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MEMORANDUM

DCI JOB NO. 2013-128

TO: Terence Smith, Traffic & Parking
City of Somerville, MA

FROM: Amos Fernandes, P.E., PTOE, AICP
Design Consultants, Inc.

SUBJECT: **Parking Utilization Study**
235 Lowell Street
Somerville, MA

DATE: November 27, 2013

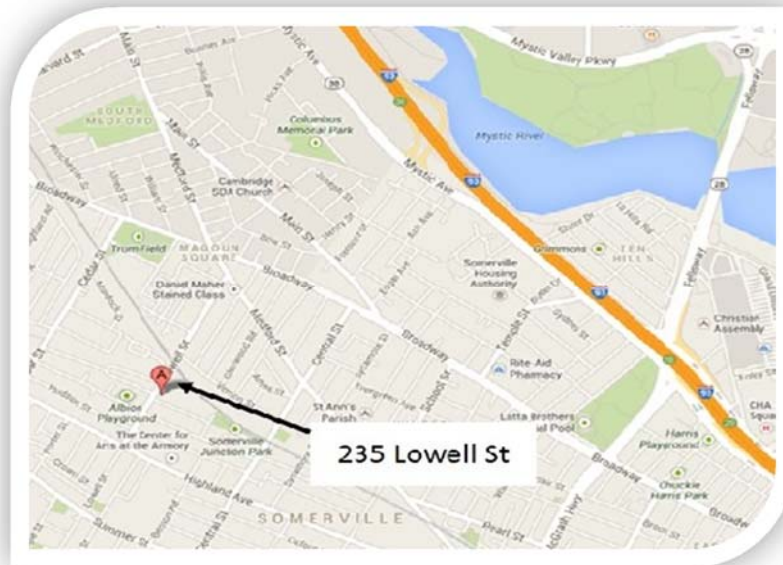
Kems Corporation proposes to redevelop 235 Lowell Street, located in Somerville, Massachusetts. The proposed redevelopment consists of a three-story residential building with six (6) 1- to 2-bedroom condo units within the boundaries of the existing structure. Six (6) parking spaces are proposed on Site. Two (2) new on-street parking spaces will be provided to the neighborhood via the closing of one of the Site's curb cuts. Six (6) bicycle parking spaces will be provided on site. The Somerville Zoning Ordinance (SZO) requires eleven (11) off-street parking spaces on Site (including 1 visitor parking space). Therefore, Kems Corporation is seeking a zoning variance for five (5) off-street parking spaces. To be clear, the proposed new on-street parking is not taken as credit towards meeting the parking requirement.

The property is located north of Woodbine Street and across from Alpine Street - shown in Figure 1. The site current serves one building - Walnut Hill Autobody. Lowell Street primarily serves low-density commercial uses, surrounded by low- to medium-density residential homes.

This memorandum serves to demonstrate that the 235 Lowell Street project provides adequate parking to satisfy the proposed redevelopment and that the site will not have an adverse impact on the surrounding neighborhood's on-street parking supply. The following characteristics of the Site and the surrounding area serve to justify the parking variance requested for the redevelopment:

- Proposed Off-Street Parking;
- Additional On-Street Parking Spaces;
- Proximity to Public Transit;
- Mode Choice; and,
- On-Street Parking Utilization.

Figure 1: Project Location



Proposed Off-Street Parking

The proposed parking on-site will be accessed from Lowell Street with a 12-foot curb cut and a 10-foot stamped concrete driveway. In the vicinity, Lowell Street is a 2-way roadway with painted bicycle sharrows. On-street parking is provided on the east side of Lowell Street. The proposed Site Plan provides for six (6) off-street parking spaces. The parking spaces will be at-grade and will measure 9 feet by 18 feet each. Two of the spaces will be partially covered by a building overhang. Six (6) bicycle parking spaces will be provided on-site. The first floor site plan from Peter Quinn Architects LLC is shown in Figure 2.

New On-Street Parking

The proposed redevelopment has been designed to create two (2) new on-street parking spaces on Lowell Street that will be available to the community. The proposed redevelopment will close an existing 43-foot curb cut on Lowell Street. This closing will result in two (2) new on-street parking spaces. The added on-street parking serves the surrounding neighborhood since they will be available to all residential permit parking holders.

