APPENDIX E: Transportation Access Plan (TAP)
The following information is being provided to document the draft Transportation Access Plan (TAP) for the currently
proposed XMBLY development (the “Project”) to be located at 5 Middlesex Avenue in Somerville, Massachusetts (the
“Site”). The TAP will be issued as a final document upon review and approval by the City of Somerville (the “City”),
following any required edits or additional from that review. The following TAP is an updated version of a TAP
previously submitted as approved as part of this Project’s original 2018 approval prior to this current amended
development proposal. This document and accompanying information depict the proposed Project access for
automobile, bicycle, and pedestrian traffic. Information regarding truck deliveries and service vehicles (trash, recycling,
etc.) also is provided for review.

The currently proposed Project will include approximately 1,219,100 sf of research & development/lab space with and
approximately 24,500 sf of supporting retail/restaurant space. The overall Project also will include the “Alta XMBLY”
329-unit residential building discussed above. A new fire station also will be constructed within the Block 21 structured
parking garage at the southeast corner of the Middlesex Avenue/Foley Street intersection. By comparison, the 2018
approved XMBLY development included 489 residential units, approximately 612,500 sf of office space, 333,500 sf of
research & development/lab space, and 27,140 sf of supporting retail/restaurant space. The final mix of uses will vary
depending on market conditions at the time the Project is constructed but will not exceed the approximate maximum
dimensions presented above.

Site Access

The Project Site is bound by existing roadways around its perimeter, which will allow for multiple options for entering
and existing the overall Project Site. The Project also will include the construction of a new “Road K” traveling in a
north/south direction through the center of the Project Site. This roadway will be intersected at its midpoint by
Road L, which will continue to the east to its terminus with Grand Union Boulevard. This road also will continue to and
from the west where it will connect to Middlesex Avenue. Road K will intersect Foley Street opposite the K-Mart
Driveway on the opposite side of the roadway, and this location will continue to function as a full-access unsignalized
intersection. Road K will continue to the south through the Project Site where it will intersect Revolution Drive
opposite the existing Home Depot driveway. To enhance access at this location, a new eastbound left-turn lane
already has been constructed within the existing roadway median to accommodate entering left-turns into the Project
Site. This intersection will continue to operate at as a full-access four-way, unsignalized intersection.

To avoid traffic conflicts on Grand Union Boulevard, turning movements to and from Road L will be limited to right-
turns only. Road L will provide access and egress for the residential 188-space parking garage under construction
within Block 23, and Project Site residents also may use Road K to travel to and from the garage. Road K also will
provide access and egress to the Block 21 commercial parking garage. The Block 21 will no longer have an access driveway on Road K. Instead, the garage will be accessed via a connecting circulation aisle on Foley Street, and the Road L connector roadway to the south.

A new driveway also will be provided on Middlesex Avenue, but it will be limited to entering and exiting right-turns only due to the existing landscaped island opposite the site which limits Middlesex Avenue to one-way, northbound travel only in this area. However, the Proponent actively pursuing an alternate design to allow for at least exiting traffic directly onto Middlesex Avenue heading to Mystic Avenue northbound, with entering left-turns into the Site also possibly being allowed. To help provide adequate sight lines looking from this driveway towards northbound Middlesex Avenue traffic, the easterly curbline of this roadway will be modified slightly. Specifically, the existing edge of road will be shifted by up to 26 feet to the west. Traffic heading northbound on Mystic Avenue still will be able to freely turn right onto Middlesex Avenue, but exiting Project Site traffic will be able to see these oncoming vehicles for a greater distance. With this change, there also will be additional green space provided along the Project Site’s Middlesex Avenue frontage which should provide for improved conditions for pedestrians in this area.

Finally, the potential 14,000 sf City of Somerville fire station will have its own driveway on Middlesex Avenue at the northwest corner of Block 21. The Proponent is committed to working with the City to help provide appropriate measures to help ensure timely, safe, and efficient access and egress to this new amenity.

On-Street Parking

The regulation of on-street parking within and adjacent to the Project will be coordinated through consultation with the City. The Proponent plans to provide on-street parallel parking along most of the length of the newly created Road K. The existing on-street parallel parking spaces along the Site’s Foley Street frontage will remain, but with slight modifications to accommodate the new curb cuts along this roadway proposed as part of this project. The existing Foley Street spaces currently have two-hour time limits.

