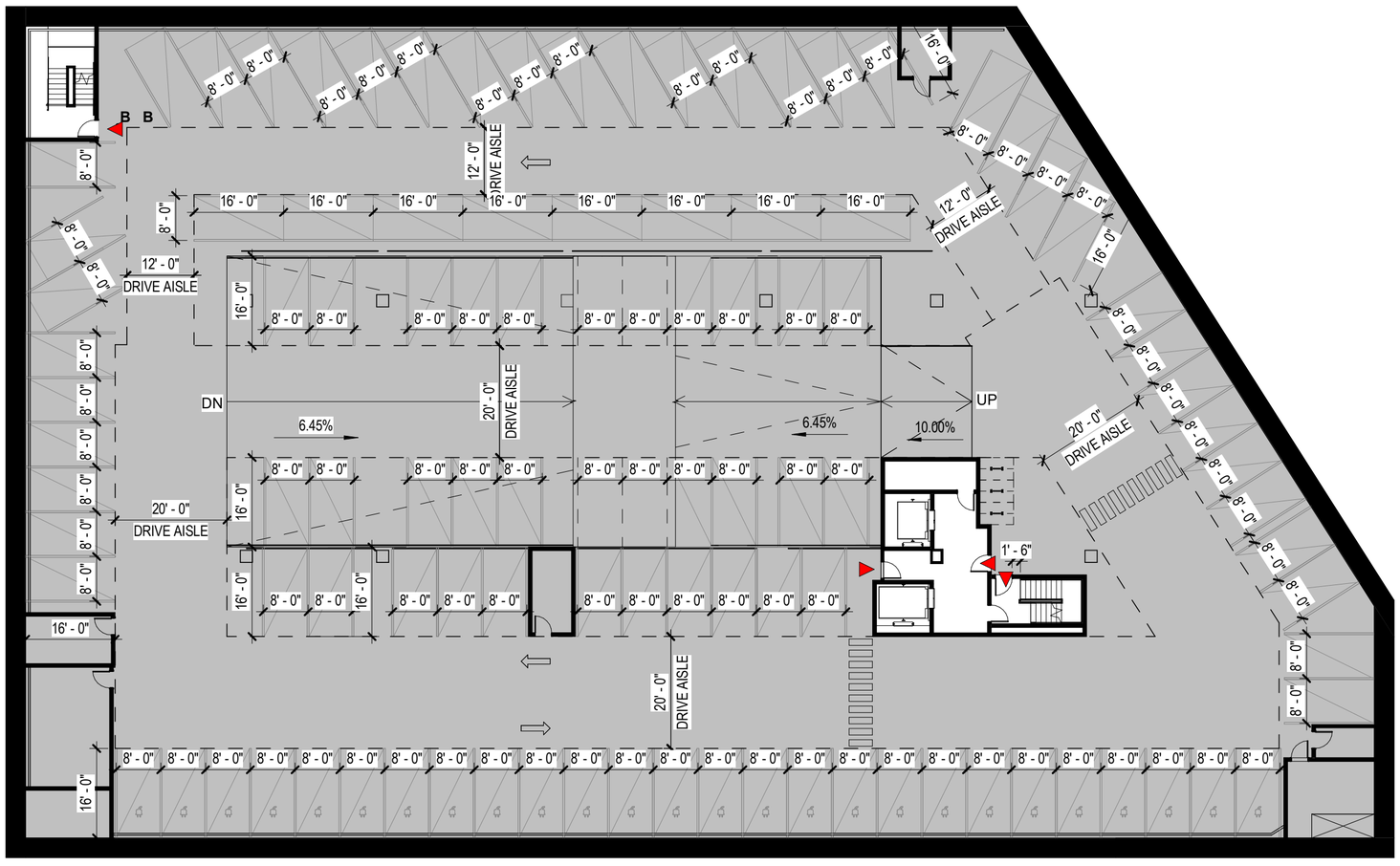
Figure 7d: Garage Floor Plan Level P2



LEVEL P3 - PARKING
1" = 20'-0"

