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MEMORANDUM

DCI JOB NO. 2014-004

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

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

SUBJECT: **Parking Study**
31-33 Clyde Street
Somerville, MA

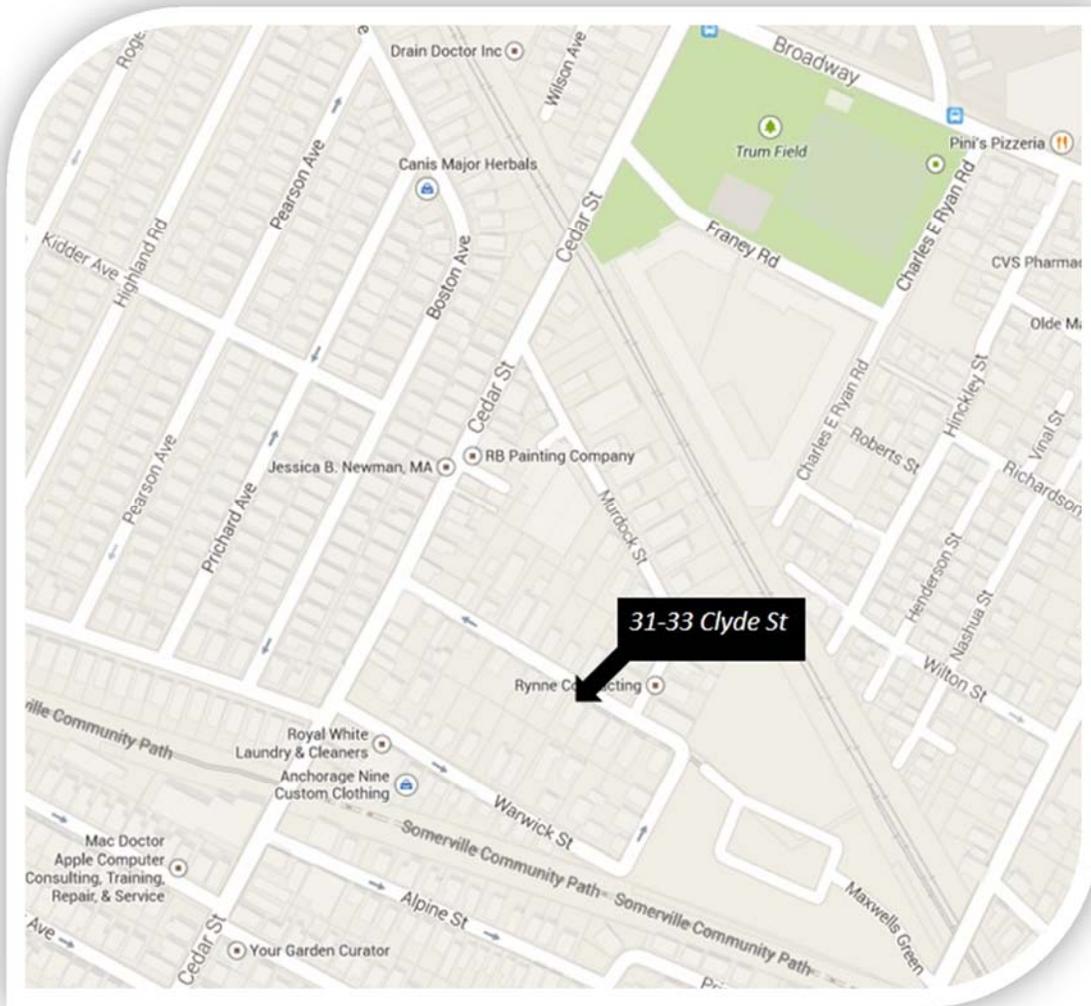
DATE: January 21, 2014

Design Consultants, Inc. has been retained by Nelson Group Construction to evaluate the transportation and parking impacts of the project site at 31-33 Clyde Street in Somerville, Massachusetts. The Project at 31-33 Clyde Street consists of modifications to the existing residential building which will require relief from the Somerville parking ordinance for one space. The current residential building provides for 2 units. The proposed redevelopment would provide for 3 units. As a result, DCI has conducted an on-street parking utilization study to determine the availability of on-street parking in the vicinity of the project site at 31-33 Clyde Street.

