

CITY OF SOMERVILLE

Transportation Access Plan

600 Windsor Place

Prepared for
City of Somerville

Prepared by
Howard Stein Hudson

February 2022



HOWARD STEIN HUDSON

Engineers + Planners



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Project Summary

Howard Stein Hudson (HSH) has prepared the Transportation Access Plan (TAP) with Site Plans and the following narrative for the 600 Windsor Place redevelopment (the “Project” or “Site”) on behalf of US RELP 600 Windsor Owner LLC (the “Proponent”). The Project is in Somerville’s Boynton Yards overlay district sub-area. The Project consists of demolishing the existing building and surface parking lot that is primarily providing for taxicab services to construct a 380,000 gross square-foot (gsf) building containing laboratory/life science uses, office uses, arts and creative space, community center space, and ground-floor retail.

The Project will provide an underground parking garage with approximately 200 parking spaces. There will be 103 covered, secure bicycle parking spaces in a bicycle room in a location to be more precisely determined during Site Plan Review, and outdoor bicycle racks will be provided for 28 bicycles.

The Project development site address is:

- 600 Windsor Place (High-Rise)

Site Access and Plans

The Project is bounded by Windsor Place to the south, Massachusetts Bay Transportation Authority (MBTA) tracks to the north, the US2 D3.2 site to the west, and the Boynton Yards Building 5 site to the east. The Project Site will close the existing mid-block curb cut on Windsor Place. The Project is consistent with Somerville master planning thoroughfares and intends to create a north-south access alley from Windsor Place to the north. Vehicular site access is proposed to the site from the new thoroughfare that will be constructed to align the intersection opposite Windsor Street. The two-way ramp to the underground garage and loading/service area will both be accessed from the new thoroughfare. The pedestrian entrance to the lobby will be located on Windsor Place with frontage on a new public plaza.

The Project will include on-street parking spaces and/or a drop-off zone to support business demand and the design details will be coordinated with the Mobility Division as part of Design Review process. Off-street parking for the retail and other commercial uses is otherwise provided by way of the 200 off-street parking spaces located in a sub-grade parking facility beneath the building, as outlined above.



Illustrative Site Plan

The Illustrative Site Plan shown in Exhibit A.1 (**Appendix A**) depicts the general ground level floor plan and site landscape plan. On the ground level there will be lobby and retail space. The ground level will also consist of space for building operations, such as mechanical rooms. Laboratory/research space will be located on the eleven upper floors. It is anticipated that the ground level will also host 103 covered, secure bicycle parking spaces with the location to be more precisely determined during Site Plan Review.

Transportation Elements Plan

The Transportation Elements Plan is shown in Exhibit A.2 (**Appendix B**). This plan identifies existing transportation elements to remain in grey, items to be removed in red, and proposed transportation elements in blue.

The Proponent will commit to improving the safety and comfort of pedestrians and bicyclists in front of the Project Site in coordination with the City. The Proponent will provide a five-foot bicycle lane with three-foot buffer lane on Windsor Place adjacent to the site. The sidewalk adjacent to Windsor Place will act as the frontage zone for a new public space that will extend the length of the parcel. ADA-compliant ramps will be provided adjacent to the Site. The Project will coordinate with the City on final placement of the westbound bicycle lane and improvements to the Windsor Place/Windsor Street intersection with the addition of the thoroughfare to the north.

Proposed changes to signage will primarily consist of installation of stop signs on the Windsor Street northbound approach and thoroughfare southbound approach to implement all-way stop control at the Windsor Street/Windsor Place intersection. Proposed street furniture, street trees, and streetlights will be included along the sidewalks adjacent to the site. Other transportation elements are further discussed in subsequent sections.

Pedestrian Access Plan

The pedestrian entrance to the lobby will be located on Windsor Place as shown in Exhibit A.3 (**Appendix C**). The sidewalk along the north side of Windsor Place adjacent to the site is proposed to complement and be integrated with a new public open space that will introduce a generous building setback that exceeds 18 feet. The wider sidewalk is consistent with the high-rise district requirements and provides an improved level of comfort for the public realm. The sidewalk abutting the site on the thoroughfare on the east side of the Project is proposed at a width of 15 feet.



The Project proposes a north-south crosswalk across the west leg of the Windsor Place/Windsor Street intersection with ADA-compliant ramps. For added pedestrian safety and to create a slow-speed environment, the north and east legs of the intersection (the Project thoroughfare and Archibald Query Way) will be raised and level with the sidewalk.

Bicycle Parking Plan

Bicycle parking design and layout references and complies with the Somerville Zoning Ordinance¹, as well as the City of Somerville's *Bicycle Parking Guide* and the Association of Pedestrian and Bicycle Professionals' (APBP's) *Bicycle Parking Guidelines*. Bicycle parking, short- and long-term, will be provided at no cost or fee to users of the Project.

This Project will provide at least the minimum short-term and long-term bicycle parking spaces for the proposed land use and size of the Project. As shown in Exhibit A.4, (**Appendix D**) the Project will provide outdoor bicycle racks to accommodate short-term parking for 28 bicycles. Short-term bicycle parking will be provided on outdoor bicycle racks located near the building's primary entrance. The Project will construct 103 secure, covered bicycle parking spaces for long-term bicycle parking. It is anticipated that the secure, long-term bicycle storage room will be located on the ground floor with the location to be more precisely determined during the Site Plan Review.

Motor Vehicle Parking Plan

The Project will provide 200 parking spaces in an underground garage (see Exhibit A.5. in **Appendix E**). As a shared district garage, the garage for the Project will be commercially operated and open to the public. Motor vehicle parking will be unbundled from any commercial tenant leases as required. Parking will be provided in accordance with the Somerville Zoning Ordinance (Article 11: Parking & Mobility) as well as requirements specific to the land use district to minimize parking supply and encourage alternative modes of transportation. The proposed parking results in an overall average ratio of 0.53 spaces per 1,000 sf for the development.

Vehicle Movement Plan

Loading and service operations will occur in the designated loading area in the northeast corner of the building. Vehicles will back into the loading bay via the thoroughfare. The loading bay will be approximately 58 feet wide and will accommodate two WB-40 trucks and one smaller box truck (SU-30). All vehicle movements exiting the loading area will also be forward-out, with a right-turn onto

¹ Somerville Zoning Ordinance; Strategic Planning & Community Development; Somerville, MA; Dec. 12, 2019.



the thoroughfare. As shown in Exhibit A.6.1 (**Appendix F**), the largest vehicles expected to use the loading area are WB-40 trucks.

The loading bay will also provide access to the trash room to remove waste and recycling, as well as an elevated loading dock, a freight elevator, and a service corridor for effortless distribution of deliveries within the building. Garbage pick-up activity will also take place in the loading area with garbage trucks pulling onto the thoroughfare front-first from Windsor Place/Windsor Street before backing into the loading area.

Passenger car movements to and from the garage shall be accommodated via the curb cut on the thoroughfare. The proposed garage will have two-way circulation throughout the garage levels. Stairway and elevator access is provided from the garage levels to the lobby. The garage facility is not expected to have high turnover; the parking space dimensions in the garage are consistent with the minimums outlined in the Somerville Zoning Ordinance. The parking spaces will generally be 9 feet wide and 18 feet long. The drive aisles will generally be 24 feet wide. Six spaces will be ADA-accessible and marked accordingly. Parking dimensions are consistent with the Somerville Zoning Ordinance.

The Project proposes to sign, designate, and reserve 15% of vehicle parking spaces as electric vehicle (EV) charging spaces (30 spaces). The Project proposes to sign, designate, and reserve two parking spaces for car share vehicles. Ten spaces (5%) will be signed, designated, and reserved for carpool/vanpool on weekdays before 10:00 a.m. at preferential locations. If these spaces are not used for a carpool/vanpool by that time, they will be available for general use.

