 1   Volume VI

 2   Pages 1-75

 3

 4   Brookline Zoning Board of Appeals Hearing

 5 1180 Boylston Street Comprehensive Permit Application

 6   Chestnut Hill Investments, LLC

 7   Wednesday, October 25, 2016, at 7:00 p.m.

 8   Brookline Town Hall

 9   333 Washington Street, 6th Floor

10   Brookline, Massachusetts 02445

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15   Reporter: Kristen C. Krakofsky

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  1   APPEARANCES

  2 Board Members:

  3 Johanna Schneider, Chair

  4 Jonathan Book

  5 Mark Zuroff

  6 Steven Chiumenti

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  8 Town Staff:

  9 Alison Steinfeld, Planning Director

 10 Maria Morelli, Senior Planner

 11

 12 Traffic Peer Reviewer:

 13 James Fitzgerald, P.E., LEED AP, Director of

 14 Transportation, Environmental Partners Group

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 16 Parking Peer Reviewer:

 17 Arthur G. Stadig, P.E., Vice President, Walker Parking

 18 Consultants

 19

 20 Applicant:

 21 Raj Dhanda, Chestnut Hill Investments, LLC

 22 Rachna Balakrishna, Chestnut Hill Investments, LLC

 23 Bob Engler, President, SEB, LLC

 24

 1 Members of the public:

 2 Hedva Kobes, 629 Hammond Street

 3 Yuriy Gerzon, 1162-1164 Boylston Street

 4 Janice Kahn, town meeting member Precinct 15,

 5 63 Craftsland Road

 6 David Kobes, 629 Hammond Street

 7 Matt Golden, Woodland Road

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1   PROCEEDINGS:

2   7:00 p.m.

3   MS. SCHNEIDER: So it's 7:00, so we will get

4 started. This is a 40B hearing on the proposal at

5 1180 Boylston. Thank you all for being here tonight.

6 Just a reminder, my name is Johanna Schneider. I am

7 chairing these proceedings. To my left is Mark Zuroff,

8 to my immediate right is Jonathan Book, and to my far

9 right is Steve Chiumenti. We are the panel for this

10 project.

11   So I think the last time that we were all

12 together was September 19th, and this board requested

13 additional traffic information from the applicant based

14 on the initial written report from Jim Fitzgerald, our

15 peer review traffic expert, and that was documented in

16 a letter to the applicant on 9/22. The applicant has

17 supplied data and traffic and parking in the peer

18 reviewer's updated reports, based on the significant

19 additional data that has come in.

20   In the meantime, as probably many of you know,

21 in terms of other goings on in the neighborhood, the

22 town has selected the site for a ninth elementary

23 school in Brookline, Baldwin School, which is located

24 on Heath Street. This possibility was not factored

 1 into the applicant's traffic study.

 2   The applicant's traffic consultant, who is

 3 Giles Ham, is the same consultant, but he's the

 4 architect that the town hired to design the ninth

 5 school, and Mr. Ham has prepared a document that is

 6 public record. Mr. Fitzgerald is aware of the events

 7 involving the Baldwin School and he's also aware of

 8 Mr. Ham's opinion.

 9   Mr. Fitzgerald and Mr. Ham both feel that it's

10 premature to factor in the ninth school traffic count

11 because access has not been determined, but that is

12 something that we would like to discuss at this hearing

13 tonight.

14   The thrust of tonight's meeting is going to be

15 traffic and parking. We would like to hear from our

16 peer reviewers, from Jim Fitzgerald who did the traffic

17 peer review and also Arthur Stadig from Walker Parking

18 Consultants. So I think we'll just -- unless there are

19 any questions or comments from the board, we're going

20 to get started. I guess I'd like to have

21 Mr. Fitzgerald come and give an overview of what you

22 have received from the applicant since your last report

23 and how you feel those responses have been, what issues

24 remain outstanding. And I think that the podium may be

 1 in the back of the room.

 2   The only thing that I would say,

 3 Mr. Fitzgerald, and anyone else who is going to be

 4 speaking tonight, is that you remember that these

 5 proceedings are being both recorded and transcribed, so

 6 please speak loudly and clearly enough so that your

 7 comments can be captured on the record.

 8   MR. FITZGERALD: Thank you. Again, my name is

 9 Jim Fitzgerald. I'm from Environmental Partners Group,

10 and we've done the traffic peer review for

11 1180 Boylston Street. I'll first just run through some

12 basic information relative to traffic.

13   So the project site is located, again, at

14 1180 Boylston Street on the southeast corner of the

15 Boylston Street/Hammond Street intersection. There are

16 bus stops nearby for Route No. 60, MBTA bus stop.

17 There's also the Chestnut Hill station, the MBTA Green

18 Line station located only 1,500 feet north of the

19 project site along Hammond Street.

20   The proposed project, as we understand it, is

21 45 age-restricted apartments, 55 and over, plus an

22 additional 7,000 square feet of retail. The retail

23 would be on the first floor.

24   Parking is proposed for the development

1 underground by way of Boylston Street. The driveway

2 enters into and has access to two car lifts that

3 provide access for the vehicles to the underground

4 parking area. A full-time valet is proposed.

5   A loading zone has been proposed along the

6 Hammond Street side of the site, along the eastern side

7 of Hammond Street adjacent to Boylston Street.

8   The traffic study was performed by VAI using

9 traffic counts that were conducted back in November of

10 2014. The study limits include the intersection of

11 Boylston Street, Route 9, and Hammond Street, and the

12 intersection of Hammond Street and Heath Street. This

13 seems to be a reasonable project -- these seem to be

14 reasonable project limits.

15   The safety at the two intersections were

16 evaluated initially using MassDOT data from their

17 records. One of our comments and concerns had to do

18 with the crash data being as accurate as it could be,

19 given past discrepancies between MassDOT information

20 and the Brookline Police Department information, so VAI

21 went back and got additional crash data. The data that

22 they collected was for the years 2014 through 2016, so

23 it's almost three years of data.

24   What we find is that there are 18 crashes

 1 during that three-year period at the Boylston Street

 2 and Hammond Street intersection. This equates to about

 3 .35 crashes per million entering vehicles. We compared

 4 the amount of crashes for a million entering vehicles

 5 so that we can compare it to the other intersection and

 6 see if there's a potential safety issue. In this case,

 7 the signalized intersection on average is between .7 in

 8 the state, .77 in the district, so we're about half of

 9 the state average. So as a result, there's no apparent

10 safety deficiency that can be seen through this crash

11 data.

12   At the Heath Street/Hammond Street

13 intersection, the crashes were even less. There were

14 only three crashes reported in that three-year period.

15 It equates to only .15 crashes per million entering

16 vehicles, so substantially lower than the state

17 average.

18   Traffic volumes are projected for seven years

19 out to the year 2023 using a background growth rate of

20 1 percent per year. With that traffic data, that

21 traffic information, the 2023 no-build volume network

22 was established.

23   In order to establish the 2023 build network,

24 which would incorporate this site as built into those

1 traffic volumes -- increasing volumes -- VAI used a

2 couple of different land-use codes that are published

3 in ITE. For the apartments, they used land-use code

4 252, senior adult housing, which appears to be

5 reasonable for the proposal coming in.

6   For the retail component, originally VAI had

7 used land-use code 826, specialty retail center. And

8 although the description of "specialty retail center"

9 sounds appropriate for this development, what we found

10 was there were not adequate data points available

11 through ITE to come up with a reasonable or defendable

12 trip-generation rate. So as a result, VAI went back

13 and took a look and came up with land-use code 820,

14 shopping center, which provides more data points for

15 this size retail. The difference between the two were

16 minor, but trips did increase slightly with the new

17 land-use code.

18   For both the apartments as well as the retail

19 space, there were reductions taken for alternative

20 modes of transportation other than vehicles. This was

21 using journey-to-work information, information from

22 CTPS. In the end, the reduction appears to be

23 reasonable.

24   With all of that, the -- as a result of all of

1 all of that, I should say, what was determined is a

2 substantial reduction in trips from the existing use of

3 the parcel when it was a gas station/service center.

4 Right now the parcel is vacant, but as a gas

5 station/service center -- service station, there's a

6 substantial reduction in trips.

7   The site itself, as proposed, is anticipated

8 to generate approximately 97 trips during the morning

9 peak hour, 111 trips during the evening peak hour, and

10 58 trips during the Saturday midday peak hour, but

11 those volumes were all lower than what would be

12 generated by a gas station/service center.

13   With that, the -- VAI analyzed all the

14 information to compare the no-build to the build

15 networks. In the end, it was a negligible increase in

16 delay at the intersections.

17   We had also asked VAI to evaluate Saturdays,

18 since typically retail developments peak during weekday

19 evening and Saturday midday, so they went back and

20 counted the Saturday midday volumes and projected trips

21 so that that could be evaluated. Again, there was a

22 negligible difference in delay at the two subject

23 intersections.

24   Regarding pedestrian accommodations, there is

 1 direct pedestrian access for, quote, the retail as well

 2 as the apartment uses at the street level. With the

 3 anticipated increase in foot traffic, we had

 4 recommended that the applicant consider providing

 5 improved pedestrian signals at the Hammond Street/Heath

 6 Street intersection, to include accessible pedestrian

 7 signals. VAI had responded that that would be

 8 considered.

 9   Regarding parking access, I will let Art from

10 Walker Parking Consultants address those issues that we

11 discussed in our memo.

12   One thing we do want to bring up, however, is

13 that we would recommend the sidewalk in front of the

14 driveway opening along Boylston Street to be a

15 traditional sidewalk apron and not lowered to the

16 elevation of the roadway. We want it to be visible for

17 drivers entering and exiting the driveway that it's

18 still a pedestrian and to bring attention to the

19 pedestrian travel back and forth as well as to reduce

20 any sort of impacts by pedestrians having to go down

21 the wheelchair ramp and cross it almost as if it were a

22 street.

