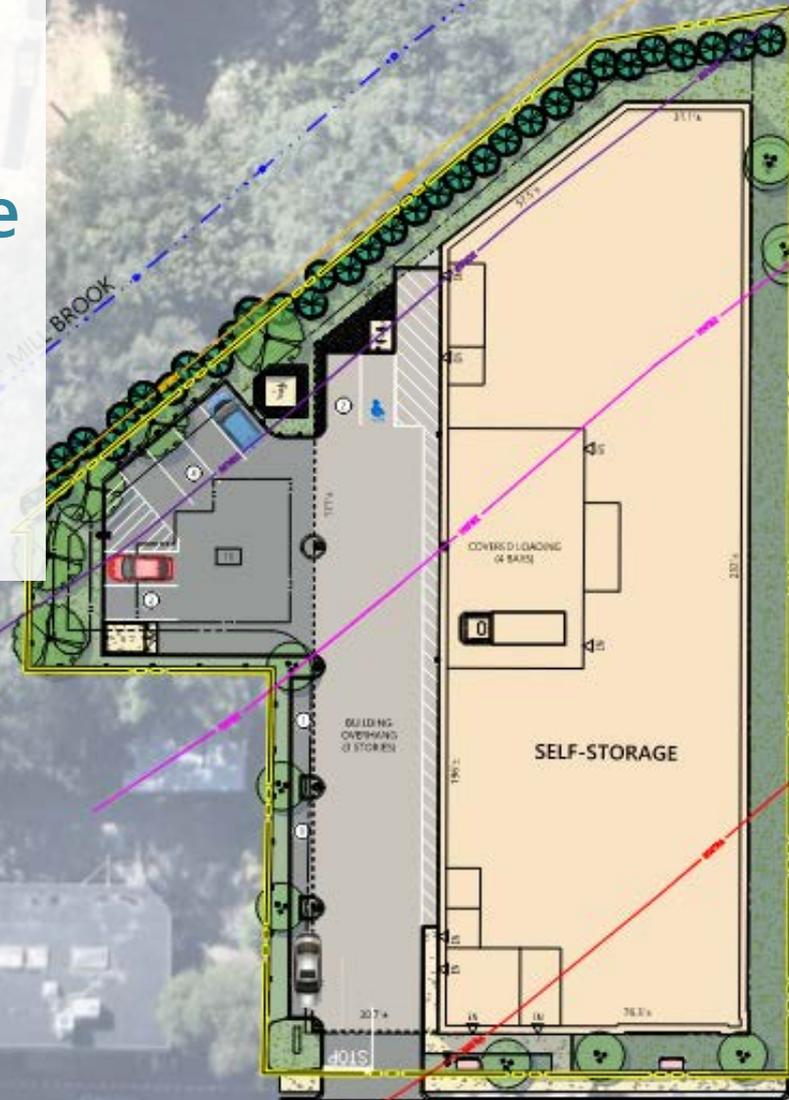




# Proposed Self-Storage Facility

34 Dudley Street



Dudley Street

# Arlington Redevelopment Board Presentation Introduction

- Introduction

- VHB

- Eric Gerade, PE LEED AP – Project Manager/Civil Engineer
    - Matthew Kealey, PE, PTOE - Traffic Engineer

- Premier Storage Investors

- James “Pete” Williams – President

- Robert Annese, Esq.

- Michael Parker Studios

- Jan Bryan, NCARB, - Architect

- Proposed Project

- 95,700 SF Self-Storage Building (5-Story)