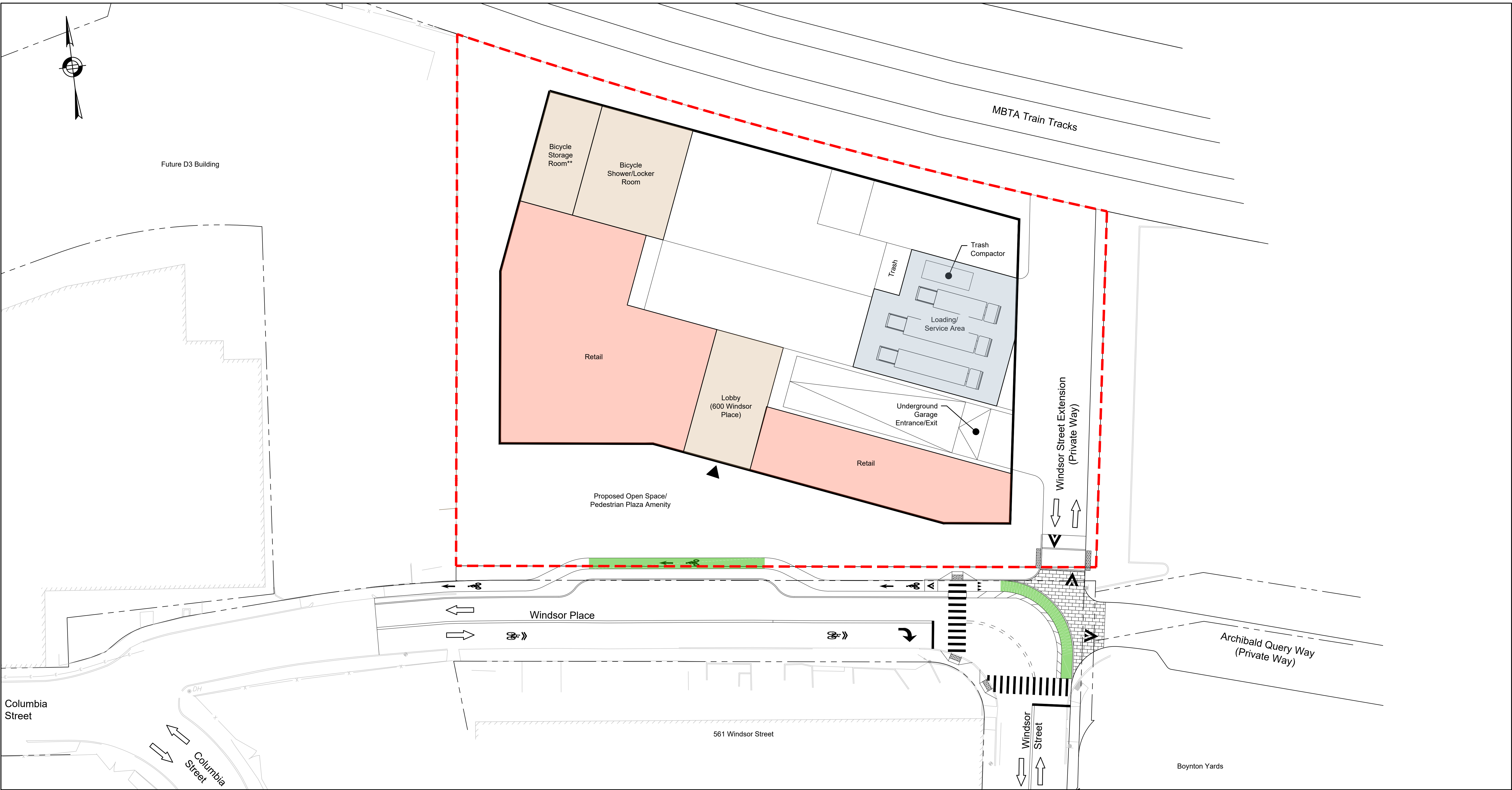


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Appendix A

Illustrative Site Plan



NOT FOR CONSTRUCTION

Travel Lane

Primary Pedestrian Entrance

Property Line

Site Boundary

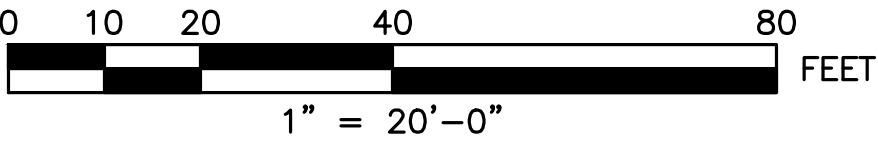
Retail

Common Areas

Delivery/Trash Areas

Notes
Existing Lot: 96-A-39

****Final Location To Be Determined During Site Plan Review**



600 WINDSOR PLACE		
ILLUSTRATIVE SITE PLAN		EXHIBIT A.1
 HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshudson.com	Date: February 2022	Scale: 1" = 20'-0"

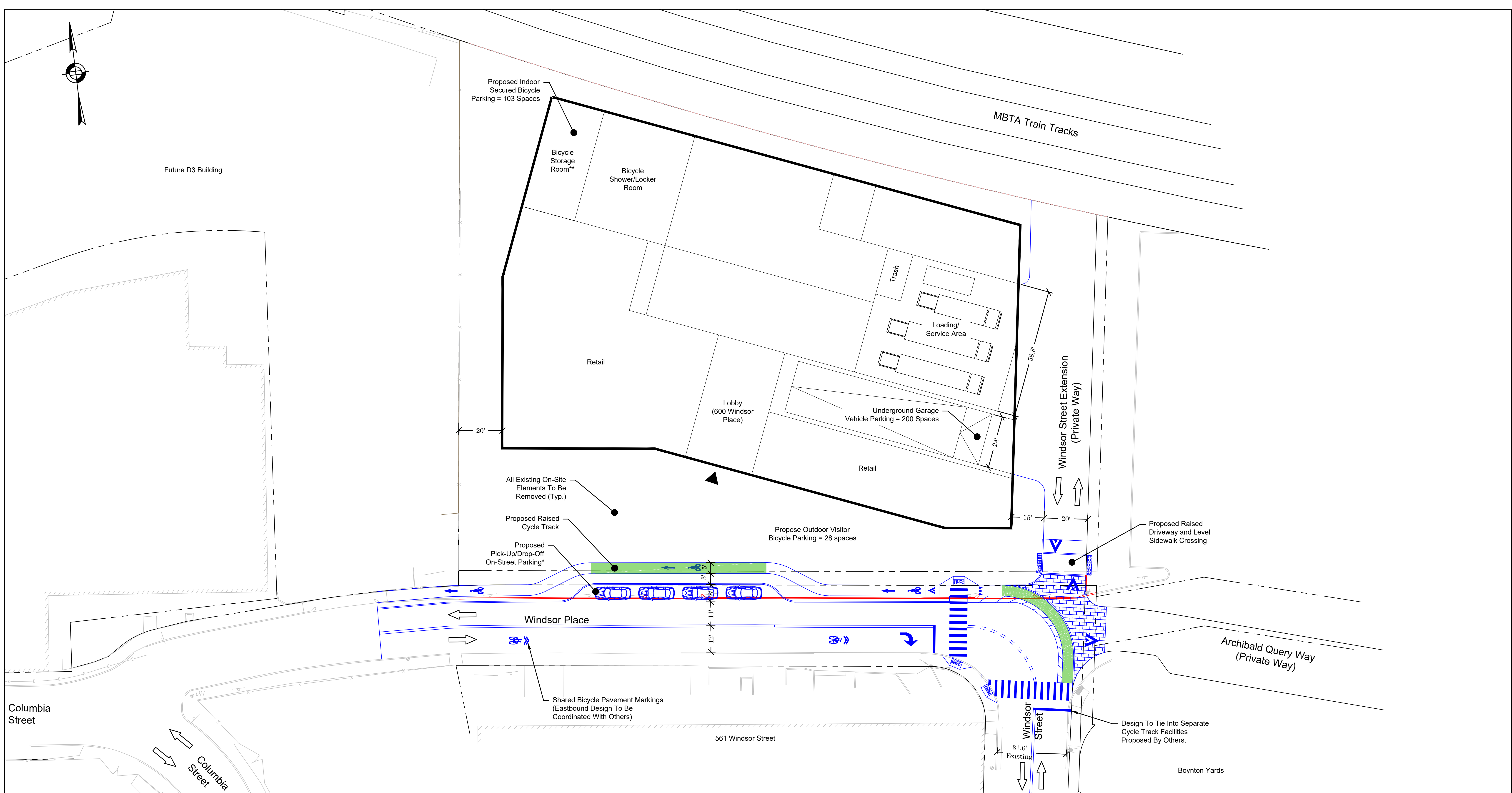


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Appendix B

Transportation Elements Plan

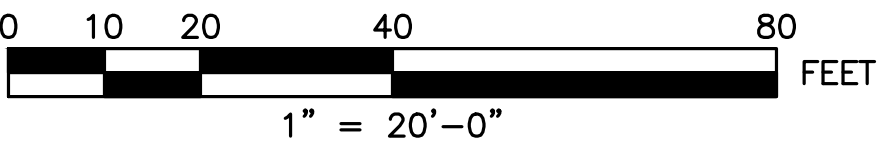


NOT FOR CONSTRUCTION

	Travel Lane		Blue = Proposed Improvements
	Primary Pedestrian Entrance		Grey = Existing Conditions (To Remain)
	Property Line		Red = Elements To Be Removed
			Black = Proposed Site

