

CITY OF SOMERVILLE

Transportation Access Plan

Boynton Gateway

Prepared for
City of Somerville

Prepared by
Howard Stein Hudson

June 2021



HOWARD STEIN HUDSON

Engineers + Planners



Table of Contents

Project Summary.....	1
Site Access and Plans	1
Illustrative Site Plan	2
Transportation Elements Plan	2
Pedestrian Access Plan	3
Bicycle Parking Plan	3
Motor Vehicle Parking Plan	4
Motor Vehicle Movement Plans	4

Appendices

- 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 – Motor Vehicle Movement Plan



Project Summary

Howard Stein Hudson (HSH) has prepared the Transportation Access Plan (TAP) with Site Plans and the following narrative for the Boynton Gateway development (the “Project” or “Site”) on behalf of the Boynton Gateway Owner LLC (a joint venture between an affiliate of CV Properties LLC., and a fund indirectly owned by Columbia Property Trust, collectively the “Proponent”). The Project is located at the northwest edge of the Boynton Yards sub-area in Somerville, Massachusetts. The Project proposes the demolition of existing automotive service facilities and moving/storage buildings to construct a new facility containing laboratory/life science research, office, and accessory retail uses. The Project will construct two connected buildings, a mid-rise and high-rise, with approximately 339,000 gross square feet (GSF) of floor area in total.

The Project development site addresses are as follows:

495 Columbia Street (High-Rise)

64 Webster Avenue (Mid-Rise)

(Existing Lots: 96-E-1, 96-E-4, 96-E-1A, 96-E-2, 96-F-2, 96-F-6, and 96-F-9)

(Future Lots: 96-E-1, 96-E-1A, 96-E-2, 96-E-3, 96-E-4, 96-E-5, 96-F-2, 96-F-3, 96-F-4, 96-F-5, 96-F-6, and 96-F-9)

Site Access and Plans

The Site is bound by Columbia Street to the north and east, Webster Avenue and an existing residential building to the west, and Beach Avenue and an existing parking garage to the south. Beach Avenue is a private way that runs through the Site. Columbia Street to the north of the Project will become the extension of a proposed east-west thoroughfare along the northern half of the Boynton Yards sub-area.

Vehicular site access is proposed on Beach Avenue. The new Beach Avenue alignment will provide access to the garage and loading area. There will be a two-way ramp to the underground garage at the west end of Beach Avenue which vehicles will access in and out of Webster Avenue. The service/loading area will be at the east end of Beach Avenue. Service and loading vehicles will only have access to Beach Avenue off Columbia Street for entering and exiting movements. Beach Avenue will be 21.5 feet wide with a clear width of 20 feet at the western end and is planned to widen to 26 feet as it approaches the loading area at the eastern end. There will be two primary



pedestrian entrances, one located on Columbia Street and one on Webster Avenue, which will also be connected within the buildings on the ground floor.

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 an accessory tenant retail space, the two lobby areas for each of the primary entrances to the mid-rise and high-rise portions of the development, and arts/creative enterprise office uses. The balance of remaining lab and office square footage will be located on the upper floors. The ground level will also consist of space for building operations and bicycle storage along the eastern portion of Columbia Street.

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.

North of the Project on Columbia Street, the Project proposes an on-street curb adjacent bike lane in the eastbound direction. Given the limited existing curb-to-curb width, only the eastbound direction will be stripped now. Future redevelopment on the north side of Columbia may unlock the solutions for bidirectional bike facilities to enter the District.

Proposed changes to signage will primarily consist of on-street parking modifications along the eastern portion of Columbia Street where parking on the east side of the road is proposed to be removed to help facilitate truck maneuvers to and from the Site.

Proposed street furniture, street trees, and streetlights are included along all surrounding sidewalks and within the public green space between the Project and 80 Webster Avenue. The project continues to evaluate the location of a BLUEbikes Station on or near the Site as required by a condition of the Mobility Management (MMP) approval. The Proponent will contribute towards a station on site or at a city approved location on a nearby public sidewalk or other property controlled by the Proponent. Other transportation elements will be further discussed in subsequent sections.

The Site frontage on Webster Avenue has an existing Massachusetts Bay Transportation Authority (MBTA) bus stop serving the 85 Bus between Spring Hill and Kendall/MIT. Proponent will commit to improving the accessibility and comfort of the MBTA bus stop in front of the Project Site on Webster Avenue in coordination with the US2 Development, the City, and MBTA. The existing stop is a near-side stop that serves MBTA Bus 85. Improvements will include a new ADA compliant stop



consistent with MBTA Bus Design Guidelines. As the long-term vision for the Webster Avenue/Columbia Street continues to evolve, relocation or possible stop consolidation will continue to be evaluated with neighboring development projects, MBTA, City of Somerville and stakeholders.

Pedestrian Access Plan

Two primary pedestrian access points are proposed, one at the entrance of 64 Webster Avenue at the corner of Webster Avenue and Columbia Street, and another at the entrance of 495 Columbia Street at the corner of Columbia Street and Windsor Place. Both access points lead to lobby areas that are internally connected. Secondary pedestrian access points are located along Beach Avenue and the pedestrian walkways surrounding the site as shown on Exhibit A.3 (**Appendix C**).

All sidewalks adjacent to Webster Avenue are proposed at a width of 14 feet. Sidewalks abutting Columbia Street on the east and north side of the Project are proposed at a width of 18 feet. The wider sidewalks are consistent with the Boynton Yards overlay district requirements and provide a scale of comfort for public realms in a high-rise district. The Project proposes an 11.5-foot north-south pedestrian walkway between Beach Avenue and Columbia Court for additional connectivity. The Project proposes an ADA-compliant wheelchair ramp and crosswalk across the Columbia Street approach to Webster Avenue.

For added pedestrian safety and to create a slow speed shared environment on Beach Avenue, the driveways on either end of Beach Avenue will be raised and level with the sidewalk. Through traffic will be restricted to emergency vehicles and maintenance activities by way of physical access restrictions at the limits of the high-rise loading area. This access control measure will allow those with existing passage rights to remain and will confine loading activity to the east end and garage activity to the west end. Improvements to the Beach Avenue entrance, surface pavers, and building protection will help shape Beach Avenue, so it functions as a slow-speed shared space between cars and pedestrians.

Bicycle Parking Plan

Bicycle parking design and layout will reference and comply 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.

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



This Project will provide at least the minimum short-term and long-term bicycle parking spaces for the proposed land used and size of the Project. As shown in Exhibit A.4, the proposed bicycle parking will consist of 26 short-term bicycle parking spaces and 96 covered/secured bicycle parking spaces for the Project. Outdoor bicycle racks are proposed in proximity to the Site entrance points as well as all around the building to provide for short-term bicycle parking to be used by visitors or customers of the Project in need of temporary parking. Indoor, long-term bicycle parking will be available for employees and tenants. Bicycle parking will be secured via key-fob access or similar and protected by security/monitoring. The bicycle storage room will be located at the southern side of the Project with access off the pedestrian walkway that runs north-south between Beach Avenue and Columbia Court. Cyclists are likely to access the space by coming down Beach Avenue then onto the walkway or down Columbia Court.

Motor Vehicle Parking Plan

The Project proposes an underground garage on-site that will be a combination of reserved and unreserved spaces, as detailed in the MMP. The Project will provide parking not to exceed 174 total spaces. 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 average ratio of 0.53 space per 1,000 sf of office/lab space for the overall development. This parking rate is less than the City's parking maximums.

Motor Vehicle Movement Plans

Loading and service operations such as deliveries, trash pickup, and recycling will occur off the improved Beach Avenue, a private way internal to the Site. Vehicles will enter and exit Beach Avenue from Columbia Street, then back into the loading area at the eastern end of Beach Avenue. Service vehicles will exit onto Columbia Street, keeping all major activity off Webster Avenue. The loading area is planned for two loading bays and two trash bays. The Project proposes to petition a removal of parking along Columbia Street to allow adequate room for loading maneuvers and is consistent with the long-term vision of Boynton Yard district throughfares.

The physical access restrictions along Beach Avenue may need to be opened to accommodate larger delivery vehicles. As shown in Exhibit A.6.1 and A.6.2 (**Appendix F**), the largest vehicles expected to use the loading area are WB-40 trucks. All vehicles will perform back-in movements into the loading area from Beach Avenue after entering Beach Avenue front-end first from Columbia Street.



All vehicle movements exiting the loading area will also be forward-out. No back-in movement will take place off the public right of way. Garbage pick-up activity will also take place in the loading area with garbage trucks pulling into Beach Avenue front first off Columbia Street, then backing into the loading area.

Passenger car movements shall be accommodated on the west end of Beach Avenue. The proposed garage will have two-way circulation throughout each level of the garage. Stairway and elevator access is provided to all levels of the garage. Generally, parking dimensions are provided consistent with Somerville Zoning Ordinance at 24' aisle width and typical parking space dimensions of 8-feet wide by 18-feet long. The width of parking spaces varies between 8-feet to 9-feet. The Project proposes to sign, designate, and reserve 5% of vehicle parking spaces as electric vehicle charging spaces per LEED platinum requirements, 5% of parking spaces as carpool/vanpool spaces, and seven as handicap spaces. The Project continues to evaluate carshare opportunities to allow building users access to a car should they arrive by other means. The Project will sign, designate, and reserve at least three spaces for car share parking.

