

Executive Summary

The goal of the Medford Garage Feasibility Study was to a) identify the best site, parking capacity, and layout of a new public parking garage, b) propose options for design approaches to the garage, and c) embed the logic of a new parking garage within an overall parking management strategy for the Medford Square downtown core. To arrive at the most informed and compelling recommendations, MassDevelopment and the planning team—Utile, Inc., and Nelson\Nygaard Consulting Associates—worked closely with Lauren DiLorenzo, Director of the City of Medford Office of Community Development, and sought the feedback of Mayor Michael J. McGlynn, City staff, and Medford community members at several stages during the iterative planning process. Public input was generated through two public meetings and written surveys.

The Feasibility Study resulted in five important recommendations:

1. Build a Garage to Accommodate Future Development

A four-and-a-half-story parking garage with 178 vehicular spaces and 22 bike spaces should be built on the existing lot between Governors Avenue and Bradlee Road, replacing the 163-space municipal garage formerly on the site. This garage is adequate to meet the future economic development of Medford Square if the garage is part of a larger parking management plan for the Downtown area. The garage will provide parking for existing businesses, for future retail and restaurant establishments, as well as the patrons of the nearby Chevalier Theatre.

2. Forward a Sustainable Agenda in Planning and Design

The garage should be a high-quality and architecturally distinctive building that can be considered a contributing visual asset to the Square. The design should be driven by a sustainable agenda and include photovoltaic (solar) panels, adequate natural ventilation and daylighting, bicycle parking, accommodations for electric and shared cars, innovative storm water management, and other sustainable features to make the garage a Zero Net Energy demonstration project in the Commonwealth.

3. Initiate a Comprehensive Parking Management Strategy

New parking supply in the western half of the Square, as provided by a new garage, will not alleviate the on-street parking situation, especially if there is a fee to park at the garage. Improved parking management practices are necessary to moderate heavily utilized prime parking areas and incentivize the use of a new garage. A comprehensive parking management strategy for the Downtown area will include tiered pricing for both metered spaces and permits (business and residential), a relaxation of parking time limits, and adequate enforcement.

4. Institute a Pricing Program

A demand-responsive priced parking management system in the Square can equitably assure available parking spaces for all user groups, including long-term spaces for employees and convenient front-door spaces for customers. Financing the recommended garage is made much more feasible if such pricing is successfully instituted, providing the City with new sources of revenue.

5. Improve Main Traffic Intersection

The five-legged intersection at High, Forest, Salem, Riverside, and Main streets is currently an impediment to pedestrian movement between the east and west halves of Medford Square, effectively splitting the Square's parking supply. With some traffic and public space improvements at this intersection, the overall vehicular level of service would not be negatively impacted, and a civic space could be created at the very heart of the Square.

The analysis conducted and recommendations proposed in this Feasibility Study are intended to arm the City of Medford, and the design team they ultimately choose, with the regulatory and technical information necessary to move the design and construction of a new municipal garage forward. The comprehensive appendix to this report is comprised of memos from a host of subconsultants that outline the potential permits that may be required for the garage, environmental conditions on the site, structural implications of various systems, specifications for photovoltaic panel systems, conceptual cost estimates, construction and maintenance financing implications, relevant building code provisions, and an overview of modular construction options. In total, the report provides the future design team with vetted conceptual options for the garage, and the means to engage the project quickly, with City and public support.

Preliminary Cost Estimating Overview

Prepared by KVAssociates, Inc.

MassDevelopment Governors Avenue Parking Garage - Brick Garage Option Conceptual Construction Cost Estimate Summary

	ITEM	TOTAL	\$/SF FOR GARAGE
1	Sitework and Utilities	\$84,000	n/a
2	Demolition	\$14,450	n/a
3	Foundations	\$446,480	\$5.51
4	Superstructure (Cast-in-Place Concrete)	\$1,884,620	\$23.27
5	Exterior Envelope	\$1,288,660	\$15.91
6	Interior Finishes	\$433,510	\$5.35
7	Equipment/Specialties	\$31,060	\$0.38
8	Elevator	\$257,200	\$3.18
9	Sprinkler	\$264,300	\$3.26
10	Plumbing	\$136,150	\$1.68
11	HVAC	\$1,500	\$0.02
12	Electrical and Photovoltaics	\$1,084,900	\$13.39
13			
14	Subtotal	\$5,926,830	\$71.96
15			
16	General Conditions (8%)	\$474,146	\$5.76
17	Subtotal	\$6,400,976	\$77.71
18			
19	Contractor Fee (3%)	\$192,029	\$2.33
20	Subtotal	\$6,593,006	\$80.04
21			
22	General Contractor Bond (1%)	\$65,930	\$0.80
23	Subtotal	\$6,658,936	\$80.84
24			
25	Design/Estimating Contingency (10%)	\$665,894	\$8.08
26	Subtotal	\$7,324,829	\$88.93
27			
28	Cost Escalation	Not Included	n/a
29			
	PROJECT TOTAL	\$7,324,829	\$88.93
	Cost/Parking Space		\$41,150.73