



June 8, 2012

Mr. Tom Lichoulas  
Pitman Property Group, LLC  
57 Mill Street  
Woburn, Massachusetts 01801

RE: Parking Memorandum for the Proposed Project – 57 Pitman Street, Somerville, Massachusetts

Dear Mr. Lichoulas:

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

### **PROJECT UNDERSTANDING**

Pitman Property Group, LLC (the CLIENT) wishes to demolish one structure and build two on a parcel located at 57 Pitman Street in Somerville, Massachusetts. The project is located on Pitman Street near Belmont Street and in close proximity to Somerville Avenue. The project involves the removal of an existing 1-story concrete warehouse building and the creation of two new residential buildings containing a total of seven (7) units. It is our understanding that the proposed project requires two additional off-street parking spaces and therefore is requesting relief from the parking requirements set forth in the Somerville Zoning Ordinance (SZO).

### **JUSTIFICATION FOR PARKING VARIANCE**

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

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

These five factors will help explain why the proposed project is not likely to have a negative impact on the surrounding neighborhood's parking supply.

**STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.**

## PROPOSED OFF-STREET PARKING

The proposed project will provide for ten (10) off-street parking spaces. All ten (10) spaces will be constructed at grade, with access provided via a driveway located between the two new buildings. Two of the ten spaces will be van accessible. The Site Plan depicts the parking spaces in plan view (Figure 1).

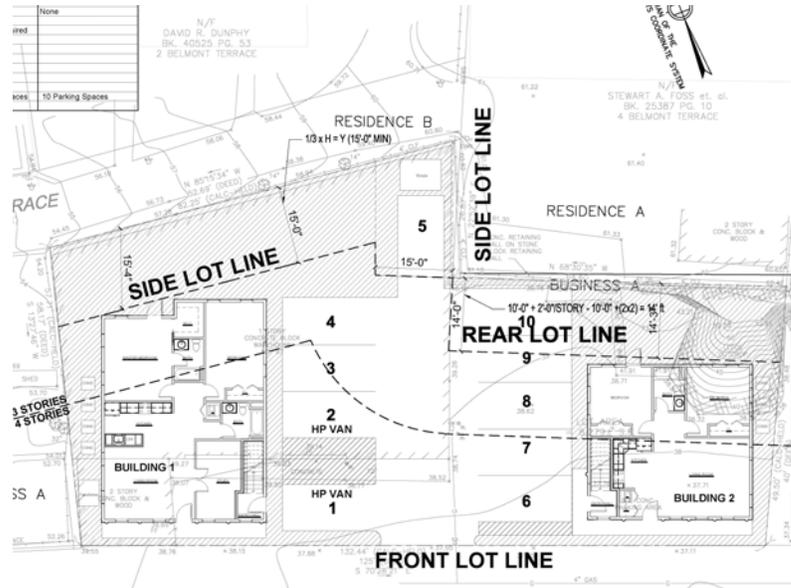


Figure 1 - Site Plan

## EXISTING ON-STREET PARKING UTILIZATION

The study area includes all on-street parking spaces available within a reasonable distance of the project excluding restricted parking spaces (Figure 2). Based on our experience, the most appropriate time to collect parking utilization data is during the evening hours. 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 weekend evening be counted. Therefore, Fort Hill Infrastructure Services, LLC (Fort Hill) collected parking space utilization data on the evening of Thursday May 31, 2012 and the evening of Saturday June 2, 2012.

It was determined that the larger area surrounding the proposed project has a total of 433 on-street parking spaces (Table 1A). However, the parking data was separated 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 residents with abutting homes. There are still approximately 404 on-street parking spaces on public streets within a reasonable walking distance of the project. Based on the data collected approximately 50% of the area's public parking supply is available on a typical weeknight, which equates to approximately 205 public parking spaces (Table 1A). Even during the busiest time period, a Saturday evening, there are 155 public parking spaces (40%) available (Table 1B).

Figure 2 - Existing Parking Utilization Study Area



STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.