23   We looked into the sight distance at the site

24 driveway. Speed data was not provided along Boylston

 1 Street, so we assumed the travel speeds along Boylston

 2 Street are between 45 and 50 miles an hour.

 3   When we look at sight distance, we look at a

 4 couple different things. First of all, the minimum

 5 sight distance that's required would be the stopping

 6 sight distance. It's the distance that a driver along

 7 Boylston Street would need to stop with an obstruction

 8 in the roadway, such as a vehicle exiting from the

 9 driveway, perhaps. In this case, there's more than

10 adequate stopping sight distance available for the

11 site -- for the site driveway along Boylston Street.

12   The next thing that we looked at is

13 intersection sight distance. This assumes a certain

14 distance off the edge of the traveled way, off of that

15 shoulder line. This would be the sight distance if,

16 say, a vehicle were stopped in the sidewalk protruding

17 into the shoulder looking to the left at oncoming

18 traffic along Route 9. And again, the sight distance

19 requirements were met.

20   However, if a vehicle were to be in the

21 exiting -- along the exit and stopped behind the

22 sidewalk without protruding into the sidewalk, the

23 corner of the building would block their sight line,

24 and so as a result, they would not have adequate

 1 visibility to properly move into the street. They

 2 would have to protrude into the sidewalk to gain that

 3 visibility. But again, the minimum requirements of

 4 stopping sight distance are met.

 5   Regarding the loading zone proposed along the

 6 eastern side of Hammond Street, the proposal is to cut

 7 into the sidewalk by almost 7 feet. This, as a result,

 8 would leave only 3 to 4 feet of sidewalk within the

 9 right of way, which you need more than that per ADA

10 requirements. So we would anticipate that there would

11 be some sort of permanent easement required since a

12 piece of this leg is state highway that would have to

13 be processed through MassDOT.

14   MR. CHIUMENTI: So that would be an easement

15 by the developer in favor of MassDOT, in effect?

16   MR. FITZGERALD: Correct. So it would allow

17 the pedestrians to walk --

18   MR. CHIUMENTI: No. I understand that. It's

19 the developer granting easement to the state?

20   MR. FITZGERALD: Yes, correct.

21   We had suggested and VAI had verified that

22 loading times at this loading bay would be restricted

23 to nonpeak hours. They had identified the peak hours

24 of 7:00 a.m. to 9:00 a.m., from 4:00 to 6:00 p.m.

 1 during weekdays. We had also subsequently commented

 2 that we would recommend that the peak period -- the

 3 midday peak period on Saturdays also be restricted

 4 since traffic volumes are almost as high as the evening

 5 peak hour volumes are.

 6   And with that, I believe that is all of our

 7 findings.

 8   MS. SCHNEIDER: Questions or comments from the

 9 board?

10   MR. BOOK: Just to clarify. So along Hammond

11 Street, the cutout to the loading bay or the loading

12 area, that makes the sidewalk too narrow?

13   MR. FITZGERALD: Based on the recent -- the

14 most recent plans that we have, which I believe was a

15 little bit different than this, it actually narrows the

16 sidewalk to what we measured to be approximately

17 between 3 to 4 feet of the right of way of the property

18 line in order to get that loading bay cut into the

19 sidewalk by 7 feet. So if the sidewalk right now is 10

20 to 11 feet and you're eliminating 7 feet of it, there's

21 just not much left, aside from what would take place

22 for a sidewalk on the applicant's property.

23   MR. BOOK: I see. And so they've made up for

24 it -- in the plans that you saw, they've made up for it

 1 by building a sidewalk onto their property?

 2   MR. FITZGERALD: Correct. And another thing

 3 that we would recommend is that -- that looks like a

 4 more recent one.

 5   So another thing is we would like for there to

 6 be a consistent pavement treatment along that sidewalk

 7 as well so it feels that this is all part of the

 8 sidewalk. That what's really required.

 9   MR. CHIUMENTI: There's a requirement about

10 sight lines with regard to the traffic and the street,

11 but that -- you're looking at it with an automobile

12 protruding, and I would think if the motorist needs to

13 be able to see the street, he's pretty much on the

14 sidewalk. Do these standards in any way require

15 anything about sight lines as the motorist drives onto

16 the sidewalk?

17   MR. FITZGERALD: We did check the requirements

18 having to do with visibility of pedestrians, and those

19 were met fine, so the motorist coming up from the

20 garage and exiting has adequate visibility to the

21 pedestrians on the sidewalk itself.

22   MR. CHIUMENTI: Isn't there a wall on the

23 right side there? I don't understand that there's

24 visibility.

1   MR. FITZGERALD: Well, you're looking to the

2 left because it's the one way --

3   MR. CHIUMENTI: Well, a pedestrian is going to

4 be coming from the right.

5   MR. FITZGERALD: Oh, for the pedestrians, yes.

6 I'm sorry.

7   MR. CHIUMENTI: Yeah.

8   MR. FITZGERALD: Yes.

9   MR. CHIUMENTI: And it seems to me there's a

10 wall there.

11   MR. FITZGERALD: There is. We had measured

12 it. I can verify, but we had measured the requirements

13 based on the Brookline zoning requirement for

14 visibility of pedestrians in sidewalks. It was met.

15 It's a lot more -- it's a lot easier to meet that than

16 visibility of oncoming traffic traveling at high

17 speeds.

18   MR. CHIUMENTI: I suppose a pedestrian is

19 never traveling 40 miles an hour, so ...

20   MR. ZUROFF: Does your study take any

21 considerations with regard to the loading dock while

22 it's being used for off-loading or on-loading, that

23 they are actually going to be blocking the sidewalk

24 while moving material in or out?

 1   MR. FITZGERALD: We have not evaluated the

 2 logistics of how many vehicles would stop there -- that

 3 was one of the concerns as well -- or if they will be

 4 blocking the sidewalk. In theory, blocking the

 5 sidewalk would not be allowed. I mean, the pedestrians

 6 have to get through. So they wouldn't be able to store

 7 materials there to load them onto a truck by any means.

 8 That would have to take place, I would assume, on the

 9 applicant's property.

10   MR. ZUROFF: No. I understand that. But it's

11 still while they're loading -- off-loading and

12 on-loading.

13   MR. FITZGERALD: It will be an inconvenience.

14   MR. ZUROFF: There's no question that

15 pedestrian traffic is going to be stopped.

16   MR. FITZGERALD: Correct.

17   MR. ZUROFF: For however long the vehicle

18 is --

19   MR. FITZGERALD: Correct. It will be an

20 inconvenience. It's not ideal.

21   MR. ZUROFF: Was there any consideration to

22 the fact that this is also going to be a drop-off place

23 for residents?

24   MR. FITZGERALD: As I mentioned, we did not

 1 have any sort of projection of what that number would

 2 be to review. But that is a concern if this is an

 3 over-55 community and if there's an excessive amount of

 4 drop-offs, pickups going on as a result. But we were

 5 not provided that information to review, but that is a

 6 concern.

 7   MR. ZUROFF: So you have no independent

 8 information?

 9   MR. FITZGERALD: No.

10   MS. SCHNEIDER: Jim, can you talk a little bit

11 about what impact, if any, the new Baldwin School is

12 going to have on your conclusions?

13   MR. FITZGERALD: If you think of the amount of

14 traffic that will potentially travel through these two

15 study intersections as a result of that, it would have

16 a huge impact on flow through them.

17   However, if you were to compare the amount of

18 trips generated by this site and compare -- and we

19 compare the no-build to the build, in both instances

20 the Baldwin School volumes will be traveling through

21 the intersection and probably the intersections will

22 not be operating very good. Right now they're -- we're

23 pushing our limits, so it would certainly make the

24 situation worse by adding these trips onto the network.

1 Would it increase the delay substantially from what it

2 already will be? Probably not. It won't make things

3 better, but ...

4   MS. SCHNEIDER: The other question I have --

5 and I know we will hear from Walker Parking about the

6 implications of the layout and the operation -- the

7 operation of the parking garage. But I know that there

8 remains some concerns about cars queuing on their way

9 in or on their way out and backing up onto the

10 eastbound side of Route 9. If that parking garage does

11 not function the way the applicant believes it's going

12 to as a result of these backups, how does that factor

13 into your analysis of traffic flowing around this site?

14   MR. FITZGERALD: If there's backup on that

15 right-most lane of Route 9, all bets are off. That

16 would cause a clog in the stream of traffic and lots of

17 delays, vehicles stuck behind those vehicles trying to

18 squeeze into the left. And that would certainly have a

19 huge impact on how traffic flows through this

20 intersection, especially the signal being so close to

21 that driveway.

22   MS. SCHNEIDER: How many cars would it take

23 for there to be an impact that's felt by motorists?

24   MR. FITZGERALD: If you have one vehicle

 1 clogging the stream, it would have a big impact,

 2 certainly.

 3   One thing I forgot to mention having to do

 4 with sight distance, all of this presumes that there's

 5 no parking in front of this site. And that has been

 6 stated in VAI's report, but that's also very critical.

 7   MR. ZUROFF: Does your study take into

 8 consideration -- I know that the Baldwin School issue

 9 has come up fairly recently. There's another

10 intersection that has a traffic light. Did you review

11 the traffic going through that intersection as well?

12   MR. FITZGERALD: Honestly, I received the memo

13 on the Baldwin School a couple hours ago, so I didn't

14 have a chance to review it yet, so no, I have not.

