

MEMORANDUM

TO: Mr. Brad Rawson
Director
Mobility Division
93 Highland Avenue, 3rd Floor
Somerville, MA 02143

FROM: Mr. Jeffrey S. Dirk, P.E., PTOE, FITE
Managing Partner
Vanasse & Associates, Inc.
35 New England Business Center Drive
Suite 140
Andover, MA 01810-1066
(978) 269-6830
jdirk@rdva.com

Professional Engineer in CT, MA, ME, NH, RI and VA



DATE: August 3, 2021

RE: 8780

SUBJECT: Transportation Access Plan
Proposed Residential Development – 73 Summer Street
Somerville, Massachusetts

Vanasse & Associates, Inc. (VAI) has prepared a Transportation Access Plan (TAP) in support of the proposed residential development to be located at 73 Summer Street in Somerville, Massachusetts (hereafter referred to as the “Project”). This document and the accompanying plans have been prepared in accordance with the City of Somerville Transportation Access Plan Requirements, and includes a summary narrative and accompanying plans and exhibits that illustrate how access will be provided to the Project site for all modes of travel (automobiles, transit, pedestrian, bicycle, and service vehicles).

PROJECT DESCRIPTION

As proposed, the Project will entail the construction of a 27-unit multifamily residential development to be located at 73 Summer Street in Somerville, Massachusetts. The Project site encompasses approximately 0.33± acres of land bounded by residential properties to the north and west, Summer Street to the south and School Street to the east. The Project site formerly operated as a gas station (AlPrime) and contained a 1,600± square foot (sf) building (garage/convenience store) and a fuel pump island and canopy that accommodated two (2) fuel pumps (4 vehicle fueling positions), all of which have been removed and the site is currently vacant.

Vehicular access to the Project site will be provided by way of a driveway that will intersect the north side of Summer Street approximately 95 feet west of School Street, at the location of the existing driveway that serves the Project site. The remaining driveways that currently serve the Project site (an additional driveway along Summer Street located approximately 30 feet west of School Street and two driveways along School Street located approximately 30 feet and 100 feet north of Summer Street, respectively) will be closed in conjunction with the Project, thereby reducing the number of conflict points, particularly for pedestrians and bicyclists.

Primary non-motorized access will be provided by way of an entrance adjacent to the sidewalk along the north side of Summer Street approximately 45 feet west of School Street. The secondary non-motorized access point is located along the west side of School Street, approximately 115 feet north of Summer Street.





Imagery ©2021 Google

On-site parking will be provided for 18 vehicles to be located in a garage beneath the proposed building. The proposed parking supply (18 parking spaces) complies with the parking requirements of Article 4, *Mid Rise Districts*, of the Somerville Zoning Ordinance for a residential use located within a Transit Area.¹ The cost of parking will be unbundled from the base rent and is currently envisioned to \$100 per month per space.

On-site bicycle parking will be provided for up to 60 bicycles consisting of 56 bicycle parking spaces to be located in an interior (covered) room located in the basement of the proposed building and an exterior bicycle rack that can accommodate up to four (4) bicycles to be located within the Project site along School Street. The proposed bicycle parking supply (60 bicycle parking spaces) exceeds the bicycle parking requirements of Section 4.1.15, *Parking and Mobility*, of the City of Somerville Zoning Ordinance.²

Loading and delivery activities associated with the Project will be accommodated curbside in allowable areas. Refuse services will be provided by a private hauling service and it is envisioned that collection will occur three times a week. Totes wheeled from the trash room in the garage, placed curbside along Summer Street for pick-up, and then returned to the trash room. The proposed building has been set-back 12-feet from the edge of the curb along Summer Street in order to maintain a pedestrian clear zone when the totes are curbside.

Illustrative Site Plan

An illustrative site plan based showing the ground level floor plan and the site landscaping is shown on Figure 1. As illustrated on Figure 1, the primary non-motorized access point is located along Summer Street and features a lobby with direct access to an elevator and a stairwell. The secondary access is located off School Street and leads to a covered landing, with direct access to a secondary stairwell and an open-air courtyard, which in turn provides access to a common interior hallway that leads to the lobby area, elevator (in the lobby) and two (2) stairwells.

¹The Zoning Ordinance requires a maximum of 1.0 parking spaces per multifamily dwelling unit within a transit area.

²The Zoning Ordinance requires a minimum of 1.0 long-term bicycle parking spaces per multifamily dwelling unit and 0.1 short-term bicycle parking spaces per multifamily dwelling unit.

Transportation Elements Plan

Figure 2 illustrates the Transportation Elements Plan and shows the existing elements of the transportation infrastructure that are to remain, proposed changes and items that are to be removed. As shown on Figure 2, the existing driveway that serves the Project site along Summer Street will be reconstructed to serve the Project and the remaining driveways (three (3) – one (1) along Summer Street and two (2) along School Street) will be closed and the sidewalk reconstructed. It is important to note that the sidewalk improvements along the School Street (including the closure of the driveways) are envisioned to be completed by the City of Somerville as a part of the upcoming Spring Hill sewer separation project.

No changes are proposed to existing signs, pavement markings, parking, or curbside use in conjunction with the Project.

Pedestrian Access Plan

The Pedestrian Access Plan is shown on Figure 3. As illustrated on Figure 3 and identified above, the primary non-motorized access point to the Project will be provided by way of the lobby area along the north side of Summer Street, with secondary access provided by way of a walkway to School Street in the northeast corner of the Project site. The internal walkways accessing the secondary access point are a minimum of 5 feet in width, with 8-foot wide sidewalks provided along both Summer Street and School Street and the proposed building set-back by an additional 4 to 5 feet from the back of the sidewalk (approximate).

