Ron Müller & Associates
Traffic Engineering and Consulting Services

56 Teresa Road
Hopkinton, MA 01748
Tel.: (508) 395-1576
Fax: (508) 435-2481
www.RonMullerAssociates.com

Ref.: 14020

March 26, 2014

Mr. Steven Teixeira
25 Auburn Avenue
Somerville, Massachusetts 02145

RE: 25 Auburn Avenue, Somerville, MA - Parking Memorandum

Dear Mr. Teixeira:

Based on information provided by the architect (Currie Design) for the above referenced project, Ron Müller & Associates (RMA) offers the following for your use.

Existing Conditions and Project Understanding

The project wishes to redevelop a parcel located at 25 Auburn Avenue in Somerville, Massachusetts. The property is located on the east side of Auburn Avenue. It is located in East Somerville, less than 400 feet north of Cross Street (Figure 1). The surrounding neighborhood contains mostly residential uses with a few non-residential uses along Cross Street.

There is one existing 2 ½ -story building on the lot. The project proposes to convert the existing one unit residential house into a two unit residential house. According to information provided by the architect, the project requires additional off-street parking spaces for the additional residential unit. Based on the proposed number of bedrooms per unit, the proposed project may require as many as two (2) additional off-street parking spaces.

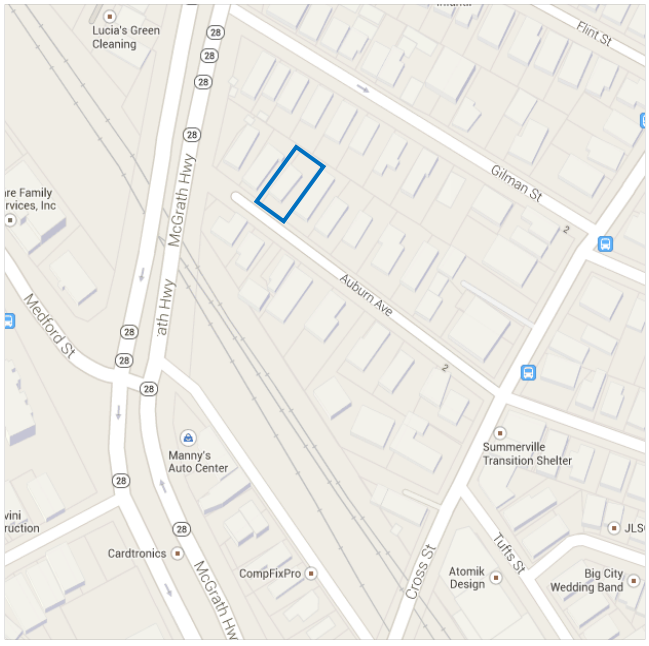

Figure 1 – Site Location

The existing parking layout provides for two (2) parking spaces accessed via a single curb cut on Auburn Avenue. This traffic memorandum has been prepared to assist the City staff in determining whether the proposed parking layout will be sufficient to accommodate the proposed demand.

This parking memorandum demonstrates that the proposed project provides an adequate amount of parking to meet the proposed demand and that the project will not have an adverse impact on the surrounding neighborhood's on-street parking supply. The following factors contribute to the justification for a special permit and/or a variance for the proposed project:

- Proposed Off-Street Parking Supply,
- Proximity to Public Transit,
- Mode Choice,
- Vehicles Per Household, and
- On-Street Parking Utilization

Proposed Off-Street Parking

The proposed parking lot will have the same access as the exiting parking area, a single curb cut on Auburn Avenue. According to Currie Design, the proposed Site Plan provides for two (2) off-street parking spaces. The proposed parking spaces are not tandem spaces; they are located side-by-side, alongside the house. This allows for each unit to have use of one parking space without blocking each other in. Since the proposed project consists of two 3-bed room units, four (4) off-street parking spaces are required per local zoning regulations. Therefore, the project will have a shortfall of two (2) off-street parking spaces. However, the data presented below support the notion that providing only two parking spaces is consistent with recent local data and will not have an adverse impact on the neighborhood parking supply.

Proximity to Transit

Two MBTA bus routes (80, 90) travel on Cross Street, which is within 400 feet (less than a 2-minute walk) of the proposed project. There are a total of nine (9) bus routes that travel within a ½ mile radius of the site; seven of which travel within approximately 1,500 of the project site. These routes provide valuable connections to area transit stations. This already extensive public transportation network provides East Somerville residents access to job centers without the use of a car.

