Appendix F – Transportation Access Plan (TAP)

Memorandum

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

Date: February 22, 2022

Project #: 08518.05

From: Patrick Dunford, P.E.
Senior Project Manager

Re: **Transportation Access Plan**
Block 7A
350 Assembly Row
Somerville, Massachusetts

The following information is being provided to document the Transportation Access Plan (TAP) for a proposed mixed-use development within an approximately 1.33-acre parcel of land at 350 Assembly Row in Somerville, Massachusetts (the "Site"). Federal Realty Investment Trust, (the "Proponent") is proposing to construct a pedestrian and transit oriented, laboratory/research and development (R&D) building with supporting ground-floor retail/restaurant uses (the "Project") on the Site. This document and accompanying information depict the proposed Site access for vehicle (delivery trucks), bicycle, and pedestrian traffic. Information regarding truck deliveries and service vehicles (trash, recycling, etc.) also is provided for review.

The Project will consist of the construction of approximately 381,529 gross square feet (sf)[1] of space within a single seven-story building (not including the proposed 2-level subsurface structured parking garage). The building will include approximately 364,622 sf of commercial (research & development/ laboratory/office space) with 16,907 sf of retail/restaurant space. It is expected that the retail/restaurant space will primarily serve workers and residents already within the Assembly Square District as opposed to destination retail traffic from further off-site.

Under existing conditions, the Site and adjacent lot to the west abutting Grand Union Boulevard, contain a combined 284-space temporary surface parking spaces. Following construction of the Project, this surface parking supply will be reduced to 130 temporary spaces with that remaining parking entirely located on the adjacent lot, and the only parking within the Site being contained within the new garage. Presently, this area primarily is being used as a construction staging and material storage area for the construction of adjacent Planned Unit Development (PUD) blocks. The Site is bordered by the lot noted above to the west, Assembly Row (and Assembly Line Park) to the east, Foley Street to the north, and Revolution Drive to the south.

Site Access

Automobile access to the Site will be provided via both Foley Street and Revolution Drive. Two-way curb cuts will be provided on both roadways for a proposed 24-foot-wide alleyway extending in a north/south direction and connecting both roadways. This alleyway will be located approximately 200 feet to the east of Grand Union Boulevard. A driveway leading to the subsurface parking garage will be provided roughly 75 feet to the north of Revolution Drive on the easterly side of the alleyway. This driveway will feature single entering and exiting lanes. The adjacent sidewalks along the west side of the building will feature a gradual decrease in elevation so that pedestrians will be crossing the driveway at the same elevation as automobile traffic. This will help prioritize pedestrian traffic as opposed to a typical condition under which sidewalks having standard wheelchair ramps are provided. Further to the north closer to Foley

[1] Note: Precise building area and parking supply may vary slightly as building design is refined during permitting and design processes.

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Street, a five-bay loading area will be provided within the building footprint. The curb cut serving this loading area will feature the same driveway/pedestrian crossing treatment noted above. This loading supply, which includes two trash/recycling bays, complies with the prior City of Somerville Zoning Bylaws requirements for loading. The primary pedestrian access to the building will be located along the other three sides of the building on Foley Street, Assembly Row, and Revolution Drive.

On-Street Parking

The regulation of on-street parking will be coordinated through consultation with the City. As part of the construction of the Assembly Row frontage improvements, two new segments of on-street parallel parking. Specifically, three on-street parallel public parking spaces will be provided along the northerly end of Assembly Row adjacent to the Site, and four additional spaces will be provided along the southerly end of the Project's frontage along Assembly Row. An 8-foot wide by 44-foot-long pick-up/drop-off area will be provided along the Site's Revolution Drive frontage. No new on-street parking will be provided along the new connecting alleyway between Foley Street and Revolution Drive.

Site Plans and Supporting Graphics

Detailed Site and building plans have been provided as part of the material accompanying this application. To supplement those plans, graphics highlighting the planned vehicular, bicycle, and pedestrian accommodations have been provided for general reference as noted below.

Ground Floor and Illustrative Plan

Refer to Figure A-1 for an illustrative Project Site plan depicting the Project.

Transportation Elements Plan

Refer to Figure A-2 for a draft Project Site plan depicting transportation elements, including street signage, pavement markings, and other items, in the immediate vicinity of the Project Site.

Pedestrian Access Plan

Refer to Figure A-3 for a plan depicting the Project sidewalk network and primary building entrance locations. The building entrances shown are general locations. Precise detail is provided within the architectural plans accompanying the overall Project submittal.

Bicycle Parking Plan

Refer to Figure A-4 for a conceptual bicycle parking plan. Secured long-term bicycle parking will be provided within the building in a dedicated storage area at the southwest corner of the building. This proposed room will have storage for a minimum of 60 bicycles, which will exceed for long-term supply requirement specified in the Zoning Bylaws. This area will be accessible via an internal building passageway and an exterior door at the southerly end of the building. Additionally, 18 short-term bicycle parking spaces will be provided along the exterior of the building. Specifically, four bike racks (an eight-bicycle capacity) will be provided along the Site's Foley Street frontage along with three bikes racks at the southerly end of Assembly Row and two bike racks at the westerly end of the Project's Revolution Drive frontage; a total of eighteen bicycle parking spaces.

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Vehicle Parking Plan

Refer to Figure A-5 for a plan showing the vehicular access to the Development Site.

Vehicle Movement Plan

Detailed vehicle tracking diagrams are provided demonstrating the ability of delivery trucks to navigate in and out of the building's loading facility and passenger vehicles to access and egress the proposed garage driveway. The exact number and timing of deliveries will vary depending on the tenant, but laboratory/R&D uses and the smaller retail/restaurants proposed typically do not generate significant truck activity. These same types of vehicles typically already are seen on a regular basis within Assembly Square and should typically only be on-site for a short time.

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Attachments

- Illustrative Site Plan
- Transportation Elements Plan
- Pedestrian Access Plan
- Bicycle Access & Parking Plan
- Vehicle Access & Parking Plan
- Vehicle Movement Plans