15   But the area, again, is already pretty

16 burdened with a lot of traffic, so it won't take much

17 to put it, perhaps, over the edge. So certainly, if

18 something like that were to take place, a more

19 comprehensive evaluation and study would have to be

20 looked at as far as direction of traffic and where

21 might -- what might make the most sense as far as

22 rethinking the circulation in the area.

23   MR. ZUROFF: Does any part of your study take

24 into consideration the traffic light cycles, how the

 1 flow is currently and how it might be adjusted to --

 2   MR. FITZGERALD: Right. One thing that we had

 3 suggested in the study -- you know, the

 4 Hammond/Boylston Street intersection is state and the

 5 Heath intersection is town. The two don't operate that

 6 great together. They're not coordinated. So ideally,

 7 the two would be coordinated, especially since they're

 8 so close together. So they're -- and that was one of

 9 the things I had mentioned in my memo, was the

10 coordination between the two not being adequate.

11   MR. ZUROFF: Do you have recommendations for

12 that?

13   MR. FITZGERALD: Coordination with the state

14 in order to coordinate the two.

15   MR. ZUROFF: Okay. Thank you.

16   MS. SCHNEIDER: Anybody else have any

17 questions?

18   (No audible response.)

19   MS. SCHNEIDER: Thank you, Mr. Fitzgerald.

20   MR. FITZGERALD: Thank you.

21   MS. SCHNEIDER: I would next like to hear from

22 our peer review from Walker Parking.

23   MR. STADIG: Good afternoon. My name is Art

24 Stadig with Walker Parking Consultants. My friend here

1 said I've got to hurry up because the World Series is

2 on tonight, so ...

3   We've had an opportunity to review -- could we

4 go back to the original site plan and I can go from

5 there -- comments related to that and then the comments

6 related to the parking layout. And then in a little

7 bit we'll switch over to -- there you go. That layout.

8   MS. MORELLI: These were just other plans

9 showing the parking levels.

10   MR. STADIG: All I need is just the first two

11 that you had and -- there you go.

12   Okay. Walker performed an evaluation of this

13 back in mid-August. There were -- the respondents came

14 back recently with some comments which were not

15 substantially -- didn't substantially alter our thought

16 process on what's going on. So I'll go back -- first

17 go to our comments back in mid-August, then review the

18 proponent's rebuttal of those and go from there.

19   The 45 units and approximately 7,000 square

20 feet of retail space would require, due to town

21 ordinance, two per unit and five per thousand for the

22 retail. The proponent is asking for one per unit, and

23 I would imagine, because I didn't see anything -- any

24 difference -- would also request -- or not require

1 variance for the retail parking there.

2   Based on Walker's experience with doing

3 shared-use analysis for many, many developments and our

4 actual study of over-55 communities, we recommend that

5 without extensive analysis and understanding this exact

6 site and the components going into it, that a parking

7 ratio of at least 1.1 to 1.3 be utilized, and no less

8 than that. The range is there just because of the

9 variation that may occur.

10   Even when we see -- in performing intermodal

11 projects and having these types of residentials right

12 on a subway or rail line, we still see, at best,

13 parking ratios per unit in the range of one to a little

14 bit slightly over that. So even in the best situation

15 with a different mode of transportation -- rail, bus,

16 etc., biking, walking -- the parking ratio rarely goes

17 down, in most cases like this, below one. And it's

18 typical slightly higher when you count visitor parking

19 also. So having said that, the proponent is asking for

20 a one -- one space per unit.

21   We indicated that bike parking wasn't shown.

22 Later on the proponent did indicate that bike parking

23 will be provided at the site.

24   Our next comment is that the drive coming into

1 the site here -- it's indicated right here -- it's

2 indicated to be 20 feet wide. And that does meet Town

3 of Brookline standards, but we commented that that's

4 quite narrow for a driveway entrance, in particular for

5 one that would be required for valet drop-off, pick-up

6 operations. And I'll go into the reasons for that here

7 shortly.

8   That's compounded, as Jim had indicated

9 previously, that there are concerns that the vehicles

10 heading eastbound on Boylston may be slowed down or

11 stopped, depending upon the situation, if vehicles

12 don't completely make their way in or are stacked or

13 queued up back into the first through lane there.

14   Typically, coming off of any turn, making

15 these turning movements either in or out requires more

16 width of a travel path that the vehicle makes. Simply,

17 your front left fender making the swing into the space

18 is wider than the actual vehicle itself. So we find

19 that once you're in the middle of the drive lane, yeah,

20 when cars are going straight you can have narrower

21 dimensions up to in the range of 20 feet. But when you

22 get in the range of where vehicles are making turning

23 moves, it becomes much more critical to have wider

24 movements to get cars to move in and out of the

1 traffic, especially on a main arterial such as

2 Boylston.

3   Normally we would recommend something at least

4 in the range of 24 feet, if not slightly higher than

5 that for that type of maneuver. To give people an idea

6 of what that feels like, if you're out in a typical

7 parking lot out in Kmart, Walmart, Target, the drive

8 lanes that you go into and out of for the parking

9 spaces are in the range of about 24 feet. This is

10 narrower than that. So as you can imagine driving

11 around, and if a car is coming out of a particular

12 parking aisle, you've got to pull in there, and you

13 know how that feels. But if you're 4 feet less, that's

14 essentially what this will feel like, so it is quite

15 pinched down.

16   On top of that, it's a valet operation. And

17 what's intended would be vehicles would pull in and --

18 I'll talk in a minute about what they have shown here,

19 but you would typically pull in up to a certain point,

20 stop your vehicle, gather your belongings, etc., if you

21 were a resident, get out of the vehicle, and hand it

22 over to a valet attendant if the valet attendant is

23 there right at that point in time. So I think most of

24 you get that idea of how the valet works.

 1   I just want to point out that in our

 2 comments -- if you really think about what happens, you

 3 know, real life on a day-to-day basis, as people pull

 4 in, they may not be ready to immediately jump out of

 5 their car, maybe for a half a minute or a minute, maybe

 6 to gather their belongings, their purse, their

 7 briefcase, whatever it may be before they can get out

 8 of the car. Also, if you just went shopping, etc., you

 9 may have parcels.

10   And in particular, grocery shopping. If you

11 just went to Wegmans or something and you have, you

12 know, five or six bags in your trunk, that needs to be

13 handled somewhere in this area. We don't know of any

14 other area that would accommodate that, and certainly

15 probably not accommodated by bringing the vehicle into

16 the parking area and having the valet attendant bring

17 your parcels up to you. We haven't heard anything

18 about that. That's possible. But based on that, the

19 parcel drop-off would have to occur in that drop-off

20 area, and that takes extra time, also, to handle

21 parcels like that.

22   Also, certainly for families, which can be a

23 concern, if you're pulling up, you have to get in, grab

24 the kids out of the car seats, things like that, so

1 these operations can take a little bit of time to hand

2 off, and that vehicle may be in position there waiting

3 to hand off. You know, it could be for 10 or 15

4 seconds all the way up to a couple minutes from time to

5 time.

6   As a vehicle would pull up into a position

7 right here, and if it's not taken away right away for

8 whatever reason, the valet attendant isn't there or it

9 takes a couple minutes for the people to get their

10 stuff or kids out of their car or whatever, another

11 vehicle can pull up behind it. Now, since there's only

12 two lanes, one in and one out, that vehicle doesn't

13 have any choice to go around or go anywhere else, so it

14 has to, so to speak, stop and position behind that

15 vehicle. So the attendant will take the first vehicle

16 and take it into the elevator system and down into the

17 garage.

18   Meanwhile, unless there immediately is a

19 second attendant waiting for this car, that car will be

20 in position until someone comes up and retrieves it.

21   As it may happen, another vehicle may come in

22 at that same point in time, and that car is almost back

23 onto the sidewalk. At that point, the next vehicle in

24 either stops and waits or would have to drive around

1 through the lane of oncoming traffic coming out to get

2 in.

3   So because of that stacked nature where

4 vehicles -- as they're coming in, they will

5 progressively keep moving back if they're not taken

6 very quickly, and/or just due to the periodic nature of

7 vehicles all showing up at the same time. If they're

8 all stacked in one line, it can be a problem where they

9 can queue back out onto Boylston Street.

10   So what typically is a good practice for valet

11 operations is to have two inbound lanes so that you

12 could fill one lane, and then if the queue is coming

13 back on that and you haven't evacuated the cars in

14 front, the next lane over can be filled in while you're

15 evacuating the first lane and then you can switch back

16 and forth. And because of that action, you would not

17 necessarily have that queue-back action where, you

18 know, you're continually walking yourself back out into

19 Boylston Street.

20   So that's a concern. It can be handled with

21 proper staffing. They've indicated that they would

22 have two at certain times and one at other times, but

23 there could even be times when two runners may not be

24 enough to handle the amount of people coming in. And a

 1 good design practice would be to have two lanes of

 2 stacking coming in to handle that maneuver.

 3   Also, if a car pulls up and stops here,

 4 there's only about three stacked vehicle positions

 5 behind it. I'm not too sure what somebody was thinking

 6 when they showed this arrangement, which was what we

 7 called "British." It's actually quite confusing

 8 because anybody pulling in, unless it was only

 9 residents and they knew to do that, that's exactly

10 backwards. You would only pull in, obviously, on the

11 correct side and you exit. And that's just the rules

12 of the road.

13   We strongly recommend against anything like

14 this just because it's confusing and it wouldn't be the

15 way to go. So inbound would be in the right lane

16 coming in, and right lane going out would be the way

17 that we would recommend. But because of that, you

18 really only have about three cars in position queuing

19 back before you're on the sidewalk or into the street.

