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Volume VIII
Pages 1-100

Brookline Zoning Board of Appeals Hearing
1180 Boylston Street Comprehensive Permit
Application
Chestnut Hill Investments, LLC
December 7, 2016, at 7:00 p.m.
Brookline Town Hall
333 Washington Street, 6th Floor
Brookline, Massachusetts 02445

Reporter: Kristen C. Krakofsky

1 APPEARANCES

2 Board Members:

3 Johanna Schneider, Chair

4 Jonathan Book

5 Mark Zuroff

6

7 Town Staff:

8 Alison Steinfeld, Planning Director

9 Maria Morelli, Senior Planner

10 Peter Ditto, P.E., Director of Engineering and

11 Transportation

12

13 Traffic Peer Reviewer:

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

15 Transportation, Environmental Partners Group

16

17 Parking Peer Reviewer:

18 Arthur G. Stadig, P.E., Vice President, Walker

19 Parking Consultants

20

21 Environmental Peer Reviewer:

22 John Chambers, PG, LSP, Senior Vice President,

23 Fuss & O'Neill, Inc.

24

1 Applicant:

2 Raj Dhanda, Chestnut Hill Investments, LLC

3 Rachna Balakrishna, Chestnut Hill Investments, LLC

4 Bob Engler, President, SEB, LLC

5 Mark Braconnier, Pilgrim Parking

6 Haril A. Pandya, AIA LEED AP, Principal,

7 CBT Architects

8 Stefan Vogelmann, RA, LEED AP, Senior Associate,

9 CBT Architects

10 Deborah Danik, PE, LEED AP BD+C, Project Manager,

11 Nitsch Engineering

12 Catherine Johnson, GEI Consultants

13

14 Members of the Public:

15 Jacob Walters, Esquire

16 David Kobes, 629 Hammond Street.

17 Grace Fehrenbach, 517 Heath Street

18 Hedva Kobes, 629 Hammond Street

19 Janice Khan, town meeting member, Precinct 15,

20 63 Craftsland Road

21

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23

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1 PROCEEDINGS:

2 7:08 p.m.

3 MS. SCHNEIDER: Okay. So it's after 7:00,
4 and we are going to start the hearing on
5 1180 Boylston Street. As a reminder for those who
6 have not been here, who haven't been here for a
7 while, my name is Johanna Schneider. To my left is
8 Jonathan Book, to my right is Mark Zuroff. We're the
9 panel for this 40B comprehensive permit application.

10 Tonight -- in terms of agenda, we are not
11 going to be having architectural peer review tonight.
12 The applicant has requested some more time to prepare
13 materials, so we'll be taking that up at a subsequent
14 hearing.

15 Recently staff has made a request for an
16 extension of the close of the hearing from
17 January 13, 2017, to February 16th --

18 MS. MORELLI: The 15th. That was my error.
19 Oh, the deadline is the 16th. I'm sorry.

20 MS. SCHNEIDER: The deadline will be
21 February 16, 2016. The applicant has kindly granted
22 that request. We appreciate it.

23 And so we're going to -- the topics that
24 we're going to cover tonight, we're going to have a

1 brief report from planning staff.

2 We're going to discuss parking. I
3 understand the applicant has a revised parking
4 scheme, which has been peer reviewed, so we'll be
5 hearing about the revised parking plan from the
6 applicant. We'll also be hearing from the town's
7 independent peer reviewer with his comments on the
8 revised parking plan.

9 We'll be taking up the topic of stormwater
10 this evening. We will be seeing the applicant's
11 response to prior comments from the town. We will
12 also hear Peter Ditto's comment on that.

13 We'll also be discussing environmental
14 issues, which we've taken up at a prior hearing. The
15 applicant has prepared some responses to a report
16 that was presented to us at the last hearing,
17 November 7th. We will also be having an independent
18 peer reviewer provide comments on that. So that's
19 what we're covering tonight. Just a couple things.

20 So I would like to ask Maria Morelli to
21 come up and give us an overview of where we are these
22 days.

23 MS. MORELLI: Thank you, Chairman
24 Schneider. Just a few admin. details. The sign-in

1 sheet is actually out now; on your way out, if you
2 could sign out.

3 And all of the materials that are being
4 discussed or referred to or presented are online, so
5 be sure to look at our website tomorrow morning.

6 Because our last hearing was November 7th,
7 I just want to provide a little bit of framework so
8 we can all figure out where we left off.

9 Parking: So the applicant's parking
10 consultant, Pilgrim Parking, Mark Braconnier, will
11 present updated parking plans in response to the peer
12 reviewers -- the peer review reports for traffic and
13 parking. Part of that redesign for the driveway
14 includes a reduction of 2,000 square feet of retail
15 space on the ground floor. Staff reviewed these
16 plans with the traffic and parking peer reviewers on
17 November 21st. It was a productive meeting, and the
18 team was very responsive.

19 At the request of the town and the peer
20 reviewers, the applicant also provided backup data.
21 This is to really justify the parking ratio, in
22 particular for retail, which does not meet zoning
23 requirements. We wanted something a little more than
24 anecdotes of why this lower parking ratio would be

1 okay, and the applicant's consultant did provide that
2 backup data, which our peer reviewer, Art Stadig of
3 Walker Parking Consultants, was able to review.

4 Some of those details also include -- we're
5 concerned about queuing on Route 9, so there's also
6 going to be some analysis about how many cars a valet
7 attendant can handle at peak periods, also when
8 there's full occupancy, especially on Saturdays. And
9 also, there might be some parking spaces that will be
10 shared amongst customers and residents, and we also
11 want backup to understand how that might be feasible.
12 So that's just a frame of where we are with parking.

13 In regards to stormwater, at the last
14 hearing, the director of engineering and
15 transportation, Peter Ditto, did provide an
16 assessment of the preliminary stormwater plans. He
17 commented that infiltration cannot be accommodated on
18 the site because of the amount of bedrock. Because
19 most of the runoff is from the roof, that water is
20 going to be clean, and therefore Mr. Ditto doesn't
21 feel that an infiltration system is needed. He can
22 speak more to that.

23 He also asked for additional information
24 from the applicant to determine if the 12-inch pipe,

1 which is in Route 9 on Boylston Street, can
2 accommodate the volume of water and if the
3 4,500-gallon storage tank in the basement was large
4 enough. And so there has been correspondence between
5 the applicant, the civil engineer, and Mr. Ditto, and
6 that will also be discussed tonight.

7 In regard to environmental -- just to back
8 up -- as all of you know, this is the site of a
9 former gas station. The former owner of Cumberland
10 Farms has been responsible for remediation. At this
11 time, the site has not yet achieved a condition of no
12 significant risk under the Massachusetts Contingency
13 Plan.

14 The applicant has responded to our licensed
15 site professional's November 8th report, and that
16 LPS, John Chambers from Fuss & O'Neill, has made
17 recommendations. This did come in over the last
18 week, and the final draft today, but the applicant's
19 consultant did have time to look at that and will be
20 able to respond to it. I just wanted to point out
21 that some of those recommendations, which the project
22 team is willing to do, might involve some timing
23 during this public hearing and also some costs, that
24 we just want to be sure to circle back later.

1 And last, even though we're not hearing
2 architecture, I just wanted to give you an update of
3 what staff is doing. Our most recent staff meeting
4 was with the site -- the design peer reviewer, Cliff
5 Boehmer, and the project team. We're still focused
6 on height and articulation. We've asked for more
7 visuals to help the peer reviewer and also the ZBA
8 and community understand what those impacts and any
9 changes that they've made -- how really adequate they
10 are. And that includes shadow studies, more site
11 section, and a 3D model.

12 We're also interested in understanding the
13 impact on the six-unit home to the left on Route 9.

14 And we also are looking at the trash
15 management plan, recycling management plan, noise
16 management plan. That's currently with the chief of
17 environmental health, Pat Maloney.

18 And at our next hearing, which is
19 December 21st, we will be prepared to address
20 architecture and rubbish, recycling, and noise.

21 MS. SCHNEIDER: Thanks, Maria.

22 So we're next going to talk about parking.
23 Does the applicant want to -- or would the
24 applicant's consultants want to present briefly the

1 changes to parking that you're proposing?

2 MR. PANDYA: It takes a village, so we're
3 all here. My name is Haril Pandya, principal in
4 charge, CBT Architects. I'm here with Stefan
5 Vogelmann and our consultant.

6 MR. BRACONNIER: Mark Braconnier with
7 Pilgrim Parking.

8 MR. PANDYA: So from this plan, essentially
9 the left and the right are demonstrative of -- the
10 left being the earlier submission plan that showed
11 more stackers on the left for an aggregate total of
12 80 spaces, and the right, which is currently where we
13 are today, with a reduction of the stacker count to
14 allow for more sort of fluid, if you will, parking,
15 more flexibility.

16 We've also provided this access stair as
17 well for not only convenience, but in case there's
18 anything, you know, potentially slowing down anything
19 in the elevator, which we do not anticipate. But
20 that allows anyone to run down really quick as well
21 and mitigate the issues as they occur there.

22 So also located in here, but we'll get to
23 it as part of the next component, there is the trash
24 and stormwater here, so we can come back.

1 So the enlarged plan of the "before"
2 essentially, again, shows the 80 spaces with the
3 stackers, which we are -- we've moved on from, to the
4 "today" plan which shows more free parking, less
5 stackers, for a new aggregate of 69 spaces total.

6 MR. VOGELMANN: And we also might add,
7 there are some additional elements in this thing.
8 For example, we have widened for -- all these items
9 will increase the speed of turnaround of the
10 attendants in the garage. One would be larger
11 elevator cabs that went to 10-by-20-foot clear
12 platform widths to allow the cars to enter and exit
13 much quicker, and also a speed stair for the
14 employees to be able to get back up to the valet
15 office as soon as possible. There's the speed stair
16 which takes them right up to the valet office.

17 MR. PANDYA: And these are the wider
18 elevator cabs. So from previous -- just as a
19 comparison, those are the previous. And they're both
20 functional, but part of the process of working
21 together was to just find sort of the next cab
22 dimension that was larger, so that's where we are
23 today.

