

# Transportation

Partners HealthCare (the “Proponent”) is proposing to construct a new Partners HealthCare Child Care Center. The facility will be located on Parcel 11F (the “Project”) as previously shown within the *Planned Unit Development (PUD) Preliminary Master Plan, Assembly Square, Somerville, MA*<sup>1</sup>. This new daycare will be located within the Partners HealthCare (Partners) development currently under construction and its clientele will be limited to Partners employees only.

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## Proposed Partners HealthCare Child Care Center Development Program

The Project site is located east of and adjacent to Grand Union Boulevard in the currently vacant area between this roadway and the Partners multi-use buildings and free-standing 7-level parking garage (Parcel 11F) under construction. The new child area center will consist of a new, approximately 13,624 square foot (sf) building, with an associated enclosed playground area. The daycare will have approximately 47 employees, with an anticipated enrollment of 124 students. The hours of operations will be between 6:30 a.m. and 6:00 p.m.

The parking needs for this use will be accommodated through the adjacent previously approved seven-level parking garage. Of the 1,997 parking spaces that will be provided within that structure, 1,617 spaces will be designated for use by Partners, with the remaining 380 spaces being available for visitors to the various retail uses on this parcel. As part of this project an additional 27 parking spaces will be striped within the garage in a previously unused area. The spaces will be striped to adhere to zoning requirements in terms of length, width, and accompanying drive-aisle widths. Following this change, a total of 2,024 spaces will be provided within the garage with 1,644 spaces designated for use by Partners employees. In addition to this parking, there also will be ten time-restricted parking spaces provided along the easterly side of Grand Union Boulevard adjacent to the Project site. These spaces will be signed to identify their restricted use.

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## Vehicular Access and Circulation

The proposed Project will not involve any new curb cuts or changes in the previously approved Parcel 11F access plan. As the customer base for this daycare facility will be limited



<sup>1</sup> Approved by the Planning Board on December 14, 2006, with subsequent amendments on August 5, 2010 and on June 19, 2014.



to Partners employees only, vehicles likely will continue to use either the southerly Grand Union Boulevard driveway to access the site, or the driveway located immediately to the north of the proposed daycare facility. No changes are necessary or proposed to the Revolution Drive driveway serving Parcel 11F.

As noted earlier, ten new parallel parking spaces will be provided along the Project's Grand Union Boulevard frontage. These spaces will not result in any reduction in width to Grand Union Boulevard. Instead, the easterly side of the roadway will be expanded to provide ten eight-foot wide parallel parking spaces. For ease of access, the inner parking spaces will be 22-feet longer, while the end spaces only need to be 20-feet in length following industry standards. The existing sidewalk in this area will be shifted to the east and reconstructed as a nine-foot wide sidewalk with landscape amenities consistent with that provided along the remainder of this roadway. This parking has been positioned to help prevent any conflicts with the Parcel 11F driveway to the north. Specifically, the northernmost parking spaces will be located more than twenty feet to the south of this driveway. For ease of maneuvering, the roadway edge at the northerly and southerly ends of the parking area will have gentle tapers to and from this area.

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## Loading

The loading needs for daycare uses such as that proposed on the Project site typically are minimal. For this Project, the Proponent will be seeking a waiver from the requirements of a designated loading area. Instead, loading for this use will be accommodated within a planned loading area at the westerly loading docks for the Partners Health Office building. Loading for this use already was anticipated to occur at this location during the permitting of that loading area.

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## Trip Generation Summary

The trip generation analysis presented during the 2010 Amended PUD approval process was a complicated exercise largely due to the timing of the new MBTA Orange Line station relative to the phased construction of the various proposed uses. However, the new MBTA station is now in operation and almost all of the roadway improvements associated with the overall PUD development already have been constructed. The trip generation for the currently proposed daycare use was calculated using the same Institute of Transportation Engineers (ITE)<sup>2</sup> based methodology utilized in the PUD evaluations, as well as the recent Block 11A traffic evaluation.



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<sup>2</sup> [Trip Generation Manual](#); Ninth Edition; Institute of Transportation Engineers; Washington, D.C.; 2012.



## Trip Generation Summary

The unadjusted trip generation estimates for the proposed Partners HealthCare Child Care Center are summarized in Table 1.

**Table 1**  
**Partners HealthCare Child Care Center Trip Generation –**  
**Total Unadjusted Trips**

Time Period	Total
Weekday Daily (vpd)	<b>1,010</b>
Weekday Morning Peak (vph)	
Enter	<b>90</b>
Exit	<b>80</b>
Total	<b>170</b>
Weekday Evening Peak (vph)	
Enter	<b>80</b>
Exit	<b>90</b>
Total	<b>170</b>
Saturday Daily (vpd)	<b>90</b>
Saturday Midday Peak (vph)	
Enter	<b>15</b>
Exit	<b>10</b>
Total	<b>25</b>

vpd Vehicles per day

vph Vehicles per hour

1 Source: Trip Generation Manual, Ninth Edition; Institute of Transportation Engineers; Washington, D.C.; 2012.LUC 565 (Day Care Center) for 13,624 square feet.

The trip generation estimates summarized in Table 1 are the raw, unadjusted trips that could be generated by the proposed daycare facility without any consideration for transit use, shared trips and other factors inherent within the mixed-use context of the surrounding area. Prior studies for Parcel 11F and the surrounding Assembly Square area projected that 25-percent of the office employees would use public transportation (most likely the new MBTA Orange Line station) to travel to and from the site. Following this pattern, the projections shown in Table 1 likely would be 25-percent lower based on public transit use alone. Most importantly, enrollment at this facility will be limited to Partners employees only. Therefore, all of the trips presented in Table 1 should be shared trips in the form of employees that would already be traveling to and from Parcel 11F as part of their normal workday. Accordingly, the Project should not create any new off-site traffic impacts, or result in any additional burden on the Parcel 11F driveways.

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## Conclusion

The proposed additional development within Parcel 11F involves a new 13,624 sf Partners HealthCare Child Care Center. Enrollments at this facility will be restricted to Partners employees only. As such, any vehicular traffic associated with this new use already would be visiting the site in the form of employees traveling to and from the site as part of their normal workday. Accordingly, the Project should not create any new off-site traffic impacts, or result in any additional burden on the Parcel 11F driveways. Because of this, further detailed traffic analyses should not be necessary for this currently proposed development.

The parking needs for the Child Care Center will be accommodated through the adjacent seven-level parking garage currently under construction. In addition to that previously approved parking, there also will be ten time-restricted parking spaces provided along the easterly side of Grand Union Boulevard adjacent to the Project site.

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