This memorandum serves to investigate and identify whether the 31-33 Clyde Street redevelopment 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:

- Proximity to the Somerville Community Path
- Proximity to Public Transit;
- Mode Choice; and,
- On-Street Parking Utilization.

Figure 1: Project Location



Map Source: Google Maps

Somerville Community Path

The Community Path connects Davis Square to Alewife MBTA Station in Cambridge and beyond to Arlington and Belmont. With the assistance of the active community group Friends of the Community Path, the City of Somerville received a Tourism Grant from the Massachusetts Turnpike Authority to further develop the path. With the Grant, the City and advocates have worked towards extending the Community Path through Somerville with plans to extend into Boston. The extension of the Community Path is occurring in three phases.

Phase I connected the Community Path to the Linear Path across Davis Square to Cedar Street. This Phase was managed by MassDOT and completed in 2011. This Community Path allows residents at 31-33 Clyde Street to have a direct non-vehicular route to the Davis Square T-station.

Phase II will extend the Community Path from Cedar Street to Lowell Street. This section will provide access to the new Lowell Street Green Line Extension T-station. Funding for this phase includes MassHighway Congestion Management Air Quality (CMAQ) funds, TIP funds, and an earmark secured by Congressman M. Capuano. Construction began in Spring 2013. This Community Path extension will allow residents at 31-33 Clyde Street to access the new Lowell T-station by the direct route and measures less than 2,500 linear feet from door to door.

Phase III will connect Lowell Street to Northpoint in Cambridge. Construction of this portion is being planned in conjunction with the Green Line Extension.

Transit Supply

The Site is conveniently situated close to public transportation. The Site is less than 1-mile away from the Porter Square Transit Station and approximately 1-mile from the Davis Square Transit Station via the Somerville Community Path.

The Green Line Extension (GLX) project will have a proposed transit station at Lowell Street Station –less than 2,500 linear feet away via the Somerville Community Path currently under construction. 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.

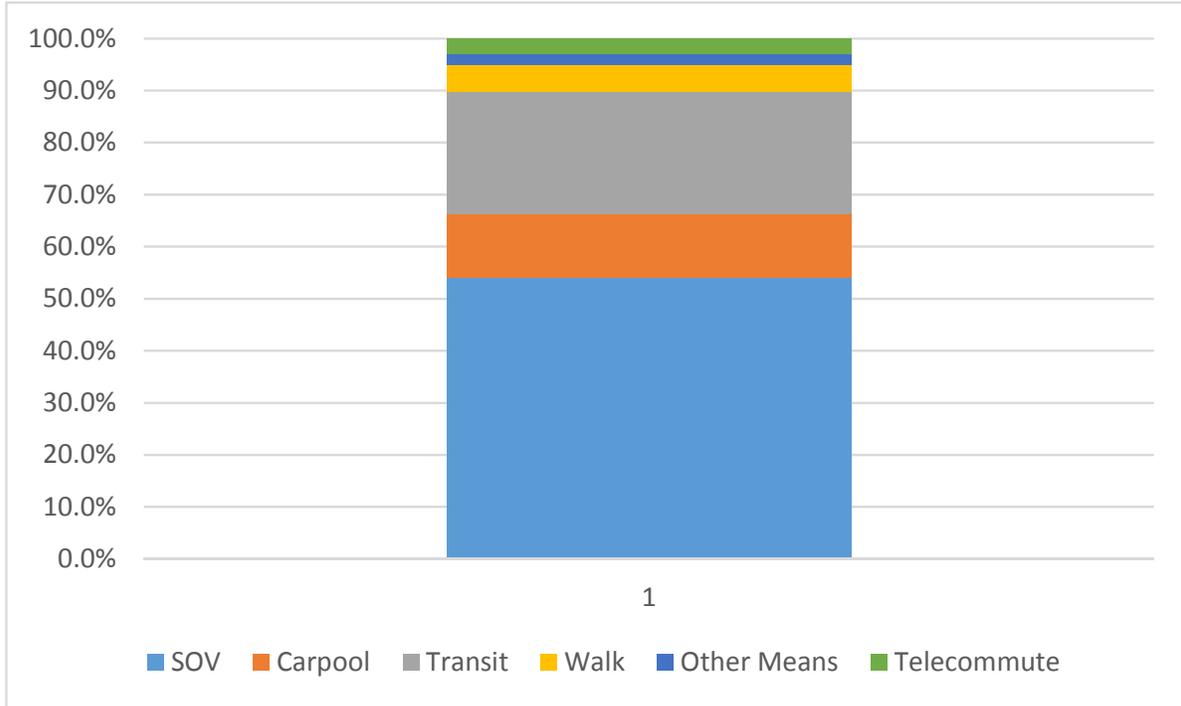
The Site is served by the following existing MBTA bus routes #80, #89 and #93 on Broadway, less than 2,000 feet away. On Highland Avenue, less than 2,000 feet from 31-33 Clyde Street, MBTA bus routes #88 and #90 are served.