Bicycle Access Plans

The bicycle access plan is shown on Figure 4. As illustrated on Figure 4, bicycles will enter the Project site from the ground floor by way of the primary or secondary non-motorized access points on Summer Street or School Street that are also used by pedestrians (see Figure 3). From those points, bicyclists will use the stairs or the elevator to access the bike storage room located in the basement of the proposed building.

Exterior bicycle parking is located along the Project site frontage on School Street and will accommodate up to four (4) bicycles and includes a bicycle repair station.

Motor Vehicle Parking Plans

The motor vehicle parking plan is shown on Figure 5. Motor vehicles (excluding trucks) will enter the Project site by way of the driveway along Summer Street and descend to lower-level (basement) parking garage that will be secured by means of an overhead door and will provide parking for 18 vehicles. The typical parking space is 8-feet wide and 16-feet long (deep), with an internal drive aisle width of 27-feet.

Vehicle Movement Plans

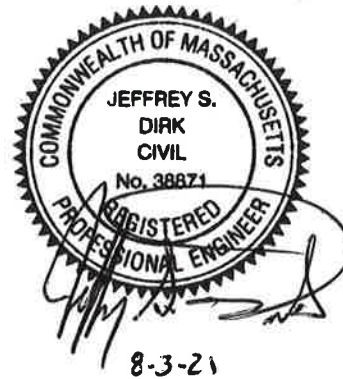
Vehicle movement plans showing the swept path for motor vehicles entering and exiting the parking garage are shown on Figures 6 and 7, respectively. Figure 8 depicts the swept path for a vehicle entering and exiting a typical parking space, with Figure 9 illustrating the swept path for a vehicle entering and exiting a more confined parking space that is bounded by a column and the building foundation. Each of these figures illustrate that a motor vehicle is able to access and circulate within the Project site in a safe and unencumbered manner.

cc: File



Legend:

- Existing to Remain
- Proposed
- Proposed by Others
- Removed



- NOTES:**
1. PLANS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED FOR CONSTRUCTION.
 2. BASE PLAN INFORMATION, FLOOR PLANS, AND ARCHITECTURAL LAYOUT PROVIDED BY EMBARC. REFER TO SITE PLANS AND ARCHITECTURAL DRAWINGS FOR EXACT DIMENSIONS.
 3. NO CHANGES ARE ANTICIPATED TO PAVEMENT MARKINGS, ON-STREET PARKING SPACES, OR REGULATIONS.
 4. CURB ALTERNATIONS ALONG SCHOOL STREET ARE ANTICIPATED TO BE COMPLETED BY OTHERS

