TO: Greg Hanafin
Transportation Planner, Mobility Division
City of Somerville

FROM: Stephen Siragusa
Project Manager

DATE: June 2, 2025

RE: **44 White Street On-Street Parking Utilization Study**

As part of the on-going permitting effort, and on behalf of White 44 Investments, LLC (the "Client"), Bowman has collected and analyzed on-street parking utilization data within the vicinity of the 44 White Street site. The 44 White Street development would consist of three (3) three-bedroom residential units with three (3) vehicle parking spaces on-site. The City of Somerville has recently revised their zoning ordinance for the Mid-Rise 4 (MR4) district, in which the site is located, and the maximum number of parking spaces permitted is 0.5 spaces per unit, which equates to 1.5 spaces for the 44 White Street development. The purpose of this study is to determine if on-site parking is needed based on a review of on-street parking. This memorandum summarizes the parking data collected and the findings of the parking utilization study in the vicinity of 44 White Street.

Parking Utilization Analysis

A field visit to gather parking utilization data was performed on Tuesday, May 13, 2025 and Wednesday, May 14, 2025 along White Street and Elm Street.

A summary of the methodology of the parking utilization study is provided below and the results are summarized in Table 1.

Methodology

- Observations were conducted in 15-minute intervals from 3:00PM to 6:00PM on Tuesday, May 13, 2025 and from 7:00AM to 9:00AM on Wednesday, May 14, 2025.
- Parking counts were conducted for the entire length of the street from Elm Street to the Porter Square Shopping Plaza driveway. Parking counts were also conducted on the north side of Elm Street between Cherry Street and Burnside Avenue. No parking is allowed on the south side of Elm Street in the immediate vicinity of the site between Cherry Street and Burnside Avenue.
- Due to limitations of the on-street parking pavement markings, the total number of parking spaces available were estimated. A vehicle length of 20 feet was used to determine the approximate number of spaces where individual spaces were not marked.
- White Street was reviewed as a single segment, with parking only permitted on the east side of the roadway. The approximate total parking capacity was estimated based on the length of the White Street segment, which provides approximately 11 legal parking spaces.
- Elm Street was reviewed as two segments – from Cherry Street to Hancock Street and from Hancock Street to Burnside Avenue. The total parking capacity for the north side of the roadway is approximately 11 vehicles. As mentioned previously, parking is not permitted along the south side of Elm Street between Cherry Street and Burnside Avenue.
- For the parking utilization study, parking occupancy was then compared to the parking capacity to calculate a percent utilization.

Figure 1 provides an overview of the study area segments.

Figure 1: Parking Study Area

Legend
Parking segment

Table 1: Overall Data Summary

Date	Time	White Street		Elm Street		Total	
		# of Spaces: 11		# of Spaces: 11		Total Spaces: 22	
		# of Vehicles		# of Vehicles		# of Vehicles	
		Parked	Utilization	Parked	Utilization	Parked	Utilization
5/13/2025	3:00 PM	12	109%	11	100%	23	105%
	3:15 PM	12	109%	11	100%	23	105%
	3:30 PM	14	127%	11	100%	25	114%
	3:45 PM	14	127%	11	100%	25	114%
	4:00 PM	13	118%	10	91%	23	105%
	4:15 PM	13	118%	10	91%	23	105%
	4:30 PM	13	118%	10	91%	23	105%
	4:45 PM	13	118%	9	82%	22	100%
	5:00 PM	13	118%	10	91%	23	105%
	5:15 PM	13	118%	8	73%	21	95%
	5:30 PM	13	118%	8	73%	21	95%
	5:45 PM	13	118%	8	73%	21	95%
5/14/2025	7:00 AM	10	91%	8	73%	18	82%
	7:15 AM	11	100%	8	73%	19	86%
	7:30 AM	11	100%	8	73%	19	86%
	7:45 AM	10	91%	9	82%	19	86%
	8:00 AM	8	73%	8	73%	16	73%
	8:15 AM	9	82%	8	73%	17	77%
	8:30 AM	9	82%	8	73%	17	77%
	8:45 AM	9	82%	8	73%	17	77%
	Maximum		127%	**Maximum**	100%	*Maximum*	114%
	Average		106%	**Average**	83%	*Average*	94%