Transportation Mode Choice

The Site is located in a residential area that has a relatively high portion of non-vehicular travel to and from employment. Non-vehicular modes of transportation includes bicycling, walking, transit, and telecommuting.

The latest data (2008-2012) associated for US Census Tract 3503 (which encompasses 31-33 Clyde St) shows that 46% of the residents travel to work via modes other than by a single occupant vehicle (SOV). Figure 2 shows the mode choice distributions for residents in the area. Moreover, the Census Data indicates that 12% of the residents in Census Tract 3503 do not own a vehicle.

Figure 2: Mode Choice for 31-33 Clyde St Vicinity



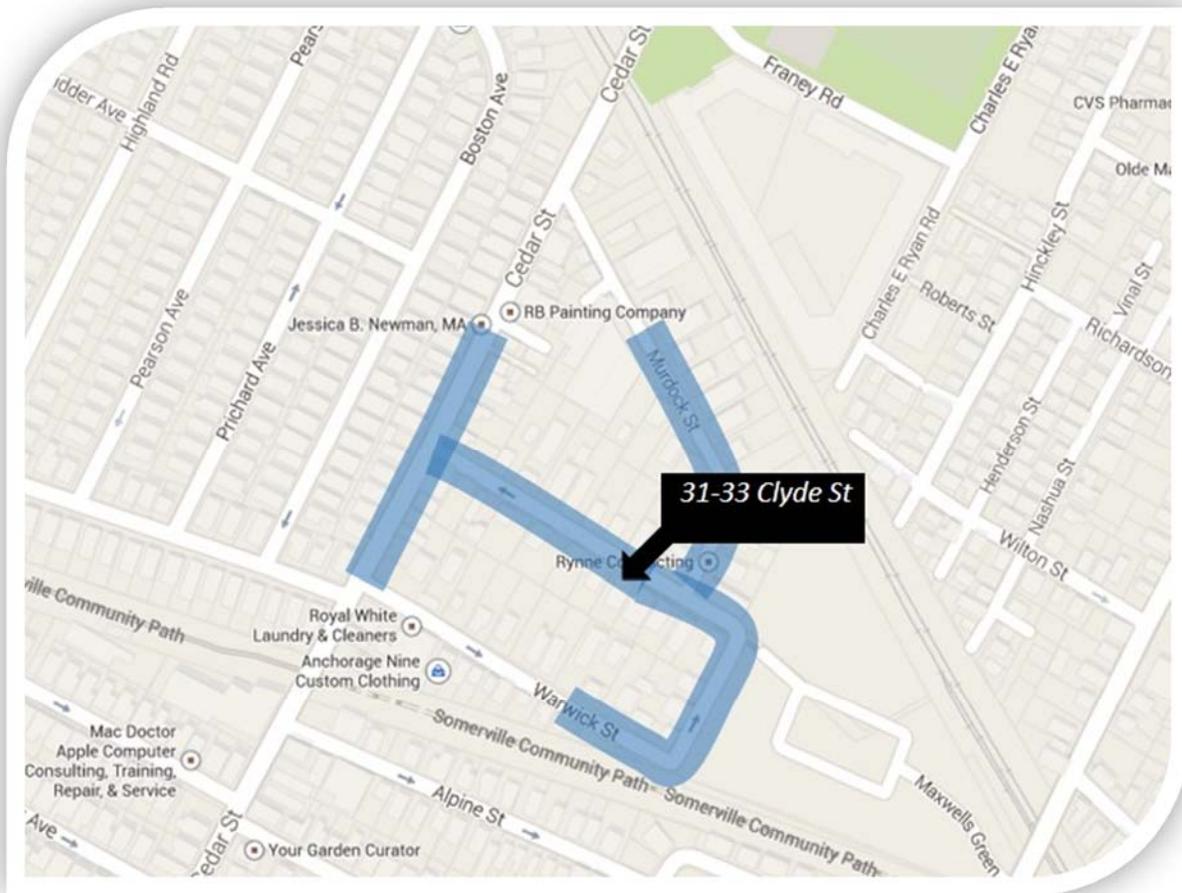
Existing On-Street Parking Utilization

The study area included all on-street parking in the vicinity of 31-33 Clyde Street within 500 linear feet. DCI performed a parking survey of all available on-street parking areas to determine the existing parking utilization. The study area included the following roadways:

- Clyde St between Cedar St and Warwick St (No parking on the north side)
- Warwick St between Clyde St and #64 Warwick St (Private parking on the east side)
- Warwick St between #64 Warwick St and #44 Warwick St
- Cedar St between #189 Cedar St and #211 Cedar St (No parking on the west side)
- Murdock St between #28 Murdock St and Clyde St

This study area is shown in Figure 3.

Figure 3: Project Study Area



Map Source: Google Maps

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:

- Friday, January 17, 2014 (6:00 – 8:00 AM)
- Friday, January 17, 2014 (12:00 – 2:00 PM)
- Friday, January 17, 2014 (5:00 – 7:00 PM)
- Saturday, January 18, 2014 (11:00 – 1:00 PM)