20   One very important consideration is Mass.

21 general regulation -- accessibility regulation, CMR

22 521. It requires that valet parking facilities -- and

23 this will be classified as that -- shall provide a

24 passenger loading zone complying with that regulation.

 1 The passenger loading zone should be located on

 2 accessible routes at the entrance of the facility.

 3 This requires a 5-foot-wide by 20-foot-long access

 4 aisle adjacent and parallel to the vehicle pull-up

 5 space. We don't see anything like that in this design.

 6   So simply put, if the vehicle was parked there

 7 in the position adjacent to that space -- maybe, for

 8 example, just for diagrammatic points, would be that

 9 narrow, maybe 2-foot section there -- that needs to be

10 5 feet wide by 20 feet long to accommodate the

11 accessibility provisions of CMR 521.

12   But in addition to that, just a common sense

13 provision would be that any of the people coming out

14 would want to go to retail -- need to go out to the

15 street, along, and then go in the front doors of the

16 retail establishments. Currently there's no safe

17 sidewalk to do that. With the 20-foot-wide lanes, as

18 vehicles come in and open their doors on one or both

19 sides, really there's no room for any kind of

20 accessible means to get back out or even really have a

21 common sense means for people to walk back out. Really

22 what you're doing is walking back out to the drive lane

23 where vehicles are pulling in, and it's really not a

24 safe or recommended provision. Really, there should be

1 more width to accommodate pedestrian movement to get

2 back down onto the main public way here.

3   Certainly, there is an accessible means for

4 the residents as long as this path meets accessibility

5 requirements. They could get dropped off if there was

6 an accessible zone per 521 CMR that would allow them to

7 come to this door here and then to an accessible path

8 to the interior residential elevator within the ...

9   So that's a regulation that I don't see any

10 way that you can get around in terms of approval.

11 Until that gets resolved, I think a lot of these other

12 issues are important and good to understand, but that

13 needs to be resolved to make sure that that's done

14 correctly. And I've not heard anything back in terms

15 of a response from the proponent. In fact, they

16 skipped that item completely and didn't respond to it.

17   So once again, the vehicles would be dropped

18 off. The valet runner would grab the vehicle and then

19 drive it into an open elevator if the elevator is not

20 being used or down. In this configuration, probably

21 the elevator on the right would go down and bring

22 vehicles in and the elevator that's on the lower

23 section would be used to bring vehicles up so that

24 there's no confusion. From time to time, both

1 elevators could be used to bring vehicles down or bring

2 vehicles up, but generally that would the way it should

3 normally be operated.

4   If we could flip down to the lower level, the

5 arrangement of vehicles, as you see here, is extreme.

6 The vehicles that have the dark lines on the side of

7 them indicate what we call "car stackers" or "vehicle

8 lifts." What these are is a mechanical device where

9 you drive one vehicle in, essentially press a button.

10 It activates a hydraulic system that lifts that vehicle

11 up to approximately a clearance of anywhere from 5 to 7

12 feet, and then the other vehicle can be driven in below

13 it. These are commonly used in Boston, New York,

14 San Francisco, and periodically in other communities.

15 So these are used quite often in dense, urban

16 environments.

17   Typically, vehicle stackers are not placed in

18 tandem position. In other words, one right behind the

19 other, right behind the other. These are in what we

20 call "triple tandem stackers." Pretty rare to see

21 this. We do see tandem stackers periodically, and

22 that's not a major problem. Triple is just another

23 complication.

24   They can be used this way. You can drive

1 through to get in and out. But what happens when you

2 have a double or triple tandem stacker would be the

3 vehicles that are in the lower position on the two

4 stackers in front would have to vacate those vehicles

5 out somewhere before any vehicle in the third vehicle

6 stacker could be taken out.

7   So in the very worst case, for example, if you

8 wanted to move the top vehicle on this lift here --

9 actually, yeah, that's probably the worst case.

10 There's a lot of worst cases here -- what would happen

11 is, first, these two vehicles in the drive lane would

12 have to be moved out of the way and placed somewhere

13 where they're not in the way. So you might be able to

14 move one of these vehicles over here and the other

15 vehicle over here. Now what happens is you would have

16 to move the lower vehicle here, the lower vehicle here,

17 and the lower vehicle here before you could get the

18 upper vehicle pulled out.

19   What that would mean is that you would have to

20 find a location for three vehicles to be parked or

21 placed for a short period of time out of your way so

22 that you can lower this third tandem vehicle down and

23 drive it out to get it in position to head out in the

24 elevator.

1   The challenge, in addition to just finding a

2 space -- which we firmly believe there's not enough

3 space in here to accommodate these types of movements,

4 based on experience. Each one of these moves takes a

5 certain amount of time. And so if you're trying to

6 pull one of these vehicles that belongs to a resident

7 out of the system, it's going to take, oh, God,

8 anywhere from 5 to 20 minutes depending upon how

9 congested it is to pull out one vehicle. I know this

10 because I've run timing studies in litigation, and it

11 can be that bad to pull vehicles out when it's this

12 tightly packed.

13   So because of that, based on my experience,

14 this system could work with stackers if you had

15 virtually no cars parked anywhere in any drive lanes

16 because you need those reservoir spaces to get the

17 other vehicles out of the way, and you actually just

18 queue and jockey your cars around. I could go on and

19 on, but I think you get the idea on that, on retrieving

20 cars.

21   MR. CHIUMENTI: Do you have an opinion of how

22 many cars ought to be there?

23   MR. STADIG: I've not tried to design this

24 myself, but --

 1   MR. CHIUMENTI: That's all. I just --

 2   MR. STADIG: The point would be -- I think if

 3 you completely got rid of all cars parked in the drive

 4 lanes, you could manage this situation with the vehicle

 5 stackers. Having said that, it still is cumbersome to

 6 move vehicles on and off lifts. It takes a lot of

 7 manpower, so to speak, and takes quite a bit of time.

 8   MR. BOOK: The two spaces behind -- two

 9 stackers behind the car lifts, do the doors of the

10 lifts open both ways?

11   MR. STADIG: I'm sorry. You're talking about

12 back here?

13   MR. CHIUMENTI: No, no. Where the elevator

14 is.

15   MR. STADIG: Oh, the elevators. Yeah, you

16 could encumber your elevators, stop them, pull them

17 down, and let them sit, open both doors --

18   MR. BOOK: In order to get those cars out.

19   MR. STADIG: In order to get those cars out,

20 yeah.

21   So, yeah, it can be done. But for any kind of

22 reasonable movement on a daily basis, it takes a lot of

23 manpower. But more importantly to what your concerns

24 would be is can they effectively operate this many

 1 vehicles in this parking space? And my opinion is no.

 2 I think it's substantially less than what they have

 3 shown here, and it would require a considerable amount

 4 of manpower that they would have to commit to it.

 5   MS. SCHNEIDER: I'm sorry. Can I just --

 6 picking up on what you just said, how many of the

 7 problems that you're raising -- I know that there are

 8 many, and I know some are related to design. But I

 9 guess I'm wondering if they really staffed up in terms

10 of valet personnel, you know, if they -- I know they're

11 proposing two, but if they have five full-time valet

12 staff --

13   MR. STADIG: Even at that, it will

14 incrementally improve the speed of operations, but the

15 problem is -- here's the fundamental issue: Like I was

16 talking, if you're trying to retrieve a car back here,

17 what happens is you have two or three jockeys running

18 and one runs in one car. As soon as he moves that, the

19 other's in the next car and he moves that. You can

20 accelerate that process somewhat, but the problem --

21 the fundamental problem is you're putting cars into the

22 drive lanes. And while you're doing that one maneuver

23 to get this vehicle back -- from back here, you cannot

24 do any other maneuvers at that same point in time

1 because you've got vehicles out in the drive lanes

2 clogging the system.

3   Now, since progressively we'd get less

4 vehicles than what's shown, you could drive one vehicle

5 from here to an empty stacker over here, etc. And as

6 I've said, if you didn't have all these vehicles in the

7 drive lanes, probably you could work it, but it does

8 take a substantial amount of time.

9   The concern is: Up on the street, as you're

10 queuing vehicles in, do you have enough people to bring

11 vehicles in and/or service it to get vehicles out to

12 serve the types of turnover that you'd need for retail?

13   My biggest concern would be a Saturday,

14 midday Saturday where a lot of the residents are still

15 there and they're not moving so this is quite full of

16 residents. Some are gone, certainly. You know 10 to

17 20 percent are probably out that day -- or could be 10

18 or 20 percent out. But at that point in time, midday

19 Saturday, pretty much peak of the retail -- peak at

20 times -- and you're trying to stuff a bunch of cars in,

21 and it would look somewhat similar to what you have

22 shown.

23   MR. ZUROFF: In your experience -- I forgot

24 what my question was.

1   How long does it take for a stacker to move,

2 and what system would be in place for -- if they're

3 shuffling cars from one stacker to another stacker and

4 in order to shuffle the cars -- it kind of reminds me

5 of that little game we used to play.

6   MR. STADIG: Puzzle game, yeah.

7   MR. ZUROFF: How do they know -- how do they

8 keep track of whose car is where so that after they've

9 done the shuffling and moving cars out to the people

10 that are driving them -- what kind of system do they

11 use to keep track of where the cars are so that the

12 next time they get called for cars -- don't they have

13 to stop and somehow keep track of that?

14   MR. STADIG: Yeah. This is not such a huge

15 facility that they wouldn't, ultimately. But what

16 typically happens is they would have a three-component

17 ticket where they'll tear off a certain point, give it

18 to the patron when they're handing their vehicle off.

19 They'll take the other two down, and with the ticket

20 they would usually, up on the surface, walk around the

21 vehicle, check for damage, mark damage, if you would --

22 and this takes a little bit of time -- and then take

23 the vehicle down with the keys.