Notes
Existing Lot: 96-A-39

* Final Curb Condition To Be Coordinated During Site Plan Review
** Final Location To Be Determined During Site Plan Review



600 WINDSOR PLACE		
TRANSPORTATION ELEMENTS PLAN		EXHIBIT A.2
 HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshudson.com	Date: February 2022	Scale: 1" = 20'-0"

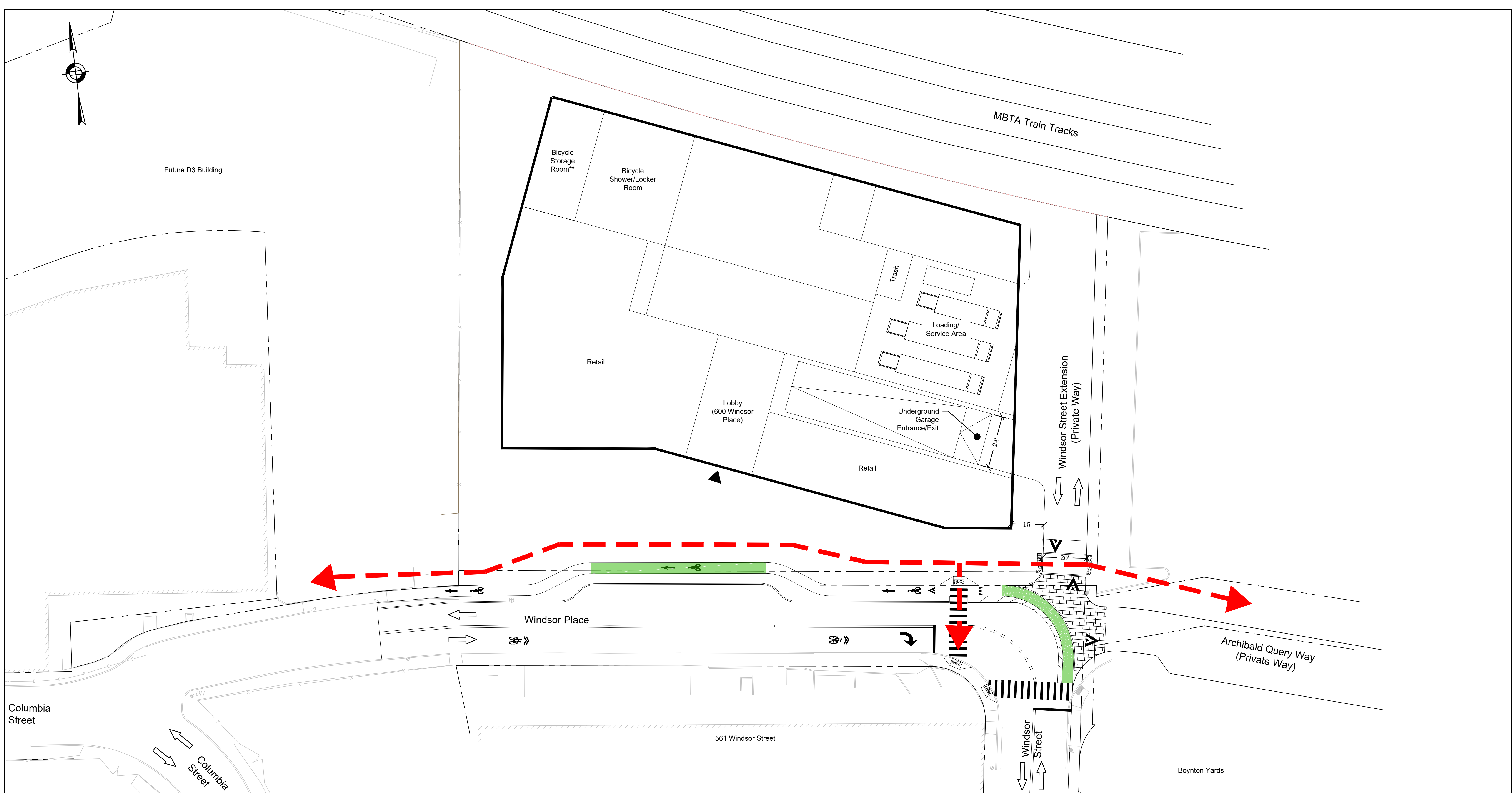


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Appendix C

Pedestrian Access Plan



NOT FOR CONSTRUCTION

	Travel Lane		Pedestrian Path of Travel
	Primary Pedestrian Entrance		
	Property Line		

Notes
Existing Lot: 96-A-39

****Final Location To Be Determined During Site Plan Review**

600 WINDSOR PLACE		
PEDESTRIAN ACCESS PLAN		EXHIBIT A.3
 HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshudson.com	Date: February 2022	Scale: 1" = 20'-0"

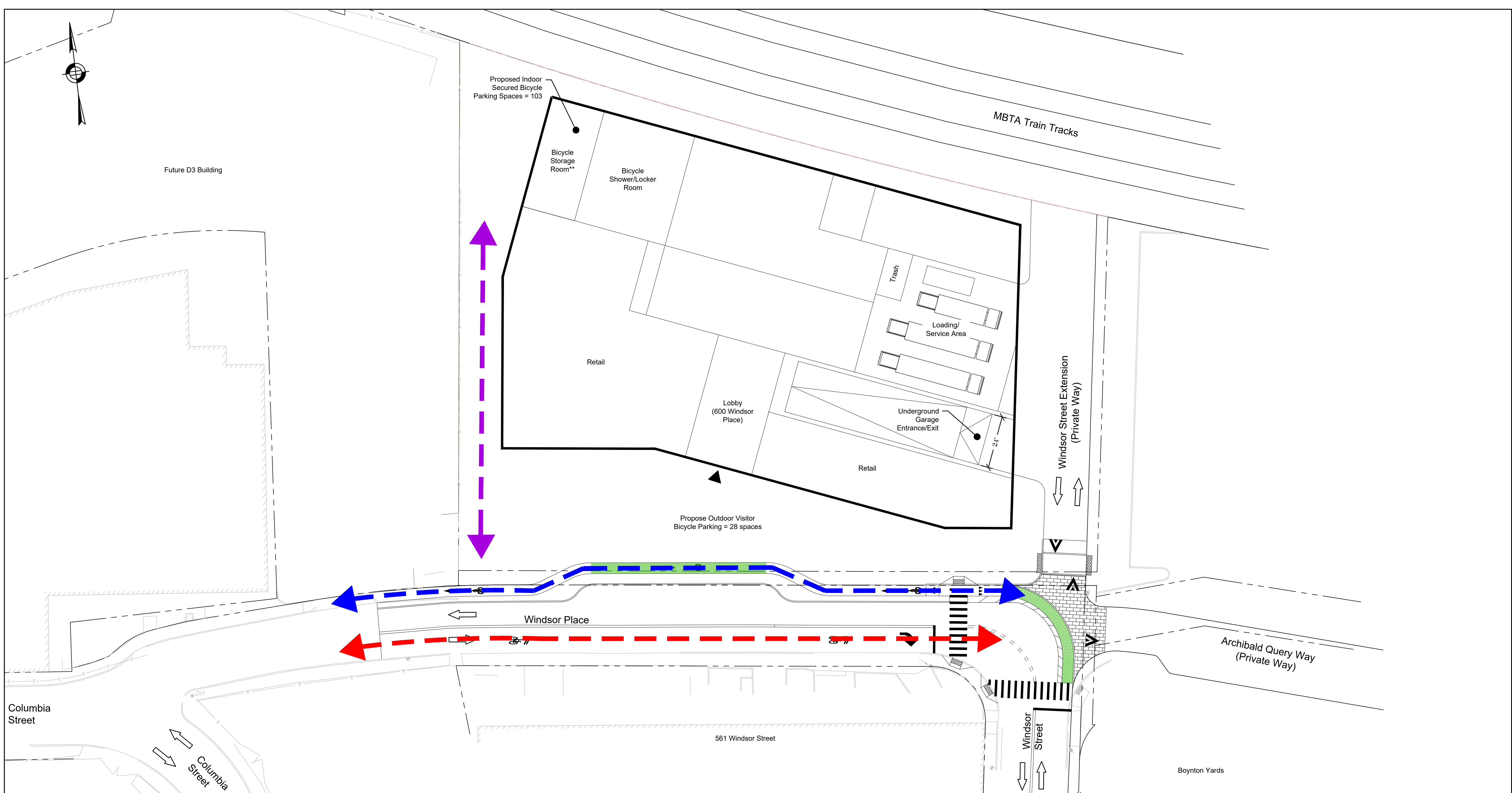


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Appendix D

Bicycle Parking Plan



NOT FOR CONSTRUCTION

	Travel Lane		Raised Cycle Track
	Primary Pedestrian Entrance		Shared Bicycle Pavement Markings
	Property Line		Connection to Bicycle Parking