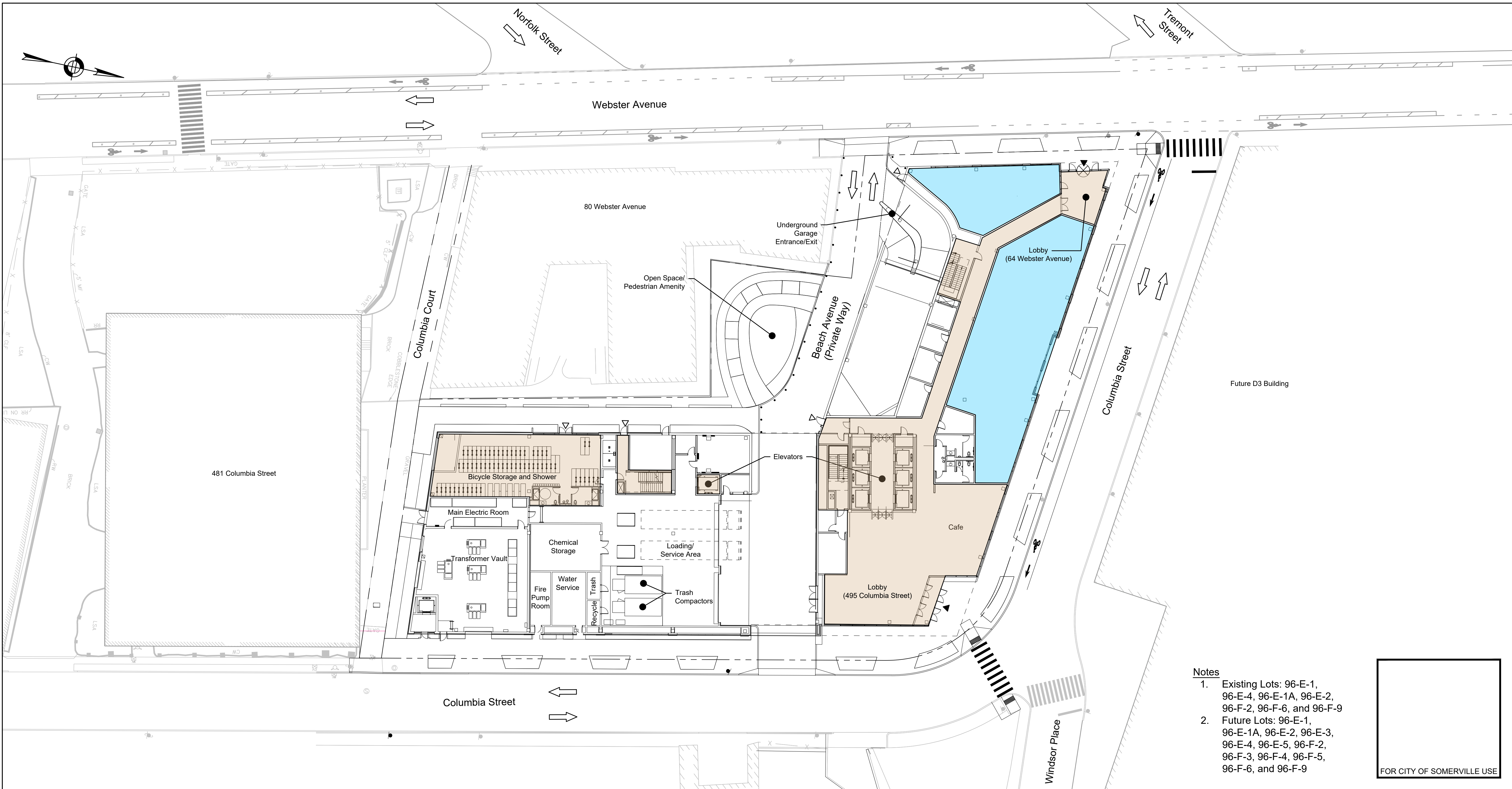


HOWARD STEIN HUDSON

Engineers + Planners

Appendix A

Illustrative Site Plan



NOT FOR CONSTRUCTION

Travel Lane

Primary Entrance

Secondary Entrance

Property Line

Office/Lab

Common Areas

FINAL DESIGN PER

Keri Pyke
6/2/2021

TRANSPORTATION ACCESS PLAN

BOYNTON GATEWAY

ILLUSTRATIVE SITE PLAN

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

Date:
June 2021

Scale:
1" = 20'-0"

EXHIBIT
A.1

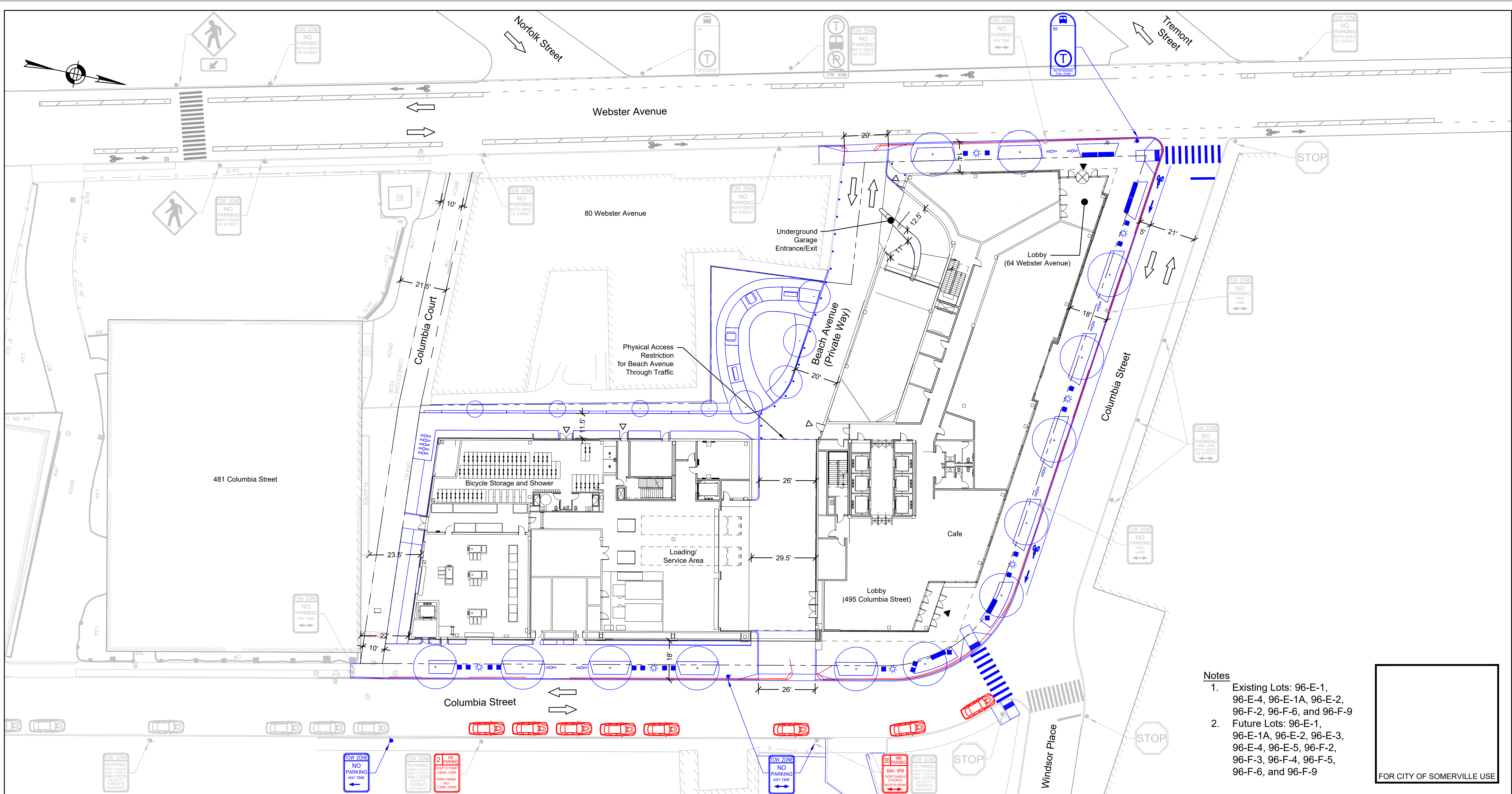


HOWARD STEIN HUDSON

Engineers + Planners

Appendix B

Transportation Elements Plan

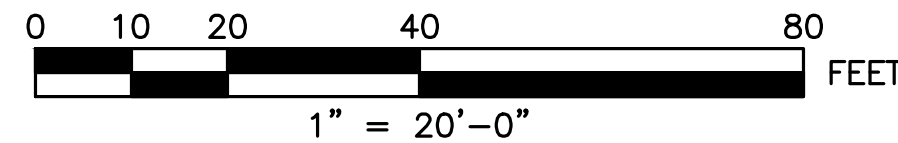


Notes

- Existing Lots: 96-E-1, 96-E-4, 96-E-1A, 96-E-2, 96-F-2, 96-F-6, and 96-F-9
- Future Lots: 96-E-1, 96-E-1A, 96-E-2, 96-E-3, 96-E-4, 96-E-5, 96-F-2, 96-F-3, 96-F-4, 96-F-5, 96-F-6, and 96-F-9

FOR CITY OF SOMERVILLE USE

NOT FOR CONSTRUCTION



	Proposed Sign		Proposed Improvements		Proposed Tree and Pit		Street Light		Travel Lane
	Sign to Remain		Existing Conditions		Proposed Street Furniture		Proposed Bike Rack		Primary Entrance
	Sign to be Removed		Curb To Be Removed		Proposed Fixed Bollard		Existing Parking		Secondary Entrance
							Parking to be Removed		Property Line

FINAL DESIGN PER		BOYNTON GATEWAY	
		TRANSPORTATION ELEMENTS PLAN	
		EXHIBIT A.2	
TRANSPORTATION ACCESS PLAN		 HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshudson.com	Date: June 2021
		Scale: 1" = 20'-0"	

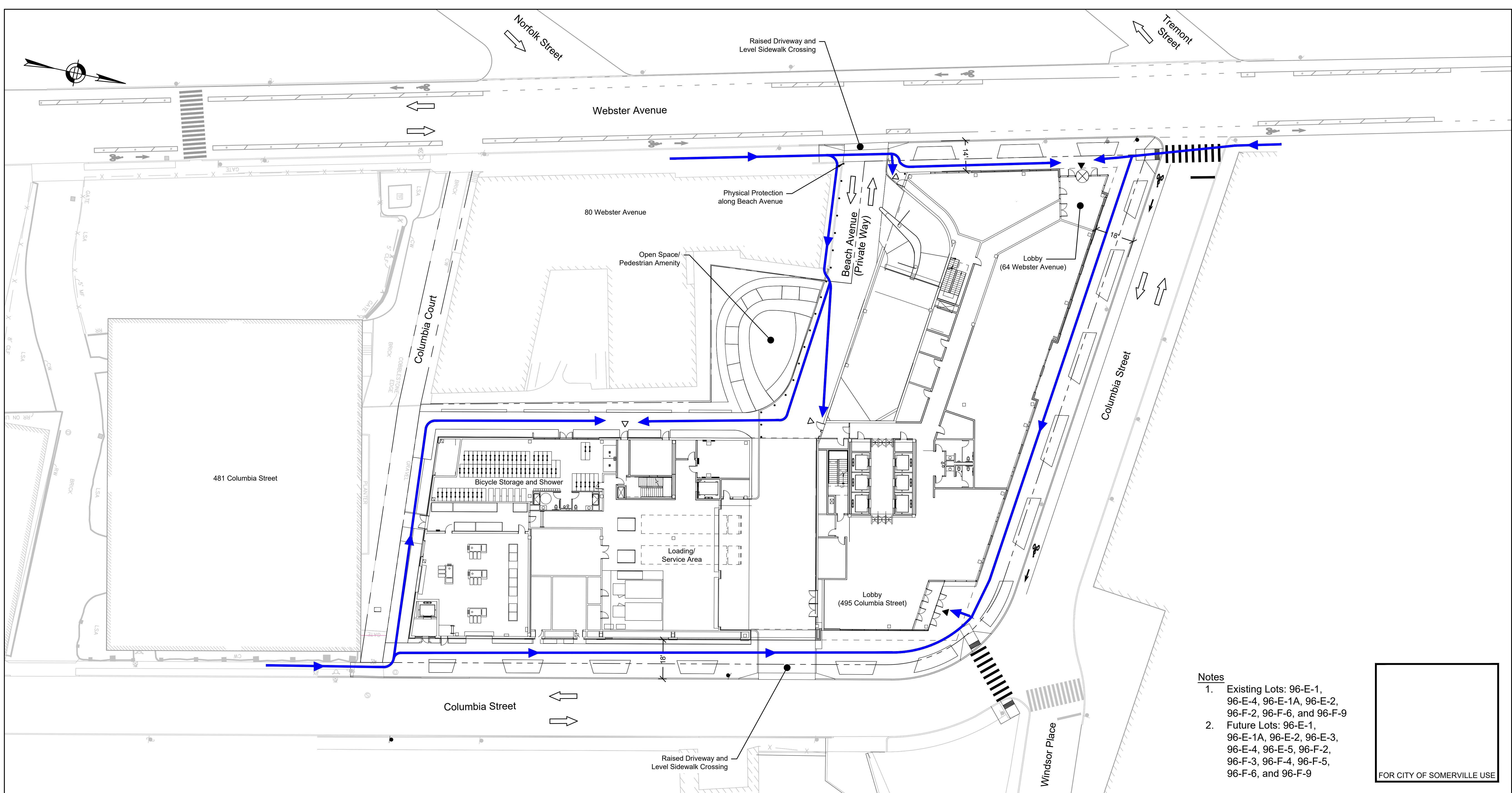


HOWARD STEIN HUDSON

Engineers + Planners

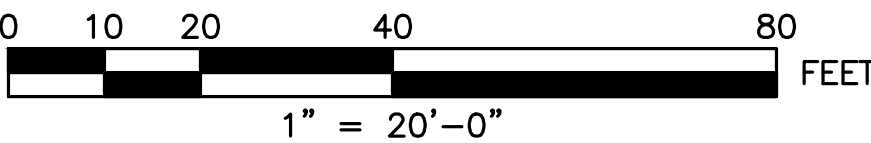
Appendix C

Pedestrian Access Plan



- Notes
- Existing Lots: 96-E-1, 96-E-4, 96-E-1A, 96-E-2, 96-F-2, 96-F-6, and 96-F-9
 - Future Lots: 96-E-1, 96-E-1A, 96-E-2, 96-E-3, 96-E-4, 96-E-5, 96-F-2, 96-F-3, 96-F-4, 96-F-5, 96-F-6, and 96-F-9

