

# MEMORANDUM

111 CYPRESS STREET, BROOKLINE, MA



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20 Park Plaza, Suite 1202  
Boston, MA 02116

DATE: August 11, 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: 111 Cypress Street, Brookline, MA  
PROJECT NUMBER: 16-2822.00  
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 111 Cypress Street application. WPC has reviewed the application materials presented by the proponent that are generally available on the Town's website for this project.

111 Cypress Street is currently designed for 99 residential apartments. Vehicles enter and exit the site on the south side off Brington Road leading to a drop-off circle, eight parking spaces (3 for neighbors, 5 for the development), and garage access on the rear or west side of the proposed building. There are two levels of parking that are not connected and five spaces outside the building. One parking area (37 spaces) is below grade, the other area (24 spaces) is at the grade level

We have reviewed the materials and offer the following comments (see attached plans):

1. For the zoning L-0.5 district, the Town requires 2.0 spaces for 1 or 2 bedroom units and 2.3 spaces for 3 bedroom units which totals 201 spaces or an average of 2.03 spaces/unit. The project is reducing the number of required spaces to 66 spaces or 0.67 spaces/unit citing proximity to public transportation. The proponent should be more definitive in defending a large reduction in required parking. We suggest a review of the actual residential demand that occurs in the neighborhood. The pricing and parking allocation for residents should be discussed in the context of parking demand.
2. Walker estimates that the 66 spaces on the site 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 39% exiting during the morning and 9% entering. The total combined trips are 32 cars which is roughly one trip every 2 minutes. The traffic report indicates a relative PHV of 42% entering during the evening and 23% exiting. The total combined trips are 43 cars which is roughly one trip every 1.5 minutes. We take no

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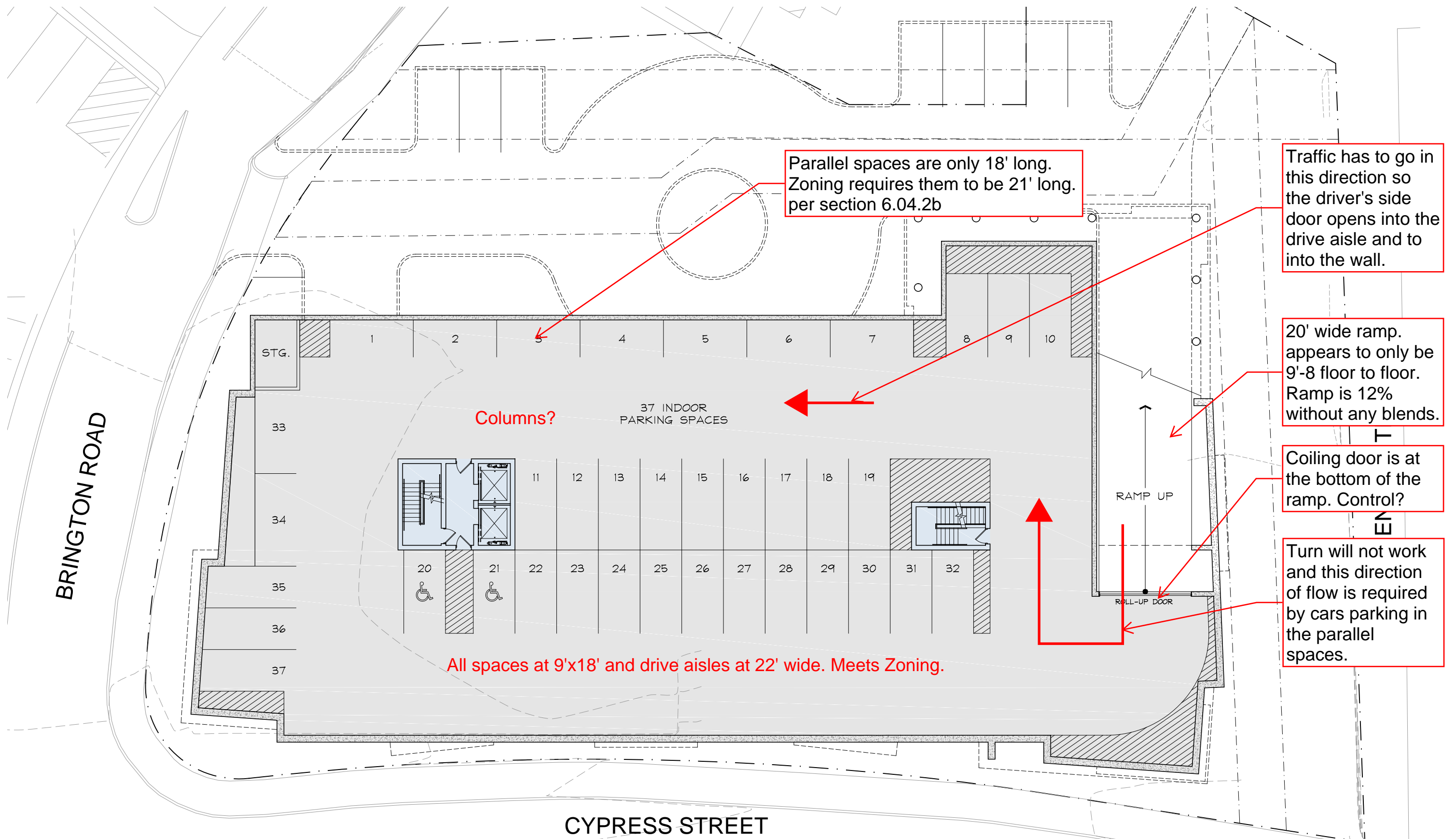