24 So just to finish the -- this is where we

1 were before. They're side by side, and we'll zoom
2 back in. So previously, there was less of a gap --
3 an appropriate gap as far as zoning was concerned.
4 But after meeting with everyone and sort of advancing
5 the design through our talks, we've widened the
6 distance between the building and the property to do
7 a multitude of things.

8 One is to provide a proper inflow and
9 outflow of vehicular traffic from the garage or the
10 elevators.

11 And one also is to provide another lane
12 that allows for unloading, and this will be labeled
13 such on the columns. This will be demarcated through
14 the differentiation and materiality so you can see
15 where the lane essentially is here for the cars. You
16 can essentially pull in, unload groceries, do
17 whatever you need to do. Whereas everyone else will
18 come in through the valet, will be able to use the
19 garage correctly and quickly.

20 So, again, this is the before, where we
21 were, which was the approximately 20 feet plus a
22 3-foot buffer, about 23 feet away from the property
23 line.

24 And then here we are today by going another

1 14 feet wider than that even, to allow for, again,
2 the unloading lane and the in- and outflow of
3 traffic. We've also relocated the valet attendant's
4 office, so there's a more outward-facing monitoring
5 component. And then we'll address some other things
6 in subsequent meetings, but there will be some more
7 widening and opening of this to create ease on
8 visibility, so we'll get to that at a later time.

9 And then we have this pedestrian access as
10 well now along here, which, you know, gets us in a
11 safe zone from a pedestrian perspective to the
12 building access.

13 MS. SCHNEIDER: And what's the distance
14 between the edge of the driveway as expanded to the
15 property line?

16 MR. PANDYA: From here to the --

17 MS. SCHNEIDER: From, I guess, that
18 green --

19 MR. VOGELMANN: The mouth of Route 9 at the
20 sidewalk is a 30-foot width.

21 MR. PANDYA: But the building sets back
22 further. So, again, we were at 20 plus 3 feet here,
23 so this is 20 foot as the building's setback and a
24 3-foot buffer. And then we've moved the building an

1 additional 14 feet, and this one further back to
2 allow for this.

3 MR. VOGELMANN: At the ground floor.

4 MR. PANDYA: At the ground floor.

5 MS. SCHNEIDER: And the width of that
6 buffer is still 3 feet?

7 MR. VOGELMANN: It got wider, 5.

8 MR. PANDYA: And then there's sort of a
9 code-compliant area for unloading so car doors can
10 open and people can get in and out over here.

11 MR. VOGELMANN: And we were able to achieve
12 this with the loss of -- a significant loss of
13 retail.

14 MR. PANDYA: Right. So if I go back in
15 here, you can see the retail a lot further back to
16 allow for more retail use here. But to kind of make
17 all these things functional, we set back this
18 overlay. This overlay essentially shows that this
19 colored area is what we had lost, I guess for lack of
20 a better word, the dark here. And then this is the
21 reconfigured here. So this is the loss and this is
22 the reconfigured to achieve essentially this overlay.

23 MR. BRACONNIER: I think most of the
24 changes were a direct result of the peer review

1 comments. And certainly the reconfiguration of the
2 street level, the surface level, has greatly enhanced
3 the operation -- the intended operation. Having the
4 three drop-off spaces allows for the normal cars
5 coming in, dropping off, picking up, while still
6 having in and out for other regular customers, the
7 tenants that -- you know, to come in and out of the
8 garage unimpeded.

9 As we mentioned, the elevators, being
10 enlarged to the minimum of 20-by-10-foot clearance --
11 we operate so they're now slightly smaller elevators.
12 They're a little tight. The extra room here is going
13 to greatly enhance the flow, which also enhances the
14 ability to get the cars in and out of the driveway
15 faster, in and out of the facility, which will
16 minimize the potential loading surface.

17 You know, the double wide in- and out-lane
18 also allows for extra loading. If there's ever a
19 rush of three, four, five cars, we can also double
20 load the other in-lane, so we're confident that we'll
21 be able to pull the traffic off of Route 9 without
22 any problems based on the expected -- the peak demand
23 on Saturdays for this facility.

24 So we're confident with the staff that it's

1 a projected minimum of two at all times and three if
2 needed on the busiest Saturday. Or if another
3 occasional period or a defined period develops where
4 there's more -- there's a peak demand, we would add
5 staff to accommodate it.

6 And we believe with this configuration,
7 based on our experience, it should be, you know, a
8 relatively smooth operation that should have very
9 little impact that is seen on Boylston Street
10 certainly and/or on the surface area. That's been
11 our experience in something much tighter in Boston
12 with more constraints.

13 And it also has lifters in the garage down
14 below. It's a three-level garage, but it has lifters
15 as well on the first floor, so it has a similar
16 experience as well inside the garage.

17 The comments -- if we go back to the
18 inside -- so, you know, the before and after --
19 currently, you know, some of the main concerns from
20 the peer reviewer were -- and we did not disagree --
21 that it was fairly congested. So as currently
22 configured, we actually expect most of the time, if
23 not all of the time, to actually not need to park all
24 of the cars that are shown there.

1 Is it appropriate to segue into the demand
2 and timing study at this point?

3 MS. SCHNEIDER: Sure. That would be great.

4 MR. BRACONNIER: We can put it on the
5 screen if you'd like, or --

6 MS. SCHNEIDER: Yeah. If you've got
7 something to show us, you can go right ahead and do
8 that.

9 MR. BRACONNIER: But in any event, it'll
10 show on the document about to be loaded, the second
11 one down from the top, I believe this will show,
12 amongst other, things -- so we've determined that,
13 you know, certainly Saturdays -- Saturday, we believe
14 from a retail/residential standpoint, will be the
15 busiest period.

16 When we talk about shared parking, you
17 know, we have a -- based on Urban Land Institute,
18 Institute of Transportation Engineers, you know,
19 there are assumptions on what the demand will really
20 be for the units, and then cars -- coordinating
21 demand from retail tenants. And obviously during the
22 day, you know, residents go out. So the green are
23 the residents here. Some of that gap that's opened
24 up or spaces that are opened up, we can park retail

1 tenants in those same spots.

2 But regardless of that -- and the peer
3 review consultant -- you know, we really, based on
4 the sort of standard industry ratios, believe that --
5 our peak demand, we project it to be a little under
6 40 cars, even on a Saturday at the peak moment.

7 Now, the peer reviewer said we're being,
8 perhaps, you know, not quite conservative enough.
9 But even after the review, it looks like the number
10 would be something maybe around 44 or so, so they're
11 not too far off. It's less than even all the surface
12 spaces without any lifters. That's a point. It's
13 just that -- trying to emphasize a significant amount
14 of excess capacity based on real industry standards
15 as well as our experience at similar facilities, that
16 this operation is going to have, frankly, excess
17 capacity, even on the busiest Saturday and/or the
18 peak residential demand, even at a one-to-one or
19 slightly over ratio of units, which is also industry
20 standards.

21 So in addition to that, there was a concern
22 about how fast we can -- from a timing study, how
23 fast can we get the cars in and out? What's the peak
24 usage? And, you know, it's envisioned that the

1 maximum trips in or out -- "trip ends," we call
2 them -- on a Saturday at any hour would be 30 on a
3 busy Saturday, which will be the busiest in and out
4 days.

5 You know, we may have more cars in on a
6 weeknight when everybody's in the garage, but,
7 frankly, there won't be a lot of moves. People would
8 be coming in so that the staff won't be as busy.

9 But on a Saturday where you have retail
10 customers coming, employees coming, perhaps early, as
11 well as residents coming in and out doing errands, we
12 still think the load -- which the peer review
13 consultant, Walker Parking agrees -- would be
14 approximately around 30 trips.

15 You know, industry standard, we believe
16 each valet can handle probably up to about 15 trips
17 an hour in this facility, so on these busier
18 weekends, we certainly would have extra staff on as
19 needed. It's easy to have a -- you know, the peak
20 middle day period, an extra four-hour shift, to have
21 a third person accommodating customers upstairs,
22 maybe, you know, validating their parking or whatever
23 the arrangement is with respect to the users of the
24 garage. And we really see that there's really no

1 impediment to bringing the cars in and out of the
2 driveway, therefore eliminating any backup out onto
3 Boylston Street.

4 So I believe we've answered the questions
5 of the peer reviewer and the last memo that I saw
6 from your response of our data that was based on
7 industry standard ratios plus our experience. We've
8 concluded that we're, you know, within the limits
9 well below the actual capacity of the garage.

10 MS. SCHNEIDER: Okay. Thank you. Anything
11 else on parking or transportation before we call up
12 our peer reviewers to talk about this?

13 Does the board have any questions for these
14 guys?

15 MR. BOOK: I'm curious. In a typical -- in
16 a garage with stackers, are the spaces put together
17 such that you can't drive a car out? I mean,
18 sometimes to move a car, you'd have to move three or
19 four cars just to get a car out.

20 MR. BRACONNIER: Should we go to the plan?

21 MR. BOOK: Yes. Please.

22 MR. BRACONNIER: So yes. I mean, if the
23 garage is, let's say, at a peak period where there
24 are more cars in the garage, you know, to get --

1 MR. BOOK: But, for example, if you pick a
2 spot --

3 MR. BRACONNIER: The top right here.

4 MR. BOOK: That's fine. Or even where the
5 elevators are.

6 MR. BRACONNIER: Here?

7 MR. BOOK: Yeah. If you wanted to get that
8 top car out, how -- you'd have to move four cars
9 and --

10 MR. BRACONNIER: Well, first of all, the
11 elevators would be empty. Right? They're just shown
12 for purposes of the side, here and here, the side of
13 the elevator.

14 So, frankly, these three spaces here, three
15 spaces here, those spaces, except maybe for the
16 top -- so again -- let me back up.

17 In general, cars, in residential properties
18 in particular -- there are certain people who have
19 habits with their vehicles that they often don't use
20 it that much, or they use it during the weekends but
21 they don't use it during weekdays or vice versa.

22 So what happens in practice, the cars that
23 are used less or used during those times that we're
24 talking about, they'll end up on the top and they'll

1 be up -- so they're not moving in and out a lot. Not
2 every space is moving in and out. So by natural,
3 kind of, fill, in and out of the garage, certain
4 spaces -- and generally the lifters that -- we put
5 the cars that are least used up on top, so you're not
6 having to take the lifters up and down all the time.
7 Right? It's just a smoother, faster operation to not
8 have to do that.

