



March 27, 2012

181 CEDAR STREET, LLC
c/o Mr. Richard G. DiGirolamo
424 Broadway
Somerville, Massachusetts 02145

RE: Proposed Residential Project - 181 Cedar Street, Somerville, Massachusetts

Dear Mr. DiGirolamo:

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

Existing Conditions and Project Understanding

181 CEDAR STREET, LLC (the Client) wishes to demolish and replace an existing structure located on a 9,492 square foot lot located at 181 Cedar Street in Somerville, Massachusetts. The project location is the intersection of Cedar Street and Warwick Street. The surrounding neighborhood is almost exclusively residential, though a few non-residential uses also exist.

Now vacant, the existing structure on the lot is a single-story commercial building that was last used as a laundromat. The Client proposes to demolish this existing single-story structure and remove the associated on-site parking, replacing them with a new six unit, three-story residential building with six on-site parking spaces.

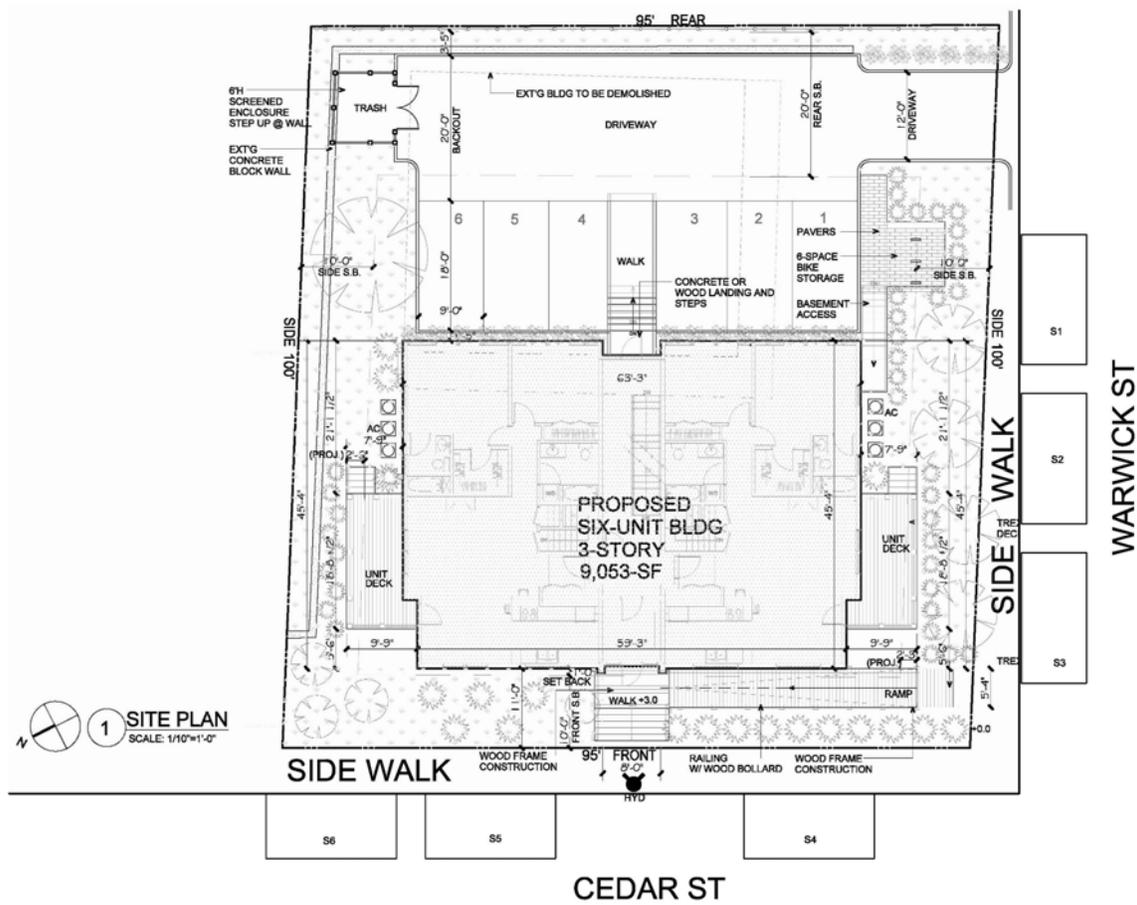
In order to comply with the parking requirements of the Somerville Zoning Ordinance (SZO) nine on-site parking spaces are required for the six two-bedroom units (1.5 parking spaces per unit), along with one visitor parking space. Six on-site parking spaces are proposed, four fewer parking spaces than are required (10 required). This traffic memorandum was prepared to assist the City staff in determining whether the project would have a detrimental impact on neighborhood parking supply.

Site Plan Review

After reviewing the Site Plan provided by Peter Quinn Architects it has been determined has the opportunity to create several on-street parking spaces. It should be noted, as currently designed the 181 Cedar Street lot does not allow for adjacent on-street parking, due to the extreme width of the existing over-sized curb cuts on both Cedar Street and Warwick Street. The proposed development will eliminate these existing curb cuts and allow for an additional six parking spaces (Figure 1). The addition of these six on-street parking spaces offsets the shortfall of on-site parking spaces, which should be more than

STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.

sufficient to meet the parking demands of the proposed six-unit building plus it provides for an additional two on-street parking spaces.



