

MEMORANDUM

455 HARVARD STREET, BROOKLINE, MA



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20 Park Plaza, Suite 1202
Boston, MA 02116

DATE: June 7, 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: 455 Harvard Street, Brookline, MA
PROJECT NUMBER: 16-2794.00
SUBJECT: Peer Review of Parking

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Walker Parking Consultants (WPC) has been retained by the Town of Brookline through Environmental Partners Group to review parking for the 455 Harvard Street application. WPC has reviewed the application materials presented by the proponent that are generally available on the Town's website for this project.

455 Harvard Street is currently designed for 17 residential apartments and 1738 SF of retail at grade. The nature of the retail is not stated. The grade level parking is under the building and most recent drawings indicate 13 self-park spaces with 11 of those spaces contained in a semi-automated vertical "puzzle-type" vehicle stacker system. Note that application written materials are inconsistent with the number of parking spaces provided versus what the drawings are showing.

We have reviewed the materials and offer the following comments.

1. The proponent has asked for a waiver to deviate from the parking space requirement in Section 6.02. The Town requires 1.0 space for studio units, 1.4 spaces for one bedroom units, 2.0 spaces for two or more bedroom units and 1.0 space for every 200sf ground level retail which totals 36 spaces, or 41 spaces if "Dens" are considered bedrooms. The waiver is for 12 (13 on drawings) total spaces or 33% (29% of 41 spaces) of the required number of spaces citing proximity to public transportation, car share programs and bike share programs. The parking facility employs a semi-automated vertical "puzzle parking" system. This system lends itself to repeat users with credentials and not transient guests. As such, the parking may accommodate some percentage of the residents and employees of the retail. Patrons of the retail and guests of the residential units will likely not be parking in the 13 space parking facility and must be accommodated on-street or in the neighborhood. This is contrary to the Vanasse Associates May 15, 2017 Traffic Memorandum Trip Generation Comparison which conservatively uses both residential and retail users to develop traffic characteristics. The proponent should be more definitive in defending a large reduction in required parking. We suggest a review of the

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actual residential and retail demand and a plan as to how this is accommodated. The review should discuss the intended nature of the retail and how this affects parking demand. The pricing and parking allocation for residents should be discussed in the context of parking demand.

2. Walker estimates that the 13 spaces in the garage will have a lower peak hour volume (PHV) than other uses that have previously occupied this property. The traffic report indicates a relative PHV of 50% exiting during the morning and 15% entering. The total combined trips are 9 cars which is roughly one trip every 5 minutes. We take no exception with the traffic report that the number of trips generated by these 13 spaces will be less than previous occupants of this property.
3. The garage door opening is only 16' wide. This is wide enough for one car to drive through at a time in either direction. If there is head-on conflict, the entering car must wait on the street for the exiting car to leave the garage. It is unclear what the current plan is for access control to open and close the garage door. Depending on which type of system is used there could be occasional queuing issues on the street, or worse. We recommend that the proponent address the operational aspects of access to the garage to address these issues.
4. Cars may need to make multi-point turns into the semi-automated parking system bay. Only one bay needs to be accessed by the parking or un-parking car. The middle bay of the 8-space module will likely be the easiest to access and the bay furthest from the stair will likely be the easiest to access for the 3-space module. The corner of the egress stair that is adjacent to the drive aisle is difficult to navigate around. We recommend that a turning study be performed to confirm the parking operation is adequate within the space provided.
5. We understand that the CityLift Two Level Puzzle parking system has been provided as a reference. The proponent's drawings are currently not clear as to column locations, width of parking system compartments, etc. These details and dimensions should be confirmed to assure compliance with zoning dimensional requirements for off-street parking.

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

best,
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