The results of the parking surveys are summarized in Table 1. The findings only relate to the on-street permit parking spaces – the reserved private parking spaces were not included in this analysis. Detailed tables with the complete parking survey data are contained in the attached Appendix.

As indicated by the parking survey summary, an average total of 23 permit parking spaces were available during the weekday morning period (6:00 AM to 8:00 AM). An average total of 44 permit parking spaces were available during the weekday mid-day period (12:00 PM to 2:00 PM). An average of 40 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 1:00 PM), an average of 30 permit parking spaces were available.

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

Table 1: Parking Survey Summary

Street	Section		Side	Weekday	Weekday	Weekday	Weekend
	From	to		Morning	Afternoon	Evening	Afternoon
				Average	Average	Average	Average
Clyde St	Cedar St	Warwick St	North Side	n/a			
			South Side	15	9	7	11
Warwick St	Clyde St	#64 Warwick St	East Side	n/a			
			West Side	7	3	4	5
Warwick St	#64 Warwick St	#44 Warwick St	North Side	4	2	4	3
			South Side	3	1	2	3
Cedar St	#189 Cedar St	#211 Cedar St	East Side	6	4	4	6
			West Side	n/a			
Murdock St	#28 Murdock St	Clyde St	East Side	6	3	2	6
			West Side	3	1	4	3
Total Occupied				44	23	27	37
Total Available				23	44	40	30

Conclusions

This memorandum has determined that the residential redevelopment project at 31-33 Clyde Street will have negligible impact on the surrounding area's permit parking supply. The following characteristics of the Site and the surrounding area serve to justify the parking variance of 1 space for the redevelopment:

- Proximity to the Somerville Community Path
- Proximity to Public Transit;
- Mode Choice; and,
- On-Street Parking Utilization.

