



April 23, 2012

Safdie Architects
c/o Mr. Paul Gross
100 Properzi Way
Somerville, Massachusetts 02143

RE: Parking Memorandum for the Proposed Residential Project – 92 Properzi Way, Somerville, Massachusetts

Dear Mr. Gross:

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

PROJECT UNDERSTANDING

Located on the southeast side of Properzi Way, between Beacon Street and Eliot Street in Somerville, 92 Properzi Way is a two-family home consisting of one studio unit and one two-bedroom unit (Figure 1). The project proponent wishes to renovate and convert the existing two-family home to a three-family home (Figure 2).

Parking requirements under Article 9 of Somerville Zoning Ordinance (SZO) necessitate 1 off-street parking space per studio unit and 1.5 off-street parking spaces per 1 or 2 bedroom residential units. The existing two-family home is non-conforming with respect to off-street parking requirements, while no new off-street parking is being proposed as a result of the renovations and conversion to a three-family. The proposed project therefore does not meet the off-street parking requirements set forth in the SZO and requires a parking variance.

JUSTIFICATION FOR PARKING VARIANCE

This traffic memorandum will demonstrate that the proposed project will have a negligible impact on the surrounding neighborhood's public parking supply. The following list is comprised of factors that will support a parking variance for the proposed project:

- On-Street Parking (Available within walking distance of the project)
- Typical Vehicle Ownership Rates (in Somerville)
- Proximity to Public Transportation (Existing and future stations), and
- Mode-Split Data (Data describing which form of transportation people use to travel to/from work).

STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.

EXISTING ON-STREET PARKING UTILIZATION

Fort Hill Infrastructure Services, LLC (Fort Hill) collected parking space utilization data in March of 2012 for 1&2 Village Terrace, a nearby project located in the same neighborhood as 92 Properzi Way. After consulting with the City Traffic Engineer, Fort Hill received approval to utilize this existing data, since the data was recent and also directly applicable to 92 Properzi Way.

Parking space utilization data was collected on the evening of Thursday, March 22nd, reflective of the time of day when residents have presumably returned home for the evening, and again on Saturday March 24th 2012, to reflect parking space utilization on a typical weekend evening. Included in the study area were Properzi Way and the surrounding neighborhood, bordered by Somerville Avenue to the north, Beacon Street and Washington Street to the south, Dane Street and Leland Street to the east, and Park Street to the west. The study area included all on-street parking spaces available within a short distance of the project but excluding restricted parking spaces (Figure 3).

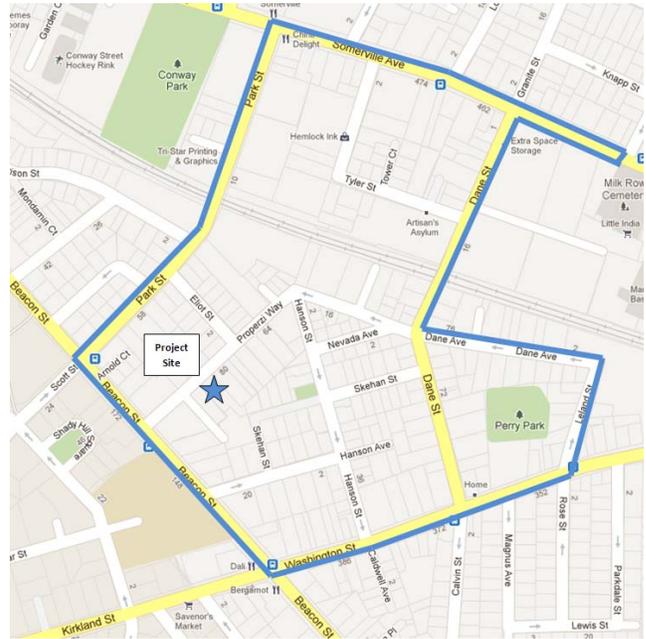


Figure 3 –Existing Utilized Parking Study Area

It was determined that the study area has a total of 471 on-street parking spaces. This parking data was segregated into on-street parking spaces available on public streets and on-street parking spaces available on Private Ways, since parking on a Private Way is only available to those residents with abutting homes. Segregating the data revealed there are still approximately 416 on-street parking spaces on public streets in the project area.

Based on the data collected approximately 32% of the area's public parking supply is available on an average weeknight, which equates to approximately 131.5 public parking spaces (Table 1). Even during the busiest time period, a Saturday evening, there are still 100 parking spaces (24%) available. These field observations indicate that the existing on-street public parking supply in the immediate neighborhood has reserve capacity. The amount of available on-street parking spaces in the vicinity of the project could easily accommodate vehicles associated with the proposed development, for which a variance is now being sought.

STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.

Table 1 – Existing Parking Utilization Summary

Description				# Parking Spaces Occupied (Full)				# Parking Spaces Available (Empty)							
Street	Limits	Private Road/Public Road	Total Number of On-street Parking Spaces	Thur. PM ¹	Percent Occupied	Sat. PM ²	Percent Occupied	Evening Average	Percent Occupied	Thur. PM ¹	Percent Available	Sat. PM ²	% Available	Evening Average	Percent Available
Beacon Street	(Park St. to Washington St.)	Public	60	27	45.0%	45	75.0%	36	60.0%	33	55.0%	15	25.0%	24	40.0%
Dane Avenue		Public	18	14	77.8%	16	88.9%	15	83.3%	4	22.2%	2	11.1%	3	16.7%
Dane Street	(Somerville Ave. to Washington St.)	Public	26	13	50.0%	18	69.2%	15.5	59.6%	13	50.0%	8	30.8%	10.5	40.4%
Durham Street		Public	27	14	51.9%	10	37.0%	12	44.4%	13	48.1%	17	63.0%	15	55.6%
Eliot Street		Public	23	21	91.3%	20	87.0%	20.5	89.1%	2	8.7%	3	13.0%	2.5	10.9%
Hanson Street	(Village St. to Skehan St.)	Public	23	11	47.8%	23	100.0%	17	73.9%	12	52.2%	0	0.0%	6	26.1%
Hanson Street	(Skehan St. to Washington St.)	Public	13	10	76.9%	13	100.0%	11.5	88.5%	3	23.1%	0	0.0%	1.5	11.5%
Leland Street		Public	24	11	45.8%	14	58.3%	12.5	52.1%	13	54.2%	10	41.7%	11.5	47.9%
Park Street		Public	43	25	58.1%	27	62.8%	26	60.5%	18	41.9%	16	37.2%	17	39.5%
Properzi Way	(Somerville Ave. to Tyler St.)	Public	20	10	50.0%	9	45.0%	9.5	47.5%	10	50.0%	11	55.0%	10.5	52.5%
Properzi Way	(Beacon St. to Village St.)	Public	18	8	44.4%	12	66.7%	10	55.6%	10	55.6%	6	33.3%	8	44.4%
Skehan Street	(Dane St. to Hanson St.)	Public	12	8	66.7%	11	91.7%	9.5	79.2%	4	33.3%	1	8.3%	2.5	20.8%
Somerville Avenue	(Park St. to School St.)	Public	34	31	91.2%	34	100.0%	32.5	95.6%	3	8.8%	0	0.0%	1.5	4.4%
Tyler Street		Public	22	15	68.2%	11	50.0%	13	59.1%	7	31.8%	11	50.0%	9	40.9%
Washington Street	(Beacon St. to Leland St.)	Public	53	35	66.0%	53	100.0%	44	83.0%	18	34.0%	0	0.0%	9	17.0%
Public Street Sub-total			416	253	60.8%	316	76.0%	284.5	68.4%	163	39.2%	100	24.0%	131.5	31.6%
Hanson Avenue	(Hanson St. to bend in road)	Private	11	4	36.4%	2	18.2%	3	27.3%	7	63.6%	9	81.8%	8	72.7%
Hanson Avenue	(Bend in road to end)	Private	6	3	50.0%	6	100.0%	4.5	75.0%	3	50.0%	0	0.0%	1.5	25.0%
Nevada Avenue		Private	5	1	20.0%	4	80.0%	2.5	50.0%	4	80.0%	1	20.0%	2.5	50.0%
Skehan Street	(Hanson St. to bend in road)	Private	9	8	88.9%	4	44.4%	6	66.7%	1	11.1%	5	55.6%	3	33.3%
Skehan Street	(bend in road to Durham St.)	Private	8	5	62.5%	3	37.5%	4	50.0%	3	37.5%	5	62.5%	4	50.0%
Tower Court		Private	6	5	83.3%	0	0.0%	2.5	41.7%	1	16.7%	6	100.0%	3.5	58.3%
Village Street		Private	8	4	50.0%	3	37.5%	3.5	43.8%	4	50.0%	5	62.5%	4.5	56.3%
Village Terrace		Private	2	0	0.0%	1	50.0%	0.5	25.0%	2	100.0%	1	50.0%	1.5	75.0%
Private Street Sub-Total			55	30	54.5%	23	41.8%	26.5	48.2%	25	45.5%	32	58.2%	28.5	51.8%
Overall Total			471	283	60.1%	339	72.0%	311	66.0%	188	39.9%	132	28.0%	160	34.0%

¹ Note: Thursday evening data collected 3-22-12 between 8-9 PM

² Note: Saturday evening data collected 3-24-12 between 8-9 PM

CARS AVAILABLE PER HOUSEHOLD

Approximately ¾ (74%) of rental-occupied apartments 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 4). This is likely due to the excellent access to public transportation that Somerville provides, particularly since many neighborhoods have rapid transit stations located less than a mile away. In the case that the units may be available for purchase, Figure 5 shows that over half (54%) of the owner-occupied houses/condos in Somerville have only one vehicle or less available to them. Again, indicating that Somerville residents (owners or renters) are more likely to have one car or less.