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Illustrative Site Plan

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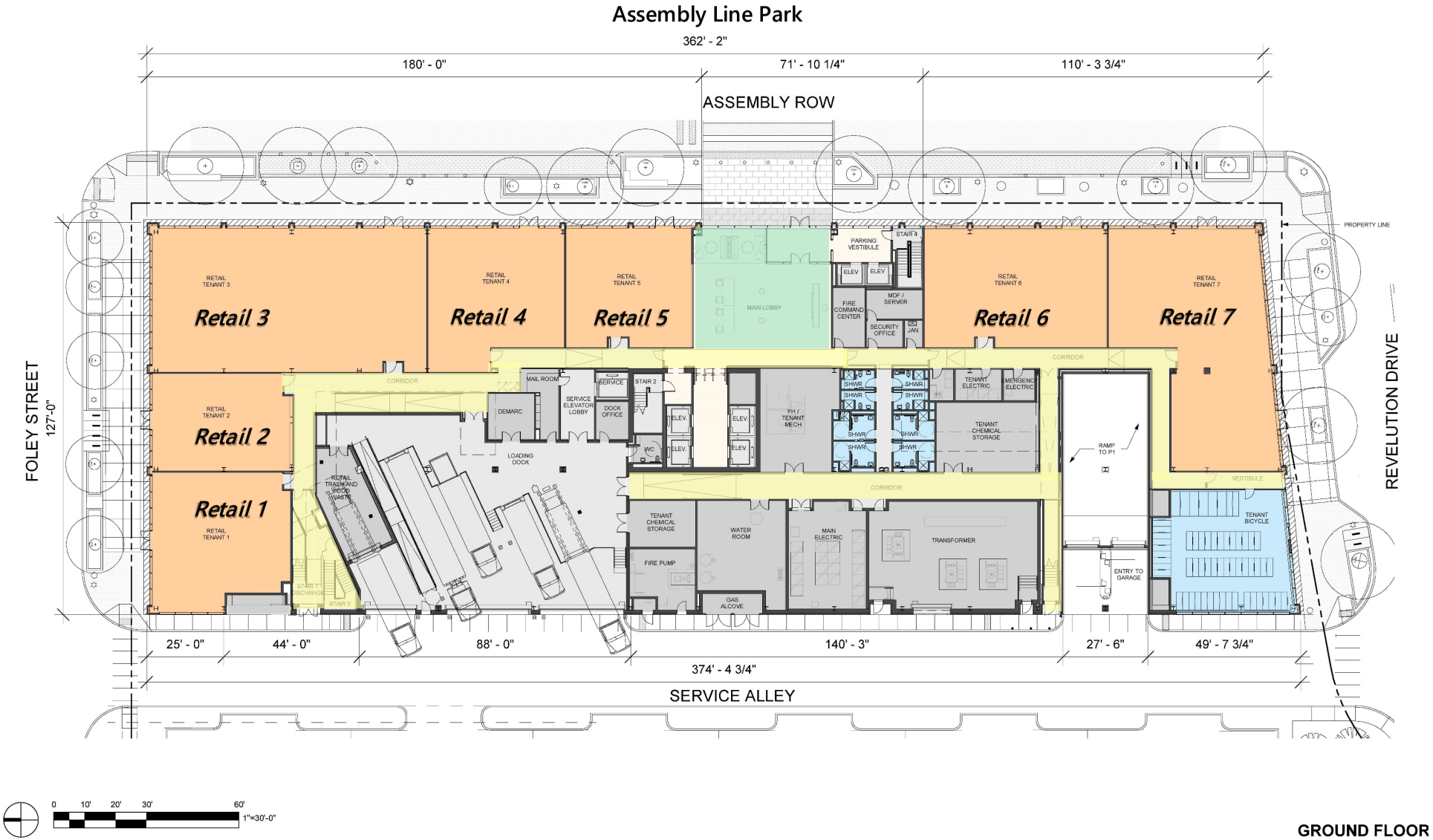

GROUND FLOOR

Base plans prepared by Jacobs.

- *Retail/restaurant area*
- *Bike room*
- *Internal corridor*
- *Main lobby*
- *MEP / building support*

Illustrative Site Plan

Figure A1

Block 7A
Assembly Square
Somerville, Massachusetts

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Transportation Elements Plan

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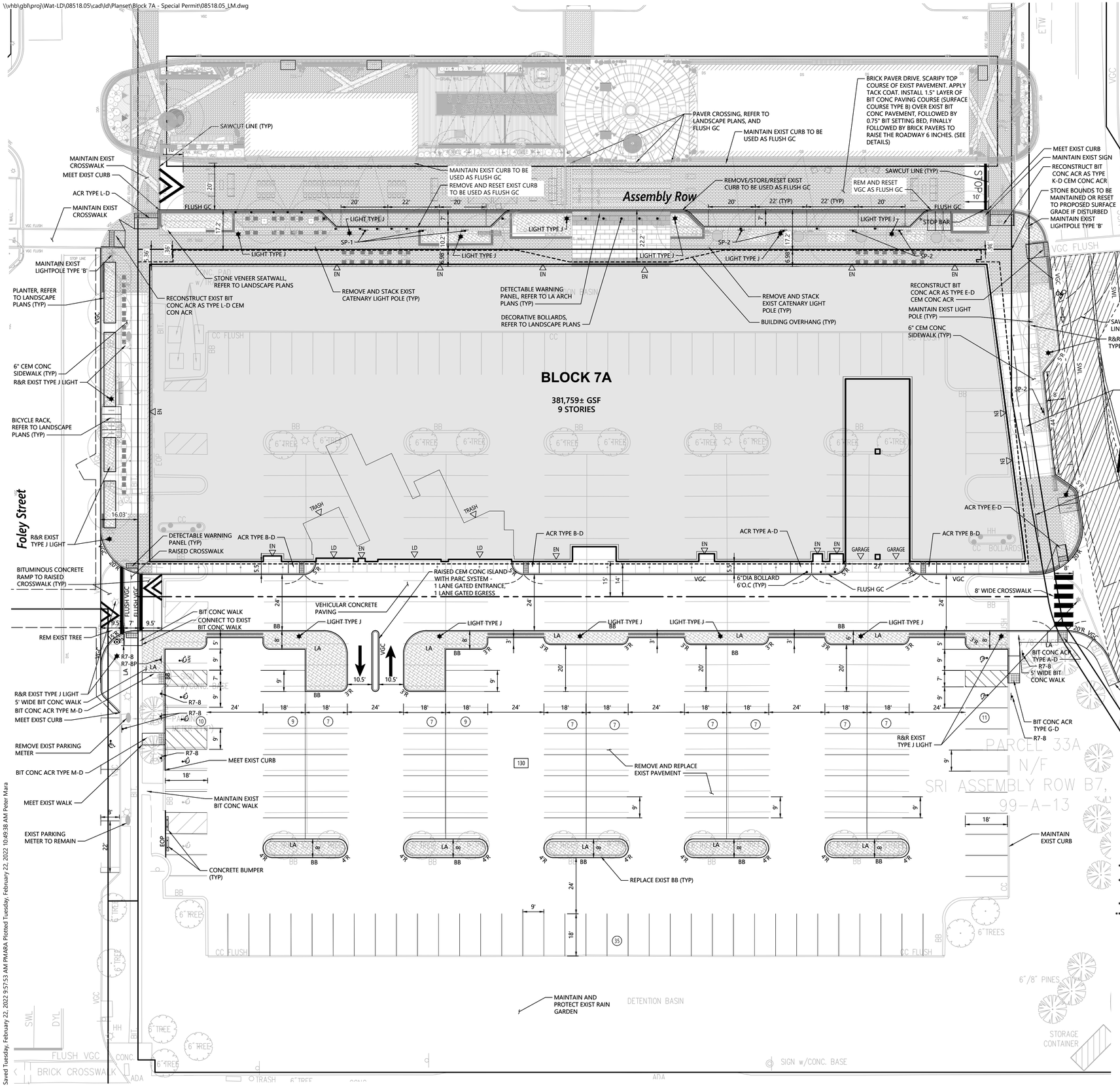

Zoning Summary Chart

Zoning District(s): Assembly Square Mixed-Use District (ASMD)
Overlay District(s): Planned Unit Development Overlay District A (PUD-A)

Zoning Regulation Requirements	Required	Provided
MIN. LOT AREA (PROJECT AREA)	20,000 SF	56,021 SF
FRONTAGE (ASSEMBLY ROW)	–	373.17 FT
FRONT YARD SETBACK (ASSEMBLY ROW)	NO MINIMUM	0.36 FT
SIDE YARD SETBACK (LEFT)	NO MINIMUM	0.00 FT
SIDE YARD SETBACK (RIGHT)	NO MINIMUM	0.00 FT
REAR YARD SETBACK	NO MINIMUM	14.00 FT
MAX. FLOOR AREA RATIO	10.0	8.50
BUILDING HEIGHT	250 FT[1]	158 FT
TOTAL OPEN SPACE	25%	27.5%[2]
USABLE OPEN SPACE	12.5%	21.4%[2]

1 – WITHIN 1,000' OF MBTA ENTRANCE
2 – BASED ON CUMULATIVE OPEN SPACE FOR THE PROPOSED ASSEMBLY ROW PUD–PMP
3 – BUILDING PROGRAM BASED ON 7A MISC AREA CALCS PROVIDED TO VHB BY JACOBS ON JANUARY 26, 2022.

