



December 29, 2011

Christian Klein  
Approach Architects  
36 Bromfield Street, Suite 404  
Boston, MA 02108

RE: Parking Memorandum Addendum - The iYO Cafe Re-development Project

Dear Mr. Klein:

We have reviewed additional information related to the above referenced project and offer the following as an addendum to Fort Hill's previous memorandum.

### Executive Summary

Our client plans to re-develop a space currently available at 234 Elm Street in the Davis Square neighborhood of Somerville, Massachusetts. Per the Somerville Zoning Ordinance (SZO), the proposed re-development requires seven (7) additional off-street parking spaces to be provided at the 234 Elm Street location; however, no off-street parking spaces are available at this new location.

Fort Hill prepared a memorandum dated December 20, 2011 which indicated that it was our professional opinion that the impact of your project on the Square's parking supply is likely to be minimal. We have since collected existing parking utilization data in Davis Square. The results of this data collection confirms our initial opinion in that the Square does have some reserve capacity to support the proposed project.

### Existing Parking Utilization

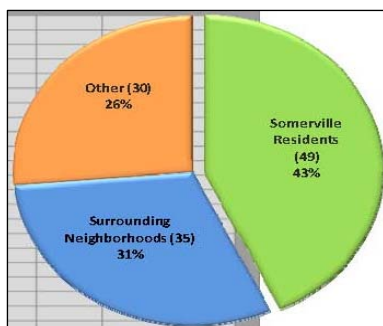
Davis Square has a total of approximately 558 off-street parking spaces including metered, business permit, short term, and accessible parking spaces (Figure 1). This total does not include taxi stand parking spaces or zip car parking spaces since they are not available to the public as parking for a patron's private vehicle.



Figure 1 – Davis Square Parking

STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.

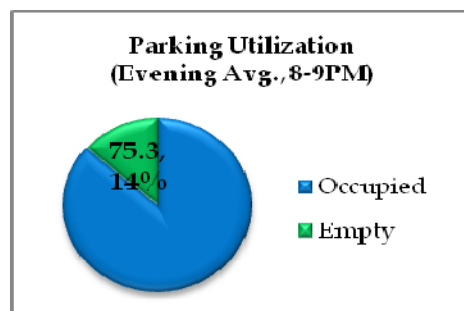
Also, conservatively, the total does not include on-street resident permit parking spaces either even though a 2008 Study<sup>1</sup> indicated that 43% of visitors to the square are Somerville residents (Figure 2).



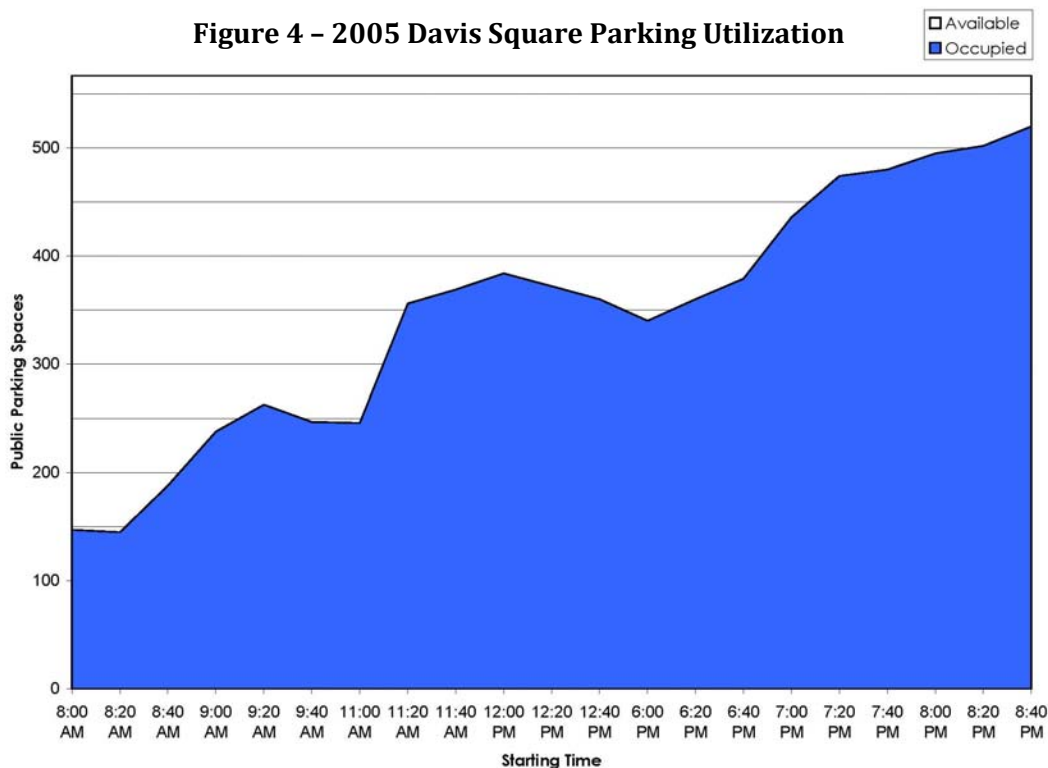
**Figure 2 – Davis Square Visitor Geographic Distribution**