FOR CITY OF SOMERVILLE USE



NOT FOR CONSTRUCTION

Travel Lane

Pedestrian Path of Travel

Primary Entrance

Secondary Entrance

Property Line

FINAL DESIGN PER

Keri Pyke
6/2/2021

TRANSPORTATION ACCESS PLAN

BOYNTON GATEWAY

PEDESTRIAN ACCESS PLAN

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

Date:
June 2021

Scale:
1" = 20'-0"

EXHIBIT
A.3

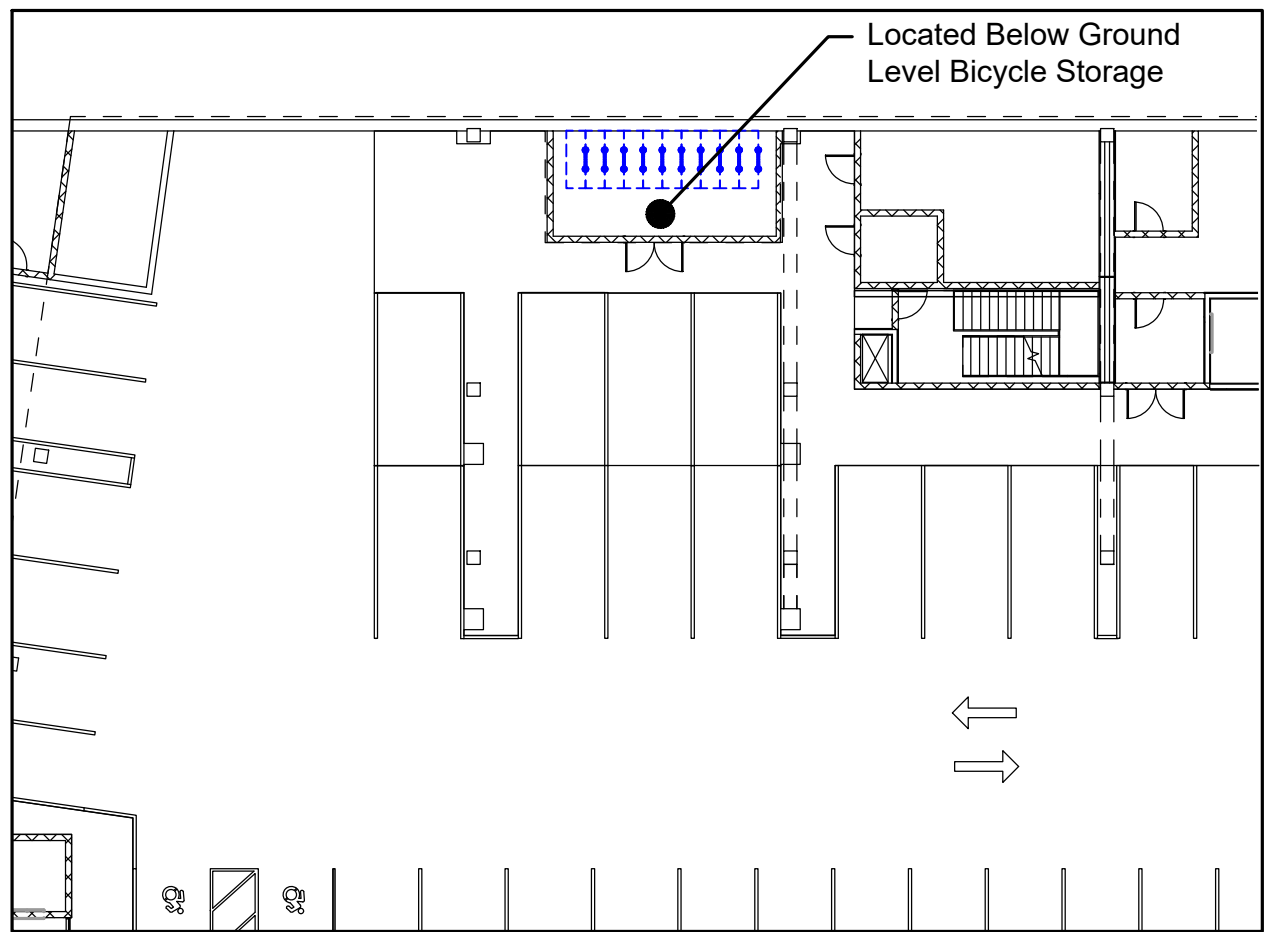
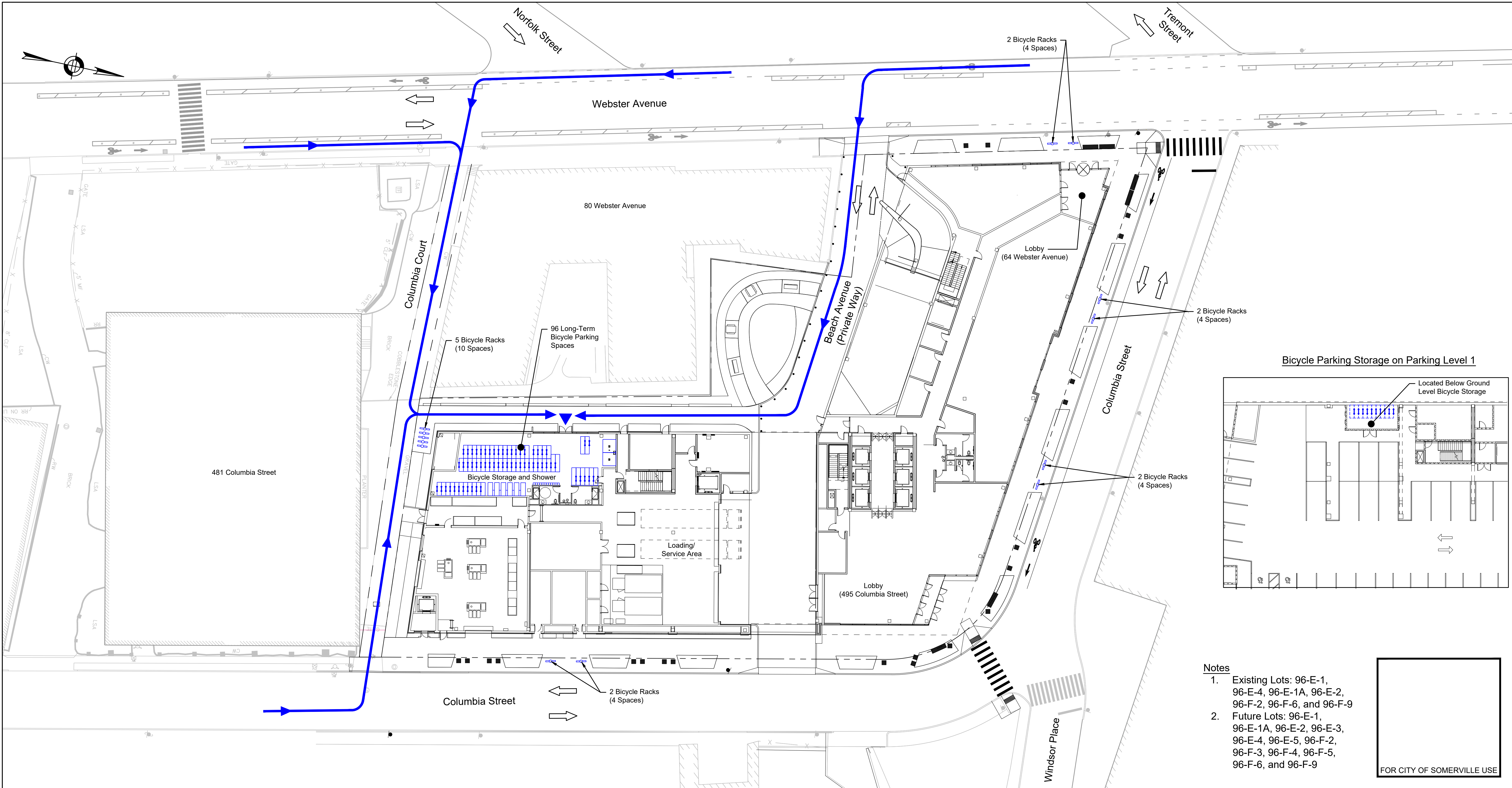


HOWARD STEIN HUDSON

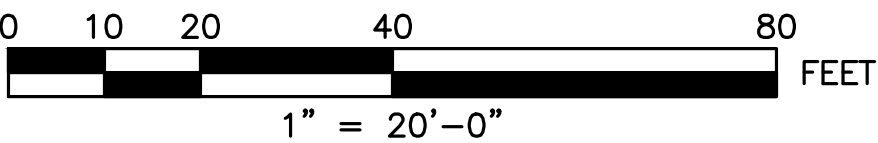
Engineers + Planners

Appendix D

Bicycle Parking Plan



- Notes**
- Existing Lots: 96-E-1, 96-E-4, 96-E-1A, 96-E-2, 96-F-2, 96-F-6, and 96-F-9
 - Future Lots: 96-E-1, 96-E-1A, 96-E-2, 96-E-3, 96-E-4, 96-E-5, 96-F-2, 96-F-3, 96-F-4, 96-F-5, 96-F-6, and 96-F-9
- FOR CITY OF SOMERVILLE USE



NOT FOR CONSTRUCTION

	Travel Lane		Bicycle Path of Travel
	Bicycle Storage Point of Access		Proposed Bike Rack
	Property Line		

Bicycle Parking Zoning Requirements				Total Bicycle Parking Provided	
	Short-term/Visitor	Long Term		Short-term/Visitor	Long Term
Retail:	1 space per 1,000 sf (1)	1 space per 5,000 sf (1)		26 spaces	96 spaces
Office:	1 space per 20,000 sf (11)	1 space per 3,000 sf (68)			
R&D/Lab:	1 space per 20,000 sf (7)	1 space per 5,000 sf (27)			

FINAL DESIGN PER

TRANSPORTATION ACCESS PLAN

BOYNTON GATEWAY

BICYCLE PARKING PLAN

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

Date:
June 2021

Scale:
1" = 20'-0"