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Sign Summary

M.U.T.C.D. Number	Specification Width	Specification Height	Desc.
R7-8	12"	18"	RESERVED PARKING
R7-8P	12"	6"	VAN ACCESSIBLE
SP-1	12"	18"	
SP-2	12"	18"	NO PARKING PASSENGER TOUR BUS DROP-OFF ONLY

0 10 20 40 Feet

Parking Summary Chart

Description	Size Required	Size Provided	Spaces Required	Spaces Provided***
STANDARD SPACES	9'x18'	8.5'x18'****	346	171
STANDARD ACCESSIBLE SPACES *	13'x18'	18'x18'	6	5
VAN ACCESSIBLE SPACES *	16'x18'	18'x18'	2	1
TOTAL SPACES			354	177****
LOADING BAYS **	12'x30'x14'	12'x30'x14'	5	5

* ADA/STATE/LOCAL REQUIREMENTS

** LOADING BAYS (RETAIL BUSINESS USE) 1 BAY PER 5,001 – 20,000 SF
LOADING BAYS (RESTAURANT USE) 2 BAYS PER 6,001 – 16,000 SF
LOADING BAYS (OFFICE USE) (1 BAY PER 10,001 – 100,000 SF) + (1 BAY PER EACH ADDL. 150,000 S.F.)

***TOTAL PROVIDED PARKING SPACES ONLY INCLUDES THE STRUCTURED PARKING SPACES

****WAIVER REQUIRED

Parking Requirements

R&D	MIN:1 SPACE / 1,000 SF (MAX:1 SPACE / 500 SF)
RETAIL USES	MIN:1 SPACE / 1,000 SF (MAX:1 SPACE / 500 SF)
RESTAURANT USES	MIN:1 SPACE / 500 SF (MAX:1 SPACE / 250 SF)
OFFICE USES	MIN:1 SPACE / 1,000 SF (MAX:1 SPACE / 500 SF)
PARKING REQUIRED	(307,104 SF OFFICE x 1 SPACE / 1000 SF) = 308
	(11,327 SF RETAIL x 1 SPACE / 500 SF) = 23
	(5,579 SF RESTAURANT x 1 SPACE / 250 SF) = 23
	TOTAL = 354

Bicycle Parking Requirements

NON–RESIDENTIAL	
PARKING REQUIRED*	20 BICYCLE SPACES FOR 1ST REQUIRED 200 PARKING SPACES = 20 SPACES
	1 BICYCLE SPACE x 154 STANDARD SPACES / 20 SPACES = 8 SPACES
	TOTAL BICYCLE PARKING SPACES REQUIRED = 28 SPACES
PARKING PROVIDED	78 SPACES

*FOR REQUIRED STANDARD PARKING SPACES OF MORE THAN 200 THE REQUIRED BICYCLE PARKING COUNT IS 20 SPACES + 1 SPACE FOR EVERY REQUIRED 20 PARKING SPACES ABOVE 200

Block 7A
350 Assembly Row
Somerville, MA

No.	Revision	Date	Appvd.

Designed by | Checked by

Issued for: **Local Approvals**
Date: **Feb. 18, 2022**

Not Approved for Construction

Drawing Title
Layout and Materials Plan

Drawing Number
C4.00

Sheet 6 of 12

Project Number
08518.05

Figure A2

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Pedestrian Access Plan

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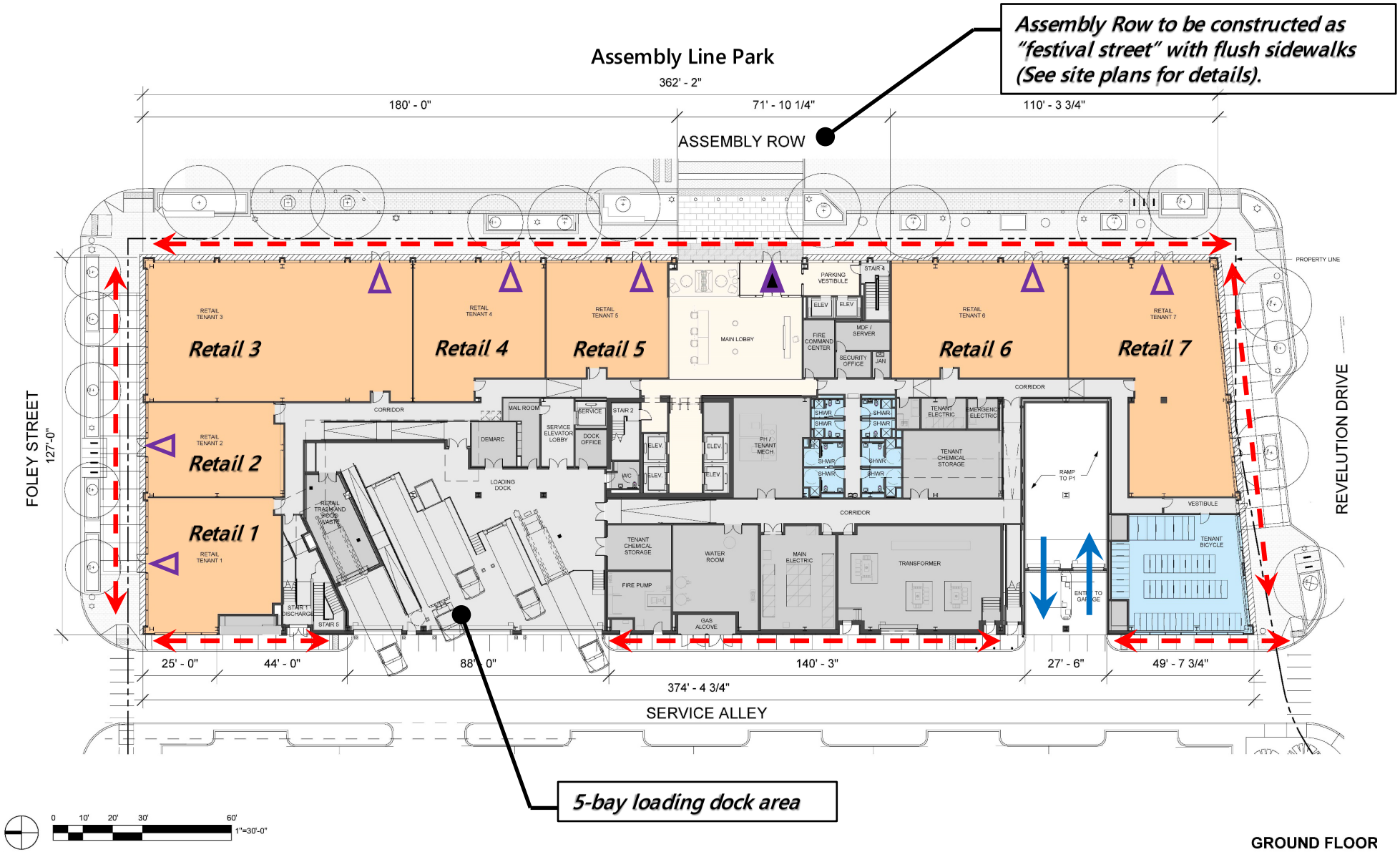

Garage access/egress

Sidewalk locations (abutting Site roadways)

Principal Entrance (general location; see architectural plans for detail)

Secondary Entrance (general location; see architectural plans for detail)

Base plans prepared by Jacobs (January 14, 2022 *DRAFT*).