9 But these spaces here, frankly, right
10 inside the elevator, these would probably be more
11 used by people who are coming in and out on a short
12 basis, because they come down the elevator, you'll be
13 able to put them in. Certainly these two right here.
14 And if it's a very short stay, you might put a car
15 here. So am I answering your question?

16 Whereas over here where you have a car
17 that's up on top, we're probably not planning on
18 moving that car often on a regular -- but the cars
19 below, we would have to move this car over here, take
20 this car and move it over here, and then move the car
21 out of the elevator and up after they put the other
22 two in. Does that --

23 MR. BOOK: So I think I asked two
24 questions, so that answers one of them.

1 But we do expect -- I mean, is that
2 typically how you'd have the three rows, or would you
3 have aisles in there so that somebody -- you wouldn't
4 have to move the cars in front in order to get the
5 car out of the back? Do they typically get
6 compressed in a garage with valet service in this
7 way?

8 MR. BRACONNIER: I still don't understand
9 your question. I'm sorry.

10 MR. PANDYA: So there's two scenarios. One
11 is: If this garage were ever this full, the answer
12 to your question is, yes, you'd have to move those
13 cars out of the way.

14 MR. BOOK: Okay.

15 MR. BRACONNIER: Most definitely.

16 MR. PANDYA: If the garage is not this
17 full, which is probably more likely the standard case
18 where it's not that packed all the time, then, you
19 know, there's always going to be an open spot where
20 you'd be able to move people around.

21 MS. SCHNEIDER: Is that normal?

22 MR. PANDYA: That's normal with tandem
23 parking and stackers, very, very normal. Absolutely.

24 MR. BRACONNIER: So naturally, if we truly

1 did only have a 43-vehicle demand for this facility,
2 we would spread it out so that you'd have to move the
3 least amount of vehicles to get to the cars that are
4 in our care. That's just a natural sort of -- our
5 valets are trained to be as efficient as possible so
6 that the cars have the least amount of moves and we
7 can bring them up and down.

8 MR. PANDYA: If it's a retail user, for
9 example, they may either -- the valet may either
10 leave them up on the main drive deck, depending if
11 they're going in for five minutes, if there is such a
12 need. We don't anticipate that for retail use. So
13 if they bring them down even for 15 minutes, the
14 valet will park them in one of the side areas or in
15 an empty area. I mean, it's usually up to the
16 valet's judgement -- correct me if I'm wrong -- to --

17 MR. BRACONNIER: Sure. So probably, if I'm
18 looking at this and thinking about this and I'm
19 talking to our manager on-site or our staff -- I
20 mean, I have my elevator lifter license. I know how
21 to -- I used to know how to use these on a regular
22 basis. You know, we would probably use these spaces
23 underneath, for sure, for the quick turn, transient
24 customers, whereas the longer stay folks that aren't

1 moving their cars much, we're going to put in sort of
2 a stacked area. So the transient customers during
3 the day, we may just use this row over here
4 predominantly so that we can move the cars in and out
5 faster for people who need to be moved on a shorter
6 time frame. Is that --

7 MR. BOOK: So when you say "customers,"
8 you're talking about for the -- that serve the
9 retail --

10 MR. BRACONNIER: Or visitors to the
11 property that are coming for dinner, or -- you know,
12 anybody who's staying and not staying overnight,
13 that's not a regular residential car that we have in
14 care overnight. If it's an overnight guest that's
15 staying for the weekend, we would, you know,
16 accommodate them the same. Is that --

17 MR. BOOK: And do you have a sense of how
18 long it would take if somebody -- I mean, what's the
19 longest somebody's going to wait for their car?

20 MR. BRACONNIER: Here, not very long. I
21 mean, you know, typically we would think -- you know,
22 we have a three-level facility in Boston with two
23 elevators that are smaller than these and they go
24 down to lower levels which have some stackers. Our

1 average turn there is about five minutes. And we
2 have three deep, very much like this, stackers with
3 two in front. So the valets are fairly efficient
4 without going too fast.

5 And here there's not a lot of drive lane to
6 get the cars in and out. That's why the increased
7 size of the elevator is very important, because it
8 allows for a smoother in and out, down, unloading,
9 and you're not having to be quite as careful. The
10 same thing with the stackers. There's more --
11 there's more width on the -- when the stacker's in
12 the up position, there's more width down below.
13 That's why we try to keep the stackers up. There's
14 plenty of room on the stackers, in any event, but
15 there's even more width, as much as 7 foot 11 or 7
16 foot 8, to put cars underneath. So it's fairly
17 quick.

18 MR. BOOK: So, I mean, five minutes? Ten
19 minutes?

20 MR. BRACONNIER: Five minutes, on average.
21 So our timing study that I was referring to on the
22 earlier graph, we were using an assumed five-minute
23 turnaround for the valet on average. Because
24 remember, if they're right behind the elevator here,

1 you know, that's down, up. You know, that's a
2 two-and-a-half, three-minute transaction, you know,
3 depending on where the car is.

4 Sometimes -- and often what we'll do is
5 we'll learn the behavior of a number of residents,
6 certainly, and regulars, whereas -- you know, so the
7 people who go to work -- the ones that still may be
8 working or their car needs to be brought up for
9 whatever reason at a certain hour in the morning or
10 at different time periods, we can bring some vehicles
11 or have them arranged downstairs so that we know who
12 they are so they can come up quickly. So there's
13 ways to increase the efficiency, so that's why we say
14 a five-minute average. So on a busy Saturday, it
15 might take a little longer with one or two people,
16 but in general, we're sticking to the five-minute
17 average.

18 MR. BOOK: Okay. And then sort of during
19 the peak, you mentioned Saturday there could be up to
20 30 cars turning over in an hour?

21 MR. BRACONNIER: Yes.

22 MR. BOOK: So based on that five-minute
23 turnaround, what is your expectation in terms of the
24 backup? Because it looks like there's really, what,

1 space for maybe -- you could have five or six cars
2 backing up upstairs in the driveway before -- well,
3 that's just it, probably five or six --

4 MR. BRACONNIER: Not with two to three
5 valets running cars into the garage. I mean, as soon
6 as they come we're interacting with the customer,
7 inspecting the vehicle, bringing it into the
8 elevator, and bringing it down, vice versa, bringing
9 one up. I mean, obviously, you know, if there's --
10 if you have an in and out at the same time, you know,
11 the valet operation is one where we know that a
12 valet's bringing a car down and may be able to bring
13 another one up if a customer's waiting. So there's
14 kind of dual efficiency as well. I mean, that's
15 factored in here somewhat. But that's where I -- we
16 mentioned that if we needed a third valet at the
17 busiest time, we would add a third valet to make sure
18 that we can not have that backup out on the surface
19 that you're thinking about.

20 MR. BOOK: And, I'm sorry, the last thing.
21 So when you say if it's busy, you'd add a third
22 valet, you mean based upon experience, if you find
23 it's a problem, you would add -- it's not as though
24 you could -- gee, things are much busier than we

1 think they are. Let's call somebody and have them
2 here in five minutes.

3 MR. BRACONNIER: Five minutes would be
4 fast.

5 MR. BOOK: It wouldn't be then and there.
6 It wouldn't be that day.

7 MR. BRACONNIER: It could be, you know, if
8 there really was something going on. Let's say an
9 elevator -- let's say an elevator malfunctions, so we
10 do need to call somebody in from our experienced
11 staff that has experience with elevators and lifters.
12 We have that staff -- it's not that far away in
13 Boston -- to bring in and accommodate this facility,
14 most definitely.

15 MR. BOOK: Thank you.

16 MR. ZUROFF: You've addressed the situation
17 with the retail traffic and the resident traffic,
18 but -- and I see that you've widened the access. But
19 with the widening of the access, you got a space in
20 the access roadway where there might be a quick
21 drop-off, pick up. You've got retail there. What if
22 you get a couple of people that say, I just want to
23 run in and pick up my lamp or I want to pick up a
24 sample book or whatever? What are you going to do

1 with those people that just want to stay there for a
2 few minutes?

3 MR. BRACONNIER: It'll depend on how busy
4 we are and what time of day and when they're coming.
5 If it's a busy retail Saturday, we're probably
6 bringing them down and keeping them in one of those
7 spots that we mentioned.

8 MR. ZUROFF: In the driveway?

9 MR. BRACONNIER: No. Down in the garage.

10 MR. ZUROFF: Oh, you're going to take them
11 into the garage?

12 MR. BRACONNIER: Well, like I said, if it's
13 a slow period, let's say it's 6:00 and the retailers
14 are closing and there's one person coming to get that
15 special lamp or painting or whatever they're picking
16 up, we probably wouldn't, if that's really the
17 intent.

18 But what we have with our staff are
19 procedures and protocols. So even though they told
20 us, I'm just going in for five minutes, we'll say,
21 that's fine, but you really need to be back. And if
22 you're not, I'm going to have to take your car
23 downstairs. Or, you know, if staff knows that -- if
24 there is, all of a sudden, a return, we're bringing

1 the car down. I mean, we have their keys, so we're
2 in control of where their vehicle is going to be.

3 MR. ZUROFF: Part of my point is that
4 you're not going to allow a lot of live parking or --

5 MR. BRACONNIER: No.

6 MR. ZUROFF: -- people saying, I want to
7 leave my keys with you, but I'll be right back, so
8 don't even turn the car off.

9 MR. BRACONNIER: I mean, no --

10 MR. ZUROFF: People will ask to get away
11 with whatever they can get away with for their
12 convenience.

13 MR. BRACONNIER: Yeah. But our protocols
14 are -- you know, what we have to do at, you know, the
15 facility in Boston that we referenced in the
16 documents --

17 MR. ZUROFF: By the way, does that facility
18 in Boston -- does it have retail and residential?

19 MR. BRACONNIER: It does. And it has
20 significant area demand from all the other offices
21 and retail in the area. There's a significant use of
22 the facility, other than from the residents at that
23 facility. There's excess capacity there as well.

24 MR. ZUROFF: And are you charging for

1 retail customers to park?