EXHIBIT A.4

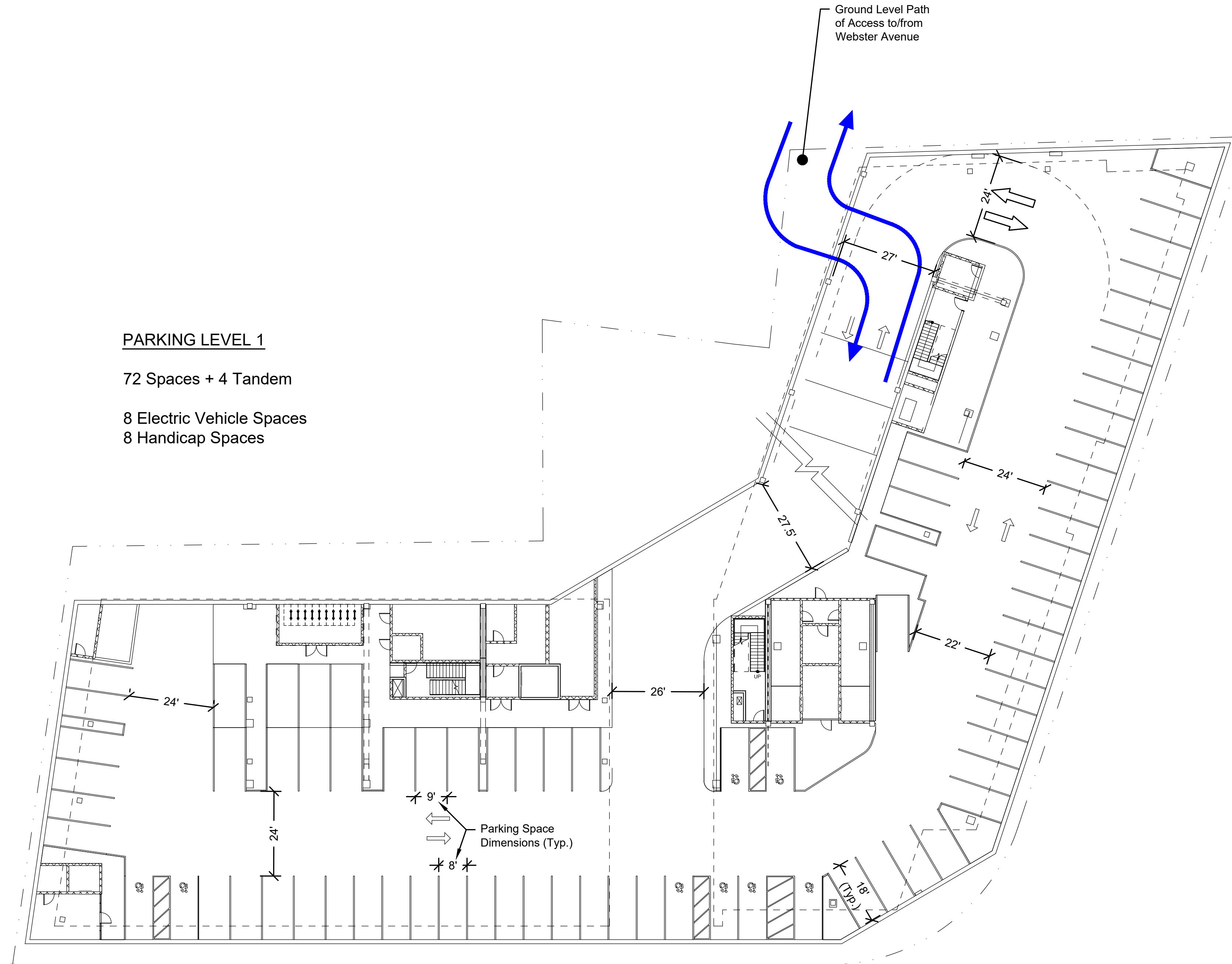
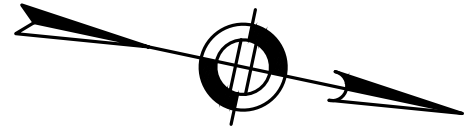


HOWARD STEIN HUDSON

Engineers + Planners

Appendix E

Motor Vehicle Parking Plan



PARKING LEVEL 1

72 Spaces + 4 Tandem

8 Electric Vehicle Spaces

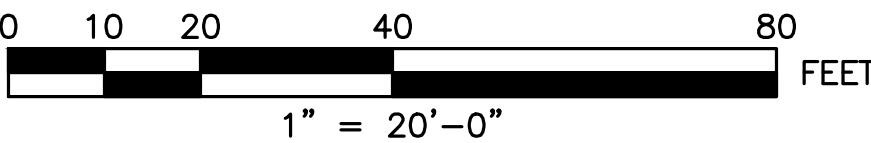
8 Handicap Spaces

Parking Space
Dimensions (Typ.)

Notes

- Existing Lots: 96-E-1, 96-E-4, 96-E-1A, 96-E-2, 96-F-2, 96-F-6, and 96-F-9
- Future Lots: 96-E-1, 96-E-1A, 96-E-2, 96-E-3, 96-E-4, 96-E-5, 96-F-2, 96-F-3, 96-F-4, 96-F-5, 96-F-6, and 96-F-9

FOR CITY OF SOMERVILLE USE



NOT FOR CONSTRUCTION

Flow of Travel

Vehicle Access

Property Line

FINAL DESIGN PER

Keri Pyke
6/2/2021

TRANSPORTATION ACCESS
PLAN

BOYNTON GATEWAY

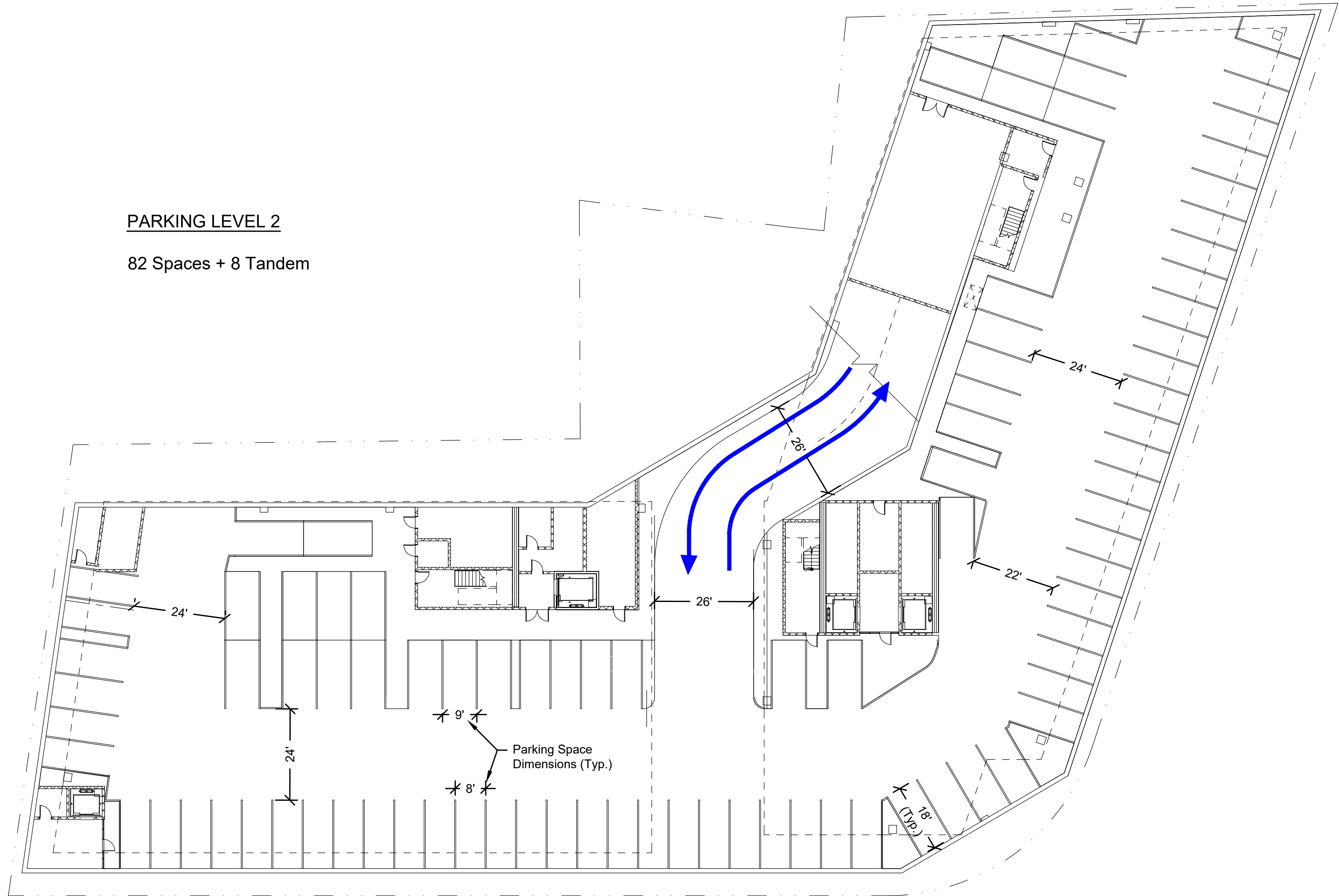
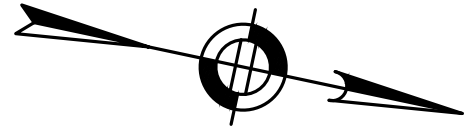
MOTOR VEHICLE
PARKING PLAN

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

Date:
June 2021

Scale:
1" = 20'-0"

EXHIBIT
A.5.1



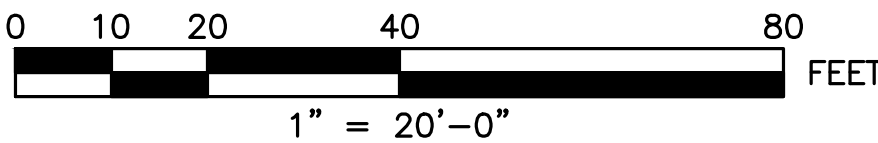
PARKING LEVEL 2

82 Spaces + 8 Tandem

Notes

- Existing Lots: 96-E-1, 96-E-4, 96-E-1A, 96-E-2, 96-F-2, 96-F-6, and 96-F-9
- Future Lots: 96-E-1, 96-E-1A, 96-E-2, 96-E-3, 96-E-4, 96-E-5, 96-F-2, 96-F-3, 96-F-4, 96-F-5, 96-F-6, and 96-F-9

FOR CITY OF SOMERVILLE USE



NOT FOR CONSTRUCTION

- Flow of Travel
- Vehicle Access
- Property Line

FINAL DESIGN PER



TRANSPORTATION ACCESS
PLAN

BOYNTON GATEWAY

**MOTOR VEHICLE
PARKING PLAN**

**EXHIBIT
A.5.2**

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

Date:
June 2021

Scale:
1" = 20'-0"