Figure 4 – Cars Available in Rental-Occupied Apartments

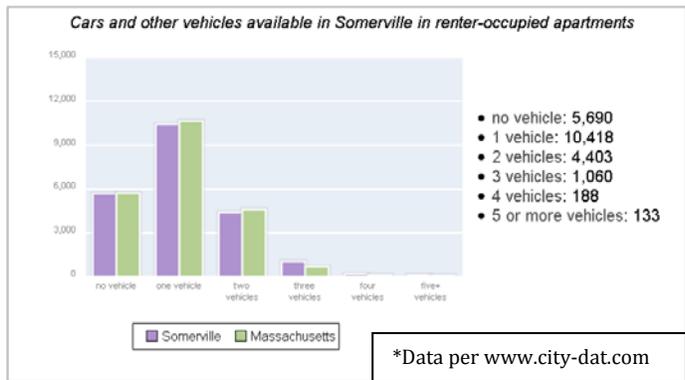
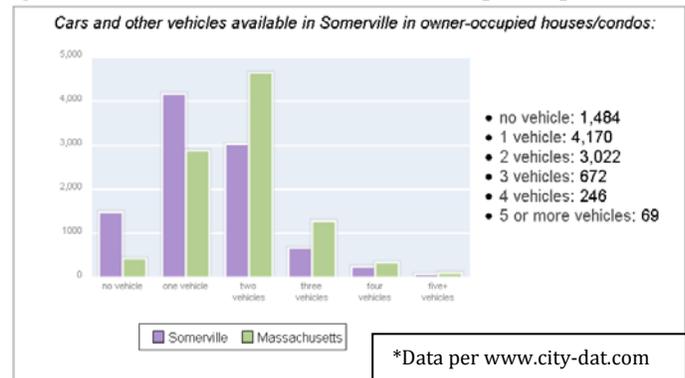


Figure 5 – Cars Available in Owner-Occupied Apartments



STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.

PROXIMITY TO RAPID TRANSIT

92 Properzi Way is well served by several modes of public transportation. It is located just under $\frac{3}{4}$ of a mile from the Harvard Square MBTA rapid transit station. It is also located just over $\frac{3}{4}$ of a mile from the Porter Square MBTA rapid transit station (Figure 6), a station which also provides access to the MBCR commuter rail system.

In addition, the future Green Line Extension Project (GLX) will have two stations located even closer; the Gilman Square Station will be located approximately $\frac{3}{4}$ of a mile from the project and the Union Square Station will be even closer, at just over $\frac{1}{2}$ mile away. Furthermore, local bus service is provided only a few hundred feet away on Beacon Street (Route 83), Somerville Avenue (Route 85 and 87), and Washington Street (Route 86). With good 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.

