

# MEMORANDUM

40 CENTRE STREET, BROOKLINE, MA



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20 Park Plaza, Suite 1202  
Boston, MA 02116

DATE: November 21, 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. Previously WPC received the Traffic & Parking Assessment – Proposed Residential Development report as part of the application. WPC is now in receipt of updated plans dated 11/21/2016 and has been asked to review the parking plan.

40 Centre Street is currently designed for 40 residential apartments. The grade level parking is under the building and accommodates 5 self-park spaces and 20 semi-automated stacker spaces, totaling storage for 25 vehicles.

We have reviewed the materials and offer the following comments.

1. We continue to recommend 0.67 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 are not enough spaces in the current plan to accommodate 27 spaces. The 0.67 ratio does not include accommodations for visitor spaces. If visitors are accommodated, we recommend 4 additional spaces, bringing the ratio up to 0.77 spaces per unit.
2. The type of stacker has been updated from the previous submission. We are assuming that the "semi-automatic car system" noted on the plans is similar to the Klaus Trendvario 4200. If this is a correct assumption, then this or a similar system could work provided the stacker system can be accommodated within the dimensions of the project.
3. 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.
4. If more than 25 spaces are in the garage the number of accessible spaces must be increased to a total of 2. There is a provision on the plan to accommodate this additional space.

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5. 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. This should continue to be reviewed as the design moves forward.
6. 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. The car exiting can take up much of the width preventing the car outside the garage to enter.
7. It is unclear what the access control will be at this time. Depending on which type of system is used, there could be occasional queuing issues on the street.
8. An accessible path has been provided. The ramp is required to be <5%.

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

best,  
Art