

TOWN OF BROOKLINE
Massachusetts

DEPARTMENT OF PUBLIC WORKS
Engineering & Transportation Division

Andrew M. Pappastergion
Commissioner
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Director

July 7, 2016

Ms. Johanna Schneider
Zoning Board of Appeals
Town of Brookline
333 Washington Street
Brookline, MA 02445

Re: 1180 Boylston Street Comprehensive Permit Application

Chairman Schneider:

The Engineering/Transportation Division has reviewed the above mentioned application and offers the following comments:

The applicant is requesting a waiver from the DPW site plan approval process, curb cut procedure, tree removal, and construction and maintenance related parking permits. (Waiver Number G). DPW strongly recommends that none of these waivers be granted by the Zoning Board of Appeals. The site plan approval process is regulated, in part, by the Federal National Pollutant Discharge Elimination System (NPDES) permit. It would be more beneficial for the applicant to follow the DPW's standard operating procedures as outlined in the site plan review checklist.

1180 Boylston Street is a disposal site as listed under Release Tracking Number 3-19813 and as such must respond to relevant requirements of the Massachusetts Contingency Plan (MCP 310 CMR 40.0000). The applicant should secure the services of an LSP to ensure that all requirements under the MCP are being met, including but not limited to, Phase V Remedy Operations, Release Abatement Measures and Remediation General Permit for groundwater discharge. The DPW should be copied on all correspondence relative to environmental issues.

It appears that the driveway off Boylston Street is depressed (down 6"). Although this is not under the jurisdiction of the Town, it is recommended that the driveway entrance be at the same grade as the surrounding sidewalk.

Proposed Loading Zone on the public way will require a positive vote of the Transportation Board per MGL Chapter 317 of the Laws of 1974, as amended.

Accident data from MassDOT for the Town of Brookline is known to be lacking in reports due to an IT failure between the BPD and Mass RMV computer systems. Consultant should receive accident data from the Brookline Police Department for the years shown in the report.

Because the report maintains that the onsite garage can accommodate retail employees the Zoning Board of Appeals should restrict employees of this property from participation in the Commercial On-Street Daytime Parking Program managed by the Town.

We do not support the requested waiver from "construction and maintenance related parking permits". In accordance with MGL Chapter 317 of the Acts of 1974, as amended only the Transportation Board for the Town of Brookline has to authority to regulate the public parking supply within the Town of Brookline including any and all exemptions to these regulations through their various parking permit system.

The traffic report noted that there was no nearby specific development by others. However since our initial meeting both Town Staff and the developer's traffic consultant have been made aware of the potential school uses for the nearby Soule Recreation facility that will increase traffic in the area and should be accounted for in the No Build and Build calculations if feasible.

The proposed onsite Zip Car should be made available to the general public for use and not be limited to building residents.

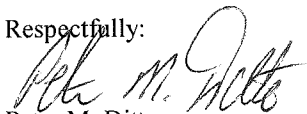
The proposed onsite bicycle racks should be covered, if feasible, and be made available to the residents as well as the employees and customers of the local businesses.

They noted a "relocated traffic signal box" on one plan. This relocation will require MassDOT approval since the traffic signal system, including hardware, are under MassDOT jurisdiction

The new curb cut on Boylston Street will require MassDOT approval since it is located on a street under state jurisdiction.

We would recommend a Peer Review Consultant for the project, especially the mechanical parking system. Staff knowledge of these systems are limited. However we do note that these mechanical systems require swing or temporary storage space as vehicles are shifted to pull ones into or out of the storage bays and because the developer is proposing the use of the vast majority of the area as designated parking spaces they should be required to explain where the temporary storage area is, show it on the Basement Level Plan, and explain how it would operate during periods of peak occupancy.

Respectfully:



Peter M. Ditto

Director of Engineering/Transportation