

MEMORANDUM

To: Jesse Geller, Chairman of the Brookline Zoning Board of Appeals
From: Alan Simon
Date: April 26, 2019
Project: 1180 Boylston St-Brookline MA
Subject: Parking Update

Simon Design Engineering (SDE) is pleased to submit the following summary of the revisions to the parking program for the referenced project. The project is a multi-use development consisting of age-restricted (40b) rental housing, and ground floor retail.

Functional and Programmatic changes:

The previously permitted project consisted of single underground level populated with mechanical parking stackers. Elevators operated by valets, provided vehicular access to the underground level. All vehicle parking was proposed to be managed by valet attendants via a drop-off at the ground level.

The site was expanded, and offered new opportunities for the parking layout, and function. The new parking approach provides a self-park solution of two levels of below grade parking, accessed by a two-way ramp that provides better functionality, and will expedite the process of parking vehicles. These revisions provide an improved level of service for the users, and will reduce the risk of cars queuing and backing-up Boylston Street during peak usage. The previous design had a potential risk of affecting traffic on Route 9 during peak times if the number of cars outnumbered the valet staff. The new design addresses many of the previous concerns, and is a better solution for public safety.

In addition to functional changes, programmatic changes have occurred that affect the parking program. The following table illustrates the changes between the permitted project the new proposed design:

Land-Use	Permitted Design Quantities	New Design Quantities	Difference in Quantities
Ground Floor Retail	5,560 gsf ^a	6,423 gsf ^a	+863 gsf ^a
Age-restricted residential housing	45 units ^b	50 units ^c	+5 units

^a gsf= Gross square footage, includes all floor area

^b Consists of (16) one-bedroom units, and (29) two-bedroom units

^c Consists of (18) one-bedroom units, (30) two-bedroom units, and (3) three-bedroom units

Parking Provided:

Parking will be limited, and controlled for access to residents and visitors to the complex. Access controls will be placed, and there will be on-site enforcement.

The new plans provide seventy (70) parking spaces. The site is zoned as G-1.0 (general business district) and will require one (1) space for every two hundred square feet or five per thousand according to the Brookline zoning by-laws. Given the proposed square footage of the retail thirty-two (32) spaces are required by the zoning code.

The Brookline zoning code addresses the residential parking; however, it does not make any special provisions for age-restricted housing. The parking needs for age-restricted housing varies significantly from traditional housing because the changing lifestyle of older adults affects their transportation needs. Many do not have to be at work, or pick-up children, and the need for owning a vehicle decreases. Available case study data from the Institute of Transportation Engineers (ITE) indicates that the rate of parking for this land-use type ranges from 0.45 to 0.67 per unit in a general suburban environment.

Given the proposed parking supply, thirty-eight (38) spaces would remain available for the age-restricted units. The zoning code indicates that ten percent of the required spaces are to be designated for use by visitors and tradespeople therefore four (4) spaces would be designated as visitor. The remaining thirty-four spaces (34) would be dedicated to the residential. When compared to the number of residential units, the parking ratio equates to 0.68 spaces per unit. Given this site's dense urban location, the nearby Chestnut Hill green line stop, MBTA bus lines, the owners market analysis, and the available ITE data, the proposed residential parking ratio appears to be in the acceptable range for age-restricted housing.

The applicant proposes to unbundle the parking spaces from the units, meaning potential residents will obtain parking spaces through separate agreements. Where parking is bundled in with the cost of renting, auto-ownership is higher. The economics of car ownership versus the use of ride sharing services is decreasing the desirability/need of individual car ownership. Unbundling the parking will limit the number of vehicles to the actual parking supply. This approach was recommended by the Brookline Transportation Board as a parking "best-practice" on the 1299 Beacon Street project.

Yours Very Truly,

SIMON DESIGN ENGINEERING

Alan H. Simon

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Principal