[illegible]

In addition to the proposed off-street and new on-street parking offered with the development, the Site is conveniently situated close to public transportation. The Site is 1-mile away from the Porter Square Transit Station and the Davis Square Transit Station. Moreover, the Site is approximately 800 feet (or a 4-minute walk) from the following MBTA bus routes on Highland Avenue:

- The Green Line Extension (GLX) project will have a proposed transit station on Lowell Street – less than 500 feet away (or a 2-minute walk). The anticipated completion date for this project is July 2019. This project will extend the existing MBTA Green Line service from a relocated Lechmere Station in East Cambridge to Union Square in Somerville and College Avenue in Medford. This project is a major transportation priority of the

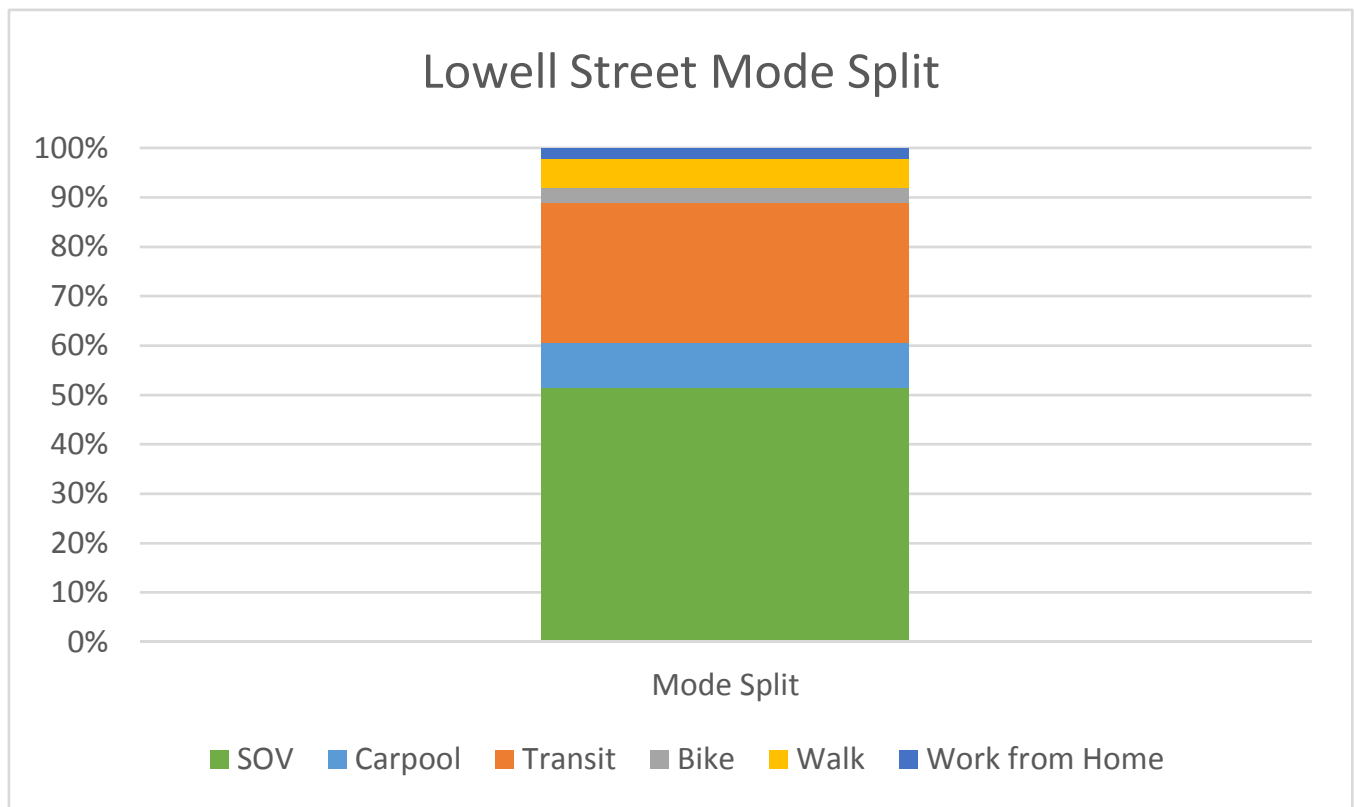
Commonwealth and will offer a “one-seat” ride along the project corridor to downtown Boston, (eliminating the need for transfers at Lechmere Station and at Orange and Red Line stations) improving travel times within the project corridor. The new transit station will meet or exceed the Americans with Disabilities Act (ADA) standards. Mitigation measures during construction will reduce existing noise and vibration impacts from area railroads. Once completed, trains will operate every five to six minutes in the peak periods, providing fast and efficient service to downtown Boston.