24   They can leave the keys in the vehicle, but in

1 many cases they'll take the key with the vehicle and

2 put it in safe storage. They will mark down where the

3 vehicle is and what position. They would have a

4 numbering system or whatever. A lot of times, once

5 they run down there, they would just hit the key fob to

6 hear the horn beeping to say where the vehicle is.

7   In most cases, they're going to have to leave

8 the vehicles in that are blocking because they're going

9 to have to move those vehicles. So they're going to

10 have to start cars up, turn them on, turn them off, get

11 them out of way, etc. I don't see that as being a

12 significant problem, trying to figure out where the

13 vehicles are.

14   But one basic rule is once you pull a car out

15 and it's in the drive lane, before you're done with

16 that overall transaction, you have to put the cars back

17 that you took out. So just to make sure you

18 understand, to get this vehicle, you have to move one,

19 two, three, four, five vehicles, put them out somewhere

20 here. Before you're done with that, all five of those

21 have to be put back before you're done with that one

22 retrieval.

23   MR. ZUROFF: That seems to me like it's going

24 to take more than 20 minutes.

1   MR. STADIG: It can take a lot of time. So

2 it'll vary. It depends upon how they would have it

3 staffed. That's why I requested a detailed timing

4 study, which can be done. It's not -- you know, it

5 takes a lot of time and effort for people that know

6 what they're doing, but it is substantial.

7   MS. SCHNEIDER: I think the applicant, in one

8 of its responses, mentioned that it envisions getting

9 cars out of the tandem spaces and the stackers, you

10 know, the night before so that residents who are going

11 to be leaving at a certain time -- and jump in if I'm

12 misstating this -- have the cars ready so we're sort of

13 avoiding all of this moving around and maneuvering at

14 times where people are -- during peak times.

15   MR. STADIG: Absolutely.

16   MS. SCHNEIDER: To what extent does that

17 mitigate the problems that you are raising?

18   MR. STADIG: Yeah. I'm not too concerned

19 about first thing in the morning when the residents are

20 leaving. I don't see that as being the problem. What

21 happens is an hour or two before they start to see the

22 residents, someone will go down in, and because they

23 couldn't control the order in which cars came in the

24 night before, they have to then start taking cars and

 1 moving them into position so that they're readily

 2 accessible and retrievable first thing in the morning.

 3 And, quite frankly, what they would do is start pulling

 4 cars up into the exit lane and have them ready and

 5 waiting for people Monday through Friday that --

 6 there's a pattern that Mrs. Smith always picks up her

 7 car at 7:15. So that is not a problem. That operation

 8 is usually pretty smooth.

 9   What I think the biggest issue would be is

10 Saturdays and/or evenings when the residents are

11 returning, you're mixing those with retail customers

12 trying to leave, and it's a little bit more chaotic,

13 that they can't control the order in which vehicles

14 come in.

15   But in particular, Saturday midday would be

16 the most difficult because those would be the times

17 when people that don't move their vehicles all week or

18 whatever may tend to ask for their car. I'm going to

19 take my vehicle out on a Saturday and go from there,

20 versus the Monday through Friday nine-to-fivers that

21 are pretty routine.

22   MS. MORELLI: Mr. Stadig, could you comment on

23 evening weekdays when people are driving back? People

24 don't always come, say, like at 6:15, so it could be

 1 they're staggering their arrival times in the evenings.

 2 Can you comment on that scenario?

 3   MR. STADIG: Yeah. Well, I mean, there is

 4 some predictability about how people come back in the

 5 evenings. You know, commuting patterns are reasonably

 6 about the same, but no person arrives always at the

 7 same order at the same time. So they will take those

 8 vehicles in and basically, as quickly as they can, take

 9 them off of the street, if you will, get them down in,

10 and just park them anywhere at that point in time. If

11 they can, they'll try to put them in some sort of

12 order, but usually you just don't have a choice. You

13 just get them in, get them parked, run back up, wait

14 for the next one, and you don't really worry about it

15 too much.

16   What the difficulty is also in the evenings as

17 people are coming in, also other residents may be going

18 out for dinner or whatever they may be doing during the

19 evenings. So there is that unpredictability during the

20 evenings with people coming in and residents will be

21 leaving. That's just another time when it's less

22 predictable.

23   I'll just read through my notes here to see if

24 there's anything I didn't cover.

1   MS. SCHNEIDER: You did have a comment about

2 the size of the elevators.

3   MR. STADIG: Yeah. Just in plans because we

4 don't have -- these are all just PDFs and, you know,

5 they're not necessarily always scalable and, you know,

6 we just looked at the aspect ratio and they look a

7 little bit narrow. The response coming back was saying

8 they were 10 by 20s, which is adequate in size. It's

9 not overly sized, but it's adequate in size.

10   What the difficulty gets to be is making the

11 turns either upstairs in or down below in. With narrow

12 jams and doors on these elevators, it just takes a

13 little bit more time to align and make sure that you're

14 pulling on. They're not -- they're okay in size. If

15 anything, you know, if you could slightly oversize them

16 just to move things around quickly, it's preferred.

17   The proponent basically came back and had a

18 few comments that I can briefly comment on. We did not

19 see any significant changes or responses that changes

20 our opinion, if you will, in what we had stated, and

21 then we reiterated those comments.

22   They come back again and mention in their

23 response that -- they talk about shared use, if you

24 will, that essentially residents will be leaving on a

 1 Saturday and then that allows room for retail parkers

 2 to come in. General, we agree with that, but without

 3 any more substantial analysis, it's difficult to say.

 4 And even if you have a reasonable handle on it, it will

 5 vary from any given week to -- week to week and you

 6 can't predict exactly what's going to happen.

 7   They are indicating they will have bike

 8 parking and -- per zoning law. They indicate that the

 9 driveway complies with the zoning and, in their

10 opinion, it's not tight at 20 feet.

11   They indicate they have five queue spaces. If

12 you could flip it back up to the -- the five queue

13 spaces are shown going British, so I would really more

14 say that you have five spaces on the outbound side,

15 three spaces on the inbound side, is really what's

16 going on. I would not recommend that they try to go

17 British and do it this way.

18   They did not provide a comment on the

19 accessible drop-off zone per 521 CMR, and, once again,

20 talked a little bit about peak hour volumes and

21 indicate the dimension of the elevator. And we

22 responded back that basically not much -- that there

23 response hadn't changed our view -- our original view

24 on that.

 1   MR. CHIUMENTI: You mentioned that the 20 feet

 2 met the Brookline rules for driveway. What kind of

 3 driveway is that adequate for?

 4   MR. STADIG: If you were in a slower

 5 residential neighborhood, that may be more appropriate.

 6 It is more of a residential scale.

 7   MR. CHIUMENTI: I mean, would you be --

 8 obviously the driveway for a house wouldn't need to be

 9 20 feet, so what does 20 feet actually -- what kind of

10 driveway does that apply to?

11   MR. STADIG: It would be a lower volume both

12 in terms of the road that it connects to and a lower

13 volume -- in my opinion, lower-volume facility that's

14 serving less vehicles, etc.

15   MR. CHIUMENTI: This would seem to be a pretty

16 extreme case on the driveway, frankly -- demand of

17 speed and --

18   MR. STADIG: Yeah. You've got a lot of things

19 going that aren't going for you. You've got a main

20 arterial, so vehicles move at speed here, which is --

21 I'll defer to Jim on that -- to comment on that.

22   The biggest issue is that vehicles -- if a

23 vehicle is coming out and trying to negotiate traffic

24 and waiting to -- waiting for a gap in traffic to go

 1 out and a vehicle pulls in -- it starts to pull in,

 2 with that 20-foot width, it is actually quite tight for

 3 vehicles to make those maneuvers. I do this day in and

 4 day out, and I can tell you 20 feet is extremely narrow

 5 to make those types of maneuvers. It just is.

 6   Compounded on top of that is right inside of

 7 that you're talking about having very busy valet

 8 operations with door swings, etc. It's just extremely

 9 tight and a very low level of service, and I'm

10 concerned it will cause problems back out -- it does

11 not have accessibility, it does not have an appropriate

12 pedestrian sidewalk, you know, people and cars

13 negotiating in the same area. It's just not good

14 design practice.

15   MS. SCHNEIDER: Thank you. Is the

16 applicant -- I see your hand up. Would the applicant

17 like to respond to any of the things that we've heard

18 tonight?

19   MR. ENGLER: Bob Engler for the applicant, and

20 I'm not the traffic consultant, so I can't give any

21 technical responses. And unfortunately, because of the

22 timing and the date, our traffic consultant who

23 prepared our responses can't be here.

24   But let me just say there are issues here. We

 1 recognize them. We recommend that we sit down with

 2 your peer reviewers through Maria during the day and

 3 really hammer out what we can do. Because they're

 4 absolutely correct. They're not redesigning this.

 5 They weren't asked to redesign it. They were asked to

 6 comment on our plan. So we need to come up with

 7 solutions that everybody agrees with, so we need some

 8 time to do that. We're very happy to work with them on

 9 that, and we'll set up a schedule to do that so before

10 we come back here we would have something to show you

11 that we think works -- or doesn't work but they're

12 going to tell us. So we have to get something that

13 works. That's what we'd like to do.

14   MS. SCHNEIDER: Thank you.

15   Does anyone have any response to that?

16   MR. DHANDA: I want to say that we sent the

17 narrative of the type of retailers that are going to be

18 there. I didn't hear any comment at all to that and

19 that's -- as you know, I'm in retailing. I've been at

20 it for a long time, and I seriously question the kinds

21 of volume and issues that he's raising for the retail.