# Discussion Points

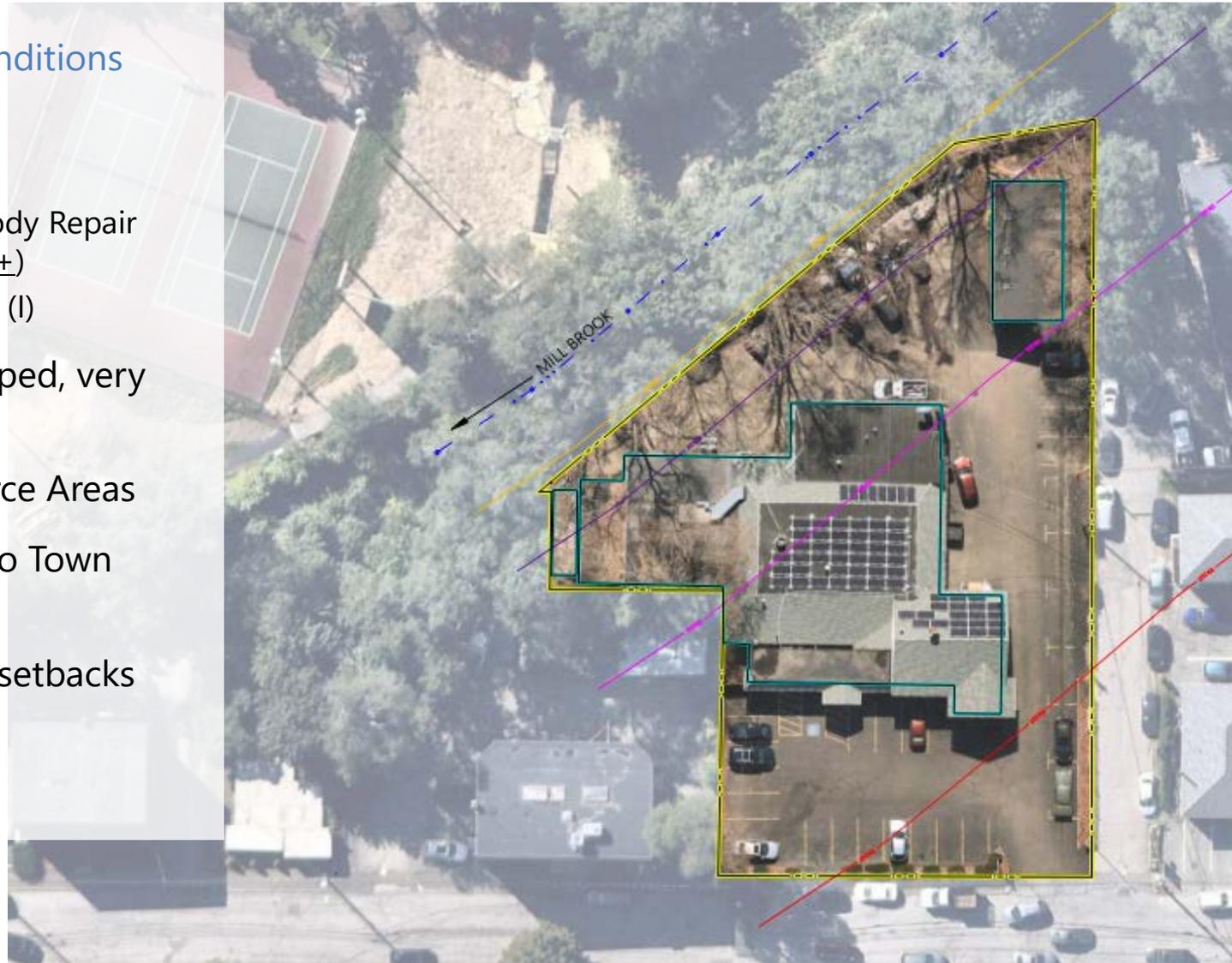
- Current Project Status / Reviews & Coordination
  - Arlington Conservation Commission
- Site Conditions
- Proposed Project & Site Improvements
- Proposed Project & Site Improvements
  - Site
  - Traffic
  - Architectural
- Summary & Conclusion

# Project Status / Reviews & Coordination

- Current:
  - Arlington Conservation Commission – 1<sup>st</sup> Hearing (3/3/2022)
  - Arlington Redevelopment Board (3/28/2022)
  - Planning Dept. Coordination
  - Engineering Dept. Coordination
- Project Required
  - Town of Arlington
    - Redevelopment Board (Special Permit)
    - Conservation Commission (Order of Conditions)