Based on the methodology detailed above, and as shown in Table 1, the following observations were made:

- Parking on White Street is shown to be highly utilized, with an average parking utilization of approximately 88% from 7:00 AM and 9:00 AM and with parking over-utilized (greater than 100%) between 3:00 PM and 6:00 PM. The peak parking utilization of 127% is shown to occur between 3:30 PM and 4:00 PM when 14 vehicles were observed to be parked along White Street.
- The overall utilization of parking along White Street during the two periods of data collection was 106%.
- Along White Street, there were a maximum of three (3) parking spaces available during the two time periods.
- The over-utilization of parking along White Street is caused by vehicles observed to be parked illegally. This includes vehicles parked in the loading areas and north of the "No Stopping" sign along White Street just south of Elm Street. Given the consistent observation of illegally parked vehicles along White Street during the weekday afternoon observation period, there is clearly a desire for more parking to be available along White Street under existing conditions.
- Parking utilization along the studied segment of Elm Street is shown to be highly utilized during the weekday afternoon period, with an average parking utilization of approximately 74% between 7:00 AM and 9:00 AM and approximately 89% between 3:00 PM and 6:00 PM. The peak parking utilization of 100% is shown to occur between 3:00 PM and 4:00 PM.
- The overall utilization of parking along Elm Street during the two periods of data collection was 83%.
- Along Elm Street, there were a maximum of three (3) parking spaces available between Cherry Street and Burnside Avenue during the two time periods.

- Out of the 22 available parking spaces, there was a maximum of six (6) available parking spaces along both roadways during the two time periods. There were times where more than 22 vehicles were parked along both roadways.

Vehicle Ownership Analysis

Bowman reviewed the 2023 ACS 5-Year Estimates from the US Census Data for Census Tract 3510.01, in which the Project site is located, to better understand vehicle ownership in this area of Somerville. According to the data for Census Tract 3510.01, approximately 75.1% of workers over the age of 16 own at least one (1) vehicle. Given that the proposed Project would be three-bedroom units marketed to families, it would be expected that families would own at least one (1) vehicle and could own more.

Given the lack of available on-street parking in the vicinity of the Project site and the inability for new residents to get parking permits, the Project proposal for three on-site parking spaces would be recommended.

US Census data is attached to this letter.

Conclusions

Bowman conducted an on-street parking utilization study within the vicinity of the 44 White Street property to determine existing parking utilization rates in the area most accessible to new residents of the proposed Project. Data was collected on Tuesday, May 13, 2025 from 3:00 PM to 6:00 PM and Wednesday, May 14, 2025 from 7:00 AM to 9:00 AM for the length of White Street and on Elm Street between Cherry Street and Burnside Avenue. The parking utilization data shows that, on average, approximately 94% of the observed parking spaces were utilized, leaving on average only one (1) available parking spaces during the peak periods observed.

Vehicle ownership statistics for residents in Census Tract 3510.01, which encompasses the Project site, shows that approximately 75.1% of workers over the age of 16 own at least one (1) vehicle. With three (3) three-bedroom units proposed as part of the Project, there is a high likelihood that the residents of each unit would own at least one (1) vehicle.

Given the high utilization of on-street parking in the area, specifically along White Street, which has an overutilization of parking indicating an existing need for more parking, and the inability for new residents to get on-street parking permits, on-site parking for the 44 White Street development is recommended.

ATTACHMENT A

US CENSUS JOURNEY-TO-WORK DATA

<table>
<tr><td colspan="2" align="center">Commuting Characteristics by Sex</td><td>United States® Census Bureau</td></tr>
</table>

Note: The table shown may have been modified by user selections. Some information may be missing.