22 This is the kind of retail -- we might have two

23 employees and a couple of customers at any given point

24 in time. In this -- today's age of e-commerce, the

 1 number of people in the store every single day, the

 2 kind of tenants we would have here is dramatically

 3 going down. And you can go to any store, any showroom

 4 of the kind that we are talking about. It would be a

 5 surprise to me if there were three customers in the

 6 store at any point in time.

 7   MS. STEINFELD: May I suggest the ZBA request

 8 that the applicant touch base with MassDOT, if they

 9 haven't already, to explore some of the issues that

10 have been raised.

11   MS. SCHNEIDER: Yeah. So, Mr. Engler, thank

12 you for your comments and for your and your client's

13 willingness to work out the details in coming up with a

14 plan that works better. I think everyone on the board

15 is very encouraged to hear that you're willing to do

16 that and will be putting in time and effort to do that.

17   There have been some issues raised, though,

18 with respect to the MassDOT easement about parking

19 spaces on Boylston Street, and you've seen them all in

20 the reports.

21   In the interest of time, it probably does make

22 sense, if you haven't started those discussions with

23 MassDOT already, if you can do so and report back to us

24 at our next hearing as to those conversations.

1   MR. ENGLER: Okay.

2   MS. SCHNEIDER: Okay. We will now open this

3 up for public comment. I do want to say a few things

4 before we kick that part off. The scope of tonight's

5 meeting, as you all heard, was traffic and parking, so

6 I would ask that folks limit their comments to traffic

7 and parking. We've had other substantive hearings --

8 we'll have other substantive hearings, so if your

9 comments have to do with something that's not traffic

10 and parking, please save that for the appropriate

11 subject matter hearing.

12   In the interest of time, I would also ask that

13 you listen carefully to what your neighbors are saying.

14 We don't have a ton of people here, but if you hear

15 your neighbors saying something that you completely

16 agree with, rather than restating what your neighbor

17 has said, we would appreciate it if you would just say,

18 I agree with what he said or with what she said.

19   As usual, we encourage all of you -- and we

20 did receive written comments in advance of this

21 meeting -- to continue to submit written comments. You

22 can mail them in, you can email them in. We do read

23 all of them, and we appreciate your written feedback as

24 well as your comments at the hearing.

 1   If people want to speak, please go up to the

 2 podium, please say your name, your address, and speak

 3 loudly, clearly, and slowly so we can capture your

 4 testimony. Thanks.

 5   MS. KOBES: My name is Hedva Kobes, H-E-D-V-A,

 6 K-O-B-E-S. I live at 629 Hammond. I do have written

 7 remarks, which I will submit, so I will skip 90 percent

 8 of it.

 9   What I would like to leave you with is one

10 phrase, and that is "tipping point." I came in here

11 thinking of this as a traffic issue. It is a safety

12 issue. What we have is a tipping point. We already

13 have, as you've heard in many other hearings, local

14 residents feeling that people are already dodging cars,

15 that they're already not looking at light signals, that

16 we have backed up traffic for blocks. We have safety

17 issues already.

18   But even if you feel that we're only to the

19 edge of those issues, what is the tipping point? Is

20 the tipping point one car, as Jim said? If one car is

21 backed up on Boylston, all bets are off. His exact

22 words.

23   You have the new school. You have a hundred

24 students who can walk to it. There will be bus routes

 1 that try and avoid Hammond and Heath. However, you've

 2 got lots of parents around here who drop off and pick

 3 up their kids and head to the street or head up 9 or

 4 head home in a different direction or go see their

 5 aunts or their grandmas. So you're adding the school,

 6 another tipping point.

 7   You're adding people 55 and older into the new

 8 proposed building. People 55 and older -- and I'm

 9 certainly one of them -- we're a little slower getting

10 in and out of our cars, as the gentleman who talked

11 about parking said. We also have more erratic

12 schedules. Some of us, yes, are still nine-to-fivers.

13 Many of us aren't nine-to-fivers. And those that are

14 over 55 that aren't nine-to-fivers are coming and going

15 at different times that aren't as predictable as we

16 would hope if we look at historic studies.

17   You can tell I have a lot more to say. I'll

18 stop there and give other people the opportunity. But

19 I would just like you to think about the tipping point

20 as you think of all of the things that are being piled,

21 one on top of the other, rather than looking at each of

22 these as a distinct and discrete issue. Thank you.

23   MR. GERZON: My name is Yuriy Gerzon. I'm

24 speaking on behalf of the residents of 1162-1164

1 Boylston Street, which is the abutting property.

2   I had a couple of really concrete questions to

3 the two gentlemen who spoke today. The first couple of

4 questions are for Mr. Fitzgerald.

5   So I don't know if you're aware of the history

6 of the light signal that's on the intersection. It

7 used to actually have a walk cycle where basically

8 residents could actually cross. That was removed, and

9 that's actually one of the things that's allowed

10 traffic to flow much better there.

11   What you recommended, and what makes logical

12 sense with the huge condominium complex that's being

13 proposed, would be to have a walk cycle. So I'm

14 wondering if you've done any studies on what would

15 happen with an extra delay by having an actual walk

16 cycle as part of that intersection -- would entail. So

17 say an extra 20 seconds, maybe, even, to have people

18 cross, what that would add to the traffic in the area.

19   MR. FITZGERALD: So just to answer that

20 question, I was suggesting that improved pedestrian

21 crossing signal equipment be installed at the

22 intersection of Heath Street.

23   MR. GERZON: Can you elaborate on what that

24 means?

1   MR. FITZGERALD: Sure. So there's different

2 signal equipment that's available to the visually

3 impaired. And the technology continues to change, but

4 some of the equipment includes, for instance, a

5 countdown pedestrian signal, a locator tone, a very

6 low-volume tone but enough for somebody who's visually

7 impaired to find it. It's just updating the existing

8 traffic signal equipment for the pedestrians to provide

9 better crossing for the visually impaired.

10   It would not necessarily include providing

11 exclusive pedestrian phases as opposed to concurrent

12 pedestrian phases that's out there now. If you were to

13 stop an entire intersection -- one of those entire

14 intersections for one pedestrian to cross one way, it

15 would have a substantial impact on operations and

16 increase delays.

17   And no, I did not analyze -- I reviewed the

18 analysis. I did not perform an analysis myself on

19 these, but I would suspect that it would only make a

20 bad situation worse.

21   MR. GERZON: It would seem that, given this

22 development and, of course, the Baldwin School that's

23 planned, a walk cycle may be inevitable with the foot

24 traffic that this would add, plus the school.

 1   MR. FITZGERALD: It would still be a walk

 2 cycle. It would still be a concurrent walk cycle.

 3   MR. GERZON: So I lived at this place for,

 4 let's see, 15 years, and I can tell you that it's

 5 harrowing to cross sometimes and I'm healthy and fast.

 6 And there are a lot of near misses there. If you're

 7 talking about a 55-and-over community who are not fast,

 8 they shouldn't be expected to dodge cars. So a walk

 9 cycle actually makes sense now if you're putting people

10 that age in the community right in that cross path.

11   The other think I wanted to ask -- and it's

12 just something for your consideration, of course -- did

13 you consider traffic analysis given the loading zone

14 that's proposed and the fact that now you will have

15 only one lane of traffic actually able to pass on

16 Hammond Street?

17   MR. FITZGERALD: The proposed changes were to

18 retain the number of travel lanes that are there now,

19 and that's why they're cutting into the sidewalk so

20 far. So the pavement markers would shift a little bit.

21 A lot of the -- the brunt of the -- of that loading

22 zone is taking place in the existing sidewalk, and

23 that's why they're proposing to cut in 7 feet of it.

24   MR. GERZON: So in your plan --

 1   MR. FITZGERALD: It's not my plan. I'm the

 2 reviewer.

 3   MR. GERZON: In the proponent's plan -- in the

 4 proponent's plan, there would still be two full lanes

 5 of traffic on Hammond Street that would be happening

 6 regardless of whether there's a car in the loading bay

 7 or not?

 8   MR. FITZGERALD: Correct.

 9   MR. GERZON: So the only, then, consideration

10 would be if a vehicle is there with the loading, what

11 happens with the loading parallel parking that becomes

12 more likely? But that's a hypothetical, of course. So

13 there will still be two lanes. Just making sure.

14 Excellent.

15   And then my other questions were for

16 Mr. Stadig. I did want to ask if you could maybe kind

17 of compound all your feedback about the one area where

18 the driveway is and explain what you, in total, suggest

19 the width of that area be.

20   You mentioned that 20 feet is what's in the

21 proponent's plan. You mentioned you recommend about 24

22 for the actual road -- the part where the cars would

23 be. You also mentioned that 5 feet be -- what is it?

24 CMR -- basically regulations --

1   UNIDENTIFIED AUDIENCE MEMBER: 521.

2   MR. GERZON: 521. So that's another 5 feet

3 there, not to mention a potential place to pass

4 through.

5   So what you're recommending, just so I

6 understand, is instead of 20, probably at least 29 feet

7 there.

8   MR. STADIG: Yeah, I think what you're saying

9 is essentially correct. The accessible loading zone

10 can also act as the -- as a sidewalk pathway that would

11 be the -- you know, the accessible path to the public

12 street and also could be just a regular sidewalk, if

13 you will, to allow people to get to the street without

14 walking in drive lanes.

15   But something in the order of magnitude of

16 that, certainly, if I were to do it, I'd be looking at

17 that with turning movements, AutoTURN, etc., to make

18 sure that all turning movements work, but generally

19 speaking, probably something in that range would work.

20   MR. GERZON: And one other question was in

21 relation to the idling. So is it expected by the

22 proponent's plan and your understanding of it that

23 there would be basically typically cars idling in these

24 lanes? For the most part, you'd have at least one or

1 two cars, let's say, idling most of the time, meaning

2 running, in these lanes, the outward ones, waiting and,

3 of course, like, for people who are exiting and people

4 coming in who are waiting to be served by the valet.

