

January 14, 2013

Linden Tree Realty Trust
Lenore Hill & Keith Glover
15 Linden Avenue
Somerville, MA 02143

RE: 11 Linden Avenue Somerville, MA. - Parking Memorandum #2

Dear Mr. Glover:

Based on information contained in the first parking memorandum dated September 10, 2012 as well as an updated Parking Layout Plan dated December 7, 2012 (Figure 1), I offer the following for your use.

Six on-site parking spaces are proposed; however, based on its most recent negotiations with the immediate abutter, Linden Tree Realty Trust now proposes that all six parking spaces be fully compact parking spaces (8'x16'). The previous parking memorandum was written to confirm that the compact length of each parking space (16') was practical and safe. This parking memorandum has been prepared to assist the City staff in determining whether providing a compact width of 8 feet would be viable or have any inherent safety issues and to explain the maneuverability of the parking stall located furthest from the street.

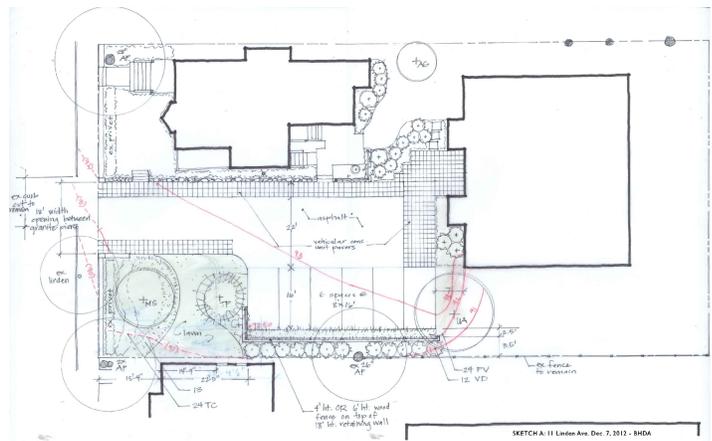


Figure 1 - Parking Layout (12-7-12)

Parking Layout Maneuverability

The updated parking plan includes a bituminous concrete surface for the parking stalls and the center of the parking aisle. In addition, concrete pavers, capable of accommodating vehicle loads, are provided along the sides and rear of the parking aisle. The concrete pavers are provided to highlight where pedestrians should access the buildings as well as to give the appearance of a smaller driveway and parking area. The pavers provide the added benefit of allowing additional maneuverability for drivers entering or exiting the site or the parking stalls.

Because the pavers are flush with the bituminous concrete section of the parking area, the parking layout provides for a wider parking aisle than previously proposed in September of 2012. This increased maneuverability applies to the last parking stall as well. Even though pavers are positioned behind this parking stall, there will be no impact on the ability for a driver to use this parking space.

The pavers are merely placed there to give the appearance of a larger entry walk and a smaller parking area without actually compromising the functionality of the last parking stall.

Vehicle Width

It is viable to reduce the width of the parking stalls from 9 feet to 8 feet because it is commonly accepted that 8' wide parking spaces are allowed as compact parking spaces both by the Somerville Zoning Ordinance (SZO) and by nationally recognized transportation publications such as the Institute of Transportation Engineers (ITE) Transportation Planning Handbook, 3rd Edition and Traffic Engineering Handbook, 6th Edition. It should be noted that although commonly accepted, the SZO only allows for 20% of the spaces to be compact.

However, as stated in the first parking memorandum, it may be argued that a requirement limiting the proportion of compact spaces is likely written to encompass a broad range of parking facilities such as parking areas designed for retail establishments which typically have high turnovers of users per parking space. This increased use of each parking stall by many different users throughout the day demands larger parking space dimensions (length and width) and in most cases larger parking aisles as well. The larger spaces and aisles reduce the likelihood of any minor scrapes or "fender benders" related to the high frequency usage of the stalls. Conversely, in a residential setting, the use of smaller parking stalls is more reasonable since there will be a smaller turnover rate, providing consistent users that will be much more familiar with the parking environment and more invested in avoiding any minor parking incidents.

In addition, the narrower parking stall is viable if and only if a parked vehicle can be fully accommodated within the parking stall. If not, the full complement of parking spaces (6) may be less likely to be used resulting in a driver opting to park in the street instead. However, 8-foot wide parking spaces are more likely to be fully utilized in a residential setting versus say a retail setting (as explained above). Based on several top car manufactures specifications, typical vehicle widths for each of the common vehicle classifications are listed below:

- mf* a sub-compact sedan (5.5'),
- mf* a compact sedan (5.8'),
- mf* a mid-size sedan (6.1'), and
- mf* a compact SUV (6.0')

The largest vehicle classification such as large SUVs have a typical width slightly larger than above (~6.5'), however, with the increased popularity of compact cars and sub-compact cars due to fuel efficiency and environmentally conscience buyers, wider vehicles are less likely. As illustrated above, an 8-foot wide parking stall will likely allow for 2 to 2 ½ feet of excess space per stall, resulting in approximately 4 to 5 feet of space between each parked vehicle. Even in the unlikely event of the worst case, when two large SUVs are parked side by side, there will still be 3 feet of space which will facilitate opening a car door. Therefore, the 8-foot wide parking stalls should be able to safely accommodate a parked vehicle and each of the six spaces will likely be fully utilized.

Conclusion

This parking memorandum (along with the first) demonstrates that the proposed parking layout which includes 6 - 8'x16' sized parking spaces is a viable parking plan. In addition, this

memorandum has demonstrated that providing narrower parking spaces, as opposed to standard width parking spaces, do not increase the likelihood of any safety issues.

I 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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