

ADDENDUM 1

PARKING SUMMARY

PARKING SUMMARY

1. 49 Coolidge Street

The existing parking situation at 49 Coolidge Street consists of three (3) tandem parking spaces accessed by one curb cut on Coolidge Street.

The proposed parking situation at 49 Coolidge Street consists of four (4) tandem parking spaces accessed by an existing curb cut on Coolidge Street, to be utilized by commercial tenants only, on a fulltime basis.

2. 420 Harvard Street

The existing parking situation at 420 Harvard Street consists of ten (10) parking spaces and one (1) garage parking space accessed by one curb cut on Fuller Street.

The proposed parking situation at 420 Harvard Street consists of sixteen (16) tandem parking spaces and eight (8) single row parking spaces, assessed by an existing curb cut on Fuller Street to a ramp down to a below-grade garage.

3. Commercial Parking

Eight (8) of the first row tandem parking spaces in the garage will be utilized by commercial tenants during daytime hours between 8:00 AM and 5:00 PM, and residential tenants during evening hours between 5:00 PM and 8:00 AM, as allowed by special permit under Article IX of the Brookline Zoning Bylaws.

In addition to the eight (8) shared parking spaces at 420 Harvard Street, together with four (4) tandem parking spaces at 49 Coolidge Street, the proposed commercial parking situation consists of twelve (12) parking spaces during daytime hours between 8:00 AM and 5:00 PM.

4. Residential Parking

Eight (8) of the second row tandem parking spaces and eight (8) single row parking spaces in the garage will be utilized by residential tenants on a fulltime basis, together with the eight (8) shared parking spaces, as allowed by special permit under Article IX of the Brookline Zoning Bylaws, the proposed residential parking situation consist of twenty four (24) residential parking spaces during evening hours between 5:00 PM and 8:00 AM.

5. Shared Parking / Operations

The proposed shared parking arrangement works because of the complimentary nature of the uses proposed. Data from the Urban Land Institute (ULI) indicates that peak demand for

residential parking typically occurs between the hours of 10:00 PM and 6:00 AM, while peak demand for commercial parking spaces typically occurs between 10:00 AM and 3:00 PM. As confirmation, VAI has conducted parking utilization counts of commercial parking spaces where the peak demand occurred at 11:00 AM. VAI has also conducted parking utilization counts of residential parking spaces where the peak demand occurred at 4:00 AM.

By making the first row tandem parking spaces available in the garage for commercial tenants during the daytime only, the occasions that residential and commercial traffic would mix are minimized. In the morning, residents wishing to use their vehicle can exit prior to the start of the peak commercial use utilization, and in the evening, the commercial use will have exited the garage prior to the residents return and start of the peak residential use utilization.

In the event that a vehicle parked in a commercial parking space is blocking a resident from moving their vehicle, staff from the commercial tenants will move the offending vehicle temporarily. All keys to vehicles parked in the commercial spaces will be managed by commercial tenants for ease of mobility.

6. Affordable Unit Parking

There are currently a mixed of eight (8) shared and sixteen (16) fulltime residential parking spaces in the proposed development. Therefore, we propose to make the shared spaces and fulltime spaces available to both market and affordable unit tenants, on the same ratio as total spaces to total units.

(For example, if the affordable housing ratio is twenty percent (20%), then two (2) of the shared parking spaces and three (3) of the fulltime parking spaces will be allocated to the affordable units.)

The household selected earliest in the lottery will have their choice of these parking spaces. The parking spaces allocated to the affordable units are free.

CONCLUSION

The proposed commercial parking situation consists of eight (8) shared parking spaces at 420 Harvard Street, together with four (4) tandem parking spaces at 49 Coolidge Street, totals twelve (12) commercial parking spaces available during daytime hours between 8:00 AM and 5:00 PM.

The proposed residential parking situation consists of eight (8) of the second row tandem parking spaces and eight (8) single row parking spaces at 420 Harvard Street, to be utilized by residential tenants on a fulltime basis, together with the eight (8) shared parking spaces, totals twenty four (24) residential parking spaces available during evening hours between 5:00 PM and 8:00 AM.

PARKING SUMMARY

(4) Full-time Commercial Spaces

@ 49 Coolidge Street

(8) Shared Commercial / Residential Spaces

(16) Full-time Residential Spaces

@ 420 Harvard Street

COMMERCIAL SPACES

SHARED SPACES

RESIDENTIAL SPACES



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OWNER
 GFC HARVARD ASSOCIATES, LLC

420 HARVARD ST
 BROOKLINE, MA
 ZBA HEARING

REVISIONS

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
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DRAWING INFORMATION

SCALE: 1/8" = 1'-0"

DATE: 10/20/2016

PROJECT: 16-001

SCALE: 1" = 10'-0"

DRAWING TITLE
GROUND FLOOR PLAN

DRAWING NUMBER
A100

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 10/20/2016 4:11:58 PM AutoCAD

COMMERCIAL SPACES

SHARED SPACES

RESIDENTIAL SPACES



420 HARVARD ST
 BROOKLINE, MA
 ZBA HEARING

REVISIONS

| NO. | DATE | DESCRIPTION |
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DETAILED INFORMATION

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|-----------|--------------|
| DATE | 25 SEP 2015 |
| DATE | 10/20/2015 |
| PROJECT # | 2-10 |
| SCALE | 1/8" = 1'-0" |

DRAWING TITLE
 GARAGE LEVEL

DRAWING NUMBER

A101

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SHARED PARKING

(12) Commercial Spaces from 8:00 AM-5:00 PM

Peak Demand from 10:00 AM-3:00 PM (ULI)

Peak Demand @ 11:00 AM (VAI Traffic Study)

(24) Residential Spaces from 5:00 PM-8:00 AM

Peak Demand from 10:00 PM-6:00 AM (ULI)

Peak Demand @ 4:00 AM (VAI Traffic Study)