**EXISTING ON-STREET PARKING UTILIZATION (Continued)**

**Table 1A Parking Utilization Data (Thursday, May 31<sup>st</sup> 2012)**

<b>Public Ways</b>					
<b>8:00 - 9:00 PM</b>					
<b>Location</b>	<b>Available</b>	<b>Occupied</b>	<b>Empty</b>	<b>% Occupied</b>	<b>% Empty</b>
<b>Somerville Avenue</b>					
Beech Street to Cragie Street (North Side)	25	15	10	60.0%	40.0%
Beech Street to Cragie Street (South Side)	38	14	24	36.8%	63.2%
<b>Kent Street</b>					
Somerville Avenue to RR Tracks (West Side)	6	2	4	33.3%	66.7%
Somerville Avenue to RR Tracks (East Side)	7	2	5	28.6%	71.4%
<b>Ibbetson Street</b>					
Somerville Avenue to Lowell Street (West Side)	34	16	18	47.1%	52.9%
Somerville Avenue to Lowell Street (East Side)	29	21	8	72.4%	27.6%
<b>Lowell Street</b>					
Somerville Avenue to Ibbetson Street (East Side)	24	12	12	50.0%	50.0%
<b>Belmont Street</b>					
School Parking Lot to Somerville Avenue (West Side)	40	22	18	55.0%	45.0%
School Parking Lot to Somerville Avenue (East Side)	41	25	16	61.0%	39.0%
<b>Pitman Street</b>					
Belmont Street to Beech Street (South Side)	31	18	13	58.1%	41.9%
<b>Spring Street</b>					
School Parking Lot to Somerville Avenue (West Side)	35	14	21	40.0%	60.0%
School Parking Lot to Somerville Avenue (East Side)	30	15	15	50.0%	50.0%
<b>Atherton Street</b>					
Spring Street to Beech Street (North Side)	22	7	15	31.8%	68.2%
Spring Street to Beech Street (South Side)	19	8	11	42.1%	57.9%
<b>Beech Street</b>					
Atherton Street to Somerville Avenue (West Side)	13	3	10	23.1%	76.9%
Atherton Street to Somerville Avenue (East Side)	10	5	5	50.0%	50.0%
<b>Total</b>	<b>404</b>	<b>199</b>	<b>205</b>	<b>49.3%</b>	<b>50.7%</b>

<b>Private Ways</b>					
<b>8:00 - 9:00 PM</b>					
<b>Location</b>	<b>Available</b>	<b>Occupied</b>	<b>Empty</b>	<b>% Occupied</b>	<b>% Empty</b>
<b>Kimball Street</b>					
Ibbetson Street to Lowell Street (North Side)	4	1	3	25.0%	75.0%
Ibbetson Street to Lowell Street (South Side)	4	3	1	75.0%	25.0%
<b>Belmont Place</b>					
All	8	3	5	37.5%	62.5%
<b>Belmont Square</b>					
All	10	8	2	80.0%	20.0%
<b>Belmont Terrace</b>					
All	3	1	2	33.3%	66.7%
<b>Total</b>	<b>29</b>	<b>16</b>	<b>13</b>	<b>55.2%</b>	<b>44.8%</b>

**STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.**

**EXISTING ON-STREET PARKING UTILIZATION (Continued)**

**Table 1B Parking Utilization Data (Saturday, June 2<sup>nd</sup> 2012)**

<b>Public Ways</b>					
<b>8:00 - 9:00 PM</b>					
<b>Location</b>	<b>Available</b>	<b>Occupied</b>	<b>Empty</b>	<b>% Occupied</b>	<b>% Empty</b>
<b>Somerville Avenue</b>					
Beech Street to Cragie Street (North Side)	25	18	7	72.0%	72.0%
Beech Street to Cragie Street (South Side)	38	27	11	71.1%	28.9%
<b>Kent Street</b>					
Somerville Avenue to RR Tracks (West Side)	6	3	3	50.0%	50.0%
Somerville Avenue to RR Tracks (East Side)	7	2	5	28.6%	71.4%
<b>Ibbetson Street</b>					
Somerville Avenue to Lowell Street (West Side)	34	16	18	47.1%	52.9%
Somerville Avenue to Lowell Street (East Side)	29	14	15	48.3%	51.7%
<b>Lowell Street</b>					
Somerville Avenue to Ibbetson Street (East Side)	24	17	7	70.8%	29.2%
<b>Belmont Street</b>					
School Parking Lot to Somerville Avenue (West Side)	40	31	9	77.5%	22.5%
School Parking Lot to Somerville Avenue (East Side)	41	27	14	65.9%	34.1%
<b>Pitman Street</b>					
Belmont Street to Beech Street (South Side)	31	20	11	64.5%	35.5%
<b>Spring Street</b>					
School Parking Lot to Somerville Avenue (West Side)	35	18	17	51.4%	48.6%
School Parking Lot to Somerville Avenue (East Side)	30	11	19	36.7%	63.3%
<b>Atherton Street</b>					
Spring Street to Beech Street (North Side)	22	16	6	72.7%	27.3%
Spring Street to Beech Street (South Side)	19	14	5	73.7%	26.3%
<b>Beech Street</b>					
Atherton Street to Somerville Avenue (West Side)	13	9	4	69.2%	30.8%
Atherton Street to Somerville Avenue (East Side)	10	6	4	60.0%	40.0%
<b>Total</b>	<b>404</b>	<b>249</b>	<b>155</b>	<b>61.6%</b>	<b>38.4%</b>

