

TAP MEMORANDUM: 180 SOMERVILLE AVE

To: City of Somerville Mobility Division

From: Seth Anderson, P.E.
Kimley-Horn and Associates, Inc.

Date: October 8, 2026

Subject: Transportation Analysis and Site Access Plan for Proposed Target Expansion

PROJECT OVERVIEW:

The proposed project consists of the expansion of the existing Target retail store within the existing building located at 180 Somerville Avenue in Somerville, Massachusetts. The property is approximately 7.07 acres in size and contains two contiguous commercial spaces separated by a shared interior wall.

Target currently occupies approximately 94,000 square feet and proposes expanding into the adjacent vacant tenant space containing approximately 34,000 square feet. The project will create a single retail tenant space through the removal of the shared interior partition wall. No increase in building height, building footprint, lot coverage, or impervious area is proposed as part of the Target expansion.

SITE IMPROVEMENTS:

The proposed site improvements are part of a separate minor site plan review process, but are limited to modifications within the existing parking area and do not alter the site's access points to the surrounding roadways. The project will maintain all existing site access locations, including two existing driveways along Somerville Avenue and one existing driveway along Medford Street. No changes are proposed to curb cuts, pavement markings within the public way, or signage. Existing ingress and egress operations will remain unchanged.

The parking lot will be resurfaced and restriped to improve circulation and overall site organization. The western side of the parking field will be restriped to accommodate additional Drive-Up stalls while maintaining the existing parking orientation. On the eastern side of the site, parking rows will be reoriented perpendicular to the building to improve internal circulation and traffic flow. As a result of these modifications and the addition of landscaped islands, the parking count will be reduced from 299 spaces to 297 spaces. Additional van-accessible parking spaces will be provided, and existing pedestrian access routes will be regraded to meet current ADA requirements.

The parking lot is being reconfigured to incorporate twenty-four (24) new landscape islands to comply with current zoning requirements. Landscape improvements are illustrated on Sheet C-100 and show the addition of landscape islands throughout the parking area. These improvements increase planted areas within the site while maintaining the existing overall parking field footprint.

BICYCLE PARKING:

The proposed Target expansion results in approximately 34,000 square feet of additional occupied floor area, requiring additional bicycle parking accommodations in accordance with the Somerville Zoning Ordinance.

To satisfy these requirements, the project proposes 34 new short-term bicycle parking spaces and four new long-term bicycle parking spaces. The short-term bicycle parking will be located within 50 feet of the main building entrance and will consist of Dero bicycle hitch racks consistent with existing bicycle parking facilities located on-site. Long-term bicycle parking will be provided through four secure bicycle lockers located within the western loading dock area and directly adjacent to the employee entrance.

The project will also retain 21 existing bicycle parking spaces located east of the main entrance as well as two existing bicycle parking spaces located near the employee entrance within the western loading area. All proposed short-term spaces are located along ADA-accessible pedestrian routes. Eight enlarged spaces are provided as well in accordance with Somerville requirements. Bicycle parking layouts and details are provided on Sheets C-400 and C-410.

LOADING AND DELIVERY OPERATIONS:

Under existing conditions, delivery operations are conducted through the western loading dock area. Following completion of the expansions, delivery vehicles will continue utilizing the western loading docks and will additionally access the loading docks located on the eastern side of the building. The truck delivery sizes will remain unchanged in the proposed condition, but as a result of the increased stock room from the expansion, the trucks will be loaded more fully which will reduce the number of deliveries to the site as it removes the need for an offsite stockroom which is currently utilized.

Vehicle operations were evaluated using Vehicle Tracking analyses for WB-62 and WB-67 design vehicles. Vehicle turning movement exhibits are provided on Sheets C-701 and C-702. The analyses demonstrate that both design vehicles can successfully navigate the proposed site layout and access all loading dock locations without hitting proposed curbing or landscape islands.

While the simulations indicate constrained maneuvering conditions at the site ingress and egress locations, these results should be considered in the context of existing site operations. Delivery vehicles currently utilize these same access points to enter and exit the site and routinely perform loading operations under existing conditions. Furthermore, deliveries typically occur during early morning hours when road and customer activity is limited. As the existing conditions at the access points are remaining unchanged, delivery operations are expected to function in a manner consistent with current site conditions.

It should also be noted that Vehicle Tracking analyses represent conservative operating conditions and generally depict worst-case turning paths. Within the parking lot, the design vehicles can successfully access the loading docks, complete loading and unloading activities, and exit the site with the proposed parking lot configuration. This means that site will continue to safely accommodate loading and delivery vehicle operations following implementation of the proposed improvement.

CONCLUSION

Associated site improvements will enhance parking lot organization, landscaping, bicycle accommodations, accessibility, and internal circulation while maintaining access for customers, employees, and delivery trucks. Passenger vehicle and truck turning analyses demonstrate that the proposed layout will continue to support safe and effective site operations while providing the improvements necessary to accommodate the expanded Target store.