SITE PLAN IS SUBJECT TO REVISIONS BY CITY OF SOMERVILLE

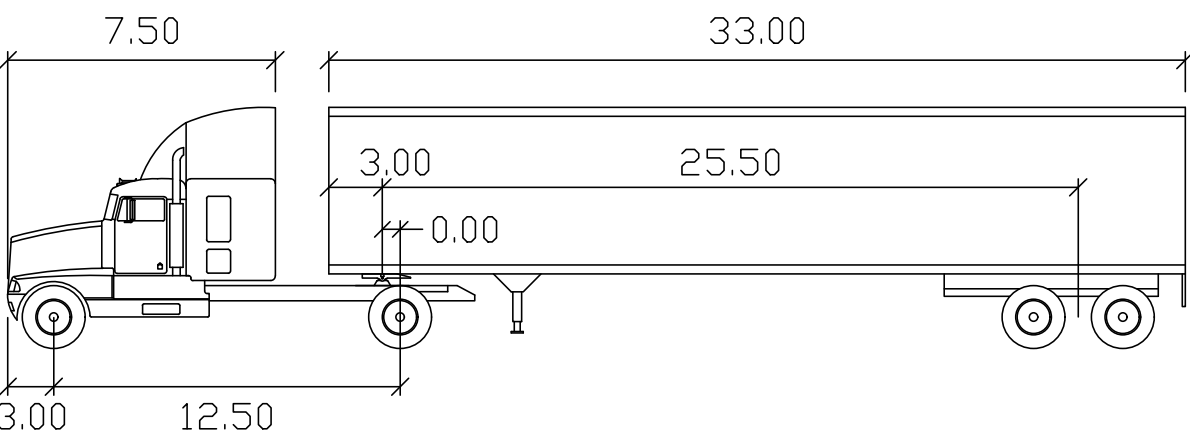
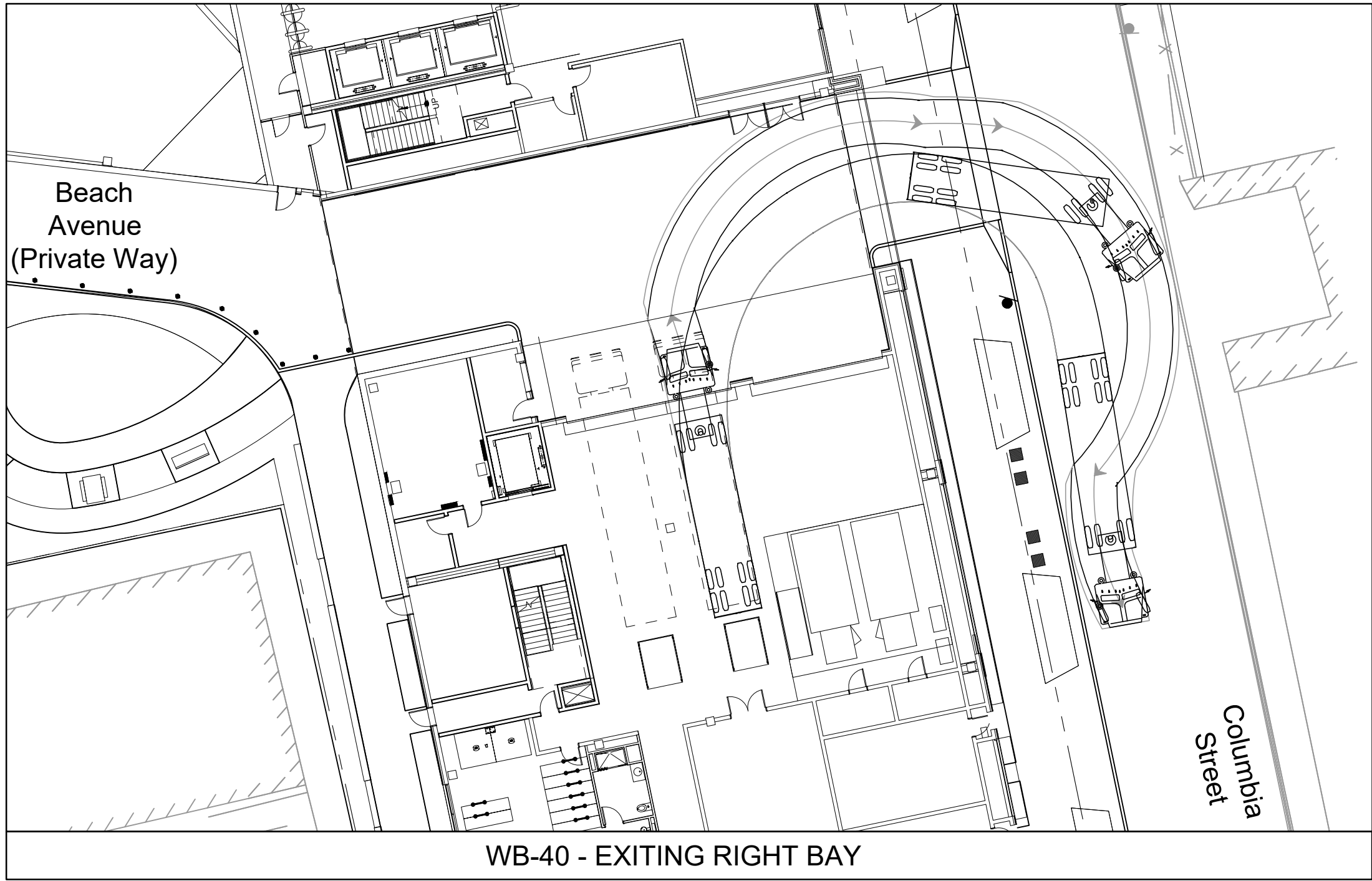
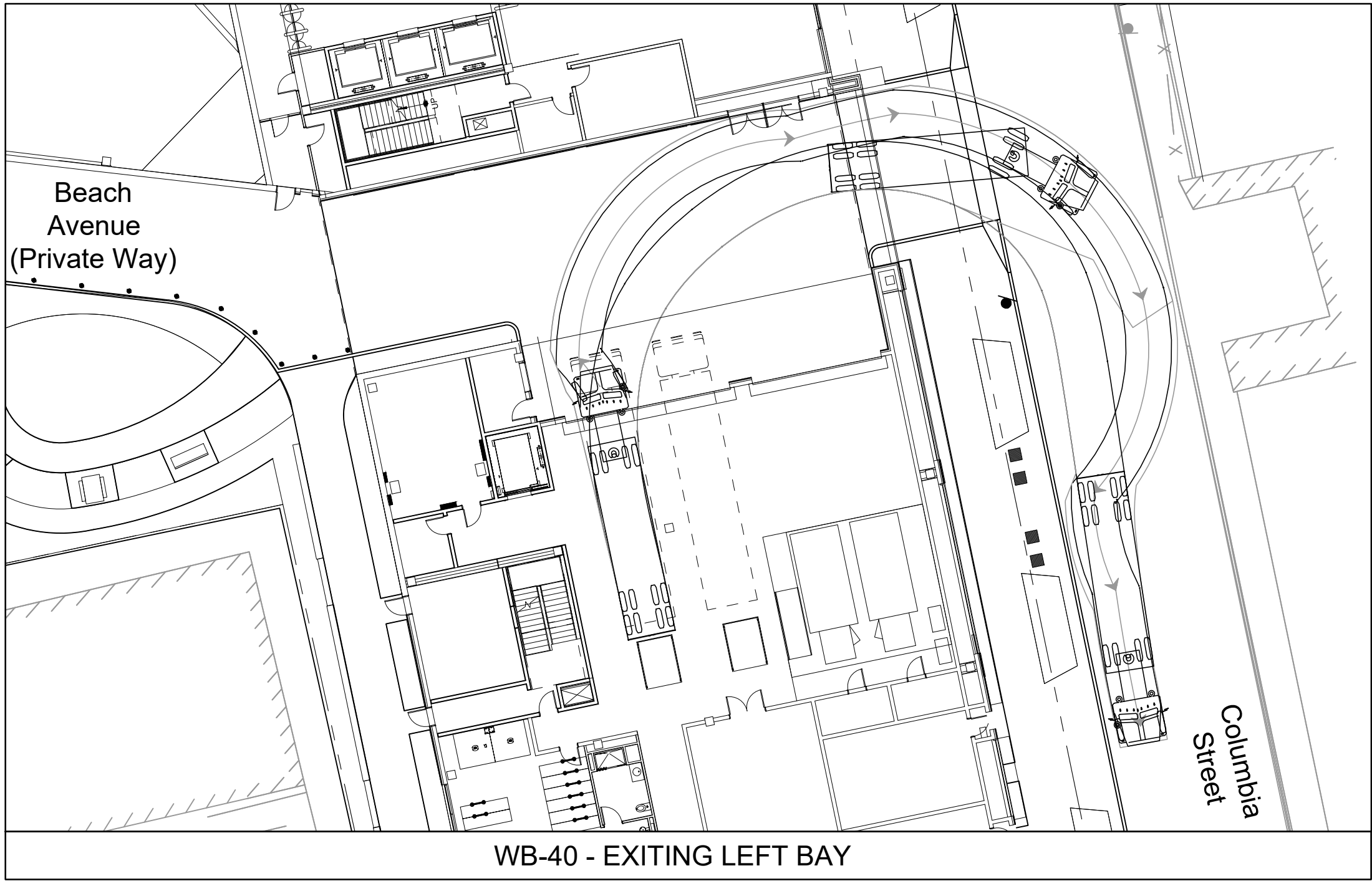
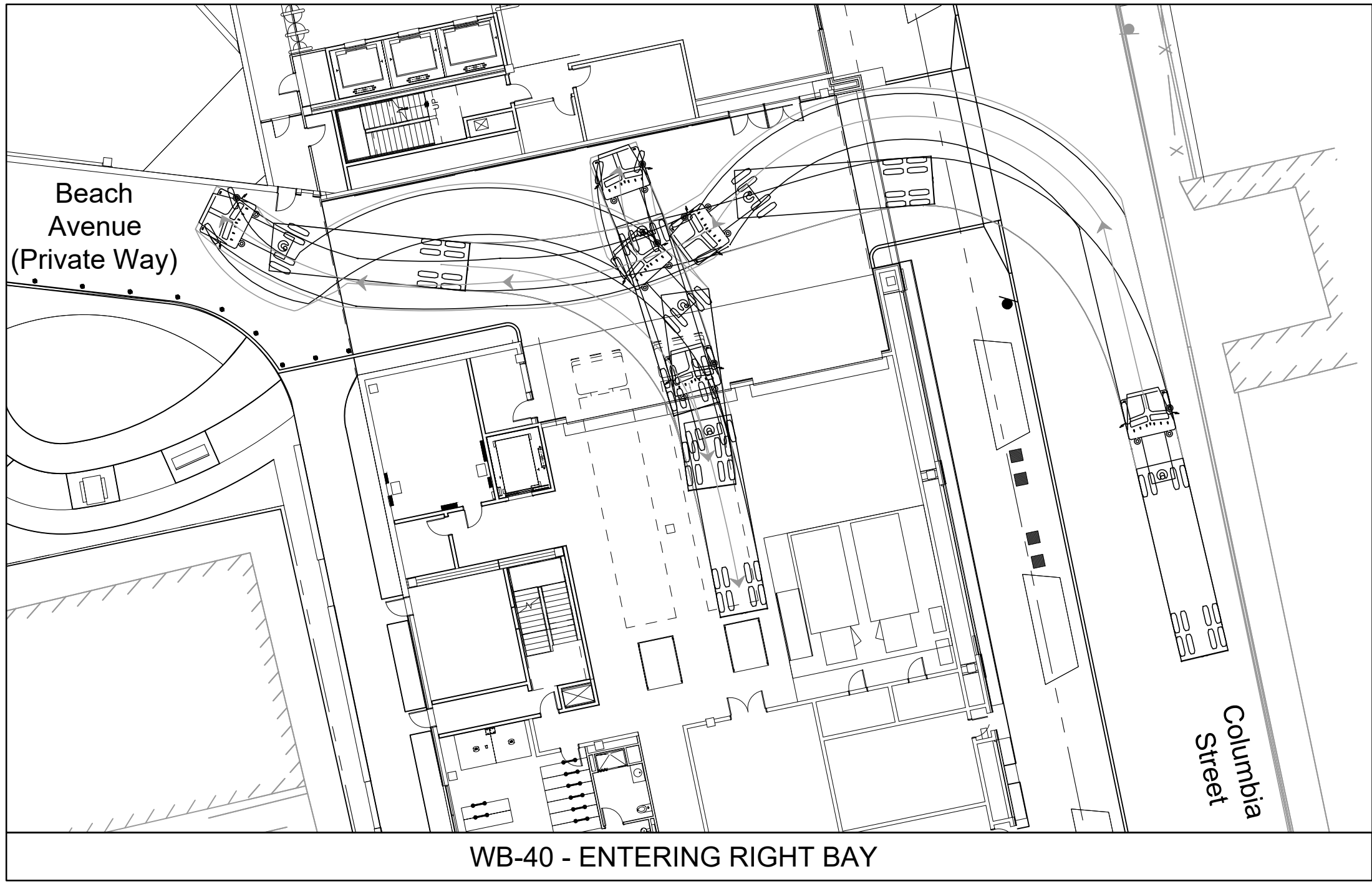
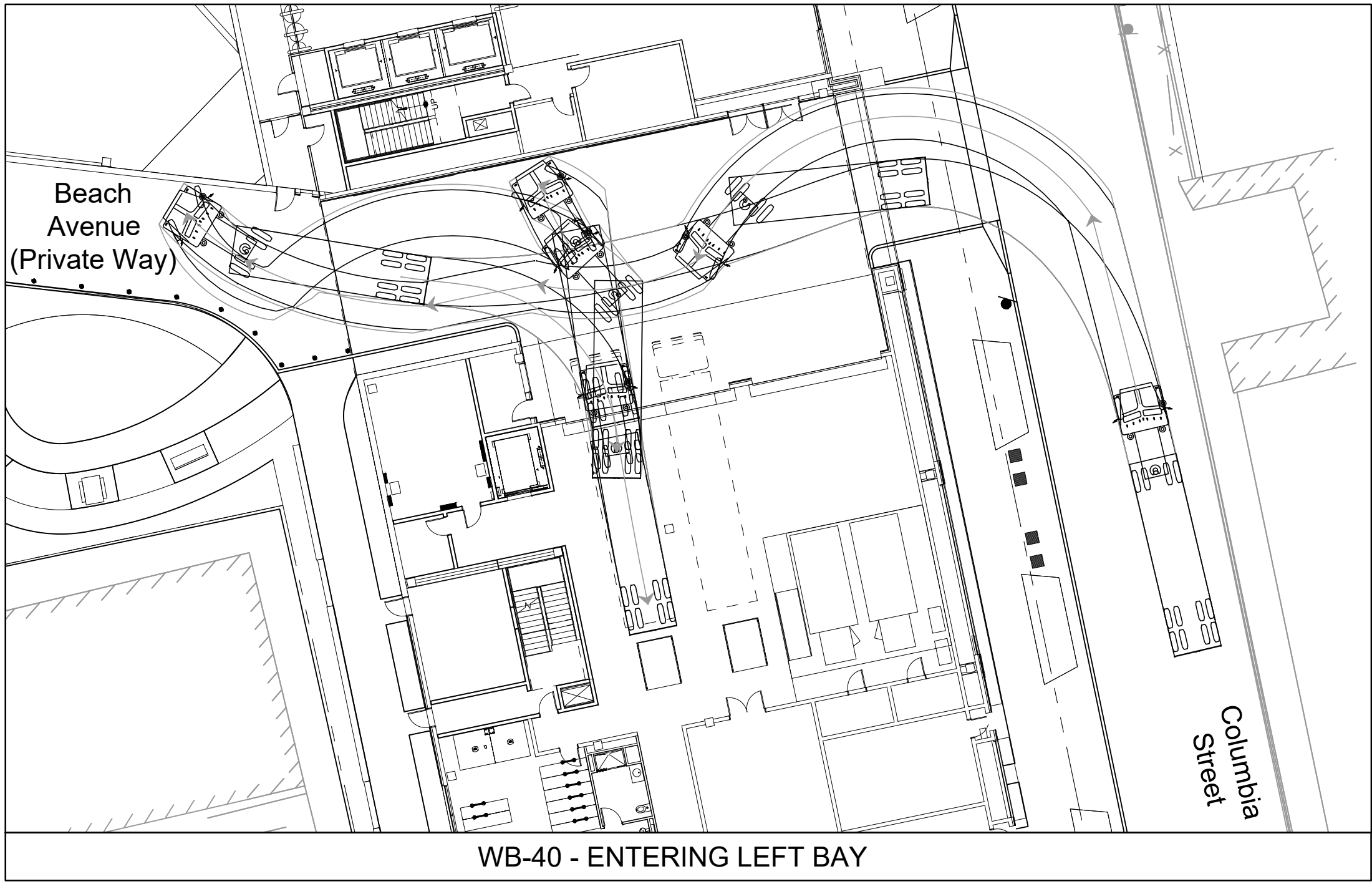