Notes
Existing Lot: 96-A-39

****Final Location To Be Determined During Site Plan Review**

600 WINDSOR PLACE		
BICYCLE PARKING PLAN		EXHIBIT A.4
 HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshudson.com	Date: February 2022	Scale: 1" = 20'-0"

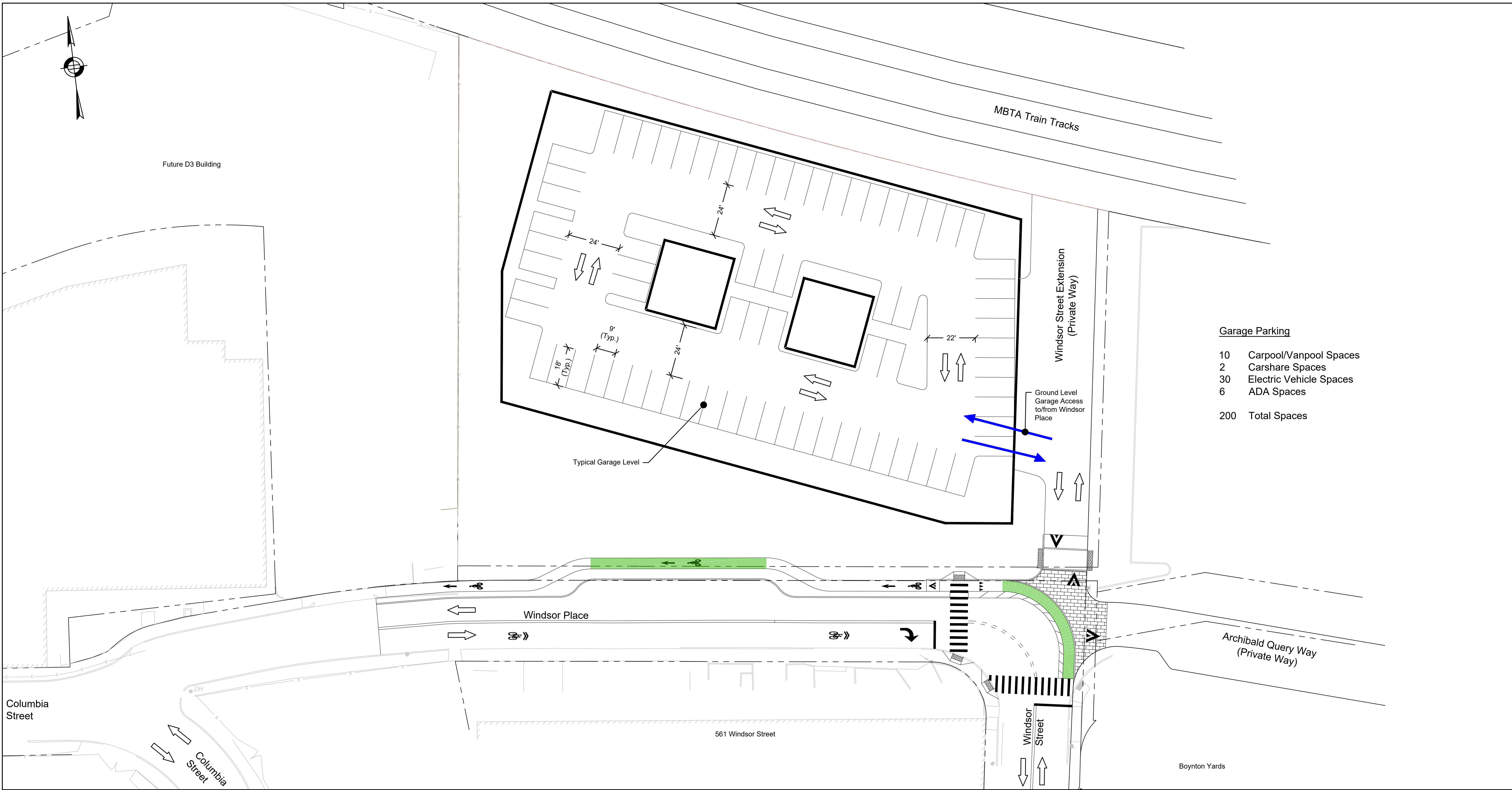


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Appendix E

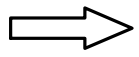
Motor Vehicle Parking Plan




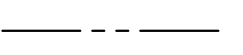
Garage Parking

10	Carpool/Vanpool Spaces
2	Carshare Spaces
30	Electric Vehicle Spaces
6	ADA Spaces
200	Total Spaces

NOT FOR CONSTRUCTION

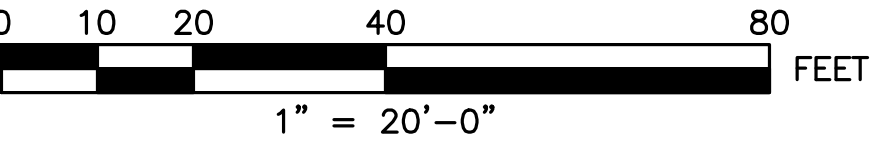
 Travel Lane

 Vehicle Access

 Property Line

Notes
Existing Lot: 96-A-39

****Final Location To Be Determined
During Site Plan Review**



600 WINDSOR PLACE		
MOTOR VEHICLE PARKING PLAN		EXHIBIT A.5
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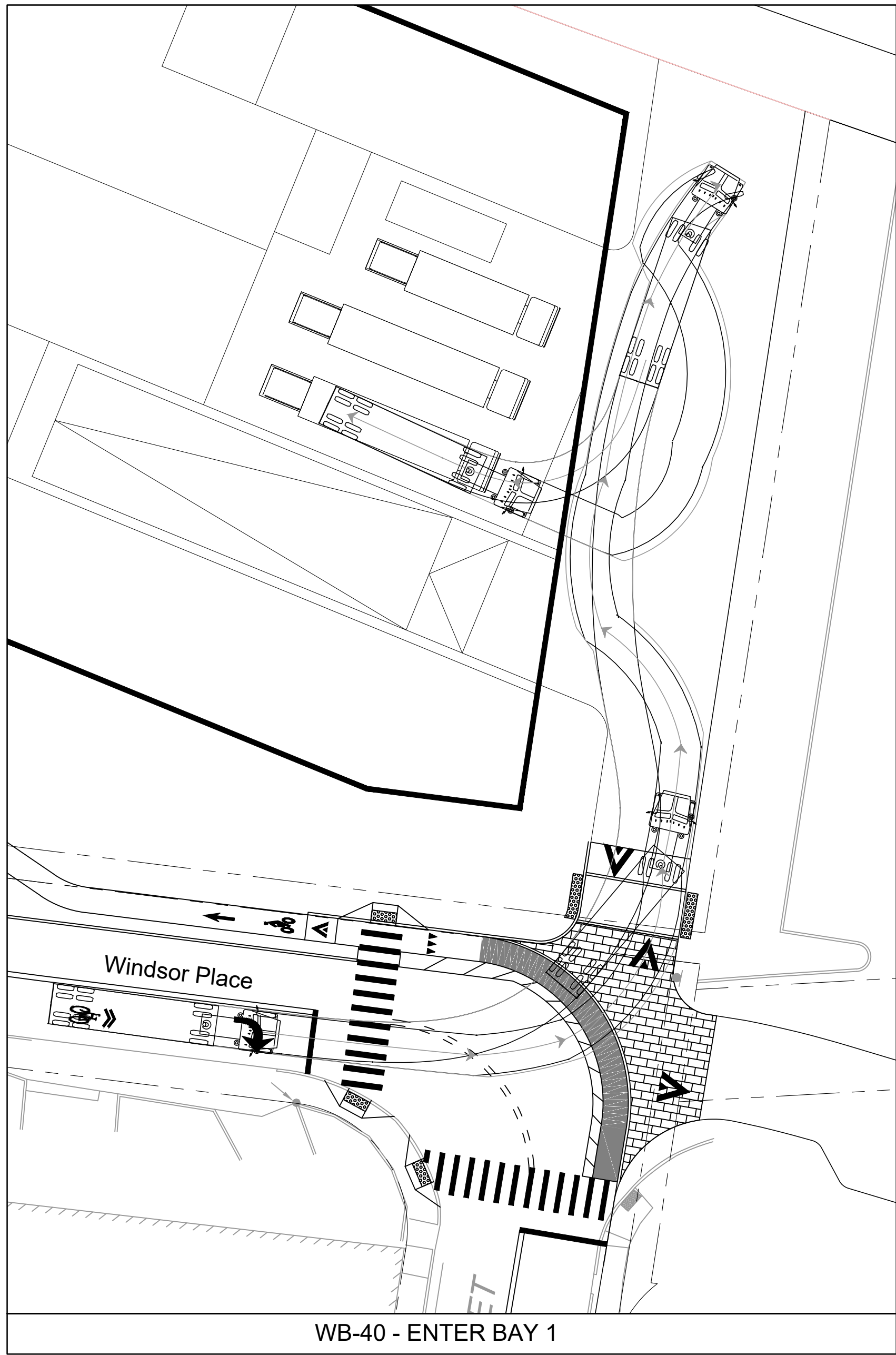