- Route CT2, Sullivan Sq.-Ruggles Sta.
- Route 80, Arlington Center-Lechmere Sta.
- Route 86, Sullivan Sq. - Cleveland Cir.
- Route 87, Arlington Center - Lechmere Sta.
- Route 88, Clarendon Hill- Lechmere Sta.
- Route 89, Clarendon Hill - Sullivan Sq.
- Route 90, Davis Sq. - Wellington Cir.
- Route 91, Sullivan Sq. - Central Sq.
- Route 101, Malden Center – Sullivan Sq.

While the proposed project is not within 1,000 feet of an existing transit station, it is located within ¾ of a mile from one existing transit station, Sullivan Square. Furthermore, the City of Somerville has successfully advocated for the Green Line to be extended into Somerville as well as a new Orange Line Station at Assembly Square. Therefore, there will be six (6) existing or planned train stations within one mile of the site; two (2) of which will be located within approximately a third of a mile from the site (Figure 2).

Future Green Line Stations:

- Lowell Street = 1 mile
- Union Square = 2,800 ft.
- Washington Street = 1,500 ft.
- Gilman Square = 1,800 ft.

Future Orange Line Station:

- Assembly Square = 4,800 ft.

Existing Orange Line Station:

- Sullivan Square = 3,800 ft.

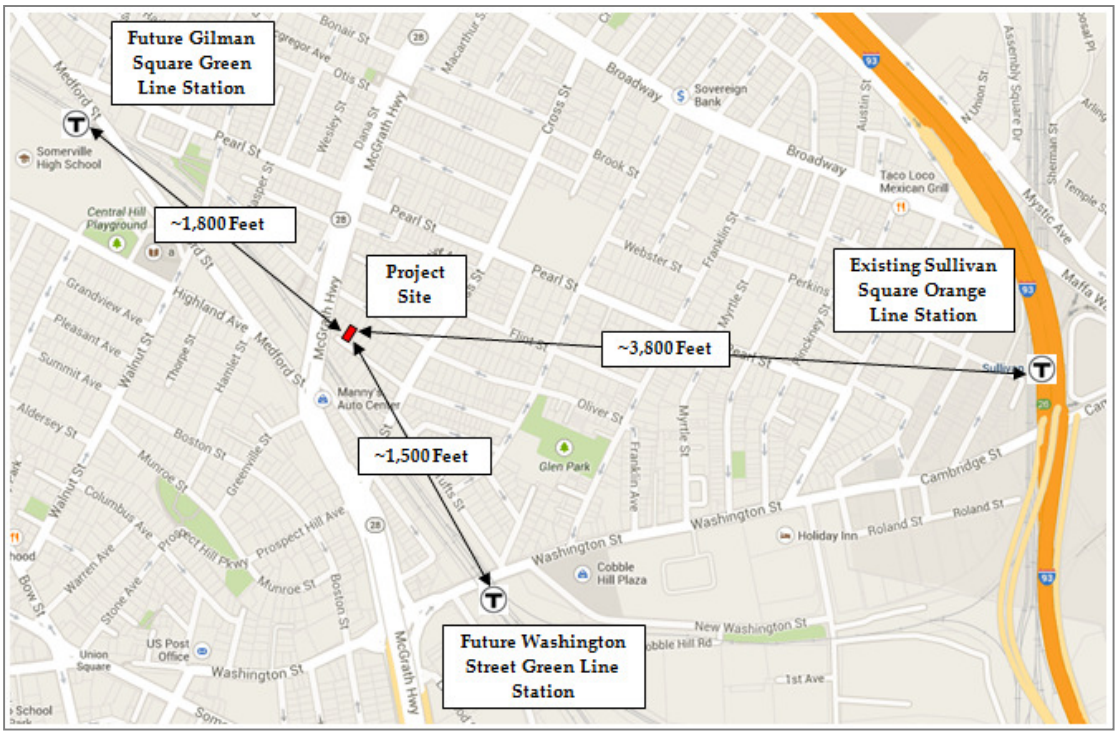

Figure 2 – Proximity to Transit Stations

The Green Line Extension Project (GLX) will provide for two stations located relatively close to the proposed project; the Gilman Square Station will be located approximately 1,800 feet from the project and the Washington Street Station will be even closer, only 1,500 feet away (Figure 2, above). With good access to public transportation improving with the addition of a transit station, it is not unreasonable to expect that vehicle ownership rates for this project may be less than typical vehicle ownership rates for Somerville residents.