HOWARD STEIN HUDSON

Engineers + Planners

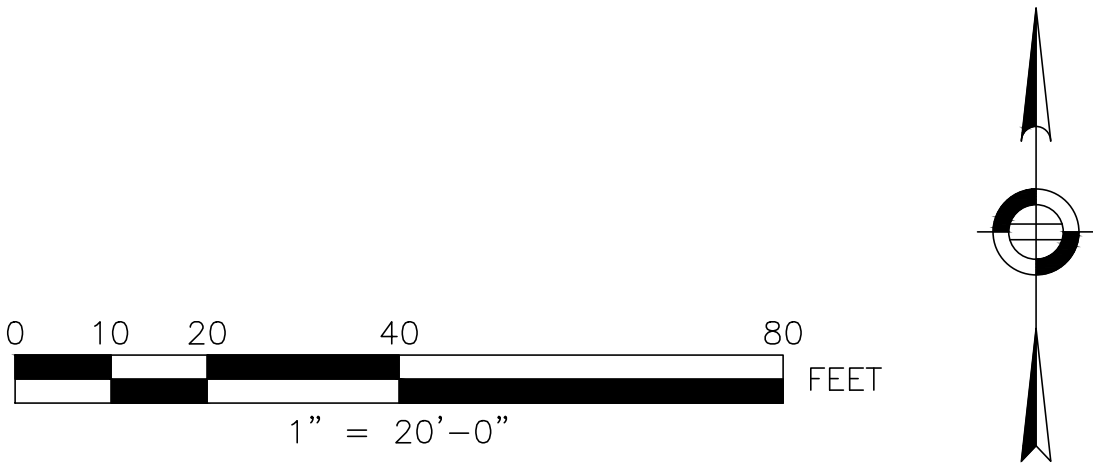
Appendix F

Motor Vehicle Movement Plan



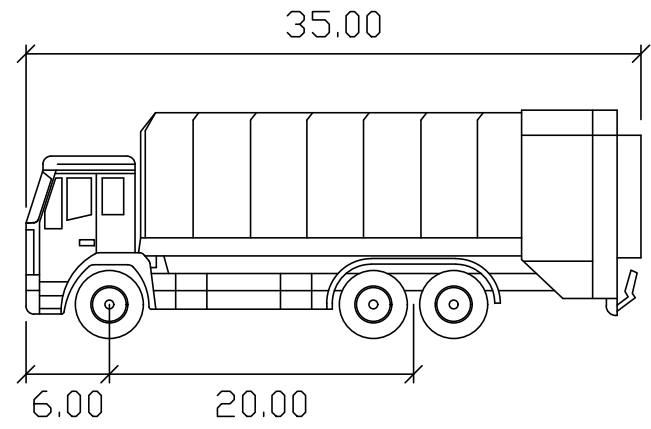
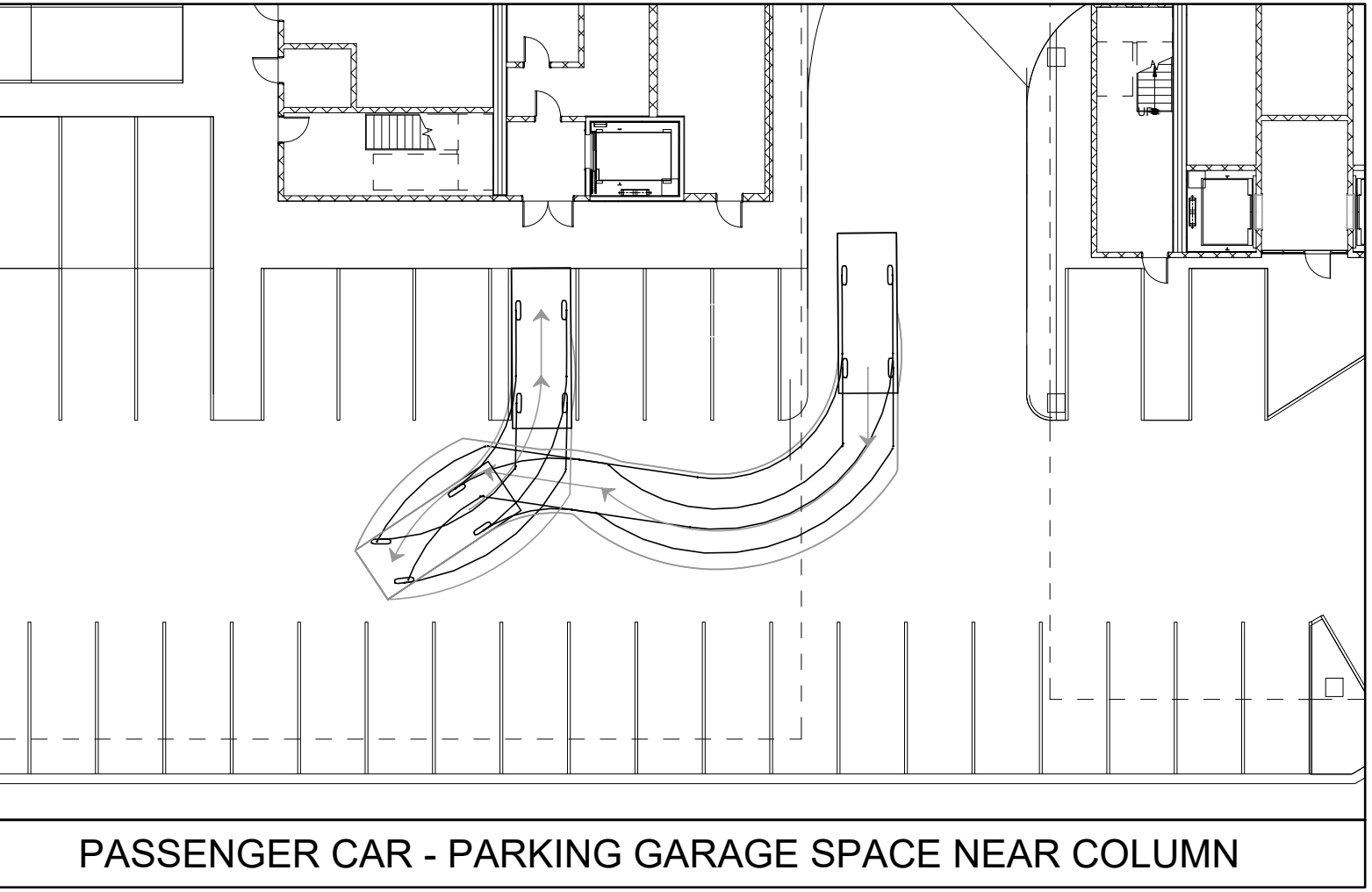
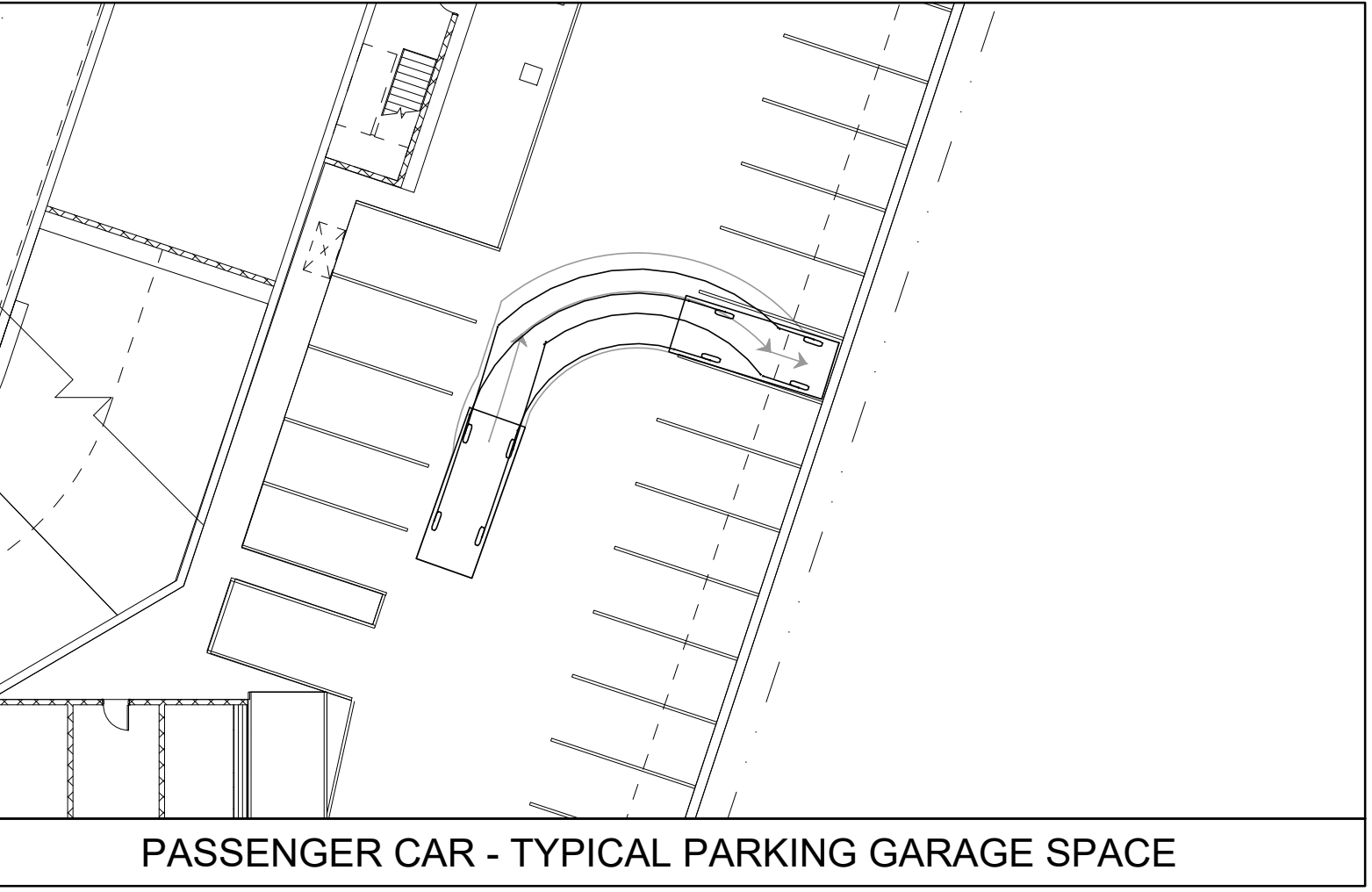
