

## MEMORANDUM

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**To:** Rachna Balakrishna  
**From:** Alan H. Simon  
**Date:** December 27, 2018 (*Revised May 24, 2019*)  
**Project:** 1299 Beacon St. Brookline MA  
**Subject:** Development of Parking Program

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Simon Design Engineering (SDE) is pleased to submit the following findings resulting from our parking demand analysis prepared for the proposed age-restricted rental housing development at 1299 Beacon St. These findings are revised from earlier reports by program reduction, and decisions by ownership on operations.

### **Introduction:**

The proposed project is a multi-use development consisting of age-restricted rental housing (40B), and a ground floor commercial space. We reviewed the zoning requirements with the Brookline Planning Department and their parking consultant, and were asked to evaluate the proposed parking requirements within the context of the underlying zoning parking requirements and published criteria developed by others. We were asked to re-assess the parking demand associated with the proposed commercial space on the ground level for differing uses.

SDE met with the town's peer reviewer who recommended utilizing the Urban Land Institute's<sup>1</sup> (ULI) parking demand ratios, and supporting rationale for the number of spaces provided. The typical base parking ratios were generated by the ULI by observing hourly parking accumulations at various standalone land-uses over the course of a typical year. We modified the ULI's base parking ratios in consultation with the town's peer review consultants to accurately represent the unique aspects of this projects location that affect parking demand.

### **Key Aspects of Development:**

- Industry data and parking demand studies indicate that age-restricted housing has a reduced parking demand in comparison to traditional rental housing.
- The project site has ample access to public transit.
- There is available metered on-street parking for daytime/nighttime use.
- Transportation Network Companies (TNC) providers such as Uber & Lyft are far more prevalent and utilized by all ridership groups (residential and commercial) thus reducing need for personal vehicles.
- Portions of the parking space provided will be restricted for residents.
- Operational controls will help in sharing the parking capacity.

<sup>1</sup>Shared Parking, second edition, ULI-Urban Land Institute and the International Council of Shopping Centers

**Land Uses:**

The programming information provided by the client for this development will contain the following land-uses at full build-out:

<b>Table-1 Land Use Data</b>	
<b>Land-Use</b>	<b>Quantity</b>
Ground Level Retail	3,859 GSF <sup>a</sup>
Second Level Retail	2,722 GSF <sup>a</sup>
Age-restricted residential housing (55 and older)	65 units

<sup>a</sup>GSF= Gross square footage, includes all floor area

SDE utilized this program information to develop an estimate of the number of parking spaces needed to accommodate the 1299 Beacon Street development. Grocery land-use, and restaurant use are specifically excluded from this analysis.

**Parking Supply:**

In total approximately **52 spaces** are proposed for the site to accommodate the anticipated parking demand generated at 1299 Beacon Street.

**Town of Brookline Zoning Code Required Spaces:**

The following section compares the parking spaces required per the Brookline zoning code for the retail use. Pursuant to the local code requirement, section 6.02 table of off-street parking the retail-use portion of the development will require:

- **1 parking spaces for every 350 square feet of gross floor area for ground level retail**
- **1 parking spaces for every 600 square feet of gross floor area for second level level retail**

Using the local code requirements, the estimated number of spaces needed for the commercial space for each potential use is summarized in the table below.

<b>Table-2 Zoning Code Required Spaces</b>				
<b>Land-Use</b>	<b>Quantity</b>		<b>Parking Ratio</b>	<b>Spaces Required</b>
Ground Level Retail	3,859	GSF	1 per 350 sf	11
Second Level Retail	2,800	GSF	1 per 600 sf	5

Age-restricted residential parking requirements were excluded from the table above as this land-use is not represented in the ULI source or the zoning regulations.

**Parking Demand Ratios Utilized:**

For this analysis, SDE utilized the parking ratios established in the ULI for the retail space. The ULI splits the parking ratios between customers/employees to allow for flexibility when applying adjustments to the parking ratios.

The table below depicts how the parking ratios are broken down for retail:

Table-4 Base Parking Ratios Used in this Analysis								
Land Use	Weekday		Weekend		Source	Combined Total		
	Customers	Employees	Customers	Employees		Weekday	Weekend	
Retail	2.9	0.7	3.2	0.8	1	3.6	4.0	/ksf

*ksf = thousand square feet of gross floor area*

Sources:

1. ULI Shared Parking 2nd edition, Land Uses: *Shopping Less than 400ksf*,

Per the table above, the parking ratios utilized in this analysis are as follows:

- Retail use = 3.6 spaces per 1,000 on weekdays and 4.0 spaces per 1,000 on weekends.

**Local Factors**

To capture the unique aspects of this project, we applied the following adjustments to the ULI parking ratios to develop a parking demand model that represents local needs.

**Transportation Mode** – This represents the percentage of users arriving at the site by means other than a personal vehicle. According to the approved traffic study prepared by Vanasse & Associates, Inc. (VAI) for this site, it is projected that 62% of retail customers will arrive at the site by car. This would reduce the required commercial parking by 38%. This reduction was arrived at with the traffic consultants input based on professional judgment, other local studies, and familiarity with local conditions.

This reduction can be attributed to direct access to the Green-Line stop and two Bus-Line 66 stops at Harvard St. along with the increased use of ride-hailing services.

The following mode reductions were applied to the ULI analysis:

Retail:

- 38% reduction for customers/employees daytime hours 10am-6pm
  - 38% reduction for customers/employees during evening hours 6pm-12am
- The factors indicated above were applied to the base parking ratios to provide project-specific projections.

The following tables represent the peak parking demand for each use.

Table-5 ULI Parking Summary							
	Land Use	Quantity	Base Ratio	Transit Adjustment	Project Ratio	Estimated Weekday Spaces	Estimated Weekend Spaces
Weekday	Retail	6,659 sf	3.6 /ksf	0.62	2.23	15	
Weekend	Retail	6,659 sf	4.0 /ksf	0.62	2.48		17

*ksf = thousand square feet of gross floor area*

Per the table above the number of spaces estimated by the adjusted ULI parking ratios is as follows:

- Retail use = requires 15 spaces on a weekday, and 17 spaces on a weekend

#### **Parking Demand Conclusion**

After utilizing effects of travel mode adjustments, the projected peak parking demand (based upon the ULI) for the retail space is between **15 to 17 ±** parking spaces for customers and employees. With a supply, of **52** spaces, a total of **35 to 37** spaces would remain available for the age-restricted residential housing. Other factors such as a captive audience due to walkability of the area, and/or a higher transit utilization at Coolidge Corner, and further increased use of TNC providers may further reduce the number of spaces needed for the retail but these items were not factored into the analysis.

Utilizing the Brookline zoning requirement of **16** spaces for the retail, would leave **36** spaces for residential with the potential for shared use during off peak hours. However, of the 52-space parking supply, the owner proposes to allocate 42 of the spaces for the residents to maintain a 0.64/unit parking ratio. The remaining 10 spaces would be allocated to the retail and shared with residential visitors.