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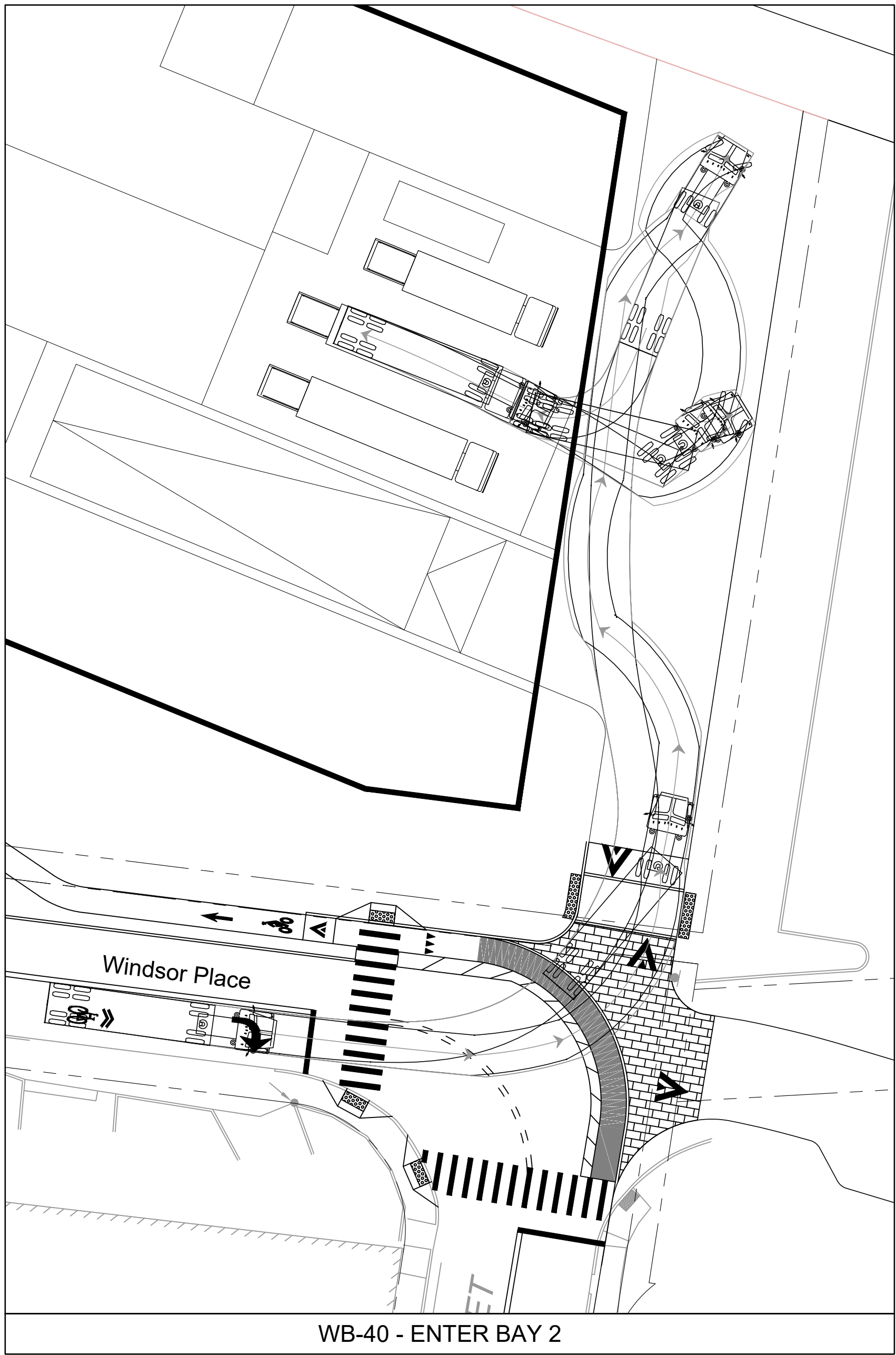
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Appendix F

