

**From:** tggmusic@rcn.com [mailto:tggmusic@rcn.com]

**Sent:** Friday, September 16, 2016 9:03 AM

**To:** Maria Morelli; Neil Wishinsky; Julie Washburn; Jennifer Buller; Melvin Kleckner; Polly Selkoe; Kerry Fleming; Alison Steinfeld

**Subject:** Re: The Entrance, Exit and Loading Zone to the 420 Harvard Street Project must to on Coolidge Street

Photos taken at 740am, 810am, 830am, 837am, 843am, 851am and 857am on Friday, September 16. Sidewalk blocked. No exit possible from 420 Harvard on to Fuller. No possible entry to Fuller Street Parking lot. (I was referring to as Center Street parking lot in earlier submissions). Truck entrance to loading zone coming off Harvard not possible when some "swing" into opposite lane not available (see photo of swing when truck exits Fuller Street parking lot). Driveway at 39 Fuller blocked. We will have gridlock and further safety issues if entrance, exit and loading zone is on Fuller.

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**From:** [tggmusic@rcn.com](mailto:tggmusic@rcn.com)

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**Sent:** Thursday, September 15, 2016 9:44:40 AM

**Subject:** The Entrance, Exit and Loading Zone to the 420 Harvard Street Project must to on Coolidge Street

Dear all-

I have given general comments on 420 Harvard Street. Going forward, I will focus only on the need to have the entrance, exit and loading zone on Coolidge Street and not on Fuller Street for traffic and safety reasons.

I have submitted photos of the existing traffic problems at the intersection of Harvard and Fuller. One shows that the back ups sometime now already block both the Center Street parking lot and my driveway at 39 Fuller Street.

I am attaching two more photos taken on Tuesday, September 14, at 830am. I am also attaching another photo taken from my window at 815 am this morning. As you will see, the traffic backs up at the red light. In the first two photos, a car cannot exit the Center Street parking lot so it blocks the sidewalk. You can also see that bikers use this street. In all photos you can see existing traffic blocks the the entrance to the Center Street parking lot. You can also easily see from the photo from my window that the proposed loading area and the both exit and entrance to 420 Harvard are south of the entrance to the Center Street parking lot. It is very clear that no car could make a left hand turn on to Fuller from the proposed exit at 420 Harvard in normal traffic. No car or truck could reach the 420 Harvard proposed entrance or loading area coming down Fuller in normal traffic- those cars and trucks would simply add to the back-up and will block my driveway. No truck which will necessarily need some room in the opposite

lane could enter or exit the loading area when the opposite lane is full. No car coming off of Harvard on to Fuller to park at the Center Street parking lot could make a left turn into the Center Street parking lot in this traffic. No pedestrian could cross the sidewalk on Fuller on the Center Street parking lot side in this traffic. In all likelihood, if the entrance, exit and loading area are on Fuller, the sidewalk on the 420 Harvard side of Fuller would also be blocked as cars and trucks have difficulty entering and exiting due to congestion. Cars will likely back-up on to Harvard as the entrance and exit is perhaps three car lengths at most from the intersection. All will be compounded by increased volume. Gridlock and safety issues will be created.

Unfortunately, I missed another photo showing traffic again blocking my driveway and lined up well past my house at 39 Fuller Street. As noted, Fuller is very busy because Center Street empties on to it.

I have noted Fuller Street carries much more pedestrian volume than Coolidge Street, including many residents from the senior life center who use Fuller with walkers to get to the shopping areas on Harvard. I believe the developer's traffic study shows we have more accidents at Fuller and Harvard than Coolidge and Harvard. I recall twice as many.

In contrast, there are NO problems if the entrance is on Coolidge as initially proposed by the developer. None.

As I noted earlier, the entrance was moved because of simple preference of vocal Coolidge Street residents. This is very well reflected in the testimony of **Mr. Brown, the site architect, on August 10 on why the the Developer moved the proposed entrance from Coolidge to Fuller Street:**

So right now, you know, between the lot on 420 and then the parking lot across the street, there's kind of an inherent traffic pattern coming off of Fuller, whereas bringing it onto the Coolidge Side, we'd be introducing something new, which my understanding is the neighbors may more object to that."

Mr. Brown went on to say the Developer was essentially indifferent to an entrance on Coolidge or Fuller.

In short hand, it appears that some residents of Coolidge protested to the Developer that they do not have traffic or parking entrances now so all should go to Fuller. This is not a safety or traffic argument. It is a simple "not in my back yard argument".

The ZBA cannot and should not abandon its responsibility for planning, safety and the traffic issues because some residents of Coolidge would like a quiet street and do not wish to share the burden of the new building with Fuller and the rest of the town. The best mitigation of the traffic and safety issues that I have pointed out is to put the entrance on Coolidge. There is no reason not to according the Developer's architect except that the Coolidge Street residents do not want it.

I suggest town officials start considering moving the entrance back to Coolidge as initially proposed as part of ongoing working sessions with the developer. Perhaps the house at 45 Coolidge that the developer also purchased should be taken down to allow for a proper entrance, exit and loading zone and additional greenspace for what continues to be a very large project.

I am hopeful town officials will consider the entrance, exit and loading zone issue objectively. **An unworkable and unsafe entrance, exit and loading zone** on Fuller when another workable and safe alternative is so readily available would be plainly wrong and arbitrary.

I hope it does not become necessary to further focus the issues in a writ of mandamus or other action.

Thank you,

Tom Gunning