Pedestrian Site Access

Block 7A
Assembly Square
Somerville, Massachusetts

Figure A3

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Bicycle Access & Parking Plan

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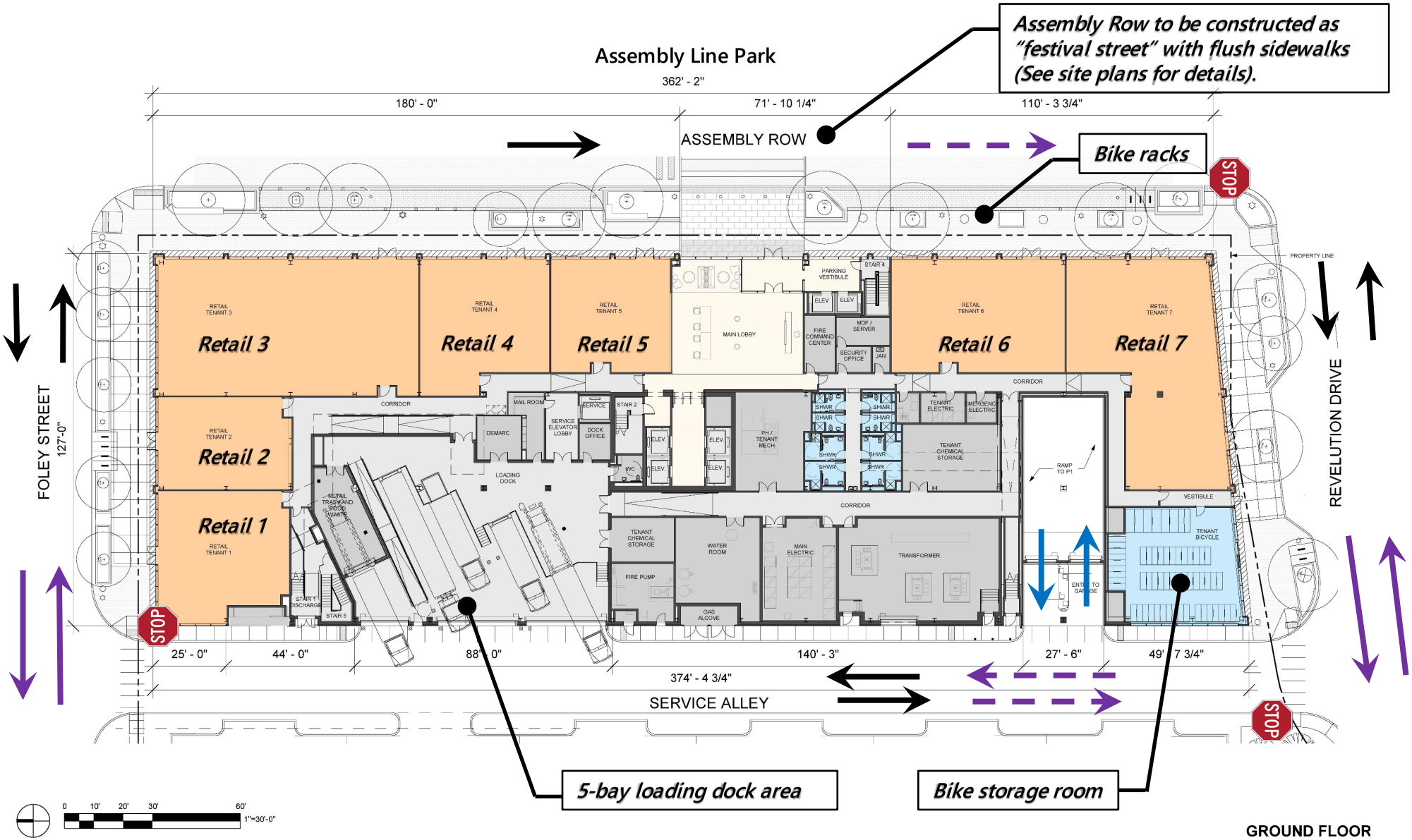

Garage access/egress

60 secured bicycle parking spaces within garage and 18 bicycle parking spaces on Assembly Row frontage

Roadway traffic flow direction

Standard bike lane

"sharrow" bike accommodations

Base plans prepared by Jacobs (January 14, 2022 *DRAFT*).

vhb

Bicycle Site Access and Parking

Figure A4

Block 7A
Assembly Square
Somerville, Massachusetts

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Vehicle Access & Parking Plan

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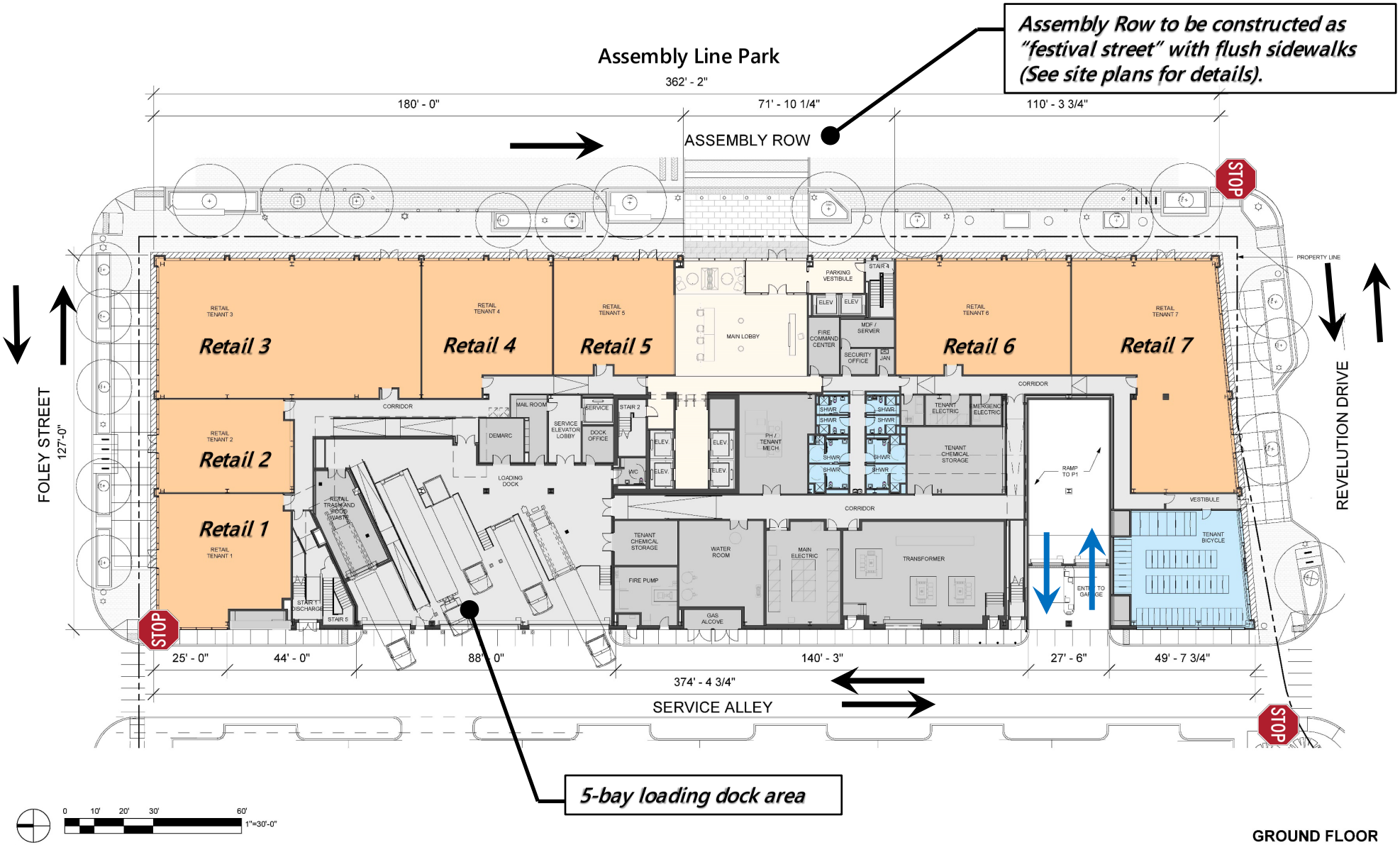