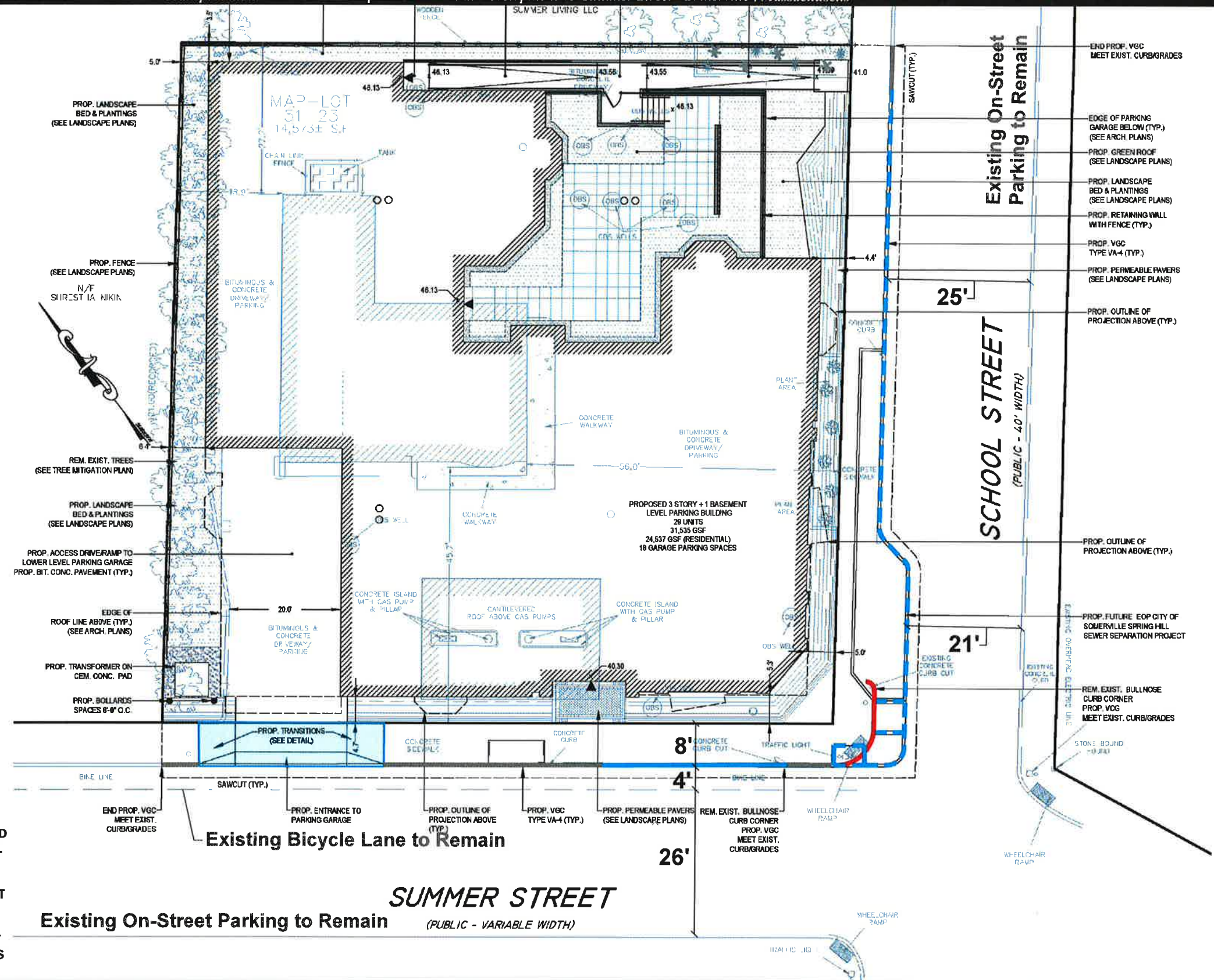


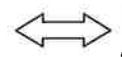
Figure 2

Transportation Elements Plan

Legend:



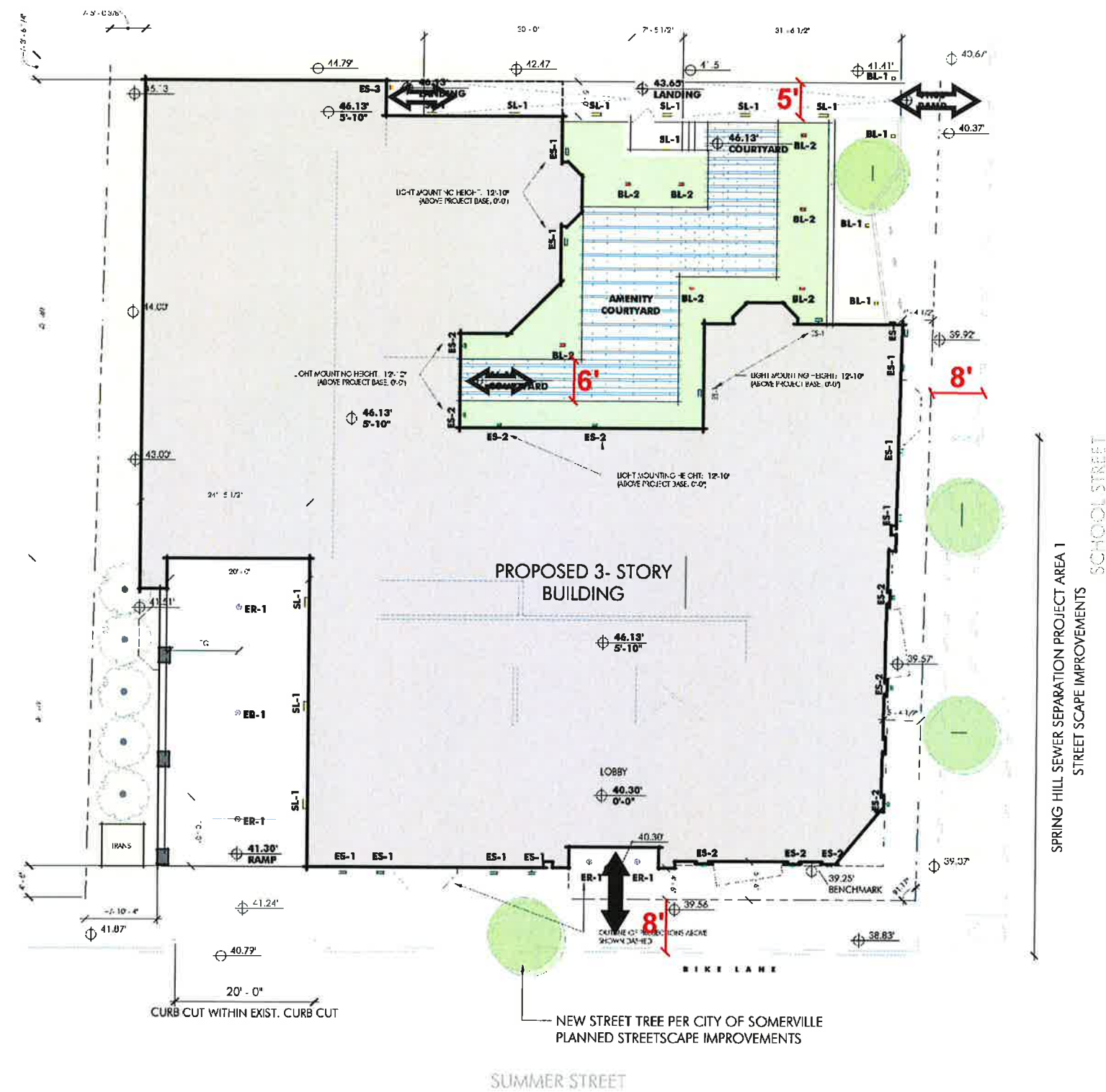
Primary Pedestrian Access



Secondary Pedestrian Access



- NOTES:**
- 1. PLANS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED FOR CONSTRUCTION.**
 - 2. BASE PLAN INFORMATION, FLOOR PLANS, AND ARCHITECTURAL LAYOUT PROVIDED BY EMBARC. REFER TO SITE PLANS AND ARCHITECTURAL DRAWINGS FOR EXACT DIMENSIONS.**



SPRING HILL SEWER SEPARATION PROJECT AREA 1
STREET SCALE IMPROVEMENTS

SUMMER STREET

A scale bar with a black background and white markings. It has a curved left end with a white arrow pointing up and to the right. The bar is marked with white tick marks and numbers: 0, 10, and 20. To the right of the 20 mark, the text "Scale in Feet" is written in white.

