

## The Danesh Group, Inc.

1368 Beacon Street #109

Brookline, MA 02446

March 2019

### **RE: 500 Harvard Street Brookline, MA Traffic & Parking Narrative**

This narrative is for the proposed 30-unit mixed-use building located at 500 Harvard Street in Brookline, MA. The proposal calls for a total of 6 parking spaces on site.

#### **Project Description**

The existing building is a restaurant located at the corner of Harvard Street and Kenwood Street in Brookline, MA. The current site has a total of two curb cuts, one on Kenwood Street and one on Harvard Street. The curb cut on Harvard Street is approximately 25' wide while each of the curb cut on Kenwood Street is approximately 22' wide. There are currently only six (6) parking spaces at the existing restaurant.

The proposed building calls for access to the parking on Kenwood Street, using the existing curb cut. The Harvard Street curb cut will be closed. The development has 3 studios, 17 one-bedroom units, 7 two bedroom units and 3 three bedrooms.

#### **Parking Plan**

The proposed building will have a total of six (6) parking spaces, including one accessible space. The developer has worked with consultants from the company City Lift Systems to design a semi-automated stacker system in the garage. These stackers are quiet (between 30 – 50 dB), fast (wait time is estimated at 30–40 seconds) and easy to use. This system has been installed in several new developments in Brookline, including the developers previous project at 455 Harvard Street. There have been no issues thus far. Please see the images below:



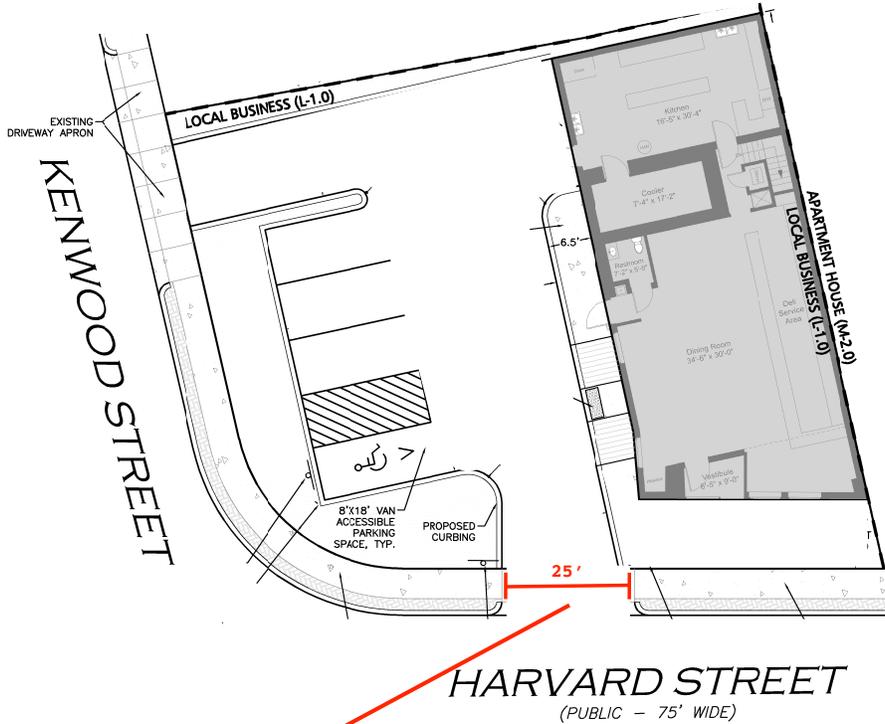
#### **Curb Cuts**

The current property has a total of two (2) large curb cuts, one on Harvard Street and one on Kenwood Street. The proposed development closes one curb cut (on Harvard Street) and maintains one on Kenwood. Removing the curb cut on Harvard Street is an improvement for several reasons, including:

1. Safer for pedestrians walking on Harvard Street as cars will not be crossing the sidewalk to enter/exit the parking lot
2. Safer for bicycles as cars will not be crossing the bike lane on Harvard Street, and
3. Adding one new metered parking space in place of current curb cut with designated loading zone times