GROUND FLOOR

Garage access/egress

177 automobile parking spaces
(two levels below ground floor)

Roadway traffic flow direction

Base plans prepared by Jacobs (January 14, 2022 *DRAFT*).

Vehicular Site Access and Parking

Figure A5

Block 7A
Assembly Square
Somerville, Massachusetts

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Vehicle Movement Plans

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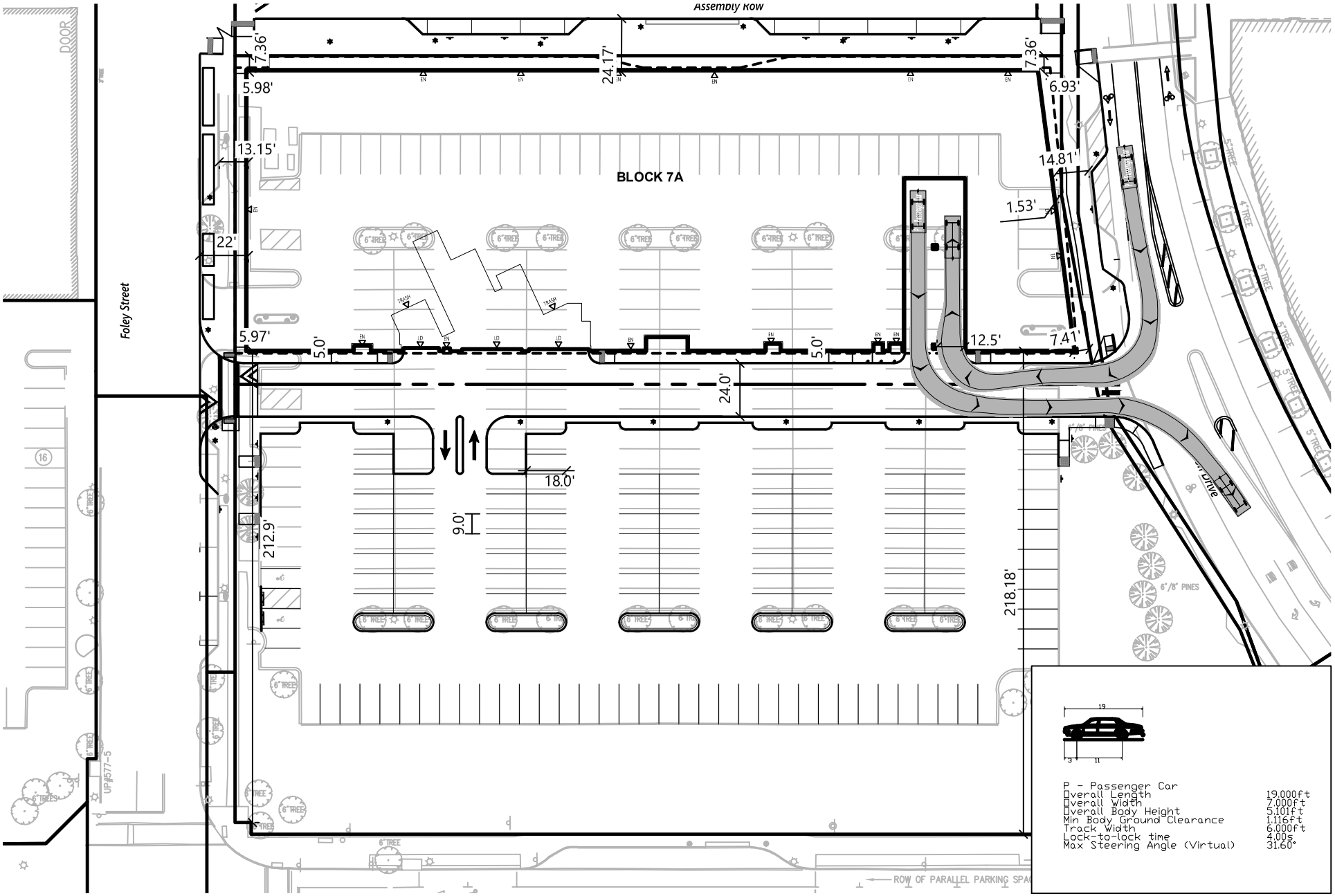

