



BOSTON
TRANSPORTATION
DEPARTMENT

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February 1, 2017

Brian Golden, Director
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

RE: Project Notification Form: 1000 Boylston Street

Dear Mr. Golden,

Thank you for the opportunity to comment on the 1000 Boylston Street Project Notification Form (PNF). The project includes the development of three air-rights parcels and one terra-firma parcel comprising residential and retail uses totaling approximately 689,000 gross square feet. The project consists of approximately 342 residential units (approximately 182 rental and 160 for-sale) and approximately 35,000 square feet of retail. The project proposes approximately 303 off street parking spaces, which will be dedicated to residential use. This is a residential parking ratio of 0.89.

Due to the complexity of the project, BTD supports the PNF's proposal to prepare a Draft Project Impact Report (DPIR) and provide new information and analysis as described below.

Transportation Mitigation

BTD looks forward to working with the proponent on developing an appropriate transportation mitigation package, which should be informed by the trips generated as well as peak hour mode share. BTD encourages the proponent to analyze transit services in the area based not only upon what services are supplied, but also peak capacity, and how the project's generated transit trips will impact that supply. If the proponent's trips will impact a transit, pedestrian or bicycle facility, the proponent should assess options to facilitate safe, convenient and attractive access. This may include (but is not limited to) sidewalks, crossings, bus stops, bike facilities and/or subway stops. BTD encourages the proponent to think creatively in this regard.

Curbside

The proponent should design in a protected bicycle facility (with flexposts if possible) on their side of Beacon Street. If parking can be fit in as well, that is acceptable. If there are parking facilities on Boylston, BTD would look for at most one valet area, and does not permit drop off zones. The DPIR should spell out the rationale for a curb cut at the valet.

MARTIN J. WALSH, Mayor



Parking

The area around the project is extensively served by MBTA transit service, as well as other transit services such as Massport and Partners Healthcare services. As part of the DPIR, BTM would like the proponent to discover how many publically available parking spaces are within a quarter mile, and whether any spaces might be made available through agreement, thereby lessening the need for parking at this location.

The Boston Transportation Department (BTM) policy maximum for Back Bay is 0.5 to 1; because of the project's transit-oriented location, BTM would recommend a parking ratio at the lower end of this scale. The proponent should spell out how these spaces would be distributed, and whether they would be bundled with units or sold / rented separately. We encourage the project to look into working with a car share provider to dedicate some of the spaces to car share.

BTM would like to thank the proponent for committing to 1:1 ratio of bicycle parking for residential units, but notes that there are guidelines for both residential and retail developments in the City of Boston Bicycle Parking Guidelines. The Guidelines spell out the city's policy for development provision of secure/covered bicycle parking, on-street bicycle parking, shower/change facilities for employees and bike share provision. Any bicycle repair facilities proposed should be spelled out as well. BTM notes and supports the development's proposal for on-site bicycle sharing.

The proponent should spell out how it plans to meet the City's Electric Vehicle Charging standards, which include that at a minimum 5% of all spaces must be EV spaces, and that at least 15% of spaces must be constructed with EV-ready electrical capacity.

Transportation Demand Management

BTM noted that the PNF suggests that the developer will "encourage retail tenants to join" a Transportation Management Association (TMA). BTM encourages the project to look into whether the building itself can join a TMA, and if possible to do so. We also encourage the project to require retail tenants to subsidize transit, bike share and car share membership for employees, as well as to bundle subsidized transit, bike share and car share membership for residents through residential leases, as well as for the first year of any condo sales. Finally, BTM encourages the proponent to propose inclusion of real-time transportation (transit, bikeshare, carshare, transportation network services, wayfinding, walk/bike distance) display technology in all lobbies.

Public Realm

BTM encourages the proponent to explore smaller curb radii as well as curb extensions. Any long-term maintenance by the proponent of median greenery and street trees should be spelled out, as well as and street furniture (eg benches) proposed for the abutting sidewalk. The DPIR should provide details on the width of the proposed sidewalk around the site, including widths of pedestrian zones, furniture zones and/or curbs.

Loading

The PNF locates loading zones within the building footprint. All trucks reversing should occur on Cambria Street and not St. Cecilia. In addition, the DPIR should include a strategy of how urban packages delivery, which has seen a huge increase in small truck trips, will be accommodated. Will delivery companies be locating local pick up "warehouses" in the development?

Traffic

BTD requests the study area be expanded to include the following intersections in addition to those already in the PNF:

- The proposed driveway (In particular, the impact of a left ins and left outs on Dalton Street should be documented.)
- Commonwealth and Hereford
- Commonwealth and Gloucester
- Massachusetts and Beacon
- Massachusetts and Marlborough
- Massachusetts and Commonwealth
- Massachusetts and Westland/St. Stephen
- Massachusetts and Huntington
- Massachusetts and Belvedere/Haviland
- Huntington and Cumberland

Site Plan

The proponent needs to submit an engineered site plan within the context of the surrounding roadways at 1:20 scale depicting:

- Vehicular access and circulation
- Parking layout and circulation
- Pedestrian access and circulation
- Bicycle access and circulation
- Area shuttle/van pool pickup and drop-off
- Parking spaces for car sharing services
- Service and loading*
- Roadways and sidewalks
- Building layout
- Bicycle parking locations and types (covered, indoor, bike share, etc)
- Transit stops and connections
- Electric vehicle charging stations and ev-ready spaces

**Trash compactors/dumpsters need to be depicted as well.*

Construction Management Plan

As the project in the DPIR advances, the proponents will be required to develop and submit a detailed Construction Management Plan (CMP) to BTD for review and approval. The CMP will address TDM measures for construction workers, proposed street occupancies, equipment staging, sidewalk and bike-lane relocations and hours of construction work. BTD will work with the proponents to execute the CMP.

The issues raised above should be addressed in the DPIR. BTD looks forward to working collaboratively with the proponents and the community in the review of these projects and to address any outstanding concerns in the permitting process.

Sincerely,



Joshua A. Weiland

Transportation Planner

Boston Transportation Department

Cc: Vineet Gupta, Director of Policy and Planning

John DeBenedictis, Director of Engineering