**Figure 1 - Site Plan
(Addition of Six On-street Parking Spaces)**

Cars Available per Household

More than 58% of the owner occupied houses/condos 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 2). This is likely due to the excellent access to public transportation that Somerville provides, particularly in a neighborhood so close to a rapid transit station.

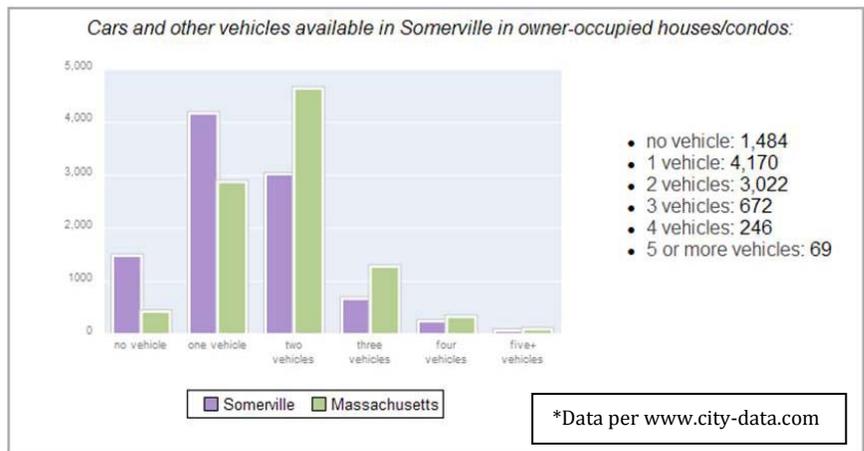


Figure 2 - Cars Available in Somerville in Owner-occupied Houses/Condos

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Proximity to Rapid Transit, Community Path, and Mode Split Data

The proposed project has excellent access to public transportation. The project is located approximately 0.7 miles from the Davis Square MBTA rapid transit station, with the Somerville Community Path providing almost a door to door connection (Blue Lines, Figure 4). The project location is also just 0.8 miles from the Porter Square MBTA rapid transit station (Blue Stars, Figure 3). This station also provides access to the MCR commuter rail system, which provides connections to central Massachusetts as well as Boston. Local bus service is also provided on nearby Highland Avenue and Broadway.



Figure 3 – Proximity of 181 Cedar Street to Transit Station

In addition, the MBTA is currently designing the Green Line Extension Project which includes a new MBTA station at Lowell Street (Red Star, Figure 3). This new station will be located within 0.25 miles of the proposed development (a five minute walk), offering even more convenient access to public transportation than exists today. Also, the City has plans to extend the Community Path beyond Cedar Street to the City of Boston (Red Lines, Figure 4). This extension to the Community Path is located one block from the proposed development. With excellent access to public transportation and other non-vehicular means of travel, it is not unreasonable to expect that vehicle ownership rates for this project may be less than typical vehicle ownership rates.



Figure 4 – Proximity of 181 Cedar Street to the Community Path

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Overall, 55% of Somerville residents travel to work via something other than a single occupant vehicle (Figure 5). 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. In addition, this data is for the overall City of Somerville; it is not unreasonable to expect that the mode split for public transportation is greater closer to the existing rapid transit stations that are either in or border the City of Somerville (Sullivan Square, Davis Square, and Porter Square).

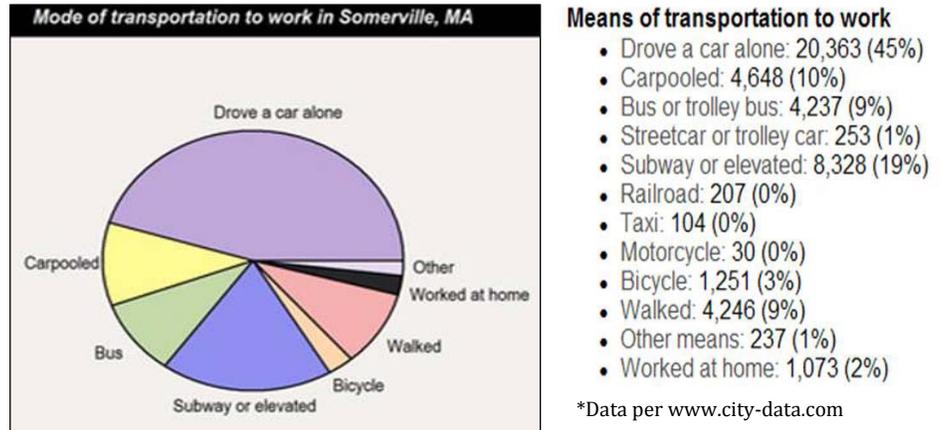


Figure 5 -Mode of Transportation to Work (Somerville)

Conclusion

This traffic memorandum demonstrates that the proposed project will have a negligible impact on the surrounding neighborhood’s on-street parking supply. The existing oversized curb cut on Cedar Street will be eliminated, while the oversized curb cut on Warwick Street will be greatly reduced, providing for a total of six additional on-street parking spaces. The proximity to existing and future public transportation, the proximity to the existing and proposed extended Community Path, and the six (6) additional on-street parking spaces are all mitigating factors that indicate 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,
 FORT HILL INFRASTRUCTURE SERVICES, LLC

Todd M. Blake

Todd M. Blake
 Associate

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