



Town of Brookline

Massachusetts

Department of Public Works

Engineering & Transportation Division

TRANSPORTATION BOARD

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January 25, 2017

Johanna Schneider, Chair
Brookline Zoning Board of Appeals
333 Washington Street
Brookline, MA 02445

Re: 1180 Boylston Street

Dear Chairman Schneider,

As you are aware the Transportation Board voted the following conditions on their support for the proposed loading zone on 1180 Boylston Street:

1. Support for the creation of the proposed loading zone provided that all of the following conditions are met:
 - a. The use of the loading zone is available to any vehicle authorized by the Traffic Rules and Regulations for the Town of Brookline and not the exclusive use of the tenants of 1180 Boylston Street
 - b. The developer provides a permanent easement to the Town to ensure a 10 foot continuous path of travel is available to the public at all times
 - c. The area be posted COMMERCIAL LOADING ZONE and NO STOPPING ANYTIME/TOW AWAY ZONE 7AM TO 9AM & 4PM TO 6PM and all signs and poles initially installed are paid for by the developer and meet Town of Brookline specifications
 - d. The developer be responsible for the cost of removal and installation of all materials and labor needed to construct the new loading zone including the installation of a new street tree which is to be overseen by the Town's Tree Warden in compliance with all relevant state and local laws
 - e. The developer reimburses the Town for the estimated loss in parking meter revenue for a 2 year period. Sum to be provided by the Transportation Division
 - f. Any changes in design must be approved by the Director of the Engineering & Transportation Division

The last condition is that any change in design must be approved by my office. I have discussed the concern that removal of the street tree may cause delays with Planning Department staff and have reviewed potential alternatives to avoid this situation which include:

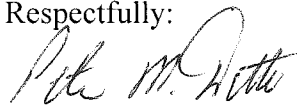
- Maintain the 30 foot distance from the STOP bar and the street tree which would reduce the loading zone to roughly 46 feet.
 - Engineering & Transportation Division assessment: This is not recommended. The loading zone is designed to accommodate a 30 foot single unit truck and in order for this vehicle to access the loading zone and be parked against at the curb it would require that it pull forward and then back in which is an unsafe movement and would obstruct traffic flow in the right travel lane. The alternative is that it would pull in and not be against the curb which may also obstruct the right travel lane.

- Maintain the 60 foot length and the street tree by moving it closer to the STOP bar.
 - Engineering & Transportation Division assessment: This is not recommended. The loading zone would be too close to the intersection and may affect its operations and safety, including potentially locating over the signal loop detector if the truck does not fully pull into the loading zone. This was a concern voiced by staff from the Massachusetts Department of Transportation when they did an initial review of the proposal at our request.

At this time I am unable to approve any of these potential changes in the design and instead recommend that the developer go through the Public Shade Tree removal process as outlined in Massachusetts General Law Chapter 87 Section 3.

With respect to trash pickup at the entrance to the underground garage, staff has no issue with the trash truck backing into the driveway from Boylston Street. This type of operation is not unique to this site. Pickups should be scheduled for off peak hours.

Respectfully:



Peter M. Ditto

Director of Engineering/Transportation