2 MR. BRACONNIER: Here?

3 MR. ZUROFF: Yes.

4 MR. BRACONNIER: Certainly in Boston.

5 Here, that's a good question. I imagine so, but
6 maybe not. That's really not my determination.

7 MR. ZUROFF: Because that's important
8 because it adds another time component to the amount
9 of time that it's going to take for people to get in
10 and out.

11 MR. BRACONNIER: It does. I would imagine,
12 you know, there was some consideration for that. But
13 it's still fairly fast because we wouldn't take
14 payment on the way in. So it's pretty easy to
15 mitigate that they have to pay before we go get their
16 car when they're waiting upstairs without any queuing
17 of vehicles blocking anybody else. That's generally
18 how you would try to do that, you'd take their
19 payment while the valet is running to get their
20 vehicle. So there's really, pretty much all the
21 time, an overlap for that transaction.

22 MR. ZUROFF: Or present a prepaid parking
23 ticket.

24 MR. BRACONNIER: Right. And if it's a

1 resident, you know, the arrangement's already been
2 made, whatever that is, in their lease or whatever
3 small charge --

4 MR. ZUROFF: No. That, I understand.

5 MR. BRACONNIER: So that usually isn't a
6 conflict, even at our facility in Boston. People
7 will pay prior to getting their vehicle or there's an
8 arrangement, they have a coupon or a voucher.

9 MR. ZUROFF: What would happen if a van
10 pulls in for a quick delivery?

11 MR. BRACONNIER: Right over here, I
12 understand, are the delivery drop-off spaces. Is
13 that right?

14 MR. ZUROFF: Once again, the reality is
15 that people will take the road of least resistance to
16 get what they want. I can envision a van pulling in
17 and saying, I'm just dropping this off.

18 MR. BRACONNIER: The good news is there's
19 plenty of clearance under here for that, if they end
20 up making it here. Or if they come here, we would
21 redirect them.

22 MR. ZUROFF: Okay. But redirecting them
23 means -- if a van pulls in there, like a UPS van,
24 there's not enough room to do a U-turn there, is

1 there?

2 MR. BRACONNIER: Sure there is. I mean,
3 there's room -- I mean, a clean U-turn without a
4 couple of point turns, no, but we can certainly get
5 them here to turn this way, back up --

6 MR. ZUROFF: So would you turn away a UPS
7 truck or a FedEx truck?

8 MR. BRACONNIER: Yes. I imagine we'll have
9 some appropriate signage relative to the loading
10 area, the facility, what's not allowed out here.
11 They'll be directed to do unloading and loading over
12 here, I believe.

13 The UPS, FedEx, the regular folks, I'm not
14 as worried about. It's more the florist or the --
15 somebody like that that doesn't come often, that you
16 get more of what you're talking about. But the
17 regulars will know, whoever they are, the postman or
18 the regular drivers.

19 MR. ZUROFF: And are your attendants going
20 to do anything if somebody pulls up on Boylston
21 Street, even though it's a no parking area? Again,
22 they're just pulling over, they're dropping something
23 at one of the retail stores, they're not supposed to
24 park there, but there isn't going to be a police

1 officer there.

2 MR. PANDYA: That's not our jurisdiction.

3 MR. ZUROFF: No. I understand that.

4 MR. PANDYA: People park there today.

5 MR. ZUROFF: Your attendants are the only
6 live people there that are actually watching the
7 parking.

8 MR. BRACONNIER: Yeah. I mean, I'll say --
9 he's right. We're not -- obviously we can't enforce
10 the state roadway, I believe.

11 However, our attendants, our management
12 teams typically take personal ownership of whatever
13 facility they're running. So if folks are parked
14 there and they're causing an impediment to the
15 operation, I imagine our folks would be trained to
16 actually, at the least gently, ask or tell -- or
17 figure out how to let the person know they're going
18 to ticketed if they leave their car. So that
19 communication can happen and it has happened, it does
20 happen. You know, there are facilities where they're
21 turning in and out and they might have -- you know,
22 like, in the North End there might be, like, a no
23 parking zone here and people kind of always park
24 there at the facility I'm thinking of. Our staff

1 often communicates with those folks. I mean, that's
2 a similar example.

3 MR. ZUROFF: Because, in theory, it would
4 impede the access to your parking facility and block
5 the vision, which is also a concern.

6 MR. BRACONNIER: With all the power our
7 staff can have in the cordial intersection with folks
8 without getting into an altercation --

9 MR. ZUROFF: I understand it's not your
10 responsibility. I'm just asking if you would
11 accommodate --

12 MR. BRACONNIER: We would.

13 MR. ZUROFF: What happens when the
14 attendants want lunch, a bathroom break, a coffee
15 break? You've got two attendants on-site, five cars
16 show up.

17 MR. BRACONNIER: Three during a busy
18 period, but yes.

19 Well, generally our staff -- we arrange it
20 so they can have a break on-site, and they have a
21 30-minute break, but they're not leaving the
22 premises, typically. So if need be, the breaks can
23 be scattered a little. Generally, what we often do
24 is we pay them not to actually officially take a

1 break, so we're paying them. So they're not at the
2 restaurant or the coffee shop down the street for
3 very long, if at all. And they know, based on
4 demand, at Saturday peak period, you know, your break
5 is not between 10:00 or 11:00 and 2:00 on a -- or
6 3:00 on a Saturday. Whatever the busiest period is,
7 we're going to have to make sure we have coverage,
8 and that's what we would do.

9 MR. ZUROFF: Is there a place for them to
10 actually take a break?

11 MR. BRACONNIER: Well, we have the office.
12 We have that area.

13 MR. ZUROFF: And is there a bathroom in the
14 office?

15 MR. PANDYA: They're right outside.
16 They're around the corner.

17 MR. ZUROFF: I see. Okay.

18 And then I can envision, but I know your
19 experience will teach you -- if there are people who
20 want to leave at -- 10 people want to leave at 8:30
21 in the morning, how do you accommodate that?

22 MR. BRACONNIER: Fairly quickly. I mean,
23 it's -- again, if they're all leaving -- and chances
24 are -- so we would have a protocol or procedures

1 where they would call down. We would know. There
2 would be a queue of who called or texted, depending
3 on -- probably some texting now. We're doing a lot
4 more of that as well.

5 During the busiest period, frankly, if it's
6 a known busy period, we may require -- you know,
7 there's no advance call down. You have to be in
8 person to get your car. Because often that's an
9 issue, or can be an issue, where we're bringing a car
10 up and the person is not physically there. So they
11 would have to be there. That usually mitigates quite
12 a bit of the demand, that we're not being asked to
13 keep a car that someone's coming down a half hour
14 later for. We do that by making sure -- well, we'll
15 have it freed up downstairs so that, again, it's only
16 a matter of minutes that we take the elevator down,
17 bring the car in, and bring it out right to them.
18 It's not a long sort of traverse to get the car.

19 MR. ZUROFF: Okay. That's the extent of my
20 questions for now. Thank you.

21 MS. SCHNEIDER: This driveway is open to
22 the elements; right? This is not a covered driveway;
23 right?

24 MR. PANDYA: It is to the left of this

1 dashed line here. This part's open.

2 MS. SCHNEIDER: Is there a plan for who's
3 going to shovel that out when it snows? Who manages
4 that? Is it the parking company who does? Is it the
5 building management?

6 MR. PANDYA: Typically the building
7 management.

8 MS. SCHNEIDER: Any concern that weather
9 conditions could impede the flow of traffic in and
10 out as envisioned?

11 MR. BRACONNIER: If I may, we have a lot of
12 arrangements with -- we have a lot of facilities that
13 need 24-hour snow removal during a storm, and our
14 staff, frankly -- although it's building management,
15 our staff is there. We'll have shovels, we'll have
16 some ice melt to spread. That's typically our role.
17 We have 24/7 staff. You know, at a storm overnight,
18 they're the person on-site. They're handling and
19 taking care of at least what they can do until the,
20 you know, heavier snow removal vehicles get there if
21 needed, when needed, if they will be needed. So
22 that's typically how we handle it. Our folks are
23 able to do some clearing and cleaning.

24 MS. SCHNEIDER: Okay. Anyone else?

1 (No audible response.)

2 MS. SCHNEIDER: Okay. Thank you.

3 MR. BRACONNIER: Thank you.

4 MS. SCHNEIDER: So I think it would be
5 helpful now for us to hear -- I guess it's a
6 combination of Mr. Fitzgerald and Mr. Stadig.

7 Mr. Fitzgerald, do you want to comment on
8 just the trip generation numbers they had presented
9 with respect to the weekend peak demand? Do you have
10 any comments on that?

11 MR. FITZGERALD: I did not. I believe
12 we've already addressed the -- when it comes to the
13 trip generation and traffic operation, I believe
14 we've already addressed that. When it comes to the
15 parking component, Art will be handling that.

16 MS. SCHNEIDER: Okay. Art, why don't you
17 come on up and tell us your thoughts on all of this.

18 MR. STADIG: Good evening. Art Stadig,
19 Walker Parking Consultants.

20 So Walker reviewed the original submission
21 back in September. We had another update in October.
22 Significant improvements to the plans occurred, and
23 then we reviewed those in November. Okay? And so I
24 can address those improvements, which were --

1 basically, those guys went there and showed the
2 comparison. And then early December, just last week,
3 we received the stuff from Pilgrim Parking, and we
4 reviewed that and put out a memo.

5 So since the drawing is up, I'll do a
6 review of the design first, and then just a few
7 comments on the demand study and operational timing
8 analysis, and we'll go from there.

9 In terms of the design, and at this
10 particular level, this was a significant improvement
11 from the first go-around, and it's our opinion that
12 this layout and configuration will work just fine.

13 The biggest significant improvement was in
14 widening this overall entry off of Route 9; it
15 allowed for a grand total of three lanes, two inbound
16 and one outbound. And actually, that middle lane
17 could be used both as an inbound and an outbound.

18 But primarily the biggest thing that's --
19 one of our biggest objections originally when there
20 was only one lane in was that as vehicles would pull
21 in and then there would perhaps be one in position
22 here that was being taken care of by the attendant,
23 the next one would pull in and be in the next
24 position, and the next position back. And without

1 two lanes, you're basically backing yourself out onto
2 Route 9 because people wouldn't essentially be able
3 to get around those cars that are progressively
4 leapfrogging or moving back.

