



PROJECT # 16-003308.00

DATE: September 21, 2021
TO: James Fitzgerald, P.E., LEED AP
COMPANY: Environmental Partners Group, Inc.
ADDRESS: 1900 Crown Colony Drive, Suite 402
CITY/STATE: Quincy, MA 02169
COPY TO:
FROM: Arthur G. Stadig, P.E.
PROJECT NAME: 217 Kent Street
PROJECT NUMBER: 16-003308.00

20 Park Plaza, Suite 1202
Boston, MA 02116
617.350.5040
walkerconsultants.com

Walker Consultants (Walker) has been retained by the Town of Brookline through Environmental Partners Group to review parking design for the 217 Kent Street 40B application.

Walker has reviewed the application materials provided by the Applicant that are generally available on the Town’s website for this project. This review included the following:

- Comprehensive Permit Application dated December 24, 2019
- Traffic Assessment by Vanasse & Associates, Inc. dated February 26, 2021
- Updated architectural plans by Sousa Design Architects dated June 14, 2021
- Updated civil plan by Hancock Associates dated March 12, 2021

The applicant proposes 112 residential units (46 studios, 42 one-bedrooms, 12 two-bedrooms, and 12 three-bedrooms) and 39 parking spaces on one level of parking below grade. An additional parking space is shown on the plans at the entry drive near the garage entry, but not listed in the car count.

Walker offers the following comments from review of the application materials:

1. This site is in the M1.0 Zoning District and Transportation Parking Overlay District.
 - a. This compilation of these districts requires:
 - i. 1.0 spaces per studio residential unit
 - ii. 1.4 spaces per residential unit with 1 bedroom
 - iii. 2.0 spaces per residential unit with 2 or more bedrooms
 - iv. 10% increase of residential spaces for visitors and tradespeople
 - v. Total parking minimum requirement per Zoning for the proposed program is 169 spaces (153 residential; 16 visitor/tradespeople), a ratio of 1.51 spaces per unit.
2. Waiver Item N in the application indicates the project is reducing the number of required spaces to 0.5 space/unit. This did apply to the originally submitted 90-unit plan. The updated, current plans indicate 39 spaces which is 0.34 spaces per unit. The application and materials do not provide a rationale or methodology for how the reduction of parking spaces was determined.
3. Walker has performed research based on the Census Data related to residences and vehicle ownership for this project’s location. In Walker’s research based on US Census review of the specific Tract 4008, resident parking demand for the existing neighborhood mix is in the range of 0.5 to 0.7 spaces per unit.

4. Based on the unit mix (number of bedrooms) for this development and considering the affordable housing component, our opinion of a required parking supply for the residents is in the range of 0.7 to 0.8 parking spaces per unit, or 78 to 90 spaces.
5. This zoning district further requires a residential development in an M district provide 10% of the residential parking spaces to be designated for use by visitors or tradespeople. Based on zoning mandates, an additional 16 spaces are required for visitors and tradespeople (See 1.a.v above). Urban Land Institute recommends 0.15 spaces per unit for visitor demand which is consistent with the zoning mandate. It is our opinion that 0.1 spaces per unit is appropriate and be provided for visitors and tradespeople, or 11 additional spaces. This would bring the total residential demand range to 89 to 101 spaces corresponding to a parking ratio range of approximately 0.80 to 0.90 spaces per rental unit. It is our opinion that the applicant is currently not providing enough parking in the current design to meet zoning or our recommendations for an adequate parking supply.
6. Various dimensional requirements, including and not limited to the following, should be confirmed.
 - a. The spaces appear to be 8'-6" and the drive aisle is 24-ft wide. Zoning requires the drive aisle for Waiver item O addresses a request for relief on various dimensions as needed, reducing the drive aisle to 21'. There does not appear to be any 21' drive aisles within the garage on the current plans.
 - b. The one-way 12' wide single car access to the parking level may result in queuing up the ramp or into the garage. The applicant has not described how this will operate. We recommend that the garage entry/exit design be adjusted to accommodate two-way movement.
 - c. The width of the ramp at the bottom appears narrow and may not accommodate two-way traffic with the turning maneuvers required. We recommend that turning maneuvers be studied with the adjusted entry/exit design.
 - d. The ramp slope is steep (approximately 14%) and is not covered and protected from the elements. The materials do not indicate how snow and ice mitigation might occur. It is presumed that trash trucks will need to back down (or up) this steep ramp as there is limited space for turnaround near the trash room. In addition, the site egress path from the east egress stair needs to be confirmed for code compliance as it shares the same steep slope and site parking space area.
7. The entry/exit to the garage does not show parking access control equipment. See item 6b and 6c above for additional concerns related to access control. Additionally, confirm how guests and service vehicles will be controlled and allowed access to the garage.
8. Two accessible spaces are required and shown on the plans. Confirm 8'-2" headroom clearance at the van accessible space and for the movements to / from the space. The Applicant should confirm the accessible layouts and locations comply with ADAAG.
9. The porte-cochere drop-off location should provide accessible loading dimensions and head-room to meet MAAB requirements.
10. Provisions for electric vehicle charging are required. The Zoning Ordinance requires 15% of spaces to be "EV Ready Spaces" as defined in the latest edition of the Massachusetts State Building Code. As EV spaces are added, one will have to be ADA accessible in addition to the 2 accessible spaces already required for this facility. The design should indicate how this EV charging and accessible EV charging are being accommodated.

11. The parking facility is enclosed and will require a ventilation system.
 - a. We suggest that a general description be provided of how the ventilation system is arranged. This would include where intake and exhaust air are provided and how the air is moved.
 - b. Show or describe how ventilation does not adversely affect neighbors.
 - c. Confirm ventilation equipment will not reduce headroom in the parking areas below code minimums.

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