Mode Choice

Based on the location of the project, the project may attract the type of person(s) who is open to non-vehicular modes of transportation. Examples of non-vehicluar modes of transportation are bicycling, walking, buses, heavy rail, light rail, and even telecommuting. In fact, more than half of existing Somerville residents travel to work via something other than a single occupant vehicle (Figure 3). Approximately 31% used public transportation to travel to work, 10% walked to work, 9% carpooled, and 3% worked from home.

The remaining percentage (5%) chose other means of travel including bicycling. The percentage of Somerville residents choosing public transportation will likely increase once the Green Line Extension (GLX) and the Assembly Square Orange Line Station projects are complete and operational. The GLX project will add 5 new transit stations in Somerville including one on Washington Street, with an entrance ~1,500 feet from the proposed redevelopment project.

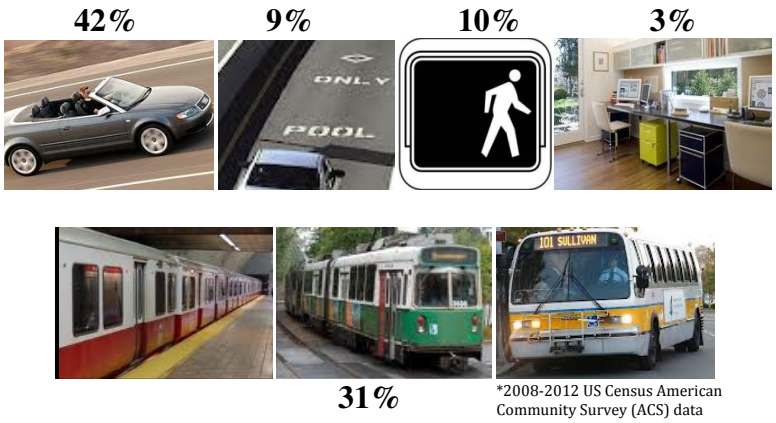

Figure 3 –Mode Choice (Somerville)

Vehicles Per Occupied Housing Units

Greater than 70% of occupied housing units in Somerville have one vehicle or less. Although this data corresponds to households versus number of bedrooms, it clearly indicates that Somerville residents are more likely to have fewer than two cars (Figure 4). This is likely due to the excellent access to public transportation that Somerville provides (see Mode Choice).

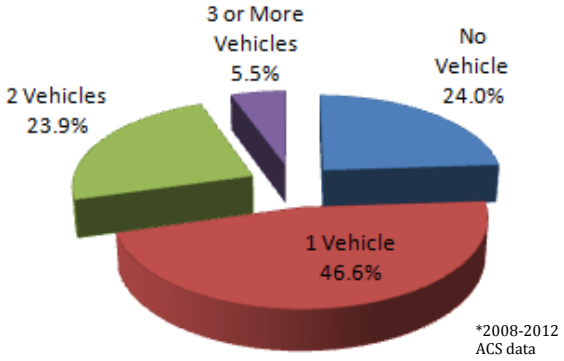

Figure 4 – Vehicles per Occupied Housing Units

In fact, many City of Somerville households have a rapid transit station located less than a mile away; the remaining households will likely have similar transit access once the six new transit stations are in place (5 Green Line, 1 Orange Line) as well as one additional GLX station located in Medford.

Existing On-Street Parking Utilization

The study area includes all public on-street parking spaces available within a reasonable walking distance of the proposed redevelopment project, excluding restricted parking spaces (Figure 5). Based on coordination with the City Traffic Engineer, the most appropriate time to collect parking utilization data for this neighborhood is between 8 and 9 PM on a weekday and a weekend evening. Parking utilization data was collected on Thursday March 13, 2014, Thursday March 20, 2014, and Saturday March 22, 2014 during the requested time periods as part of this study.