Transportation Mode Choice

This redevelopment encourages non-vehicular modes of transportation with its proposed bike racks, reduced on-site parking, proposed new on-street parking, and proximity to transit. Non-vehicular modes of transportation includes bicycling, walking, transit, and telecommuting. Census Data from 2007 to 2011 indicates that 24% of Somerville residents do not own a vehicle.

According to Journey to Work data from the 2000 US Census and the Center for Transit-Orientated Development National Database, almost 50% of existing Lowell Street (Somerville) residents travel to work via modes other than by a single occupant vehicle (SOV). Figure 3 shows the mode choice distributions for Lowell Street working population. The transit share is expected to increase with the future Lowell Street Station as part of the Green Line Extension.

Figure 3: Lowell Street Mode Choice, City of Somerville



Existing On-Street Parking Utilization

The study area included all on-street parking in the vicinity of 235 Lowell Street within approximately 500 linear feet. DCI performed a field parking survey of all available on-street parking to determine the existing parking utilization. The study area is shown in Figure 4 and includes the following roadways:

- 1) Lowell Street between Hudson Street and Vernon Street
- 2) Albion Street, from Lowell Street to Albion Park
- 3) Albion Street, from Lowell Street to Centre Street
- 4) Alpine Street, from Lowell Street to 500 feet northwest
- 5) Woodbine Street, from Lowell Street to Centre Street
- 6) Princeton Street, from Lowell Street to 500 feet northwest

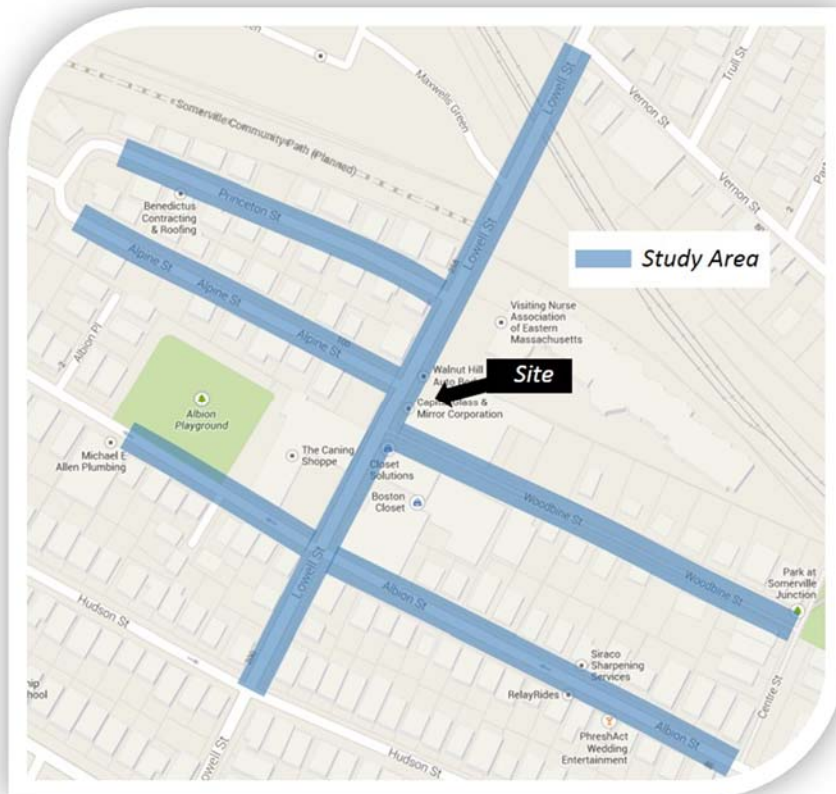


Figure 4: On-Street Parking Study Area

On-Street Parking Capacity

Parking on Lowell Street between Hudson Street and Vernon Street

On the east side of Lowell Street, there is residential permit parking from Hudson Street to Albion Street. Between Albion Street and Alpine Street, there is approximately 65 feet of

residential permit parking and approximately 3 loading zone spaces (8AM-6PM, Monday through Saturday). From Alpine Street to Vernon Street, on-street parking is not permitted on the east side of Lowell Street. In summary, the east side of Lowell Street has approximately 6 residential permit parking in total, excluding the 3 loading zone spaces.

On-street parking is not permitted on the west side of Lowell Street in the study area.

Parking on Albion Street, from Lowell Street to Albion Park

On the north side of Albion Street, there are approximately 10 on-street residential permit parking spaces. On the south side of Albion Street, there are approximately 9 on-street residential permit parking spaces and 1 handicap parking space.