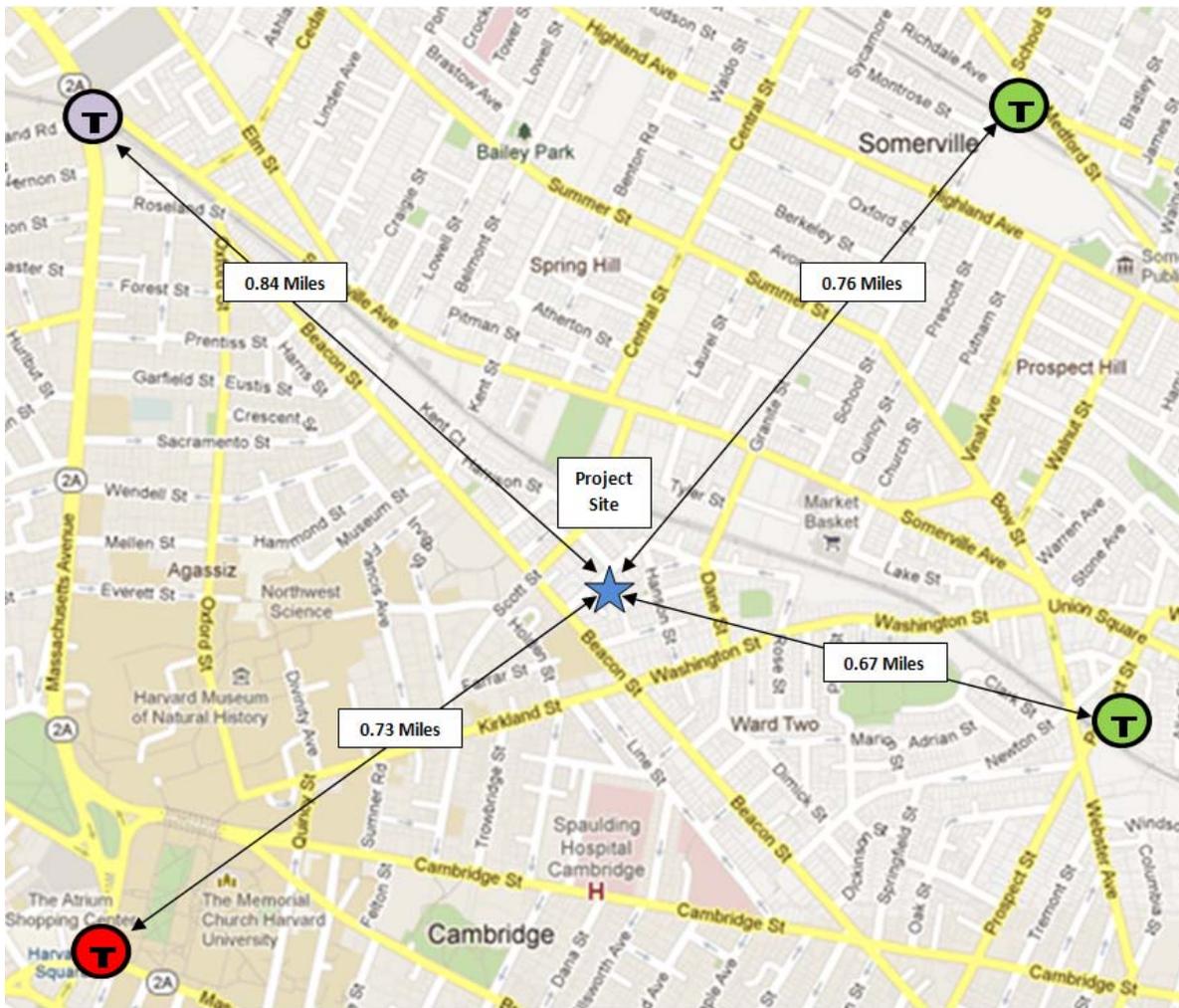


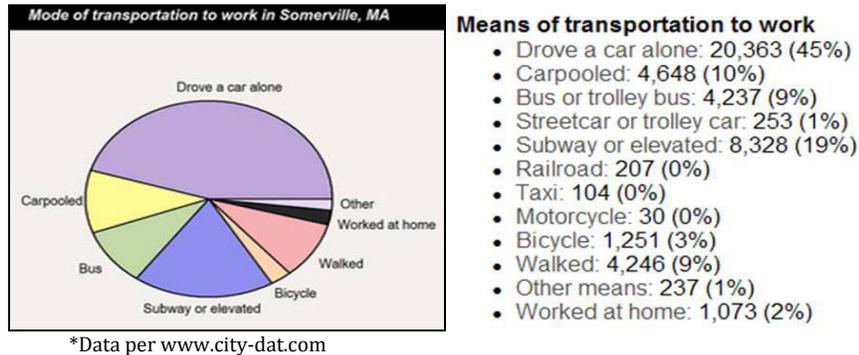
Figure 6 – Proximity to Rapid Transit Stations (Existing and Future)

STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.

MODE SPLIT DATA

Available data also suggests that over half of Somerville residents (55%) travel to work via something other than a single occupant vehicle (Figure 6). Almost a third used public transportation to travel to work and 12% walked or used a bicycle to get to work. 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.

Figure 6 -Mode of Transportation to Work (Somerville)



Also worth noting, according to Car Free Census summaries of the 2000 Census data, Somerville ranks #5 amongst mid-sized American cities that have commuters that don't drive to work (42.42% of commuters bike, walk or take transit), and #30 amongst mid-size cities in the % of households with no car at all (22.73%). Although it is clear there is still a demand for private vehicle ownership, the alternative modes of transportation available to Somerville residents clearly reduce car ownership needs, and especially the need for a car for commuting purposes.

CONCLUSION

This traffic memorandum demonstrates that the proposed project will have a negligible impact on the surrounding neighborhood's public parking supply. The typical vehicle ownership rates in Somerville, the proximity to public transportation, the mode-split data, and the 131.5 parking spaces (on an average weeknight) 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

STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.