<b>Private Ways</b>					
<b>8:00 - 9:00 PM</b>					
<b>Location</b>	<b>Available</b>	<b>Occupied</b>	<b>Empty</b>	<b>% Occupied</b>	<b>% Empty</b>
<b>Kimball Street</b>					
Ibbetson Street to Lowell Street (North Side)	4	2	2	50.0%	50.0%
Ibbetson Street to Lowell Street (South Side)	4	3	1	75.0%	25.0%
<b>Belmont Place</b>					
All	8	2	6	25.0%	75.0%
<b>Belmont Square</b>					
All	10	3	7	30.0%	70.0%
<b>Belmont Terrace</b>					
All	3	1	2	33.3%	66.7%
<b>Total</b>	<b>29</b>	<b>11</b>	<b>18</b>	<b>37.9%</b>	<b>62.1%</b>

Furthermore, it was determined that within the immediate neighborhood of the proposed project there are a total of 198 on-street parking spaces (Tables 2A & 2B). The parking data was segregated into parking spaces available on public streets and parking spaces available on private ways. There are still approximately 177 on-street parking spaces on public streets immediately surrounding the project. It should be noted that residents of the proposed project will be allowed to park on Belmont Terrace since they will be direct abutters to that Private Way. Based on the data collected approximately 47% of the area’s public parking supply is available in the immediate vicinity of the project on a typical weeknight, which equates to approximately 83 public parking spaces (Table 2A). On a Saturday evening, there are fewer “empty” public parking spaces (39.5%) than on a weeknight; however, there are still approximately 70 public parking spaces available.

**STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.**

**EXISTING ON-STREET PARKING UTILIZATION (Continued)**

**Table 2A Parking Utilization Data (Thursday, May 31<sup>st</sup> 2012)**

<b>Public Ways 8:00 - 9:00 PM</b>					
<b>Location</b>	<b>Available</b>	<b>Occupied</b>	<b>Empty</b>	<b>% Occupied</b>	<b>% Empty</b>
<b>Belmont Street</b>					
School Parking Lot to Somerville Avenue (West Side)	40	22	18	55.0%	45.0%
School Parking Lot to Somerville Avenue (East Side)	41	25	16	61.0%	39.0%
<b>Pitman Street</b>					
Belmont Street to Beech Street (South Side)	31	18	13	58.1%	41.9%
<b>Spring Street</b>					
School Parking Lot to Somerville Avenue (West Side)	35	14	21	40.0%	60.0%
School Parking Lot to Somerville Avenue (East Side)	30	15	15	50.0%	50.0%
<b>Total</b>	<b>177</b>	<b>94</b>	<b>83</b>	<b>53.1%</b>	<b>46.9%</b>

<b>Private Ways 8:00 - 9:00 PM</b>					
<b>Location</b>	<b>Available</b>	<b>Occupied</b>	<b>Empty</b>	<b>% Occupied</b>	<b>% Empty</b>
<b>Belmont Place</b>					
All	8	3	5	37.5%	62.5%
<b>Belmont Square</b>					
All	10	8	2	80.0%	20.0%
<b>Belmont Terrace</b>					
All	3	1	2	33.3%	66.7%
<b>Total</b>	<b>21</b>	<b>12</b>	<b>9</b>	<b>57.1%</b>	<b>42.9%</b>

**Table 2B Parking Utilization Data (Saturday, June 2<sup>nd</sup> 2012)**

<b>Public Ways 8:00 - 9:00 PM</b>					
<b>Location</b>	<b>Available</b>	<b>Occupied</b>	<b>Empty</b>	<b>% Occupied</b>	<b>% Empty</b>
<b>Belmont Street</b>					
School Parking Lot to Somerville Avenue (West Side)	40	31	9	77.5%	22.5%
School Parking Lot to Somerville Avenue (East Side)	41	27	14	65.9%	34.1%
<b>Pitman Street</b>					
Belmont Street to Beech Street (South Side)	31	20	11	64.5%	35.5%
<b>Spring Street</b>					
School Parking Lot to Somerville Avenue (West Side)	35	18	17	51.4%	48.6%
School Parking Lot to Somerville Avenue (East Side)	30	11	19	36.7%	63.3%
<b>Total</b>	<b>177</b>	<b>107</b>	<b>70</b>	<b>60.5%</b>	<b>39.5%</b>