Source: Perkins Will

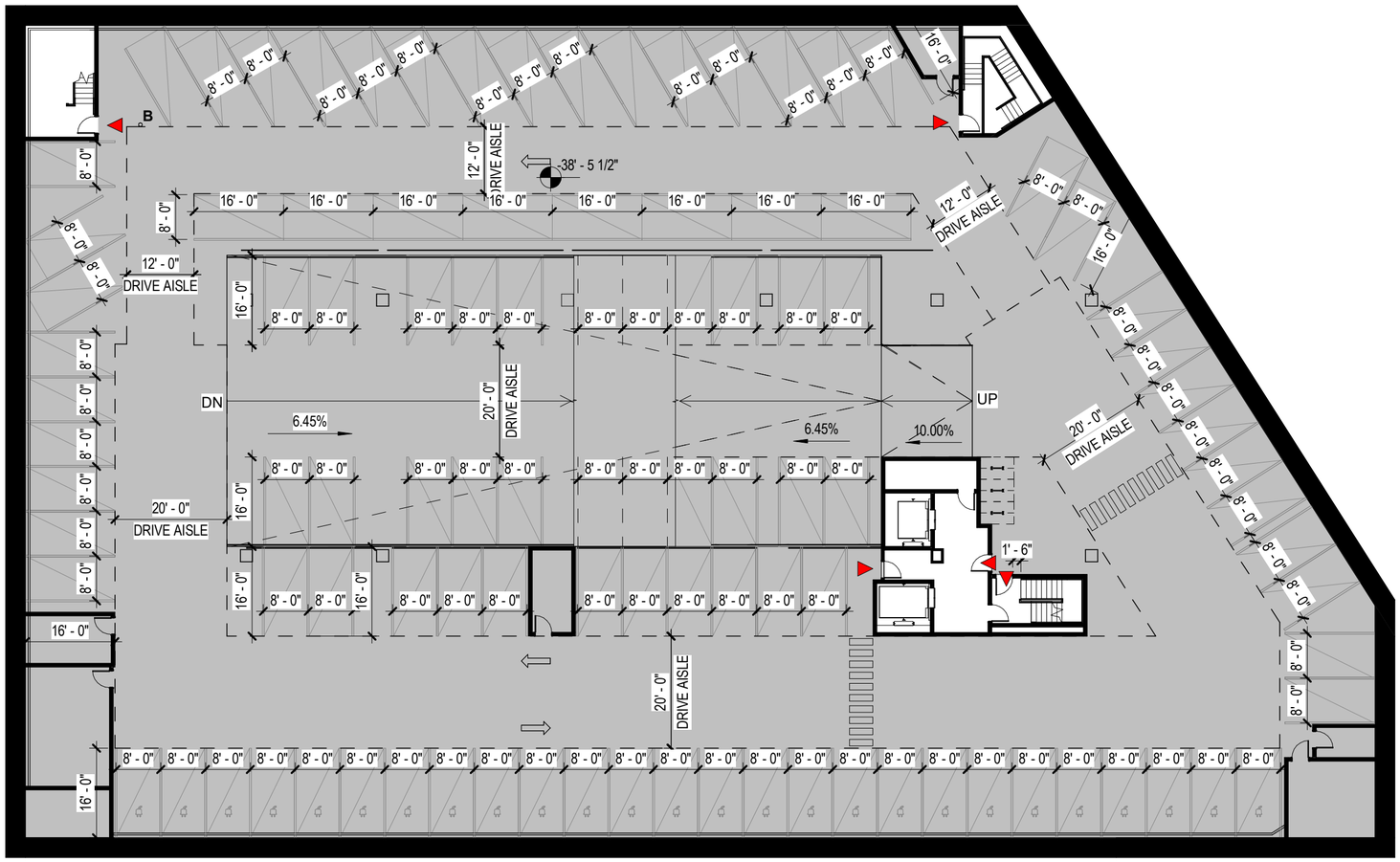
Figure 7e: Garage Floor Plan Level P3



LEVEL P4 - PARKING
1" = 20'-0"