To supplement this prior parking utilization data, Fort Hill collected new data in 2011 for the entire square, every 20 minutes during the evening peak hour from 8 PM to 9 PM on two weekend nights. The hour between 8 and 9 PM was chosen because it has consistently been the busiest hour of any of the previous data collection efforts in Davis Square (day or night, weekday or weekend). The 2005 study clearly indicated that earlier times of day were not as busy and had even more reserve capacity than the evening peak hour between 8 and 9 PM (Figure 4).

**Figure 3 – 2009 Davis Sq. Parking Utilization**



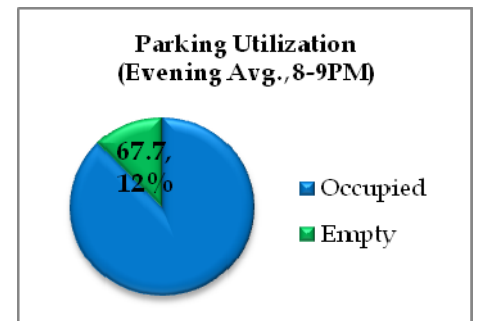
**Figure 4 – 2005 Davis Square Parking Utilization**



<sup>1</sup> 2008 Davis Square Parking Study – Mr. Mark Chase in conjunction with Tufts University

## STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.

The 2011 data were collected on Saturday December 17<sup>th</sup> and Friday December 23<sup>rd</sup>. Although the average existing parking utilization of two weekend nights indicates that the Square is approximately 88% utilized (491 parking spaces occupied), it does have some reserve capacity. It has approximately 12% (or 68 parking spaces) reserve capacity during the evening peak hour on a weekend night (Figure 5). Based on previous data collection efforts, it is very likely that more than 68 public parking spaces will be available during other times of day.



**Figure 5 – 2011 Davis Sq. Parking Utilization**

## Conclusion

It is our professional opinion that the proposed re-development will likely have a minimal impact on the surrounding neighborhood's public parking supply based on our memorandum dated December 20, 2011 and the data described above. The 2011 data collection effort indicates that there are approximately 68 parking spaces (12%) unoccupied during the busiest one hour in Davis Square. This time period represents the busiest time of day and other times will likely present even more parking opportunities to customers of the iYo Cafe. Since the re-development project only requires seven (7) off-street parking spaces, the data suggests that the Square can accommodate or absorb the parking associated with the project.

As stated in our previous memorandum, should the Zoning Board be hesitant to grant approval, you may wish to volunteer providing a monetary contribution to promote non-motorized travel, offer discounted MBTA passes, and participate in the City's business permit parking program.

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 Blake*

Todd Blake  
Fort Hill Infrastructure Services, LLC

STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.