5   MR. STADIG: They would not need to be idling,

6 but if there were agreements and typically no idles,

7 just for the obvious reasons that you don't want people

8 to be idling, you would not have to idle there. But

9 it's a good point. It would be a good neighborly thing

10 to do, to make sure the valet runners are not -- you

11 know as soon as the vehicle gets there, turn it off.

12   MR. GERZON: And I'm not aware of the laws in

13 Brookline and in the state in this regard. I just know

14 that as the abutting property and given the -- if you

15 can see, the extreme proximity to the abutting

16 property, there will be windows right under there and

17 so that smog is going to go only one way,

18 unfortunately. So that's one more thing to kind of

19 keep in mind.

20   I think that's probably the main feedback I

21 have. Thank you, guys.

22   MS. SCHNEIDER: Thank you.

23   MS. KAHN: I'm Janice Kahn, town meeting

24 member from Precinct 15. I live at 63 Craftsland Road,

 1 and I wanted to add a little bit of -- I thought the

 2 points that were made prior to me were right on and

 3 excellent questions. I appreciate the reports that

 4 were given, and I think they've been really helpful in

 5 helping me to understand things a little bit better as

 6 well.

 7   I wanted to add a little bit of history and

 8 understanding. I doubt we will be able, as a town, to

 9 do anything about the light at Heath Street, and that's

10 because when Chestnut Hill Square was built, they hired

11 traffic consultants to design Route 9 for the flow of

12 traffic. So they are not going to be, I believe,

13 amenable to doing very much with the Heath Street light

14 that might, in any way, then, affect traffic on -- at

15 the other light.

16   And the reason that light was put in was

17 because a police officer was hit at that intersection

18 when he was directing traffic. So that -- you know, we

19 in the neighborhood know that that is a problematic

20 site from many vantage points. I stopped for a

21 pedestrian and got rear-ended there. I mean, it's a

22 problematic intersection.

23   The other thing I wanted to say is that -- for

24 pedestrians -- I did speak to a member of the school

 1 committee and I just wanted to explain. She had said

 2 to me that now the kids on my street would have a

 3 neighborhood school. So this is what the kids from my

 4 neighborhood would have to do: They would have to

 5 leave Craftsland Road, they would have to cross Hammond

 6 Pond Parkway -- not an easy feat -- they'd have to walk

 7 the distance of Heath Street to Hammond Street, and

 8 then cross Hammond Street.

 9   And I think if that's the expectation -- and

10 there certainly are kids in the neighborhood who might

11 walk to school -- that pedestrian safety, which was

12 brought up in both of the presentations, I think really

13 is important to factor into this project, that there

14 will be -- the expectation is that there will be kids,

15 and probably young kids, walking.

16   When my kids went to Baker, they were bussed.

17 They left our kids off on Hammond Pond Parkway without

18 a traffic -- without somebody to even cross them. But

19 I think that we're sensible and we do need to really

20 think about the safety issues.

21   I was -- I am very -- and the state law, I

22 believe, regarding idling is five minutes, so anything

23 beyond that is against the health code to do. This is

24 a health regulation, a state regulation. And so it is

 1 absolutely an important point that valets, in their

 2 haste to try to move cars fast, don't just leave them

 3 running.

 4   And I will put my comments in writing too.

 5 Thank you.

 6   MR. KOBES: I'm David Kobes. I happen to be

 7 at the same as Hedva Kobes.

 8   I have just a single question that relates to

 9 the cut-off, drop-off delivery area, and it's somewhat

10 similar to the parking on Boylston. If there's one car

11 that has to back out into Boylston, then everything is

12 going to come to a stop.

13   My question here is that it appears to be

14 spaced for one vehicle. And especially if it's a trash

15 truck or a moving truck, they're pretty big. What

16 happens if there's another car or another truck that

17 wants to do a drop-off, a delivery? I'm guessing it's

18 going to back up traffic tremendously. And I believe

19 that's much more than an inconvenience, although it

20 would certainly be that. But because it is an

21 inconvenience and people will be inconvenienced,

22 they're going to start cutting across the traffic and

23 it's going to be a very dangerous situation. Thank

24 you.

 1   MR. GOLDEN: Hi. I'm Matt Golden, a resident

 2 of Woodland Road. I was about to reiterate the same

 3 comment. We focused a lot on the parking in the

 4 garage, and it seems like that needs to be addressed.

 5 But, you know, it's not even clear to me that that

 6 drop-off area is sufficient if it was just a drop-off

 7 area for the tenants being picked up with Uber and

 8 taxis. And nobody's even talked about the Time Warner

 9 Cable guy and truck and the repair trucks that are

10 inevitably going to have to come. I just don't

11 understand how that works. And then you want to layer

12 on commercial, you know, deliveries and even deliveries

13 for the residents.

14   So in addition to focusing a lot on the

15 garage, I think that drop-off area just does not work.

16 And I agree we're going to wind up with double -- you

17 know, basically double-parked cars, which happens from

18 time to time even with the few retailers that are

19 just -- you know, just beyond this site. So I think

20 both of those spots are still a serious issue to think

21 about.

22   The tenants -- I know people have talked about

23 the types of tenants, but is there any restrictions

24 really on ultimately which tenants would be allowed to

 1 be there, or is this just what people -- what you

 2 expect to, you know, hopefully tenant the building

 3 with?

 4   MR. ENGLER: What do you mean by what tenants?

 5   MR. GOLDEN: Well, talking about, well, these

 6 are going to be the types of tenants that won't have

 7 many visitors during the day.

 8   MS. SCHNEIDER: 55-and-over population.

 9   MR. GOLDEN: The commercial tenants. Is there

10 any real limitation as to what ultimately could be

11 there, or it's just what's expected right now?

12   MS. BALAKRISHNA: There are no legal

13 restrictions, but as the landlord, we are able to

14 control what type of retail tenants we would choose to

15 rent to. And that's what we've indicated to the town

16 in our comments, that we would be only interested in

17 renting to low-intensity retailers -- places where

18 people are coming for 30 minutes or more. We're not

19 interested in renting to a place that has food use or

20 anything like that, so that's what the -- that's how

21 the limitation would be applied.

22   MR. GOLDEN: I guess my only comment, then,

23 is, you know, as you all focus on the garage and the

24 parking, you know, if it turns out that that's critical

 1 to the analysis to have very low sort of commercial --

 2 you know, low-volume commercial businesses, maybe

 3 there's a way to work that kind of restriction or

 4 expectation into what's allowed to actually be placed,

 5 you know, as far as commercial tenants on that site.

 6 But that's probably all part of a bigger discussion

 7 about what kind of parking there really is going to be

 8 underground.

 9   MR. DHANDA: Never mind what you folks may

10 want or you may want. We want the kind of tenants that

11 will be low-volume visitors. I've said multiple times,

12 could be an optical shop, could be a real estate

13 office. There's a lighting store in the neighborhood,

14 so probably not. A design store. Those are the kinds

15 of people we want. We do not have interest in getting

16 food operators for the simple reasons: smell, mice,

17 trash. And that's the kind of project I've done in

18 Harvard Square, that's what we expect to do here. And

19 if that meant it took us six months more to get a

20 tenant, that's what it will be.

21   MR. GERZON: I was just going to piggyback on

22 that. So just feasiblitywise, is that something the

23 ZBA can request be a binding thing on the proponent of

24 the project?

 1   MS. SCHNEIDER: In terms of the restriction to

 2 the type of tenants?

 3   MR. GERZON: Yes.

 4   MS. SCHNEIDER: It's something we will

 5 consider.

 6   MR. GERZON: Just because, you know, if we're

 7 going to say, here are these sets of expectations that

 8 allow this to be feasible, that -- I mean, I don't know

 9 the law. That's why I'm asking.

10   MS. SCHNEIDER: It's something we can

11 consider.

12   MS. MORELLI: Chairwoman Schneider, just two

13 things to mention. One is that the town's director of

14 engineering stipulated that if there is a loading zone

15 on Hammond Street, this would be not exclusive, so it

16 wouldn't be the exclusive use of this particular

17 project. It would probably be used by that commercial

18 strip on Hammond.

19   MR. GERZON: Can you repeat that, actually?

20   MS. MORELLI: So currently there really isn't

21 a loading zone in this area for the commercial strip

22 that's on Hammond Street, so it's feasible that they

23 would need to use this loading zone for their own

24 businesses. And the director of engineering, Peter

 1 Ditto, stipulated that this loading could not be the

 2 exclusive use of this particular project.

 3   The other matter concerns staff time with the

 4 two peer reviewers. I would need to revisit the scope,

 5 but I suspect that it does include meeting times with

 6 staff, and that is really covering the two hearings

 7 before the ZBA. So that means I will be consulting

 8 with the peer reviewers and probably going back to the

 9 applicant with a request for additional months.

10   MR. ENGLER: We expect it.

11   Could I speak? I have just a summary comment

12 as my usual canned 40B speech, but I think some people

13 haven't heard it.

14   Our focus to follow the law, which we're

15 trying to do, is on health and safety. We are not

16 responsible under the law for existing off-site

17 traffic-volume issues that's there now. You've heard

18 your traffic peer reviewer say we're incrementally

19 adding to that with 45 people and some retail. So our

20 responsibility is to mitigate any incremental negative

21 effects we have on what's going on but not to solve

22 problems that are already there. And believe me, the

23 school and all the other things are problems.