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exception with the traffic report that indicates the number of trips generated by these 66 spaces will be less than previous occupants of this property.

3. The garage doors openings are less than 20' 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 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 that could back-up into the street. We recommend that the proponent address the operational aspects of access to the garage to address these issues.
4. Structural columns are not shown in the parking areas. The proponent should confirm this long-span design. If columns are added as design progresses, the number of parking spaces will be reduced. We recommend the proponent address the structural system effects at the parking areas and resultant car count.
5. Basement parking plan comments:
  - a. The ramp to the parking is 12%. Without proper blend ramps, cars may frequently bottom-out at the top and bottom of the ramp with this steep of slope.
  - b. Cars cannot make the U-turn around the end of the ramp into the adjacent drive aisle parallel to it. This has an impact on parking in the parallel spaces on the southern and western walls of the garage. It is highly preferred that the driver's side door opens to the drive aisle and not towards the wall, requiring a counter-clockwise traffic flow on the plan.
  - c. Parallel spaces are only 18' long and do not meet the zoning ordinance. They are required to be 21' long.
  - d. Parallel space #1 cannot be parked properly by backing into the parallel space with counter-clockwise circulation.
6. First floor parking plan comments:
  - a. The parallel spaces along the southern wall can be parked in with the expected flow of traffic in to the garage. When exiting they must turn around and there is no place for that to occur. A U-turn is very difficult with multi-point turns.
7. There are four ADA spaces; two on each level. This assumes each level is being treated as a separate garage. If they are treated as a whole, only 3 spaces are required (including one van space). If they are in fact treated separately, one van space must be located on each level (8' space and 8' access aisle). Confirm 8'-2" headroom clearance at van accessible spaces.

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



111 CYPRESS STREET  
BROOKLINE, MA 02445

## Basement Floor Plan

JULY 14, 2017



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parallel spaces are required to be 21' long per Zoning section 6.04.2b