5 Now with two inbound lanes, as one lane
6 would fill up, you could certainly -- and that is
7 getting evacuated by the valet service -- you'd have
8 room to start loading a second. And then you'd just
9 switch back and forth progressively as required. So
10 significant improvement, significant flexibility.

11 Also, one of our main comments on the
12 original design was there was not an accessible
13 loading area. That has been accommodated by this
14 position here. Certainly, the final design with
15 whatever type of pavement treatment, pavement
16 markings, etc., that that would be shown as an
17 accessible drop-off area, and also that the
18 accessible pathway, which is shown in this light
19 color, generally speaking, would be also shown in
20 pavement marking or pavement treatment to really
21 demarcate that that's the accessible walkway, and
22 you're not really encroaching on that with the
23 vehicles coming in. So those are the significant
24 improvements and comments.

1 I will address one issue that you had
2 earlier that you were talking about: the peak
3 movement and would that be accommodated. Even though
4 in the operational timing analysis it was indicated
5 that there were 30 trip ends that were being
6 accommodated by valet operations, in our view,
7 really -- it's really a turnover of 15 vehicles in an
8 hour, a peak hour, generally speaking. So if you're
9 looking at that and just getting an intuitive feel
10 for what's going on, that would be a vehicle every
11 four minutes on average.

12 Now, certainly within that hour there are
13 peak -- what we'll call "peak hour factors," and
14 there may be a bunch of people that come, you know,
15 in any given 15-minute period, of course. But with
16 that -- the size of this facility, we're not
17 anticipating that you're really going to have major
18 problems with the size of this entry/exit area. And
19 with those 15 vehicles per hour on average in a peak
20 condition, this should be relatively easy to
21 accommodate by a staff of two or more valet staff,
22 and that shouldn't be a problem.

23 So we don't anticipate that this would get
24 backed up. Maybe an occasional -- just by luck, you

1 know, six cars pull up at once, but that would be
2 pretty rare, and I think it still could be
3 accommodated by the staffing there.

4 I think everything else was addressed on
5 this level. I do think it's nice to get the
6 improvement of the size of the elevators and also the
7 quick access for the runners to go up and down.
8 There are significant improvements.

9 If I could take this back to the lower
10 level. Okay. Thank you.

11 This is a significant improvement from the
12 previous -- this is not an unusual layout for tandem
13 valet parking. We believe that there is enough room.
14 We just have a minor comment that there's some tight
15 distance between where the vehicles are parked here
16 and some of the stair and room elements there, that
17 that might be a slight disadvantage and only small
18 cars could park in there. But otherwise, with what
19 we're seeing here, this can accommodate reasonable
20 movement of vehicles in the peak conditions for what
21 was shown.

22 So what was previously stated by the
23 proponent and their consultants, we don't have a big
24 problem with. So we're fairly happy with the layout,

1 and we think this will work for the peak hours that
2 are anticipated.

3 Any questions while we're on this, or do
4 you want me to talk a little bit about the timing --
5 or the demand study and the timing study or the
6 shared use study?

7 MR. ZUROFF: This is a general question:
8 The widened access area, is the curb cut the same?

9 MR. STADIG: Yes. I think I'm
10 understanding your question.

11 MR. ZUROFF: As it was before.

12 MR. STADIG: No. The curb cut is wider
13 than what it was before.

14 MR. ZUROFF: Do we need state permission to
15 get that?

16 MR. STADIG: I would think you'd have to,
17 yeah.

18 From my standpoint as a parking consultant
19 and understanding vehicle maneuvers in this type of
20 arrangement, having that wider curb cut is very
21 beneficial to this project and to traffic movement.
22 If you have a much tighter curb cut, it really does
23 slow down vehicles primarily turning in -- as they're
24 negotiating the turn into the facility. Vehicles

1 queuing on their way out and waiting for a break in
2 the traffic with a narrower curb cut would tend to
3 congest that entrance and slow down the maneuvers
4 coming in. So generally speaking, in my opinion,
5 having a wider curb cut is beneficial all the way
6 around in terms of moving vehicles and being safe.

7 MR. ZUROFF: And as a consultant, do you
8 have any suggestions for -- in this case, for
9 pedestrian safety, for markings as to access,
10 signage, that kind of thing to make it safer?

11 MR. STADIG: As this design moves into
12 final design, certainly there would be pavement
13 markings and/or use of different pavement treatments
14 that I believe can help the drivers intuitively have
15 their way finding -- use this system on the way in.

16 In addition, the use of signage that
17 will -- what would come as a natural part of the
18 design to assist, in particular, visitors arriving
19 and understanding what's going on and how to use the
20 facility will go a long way in terms of easing the
21 movements and also making a safe condition.

22 As noted earlier, just to do what you can
23 to demarcate that that's a pedestrian pathway, I
24 don't recommend putting a curb in there, and I don't

1 recommend putting a bollard treatment in there
2 because that will just actually reduce that.

3 What I would say is, in your final design,
4 taking a look at the wall treatment there, as
5 occasionally vehicles may have an air path and bump
6 that wall. It's not supposed to happen, but it can
7 happen, in particular, in a slick condition here and
8 there.

9 But generally speaking, anything to improve
10 the visibility of pedestrians along the pedestrian
11 sidewalk path, reduction in landscape treatment that
12 might impair visibility both, you know, coming in and
13 out, just the scale of the specimen and how you can
14 see through them or beneath them, etc. The worst
15 thing in this case would be a big, bushy landscape
16 treatment that you can't see through, obviously. So
17 that would be it. But other than that, it appears to
18 be a reasonable design and layout for safety and
19 pedestrians.

20 MR. ZUROFF: Would you recommend, like, a
21 beeper or a flasher system as people exit?

22 MR. STADIG: No. Number 1, for the tenants
23 in this unit and also your neighbors, having any kind
24 of audible signal like that is just an annoyance.

1 If the sight lines are good and people can
2 see, for example, if -- you know, just considerations
3 here and here, as long as there is reasonable sight
4 lines, I think that, you know, that's the best thing
5 that can be done, and I think that would be adequate.
6 It's not like you're coming out of a building,
7 per se, like you see so much in downtown Boston, etc.
8 I think this is a little bit more wide open, and I
9 think it'll be perfectly fine.

10 MR. ZUROFF: Thank you.

11 MR. STADIG: So just a comment: In
12 addition, the parking consultant had submitted
13 parking generation calculations and also a timing
14 study, if you will. Basically, the parking
15 calculations were taking into account a more advanced
16 review of what the parking considerations were using,
17 essentially, ULI, Urban Land Institute, methodology
18 for shared parking. And, in essence, what you're
19 really not doing is double counting parking for both
20 residents and visitors and adding it all together and
21 making -- you know, making a need for a supply
22 that'll meet both if it'll never happen at the same
23 time.

24 So we have reviewed basic demand factors

1 for both residents and retail. Our finding is that
2 although we had a slightly different way of coming --
3 arriving at it, we agree that the residential demand
4 factor is appropriate.

5 The only part that we don't agree is that
6 we believe that there will be a little bit of an
7 additive element of visitors to the residents that'll
8 happen certainly during weekend nights and on
9 Saturdays, if you will. So those people coming to
10 visit the tenants -- I'm sorry, the residents --
11 don't necessarily have anywhere to park out on the
12 street. And so their parking, if they're coming and
13 driving their vehicle, would need to be accommodated.
14 We added that small component of parking in our
15 overall...

16 And to finish that thought, we looked at
17 the retail and -- let me back up before I leave the
18 residential.

19 A key component of the residential demand
20 that, you know, we had both looked at is that the
21 parking would neither be coupled with the rental
22 units -- in other words, if you rent an apartment,
23 you automatically get a parking space. We would
24 strongly recommend that you don't do that, number

1 one.

2 And number two, that the parking be market
3 rate so that it's not free parking, if you will, but
4 it is being charged, so if you want a parking space,
5 you will be charged a market rate for that parking
6 space. In absence of that, certainly the parking
7 demand will go up. Obviously, if you have free
8 parking, a lot more people would avail themselves of
9 it and the overall use would go up.

10 So in looking at the numbers that we have,
11 both the proponent's consultant and us, we're taking
12 that into account, that when you come into urban
13 environments like we have here, you will have lower
14 demand generation factors than you might out in
15 suburbia, if you will. And the primary driver of
16 that is that you have both alternative modes of
17 transportation, such at the T stop, and, you know,
18 other items, such as transportation network
19 companies, Uber, etc., that are available much more
20 prevalently here in the area.

21 And that the price of parking, in many
22 cases, is prohibitive for people, or they think about
23 it and decide not to own a vehicle, okay, for,
24 obviously, economic reasons.

1 So for both of those reasons, that tends to
2 suppress parking demand, and you get the generation
3 rates that we've talked about. So I think that's
4 important to make sure that that is there.

5 Moving on to the retail, we agree with the
6 overall demand ratio. They have a range of 2.5
7 spaces per 1,000 square feet. We're seeing that
8 that's consistent with many similar types of retail
9 establishments. What has been indicated in the
10 report would be that these are certainly not
11 restaurant and would be items -- as indicated, there
12 may be a fine furniture store or an art store or an
13 optical or those type of uses that would tend to have
14 a much lower parking demand.

15 I would consider that you put some sort of
16 language to say that there is no restaurant in there
17 without having them come back to you. A restaurant
18 use would be a significantly different use from a
19 parking generation standpoint. I understand that's
20 not what they want to do, but it should be understood
21 that, you know, what we're looking at takes that into
22 account.

23 So, yeah, we did come up with a slightly
24 higher parking demand generation. Primarily it's the

1 visitors that we were looking at. That was a slight
2 addition of about four parking spaces on the peak
3 midday Saturday.

4 MR. BOOK: I have a question. So I guess I
5 was just a little surprised. So this kind of project
6 you view as an urban project and not -- I mean, I
7 guess I -- I mean, I realize it's not suburbia, but I
8 also -- it's not Coolidge Corner either, so I guess I
9 would assume that everybody who lives in this
10 building would have a car. Is that just not a -- is
11 that not an accurate assumption?

12 MR. STADIG: What we did when we were
13 researching and looking at this, we certainly agreed
14 with the rationale that the proponent's parking
15 consultant put out there in that, A, because of the
16 cost of parking and because of the alternative modes
17 of transportation that are available, that generally
18 suppresses the parking rate.