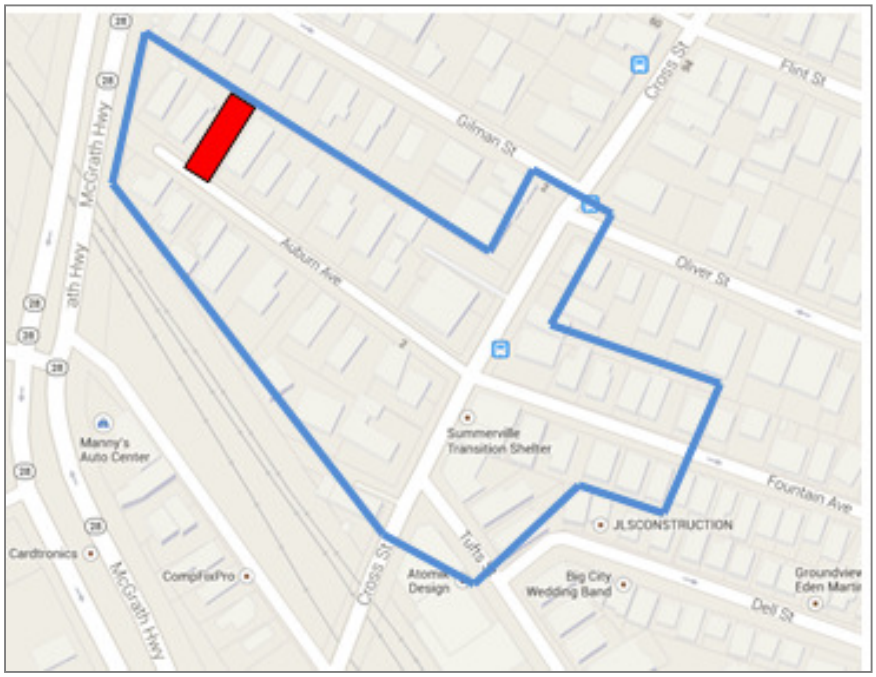

Figure 5 - Parking Study Area

The parking study area has a total of 42 on-street parking spaces available for public use (Table 1). This area represents all parking located within a reasonable walking distance of the project; approximately a 3-minute walk. Based on the data collected, approximately 31% of the parking supply located within a 3-minute walk of the proposed project is available (or empty) on a weekday evening which equates to 13 parking spaces. Approximately 24% of the parking supply is available on a weekend night which equates to 10 parking spaces.

Of the 42 parking spaces within a 3-minute walk, 13 are located on Auburn Avenue. According to the data, at least 38% of those spaces are empty on a typical weekday or weekend night which equates to approximately 5 parking spaces.

Table 1
Existing Parking Utilization Summary (Within a 3 Minute Walk [a])

Street Name, Limits	Available On-Street Parking Spaces	Number of Parking Spaces Occupied (Full)			
		Weekday Evening [b]	Percent Occupied	Weekend Evening [c]	Percent Occupied
Auburn Avenue, west side	13	8	61.5%	8	61.5%
Cross Street, north side, (Bridge to Gilman St.)	8	5.5	68.8%	6	75.0%
Cross Street, south side, (Tufts St. to Oliver St.)	10	6.5	65.0%	9	90.0%
Fountain Avenue, east side (Cross St. to #20)	8	8	100%	7	87.5%
Tufts Street, east side, (Dell St. to Cross St.)	3	1	33.3%	2	66.7%
Total	**42**	**29**	**69.0%**	**32**	**76.2%**

[a] Walking distance assumes a distance of ~700 feet and a walking speed of ~4 feet per second.
[b] Average of data collected between 8 and 9 PM on Thursday March 13, 2014 and Thursday March 20, 2014.
[c] Data collected between 8 and 9 PM on Saturday March 22, 2014.

Therefore, it is not unreasonable to suggest that the 10-13 empty parking spaces located within a 3-minute walk, or more importantly, the five (5) empty parking spaces located on Auburn Avenue could accommodate the net shortfall of two (2) off-street parking spaces.

Conclusion

This traffic memorandum has demonstrated that the proposed project will likely have a negligible impact on the surrounding neighborhood's public parking supply. The two (2) off-street parking spaces being provided, the proximity to existing and future public transportation, the mode choice data, the low vehicle ownership rates, and the surplus of on-street public parking are all factors that support a parking variance for the proposed project. Collectively, this information suggests that the surrounding neighborhood's transportation infrastructure in conjunction with the on-site parking is more than adequate to meet the demands of this project.

Should you have any questions regarding this memorandum, please do not hesitate to contact me or Mr. Todd Blake at (617) 686-6618.

Sincerely,

Ron Müller & Associates

Ronald Müller, P.E.
Principal