

MEMORANDUM

To: Jesse Geller, Chair Brookline Zoning Board of Appeals
CC: Arthur G. Stadig, P.E.
From: Darian Medeiros PCC, CPP
Date: April 10, 2019
Project: 1299 Beacon Street, Brookline MA, Parking Study
Subject: Response to Parking Peer Review Comments

We provide the following in response to the peer review comments of the 1299 Beacon Street parking program dated February 26, 2019. The comments were prepared by Walker Consultants in their memorandum dated March 28, 2019. We take no exceptions to comments not addressed in this response.

WM denotes Walker Consultants Memo

WM Sections 1(b) *The new total number of parking spaces required by zoning is 148 residential spaces, and 40 spaces for restaurant or 14 spaces for retail, depending on actual use. The waiver has not been updated to reflect the updated programming. We continue to recommend that the parking supply for the residential component be between 0.7 and 0.9 spaces/unit plus a ratio of 0.1 for tradespeople/visitors. The current design has 74 units planned (32 one-bed, 42 two-bed) and a parking supply of 87 spaces. Because of the bed mix, we recommend the higher end of the range. The fact that this is a 55+ community tends to suppress that down, so 0.8 spaces/unit plus 0.1 for tradespeople/visitors (see paragraph 2 below) or 0.9 total is appropriate. This gives a recommended residential related total of 67 spaces (0.9 X 74).*

1(b) *Simon's 2-26-19 updated report does not indicate a residential parking demand but rather indicates how many would be available after subtracting commercial/restaurant requirements from the 87 provided. The Simon report indicates 67 spaces are needed for casual fine dining restaurant on peak weekend (59 weekday) or 12 spaces are required for retail on weekend (11 weekday). This would leave 75 spaces for residents (1.0/unit) if retail is used for the commercial space and 20 spaces for residents (0.27/unit) if fine casual dining is used for the commercial space. The report offers that using the zoning required 40 spaces for restaurant will leave 47 spaces for residents (0.64/unit). In Walker's opinion, the report does a good job of bracketing what the parking requirements may be given the possible uses of the commercial space. Again, we offer that providing spaces to meet the residential only demand of 67 spaces (see paragraph b above) is appropriate. The supply of 87 spaces will therefore not adequately serve some high parking demand uses for the commercial space.*

Response: The owner understands that the parking demand for the commercial space will vary depending on the final land-use (grocery is specifically excluded). The highest demand for this space per the Brookline zoning code is 40 spaces (if occupied by a restaurant). In this scenario, 47 spaces will remain for use by the residential units or (0.64/unit ratio). Visitors and tradespeople will have access to the 40 commercial spaces during off hours. The restaurants peak time is in the evening, it would typically not conflict with the time most visitors and tradespeople would need to park.

The 67 spaces mentioned in our report for a restaurant use was derived from (ULI) parking ratios, not the zoning requirements. The ULI estimates were provided by request of the town's peer reviewer as an additional data point. Although the ULI suggests a higher demand, it may not reflect the actual parking needs of Coolidge Corner which is traditionally regulated and captured by the zoning ordinance.

The residential units are dedicated to 40B housing for people age 55 and over. Given the location and the Owner's market analysis, parking spaces will not be bundled with the units. Potential residents will obtain parking spaces through lease agreements. This approach will limit the number of vehicles residents can have at the property to the actual parking supply. This approach is also recommended by the Brookline Transportation Board as a parking "best-practice" in the letter dated March 18, 2019 from Chris Dempsey to Jesse Geller (see Item #3). The developer is satisfied with the number of spaces being committed to the residential units, and preserving the 40 spaces for the commercial space.

WM Section 2(b) *The previous version of the Simon report indicated 8 spaces to be used for guests or tradespeople which is 10% of the total parking supply and complies with zoning. The revised 2-26-19 updated report is silent on visitors and tradespeople. While not stated, guests or tradespeople may use the spaces designated for commercial space on off-peak times. Without knowing the specific retail or dining use, this may be valid and acceptable. If low demand retail is used for the commercial space, the number of remaining spaces will likely accommodate visitors and tradespeople.*

Response: Refer to previous response in this memo regarding tradespeople.

WM Section 9 (b) ii *here are 21 compact spaces shown on the plans. This is 28.4% of the parking supply and appears to require a special permit. We continue to recommend against using them. They are restrictive and people often mis-park over the paint stripe into the next space. The 20' drive aisle complies with zoning, but is narrow for proper maneuvering.*

Response: Although compact spaces are allowed by zoning, we understand that they can be difficult to use or misused. In order to mitigate some of these concerns, any unassigned compact spaces will be clearly marked "compact". Additionally, the spaces will be stripped to 8'-0"x16'-0" long to deter oversized vehicles from parking in the compact spaces. In our experience properly stripped and signed compact spaces help deter misuse.