19 I wouldn't call this "urban" in the same
20 sense that Downtown Boston is. What we see is, for
21 example, in Downtown Boston, parking demand ratios
22 that are a third of what we're seeing here, so they
23 are much, much more depressed, that you might be in
24 the range of .25 spaces per unit. So there is a

1 grading, depending upon where you're at and what's
2 going on.

3 Also understand that this is a rental
4 situation and not condominiums, as I'm understanding
5 it. These are probably not in a price range of
6 products that would be also seen in Downtown Boston.
7 Those are different situations. So we take all of
8 this into account, taking a look at it. I wouldn't
9 categorize this as being the same as Coolidge Corner.

10 But one additional fact is that this is a
11 55-plus community. And if you look at that, the
12 demographics of -- and we did look into this with the
13 U.S. Census information, that older residents
14 typically don't have vehicle ownership as much as
15 younger residents, if you will -- and taking a look
16 at those. Not to say -- it doesn't have to be that
17 way, but as a general trend, you're going to have
18 lower vehicle ownership for rental residential, and
19 the statistics from the Census back that up.

20 I hope that answered your question.

21 MR. BOOK: That would make sense, but I
22 guess -- but, you know, in a two-bedroom where you
23 have, you know, two spouses in a -- maybe in a
24 suburban location, they would both have a vehicle.

1 So we're not in a suburban location. This is more
2 urban-like. I guess there's still an expectation
3 there will be at least a vehicle. Or if we don't
4 even -- is that an over --

5 MR. STADIG: Your general idea that a two-
6 or three-bedroom unit would tend to have, on average,
7 more vehicles being used is correct, than, let's say,
8 a one-bedroom unit or smaller.

9 But having said that, you know, what we
10 don't find is a huge increase with the two-bedroom
11 units. There is, you know, a slight increase. With
12 the mix, I don't see that that's going to be
13 significantly different.

14 In addition, if you do have a two-bedroom,
15 what we have found in these types of environments
16 where you do have a close rail, people, if they are
17 going to have a vehicle, would tend to only have one
18 vehicle where, you know, a lot of times you'll use
19 the rail to go into work or whatever, and there's
20 still one vehicle that can be used by the spouse that
21 stays at home, if you will. Or on the weekends, they
22 usually only typically use one vehicle. So we found
23 that to happen, that, you know, the use of two
24 vehicles isn't always -- or a two-vehicle ownership

1 household isn't prevalent in these kinds of
2 conditions, and primarily, once again, driven by a
3 financial situation, you know, the cost to have that
4 extra vehicle. It happens.

5 But on the flip side, on the other hand,
6 you have some affordable housing here, and those
7 people may tend not to have any vehicles at all.

8 MR. BOOK: Thank you.

9 MS. SCHNEIDER: Thank you. Very much.

10 MR. STADIG: Thank you.

11 MS. SCHNEIDER: All right. We're going to
12 switch gears and move along to stormwater. Would the
13 applicant like to provide any comments in response to
14 the request for more information that was covered at
15 the last meeting? You don't have to, but if you want
16 to, you can.

17 MS. DANIK: Thank you. I'll make it brief.
18 My name is Deborah Danik. I'm with Nitsch
19 Engineering. We did the stormwater design.

20 So at the last hearing, Mr. Ditto requested
21 that we review the existing drain main in Boylston
22 Street and the capacity associated with that and
23 basically the proposed impact that our project would
24 have on that pipe.

1 Since the last meeting, we provided
2 Mr. Ditto with a memorandum describing our proposed
3 impact to the pipe and quantifying those numbers.

4 Then this morning -- at least I received it
5 this morning. I think it was maybe dated
6 yesterday -- we received a letter from Mr. Ditto
7 commenting and responding to our memo summarizing it
8 and just saying that, you know, the information that
9 we provided was sufficient at this point and met the
10 city standards, the state standards. And, you know,
11 as the design progresses, we'll obviously be checking
12 in with him.

13 MS. SCHNEIDER: Okay, great. Thank you.

14 MS. DANIK: You're welcome.

15 MS. SCHNEIDER: Is Mr. Ditto here?

16 Oh, I'm sorry. I didn't see you all the
17 way in the back.

18 MR. DITTO: Good evening. My name is Peter
19 Ditto, director of engineering and transportation.
20 And between Maria and the consultant, they stole most
21 of my thunder, but I'm just going to reiterate it
22 again.

23 The tools we use here in evaluating these
24 plans and calculations are, in fact, you know, the

1 town stormwater bylaw and MassDEP's stormwater
2 management standards. We asked that the consultant
3 meet those standards where applicable.

4 And on May 23rd, the consultant filed the
5 initial stormwater narrative and stormwater
6 calculations, which were reviewed and commented on.

7 And at the November 7th zoning board of
8 appeals hearing, we did, in fact, state that we would
9 like to see the 25-year storm be used as a design
10 storm as well as other issues. These issues were
11 answered and we accept them.

12 Some of the key takeaways that I might
13 highlight is, in fact, that because this footprint is
14 probably 90 percent of the site and the fact there's
15 ledge as high as 2 feet below ground level, the site
16 cannot handle any infiltration. That coupled -- the
17 fact is that there is no pervious area in this site
18 as a result of this development.

19 One of the key things we look for is to
20 make sure that pre- and post-peak runoff is -- the
21 post-peak runoff is not greater than the pre-
22 condition. That is, in fact, the case for both
23 the -- all the design storms, which are a 2-, a 10-,
24 a 15-, and a 100-year storm.

1 The volume of runoff however, will be
2 greater with the site. And that being said, we asked
3 the applicant to engineer a solution so that even
4 though the stormwater volume will be greater, it
5 won't impact the 12-inch drain in Boylston Street as
6 much as one might think.

7 That being said, they actually sized a
8 storage tank in the building, and that tank is 6,300
9 cubic feet in volume, and that will handle the
10 25-year storm, which is the town standard, so the
11 first 65 cubic feet of rainfall. And that is a
12 25-year storm, which is 5 1/2 inches of rain in a
13 24-hour period, will be stored on-site. And then
14 anything greater than that will discharge into the
15 storm drain. Over time, that water in that tank will
16 slowly discharge to the drain in the street.

17 One good thing about having an impervious
18 site, being most of it, is that DEP considers roof
19 runoff as clean runoff, i.e., it doesn't need to be
20 treated with an environmental manhole. So that
21 runoff will go directly into the holding tank. Any
22 stormwater that falls on the driveway or is tracked
23 into the driveway will go into an environmental
24 manhole where both suspended solids and oil will be

1 separated. From that manhole, it'll go into the
2 holding tank and then out into the street.

3 I did have a concern with the 12-inch drain
4 in the street with respect to capacity. A 12-inch
5 drain, in the grand scheme of things, is not a very
6 big pipe. So they did do the calcs on that. I
7 reviewed it and find them to be acceptable.

8 So at this point in time, I can say that
9 the design, the site plan, the stormwater narratives,
10 and calculations do meet our requirements and the
11 state's requirements. And this is a work in
12 progress, so I'm sure there will be some changes to
13 the conceptual site plan as time goes on.

14 MS. SCHNEIDER: Thank you.

15 Any questions?

16 MS. DANIK: I do have one more comment just
17 about the size of the tank and units. The size of
18 the tank that we're proposing is actually 6,300
19 gallons. I heard 6,300 cubic feet, and I was like,
20 whoa, that's huge. So 6,300 gallons is basically 840
21 cubic feet.

22 MS. SCHNEIDER: Does that change your
23 analysis in any way?

24 MR. DITTO: No.

1 MS. SCHNEIDER: Okay. Thank you, both.

2 If we could move on to environmental now.
3 I would like to, I think, first discuss the
4 applicant's response to our LSP report that was
5 presented on November 7th.

6 MS. JOHNSON: Hi. Good evening. Cathy
7 Johnson from GEI consultants.

8 We initially prepared in July a summary of
9 environmental conditions for development of this
10 property. Fuss & O'Neill commented on that letter,
11 we commented on theirs, and now I'm commenting on
12 their comments, which I received today.

13 I don't have any profound objections to any
14 of Fuss & O'Neill's comments, to get to the nitty-
15 gritty. I can go through them point by point, if
16 you'd like.

17 MS. MORELLI: I think it might make sense
18 to have Mr. Chambers --

19 MS. SCHNEIDER: I was just going to say
20 that.

21 Great to know that you don't have any
22 fundamental objections.

23 Mr. Chambers, do you want to come up and
24 kind of walk us through the issues, and then maybe we

1 can hear a response from the applicant if necessary.

2 MR. CHAMBERS: Sure. For the record, I'm
3 John Chambers, LSP, from Fuss & O'Neill.

4 As mentioned, we kind of have been going
5 back and forth with our comment letters, so we've
6 kind of -- when I spoke here on November 7th, there
7 were three major issues: The contamination that
8 remains in the ground when you disturb the
9 groundwater, that's one issue; when you put a
10 building on, it can suck up the vapors from that,
11 that's the second issue; and the third was the
12 creation of kind of remediation waste on the site.
13 So we addressed those with seven points. I'll walk
14 you through them real quick.

15 The first issue was short-term dewatering.
16 The excavation of the garage is going down, I think,
17 20 feet, and that will be into the water table.
18 There was -- basically, we were in agreement with GEI
19 on the short-term dewatering: that they will have to
20 permit it. You may want to reserve the right for us
21 to review the permit documents and inspect the
22 system. GEI and the applicant had no objection to
23 that, so I think we're on the same page with that
24 one.

1 The bigger issue was -- number two was
2 long-term dewatering. In the initial submission,
3 they were considering a pumping system to keep water
4 from going into the basement/garage area to the
5 foundation. They have eliminated that based on their
6 recent comment letter and are going to waterproof the
7 foundation of the garage instead.

8 We are recommending that you may want to
9 consider some kind of explicit contingencies with
10 that because, effectively, that waterproofing system
11 really needs to be designed properly and work in the
12 long term because it will still be below the water
13 table, the depth of the garage.

14 So basically, we recommended that that --
15 and also, that waterproofing system acts as an
16 environmental control measure to control that
17 potentially contaminated groundwater. So we
18 basically said you should explicitly state that's an
19 environmental control measure in any approval.