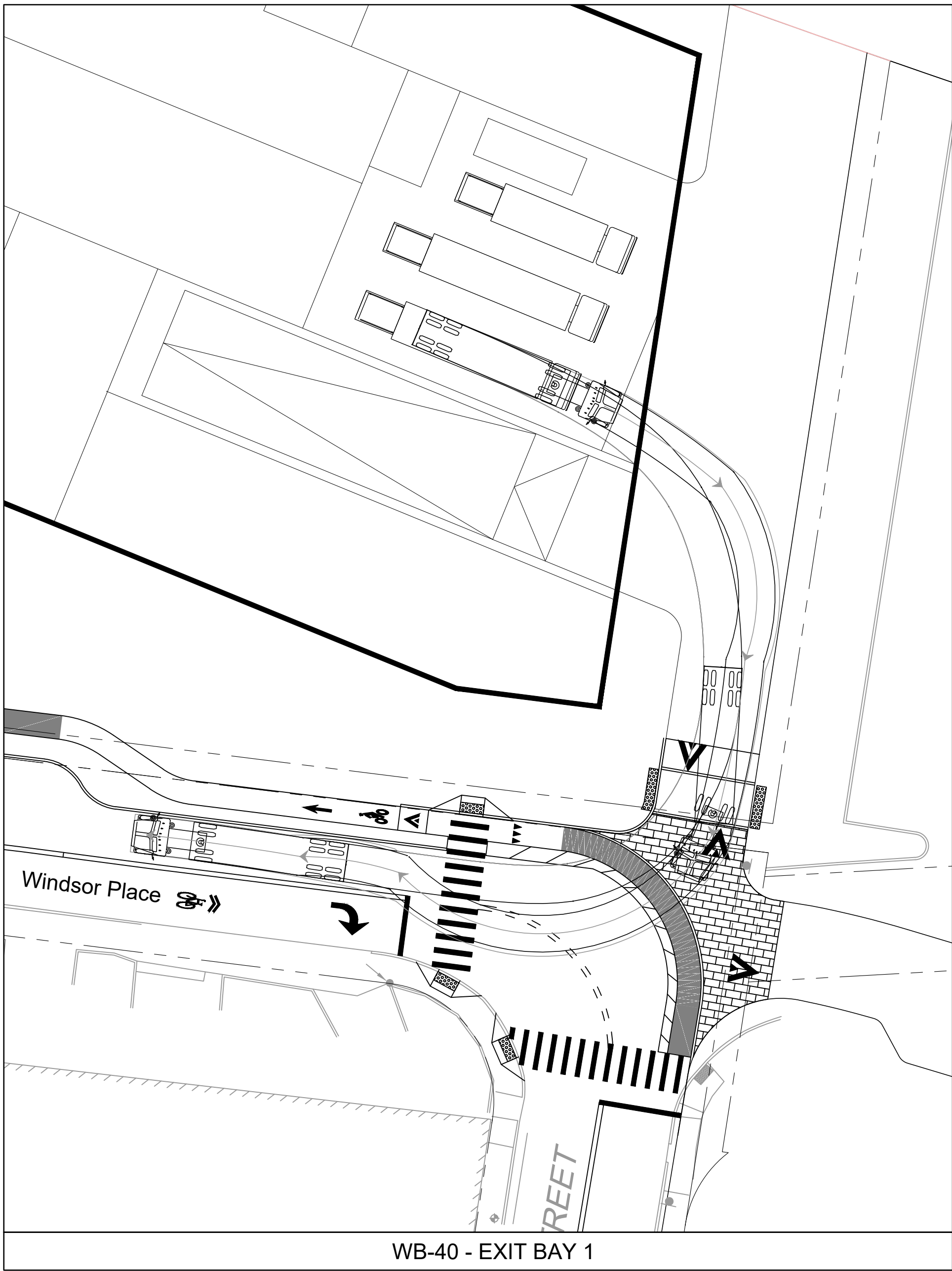
Vehicle Movement Plan



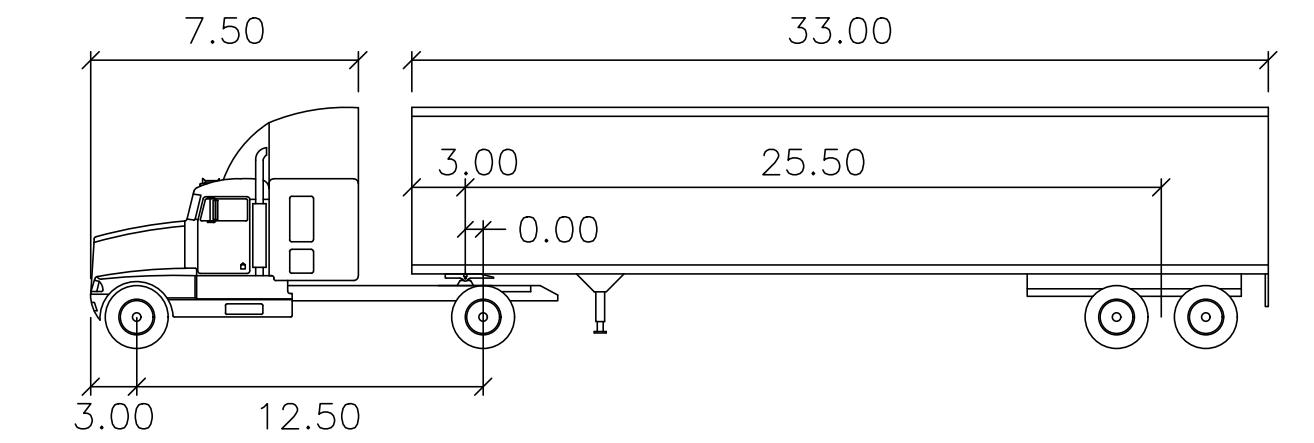
WB-40 - ENTER BAY 1



WB-40 - ENTER BAY 2

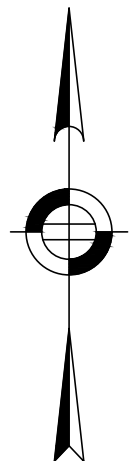
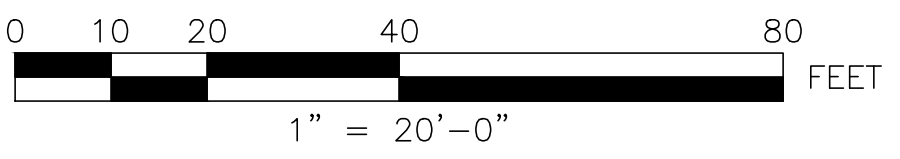


