



November 29, 2011

Mr. Scott Zink
16 Linden Avenue, LLC
c/o Mr. Richard G. DiGirolamo
424 Broadway
Somerville, Massachusetts 02145

RE: Parking Memorandum for Proposed Residential Project
16 Linden Avenue, Somerville, Massachusetts

Dear Mr. Zink:

We have reviewed the information related to the above referenced project and offer the following in support of your application.

Existing Conditions and Project Understanding

16 Linden Avenue, LLC wishes to renovate one structure and build another on a parcel located at 16 Linden Avenue in Somerville, Massachusetts. The project is located on Linden Avenue just north of Elm Street and in close proximity to Porter Square. The project involves one existing 3 unit, 3-story residential building and the creation of a new 5 unit, 2.5-story residential building. This area is predominantly residential, though a few retail establishments can be found on Elm Street at the corner of Cedar Street and at Porter Street. Cedar Street, Elm Street, Summer Street, Linden Avenue, and Porter Street have many on-street public parking spaces to service both the retail and residential uses.

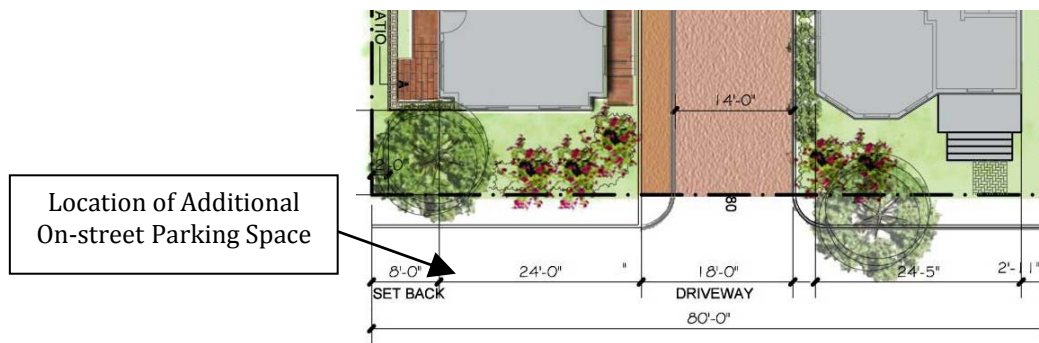
It is our understanding that the proposed project had met the requirements set forth in the Somerville Zoning Ordinance (SZO); however, the project is now providing 3 fewer parking spaces due to changes required by the fire department resulting in a loss of landscaping (and the subsequent replacement of lost landscaping) and therefore now requires a variance for parking. This traffic memorandum was prepared to assist the City staff in determining whether a reduction in the number of off-street parking spaces at the site would have a detrimental impact on neighborhood parking supply.

Site Plan Review

After reviewing the Site Plan provided by Peter Quinn Architects, it has been determined that the size of the existing curb cut on Linden Avenue will be reduced as part of the project (Figure 1). This reduction will result in the addition of one (1) on-street parking spaces that is currently not present. Therefore, with the approval and subsequent construction of this project, the net additional parking spaces will be eleven (11) parking spaces; ten (10) off-street parking spaces and one (1) on-street parking space.

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**Figure 1 – Reduction of Existing Curb Cut
(Addition of One On-street Parking Space)**



Cars Available per Household

More than 58% of the owner occupied houses/condos in Somerville have only one vehicle or less available to them. Although this data doesn't correlate to the number of bedrooms in each household; it clearly indicates that Somerville residents are more likely to have one car or less (Figure 2). This is likely due to the excellent access to public transportation that Somerville provides, particularly in a neighborhood so close to a rapid transit station.