Source: Perkins Will

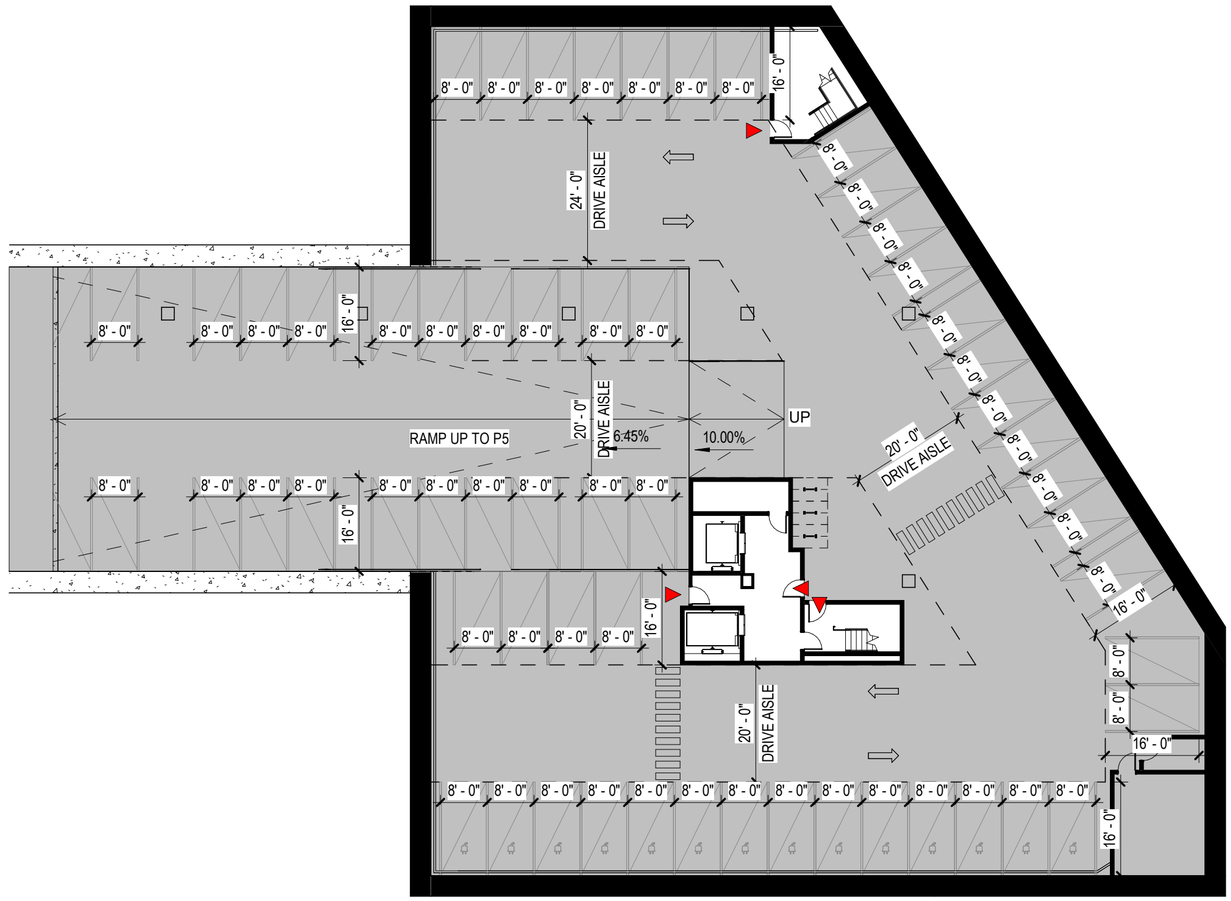
Figure 7f: Garage Floor Plan Level P4



LEVEL P5 - PARKING
1" = 20'-0"

Source: Perkins Will

Figure 7g: Garage Floor Plan Level P5



LEVEL P6 - PARKING
1" = 20'-0"

Source: Perkins Will

Figure 7h: Garage Floor Plan Level P5