

# MEMORANDUM

40 CENTRE STREET, BROOKLINE, MA



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20 Park Plaza, Suite 1202  
Boston, MA 02116

DATE: October 26, 2016  
TO: James Fitzgerald, P.E., LEED AP  
COMPANY: Environmental Partners Group, Inc.  
ADDRESS: 1900 Crown Colony Drive, Suite 402  
CITY/STATE: Quincy, MA 02169  
CC:  
FROM: Arthur G. Stadig, P.E.  
PROJECT NAME: 40 Centre Street, Brookline, MA  
PROJECT NUMBER: 16-2748.00  
SUBJECT: Peer Review of Parking

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Walker Parking Consultants (WPC) has been retained by the City of Brookline through Environmental Partners Group to review parking for the 40 Centre Street application. WPC has received the Traffic & Parking Assessment – Proposed Residential Development report as part of the application.

40 Centre Street is currently designed for 40 residential apartments. The grade level parking is under the building and accommodates 13 self-park spaces and 4 stacker spaces, totaling storage for 21 vehicles.

We have reviewed the materials and offer the following comments.

1. The developers have asked for a waiver to deviate from the parking space requirement. The City requires 2.0 spaces per unit and the waiver is for .53 spaces per unit citing proximity to public transportation, car share programs and bike share programs. If these spaces are market rate for the area, we recommend .67 spaces per unit, or 27 spaces. (.5 per studio; .65 per 1-bed; 1 per 2-bed; 1 per 3-bed) If the number of spaces provided on site falls short of the demand, the report has sited other nearby private parking options, but there aren't enough spaces in the current plan to accommodate 27 spaces. The .67 ratio does not include accommodations for visitor spaces. If visitors are accommodated, we recommend 4 additional spaces, bringing the ratio up to .77 spaces per unit.
2. The current plan indicates 6 compact spaces or 29% of the total number of spaces. Zoning only allows 25% to be compact.
3. The driveway into the garage is 20' and appears to comply with zoning. The 20' dimension is tight for two-way traffic, especially where turning maneuvers are occurring. Additionally, the double garage doors are narrower than 10'. They are also located on a curve of the driveway. The path of cars in mid-turn are wider than when going straight. Cars will need the full 20' width to enter or exit the garage. We further recommend a turning maneuver analysis be done to demonstrate challenges with the current driveway design. One large door may work better than two separate doors with a center jamb.

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4. If cars approach the garage entrance at the same time, from opposite directions (one exiting and one entering), there isn't a place to "stand" on Centre Street to wait for cars to exit and the car exiting can take up much of the width preventing the car outside the garage to enter.
5. It is unclear what the access control will be at this time. Depending on which type of system is used there could be queuing issues on the street.
6. The parking dimensions comply with zoning, but many of the spaces are immediately adjacent to columns with no extra relief for maneuvering. The columns restrict parking and un-parking maneuvers. In addition, the mechanical lifts (car stackers) may further restrict maneuvering for two compact spaces. The standard spaces may measure 8'-6", but in reality these will perform like 8'-0" or smaller spaces and do not meet the spirit of the zoning ordinance. Cars may need to make multi-point turns to enter or exit the spaces next to the columns.
7. There are proposed car stackers in the design and in Massachusetts, compliance with 524 – CMR Elevator Regulations is required. The submittal does not indicate how the car stacker spaces are to be operated. Training is required to operate the car stackers. Therefore, an assisted parking operation is required to manage these car stacker spaces since it is not reasonable to assume that rental residents will share or be trained for the car stackers. Assisted parking requires a person to operate the car stackers and drive vehicles on and off. This assisted parking operation will periodically require a drop-off/pick-up area and staging space during the morning or afternoon rush. Space is not shown where cars will queue as the stacker is being operated and cars are shifted around. Management of keys to the cars in the stackers will be required. The assisted parking operation gets more complicated if the 4 additional stackers mentioned in the report are installed (in addition to the current stackers on the plan). The applicant should indicate a more detailed plan for the operation of the car stackers.
8. Zoning allows 7'-6" wide compact spaces up to 25% of the total. This is a very narrow dimension and maneuvering around a columns will be a challenge. Also due to the proposed low parking space/unit ratio, it further reduces the number of more desirable spaces.
9. There are many bike spaces per the zoning requirement. How are the bicycles accessing the garage? Will there be access from the outside at the egress door next to the van space?
10. There is not enough information to determine that an accessible path exists from the door at the accessible parking space to the public street. The applicant should confirm this.

We remain available to answer further questions and attend the City's ZBA meeting as required.

best,  
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