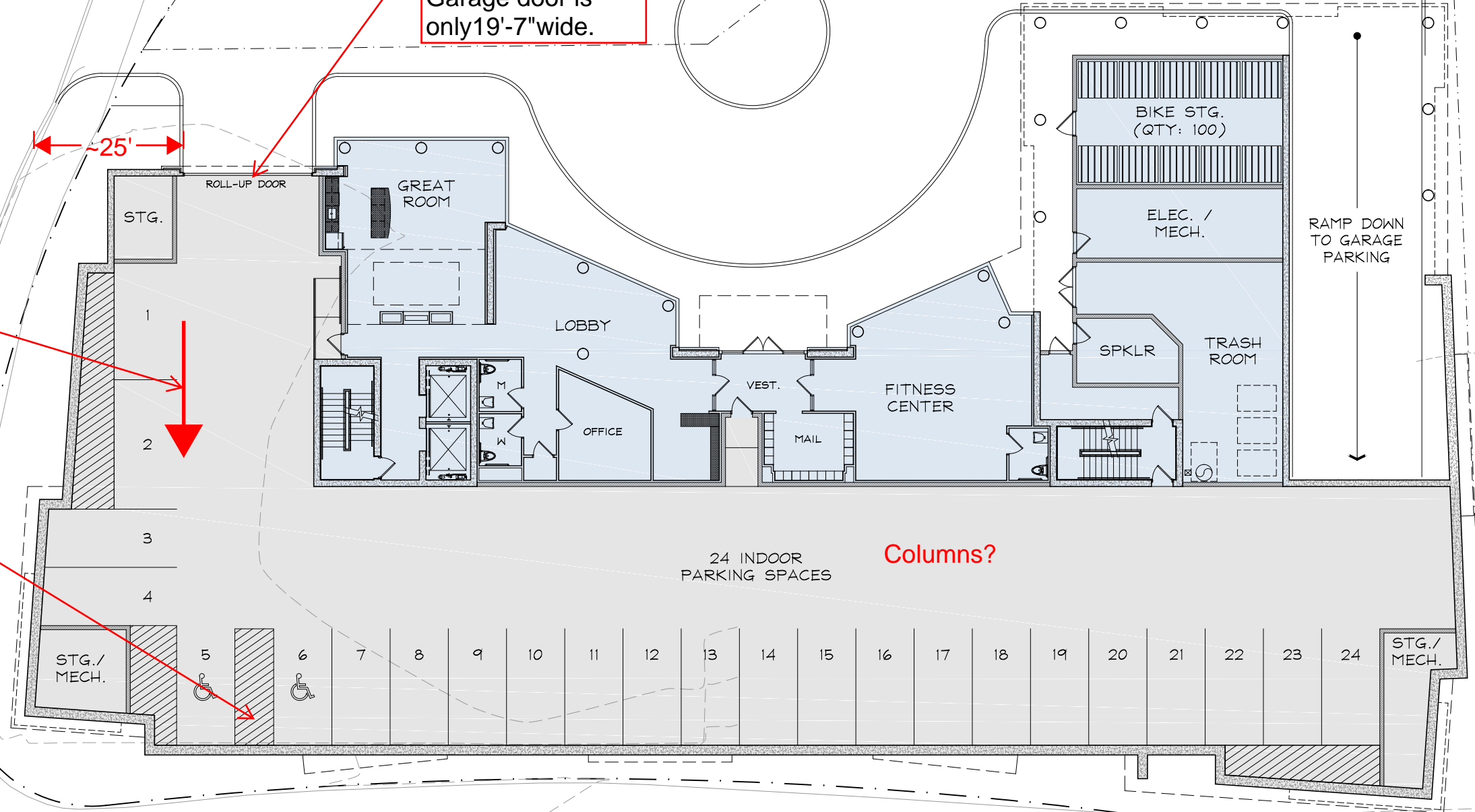
The arrow illustrates the direction the car has to park in order to keep the drivers side door opening into the aisle and not the wall. Once the cars are parked, where will they turn around to exit?

Curb cut is 20'. Garage door is only 19'-7" wide.

The access aisle needs be to 8'-0" wide per MA Accessibility Regulation and ADAAG. 8'-2" clear headroom is required to, from and at the parking space. Can this be accommodated?

ROAD

~25'



MBTA GREEN LINE TRACKS

CYPRESS STREET

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First Floor Plan

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