0 30 60 120 Feet

Passenger Vehicle Truck Turns
Block 7A
Assembly Row
Somerville, MA

Figure 1

February 2022

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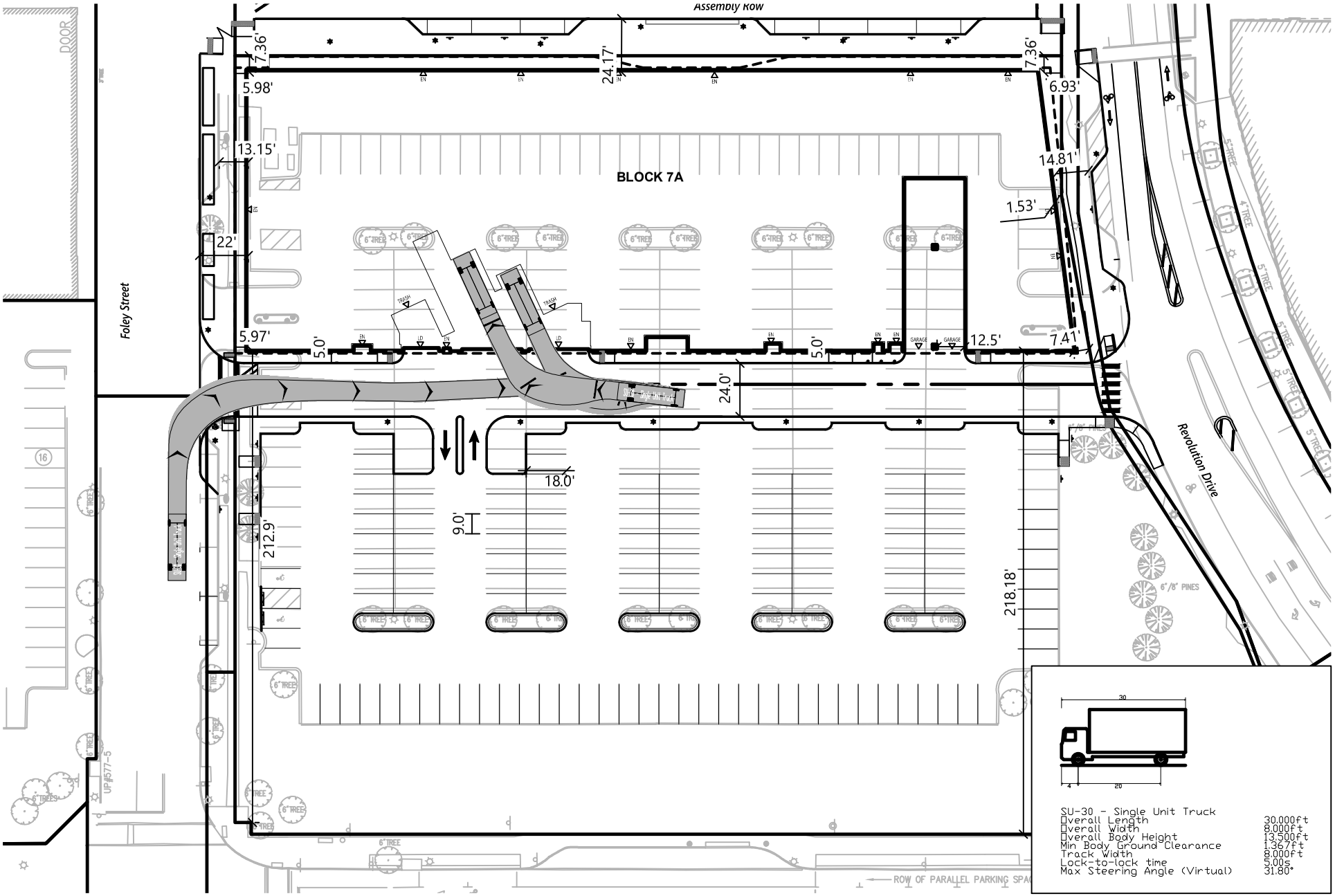
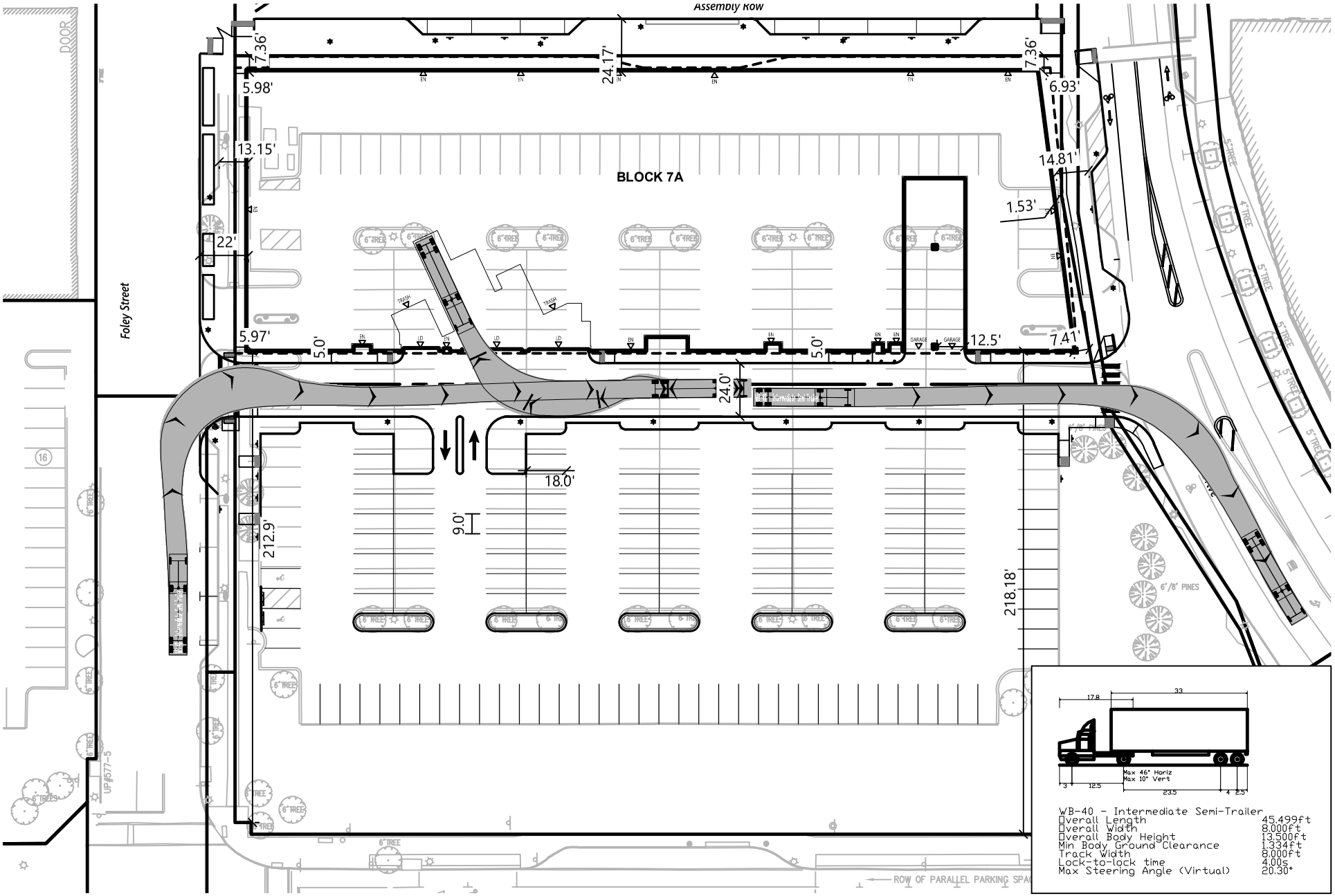


