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ADDENDUM

DCI JOB NO. 2014-058

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

FROM: Amos Fernandes, P.E., PTOE, AICP
Transportation Manager

SUBJECT: Addendum to Trip Generation Study
163 Glen Street, Somerville, MA

DATE: July 3, 2014

This serves as an addendum to the June 11, 2014 Memorandum, titled *Trip Generation Study, 163 Glen Street, Somerville, MA*. The proposed adaptive reuse will convert the former East Somerville America Legion Post into eleven (11) residential condominiums in Somerville, Massachusetts.

Based on comments from City Planning, the proposed on-site parking will be twelve (12) compact parking spaces and four (4) regular sized parking spaces. Table 1 shows the calculations for the required parking spaces.

Table 1: Required Parking Spaces

Market		
3	1.5 2 bedroom	4.5
0	2 3 bedroom	0.0
	Total Market	4.5
Affordable		
7	1.5 2 bedroom	10.5
1	2 3 bedroom	2.0
	Total Affordable	12.5
	20% reduction	2.5
	Reduced spaces	3.0
11	1 visitor per 6 units	2.0
	Total Visitor	2.0
	Total Spaces	19.0
	Net Total Required Spaces	16.0

Support of Reduced Parking for Affordable Units

To support the reduced parking requirements for the affordable housing portion of the project site, parking surveys were conducted at two other similar affordable housing development projects within the City of Somerville. The off-street parking utilization at the following two affordable housing development projects, both of which were developed by the Somerville Community Corporation (SCC), were observed:

- Linden Street Apartments – 42 residential units (all two-bedroom units), located at 30, 34, and 36 Linden Street, 20, 26, and 32 Merriam Street, and 10, 20, and 24 Charlestown Street
- Mystic Avenue – 53 residential units (9 one-bedroom units, 32 two-bedroom units, and 12 three-bedroom units), located at 460-480 Mystic Avenue

The number of occupied off-street parking spaces at each site was observed on a typical weekday at 7:00am, 12:00pm, and 7:00pm, and on a typical Saturday at 7:00am and 7:00pm. Table 4 summarizes the results of the off-street parking survey.

Table 2: Summary of Off-Street Parking Demand at Similar Sites

Location	Total Num. of Residential Units	Total Num. of Off-Site Parking Spaces	Observed Number of Cars Parked					
			Monday April 8, 2013			Saturday April 6, 2013		
			7am	12pm	7pm	7am	7pm	
Linden St	42	56	25	18	16	26	23	
Mystic Ave	53	71	23	22	28	29	19	
			Observed Demand – Parking Spaces Per Unit					
			Monday April 8, 2013			Saturday April 6, 2013		
			7am	12pm	7pm	7am	7pm	
Linden Street			0.60	0.43	0.38	0.62	0.55	
Linden St – Weekday & Saturday Avg			0.47			0.58		
Mystic Avenue			0.43	0.42	0.53	0.55	0.36	
Mystic Ave – Weekday & Saturday Avg			0.46			0.45		

As indicated in Table 2, the actual parking demand at both similar residential sites is well below the minimum 0.8 parking spaces per unit requirement being requested for the affordable housing at 163 Glen Street and more than justifies the 20% reduction in off-street parking permitted in Section 9.13(f) of the City of Somerville zoning.

Support for More Compact Parking Spaces

Based on typical vehicle dimensions, including a door opening width of 22 inches and a bumper clearance of 6 inches, compact spaces should be adequate for vehicles smaller than SUV's, (including compact SUVs).

It should also be noted that US Census Tract Data for the area including 163 Glen Street indicates that 37.9% of the working population doesn't use an automobile. Moreover,

almost 1 in 4 residents do not own a vehicle and approximately 1 in 4 residents in the direct vicinity of the Site use Transit to commute to work.

Synthesizing the characteristics of this adaptive re-use, transit opportunities and local travel behavior characteristics, the proposed compact spaces is made in the spirit of the City's 20-year comprehensive plan known as *SomerVision (2010-2030)* and aligns with the local community texture.