WB-40 - EXIT BAY 1

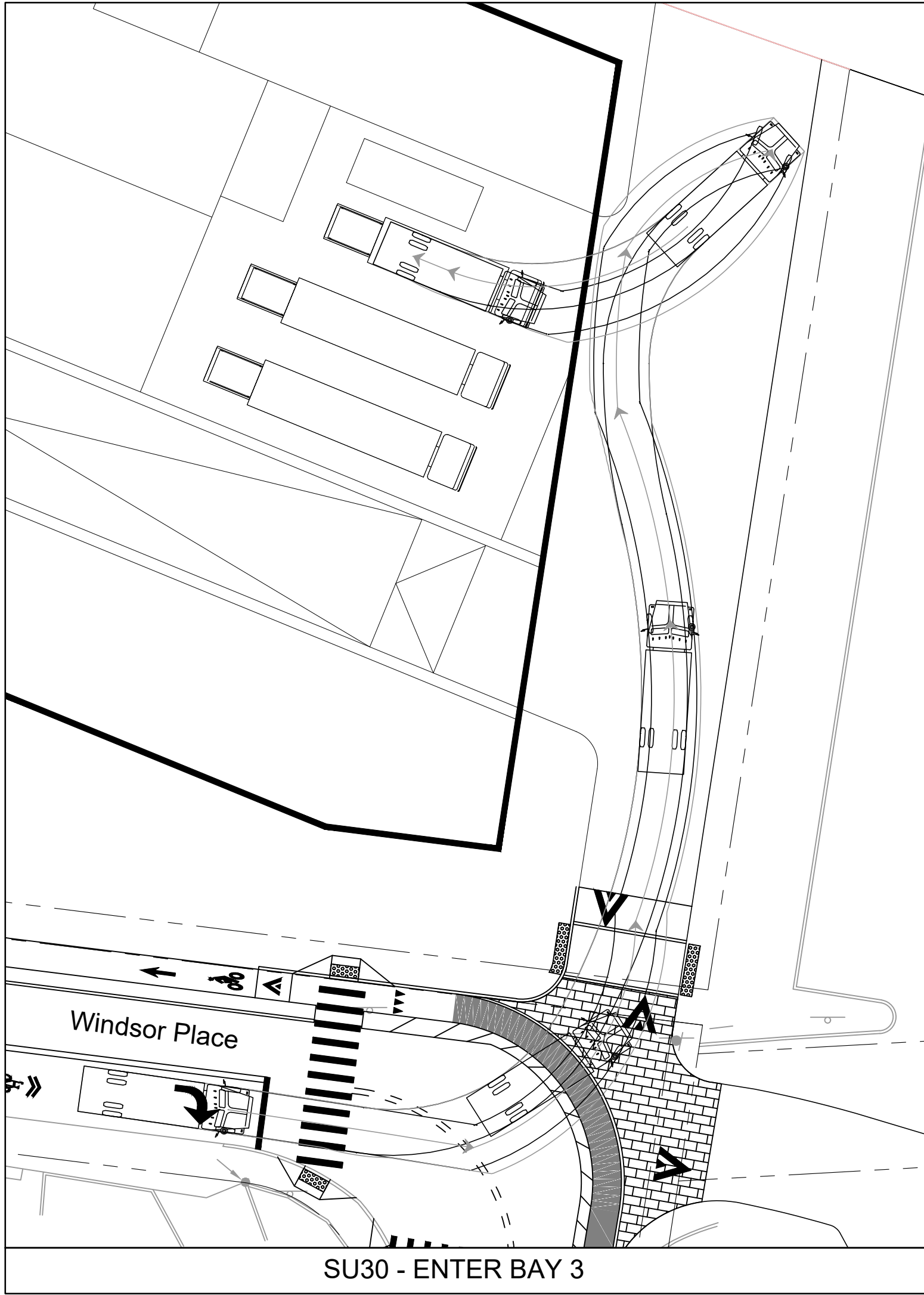


WB-40

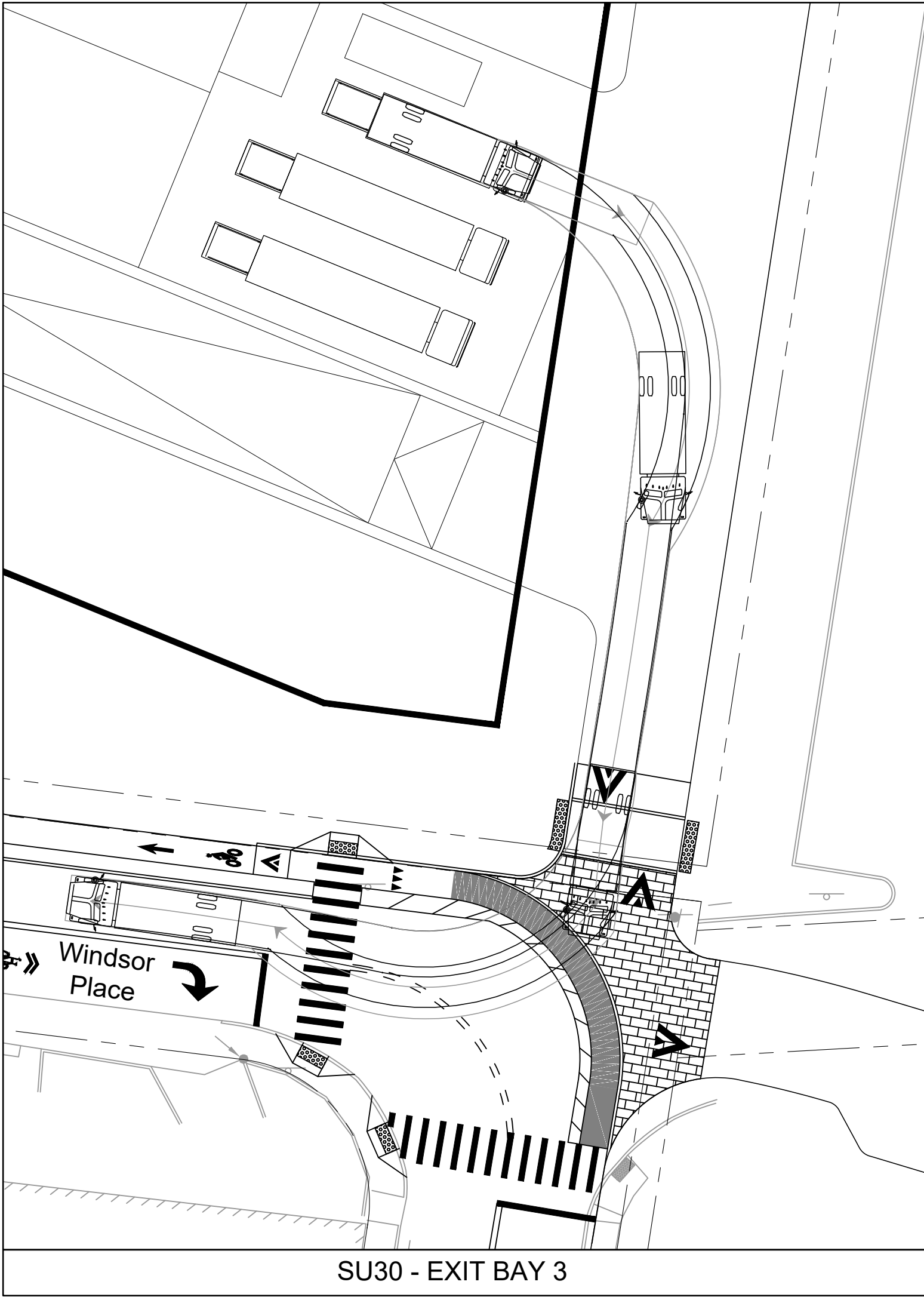
	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		



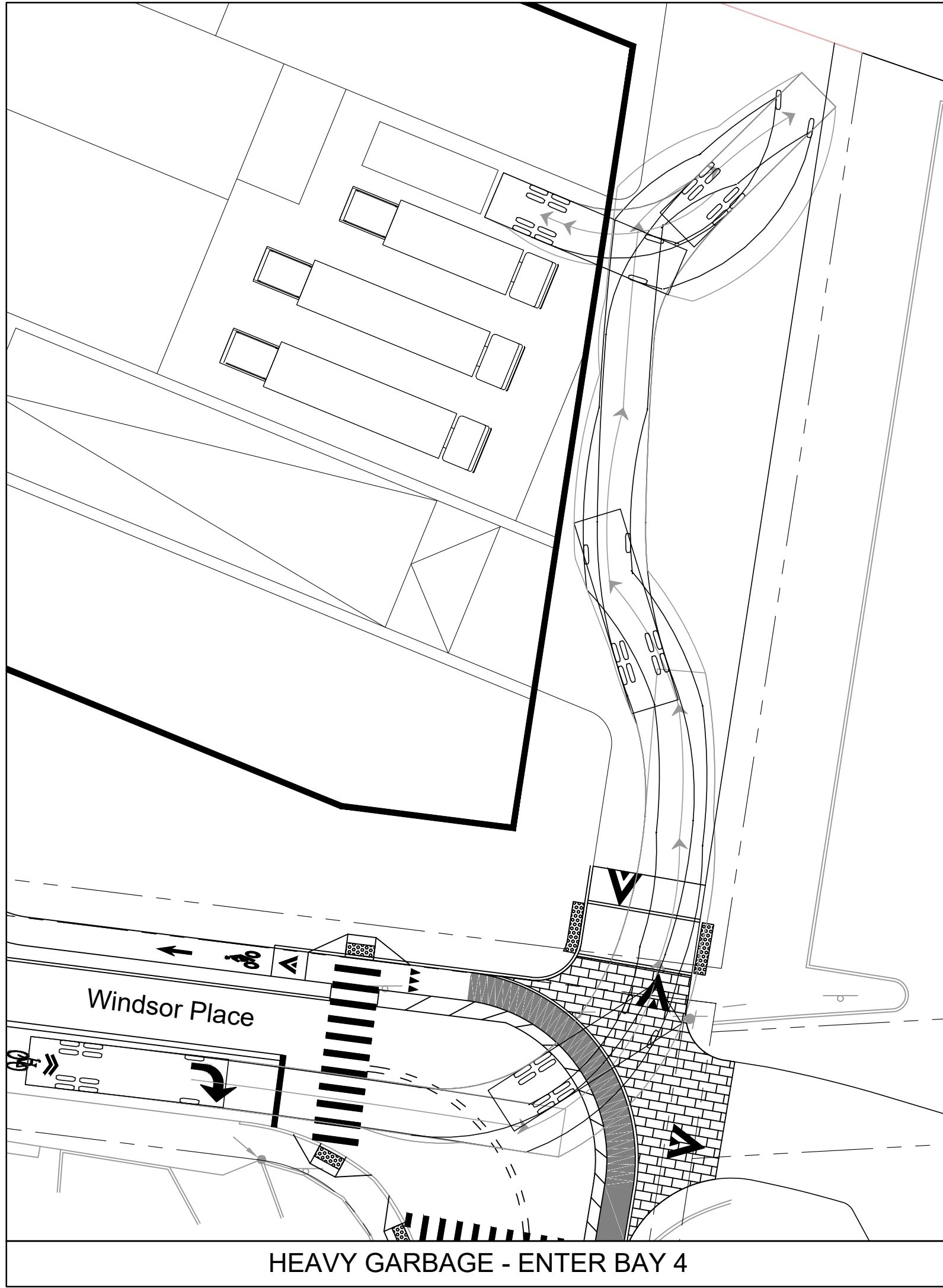
600 WINDSOR PLACE		
VEHICLE MOVEMENT PLAN		EXHIBIT A.6.1
 HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshudson.com	Date: February 2022	Scale: 1" = 20'-0"