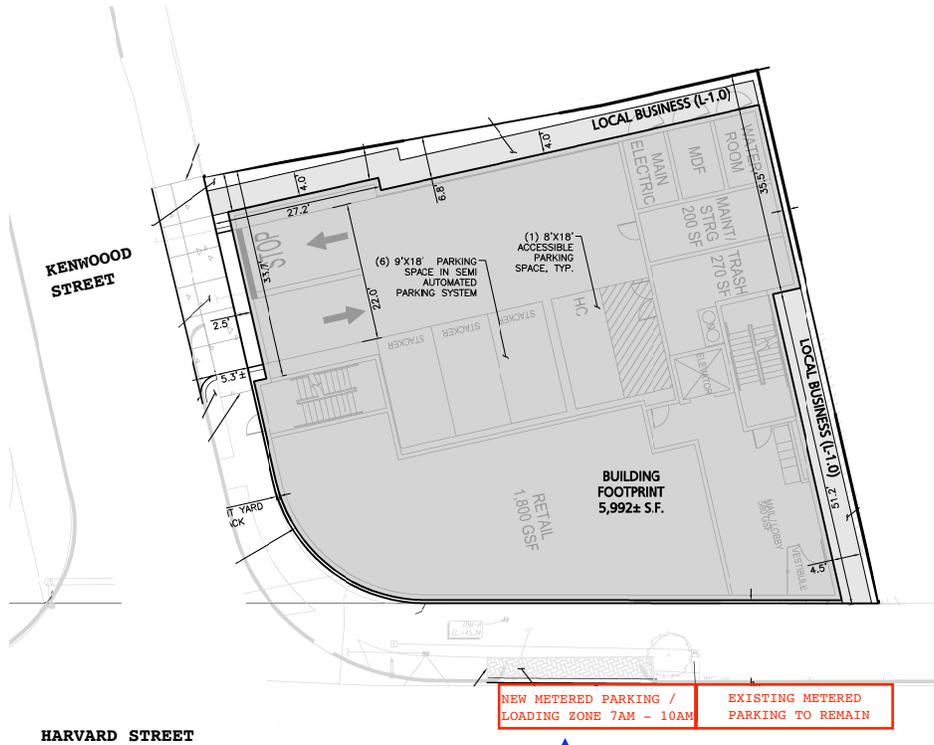
For these reasons, the new plan is a significant improvement. Please see below:

**EXISTING SITE PLAN**



**EXISTING 25' CURB CUT TO BE REMOVED**

**PROPOSED SITE PLAN**



**HARVARD STREET**

**NEW METERED PARKING /  
LOADING ZONE 7AM - 10AM**      **EXISTING METERED  
PARKING TO REMAIN**

**UPS/ FEDEX/ RIDESHARE - ON  
HARVARD ST - NOT KENWOOD ST**

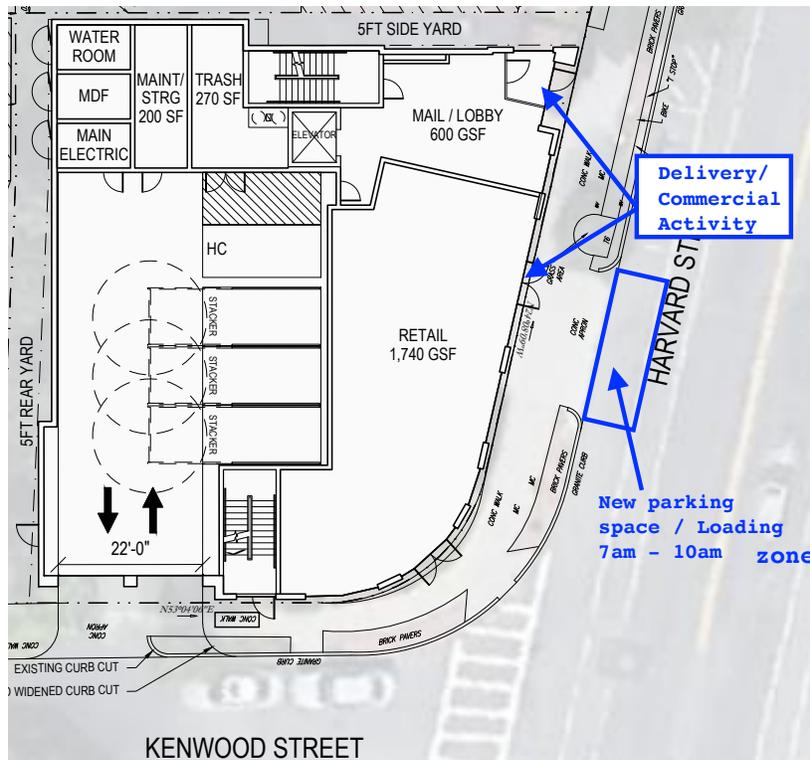
**Traffic Patterns**

The current restaurant has cars entering and exiting from both the Harvard St and Kenwood Street curb cuts. Cars exiting from the Harvard Street curb cut have to cross a bike lane, sidewalk and possibly a lane of traffic. Please see the plan below:



**Deliveries / Rideshare**

By having both the residential lobby and retail entrance on Harvard Street, all deliveries will be made on Harvard Street. FedEx, Uber, USPS, etc. will not need to enter Kenwood Street as all commercial activity will take place on Harvard Street. These commercial activities will approach the building from the north on Harvard Street and continue south. See below:



**Public Transportation**

Due to the close proximity to public transportation, only a few residents will require parking spaces. The proposed building is steps to the public bus, two blocks from a Hubway bike station and less than 1000 feet from a “B” green line MBTA station and a 10-15-minute walk to a MBTA “C” green line station (Coolidge Corner). See below:



**Bicycle Parking**

The proposed building will also have a secure bicycle parking area, with over one parking space per residence. From our experience, one bicycle parking space per residence is sufficient in the neighborhood.

**Conclusion**

The developer has approached this project with a calculated parking strategy, rather than an afterthought. As the developer has previously built a 64-unit and another 17-unit rental building nearby they have experience in this field. Many of their existing residents do not own cars and we expect this trend to continue. With all things considered, the parking plan for the proposed development is sufficient and an improvement to the current conditions.