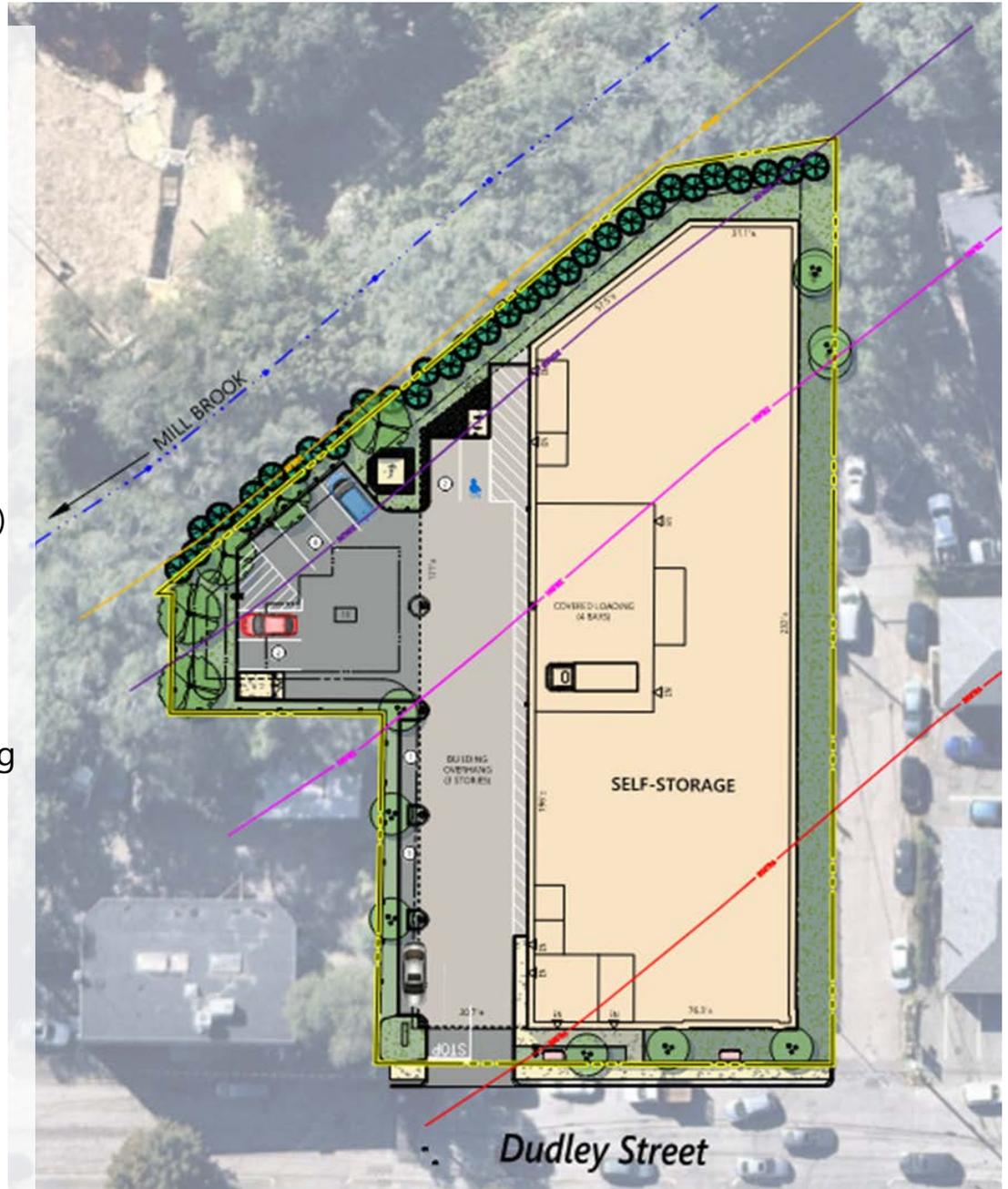
## Current Site Conditions

- 34 Dudley Street
  - 0.78- Acres
  - Primarily Autobody Repair Shop (11,000 SF±)
  - Zoned Industrial (I)
- Previously developed, very little open space
- Mill Brook Resource Areas
- Encroachment into Town Owned Land
- Non-conforming setbacks



## Proposed Project & Site Improvements

- Self-Storage Building
  - 95,700 SF
  - 5-Stories
  - Close an existing curb cut
- Site Improvements
  - 11 New Parking Spaces (requesting a reduction from ARB)
  - Pedestrian Amenities along frontage
  - Landscape – reduced impervious
  - Enclosed Loading Facilities
  - Covered / Enclosed Bicycle Parking
  - Enclosed Dumpster Area
- Utilities
  - Underground
  - Reduced Water & Sewer Demand
  - Stormwater Management
    - MassDEP Stormwater Regs
    - Subsurface Infiltration Basin
    - Bioretention Basin