20 That, secondly, that should be designed by
21 a professional engineer and stamped by it with the
22 town having sufficient time to review that design.

23 And then third, most likely the way that
24 gets installed, it's really going to be critical to

1 make sure it's done right, and you may want to
2 reserve the right to inspect that during
3 construction. That's a very difficult thing to
4 observe and inspect, kind of, after the building is
5 occupied and being used. So that was how we
6 addressed that issue.

7 The third issue was the remediation waste
8 accumulation. Basically, we asked the applicant, you
9 know, how are they going to deal -- if you're digging
10 20 feet down, you know, a huge footprint on the site,
11 how are you going to handle the waste? And if that
12 waste is stockpiled on the site for an extended
13 period of time or there's a huge volume of it, that
14 could be a nuisance condition.

15 They responded that they have not really
16 finalized how they're going to address that yet, so
17 we don't really have a lot of information on that.

18 You may want to reserve the right to -- you
19 know, there's three ways we mentioned in our letter
20 that address that, if you choose to address it: One
21 is you put limits on the volumes that are stored
22 on-site, that, you know, some smaller volume they
23 have to haul out before it gets too big; you could
24 live load, which, basically, as you excavate, you put

1 it in a truck and you drive it away so you aren't
2 stockpiling; or you could have some type of financial
3 assurance that if somehow they have a big stockpile
4 and run out of money, they would have to address it.

5 Depending on what they eventually do, you
6 may want to reserve the right for doing one of those
7 things, depending on what they propose when they
8 eventually get to that part of their design.

9 The fourth issue was bedrock removal. Due
10 to the constrained nature of the neighborhood and the
11 residents nearby, we suggested prohibiting blasting.
12 They agreed with that, so you may want to document
13 that.

14 The fifth issue was vapor intrusion. So as
15 I mentioned last time, if you have petroleum
16 contamination left in the ground and you put a
17 building over it, it can suck in the vapors and the
18 people inside can be exposed to it.

19 They have a -- with the garage, they're
20 going to have to have a ventilation system anyway.
21 The garage is between where the vapors would be and
22 the living space. That's a real good way to deal
23 with that kind of issue. We had recommended,
24 though -- but critical for that is that the

1 ventilation system will deal with the auto exhaust,
2 will also deal with the potential vapor vibration.
3 It has to run all the time, though, to work. It
4 can't shut down.

5 So similar to the recommendation on the
6 waterproofing, we think that's probably a critical
7 design piece, and you may want to reserve the right
8 to have -- note that as an environmental engineered
9 control in your approval and have a professional
10 engineer provide the design and have the opportunity
11 to review it and inspect it during installation.

12 The sixth issue was that -- who is
13 responsible for the environmental compliance at the
14 site? Currently it's Cumberland Farms. In their
15 response letter, they indicated that they are hoping
16 to resolve that in the future with Cumberland Farms.

17 Critical is going to be if you have, you
18 know, the waterproofing system and the ventilation
19 system acting as environmental controls, then you
20 really need to know who's responsible for maintaining
21 those. So until they get to the point that those are
22 not necessary, you may want to make your approval
23 contingent on the applicant being held responsible by
24 the town for that stuff.

1 And that was -- I think that was all the
2 issues. There was kind of a -- the seventh issue was
3 just they agreed that the overall removal of soil
4 with petroleum contamination or the groundwater they
5 pump during dewatering would have an overall positive
6 effect on reducing whatever contamination is left in
7 the ground. GEI obviously agreed with that.

8 So that's kind of a summary, if you have
9 questions.

10 MS. SCHNEIDER: Any other outstanding
11 items? I mean, it sounds like you had a fairly
12 productive exchange of comments with GEI. Are
13 there -- other than things that you're recommending
14 that we include as potential conditions of any
15 approval of this project, are there any outstanding
16 issues of concern?

17 MR. CHAMBERS: Not that I have. Everything
18 that we were concerned with was in the letter. I
19 think I touched on all of them.

20 MS. SCHNEIDER: Okay. Any questions?

21 MR. BOOK: No.

22 MR. ZUROFF: No.

23 MS. SCHNEIDER: Does the applicant want to
24 respond to anything we've heard from Mr. Chambers?

1 You don't have to, but if you'd like to, please feel
2 free.

3 MS. JOHNSON: Just for the sake of
4 completeness, I suppose.

5 We do agree that the waterproofing system
6 will need to be robust. We can -- it will be
7 designed by a professional engineer. We have a few
8 on staff, and it will obviously be up to the town's
9 discretion. If you feel it's necessary to conduct
10 oversight of installation, that's obviously your
11 prerogative. We have no objection to that.

12 We have no current plans to stockpile the
13 site at all. The site is very small. It's very
14 constrained. I'm sorry. This gets to Item 3,
15 on-site storage. I'm getting ahead of myself.

16 We do propose to precharacterize soil for
17 disposal. We will do a boring investigation to
18 identify the appropriate disposal facilities and have
19 the documentation ready for construction so that as
20 soon as the soil comes out of the ground, it goes
21 into a truck and goes away. We don't really foresee
22 that it's feasible to stockpile at all on-site,
23 particularly given that it's in a residential
24 neighborhood. It avoids issues with dust and dust

1 control and all sorts of things that we'd rather not
2 get into. So the plan is to load and go.

3 Regarding -- and I'm actually also pleased
4 to see that the footprint has been reduced on the
5 bedrock side. There's going to be substantially less
6 bedrock to be removed. That is good in terms of,
7 obviously, not blasting, but even in terms of rock
8 hammering or whatever needs to be done. There's
9 substantially less of it than we originally
10 anticipated.

11 Vapor intrusion: We do agree that the
12 fundamental recommendation that you need a backup
13 power supply for the garage is appropriate. I don't
14 know that we -- by the time we remove 6,000 yards of
15 soil and pump several hundred gallons of contaminated
16 groundwater out of the site, I'm not clear that the
17 waterproofing and the ventilation will need to be
18 controlled for petroleum contamination. We're going
19 to be taking out a substantial amount of it.
20 However, you need it. You need it for waterproofing
21 your building, and you need it for carbon monoxide
22 which is a much more immediate threat. And we would
23 agree that it's appropriate to have a backup power
24 supply for that system. That's just common sense.

1 Responsible parties: I understand that
2 ultimately the site will still be closed by
3 Cumberland Farms. They have an agreement with the
4 buyer that they're responsible for a certain portion
5 of remediation costs that are sort of specific and
6 above, sort of, the cost of the property. I think
7 they are hopeful, and we are also hopeful, that it
8 will be a fairly straightforward process once so much
9 material has come out of the ground, the site.

10 And yes, I agree that taking all this out
11 is a good thing. So that's it, really. I don't have
12 any other exchange.

13 MS. SCHNEIDER: Maria, did you want to --

14 MS. MORELLI: I just want to -- just to
15 clarify with Mr. Chambers and Mr. Ditto if there's
16 anything else that has to be done or designed during
17 the public hearing process.

18 MS. SCHNEIDER: With respect to
19 environmental?

20 MS. MORELLI: With the waterproofing, if
21 there's anything that the applicant needs to provide
22 now regarding that design, just about the timing.

23 MR. CHAMBERS: I mean, I guess in some ways
24 that's up to you. Typically, you know, certain

1 things like the waterproofing design typically
2 wouldn't be designed at the concept level, but you --
3 I presume that's within your right.

4 But I think that, you know, the applicant
5 should understand that if you're taking the time to
6 have us review it or a consultant review it, that if
7 there's issues that need to be resolved, they would
8 be resolved. Typically, that would go when you're
9 going through your building permit or in that regard.

10 But I think he obviously -- in the letter,
11 some of the things that were mentioned, like -- some
12 of the things you mentioned -- I got hit with this
13 letter at the last minute, so they weren't in, you
14 know, written response. But, you know, presuming --
15 I didn't disagree with anything she just said as far
16 as how they're handling that. And as long as on the
17 two major recommendations for the waterproofing and
18 the ventilation, that we have the opportunity to
19 comment on those designs when they come, it doesn't
20 matter to me, I guess is what I'm saying.

21 MS. SCHNEIDER: Okay. Thank you.

22 MS. MORELLI: The other thing is -- so
23 there would be town oversight, and this is -- I think
24 you might want to have Mr. Ditto just back this up.

1 So in our discussions -- the town doesn't
2 have the capacity or the expertise to really review
3 design or handle the inspection, so this is something
4 that we would have to rely on a consultant. And the
5 issue of cost, we would ask that the applicant be
6 responsible for those costs for the design review and
7 for the inspection.

8 MS. SCHNEIDER: And I think that would be
9 whether that happens before or after this board
10 renders a decision on the project. We would be
11 asking the applicant to pay for that peer review of
12 those plans.

13 Mr. Engler.

14 MR. ENGLER: We will comment on that when
15 we see the conditions and go through them. We don't
16 know what that will be, and we don't know what the
17 language is, so we'll see.

18 MS. SCHNEIDER: Maria, did you want to
19 raise anything else?

20 MS. MORELLI: No. I just want to be sure
21 that Mr. Ditto is okay with anything in this public
22 hearing process, if he needs to see anything further.

23 MS. SCHNEIDER: Mr. Ditto, could we just
24 call you back up -- I'm sorry -- just to respond to

1 Maria's question, which is a good one, which is, you
2 know, we are approaching the final stretch of our
3 review of this project, and I guess the question is:
4 Is there anything else, while we're still reviewing
5 the project, that you need to see with respect to
6 stormwater or anything else that you need to see
7 before we make a decision on the project?

8 MR. DITTO: No. I'm perfectly fine with
9 what I have right now.

10 MS. SCHNEIDER: Okay. And do you agree
11 with Maria's comment that to the extent that there's
12 a waterproofing system or anything relative to the
13 environmental condition of the project, that that's
14 not really something that the town has the internal
15 capability to assess, and that's the kind of thing
16 that we would need to sub out to someone?

17 MR. DITTO: Absolutely.

18 MS. SCHNEIDER: Okay. Thank you.

19 Anyone else have anything further?

20 (No audible response.)