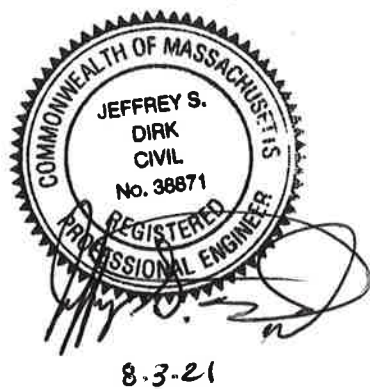
Vanasse & Associates inc

Figure 3

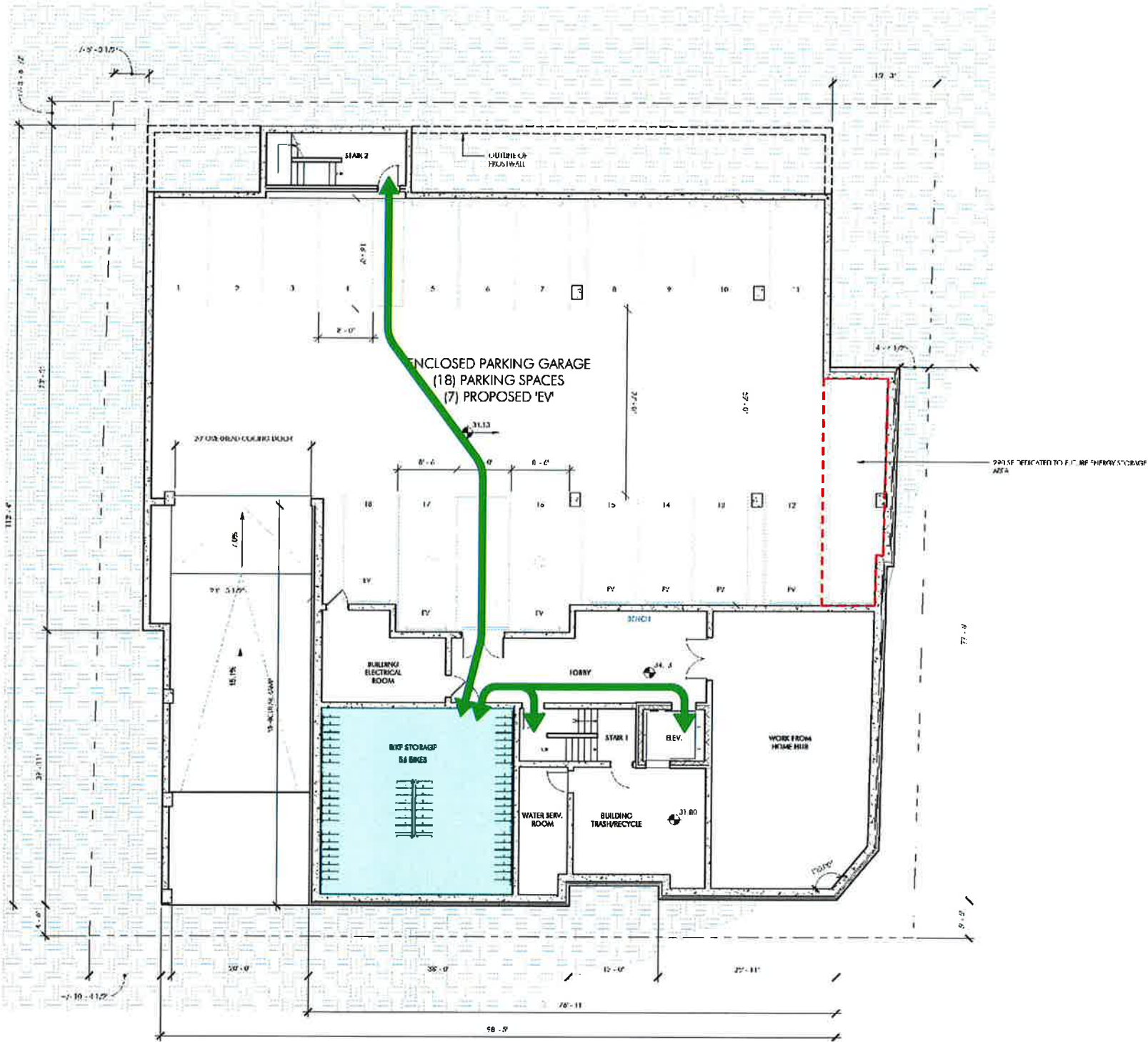
Pedestrian Access Plan

Legend:

- Path of Access
- Bicycle Storage Location

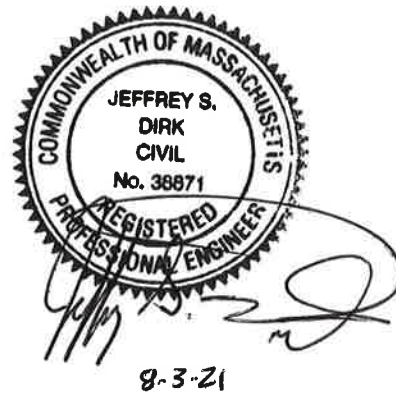


NOTES: 1. PLANS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED FOR CONSTRUCTION.
2. BASE PLAN INFORMATION, FLOOR PLANS, AND ARCHITECTURAL LAYOUT PROVIDED BY EMBARC. REFER TO SITE PLANS AND ARCHITECTURAL DRAWINGS FOR EXACT DIMENSIONS.

