

# MEMORANDUM

384 HARVARD STREET, BROOKLINE, MA



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20 Park Plaza, Suite 1202  
Boston, MA 02116

DATE: February 8, 2017  
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: 384 Harvard Street, Brookline, MA  
PROJECT NUMBER: 16-2773.00  
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 384 Harvard Street application. WPC has received supporting documents for 384 Harvard Street prepared for the City of Brookline.

To WPC's knowledge we understand the following: 384 Harvard is currently designed as 62 independent senior living units (53 one-bedroom and 9 two-bedroom) for the Jewish Community Housing for the Elderly (JCHE). There is also 5000 sf of retail on the ground level of the building. The Transportation Demand Management Plan (TDMP) prepared by Stantec indicates 14 total parking spaces are provided on the property and that it will be a "car free" facility for residents. Residents will not be able to have a car. The 14 spaces are allocated as 3 Congregation Kehillath Israel, 1 accessible, 2 car share (i.e. Zipcar), 2 retail employee, and 6 JCHE spaces. The 6 JCHE space are broken down into 4 building employee spaces and 2 spaces for regular traveling staff for building and social activities.

We have reviewed the applicant's information and offer the following comments:

1. Zoning requires 2.0 spaces per residential unit so the proposed ratio of 0.0 space per unit is a significant deviation from the requirement.
2. There is no allocation on the property for visitor spaces. The TDMP indicates visitors are encouraged to take public transportation, ride a bike, or park on the street or in a nearby public lot. Zoning states in section 6.02-2-f: "For residential uses in M, L, and G districts, ten percent of all required parking spaces shall be designed and marked for use by visitors and tradespeople." This property is in district M-1.0. Ten percent of the required spaces would be 13 (10% of 124). Without a better understanding of residents' specific needs, we believe a minimum visitor parking ratio of 0.15 spaces per unit should be used or 10

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spaces which is in line with the 13 stated above. While the TDMP will encourage visitors to use alternative transportation, it is not realistic to assume that visitor demand will go away. This will put pressure on the existing parking resources in the neighborhood.

3. In addition to residential visitors, parking demand for providers of individualized services for the residents will be required. Examples may include a cleaning service, visiting nurses, etc. We have concerns the proposed parking plan for these users is not adequately addressed for this building. As most of these services would occur during business hours, some of the visitor parking if provided as indicated above could be used for this demand as the visitor demand would typically peak during evenings and weekends.
4. The ground level retail space is 5000 sf. The TDMP indicates the retail is for resident and neighborhood needs. Zoning requires 5 spaces per 1000 sf. The two spaces provided on-site for employees does not meet the zoning requirement but may be adequate for the retail employee demand.
5. We have concerns with the "performance monitoring" as indicated in the TDMP. If there are issues with the goals set out in the memo, how will alterations or any remedial measures be made? If, for example, more parking is required how will that improvement be met?
6. The parking layout appears reasonable and appears to meet the zoning requirement for a parking layout. The spaces that are next to a column are difficult to maneuver into, but if regular user-groups are parking in the garage (i.e. staff, employees, etc.) they will learn how to park in this specific situation.
7. Access control of the parking (gates, grilles, etc.) is not indicated. Is the parking area open to public access for the car-share spaces? Any control measures may affect the parking layout.
8. As we believe that more parking will be required as indicated above, we offer the suggestion of semi-automated parking to meet that goal and fit within the existing parking area. If there is some movement to the column layout, a vertical "puzzle-type" semi-automated parking system could be utilized where cars are vertically stacked in a grid against both walls. The user pulls into an open compartment of the system (like a parking space) and leaves the vehicle. The compartment gate closes with a credential or keypad entry and the vehicle is shifted across, up or down for storage. It's like a vehicle lift, but the entire wall is one system, not individual lifts. When the driver wants to retrieve their vehicle, they use a credential or key-pad number to call-up their vehicle and the car's compartment shifts into an accessible position. There is currently a system in operation in the Boston area.
9. Loading for the building is indicated on Harvard Street but details are unclear. Submittal documents indicate that the parking area may be used for loading and carting of rubbish and recyclables. Pending more explanation and detail, operations through the garage and may block access to and from spaces while the loading operations occur.

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Operations may affect Williams Street and should be explored. Loading operations effects on the parking needs to be confirmed.

We remain available to answer further questions and attend meetings as required.

best, Art