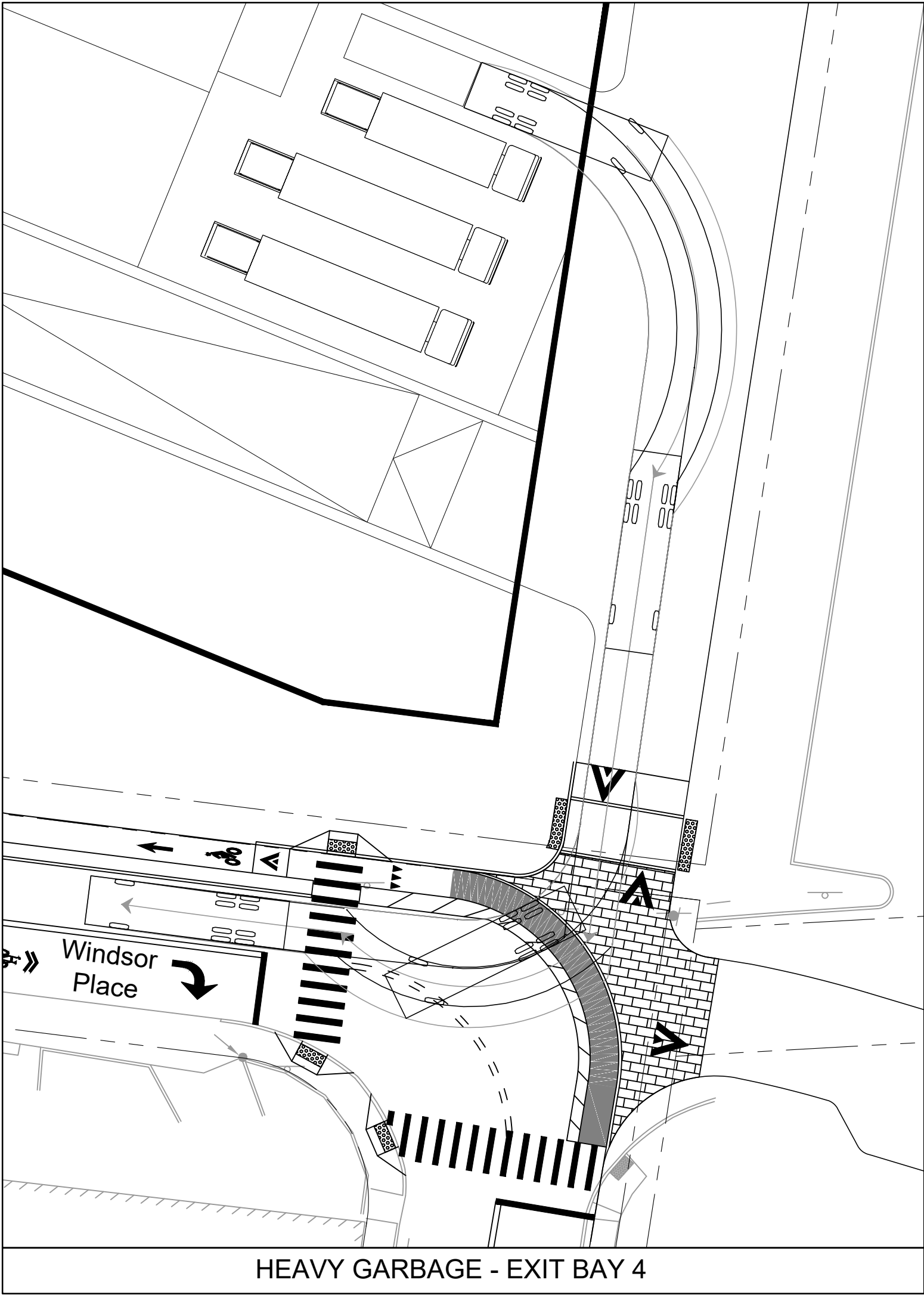
SU30 - ENTER BAY 3



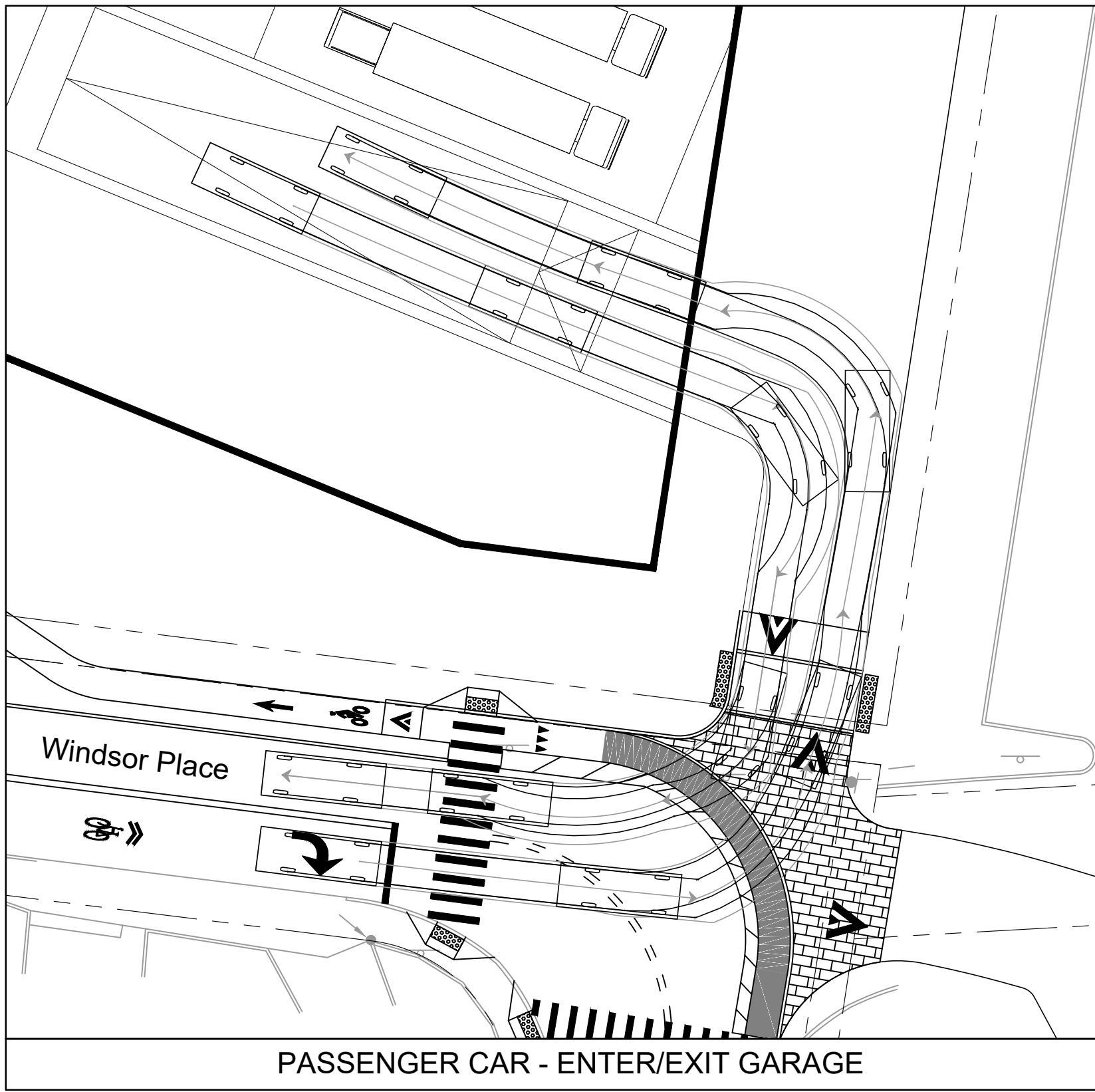
SU30 - EXIT BAY 3



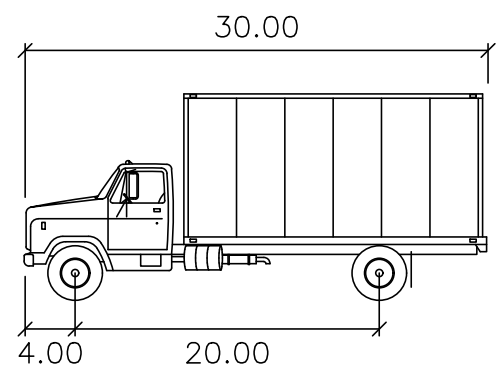
HEAVY GARBAGE - ENTER BAY 4



HEAVY GARBAGE - EXIT BAY 4

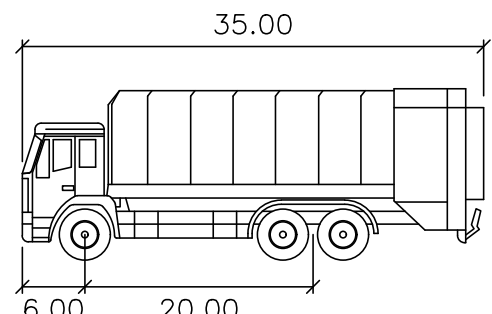


PASSENGER CAR - ENTER/EXIT GARAGE



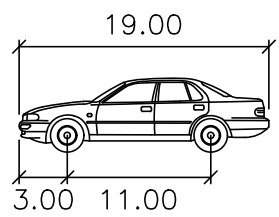
SU-30

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



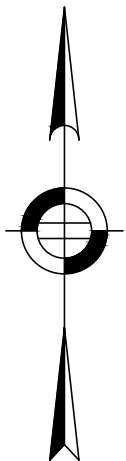
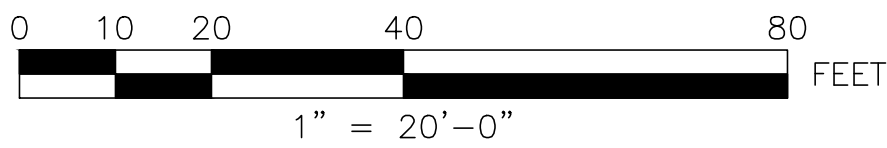
HEAVY GARBAGE

Width : 8.50
Track : 8.50
Lock to Lock Time : 6.0
Steering Angle : 40.0



AASHTO 2018 PASSENGER

Width : 7.00
Track : 6.00
Lock to Lock Time : 6.0
Steering Angle : 31.6



600 WINDSOR PLACE

VEHICLE
MOVEMENT PLAN

EXHIBIT
A.6.2

HOWARD STEIN HUDSON
11 Beacon Street, Suite 1010
Boston, MA 02108
www.hshudson.com

Date:
February 2022

Scale:
1" = 20'-0"



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