



April 2, 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:

Per your request, Fort Hill Infrastructure Services, LLC (Fort Hill) has collected parking data related to the above referenced project and offer the following additional information in support of your application.

Existing On-street Parking Utilization

The study area includes all on-street parking spaces available within a reasonable distance of the project but excluding restricted parking spaces (Figure 1). Based upon our experience, the most appropriate time to collect parking utilization data is in the evening hours on a weekday. This time period reflects the amount of parking available to residents at a time when they presumably have returned home for the evening.

However, the City Traffic Engineer also requested a weekday, a weeknight, and a weekend evening be counted. Therefore, Fort Hill collected parking space utilization data in the afternoon and in the evening on Thursday March 29, 2012 as well as on Saturday night March 30, 2012.



Figure 1 - Study Area

STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.

It was determined that the broader neighborhood has a total of 843 on-street parking spaces. However, the parking data was segregated into two sub-totals; on-street parking spaces available within one street of the proposed project and the remaining on-street parking spaces available within the larger overall neighborhood. There are still approximately 84 on-street parking spaces on streets located immediately in the vicinity of the project.

Based on the data collected approximately 30% of the larger neighborhood's public parking supply is available on a Saturday night, which was the busiest of the three time periods collected. This equates to approximately 254 on-street parking spaces (Table 1). More importantly, the data for the streets closest to the proposed project indicated that there was an even higher percentage of parking spaces available in the immediate vicinity of the project, 51% (43 parking spaces).

Table 1 – Existing Parking Utilization Summary

Description			# Parking Spaces Available (Empty)							
Street	Limits	Total Number of On-street Parking Spaces	Thur. Day ¹	Percent Available	Thur. Night ¹	Percent Available	Sat. PM ²	Percent Available	Avg.	Avg. Percent Occupied
Cedar Street	(Highland Ave. to Broadway)	24	15	63%	7	29%	5	21%	14	38%
Clyde Street	Entire Length	19	14	74%	13	68%	9	47%	18	63%
Warwick Street	(Cedar St., around bend to Clyde St.)	41	29	71%	29	71%	29	71%	44	71%
Sub-total		84	58	69%	49	58%	43	51%	75	60%
Albion Street	Entire Length	82	63	77%	29	35%	27	33%	60	48%
Alpine Street	Entire Length	50	35	70%	18	36%	16	32%	35	46%
Boston Avenue	(Morrison Ave. to Prichard Ave.)	60	25	42%	0	0%	0	0%	13	14%
Franey Road	Entire Length	60	7	12%	50	83%	43	72%	50	56%
Hancock Street	(Highland Ave. to Lexington Ave.)	20	10	50%	13	65%	7	35%	15	50%
Highland Road	(Kidder Ave. to Bike Path)	47	34	72%	14	30%	11	23%	30	42%
Hudson Street	Entire Length	114	64	56%	52	46%	43	38%	80	46%
Kidder Avenue	(Highland Ave. to Boston Ave.)	13	5	38%	0	0%	0	0%	3	13%
Lesley Avenue	Entire Length	20	14	70%	8	40%	4	20%	13	43%
Lexington Avenue	Entire Length	69	41	59%	25	36%	23	33%	45	43%
Morrison Avenue	(Willow Ave. to Cedar St.)	66	41	62%	13	20%	10	15%	32	32%
Murdock Street	Entire Length	32	22	69%	13	41%	4	13%	20	41%
Pearson Avenue	(Morrison Ave. to Kidder Ave.)	34	17	50%	7	21%	0	0%	12	24%
Prichard Avenue	Entire Length	56	25	45%	15	27%	9	16%	25	29%
Princeton Street	Entire Length	36	23	64%	17	47%	14	39%	27	50%
Sub-total		759	426	56%	274	36%	211	28%	456	40%
Overall Total		843	484	57%	323	38%	254	30%	531	42%

¹Note: Thursday afternoon data collected 3-29-12 between 2:30-3:30 PM

²Note: Thursday evening data collected 3-29-12 between 8:00-9:00 PM

³Note: Saturday evening data collected 3-31-12 between 8:00-9:00 PM

There are even more on-street parking spaces available during the other two time periods collected. During a weekday afternoon, it was found that 58 on-street parking spaces are available in the immediate vicinity of the proposed project and 426 on-street parking spaces are available in the broader surrounding neighborhood. During a weekday evening, it was found that 49 on-street parking spaces are available in the immediate vicinity of the proposed project and 274 on-street parking spaces are available in the broader surrounding neighborhood.

Based upon these field observations it has been determined 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 the four (4) additional vehicles that zoning requires.

STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.

Conclusion

This traffic memorandum, illustrating existing on-street parking utilization, demonstrates that the proposed project will have a negligible impact on the surrounding neighborhood's public parking supply. The 43 parking spaces (on a Saturday night) found to be available in the immediate vicinity of the project suggests that the local neighborhood's on-street parking supply has reserve capacity. In addition, the 211 parking spaces (on a Saturday night) found to be available in the broader vicinity of the project also suggests that the surrounding neighborhood's transportation infrastructure is more than adequate to meet the demands of this project.

This additional data along with the information provided in the original traffic memorandum dated March 27, 2012 (Summarized below) 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.

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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