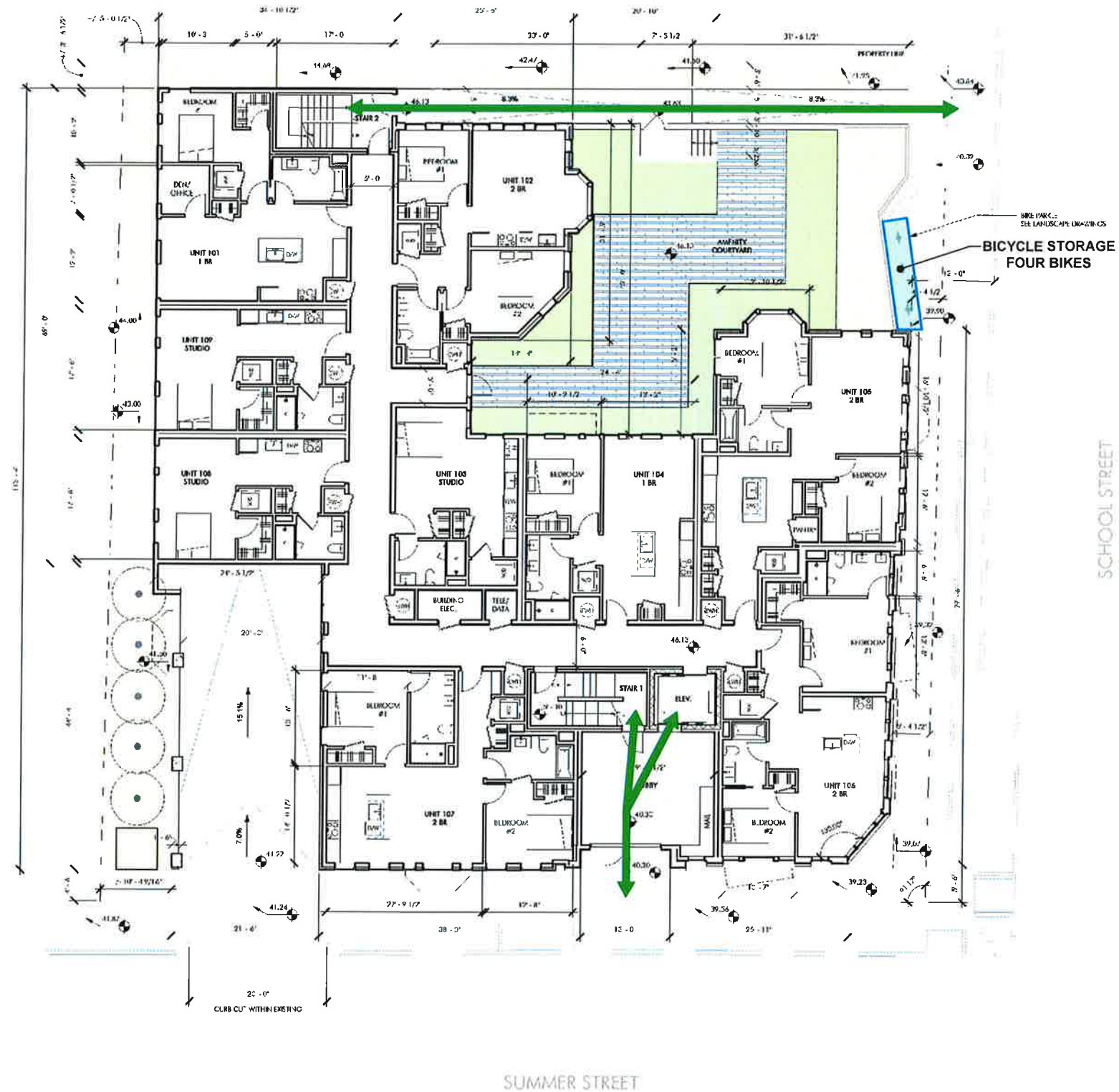


Legend:

- Path of Access
- Bicycle Storage Location



NOTES: 1. PLANS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED FOR CONSTRUCTION.
2. BASE PLAN INFORMATION, FLOOR PLANS, AND ARCHITECTURAL LAYOUT PROVIDED BY EMBARC. REFER TO SITE PLANS AND ARCHITECTURAL DRAWINGS FOR EXACT DIMENSIONS.



0 10 20 Scale in Feet

VA Vanasse & Associates inc

Figure 4

**Bicycle Parking Plan
Sheet 2 of 2
Ground Floor**

Legend:

— Path of Access



NOTES: 1. PLANS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED FOR CONSTRUCTION.
2. BASE PLAN INFORMATION, FLOOR PLANS, AND ARCHITECTURAL LAYOUT PROVIDED BY EMBARC. REFER TO SITE PLANS AND ARCHITECTURAL DRAWINGS FOR EXACT DIMENSIONS.