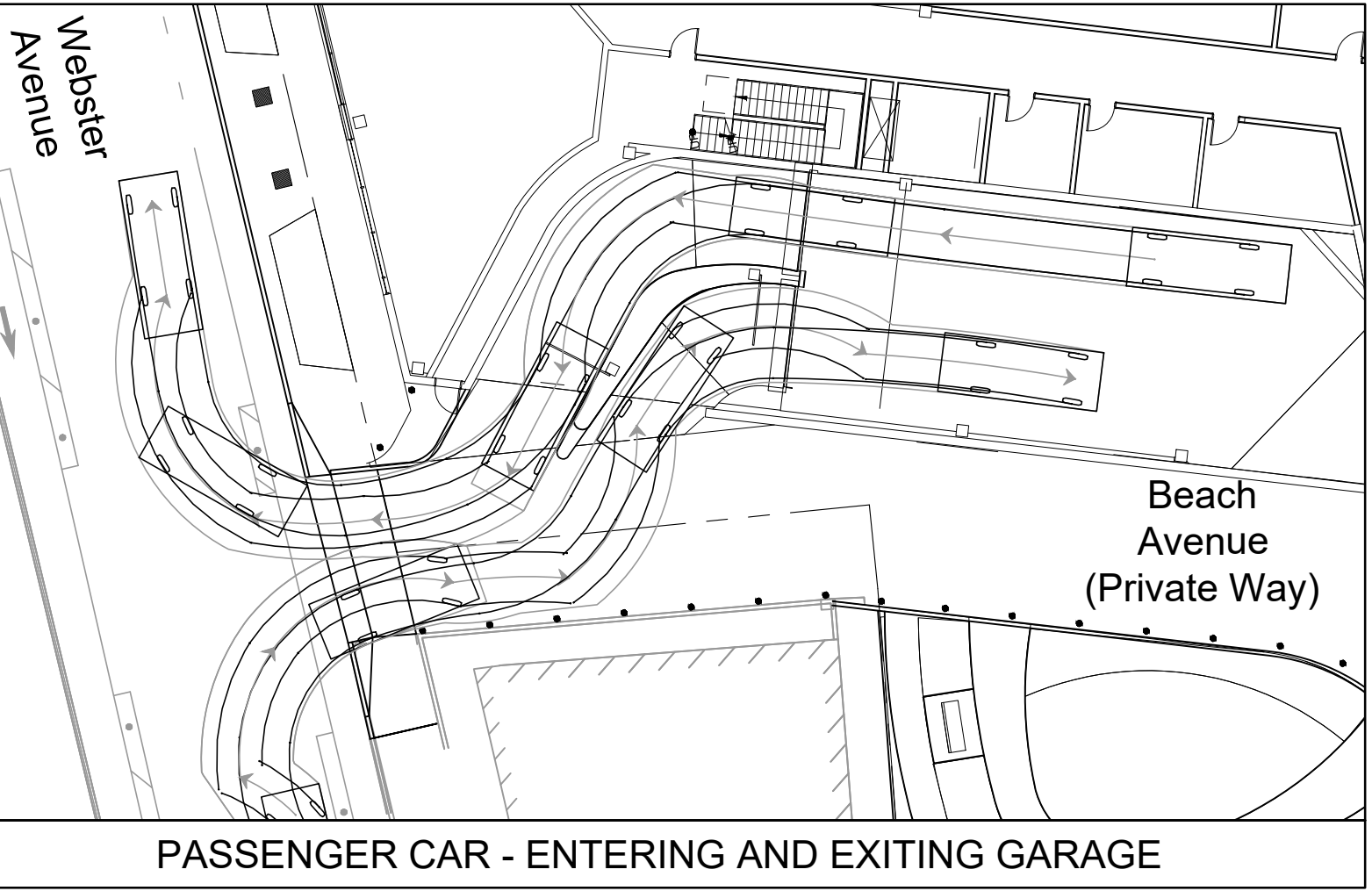
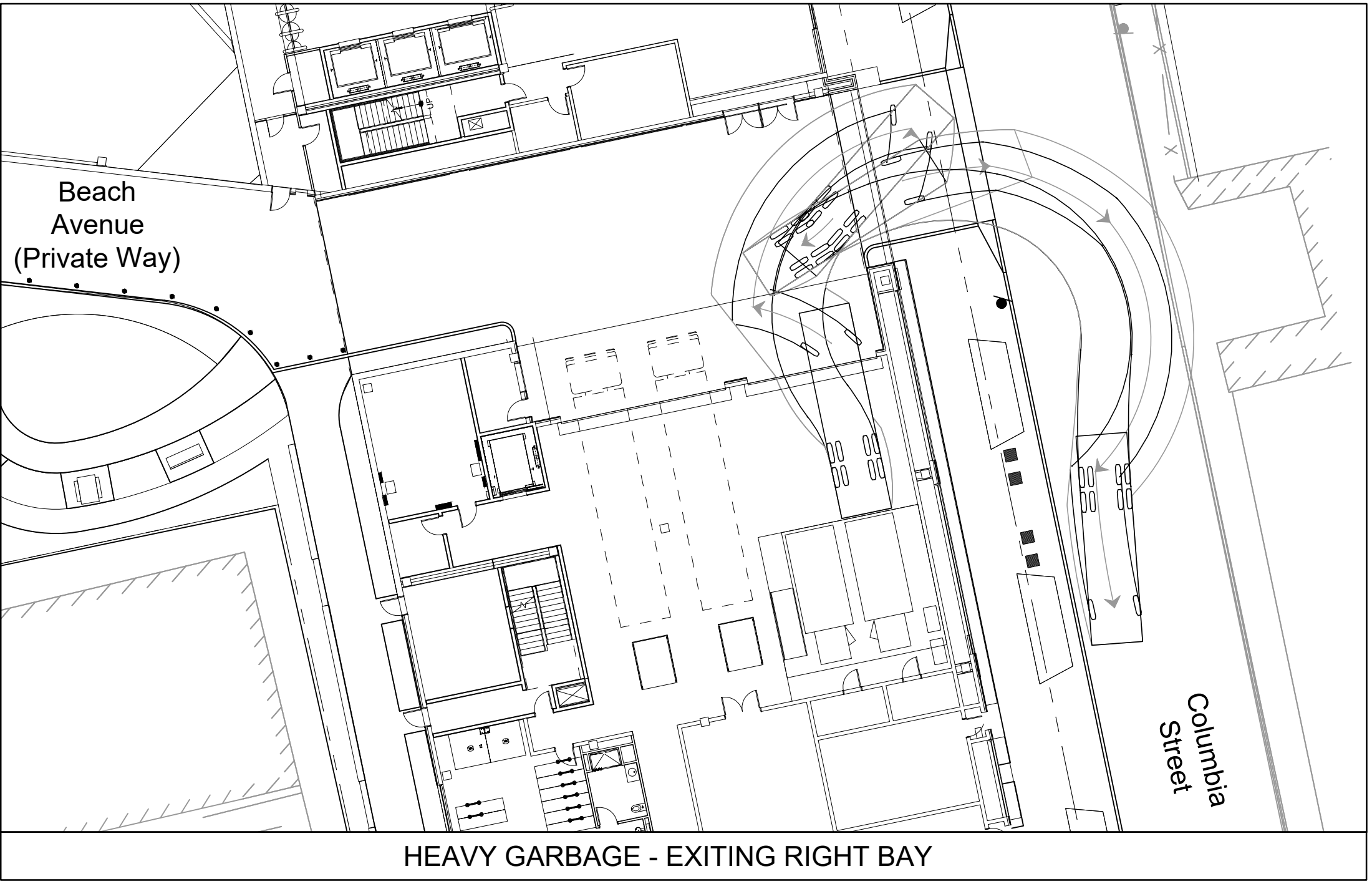
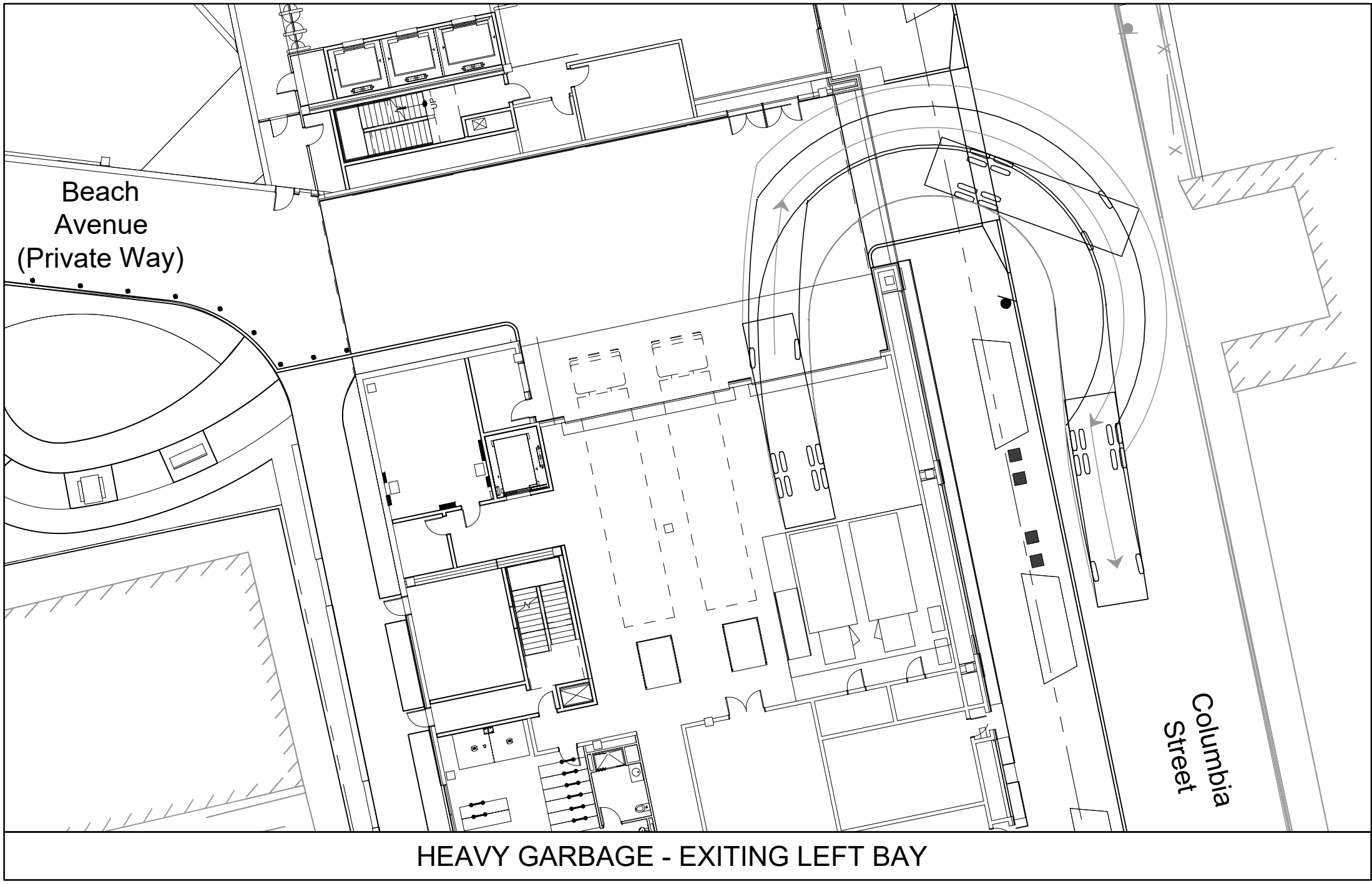
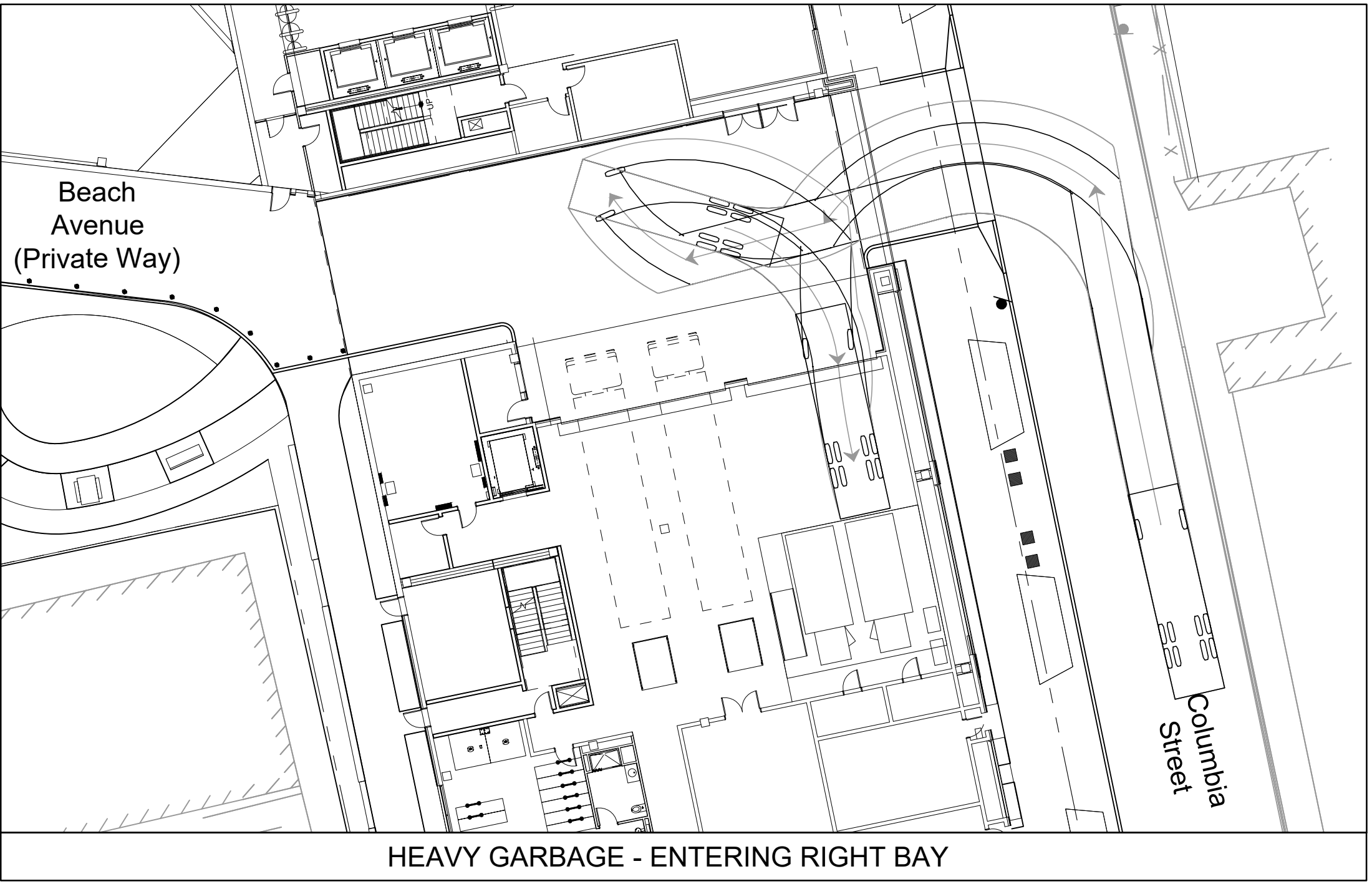
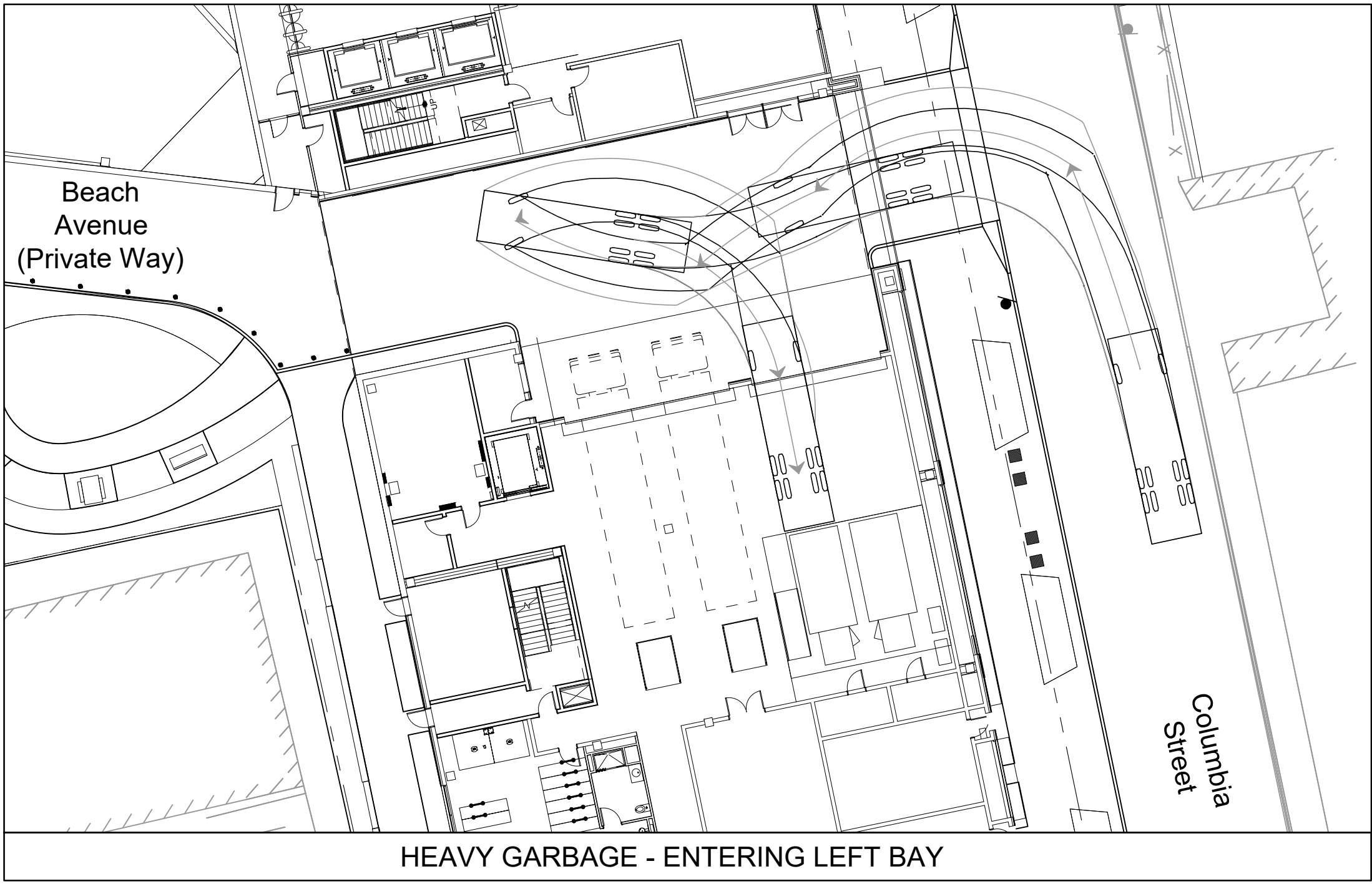
WB-40

