

January 4, 2017

Josh Safer
Transportation Board, Chair
Town of Brookline
Department of Public Works
333 Washington Street
Brookline, MA 02445

RE: 370-384 Harvard Street Comprehensive Permit Application
Transportation Board Hearing

Dear Mr. Safer,

Jewish Community Housing for the Elderly (JCHE) is pleased to submit the enclosed additional documentation describing the transportation and parking plans as they pertain to the proposed loading area for our 370-384 Harvard Street proposed affordable independent senior rental development in Coolidge Corner.

Stantec Consulting Services, Inc. has prepared a formal response to all of the items in your Request for Additional Information to the Zoning Board of Appeals dated December 21, 2016.

The Stantec letter is accompanied by the following supporting plans and additional documentation:

- Site Plan for Loading Area drop-off/pick-up on Harvard Street (Sheet L-801)
- Parking Observations of Surrounding Area
- Devotion School Crash Data
- Devotion School Parking Data

We look forward to presenting the project plans to the Transportation Board on Monday, January 9, 2017.

Please contact either myself (617-912-8406 or zweinrobe@jche.org) or our attorney, Jennifer Gilbert (617-383-6000 or jgilbert@boballenlaw.com), with any questions regarding this submission.

Sincerely,



Zoe Weinrobe
Director of Real Estate Innovation

Attachments

cc: Polly Selke, Assistant Director for Regulatory Planning
Peter Ditto, Director of Engineering & Transportation
Todd Kirrane, Transportation Administrator
Jennifer Gilbert, Law Office of Robert L. Allen, Jr. LLP
Joe Geller, Stantec Consulting Services, Inc.

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January 3, 2017
File: 210801364

Attention: Joshua Safer, Chairman

Brookline Transportation Board
Department of Public Works
333 Washington Street
Brookline, MA 02445-6863

Dear Mr. Safer,

Reference: JCHE Senior Housing, 384 Harvard Street

We received a copy of your Request for Additional Information submitted to the Brookline Zoning Board of Appeals dated December 21, 2016. The Request seeks information regarding a proposed passenger pick-up/drop-off zone located on Harvard Street to support the above referenced project. We are providing an item-by-item response to your request below with supporting plans and additional documentation attached.

1. *Proposed Design on public way including:*

a. *Construction Drawings based on survey data*

b. *Proposed Curb line*

c. *Design Truck with Autoturn*

d. *Sidewalk width (area available for pedestrians on both public and private property with easement)*

e. *Dimension from nearest travel lane*

The proposed pick-up/drop-off zone is shown on the attached plan (L-801) with the requested dimensions and items indicated. An Autoturn analysis has not been provided given the configuration of the pick-up/drop-off zone. Trucks will simply make a lane change to enter or exit the zone. Additional information on the design can be found in the 40B Comprehensive Permit Drawings that have been submitted to the Town.

2. *Demonstration of need including:*

a. *Reason for provision on public way and not private property*

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Reference: JCHE Senior Housing, 384 Harvard Street

Site space constraints do not allow for a vehicular drop-off and turnaround within the site. Additionally, the connection between the proposed building and the existing Congregation Kehillath Israel Temple prohibits any one-way driveway loop through the campus. The main entrance to both the retail and residential uses is located on Harvard Street, so the proposed location provides close proximity to both uses. During neighborhood meetings it became clear that using Williams Street for drop-off and loading was unacceptable to the abutters. Use of the pick-up/drop-off zone will eliminate double-parking on Harvard Street associated with existing pick-up/drop-off activity.

b. Proposed uses by the petitioner

The proposed pick-up/drop-off zone is intended to serve a 62-unit senior living community with support retail space. Residents of the community will not own cars and no parking will be provided for residents. (The decision not to provide parking for the residents was an outcome of several community and neighborhood meetings.) The median age of residents is expected to be approximately 80 years. As such, residents of this community will be highly dependent upon transportation services provided by others who will use the pick-up/drop-off zone. Transportation service providers expected to use the pick-up/drop-off zone may include but not be limited to:

- THE RIDE paratransit service provided by the MBTA
- Ride hailing services (Uber, Lyft, others)
- BETS (Brookline Elder Taxi Service)
- Brookline ElderBus
- JCHE van service
- Medical Transport and Escort Services (Brookline HELP, Springwell, Wheelchair Ambulette, RSVP for veterans and others)
- Brookline Senior Center Van
- Conventional Taxis
- Ambulances
- Friends and family.