The Project at 31-33 Clyde Street consists of modifications to the existing residential building which will require relief from the Somerville parking ordinance for one space. The current residential building provides for 2 units. The proposed redevelopment would provide for 3 units.

The parking survey results conducted in January 2014 identified an average total of 23 permit parking spaces available during the weekday morning period (6:00 AM to 8:00 AM). An average total of 44 permit parking spaces were available during the weekday mid-day period (12:00 PM to 2:00 PM). An average of 40 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 1:00 PM), an average of 30 permit parking spaces were available.

The Site is located in a residential area that has a relatively high portion of non-vehicular travel to and from employment. The latest data (2008-2012) associated for US Census Tract 3503 (which encompasses 31-33 Clyde St) shows that 46% of the residents travel to work via modes other than by a single occupant vehicle (SOV). Moreover, 12% of the residents in Census Tract 3503 do not own a vehicle.

The Site is conveniently situated close to public transportation. The Site is less than 1-mile away from the Red Line subway at Porter Square Transit Station and less than 1-mile from the Davis Square Transit Station via the Somerville Community Path. The Green Line Extension (GLX) project will have a proposed transit station at Lowell Street Station – less than 2,500 linear feet away via the Somerville Community Path currently under construction. The Site is served by the following existing MBTA bus routes #80, #89 and #93 on Broadway, less than 2,000 feet away. On Highland Avenue, less than 2,000 feet from 31-33 Clyde Street, MBTA bus routes #88 and #90 are served.

The Somerville Community Path connects Davis Square to Cedar Street. This Community Path allows residents at 31-33 Clyde Street to have a direct non-vehicular route to the Davis Square T-station. Phase II of the Community Path extension will stretch the Community Path from Cedar Street to Lowell Street. Construction began in Spring 2013. This Community Path extension will allow residents at 31-33 Clyde Street to access the new Green Line Lowell T-station by the direct route and measures less than 2,500 linear feet from door to door.

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

Appendix

Parking Survey Data Sheets & Calculations

Parking Survey

City: Somerville, MA

Proj. No.: 2014-004

Street: 31-33 Clyde St.

Sheet No.: 1

Date: 1/17/2014 Friday

Field by: Steve Wen

Weather: sunny

Notes: _____

Total Available Parking Spaces

Street	Section		Subsection	Spaces
	From	to		
Clyde St	Cedar St	Warwick St	North Side	No Parking Anytime
			South Side	20
Warwick St	Clyde St	#64 Warwick St	East Side	9
			West Side	
Warwick St	#64 Warwick St	#44 Warwick St	North Side	5
			South Side	5
Cedar St	#189 Cedar St	#211 Cedar St	East Side	6
			West Side	No Parking Anytime
Murdock St	#28 Murdock St	Clyde St	East Side	11
			West Side	11
TOTAL:				67

(Reserved)

Parking Survey

City: Somerville, MA

Proj. No.: 2014-004

Street: 31-33 Clyde St.