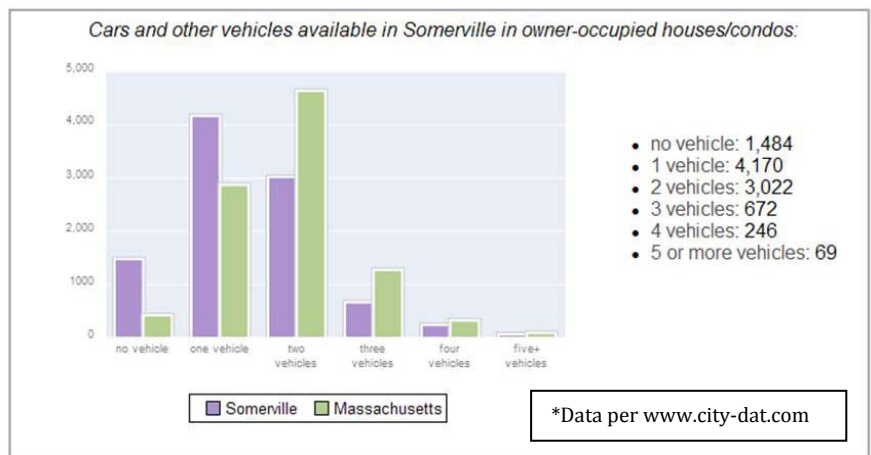
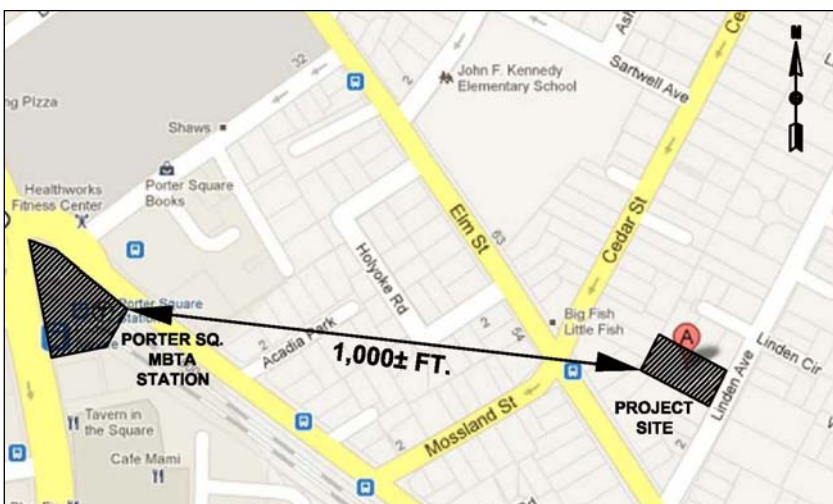


Figure 2 – Cars Available per Somerville Owner-occupied Household

Proximity to Rapid Transit



The proposed project has excellent access to several modes of public transportation. The proposed project is located approximately 1,000 feet from the Porter Square MBTA rapid transit station (Figure 3). This station also provides access to the MBTA commuter rail system providing connections to central Massachusetts as well as Boston. In addition, local bus service is provided on Elm Street and Somerville Avenue. With excellent access to public transportation, it is not unreasonable to expect that vehicle ownership rates for this project may be less than typical vehicle ownership rates.

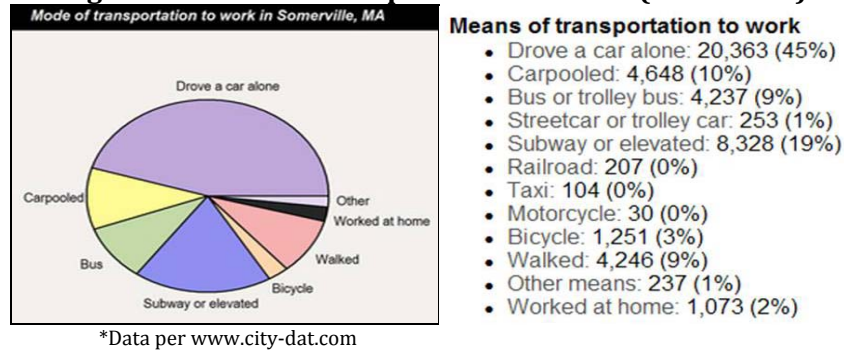
Figure 3 – Proximity of 16 Linden Avenue to Transit Station

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Mode Split Data

Overall, 55% of Somerville residents travel to work via something other than a single occupant vehicle (Figure 4). Almost a third used public transportation to travel to work and 12% walked or used a bicycle to get to work.