<b>Private Ways 8:00 - 9:00 PM</b>					
<b>Location</b>	<b>Available</b>	<b>Occupied</b>	<b>Empty</b>	<b>% Occupied</b>	<b>% Empty</b>
<b>Belmont Place</b>					
All	8	2	6	25.0%	75.0%
<b>Belmont Square</b>					
All	10	3	7	30.0%	70.0%
<b>Belmont Terrace</b>					
All	3	1	2	33.3%	66.7%
<b>Total</b>	<b>21</b>	<b>6</b>	<b>15</b>	<b>28.6%</b>	<b>71.4%</b>

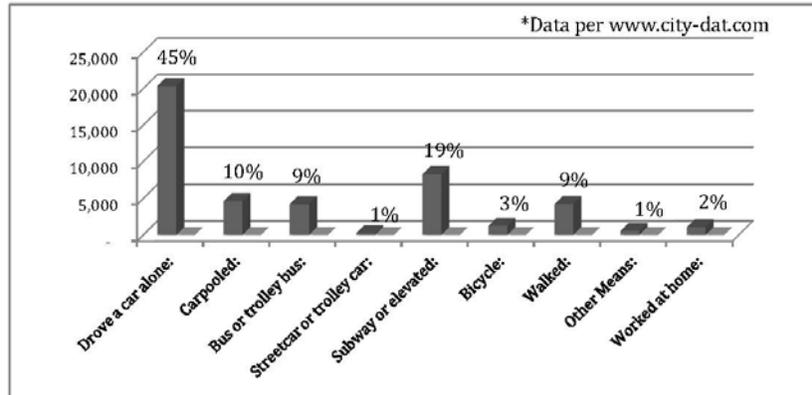
Based on these observations, it has been determined that the existing on-street public parking supply has a reserve capacity. The amount of available on-street parking spaces in the larger neighborhood (and more importantly within the immediate vicinity of the project) could easily accommodate the additional vehicles that zoning requires. In addition, Belmont Terrace has shown that it also has reserve capacity for at least two on-street parking spaces (Table 2).

**STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.**

## MODE SPLIT DATA

Over half of Somerville residents (55%) travel to work via something other than a single occupant vehicle (Figure 3). 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 for Somerville residents is likely to favor public transportation even more once the Green Line Extension project (including 5 new transit stations in Somerville) and the Assembly Square Orange Line Station is complete and operational.

**Figure 3 – Mode of Transportation to Work (Somerville)**



## PROXIMITY TO RAPID TRANSIT

While the proposed project is not within 1,000 feet of a rapid transit station, it has good access to several modes of public transportation (Figure 4). The proposed project is located approximately ½ of a mile from the Porter Square MBTA rapid transit station. This station also provides access to the MBCR commuter rail system providing connections to central Massachusetts as well as Boston.

In addition, the future Green Line Extension Project (GLX) will have two stations located relatively close to the proposed project; the Gilman Square Station will be located approximately ¾ of a mile from the project and the Lowell Street Station will be even closer, a little over a ½ mile away. Furthermore, local bus service is provided less than 500 feet away on Somerville Avenue (Route 83 and 87). 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 for Somerville residents.



**Figure 4 – Proximity to Area Transit Stations**

STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.

## CARS AVAILABLE PER HOUSEHOLD

Over half (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 5). 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.

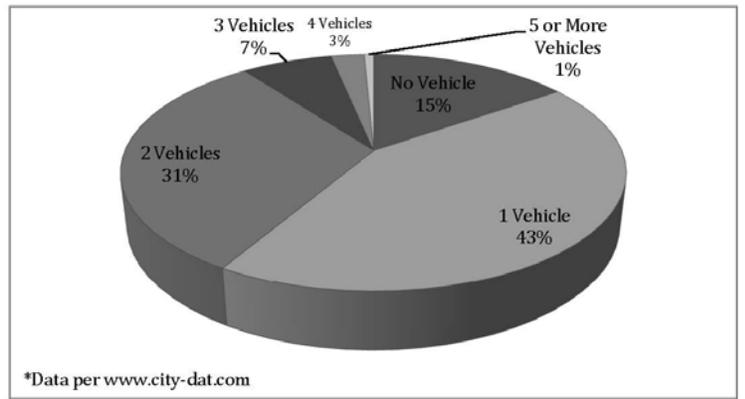


Figure 5 – Cars Available per Household

## CONCLUSION

This traffic memorandum has demonstrated that the proposed project will likely have a negligible impact on the surrounding neighborhood's public parking supply. The ten (10) off-street parking spaces being provided, surplus of on-street public parking spaces located in the neighborhood on a typical night, mode-split data, close proximity to existing and future public transportation and low vehicle ownership rates are all factors that support a parking variance for the proposed project. This information suggests that the surrounding neighborhood's transportation infrastructure is more than adequate to meet the demands of this project.

We hope 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*

Todd M. Blake  
Associate

STRATEGIC PERSPECTIVE. EXCEPTIONAL RESULTS.