24   Our job is to focus on safety, which we have

 1 some serious concerns raised tonight about the queuing

 2 and about stopping out -- getting out there and about

 3 how the cars work. So that's our focus, really, is

 4 safety issues. I don't know about the loading zone

 5 being a safety issue, but those are the things we're

 6 going to wrestle with because that's what we have to be

 7 concerned about.

 8   We obviously are going to be in the same

 9 situation everybody is with the volume and the

10 congestion and the problems. And I just want to

11 reiterate that canned speech that says that's there.

12 And oftentimes I hear in communities that we're there

13 to solve all these other problems that we can't do. So

14 we're going to look hard at what we're doing and what

15 we're making worse and what we can do about that, and

16 that's what we're focusing on. Thank you.

17   MS. KOBES: I would like to add that this is a

18 health and safety issue. Our concern is that -- and I

19 want to stress. It's not inconvenience. My concern is

20 health and safety. I live there and take care of my

21 two-and-a-half-year-old granddaughter, and I -- her

22 health and safety is paramount. And I find it is, from

23 a health and safety point of view, very threatening.

24   MS. SCHNEIDER: I just want to reiterate, I

 1 think, what Mr. Engler said, which is that the board's

 2 mandate in reviewing this project really is to figure

 3 out what the incremental impact of this project is

 4 going to be and make sure that that is adequately

 5 addressed and mitigated to the fullest extent possible.

 6   We did hear a bunch of health and safety

 7 concerns, particularly with respect to the impact of

 8 site access in and out of this driveway on this -- on

 9 particularly Route 9 but also on Hammond Street. Those

10 are the things that we're going to be considering.

11   But he points out correctly, background

12 traffic conditions -- I understand. I drive over there

13 all the time too. I know that it is congested. I know

14 that there are problems with the lights. I know that

15 there are concerns -- you know, people walking across

16 the street. But what we really have to focus on here

17 is not the problems as they are today, but to the

18 extent that this project is going to make it worse, we

19 have to make sure that it's not going to do that. We

20 can't solve all the problems, but what we can do is

21 make sure that this isn't going to make it materially

22 worse.

23   Anyone have anything else to say?

24   MR. CHIUMENTI: I actually wanted to ask

 1 Mr. Fitzgerald -- you have some discussion here about

 2 the grading of these intersections. On page 4 you

 3 mention that the intersection's already an LOS F. Are

 4 there any -- well, what does that mean, and are there

 5 any consequences, basically, as you degrade the grading

 6 of these intersections?

 7   MR. FITZGERALD: Sure. So level of service is

 8 a measure of how much delay on average is experienced

 9 by a driver. And so we use software to model these --

10 the traffic volumes, taking into consideration trucks

11 and pedestrians and all these things. And the

12 applicant has provided that analysis to us, and we

13 reviewed it.

14   In the end, a level of service is provided for

15 each of the approaches -- assume we're talking

16 signalized intersections in the case of this project --

17 provides a level of service for each of the approaches

18 and then an overall average level of service for the

19 intersection.

20   In more rural locations, a level of service C

21 is what you strive for. In urban locations, the best

22 you might get would be a level of service D. Anything

23 below a level of service D, such as E and F, is not --

24 the drivers traveling through there will experience

 1 significant delays. It's just a threshold of grading,

 2 how bad those delays will be.

 3   MR. CHIUMENTI: So when you fail, all you mean

 4 is you just fall into a lower grade but it doesn't

 5 make --

 6   MR. FITZGERALD: Correct. And there are

 7 different levels of F. You know, if you're a parking

 8 lot, it's a level of service F. If you're experiencing

 9 a decent amount of delays -- significant amount of

10 delays but still moving -- it's still --

11   MR. CHIUMENTI: And that's all that flows from

12 these grades is just that? Nothing else?

13   MR. FITZGERALD: Right, exactly. And so what

14 we're doing in our review is to see the before and

15 after -- before you add the development and after you

16 add the development, what is the increase in delay?

17 And if this were a design project, there would be big

18 issues to be addressed here having to do with level of

19 service E and F at these intersections.

20   MS. SCHNEIDER: Steve, you all set?

21   MR. CHIUMENTI: Yeah.

22   MS. SCHNEIDER: You look like you have

23 something else.

24   MR. CHIUMENTI: Well, the big issues -- design

 1 issues -- whose design issues? I mean --

 2   MR. FITZGERALD: Well, in order to get outside

 3 of the level of service realm of E and F in these sorts

 4 of instances, it may have to come down to capacity and

 5 additional lanes being required, which we all know that

 6 there isn't room for. So sometimes you can --

 7   MR. CHIUMENTI: But additional lanes required

 8 to do what? I mean, do you cause any ramifications,

 9 that you failed from E to F?

10   MR. FITZGERALD: So what happens is the -- a

11 travel lane can only accommodate so much traffic. And

12 so at some point you can make improvements to traffic

13 signal timing and phasing. That can -- in certain

14 instances, that can only take you so far.

15   In places where you have too many cars

16 traveling through a location, through an intersection,

17 the only solution to those situations might be an

18 additional travel lane, is all I'm saying.

19   But in a situation like this where there's so

20 much traffic being jammed through a certain location,

21 there are only so many improvements that you can make

22 without widening the roadway.

23   MR. CHIUMENTI: All right.

24   MR. FITZGERALD: It would involve a pretty

 1 extensive study and evaluation of the region to

 2 determine the traffic network, what improvements could

 3 be made, potentially bigger picture changes, much

 4 larger than what we're talking about here.

 5   MR. CHIUMENTI: All right.

 6   MS. SCHNEIDER: Anybody else?

 7   MR. KOBES: I have a question. David Kobes.

 8   When you have your studies and your summary

 9 tables without the project and with the project, those

10 are numbers and that's assuming all the assumptions

11 flow through and everything.

12   My question is two-fold, I guess. One has to

13 do with the parking. If, as has been demonstrated,

14 there's a -- quite a high likelihood that there's going

15 to be a backup going into Boylston, doesn't that affect

16 the summary table that you have because it means there

17 will be a backup?

18   And similarly, the second part is, of course,

19 the same thing with the loading zone, just the one or

20 two cases or three cases a day, whatever it might be.

21 That is someone totally separate from the tables that

22 you have that showed general flow, which are kind of

23 like averages. This is an issue that then is going to

24 stop things.

1   MR. FITZGERALD: Right. So as I had mentioned

2 before, if there are cars stopped in the travel lane on

3 Boylston Street, there will be an issue. Traffic is

4 kind of like plumbing with water and pipes. You know,

5 if you make a clog, it backs up. Right? So if you

6 clog half of the pipe, there will be backups and

7 delays.

8   Well, the same with Boylston Street. So if

9 you're blocking one of those travel lanes because you

10 can't get off Boylston Street and into the driveway,

11 then, yes, that would be an impact. So that's why it's

12 critical to make sure that the design works. And

13 whatever this parking configuration ends up to be, is

14 something that will work and allows a reasonable amount

15 of time for those vehicles on Boylston Street to get

16 off and turn into the driveway and not block the

17 pedestrian travel either. So I agree, yes.

18   MR. GERZON: You mentioned capacity in your --

19 one of the many ways to mitigate this. I'm wondering

20 if capacity of this proposed project and maybe

21 lessening that capacity would also mitigate these

22 problems. As in, instead of having 45 units, having

23 less number of units, would that potentially mitigate

24 the traffic problems?

 1   MS. SCHNEIDER: I think that's not really a

 2 question for the peer reviewer. I think, you know,

 3 I -- you've made this comment before, and I think

 4 others in the neighborhood have raised concerns about

 5 the number of units in this project, and that's

 6 something that the board, you know, will consider in

 7 the final analysis. I'm not sure that's an appropriate

 8 question for the peer reviewer.

 9   MR. GERZON: I'm just wondering from a traffic

10 perspective.

11   MR. CHIUMENTI: Actually, I do have one more

12 question, though. I mean, it would seem to me that if

13 MassDOT is concerned about Route 9 and has been

14 planning and scheming around traffic flow, wouldn't

15 MassDOT have some rules about the exit from this road?

16 Because anybody who's exiting from Route 9 and is not

17 immediately able to just drive right off that road is

18 going to be blocking a lane of traffic.

19   MR. FITZGERALD: Yes. And, in fact, this

20 being a state highway, a state access permit would be

21 required and reviewed by MassDOT. And I believe in the

22 documents, mention of MassDOT review of this driveway

23 has been mentioned.

24   MS. SCHNEIDER: Yeah. We've made that request

 1 earlier in this hearing, and the applicant has agreed

 2 that they will follow up with MassDOT on that, so we

 3 will have more information on this shortly.

 4   Okay. If that is all anybody has, the next

 5 hearing on this project is going to be on Monday,

 6 November 7th. The topics that we're going to cover at

 7 that meeting are going to be -- we're going to hear the

 8 environmental peer review about the site remediation

 9 activities at the site and also stormwater.

10   In the interim, please do feel free to send in

11 any additional comments that you may have to share with

12 us. And we appreciate everybody's attendance and

13 participation and interest. Thank you.

14   (Proceedings adjourned at 8:40 p.m.)

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 1   I, Kristen C. Krakofsky, court reporter and

 2 notary public in and for the Commonwealth of

 3 Massachusetts, certify:

 4   That the foregoing proceedings were taken

 5 before me at the time and place herein set forth and

 6 that the foregoing is a true and correct transcript

 7 of my shorthand notes so taken.

 8   I further certify that I am not a relative

 9 or employee of any of the parties, nor am I

10 financially interested in the action.

11   I declare under penalty of perjury that the

12 foregoing is true and correct.

13   _Kristen C. Krakofsky_ day of November, 2016.

14 _____

15 Kristen Krakofsky, Notary Public

16 My commission expires November 3, 2017.

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