DATA NOTES	
TABLE ID:	S0801
SURVEY/PROGRAM:	American Community Survey
VINTAGE:	2023
DATASET:	ACSST5Y2023
PRODUCT:	ACS 5-Year Estimates Subject Tables
UNIVERSE:	None
MLA:	U.S. Census Bureau, U.S. Department of Commerce. "Commuting Characteristics by Sex." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S0801, 2023, https://data.census.gov/table/ACSST5Y2023.S0801?q=S0801:+Commuting+Characteristics+by+Sex&g=1400000US25017351 001. Accessed on May 19, 2025.
FTP URL:	None
API URL:	https://api.census.gov/data/2023/acs/acs5/subject

USER SELECTIONS	
TABLES	S0801
GEOS	Census Tract 3510.01; Middlesex County; Massachusetts

EXCLUDED COLUMNS	None

APPLIED FILTERS	None

APPLIED SORTS	None

PIVOT & GROUPING	
PIVOT COLUMNS	None
PIVOT MODE	Off
ROW GROUPS	None
VALUE COLUMNS	None

WEB ADDRESS	https://data.census.gov/table/ACSST5Y2023.S0801?q=S0801:+Commuting+Characteristics+by+Sex&g=1400000US25017351 001

TABLE NOTES	
	Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units and the group quarters population for states and counties.
	Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website. Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.
	Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates
	ACS data generally reflect the geographic boundaries of legal and statistical areas as of January 1 of the estimate year. For more information, see Geography Boundaries by Year.
	Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.
	Users must consider potential differences in geographic boundaries, questionnaire content or coding, or other methodological issues when comparing ACS data from different years. Statistically significant differences shown in ACS Comparison Profiles, or in data users' own analysis, may be the result of these differences and thus might not necessarily reflect changes to the social, economic, housing, or demographic characteristics being compared. For more information, see Comparing ACS Data.
	The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.
	Workers include members of the Armed Forces and civilians who were at work last week.
	When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.
	Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.
	Explanation of Symbols:- The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.N The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area. (X) The estimate or margin of error is not applicable or not available.median- The median falls in the lowest interval of an open-ended distribution (for example "2,500-")median+ The median falls in the highest interval of an open-ended distribution (for example "250,000+").** The margin of error could not be computed because there were an insufficient number of sample observations.*** The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.***** A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