0 30 60 120 Feet

SU-30 Truck Turns
Block 7A
Assembly Row
Somerville, MA

Figure 2

February 2022



0 30 60 120 Feet

WB-40 Truck Turns
Block 7A
Assembly Row
Somerville, MA

Figure 3

February 2022

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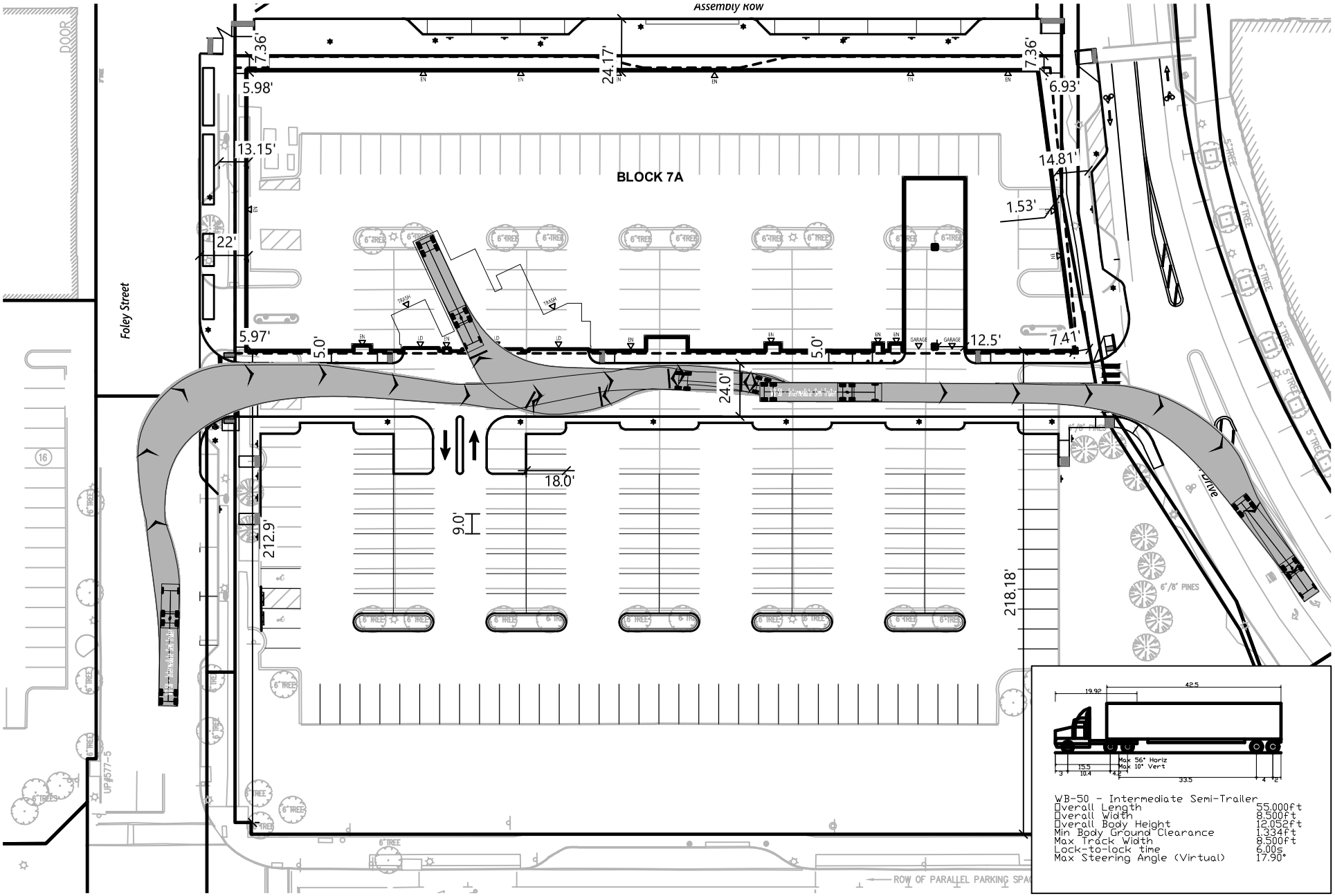

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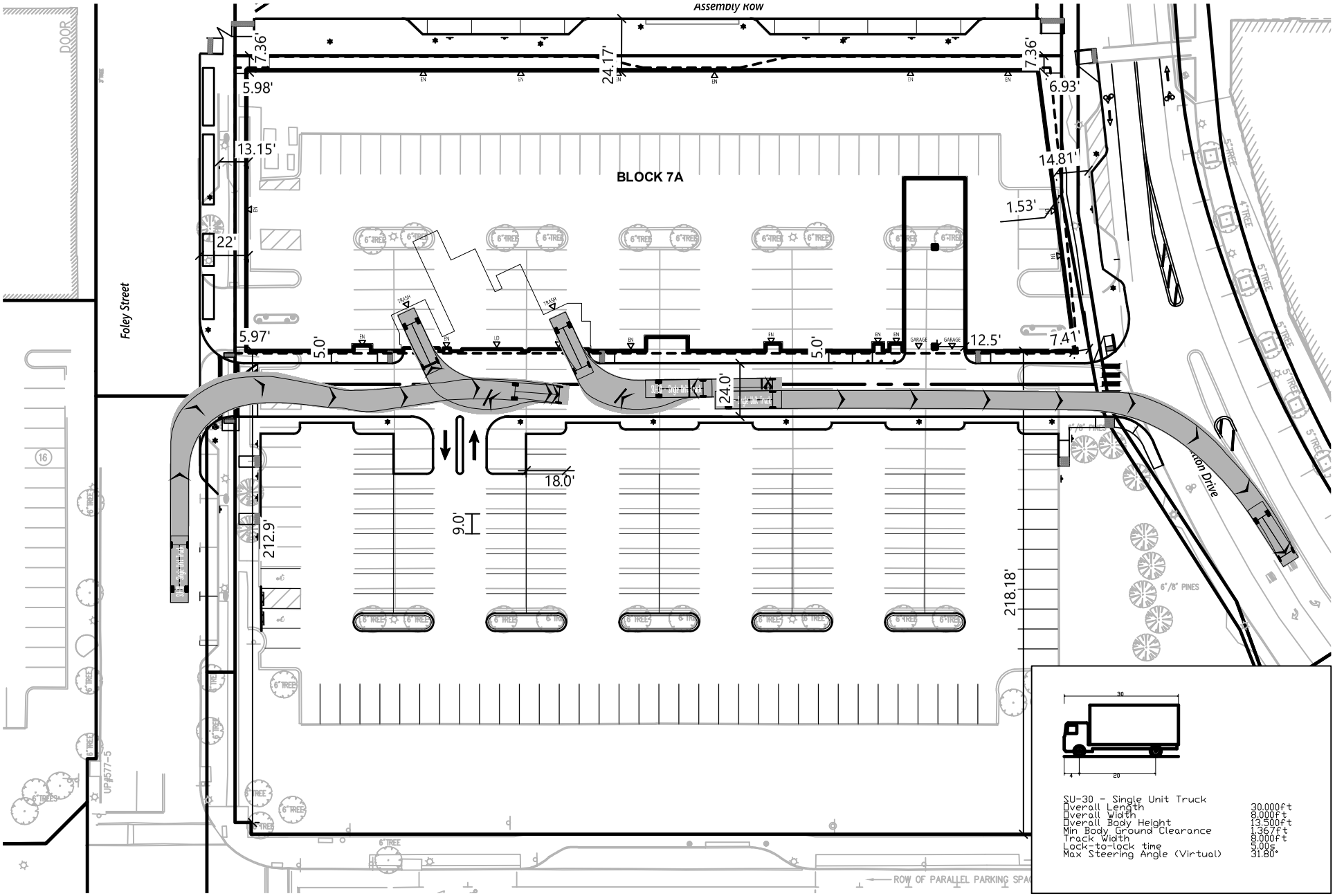
WB-50 Truck Turns
Block 7A
Assembly Row
Somerville, MA