Parking on Albion Street, from Lowell Street to Centre Street

On the north side of Albion Street, there are approximately 22 on-street residential permit parking spaces. There are approximately 5 2-hour (from 8AM-2:30AM) parking spaces, with no time limitation for permit parking holders. On the south side of Albion Street, there are approximately 26 on-street residential permit parking spaces.

Parking on Alpine Street, from Lowell Street to 500 feet northwest

On the north side of Alpine Street, there are approximately 20 on-street residential permit parking spaces. On the south side of Albion Street, there are approximately 26 on-street residential permit parking spaces.

Parking on Woodbine Street, from Lowell Street to Centre Street

Woodbine Street is a private roadway for owners and residents of Woodbine Street. On the north side of Woodbine Street, there are approximately 17 on-street parking spaces. On the south side of Woodbine Street, there are approximately 15 on-street parking spaces. The owners on Woodbine Street own the on-street parking in front including up to the centerline of the Street. While these spaces were counted, they were not included in the permit parking totals, nor did they impact the findings and conclusions from the parking utilization study.



Parking on Princeton Street, from Lowell Street to 500 feet northwest

On the north side of Princeton Street, there are approximately 23 on-street residential permit parking spaces. On the south side of Princeton Street, there are approximately 20 on-street residential permit parking spaces.

Summary of On-Street Parking Capacity

In aggregate, there are approximately 167 existing on-street permit parking spaces within the study area. This does not include the parking on Woodbine Street (since it is a private way), handicap parking, or loading zone parking.

On-Street Parking Inventory

DCI recorded the number of available parking spaces in the study area streets during a typical weekday and during a typical Saturday. The parking data were collected during the following time periods:

- Wednesday, November 20, 2013 (12:00 – 2:00 PM, 5:00 – 7:00 PM)
- Saturday, November 23, 2013 (11:00 – 2:00 PM)

The results of the parking surveys are summarized in Table 1. This table includes only a summary of the 167 existing on-street permit parking spaces. This does not include the parking on Woodbine Street (since it is a private way), handicap parking, or loading zone parking. Detailed tables with the complete parking survey data are contained in the attached Appendix.

Table 1: Parking Survey Summary

						Avg. Number of Cars Parked		
						Weekday		Saturday
Street	Side	From	To	Parking Notes /Type	Total No. of Spaces	Afternoon	Evening	Afternoon
Lowell St	Eastside	Hudson St	Vernon St	Permit Parking Only	6	4.0	2.0	2.7
				Loading 8AM-6PM Mon-Sat ¹	3	0.0	0.0	0.0
	Westside	Vernon St	Hudson St	No Parking	0	0.0	0.0	0.0
Albion St (N)	Northside	Lowell St	Albion Park	Permit Only	10	3.5	6.0	8.0
	Southside	Lowell St	Albion Park	Permit Only	9	7.0	5.0	8.7
				Handicap Parking ¹	1	0.0	1.0	0.7
Albion St (S)	Northside	Centre St	Lowell St	Permit Only	22	4.0	8.5	11.7
				2HR(8AM-2:30AM) except by permit	5	2.0	0.0	1.0
	Southside	Centre St	Lowell St	Permit Only	26	14.5	16.5	13.0
Alpine St	Northside	Lowell St	500 feet W	Permit Only	20	7.5	8.0	7.0
	Southside	500 feet E	Lowell St	Permit Only	26	3.5	5.5	7.3
Woodbine St	Northside	Centre St	Lowell St	Private Way - Residents only ¹	17	4.5	4.5	6.7
	Southside	Lowell St	Centre St	Private Way - Residents only ¹	15	9.0	5.0	7.7
Princeton St	Northside	Lowell St	500 feet W	Permit Only	23	8.0	8.0	8.7
	Southside	500 feet E	Lowell St	Permit Only	20	3.0	7.5	6.7
Gross Totals					203	70.5	77.5	89.7
Permit Parking Only Totals					167	57.0	67.0	74.7
Number of Permit Parking Spaces Available						110.0	100.0	92.3
% of Permit Parking Spaces Available						66%	60%	55%

¹Not included in the Permit Parking Only Totals or Spaces Available Analysis

As indicated by the parking survey summary, an average total of 110 permit parking spaces were available during the weekday mid-day period (12:00 PM to 2:00 PM). An average of 100 of permit parking spaces were available during the weekday evening period (5:00 PM to 7:00 PM). On Saturday, during the mid-day observation period (11:00 AM to 2:00 PM), an average of 92 permit parking spaces were available.

The results of this parking survey indicate that there is a substantial amount of under-utilized permit parking spaces spread amount amongst the study area streets.

