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July 9, 2019

Jesse Geller, Chairman
Zoning Board of Appeals
Town of Brookline
566 Washington Street
Brookline, MA 02445-6899

Reference: Traffic Study Peer Review **MEMO #4**
Chapter 40B, 1299 Beacon Street
Zoning District G-1.75, Precinct 10

Dear Chairman Geller and Board Members:

At the request of my clients, Roberta Sydney and Kyle Spellman, on behalf of KS Company Trust at 1309-1319 Beacon Street, I have reviewed revised architectural plans dated June 25, 2019 as prepared by CBT.

Parking Access/Egress and Sustainability

The Proponent has still not provided enough **easily accessible** parking spaces in the revised plan. While the delay to residents and shoppers leaving the site may not be a major concern to off-site stakeholders and the Town, we are still concerned about the public safety problems that will be created due to the time it will take for motorists to enter and leave the site due to queuing or stacking from the internal ramp due to prolonged parking maneuvers and the tight ramp radii leading to and from the public streets. Moreover, if the access **and** egress to the parking is particularly cumbersome, many motorists may simply choose to park on-street and in other parking areas to avoid the off-street un-occupied garage parking spaces altogether. My clients continue to be concerned that motorists will “poach” spaces in their adjacent parking lot because the Proponent has not designed and delivered a well-executed parking and site circulation program. In essence, both the parking aisle and parking stall are sub-standard in size which causes the problems previously cited.

In reviewing “Parking Plan – Level P2”, it appears the standard parking spaces are 8 ½’ wide as well as the compact spaces. While this may be acceptable for some residential projects, it should not be allowed on commercial or even mixed-use developments. The 27’ on-center dimension for three parking stalls is deceiving since the support columns probably have about a 16” diameter. In any event, the spaces scale 8 ½ feet wide.

As seen in last years’ American Association of State Highway and Transportation Officials [AASHTO] manual (A Policy on Geometric Design of Highways and Streets – 7th Edition 2018) the current design passenger car on Figure 2-10, is still seven-feet wide by 19 feet long. While some automobile models have gotten smaller, the larger SUV’s are the best sellers.

The graphic sheet attached hereto shows the substandard aisle width of 23 feet will be a problem for vehicles leaving a space where the dotted red overhang line shows a vehicle hitting another vehicle then a supporting building column.

The dotted blue turn line on the ramp shows exiting vehicles maneuvering over the down aisle double yellow center line where sight distance is already an issue. The ramp center line radii appears to be about 20 ½ feet as compared to the AASHTO design vehicle having an outside overhang radii of about 25.4 feet for vehicles leaving level P2 up the ramp to street level.

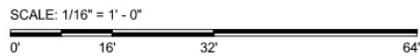
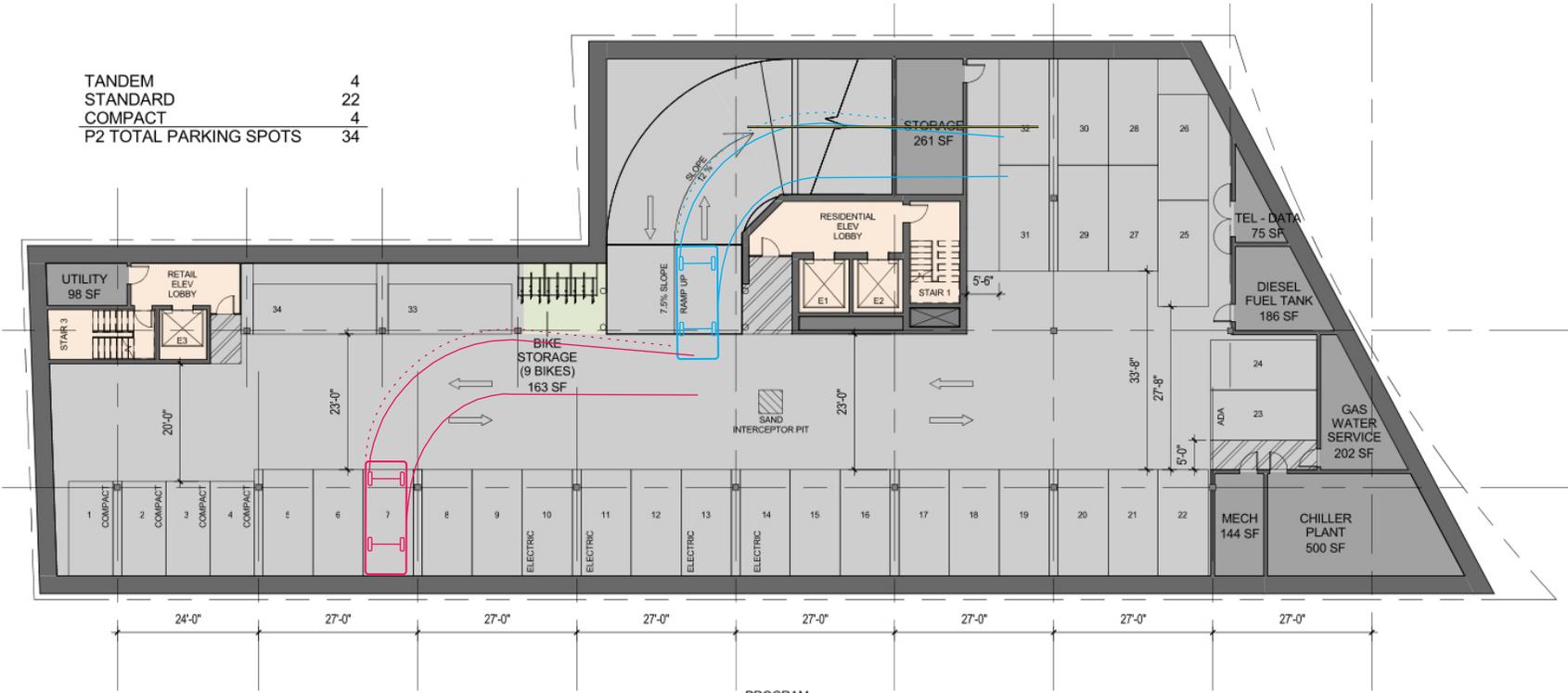
Although some may rationalize that vehicles can always make three-point turns when parking or unparking and there will not always be an opposing vehicle on the ramp, the point is this will be uncomfortable and time consuming for those not living there. As previously discussed in MEMO #3, these are the motorists visiting stores that may very well choose not park in the garage for a second time and will park either on the street or in an adjacent private parking lot.

Sincerely,
GILLON ASSOCIATES



John T. Gillon, P.E.

TANDEM	4
STANDARD	22
COMPACT	4
P2 TOTAL PARKING SPOTS	34



PROGRAM

 AMENITY	 COMMON AREAS	 MECHANICAL / SERVICE AREAS	 PARKING
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cbt

PARKING LEVEL 2
 1299 Beacon Street 1299 Beacon Street Brookline, MA
 DATE: 06/25/19

Scale: 1" = 30' - 0"
 July 2019