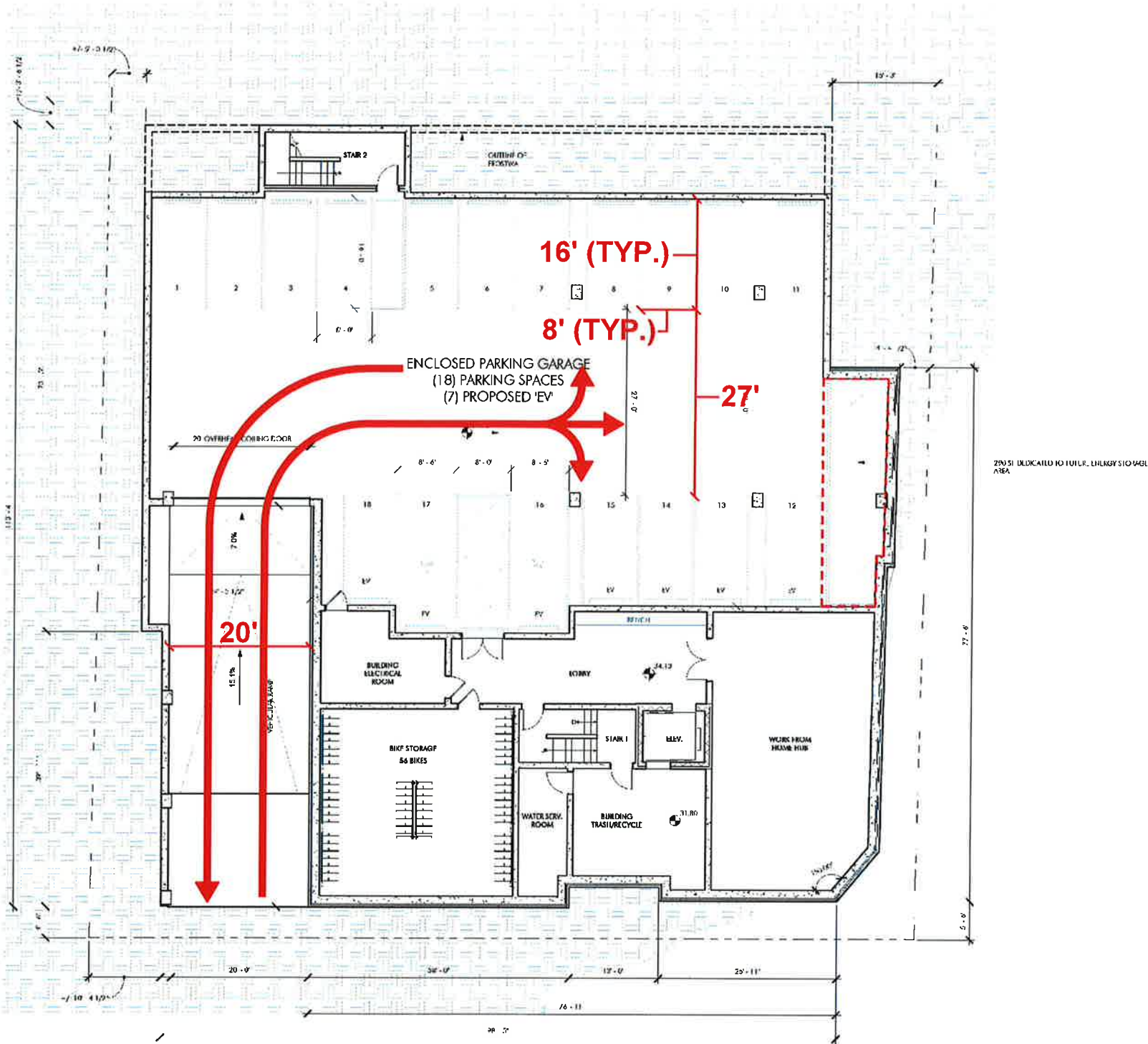
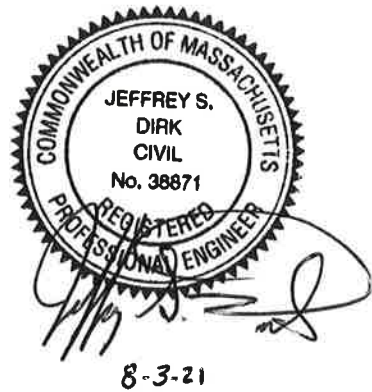


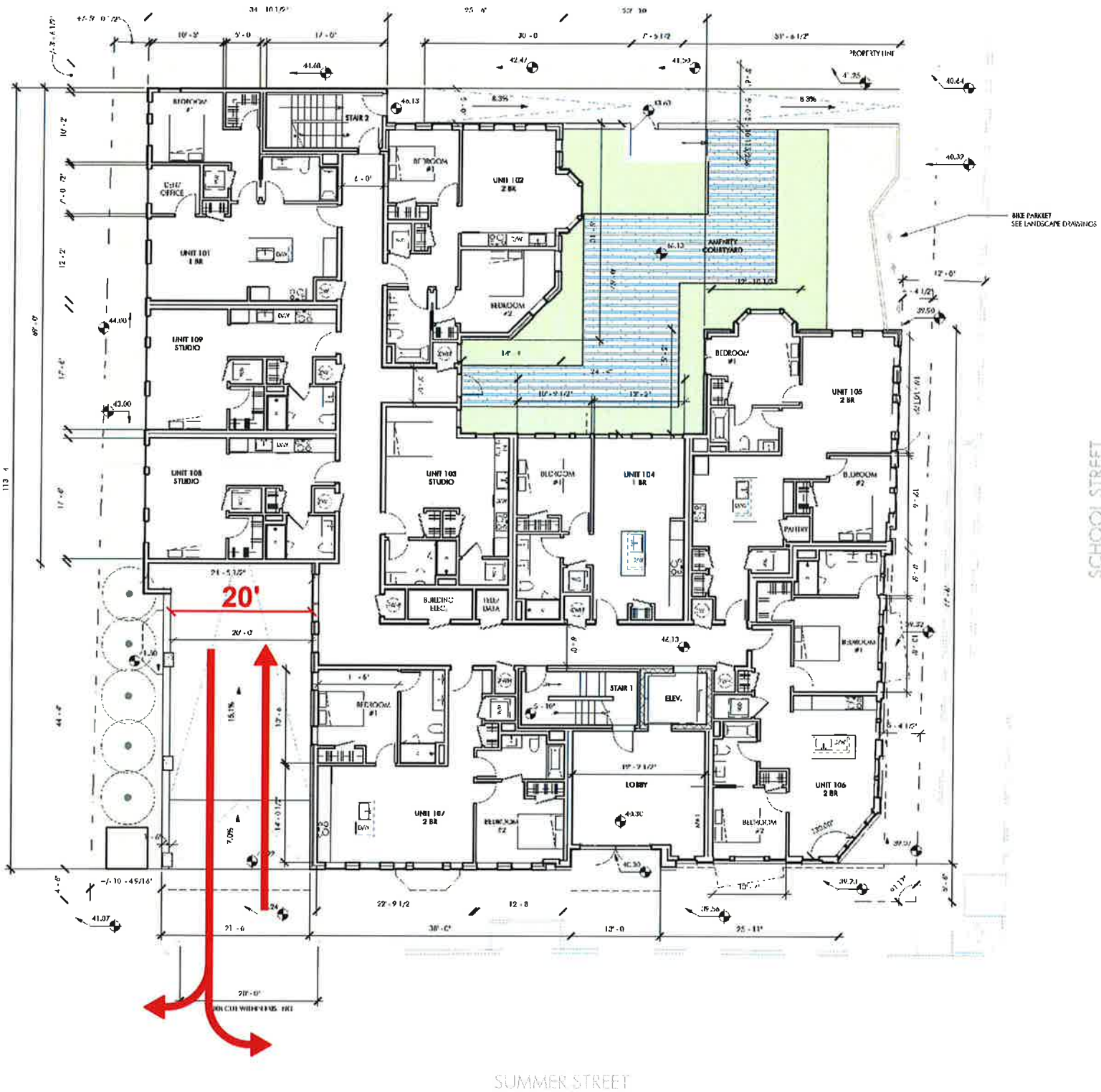
Figure 5
Motor Vehicle Parking Plan
Sheet 1 of 2
Basement Level