SELF STORAGE

VIEW 1

Arlington, MA

February 09, 2022



SELF STORAGE

VIEW 5

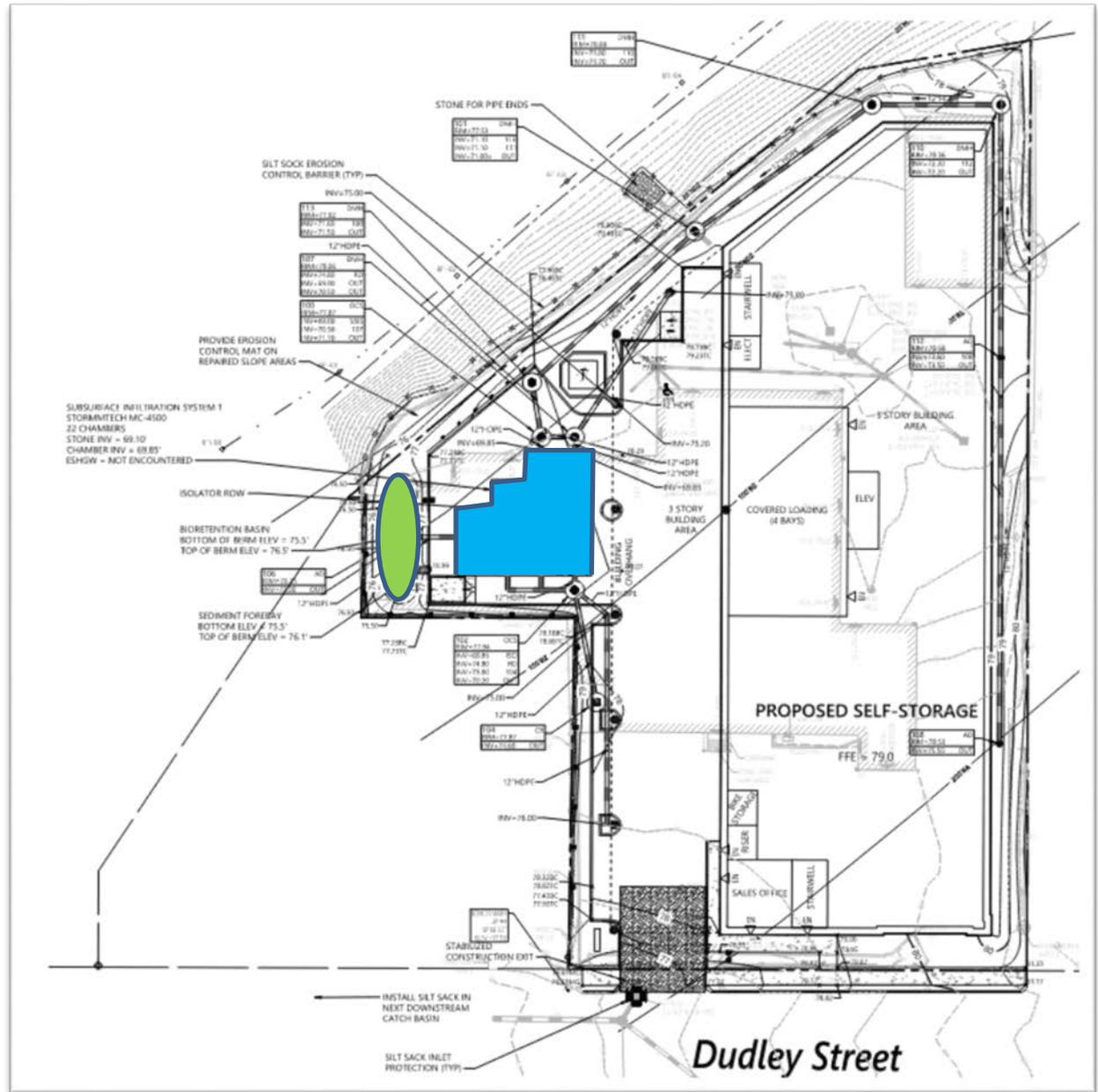


SELF STORAGE

VIEW 4

# Stormwater Management

- Water Quality (0.5" WQV)
- Pretreatment
- Final Treatment
  - Subsurface Infiltration
  - Bioretention Basin
- Recharge
- Peak Rate Reduction
- O&M Plan
- Erosion & Sedimentation Control Plan



## Project Benefits



### Enhance Water Quality

- Exceeds treatment standards set forth in MSA, TMDL, and Massachusetts Stormwater Standards
- 60% Phosphorus removal
- 90% TSS removal
- Improvement of water quality for human health and ecological function
- LID features such as bioretention and an reduction of impervious areas