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The proposed zone will be used by more than just residents of the project. The visitors to the adjacent Temple will use the pick-up/drop-off zone in the same manner that they used the former bus stop in the past. There are many elderly members of the Temple that need access at Harvard Street. Home care workers/home health aides employed by residents may also make use of the pick-up/drop-off zone. The zone is also designed to serve delivery vehicles for the project and Temple. Finally, emergency vehicles will have access to the pick-up/drop-off zone. Data collected at other JCHE communities indicates that emergency vehicle calls by residents can be expected approximately once per week.

Proximity of the pick-up/drop-off zone to the proposed building entrance on Harvard Street will be of vital importance to operator of emergency vehicles and residents with mobility issues who need "door-to-door" transportation services. Many passengers will need assistance entering and exiting vehicles and may likewise need assistance traveling between the pick-up/drop-off zone and the building entrance. Pick-ups and drop-offs for the anticipated resident population will require more time than required for other populations. Locating the pick-up/drop-off zone convenient to the building entrance helps minimize the time needed to load and unload passengers.

c. Proposed uses by area business other than the petitioner

The proposed zone would be used by both the residential and retail uses at the site. As noted above, the zone will also be used by visitors to the adjacent Congregation Kehillath Israel Temple.

d. Proposed hours of operation

The proposed pick-up/drop-off zone would be in effect 24 hours per day to address the needs of the proposed residential community.

e. Proposed uses outside the hours of operation (i.e. NO PARKING during peak traffic hours, etc)

As noted above, the proposed zone would be accessible to residents 24 hours per day.

f. Other pertinent information the petitioner wished to include

Until very recently the proposed pick-up/drop-off zone functioned as an MBTA bus stop. The on-street metered parking is new at this location. When the bus stop was there the Temple used it as a de-facto drop-off zone for services on weekdays and Saturdays and for elderly and disabled access to the office and other functions.



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The proposed development project includes a comprehensive Travel Demand Management Plan intended to prevent the proposed development from adding to the existing on-street parking demand and potentially reducing this demand by offering car share vehicles to area residents.

3. Impact on existing parking supply, if applicable, including information on current usage

The proposed pick-up/drop-off zone would replace four metered parking spaces on Harvard Street. A spot count conducted by Stantec on behalf of the applicant on Wednesday, November 30, 2016 at 11:30 AM indicated that the four spaces that would be impacted by the proposed zone were all occupied. (See attached figure.) However, there were four vacant spaces on Harvard Street located immediately west of this location. Furthermore, the Fuller Street lot, located just south of Harvard Street, has 39 spaces available for public use including six spaces designated for the nearby Senior Center. Of the 39 public spaces, 24 were vacant at the time of the field visit.

A more extensive parking survey was conducted by VHB on Tuesday, February 25, 2014 as part of a transportation study prepared in support of the Edward Devotion School Project located just east of the subject site. The VHB Study dated April 25, 2015 reports on parking availability along Harvard Street between Babcock Street and Naples Road, a segment of Harvard Street that encompasses the subject site. VHB found 22 vacant spaces at 9:00 AM and 17 vacant spaces at 2:00 PM in this area. Approximately 65 on-street spaces are provided in this area indicating a utilization rates on only 66 percent at 9:00 AM and 74 percent at 2:00 PM. Excerpts from the VHB study are attached.

The proposed pick-up/drop-off zone is sized to accommodate two passenger cars and one delivery truck. Recognizing that passenger loading and unloading may take five minutes or more for residents needing door-to-door assistance a minimum of two spaces are needed for passenger cars. Likewise, delivery vehicles, that may stay at the curb for an extended period, require a separate space to ensure that two spaces are available at all times for residents. The proposed design is intended to prevent the pick-up or drop-off elderly and mobility-challenged residents from a double-parked vehicle on Harvard Street that is blocking the bike lane.

4. Impact on Pedestrian Sightlines if near intersections

The proposed pick-up/drop-off zone would replace existing metered parking on Harvard Street and consequently would not alter existing sight line conditions at adjacent intersections. In fact, curb extensions are proposed that would enhance visibility for pedestrians at the Williams Street/Harvard Street intersection.