Legend:

— Path of Access



NOTES: 1. PLANS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED FOR CONSTRUCTION.
2. BASE PLAN INFORMATION, FLOOR PLANS, AND ARCHITECTURAL LAYOUT PROVIDED BY EMBARC. REFER TO SITE PLANS AND ARCHITECTURAL DRAWINGS FOR EXACT DIMENSIONS.



0 10 20 Scale in Feet



Figure 5

Motor Vehicle Parking Plan
Sheet 2 of 2
Ground Floor

Legend:



Vehicle Path



8-3-21

NOTES: 1. PLANS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED FOR CONSTRUCTION.
2. BASE PLAN INFORMATION, FLOOR PLANS, AND ARCHITECTURAL LAYOUT PROVIDED BY EMBARC. REFER TO SITE PLANS AND ARCHITECTURAL DRAWINGS FOR EXACT DIMENSIONS.

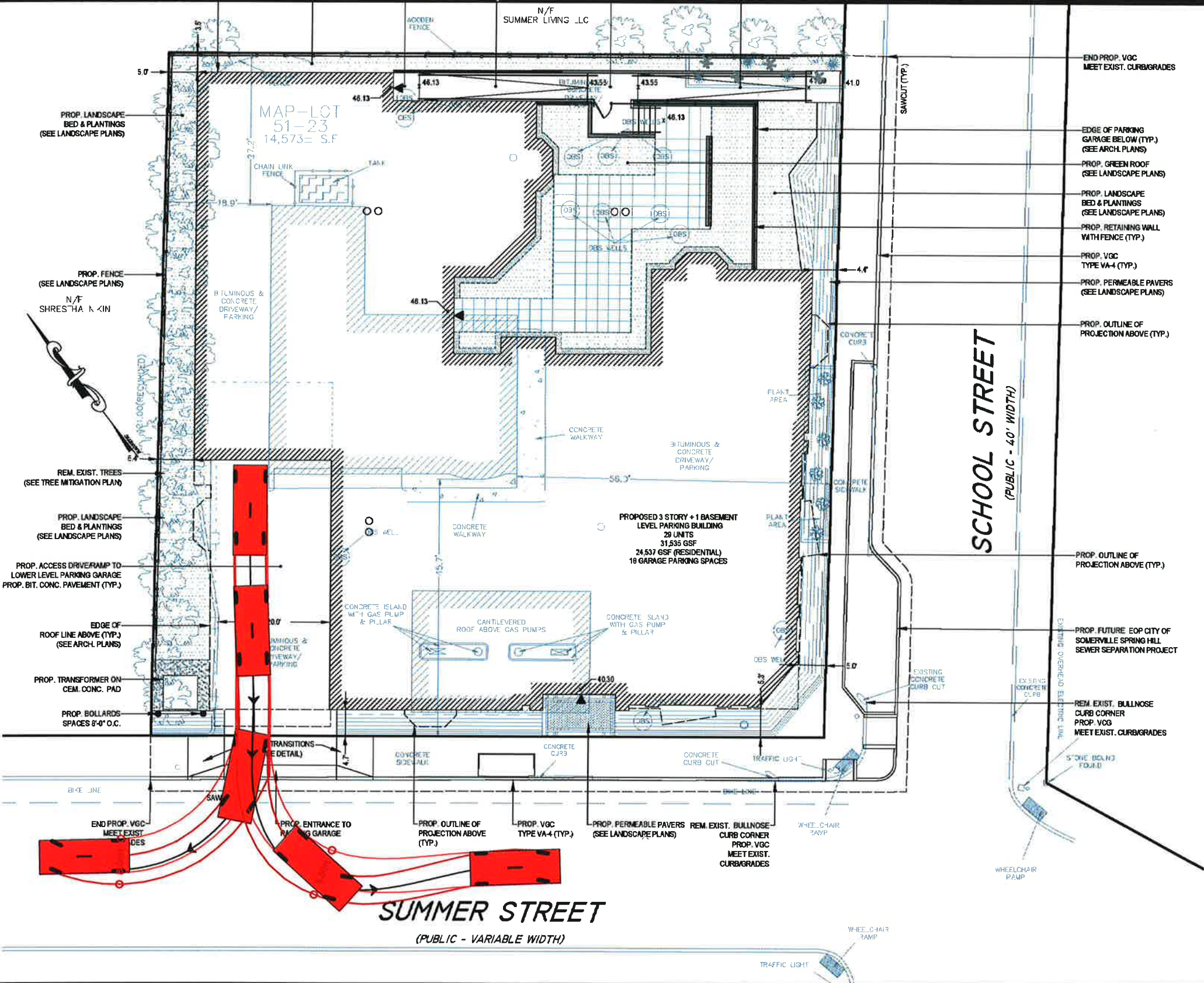


Figure 7

Vehicle Movement Plan
Exiting Garage

Legend:



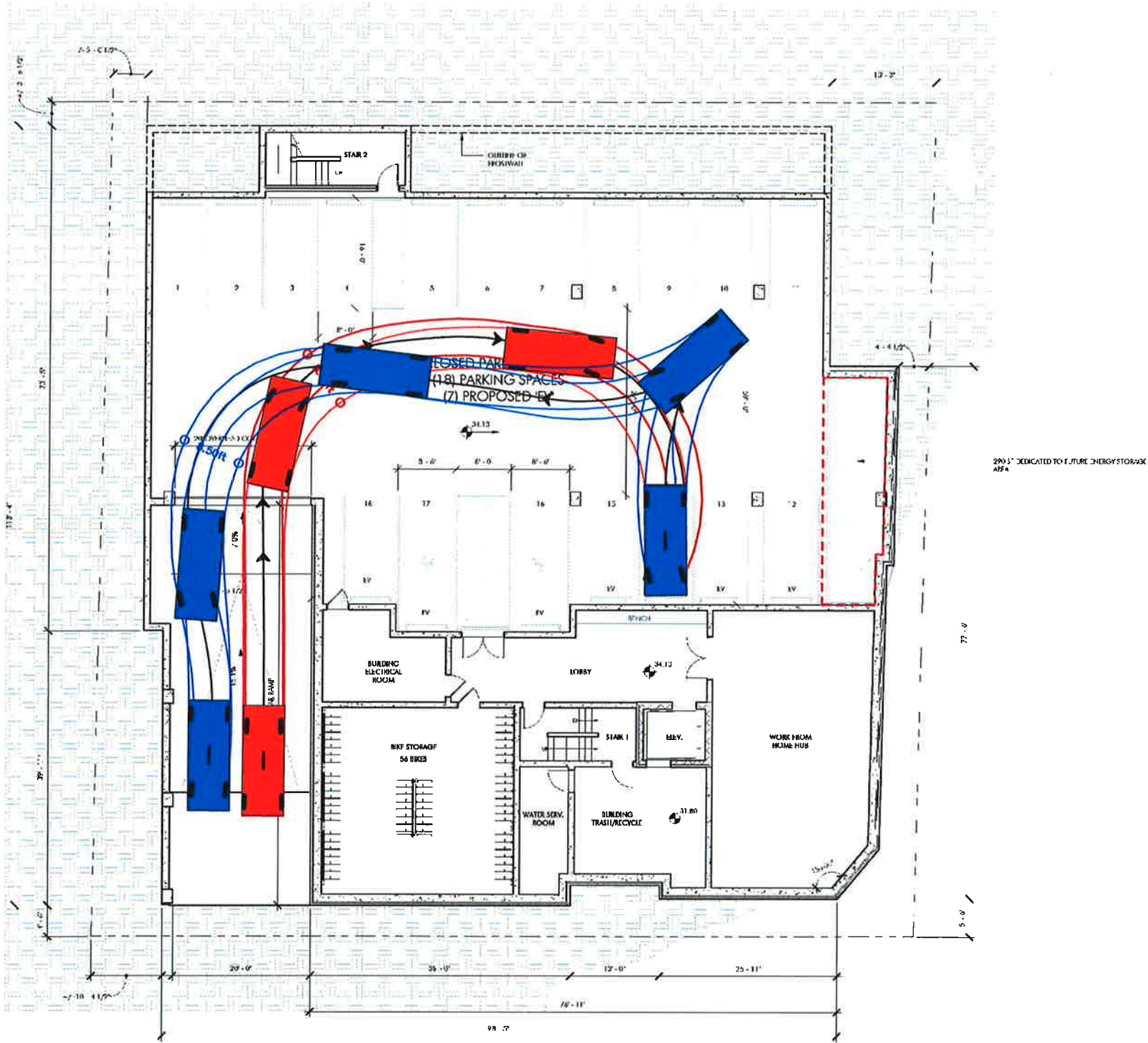
Vehicle Path
Entering



Vehicle Path
Exiting



NOTES: 1. PLANS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED FOR CONSTRUCTION.
2. BASE PLAN INFORMATION, FLOOR PLANS, AND ARCHITECTURAL LAYOUT PROVIDED BY EMBARC. REFER TO SITE PLANS AND ARCHITECTURAL DRAWINGS FOR EXACT DIMENSIONS.



0 10 20 Scale in Feet

VA Vanasse & Associates inc

Figure 8
Vehicle Movement Plan
Typical Parking Space Access