COLUMN NOTES	None

Label	Census Tract 3510.01; Middlesex County; Massachusetts					
	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	3,265	±584	1,780	±363	1,485	±518
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	22.3%	±8.1	22.7%	±7.4	21.8%	±12.0
Drove alone	19.9%	±6.4	22.7%	±7.4	16.6%	±8.4
Carpooled	2.4%	±3.7	0.0%	±2.4	5.2%	±8.1
In 2-person carpool	2.4%	±3.7	0.0%	±2.4	5.2%	±8.1
In 3-person carpool	0.0%	±1.3	0.0%	±2.4	0.0%	±2.8
In 4-or-more person carpool	0.0%	±1.3	0.0%	±2.4	0.0%	±2.8
Workers per car, truck, or van	1.06	±0.08	1.00	±0.01	1.14	±0.18
Public transportation (excluding taxicab)	17.6%	±4.9	22.2%	±5.9	12.1%	±6.3
Walked	9.7%	±3.9	10.3%	±5.3	9.0%	±6.8
Bicycle	6.5%	±3.1	8.5%	±4.5	4.0%	±4.1
Taxicab, motorcycle, or other means	0.3%	±0.5	0.0%	±2.4	0.7%	±1.2
Worked from home	43.6%	±10.4	36.2%	±8.5	52.4%	±17.0
PLACE OF WORK						
Worked in state of residence	99.1%	±0.7	98.4%	±1.3	100.0%	±2.8
Worked in county of residence	85.6%	±4.5	84.4%	±5.5	87.1%	±6.7
Worked outside county of residence	13.5%	±4.4	13.9%	±5.3	12.9%	±6.7
Worked outside state of residence	0.9%	±0.7	1.6%	±1.3	0.0%	±2.8
Living in a place	100.0%	±1.3	100.0%	±2.4	100.0%	±2.8
Worked in place of residence	49.0%	±9.1	45.0%	±8.8	53.7%	±16.6
Worked outside place of residence	51.0%	±9.1	55.0%	±8.8	46.3%	±16.6
Not living in a place	0.0%	±1.3	0.0%	±2.4	0.0%	±2.8
Living in 12 selected states	100.0%	±1.3	100.0%	±2.4	100.0%	±2.8
Worked in minor civil division of residence	49.0%	±9.1	45.0%	±8.8	53.7%	±16.6
Worked outside minor civil division of residence	51.0%	±9.1	55.0%	±8.8	46.3%	±16.6
Not living in 12 selected states	0.0%	±1.3	0.0%	±2.4	0.0%	±2.8
Workers 16 years and over who did not work from home	1,842	±329	1,135	±279	707	±216
TIME OF DEPARTURE TO GO TO WORK						
12:00 a.m. to 4:59 a.m.	0.9%	±1.4	0.0%	±3.7	2.4%	±3.7
5:00 a.m. to 5:29 a.m.	0.0%	±2.3	0.0%	±3.7	0.0%	±5.8
5:30 a.m. to 5:59 a.m.	0.6%	±1.0	1.0%	±1.6	0.0%	±5.8
6:00 a.m. to 6:29 a.m.	3.3%	±3.0	4.1%	±4.2	2.0%	±3.4
6:30 a.m. to 6:59 a.m.	9.1%	±7.1	4.2%	±3.8	17.0%	±15.4
7:00 a.m. to 7:29 a.m.	7.3%	±3.8	3.3%	±2.6	13.9%	±9.4
7:30 a.m. to 7:59 a.m.	8.2%	±4.2	7.8%	±5.3	8.8%	±6.4
8:00 a.m. to 8:29 a.m.	18.3%	±5.5	25.6%	±7.5	6.8%	±4.1
8:30 a.m. to 8:59 a.m.	16.7%	±6.7	19.3%	±8.2	12.4%	±9.3
9:00 a.m. to 11:59 p.m.	35.6%	±9.2	34.8%	±12.5	36.8%	±14.8
TRAVEL TIME TO WORK						
Less than 10 minutes	5.3%	±4.9	8.5%	±7.5	0.0%	±5.8
10 to 14 minutes	8.8%	±5.0	7.8%	±6.2	10.5%	±8.5
15 to 19 minutes	16.8%	±10.0	10.5%	±7.0	27.0%	±17.3
20 to 24 minutes	8.8%	±3.9	9.3%	±4.7	7.9%	±6.5
25 to 29 minutes	9.1%	±5.0	7.3%	±6.5	11.9%	±8.9
30 to 34 minutes	12.1%	±4.7	10.4%	±5.6	14.9%	±9.5
35 to 44 minutes	17.0%	±6.2	20.4%	±9.3	11.7%	±7.8
45 to 59 minutes	18.2%	±7.4	22.7%	±10.1	10.9%	±7.2
60 or more minutes	3.9%	±3.6	3.0%	±3.1	5.2%	±7.6
Mean travel time to work (minutes)	28.8	±2.7	30.2	±3.2	26.7	±3.9
VEHICLES AVAILABLE						
Workers 16 years and over in households	3,265	±584	1,780	±363	1,485	±518
No vehicle available	34.9%	±13.1	34.4%	±13.2	35.4%	±21.8
1 vehicle available	34.0%	±8.1	36.1%	±9.5	31.6%	±13.2
2 vehicles available	20.9%	±9.0	18.0%	±8.4	24.4%	±13.4
3 or more vehicles available	10.2%	±7.3	11.5%	±8.7	8.6%	±7.6
PERCENT ALLOCATED						
Means of transportation to work	19.4%	(X)	(X)	(X)	(X)	(X)
Private vehicle occupancy	34.1%	(X)	(X)	(X)	(X)	(X)
Place of work	14.9%	(X)	(X)	(X)	(X)	(X)
Time of departure to go to work	27.5%	(X)	(X)	(X)	(X)	(X)
Travel time to work	26.6%	(X)	(X)	(X)	(X)	(X)
Vehicles available	1.1%	(X)	(X)	(X)	(X)	(X)