



BOSTON
TRANSPORTATION
DEPARTMENT

December 16, 2015

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Brian P. Golden, Director
Boston Redevelopment Authority
Boston City Hall
Boston, Massachusetts 02201

Re: Goddard House Renovation and Redevelopment Project

Dear Mr. Golden,

The Boston Transportation Department (BTD) has reviewed the above document and is pleased to submit the following comments for your review.

Project Overview

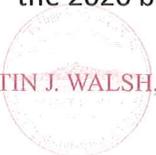
The proponent intends to redevelop a 2-acre site located at 201-205 South Huntington Avenue with two residential buildings, totaling 167 units with 83 parking spaces. The existing Goddard House will be redeveloped into a 110-unit residential building with two new additions. A new 57-unit residential building will be built to the south of the Goddard House on the existing surface parking lot.

Study Methodology

BTD is pleased to read the proponents use of our Transportation Access Plans Guidelines for their traffic analysis pertaining to this project. This is important in our effort in our ability to accurately critique and evaluate the Project's transportation characteristics towards any impacts to the transportation infrastructure.

The traffic study involved seven (7) intersections along South Huntington Avenue, three (3) signalized and four (4) un-signalized and involved the 2015 existing condition, as well as both the 2020 build and no-build condition.

MARTIN J. WALSH, Mayor



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The report also was correct in assessing the traffic conditions during both the AM and PM peak period time frames.

Parking/Public Transportation

BTD, as outlined in our guidelines, recommends a maximum parking ratio of 0.75-1.25 spaces per unit for new residential developments. However, the provision of 83 parking spaces for 167 units of housing is justified by the substantial level of public transportation service available to residents that will be living in this development. Six (6) bus routes as well as (2) Green Line (E & D) routes truly categorizes this project as transit oriented development.

Pedestrian Environment & Accessibility

The study area is relatively pedestrian friendly with sidewalks and crosswalks at each study area intersections. However, a mid-block crossing adjacent to the existing middle driveway at the site and the entrance to the VA Hospital parking garage does not include ADA compliant ramps. BTD would like to see the proponent improve this mid-block crossing and make it ADA compliant.

Bicycles

Although the project will have a substantial number of bicycle parking space and accommodations, BTD would like the proponent to consider the installation of a Hubway Station either on-site or nearby. The closest station is approximately one-half mile from the project site and consists of 15 docking positions.

Parking

The site currently contains 42 parking spaces and will add 41 more upon completion for a total of 83 spaces. Although there is ample on-street parking in the general area, we believe these can fill up quickly as development continues in this neighborhood. The nearest Zipcar location is three-quarters of a mile away and consists of nine (9) vehicles.

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Therefore, BTD would like the proponent to closely examine the placement of Zipcars spaces within the property environs and located in convenient locations. This will help minimize the concerns of any residents that believe the project should provide more parking spaces on-site.

BTB is pleased that the project will include four (4) spaces exclusively provided for electric car charging stations. This complies with our 5% of the total number of spaces requirement. However, we also expect the proponent to install sufficient infrastructure capacity such that the installation of future charging stations does not require an upgrade to service or panels, for future accommodation of at least 15% of total parking spaces.

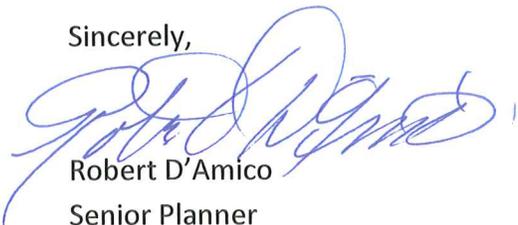
Traffic Operations Analysis

As shown in the PNF, there are several intersections that operate under a level of service F during certain hours of the day. While this may be a difficult undertaking, BTB would like to request the proponent study ways to improve the level of service at the following intersections:

- 1) South Huntington Ave. at Huntington Ave. during the Morning Peak and Evening Peak Hours.
- 2) South Huntington Ave. at Perkins Street during the Morning Peak Hours.
- 3) South Huntington Ave. at Heath Street during both the Morning and Evening Peak Hours.

Finally, since the on-site parking will be for residents who will be charged market rates, BTB is concerned residents will prefer to park for free on the surrounding streets. We therefore would like to request the proponent to be cognizant of this possibility and give this issue close attention during the next phase of the project.

Sincerely,



Robert D'Amico
Senior Planner

CC: Vineet Gupta, Director of Planning