5. Impact on Traffic Flow

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The proposed pick-up/drop-off zone would have a positive impact on traffic flow along Harvard Street by removing stopped vehicles from the bike and travel lanes. If the anticipated pick-up/drop-off activity described above is not accommodated in a dedicated pick-up/drop-off zone then this activity could occur in the bike lanes and travel lanes on Harvard Street. Stopped vehicles in the travel lane would significantly disrupt traffic flow. Likewise, vehicles stopped in the bike lanes on Harvard Street would disrupt bike travel and create a safety hazard for cyclists. Vehicles pulling in and out of the pick-up/drop-off zone may cause some friction with respect to traffic flow along Harvard Street however, this may not be significantly different from the friction caused by vehicles backing into and pulling out of the existing metered parking spaces at the subject location.

6. Accident Data from MassDOT and Brookline Police Department

Crash data for the project area was compiled in the above-referenced transportation study for the Edward Devotion School. Data available from MassDOT was compiled for the years 2010 through 2012. Over this three-year period only seven crashes were at the Williams Street/Harvard Street intersection adjacent to the subject location. The calculated crash rate for this location is well below the average rate for other intersections in the region of this type. The low crash rate indicates that there are no unusual hazards at this location. Excerpts from the VHB study are attached.

Stantec also obtained MassDOT crash data for 2013 and 2014 for this location and only one crash during each of those years was reported. The new data indicates a slight decline in the calculated crash rate for this location.

We trust that the above will assist you in your evaluation of the proposed pick-up/drop-off zone. Please do not hesitate to contact us should you required additional information.

Regards,

STANTEC CONSULTING SERVICES INC.

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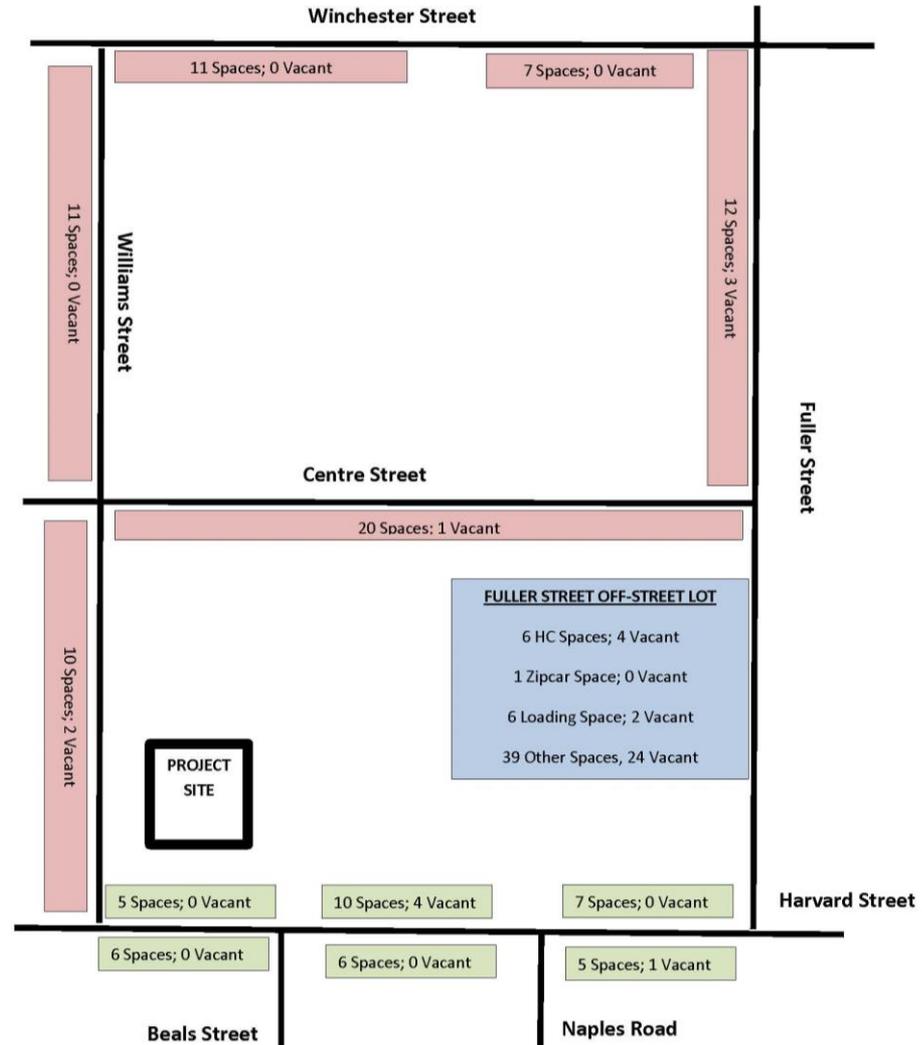
Attachments: Plan Sheet L-801, Stantec Parking Data Summary, Devotion School Study Parking Data, Devotion School Study Crash Data

