

## Design Consultants, Inc.

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# MEMORANDUM

DCI JOB NO. 2015-077

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**TO:** Jim Riley  
745 Atlantic Avenue 8th Floor, Boston, MA 02111

**FROM:** Tom Bertulis, P.E., PTOE  
Design Consultants, Inc.

**SUBJECT:** **Parking Study ADDENDUM**  
280 Elm Street  
Somerville, MA

**DATE:** February 2, 2016

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This memo has been written as an addendum to the December 18, 2015 Parking Study for the proposed Oath Pizza project at 280 Elm Street. It has been written due to a request from a member of the public during a community meeting on January 26, 2016. It references Section 9.13 of the Somerville Zoning Code and analyzes the impact the proposed project would have on traffic and parking around the project site, specifically the following six applicable criteria:

### 1) Increase in traffic volumes

Trip generation estimates are shown in the table below.

Land Use Code: 932	High Turnover (Sit-Down) Restaurant	
	PM	Weekday Daily
1000 GSF	1.6	1.6
multiply by	18.49	127.15
Preliminary Trips	30	204
Entering%	60%	50%
Exiting%	40%	50%
Entering Trips	18	102
Exiting Trips	12	102
Non Motor Vehicle Trips	22	147
Total Trips	<b>8</b>	<b>57</b>

Based on preliminary trip generation calculations, it was determined that the proposed Oath Pizza at 280 Elm Street will not lead to a detrimental increase in traffic volumes. See the table on the previous page for a preliminary Trip Generation estimate.

As shown in the table, the restaurant is expected to generate 30 trips during the PM peak hour, which is the larger of the two peak hours, and an estimated 203 trips on a weekday daily basis. These trip rates are unadjusted, as they do not take into account non-vehicular modes of transportation such as walking, biking, and public transit. Based on a field survey of similar establishments in the area carried out in October 15, 2015, it was determined that approximately 28% of customers are anticipated to be travelling to Oath Pizza by motor vehicle. A 72% reduction in the 30 trips calculated above was applied. Following this reduction in motor vehicle traffic, it is expected that the proposed Oath Pizza at 280 Elm Street will only generate eight vehicle-trips during the PM peak hour, and 57 vehicle-trips on a daily basis, although that includes “pass-by trips,” trips that are already on the network. Pass-by trips are often referred to as “Coffee Shop trips” because they are trips by motorists that stop off at an interim destination on the way to a final destination, such as a commuter stopping at a coffee shop on their way to work. According to the ITE Trip Generation Handbook (page 263), pass-by trips for the land use associated with Oath Pizza is typically 43%. Applying this factor to the peak hour trips means that there only five peak hour trips created by Oath Pizza that are not already on the network. These are not sufficient volumes to cause a detrimental increase in traffic volumes to the area around 280 Elm Street.

## **2) Increased traffic congestion or queuing of vehicles**

As stated in the previous section, the site is expected to only generate five new vehicle trips during the PM peak hour, when the area is most congested. This translates to one new vehicle trip every 12 minutes during the peak hour. Again, these volumes are not enough to significantly increase congestion levels or queuing in the area.

## **3) Change in types of traffic**

The site, 280 Elm Street, is located in a densely developed urban area. There are many fast food, sit down, and upscale restaurants in the area, with several pizza restaurants nearby. The site use fits in with the surrounding businesses, and will not change the type of traffic that the area sees. In particular, a pizza restaurant is likely to attract a high number of transit, biking, and walking trips, similar to the current types of trips in the area.

## **4) Change in traffic patterns to the site**

As proposed, the project does not have any new curb cuts, driveways, or new access points for the site. Nearby circulation on streets and in adjacent parking lots will remain unchanged. The building access for pedestrians will also remain unchanged. To minimize circling and double parking, the proponent is proposing to provide “Smart Parking Meters” that the City of Somerville will use to provide demand-based variable prices for on-street parking. Any higher priced parking spaces near the site would be off-set by lower priced parking spaces in lower demand areas nearby, encouraging customers to park in other on-street parking locations and then walk to Oath Pizza. This parking system will be designed to keep enough on-street parking

spaces open to minimize circling and double parking. Therefore, no changes in traffic patterns into or around the site are likely to occur.

#### **5) Reduction in off-street parking**

As shown in the Parking Study dated December 18, 2015 completed by DCI, approximately 17% of nearby metered parking spaces are available at peak times. Therefore, there is already sufficient parking in the area to accommodate customer parking. As mentioned on the previous page, parking mitigation in the form of “Smart Parking Meters” will be implemented. This will ensure that there will always be at least some open spaces nearby by adjusting parking rates based on demand. These Smart Parking Meters are predicted to mitigate any potential parking issues.

#### **6) Unsafe conflict of motor vehicle and pedestrian traffic**

Given that the site is expected to only generate five new vehicle trips during the PM peak hour, these five trips are not expected to increase chance of conflicts between motor vehicle and pedestrian traffic. There are nearby crosswalks at all approaches to the site. As stated in point 4, there will be no new driveways, curb cuts, or changes in traffic patterns, so there should be no increased safety risk due to the development of the project. Pedestrian movements will be governed by traffic signals, minimizing any potential conflicts.