Sheet No.: 2

Date: 1/17/2014 Friday

Field by: Steve Wen

Weather: sunny

Notes: _____

Weekday Occupied Parking Spaces

Street	Section		Subsection	6:00 AM	6:45 AM	7:25 AM
	From	to		to 6:45 AM	to 7:25 AM	to 8:00 AM
Clyde St	Cedar St	Warwick St	North Side	No Parking Anytime		
			South Side	18	14	12
Warwick St	Clyde St	#64 Warwick St	East Side	8	8	7
			West Side	7	7	6
Warwick St	#64 Warwick St	#44 Warwick St	North Side	5	4	4
			South Side	3	3	3
Cedar St	#189 Cedar St	#211 Cedar St	East Side	6	6	6
			West Side	No Parking Anytime		
Murdock St	#28 Murdock St	Clyde St	East Side	6	5	6
			West Side	3	3	3
TOTAL:				56	50	47

Average From 6 to 8 AM =

51

Occupied Parking Spaces

Parking Survey

City: Somerville, MA

Proj. No.: 2014-004

Street: 31-33 Clyde St.

Sheet No.: 3

Date: 1/17/2014 Friday

Field by: Steve Wen

Weather: sunny

Notes: _____

Weekday Occupied Parking Spaces

Street	Section		Subsection	12:00 PM	12:45 PM	1:25 PM
	From	to		to 12:45 PM	to 1:25 PM	to 2:00 PM
Clyde St	Cedar St	Warwick St	North Side	No Parking Anytime		
			South Side	9	10	8
Warwick St	Clyde St	#64 Warwick St	East Side	4	4	4
			West Side	4	3	3
Warwick St	#64 Warwick St	#44 Warwick St	North Side	2	2	3
			South Side	1	1	1
Cedar St	#189 Cedar St	#211 Cedar St	East Side	4	4	5
			West Side	No Parking Anytime		
Murdock St	#28 Murdock St	Clyde St	East Side	3	3	3
			West Side	1	1	1
TOTAL:				28	28	28

Average From 6 to 8 AM =

28

Occupied Parking Spaces

Parking Survey

City: Somerville, MA

Proj. No.: 2014-004

Street: 31-33 Clyde St.

Sheet No.: 4

Date: 1/17/2014 Friday

Field by: Steve Wen

Weather: cloudy

Notes: _____

Weekday Occupied Parking Spaces

Street	Section		Subsection	5:00 PM	5:45 PM	6:25 PM
	From	to		to 5:45 PM	to 6:25 PM	to 7:00 PM
Clyde St	Cedar St	Warwick St	North Side	No Parking Anytime		
			South Side	6	7	8
Warwick St	Clyde St	#64 Warwick St	East Side	5	5	6
			West Side	4	3	5
Warwick St	#64 Warwick St	#44 Warwick St	North Side	4	3	4
			South Side	2	2	3
Cedar St	#189 Cedar St	#211 Cedar St	East Side	3	4	5
			West Side	No Parking Anytime		
Murdock St	#28 Murdock St	Clyde St	East Side	1	3	3
			West Side	3	4	4
TOTAL:				28	31	38

Average From 6 to 8 AM =

32.3

Occupied Parking Spaces

Parking Survey

City: Somerville, MA

Proj. No.: 2014-004

Street: 31-33 Clyde St.

Sheet No.: 5

Date: 1/17/2014 Friday

Field by: Steve Wen

Weather: snow

Notes: _____

Weekday Occupied Parking Spaces

Street	Section		Subsection	11:00 AM	12:00 PM	1:00 PM
	From	to		to 12:00 PM	to 1:00 PM	to 2:00 PM
Clyde St	Cedar St	Warwick St	North Side	No Parking Anytime		
			South Side	12	11	9
Warwick St	Clyde St	#64 Warwick St	East Side	4	3	3
			West Side	6	5	4
Warwick St	#64 Warwick St	#44 Warwick St	North Side	3	3	3
			South Side	4	3	3
Cedar St	#189 Cedar St	#211 Cedar St	East Side	6	6	5
			West Side	No Parking Anytime		
Murdock St	#28 Murdock St	Clyde St	East Side	6	6	5
			West Side	3	4	3
TOTAL:				44	41	35

Average From 6 to 8 AM =

40

Occupied Parking Spaces