

RE: Some WA 30 questions

Todd Kirrane <tkirrane@brooklinema.gov>

Wed 5/4/2022 12:10 PM

To: Alisa Jonas <alisa@jonasdays.net>; Joseph Viola <jviola@brooklinema.gov>; Kara Brewton <kbrewton@brooklinema.gov>; John Buchheit <jbuchheit@brooklinema.gov>

Cc: Cliff Brown <cbrown@akg-advisors.com>; lindaolsonpehlke@gmail.com <lindaolsonpehlke@gmail.com>; David Pollak <dpollak@abacusarchitects.com>; Lisa Portscher <lportscher@brooklinema.gov>; Jeff Wachter <jeffwachter@gmail.com>

Please see my answers to your questions below. I have included Jeff on this response since he has asked similar questions of my office related to this WA.

Thanks,

Todd

Todd M. Kirrane

Transportation Administrator
Town of Brookline

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From: Alisa Jonas <alisa@jonasdays.net>

Sent: Tuesday, May 3, 2022 6:59 PM

To: Todd Kirrane <tkirrane@brooklinema.gov>; Joseph Viola <jviola@brooklinema.gov>; Kara Brewton <kbrewton@brooklinema.gov>; John Buchheit <jbuchheit@brooklinema.gov>

Cc: Cliff Brown <cbrown@akg-advisors.com>; lindaolsonpehlke@gmail.com; David Pollak <dpollak@abacusarchitects.com>; Lisa Portscher <lportscher@brooklinema.gov>

Subject: Some WA 30 questions

For the meeting tomorrow, below are some questions re the Kent/Station Street Project:

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RE Parking:

Over the course of the past few years, are there more requests for parking permits than availability, so that you have to turn people away? – No, for the Brookline Village Meter Program it was designed to be a low entry fee of \$25 per permit annually and then if they find a space they pay the reduced parking meter rate that is currently \$0.75 per hour and the meters allow for purchase of up to 13 hours at a time. (7am to 8pm). Since we make no guarantee of a parking space, we are allowed (and do) oversell the number of parking spaces.

Re the sale of more parking permits to parking spaces (ranging from 11 in 2022 to 67 in 2019 for parking at Kent/Webster and Kent/Station): How can permits be issued to more businesses than there are parking spaces? And why were there so many less commercial permits issued in 2022 – COVID? Do you see a reversal in the trend downward at this time? First a correction – these permits are NOT valid in the Kent/Webster Lot. They are only valid in the Kent/Station lot and the long term meters on Kent Street between the Lot entrance and Linden Street. The Kent/Webster lot is a 3 hour lot and meant for customer parking for the nearby commercial, recreational, and medical facilities. As stated above, the program was designed to allow for an overselling of permits compared to spaces with no guarantee of spaces. This was done at the request of the merchant community when this and the Coolidge Corner lot programs were created 20+ years ago (predating me). The reason that the number of permits is reduced is a direct result of COVID. We have seen a reduction in all permits issued for FY2021 and then an increase (but still a reduction) in FY2022 as compared to pre-COVID. We are seeing an increase in the amount of requests for permits coming back in and will likely see this trend up.

Given the number of commercial parking permits issued, how many parking spaces are available for the general public? For metered parking in the Brookline Village area there are 250 on-street spaces, 38 spaces in the Kent/Webster Pl lot, and 41 spaces in the Town Hall lot. There are also 2 hour spaces in the neighboring residential side streets that we do not have an up to date inventory for. I did not include the metered parking on Brookline Avenue.

Why are there so few permits issued to residents for overnight parking – is that inadequate for residents (i.e., limiting the permit to overnight)? The demand is low in the area for several reasons including access to public transit and use of other ‘alternative’ modes and the fact that it is only good for overnight hours.

Has there been an inquiry made to Hilton Garden Inn for the use of parking there? Not by my office. Thoughts re 10 Brookline Place? Any other option? The zoning agreement with Children’s Garage required they offer resident overnight for a fee and that the daytime fee be by market rate to prevent them from using it as a satellite parking facility for the Longwood Medical Area.

RE Construction of the Proposed Project:

What is the current estimate of the cost of constructing parking per space? The amount budgeted for this project is about \$150,000 per space. In the past, the cost that the Town has estimated it would cost us to build underground parking (e.g., at the Centre Street lot) was \$50,000 Better question for the Planning Department or Building Department that has looked at this more recently with their projects.

What happened to selling the air rights to a developer? Was that considered technically not feasible? Not a good option from a design perspective? Too costly? If so, now in hindsight, given the cost estimate provided by 2Life Communities, should using air rights be considered again? Better question for the Planning Department or Building Department

Given that 2Life Communities’ proposal was a costly one, did we do enough negotiation to lower the cost? Could there be flexibility to lower the cost of the project? Would it now make sense to reevaluate other proposals, in particular, Bnai Brith, which was also considered a “high quality” proposal by the Kentt Street Evaluation Committee? Better question for the Planning Department or Building Department

Are there requirements to apply for MassWorks and/or ARPA funds or other funds that might be possible to meet with adjustments to the project? [Better question for the Planning Department](#)

Has there been any evaluation of alternative options for an equivalent affordable rental senior housing, e.g., purchase of properties? [Better question for the Planning Department](#)

What are the advantages/disadvantages to a sale of the site vs ground lease? Could \$ from a sale be used to obtain parking elsewhere? [Better question for the Planning Department](#)

Alisa

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