Figure 4

February 2022



0 30 60 120 Feet

Trash/Compactor Truck Turns
Block 7A
Assembly Row
Somerville, MA

Figure 5

February 2022

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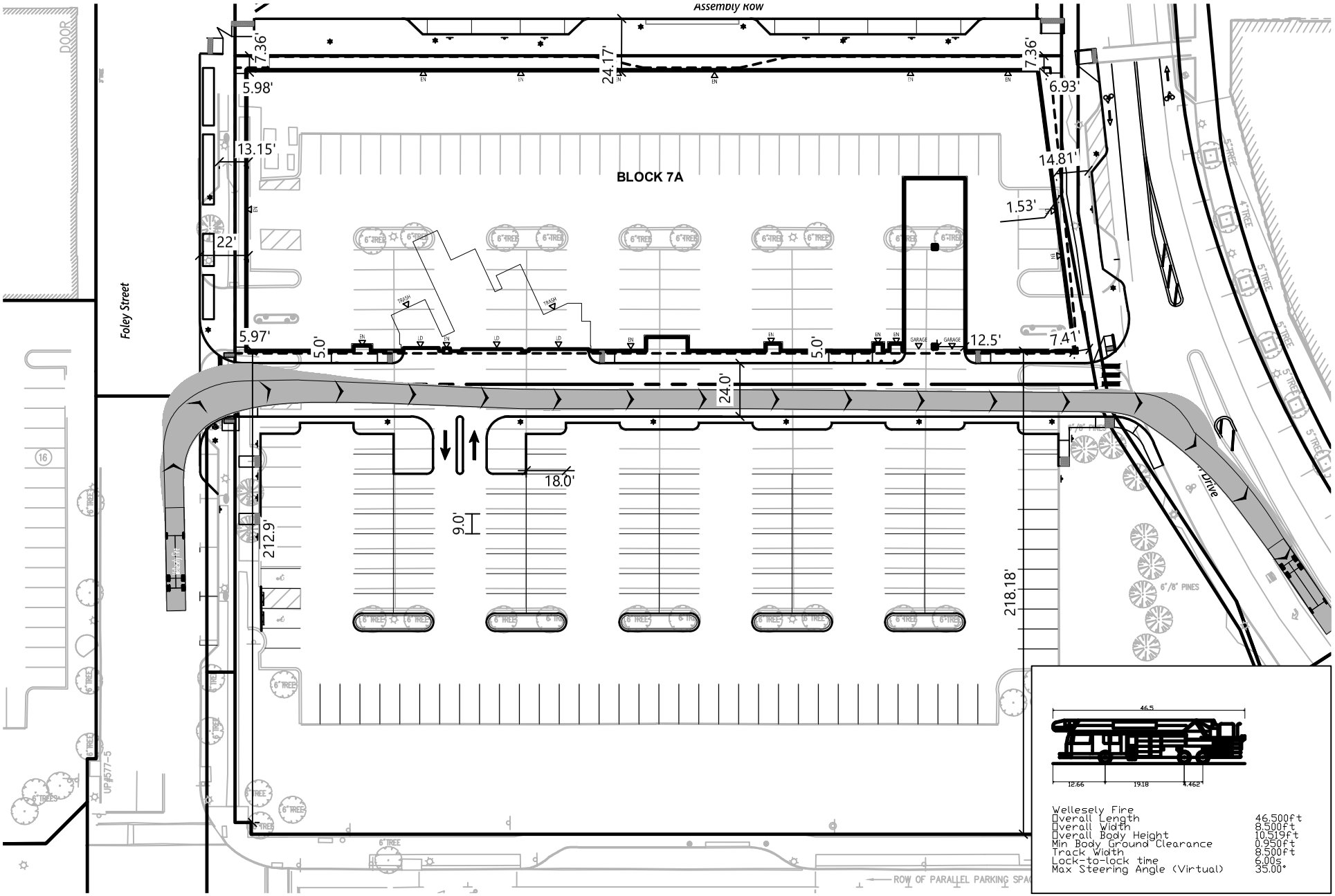
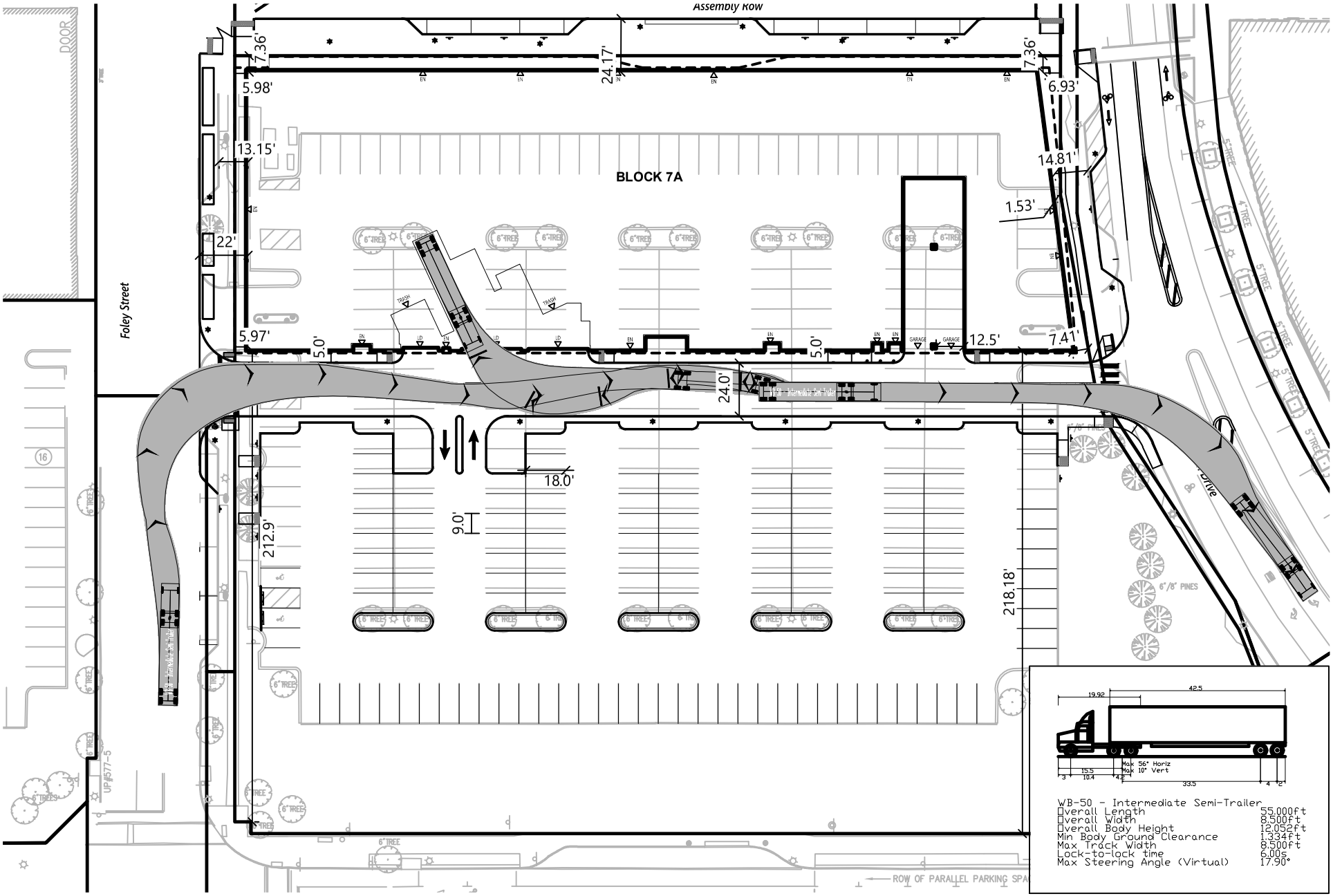


0 30 60 120 Feet

Fire Truck Turns
Block 7A
Assembly Row
Somerville, MA

Figure 6

February 2022



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WB-50 Truck Turns - 65° Design
Block 7A
Assembly Row
Somerville, MA

Figure 7

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