### Peak Rate (and Volume) Attenuation

- Proposed 10 year storm flow rates are less than existing 2 year storm flow rates
- 312% increase in porous area on site
- Reduction in stormwater volume by incorporating a bioretention basin and subsurface infiltration basin

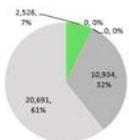


### Protect Natural Resources

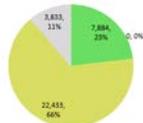
- Reduction of impervious surface in Riverfront Area
- Stabilization of eroding, unstable slope
- Enhancement of upland vegetated transitions
- Enhance wildlife habitat
- Landscaping to include native species promoted by the Conservation Commission

### LEGEND

- Impervious Area
- Impervious Roofing
- Degraded Open Space
- Captured Roof Runoff
- Pervious Hardscape
- Pervious Area



Existing Conditions Areas (SF)



Proposed Conditions Areas (SF)

Dudley Street

## Traffic Discussion

- Trip Generation
  - ITE Rates
  - Empirical Data
  - Decrease in traffic
  
- Vehicle Parking
  - 96 per Zoning
  - 11 Surface, 4 Loading
  - Study Data – 8 needed
  
- Bicycle Parking
  - 134 required per zoning (57 Short, 77 Long)
  - 11 Provided (more than adequate for use)
  
- Transportation Demand Management (TDM)
  - Pay a stipend to workers without cars
  - Provide preferential parking for carpooling vehicles
  - Provide covered bicycle parking and storage

**Table 1 : Trip Generation Comparison**

	Vehicle Trips		
	Current Use <sup>1</sup>	Self-storage Use <sup>2</sup>	Difference
<b>Weekday AM</b>			
Enter	18	5	-13
Exit	9	4	-5
<b>Total</b>	<b>27</b>	<b>9</b>	<b>-18</b>
<b>Weekday PM</b>			
Enter	18	7	-11
Exit	20	8	-12
<b>Total</b>	<b>38</b>	<b>15</b>	<b>-23</b>

<sup>1</sup> Institute of Transportation Engineers (ITE) Trip Generation, Land Use Code 942 (Automobile Care Center) for 12,073 sf

<sup>2</sup> Institute of Transportation Engineers (ITE) Trip Generation, Land Use Code 151 (Mini-Warehouse) for 95,706 sf

## Parking Summary Chart

Description	Size		Spaces	
	Required	Provided	Required	Provided
STANDARD SPACES	8.5 x 18	8.5 x 18	96	7
PARALLEL SPACES	8 x 22	8 x 22	0	3
ACCESSIBLE SPACES*	8 x 18	8.5 x 18	-	1
<b>TOTAL SPACES</b>			<b>96</b>	<b>11</b>
LOADING BAYS**			3	4
BICYCLE SPACES***			134	11

\* ADA/STATE/LOCAL REQUIREMENTS. (1 ACCESSIBLE SPACE PER 1-25 TOTAL PARKING SPACES) PER § 208.2 OF 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN

\*\* LOADING BAYS: THREE BAYS FOR BETWEEN 40,001 SF AND 120,000 SF

\*\*\* BICYCLE PARKING REQUIRED BASED ON 0.8/1,000 SF LONG TERM AND 0.6/1,000 SF SHORT TERM PARKING. 4 BICYCLE SPACES ARE PROVIDED BY TWO RACKS UNDER THE BUILDING OVERHANG. 6 BICYCLE SPACES ARE PROVIDED WITHIN THE COVERED LOADING AREA. EMPLOYEE BICYCLE STORAGE WILL BE PROVIDED WITHIN A TENANT STORAGE UNIT THE BUILDING (1 SPACE MINIMUM).

WAIVERS REQUESTED FOR REDUCTION IN REQUIRED PARKING SPACES AND REDUCTION IN REQUIRED BICYCLE SPACES.

## Parking Requirements:

STORAGE	95,706 SF	x	1 SPACES /	1,000 SF	=	96 SPACES
						<b>TOTAL PARKING REQUIRED = 96 SPACES</b>

## Bicycle Parking Requirements:

SHORT TERM	95,706 SF	x	0.60 SPACES /	1,000 SF	=	57 SPACES
LONG TERM	95,706 SF	x	0.80 SPACES /	1,000 SF	=	77 SPACES
						<b>TOTAL BICYCLE PARKING REQUIRED = 134 SPACES</b>



# Summary & Conclusion

- In Review
  - Project Status / Reviews & Coordination
  - Current Site Conditions
  - Proposed Project & Site Improvements