Conclusions

This memorandum has determined that the redevelopment project at 235 Lowell Street will have negligible impact on the surrounding area's permit parking supply. The characteristics of the Site that serve to justify the requested parking variance includes the creation of six (6) on-site parking spaces, six (6) on-site bicycle parking spaces, proximity to transit and the future Green Line Extension Station on Lowell Street, local mode choice, and current levels of on-street permit parking availability. During weekday mid-day, weekday evening, and Saturday midday hours there were between 92 and 110 permit parking spaces available within approximately 500 feet of site. It should be noted that two (2) new on-street spaces will be created via the closure of the 43 foot curb cut. These newly provided on-street parking will serve the surrounding neighborhood since they will be available to all residential permit parking holders. To be clear, the proposed new on-street parking is not taken as credit towards meeting the parking requirement.

Synthesizing these site characteristics holistically, in combination with the supporting multimodal transportation infrastructure, the proposed redevelopment is expected to encourage and fit the lifestyle and goals of the local community and the City of Somerville.

Appendix

Parking Survey Data Sheets & Calculations

Design Consultants, Inc.**Parking Survey**Site Location: 235 Lowell StCity: Somerville, MADate: Wednesday, 20 November 2013Weather: Clear, 40'sProj. No.: 2013-128

Sheet No.: _____

Field Tech.: AXF

Notes: _____

							Number of Cars Parked			
							Weekday			
	Street	Side	From	To	Parking Notes /Type	Total No. of Spaces	12-1PM	1-2PM	5-6PM	6-7PM
1	Lowell St	Eastside	Hudson St	Vernon St	Permit Parking Only	6	4	4	2	2
					Loading 8AM-6PM Mon-Sat	3	0	0	0	0
		Westside	Vernon St	Hudson St	No Parking	0	0	0	0	0
2	Albion St (N)	Northside	Lowell St	Albion Park	Permit Only	10	3	4	6	6
		Southside	Lowell St	Albion Park	Permit Only	9	7	7	4	6
					Handicap Parking	1	0	0	1	1
3	Albion St (S)	Northside	Centre St	Lowell St	Permit Only	22	4	4	7	10
					2 HR (8AM-2:30AM) except by permit	5	2	2	0	0
		Southside	Centre St	Lowell St	Permit Only	26	14	15	18	15
4	Alpine St	Northside	Lowell St	500 feet W	Permit Only	20	8	7	8	8
		Southside	500 feet E	Lowell St	Permit Only	26	4	3	5	6
5	Woodbine St	Northside	Centre St	Lowell St	Private Way - Residents only	17	4	5	4	5
		Southside	Lowell St	Centre St	Private Way - Residents only	15	9	9	5	5
6	Princeton St	Northside	Lowell St	500 feet W	Permit Only	23	7	9	8	8
		Southside	500 feet E	Lowell St	Permit Only	20	3	3	6	9

Design Consultants, Inc.**Parking Survey**Site Location: 235 Lowell StCity: Somerville, MADate: Saturday, 23 November 2013Weather: Clear, 40'sProj. No.: 2013-128

Sheet No.: _____

Field Tech.: AXF

Notes: _____

							Number of Cars Parked		
							Saturday		
	Street	Side	From	To	Parking Notes /Type	Total No. of Spaces	11-12PM	12-1PM	1-2PM
1	Lowell St	Eastside	Hudson St	Vernon St	Permit Parking Only	6	3	4	1
					Loading 8AM-6PM Mon-Sat	3	0	0	0
		Westside	Vernon St	Hudson St	No Parking	0	0	0	0
2	Albion St (N)	Northside	Lowell St	Albion Park	Permit Only	10	8	7	9
		Southside	Lowell St	Albion Park	Permit Only	9	9	8	9
					Handicap Parking	1	1	0	1
3	Albion St (S)	Northside	Centre St	Lowell St	Permit Only	22	14	12	9
					2 HR (8AM-2:30AM) except by permit	5	1	1	1
		Southside	Centre St	Lowell St	Permit Only	26	12	13	14
4	Alpine St	Northside	Lowell St	500 feet W	Permit Only	20	8	6	7
		Southside	500 feet E	Lowell St	Permit Only	26	8	10	4
5	Woodbine St	Northside	Centre St	Lowell St	Private Way - Residents only	17	7	7	6
		Southside	Lowell St	Centre St	Private Way - Residents only	15	7	7	9
6	Princeton St	Northside	Lowell St	500 feet W	Permit Only	23	9	8	9
		Southside	500 feet E	Lowell St	Permit Only	20	8	7	5