	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	



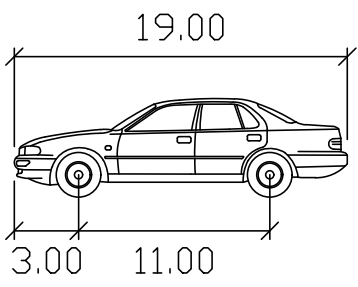
FOR CITY OF SOMERVILLE USE

FINAL DESIGN PER		
6/2/2021		
TRANSPORTATION ACCESS PLAN		
BOYNTON GATEWAY		
VEHICLE MOVEMENT PLAN		EXHIBIT A.6.1
 HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshudson.com		Date: June 2021
		Scale: 1" = 20'-0"



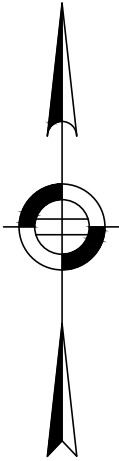
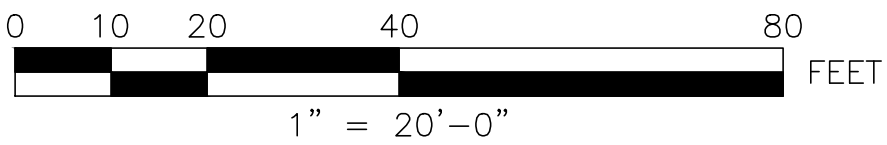
heavy garbage

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



AASHTO 2018 PASSENGER

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



FOR CITY OF SOMERVILLE USE

FINAL DESIGN PER		BOYNTON GATEWAY	
 <i>Keri Pyke</i> 6/2/2021		VEHICLE MOVEMENT PLAN	
		EXHIBIT A.6.2	
TRANSPORTATION ACCESS PLAN		 HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshudson.com	Date: June 2021
			Scale: 1" = 20'-0"

SITE PLAN IS SUBJECT TO REVISIONS BY CITY OF SOMERVILLE