c. Peter Ditto, Todd Kirrane

Observed Parking Conditions

Wednesday, November 30, 2016
 11:30am
 Brookline, MA

LEGEND	
On-Street Parking, 2-Hour Limit, No Meters	Vacant: 6
Metered On-Street Parking	Vacant: 5
Fuller Street Lot	Vacant: 30
Total: 41	



Driveway. There is a MBTA bus stop on the east side of the northbound approach on Harvard Street.

Harvard Street / Babcock Street

The intersection of Harvard Street and Babcock Street is a three-legged signalized intersection with three approaches. The signal includes a protected left-turn phase for the Harvard Street southbound approach as well as lead pedestrian intervals. The Harvard Street southbound approach has one left-turn only lane, a thru lane, and a bicycle lane. The Harvard Street northbound approach has one thru lane and a right-turn only shared bicycle lane. The Babcock Street eastbound approach has one left-turn only lane and one right-turn only lane. Sidewalks are provided on both sides of all approaches. Crosswalks are provided on all approaches as well as ADA ramps on all corners. Parking is permitted on both sides of Harvard Street and on the south side of the Babcock Street approach.



Traffic Volume Data Collection

To assess existing conditions in the study area, peak hour traffic volumes for the study intersections were collected during a typical school day. Peak period manual Turning Movement Counts (TMCs) were conducted at the study area intersections from 6:30 to 8:30 AM and 2:00 to 4:00 PM on Monday, February 24, 2014.

The resulting peak hours for School operations are 7:15 – 8:15 AM and 2:15 – 3:15 PM. Hourly TMC volumes for vehicles are shown in **Figures 3 and 4**.

TMC data are included in the Appendix.



Crash Analysis

A safety assessment was conducted to determine if safety concerns exist for vehicles, pedestrians and/or bicyclists within the study area. To identify potential vehicle crash trends in the project study area, the most current vehicle crash data for the study area intersections were obtained from MassDOT for the years 2010 through 2012. At the time of this study, data for 2013 and more recent years were not available.

Crash rates for the intersections were calculated based on the number of crashes relative to the volume of traffic traveling through the intersections on a daily basis. These crash rates were then compared to the average MassDOT's District 6 (generally the Metropolitan Boston area) rates where the School resides. Rates that exceed MassDOT's average for crashes could indicate safety or geometric deficiencies at a particular intersection. The latest published average crash rate by MassDOT in District 6 is 0.76 for signalized intersections and 0.58 for unsignalized intersections.

A summary of the MassDOT vehicle crash data for locations where crashes were identified is presented in **Table 1**. Locations not listed did not have reported crash data. A detailed summary by location is provided in the Appendix.

No intersections in the study area exceed the 2010 average crash rates for District 6.

Table 1
Vehicular Crash Summary (2010 – 2012)

	Harvard Street/ Babcock Street	Harvard Street/ Shailer Street / Harvard Driveway	Harvard Street/ Stedman Street / Williams Street
Signalized?	Yes	No	Yes
District 6 Average Crash Rate	0.76	0.58	0.76
Calculated Crash Rate	0.23	0.09	0.42
Exceeds?	No	No	No
Year			
2010	0	0	1
2011	3	1	1
<u>2012</u>	<u>0</u>	<u>0</u>	<u>3</u>
Total	3	1	5
Collision Type			
Angle	0	0	0
Head-on	0	0	2
Rear-end	1	0	0
Sideswipe, opposite direction	0	0	1
Sideswipe, same direction	0	0	1
Single-vehicle crash	2	1	1
<u>Unknown</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	3	1	5
Severity			
Injury (non-fatal)	0	0	2
Property damage only	3	1	3
<u>Not Reported</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	3	1	5
Time of day			
Weekday, 7:00 AM - 9:00 AM	0	0	0
Weekday, 4:00 PM - 6:00 PM	1	0	0
Saturday, 11:00 AM - 2:00 PM	0	1	0
Weekday, other time	2	0	4
<u>Weekend, other time</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	3	1	5
Pavement Conditions			
Dry	3	1	4
Wet	0	0	1
Snow	0	0	0
<u>Other</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	3	1	5
Non Motorist (Bike/Pedestrian)	1	0	2

Source: MassDOT vehicle crash data

curb cut on Stedman Street. A second curb cut to the garage on Stedman Street is currently closed.

