

September 10, 2012

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

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

Dear Mr. Di Girolamo:

Based on information contained in the application for a special permit for the above referenced project, I offer the following for your use.

Existing Conditions and Project Understanding

Linden Tree Realty Trust wishes to redevelopment a parcel located 11 Linden Avenue in Somerville, Massachusetts. The project property is located on the east side of Linden Avenue and is the 5th property north of Elm Street (Figure 1). The surrounding neighborhood is almost exclusively residential; a few non-residential uses exist nearby on Elm Street.

There is one existing habitable structure on the lot, a single-story residential building containing one unit (Figure 2). Linden Tree Realty Trust proposes to add a second building to house two additional residential units. The proposal includes changing the existing on-site parking from two (2) parking spaces to six (6) parking spaces to accommodate the parking demand associated with the additional units.

According to the Special Permit Application, the Somerville Zoning Ordinance (SZO) requires six on-site parking spaces for the three residential units. Six on-site parking spaces are proposed; however, to accommodate abutter's concerns, Linden Tree Realty Trust proposes that all six parking spaces be compact parking spaces (9'x16'). This traffic memorandum has been prepared to assist the City staff in determining whether providing compact parking spaces would be viable or have any inherent safety issues.

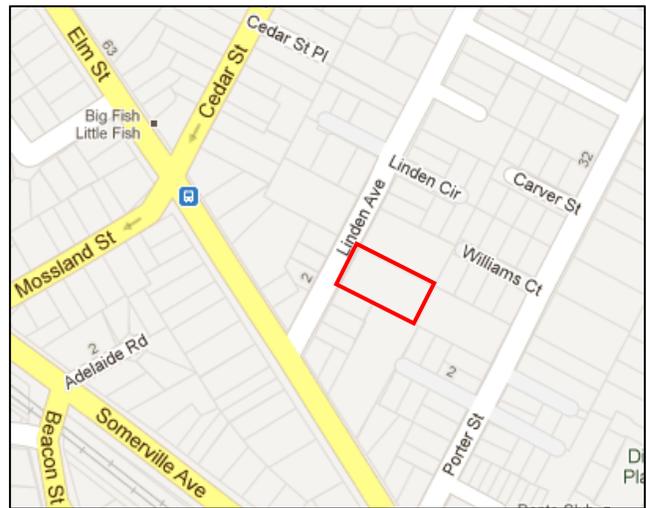


Figure 1 - Site Location

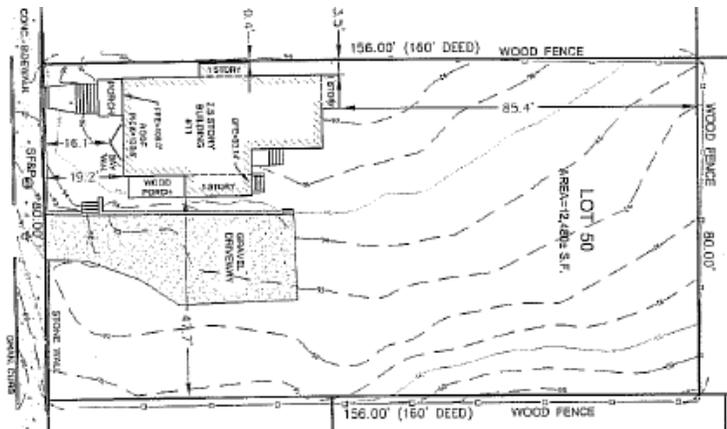


Figure 2 - Existing Parking Layout

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 shorter parking stall is viable and safe if and only if a parking vehicle can fully be accommodated within the parking stall. If not, the parked car will overhang into the parking aisle negatively impacting the maneuverability of the parking area. The average size of most vehicle classifications is less than 16 feet:

- a sub-compact sedan (<14.77’),
- a compact sedan (14.77’),
- a mid-size sedan (15.83’),
- a compact SUV (14.36’), and
- a mid-size SUV (15.60’)

There are a few vehicle classifications such as some large sedans and the large class of SUVs that have an average length slightly larger (~17’), however, with the increased popularity of compact cars and sub-compact cars due to fuel efficiency and environmentally conscience buyers, parked vehicles exceeding the stall length is less likely. Also, if a larger vehicle parks in the 16 foot stall, the parking layout provides for a slight overhang on the front end of the stall since there is no other parking stall in front of the space (as would be in a larger parking lot setting). Therefore, the 16 foot long parking stall should be able to safely accommodate a parked vehicle without compromising the aisle width.

Conclusion

This parking memorandum demonstrates that the proposed parking layout which includes 6 - 9’x16’ sized parking spaces is a viable parking plan. In addition, this memorandum has demonstrated that providing compact sized parking spaces, as opposed to standard sized parking spaces, does 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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