Figure 4 –Mode of Transportation to Work (Somerville)



This mode split data is likely to favor public transportation even more once the Green Line Extension project and the Assembly Square Orange Line Station is complete and operational. In addition, this data is for the overall City of Somerville; it is not unreasonable to expect that the mode split for public transportation is greater closer to the existing rapid transit stations that are either in or border the City of Somerville (Sullivan Square, Davis Square, and Porter Square).

Existing On-street Parking Utilization

The study area (Figure 5) includes all on-street parking spaces available within one block of the project (excluding restricted parking spaces and parking spaces located on Private Ways). Based upon our experience, the most appropriate time to collect parking utilization data for the study would be in the evening hours on a weekday. This time period reflects the amount of parking available to residents at a time when they presumably have returned home for the evening. Fort Hill Infrastructure Services, LLC (Fort Hill) collected parking space utilization data on the evening of Tuesday November 15, Wednesday November 16, and Thursday November 17, 2011.

Figure 5 – Parking Utilization Study Area



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It was determined that this area has a total of 254 on-street parking spaces. Based on the data collected approximately 32% of the area's parking supply is available on an average weeknight, which equates to approximately 82 parking spaces (Table 1). The amount of available on-street parking spaces in the vicinity of the project easily accommodates three (3) additional vehicles. Based upon these field observations it has been determined that the existing on-street parking supply in the immediate neighborhood has reserve capacity.

Table 1 – Existing Parking Utilization Summary

Parking Availability in the Vicinity of 16 Linden Avenue								
Description of Area		# Parking Spaces Available (Empty)				Parking Utilization Summary		
Street	Limits	Tues. PM ¹	Wed. PM ²	Thurs. PM ³	Weekday PM AVG.	Total Number of On-street Parking Spaces	% Available	% Occupied
Cedar Street	(Summer St. to Elm St.)	14	11	5	10	34	29.4%	70.6%
Elm Street 1	(Cedar St. to Linden Ave.)	12	9	7	9.33	18	51.9%	48.1%
Elm Street 2	(Linden Ave. to Porter St.)	6	8	8	7.33	20	36.7%	63.3%
Linden Avenue	(Summer St. to Elm St.)	27	18	33	26	77	33.8%	66.2%
Porter Street	(Summer St. to Elm St.)	15	18	24	19	82	23.2%	76.8%
Summer Street 1	(Cedar St. to Linden Ave.)	5	6	6	5.67	10	56.7%	43.3%
Summer Street 2	(Linden Ave. to Porter St.)	2	6	6	4.67	13	35.9%	64.1%
Total		81	76	89	82	254	32.3%	67.7%

¹Note: Tuesday evening data collected 11-15-11 at approximately 6:15 PM

²Note: Wednesday evening data collected 11-16-11 at approximately 7:45 PM

³Note: Thursday evening data collected 11-17-11 at approximately 8:00 PM

Comparable Parking Requirements

Considering the project's proximity to the City of Cambridge, Fort Hill compared the Somerville parking requirement to that of the City of Cambridge. The City of Cambridge would only require one parking space per dwelling unit for a similar type project versus the 1.5 per unit required by Somerville's Zoning Ordinance.

Conclusion

This traffic memorandum demonstrates that the proposed project will have a negligible impact on the surrounding neighborhood's public parking supply. The size of the existing curb cut on Linden Avenue will be reduced as part of the project, providing for one (1) additional on-street parking space. The proximity to public transportation, the ten (10) off-street parking spaces, the one (1) additional on-street parking space, as well as the 82 parking spaces (on an average weeknight) found to be available in the immediate vicinity of the project are all factors that suggest that the surrounding neighborhood's transportation infrastructure is more than adequate to meet the demands of this project.

We hope that this parking memorandum meets your satisfaction. Should you have any questions regarding this memorandum, please do not hesitate to contact me directly.

Sincerely,

Todd M. Blake

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