Site Plans and Supporting Graphics

The conceptual ground floor Site plan for the Project and an illustrative Site plan have been attached for reference as Figures 1 and 2.

Pedestrian Access Plan

Refer to Figure 3 for a plan depicting the Project sidewalk network and general building entrance locations is provided attached to this document. The building entrances shown are general locations; more detail and information will be provided as the Site design is refined.

Bicycle Parking Plan

Refer to Figure 4 for a conceptual bicycle parking plan. The exact locations and configurations of the internal building bicycle parking have not yet been finalized. The City of Somerville Zoning Bylaws require that a total of 182 bicycle parking spaces be provided. However, considering the mixture of proposed uses and configuration of the Site, a total of 224 bicycle parking spaces will be provided.
Motor Vehicle Parking Plan

Refer to Figure 5 for a plan showing the vehicle access to the Project Site. As shown on the plan, there will be a total of four access/egress driveways to the proposed structured parking within the Project Site. This will include a curb cut off of the proposed north/south internal circulation aisle connecting Foley Street to the westerly extension of Road L. With that driveway, the previously approved driveway on Road K no longer will be provided to the Block 21 parking garage. A second driveway to the Block 21 structured parking will be provided on the westerly extension of Road L. Structured parking also will be located within Blocks 24 and 25. One driveway to that parking will be located on the westerly extension of Road L approximately 60 feet to the west of the north/south circulation aisle noted above. A second access/egress driveway to that garage will be located on Revolution Drive at the southerly end of the Site. However, due to the existing raised median on that roadway, entering and exiting left turns will be restricted at that driveway. In total, up to 1,899 structured parking spaces will be provided within the overall Project Site.

Vehicle Movement Plans

Refer to Figures TT-1 through Tt-16 for vehicle tracking diagrams which demonstrate the ability of vehicles ranging in size from standard passenger vehicles to delivery trucks to navigate in and out of the Project Site from the various loading facilities and/or driveways.
ATTACHMENTS

- Ground Floor Plan
- Illustrative Plan
- Pedestrian Access Plan
- Bicycle Parking Plan
- Vehicle Parking Plan
- Vehicle Tracking Diagrams
Ground Floor Plan
Ground Floor Plan
Illustrative Plan
Illustrative Site Plan

Figure 2
Pedestrian Access Plan
Pedestrian Access Plan

Figure 3

Signalized pedestrian crossing
Signalized pedestrian crossing
Signalized pedestrian crossing
Festival Street Design
Signalized pedestrian crossing
Bicycle Parking Plan
Bicycle Parking Plan

Bicycle Parking Spaces:
182 spaces required per zoning
224 spaces provided*

- Exact allocation of bicycle parking spaces for Block 21, 24, & 26 to be determined through ongoing refinement of site plan.
- Short-term bicycle racks to be provided within 50 feet of each building entrance.

Figure 4

<table>
<thead>
<tr>
<th>BUILDING</th>
<th>PRIMARY PROGRAM USE</th>
<th>AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLOCK 21A</td>
<td>OFFICE / LAB / R+D</td>
<td>12 floors</td>
</tr>
<tr>
<td>BLOCK 21B</td>
<td>PARKING</td>
<td>95 feet</td>
</tr>
<tr>
<td>BLOCK 22A</td>
<td>RESIDENTIAL</td>
<td>180 units</td>
</tr>
<tr>
<td>BLOCK 22B</td>
<td>OFFICE / LAB / R+D</td>
<td>15 floors</td>
</tr>
<tr>
<td>BLOCK 23A</td>
<td>OFFICE / LAB / R+D</td>
<td>11 floors</td>
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<tr>
<td>TOTAL AREA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

111 bicycle parking spaces (residential)

- Bike rack
- Bike rack
Vehicle Parking Plan
Motor Vehicle Parking Plan – XMBLY and On-Street parking


- 1,283-space garage
- Alta XMBLY (Block 23) 188-space garage
- 428-space garage
- 34 proposed Road K on-street parking spaces
- 17 on-street/metered parking spaces
- 18 on-street/metered parking spaces
- 7 on-street/metered parking spaces
- Loading bay
- Garage access

Figure 5

[XMBLY MASTER PLAN | MARCH 19, 2020]
Vehicle Tracking Diagrams
Block 24 WB-50 Route
XM BLY
5 Middlesex Avenue
Somerville, Massachusetts
March 2020

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