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***By electronic transmission: jsobel@newtonma.gov***

Jason Sobel, Deputy Director of Transportation  
Department of Public Works  
1000 Commonwealth Avenue  
Newton, MA 02459

Re: 39 Herrick Road (the "Locus")  
Special Permit Petition #464-18

Dear Jason:

Thank you for taking the time recently to discuss the above-referenced petition in the context of current and future development plans for Newton Centre. We have been asked to produce a parking demand management plan in conjunction with the proposed development of the Locus. You have indicated that this letter should suffice.

***Background***

The site consists of a 12,979+/- square foot lot and is currently undeveloped land used as a parking lot. It is located immediately behind and adjacent to another lot containing a 26-unit apartment building with a street address of 17-31 Herrick Road. The apartment building was constructed circa 1930 prior to there being any accessory parking requirements. It has been a legal nonconforming use without the provision of parking. The Locus provides some accessory parking for the apartment building and has 28.87 feet of frontage along Herrick Road. It also has access through the municipal-owned parking lot on Cypress Street by virtue of a license granted by the city.

The Locus can accommodate parking for up to 18 spaces. Fifteen (15) of the 18 spaces are currently leased to tenants in the apartment building under tenancy-at-will agreements, which are terminable upon 30-day notice. Three of the spaces are currently vacant. The spaces are leased independently of the rental of the apartments.

***Current Proposal***

The petitioner proposes to construct a 9-unit multifamily dwelling which requires a special permit. There will be surface parking for nine (9) cars. According to the current parking standards eighteen (18) spaces (2 per dwelling unit) would be required. The petitioner is seeking a waiver of nine (9) spaces under that provision in the ordinance which allows for a reduction by special permit. The parking is to be “unbundled”, i.e., not designated for any unit, which allows use of the spaces to be maximized on an “as-needed” basis for visitors and other short-term use. The development is intended to be marketed to that segment of the population which is over 55 years of age and would be deed restricted to that effect. Given the target market there is increased likelihood that we would be attracting residence with only one car.

***Context***

The Locus has two previous special permits granted for a mixed-use building with 1<sup>st</sup> floor commercial upper story residential units that also required parking waivers. In each of those cases the parking demand was exacerbated by the commercial component, which has been removed. A waiver of the spaces was granted largely based on the fact that the Locus is within walking distance of the MBTA Highland Branch station, adequate public parking and a broad spectrum of neighborhood amenities.

***Site Circulation***

Under the current proposal, a new access point would be opened on the Herrick frontage. The proposed 12-ft. driveway off Herrick Road, which is not practical for two-way traffic, is desirable for several reasons. It would allow for through traffic over the site entering and Herrick Road and exiting onto Cypress Street.

I trust that this information will be sufficient in evaluating the impact of the proposed development from your perspective. Thank you for your time and attention to this matter.

Sincerely,

*Terrence P. Morris*

Terrence P. Morris

Cc: Neil Cronin, Senior Planner *via email*  
Stuart Rothman, Herrick Road Realty Trust *via email*