The Edward Devotion School creates a significant amount of pedestrian traffic immediately before and after school. The majority of students live in close proximity and walk to school. Those that do arrive by automobile are primarily dropped-off and picked-up on Stedman Street. A smaller number of parents use Harvard Street for drop-off and pick-up.

School buses are provided; however, due to the close proximity of the student population, few students use buses (approximately 5 percent of students were observed on the buses). Four scheduled buses drop-off and pick-up students on Harvard Street or at the Harvard Entrance Driveway for loading and unloading.

Drop-off & Pick-up

School hours are 8:00 AM to 2:30 PM on Monday thru Thursday. On Fridays, school hours are 8:00 AM thru 1:40 PM. Various after school programs are provided as well as extended homework hours resulting in staggered dismissal times. For purposes of the traffic analysis, the peak arrival and dismissal hours were studied.

Arrival and dismissal observations were conducted from 7:00 to 8:30 AM and 2:00 to 3:30 PM on Monday, February 24, 2014. The observations indicated that student arrival patterns were somewhat dispersed with up to 23 vehicles queued just prior to 8:00 AM. Approximately 50 percent of parents escort their students from the car to the building. Prior to dismissal, when parents were waiting, up to 29 vehicles were observed queued along Stedman Street. Some of these vehicles were parked partially on the sidewalk due to the narrow street width.

A police detail is provided at the intersection of Stedman Street and Harvard Street to help with traffic and pedestrian safety during arrivals and dismissal.

Four buses were observed at the school with less than ten students per bus. These buses were observed at the Harvard Entrance Driveway and on Harvard Street. As mentioned previously, the majority of students walk to school.

Detailed results of these observations are provided in the Appendix.

Parking

The Devotion School (and Devotion House) currently utilize 129 total parking spaces, including a combination on-site surface and garage spaces and supplementary on-street staff parking spaces by permit. On-site, there are 63 spaces in the garage and 8 surface spaces along the Harvard Entrance Driveway

dedicated to school staff (71 total on-site staff spaces). There is also 1 space on the Harvard Entrance Driveway specifically dedicated to use by the Devotion House. Additionally, the School has been allocated parking permits from the Town to allow up to 65 staff to park on-street along nearby residential streets (see Figure 10). Staff that have been granted an on-street parking permit are required to display a parking tag on their front windshield. In total, about 90 percent of the faculty/staff population park on-campus or on-street in the vicinity of the School.

A summary of on-street parking availability while school is in session is provided in **Table 2**. As summarized in the table, the current on-street parking pass program does not appear to have a measurable impact on daytime parking space availability in the neighborhood.

Table 2
Available On-Street Parking Summary

	Spaces Available at 9:00 AM	Spaces Available at 2:00 PM
Harvard Street – Williams Street to Naples Road	9	7
Harvard Street – Naples Road to Beals Street	3	2
Harvard Street – Beals Street to Stedman Street	2	0
Harvard Street – Williams Street to Shailer Street	2	2
Harvard Street – Shailer Street to Babcock Street	1	3
Harvard Street – Babcock Street to School Entrance	2	1
Harvard Street – School Entrance to School Exit	<u>3</u>	<u>2</u>
Harvard Street Sub-Total	22	17
Beals Street – Gibbs Street to 58 Beals Street	14	15
Beals Street – 58 Beals Street to Harvard Street	<u>9</u>	<u>7</u>
Beals Street Sub-Total	23	22
Stedman Street – Harvard Street to Devotion Street	0	0
Stedman Street – Devotion Street to Gibbs Street	<u>11</u>	<u>9</u>
Stedman Street Sub-Total	11	9
Babcock Street – Harvard Street to John Street	8	5
Babcock Street – John Street to Devotion Street	<u>5</u>	<u>4</u>
Babcock Street Sub-Total	13	9
Shailer Street – Centre Street to Harvard Street	<u>0</u>	<u>1</u>
Shailer Street Sub-Total	0	1
Williams Street – Harvard Street to Centre Street	<u>1</u>	<u>1</u>
Williams Street Sub-Total	1	1
All Streets Total	70	59