21 MS. SCHNEIDER: Would the applicant like to
22 say anything else at this point, or anyone on the
23 applicant's team?

24 MR. ENGLER: Why not?

1 MS. SCHNEIDER: I could think of some
2 reasons why not, but...

3 MR. ENGLER: Having heard all of this --
4 and Maria reinforced wanting to find out if anything
5 more needs to be done. From our point of view,
6 nothing more designwise, presentationwise needs to be
7 done on these topics. Obviously, the design we're
8 working on. So really, it ties in a lot to
9 conditions and construction-related conditions, which
10 we're happy to review. So we don't really see the
11 need to provide any more on those three topics, but
12 we will certainly do something on design on the 21st.

13 MS. SCHNEIDER: Terrific. Glad to hear it.
14 Thank you.

15 One question that has come up as we
16 contemplate Mr. Engler's comments is we know that we
17 have received testimony about traffic and
18 transportation issues relative to the parking, but
19 the board remains concerned about the functionality
20 of the loading bays on Hammond Street. And I'm
21 wondering if that's something that the applicant is
22 intending to address in its design presentation, or
23 if there's been any further communication between
24 planning staff and the applicant about how that space

1 will be used, managed, approved, etc.

2 MS. MORELLI: I'll just maybe quickly
3 address that.

4 MS. SCHNEIDER: Thank you.

5 MS. MORELLI: So just to go back in time,
6 there has been some correspondence between the
7 project team and Mr. Ditto regarding that loading bay
8 space. The location of that space has actually been
9 moved closer to the Route 9 intersection, and the
10 shape -- the angle of the curb cuts, they're not
11 perpendicular. They're wider to make it easier for a
12 truck to go in and out.

13 We have had the police department look at
14 that. Their concerns have to do with, really,
15 pedestrian safety. Okay? It's going to be a
16 narrower sidewalk.

17 In addition, the transportation and
18 engineering division has looked at that, and they
19 don't have issues with the loading bay, necessarily,
20 on Hammond Street, but I do believe that Mr. Ditto
21 has yet to comment on it being closer to Route 9, if
22 I'm not mistaken.

23 There would be some conditions related to
24 the loading bay. So, in general, Mr. Ditto is not

1 opposed to having a loading bay on Hammond Street,
2 but there are a few considerations:

3 One, there is a narrow sidewalk about
4 4 feet wide. There would need to be an easement
5 agreement with the applicant regarding having
6 pedestrians walk onto their property. There's not
7 enough room. The applicant would need to be
8 responsible for snow removal. And the loading bay
9 would not be exclusive to the applicant's property.
10 That would be for that entire strip.

11 And I'm not sure if there's any other
12 details that I've forgotten, Mr. Ditto.

13 MR. DITTO: Our main concern is the
14 proximity of the northerly end of the loading bay
15 with respect to Route 9. We feel that's too close,
16 doesn't give enough time to maneuver in and out. So
17 as far as the width of the sidewalk, we've had that
18 issue before in town. We've taken easements to make
19 up the difference. We're comfortable with that. But
20 the proximity of that loading bay is a real issue
21 with us.

22 MS. SCHNEIDER: And is that something that
23 the applicant is aware of?

24 MR. ENGLER: We're not aware of that.

1 MS. BALAKRISHNA: We can have further
2 discussion.

3 MS. SCHNEIDER: Okay. I would encourage
4 the applicant and staff to -- in particular, if
5 there's a way to address this, you know, in the
6 context of some of the project design changes that
7 you're contemplating, that might be a good time to
8 work out that detail as well.

9 Okay. Thank you.

10 We are now going to open this up for public
11 comment. I would just remind folks that public
12 comment tonight is going to be limited to the topics
13 that we've discussed on our agenda, so that is the
14 revised parking plan by the applicant, stormwater
15 design, and environmental conditions.

16 If you are going to speak, please come up
17 to the microphone, give us your name, your address,
18 and let us know what you're thinking. In the
19 interest of time -- it is getting late -- if someone
20 else has already made the comment that you were
21 planning on making, please consider just saying, I
22 agree with what my neighbor said.

23 MR. WALTERS: Good evening, members of the
24 board. I'm Jacob Walters. I'm an attorney here in

1 Brookline at 27 Harvard Street, and I'm here on
2 behalf of the owner of the commercial property
3 located at 614 Hammond Street, Elias Delany. Eli and
4 his family have owned this particular property for
5 over 40 years. It consists of five commercial
6 spaces -- a building with five commercial tenants,
7 and it is the direct abutter to the proposed project.

8 I'm really here to ask -- I have been asked
9 by my client to speak about the parking issues.

10 Mr. Delany wants something in that empty space. He
11 has no opposition to a residential or a 40B or any of
12 that. The concern is -- and ultimately the concern
13 of his commercial tenants -- is about parking.

14 And I want to point out a couple of things
15 that I think are very important here. Despite the
16 improvements of the initial design, I think we have
17 to look at the reality of the situation, which is
18 that if they're going to be charging market rates for
19 parking, there are going to be any number of people
20 who would otherwise be going to those retail spaces
21 that are going to look for on-street parking.

22 I also believe that despite the extra lane
23 that they've put in, that the fact of the matter is
24 there will at times, particularly, perhaps, on

1 weekends, when -- given pedestrians walking by,
2 given -- however hard the valet people are working,
3 there's going to be a backup. And when that
4 happens -- I won't even speak for this moment about
5 traffic on Route 9. What I'm going to suggest is
6 people are simply going to forgo turning into that
7 parking space, and they're going to look for
8 on-street parking.

9 Now, over the years that the Delany family
10 or their trust has owned this building, parking in
11 the neighborhood has gotten -- the number of parking
12 spaces on the street has gotten fewer and fewer. In
13 the past several years, parking used to be allowed on
14 Route 9. It's gone away. And there are fewer spaces
15 on both Hammond and Heath Street than there were even
16 five years ago. This has put enormous pressures on
17 other retail -- existing buildings and merchants in
18 this neighborhood, and I'm hopeful that this board
19 will take into consideration the concerns of those
20 people who are there now who are already struggling,
21 getting complaints, and losing customers because
22 there's nowhere to park.

23 I want to point out that -- maybe because
24 I'm over 55 by a bit -- that the fact that it's a

1 building for over 55 -- if it was over 75, for
2 example, I would say, yeah, they're not going to
3 drive. But no. I'm going to suggest to you that
4 virtually everybody in this building is going to have
5 a car. And for those who don't, I'm suggesting to
6 you there will be others who want two spaces.

7 I don't know what the rents are going to
8 be, but I'm going to suggest to you that because of
9 the neighborhood it's in, other than the affordables,
10 these will probably be market rents, and those people
11 in these apartments are going to probably be still
12 working and they're going to have enough money to
13 rent two spaces if they have to, or if they want to.
14 And I know that's a generalization, but I think we
15 can take into account we're talking Chestnut Hill.
16 And I'm guessing, and I don't know this for a fact,
17 that the rents are going to be pretty substantial,
18 which means you're going to have people of some
19 means, other than the affordables, living there.

20 I will agree, though, that charging for
21 parking for the retail spaces will depress the number
22 of people coming in.

23 But I also want to point out, when they
24 talk about the 2.5 spaces per 1,000 square feet on

1 the retail, that makes sense, except I think we're
2 operating in a vacuum. Because other than the
3 promise that I understand was made about no food,
4 which I hope will be a condition should this all be
5 approved, I do want to point out that we're in a
6 vacuum in the sense that we don't know what's going
7 into those retail spaces. Imagine a bank. There
8 will be heavy traffic. Obviously, if it's some kind
9 of very high-scale jewelry store, perhaps not so.
10 But I'm going to suggest that it's all dependant on
11 what goes in there, and we simply don't know. And I
12 think that's a factor that needs to be considered.

13 And I also don't know that it's in this
14 board's power or purview to tell them what can go in
15 there. I don't think that's realistic at all. So I
16 think we have to assume that there's going to be a
17 fair amount of retail traffic, which again, adds to
18 the burden of the parking lot and also adds to the
19 burden on the street, which is again, not to repeat
20 this, but my client's big concern.

21 I also want to point out, as was mentioned,
22 I guess, at the selectmen's hearing -- and I happen
23 to be one of those people as well -- one of the
24 selectmen indicated that they personally don't use

1 valet parking, that they'd much prefer to park on the
2 street. I tend to be that way, and I suspect there's
3 a number of folks who just would rather not do that.
4 Not about money, just about finding my own space and
5 not having to deal with it.

6 I also want to point out -- this is a
7 personal comment. I mean, I'm not an expert in any
8 sense. But we have a grandchild in New York, and we
9 go a lot. We go on a Saturday, and it's empty. And
10 we go to those parking spaces where they have the
11 stacks. And I can tell you, my own limited personal
12 experience, it's never three minutes, it's never four
13 minutes. It's sometimes six or eight or ten minutes.
14 I don't think it's realistic to expect that this is a
15 three-minute turnaround. And that's not because the
16 valet people don't work hard. I think it's just not
17 realistic, and that's my own personal comment.

18 So I want to ask a couple of questions. I
19 pose these as questions really for future reference
20 by this board to the applicant. And one is: If
21 there's 69 spaces and everybody in the building, all
22 the residents, have a parking spot, that's 45. And
23 on a busy Saturday, the retail fills up the rest. If
24 a resident -- and by the way, my sense is that

1 because this isn't a neighborhood where people
2 walk -- again, the comparison to Coolidge Corner is
3 applicable. Nobody drives in Coolidge Corner to go
4 to their errands. But I think in this particular
5 spot, a lot of folks are going to drive to their
6 Saturday or Sunday errands.

7 And one of the questions I want to pose is:
8 Do they turn away retail so that they won't ever have
9 to tell the resident that's going to do errands and
10 comes back that the lot is full, you can't park here?
11 Do they keep spaces aside so that there can be
12 families who come -- of the residents -- who are
13 coming for brunch, for lunch, for dinner, whatever it
14 is, a visit from out of town. Do they tell them,
15 sorry, the retail -- the 24 spaces that are left, or
16 whatever the numbers are, are all full now so your
17 family has to go elsewhere? Or you, as a resident,
18 we're full now?

19 So what is the plan in terms of keeping a
20 certain number of spaces always available for
21 residents, and how does that impact the retail? And,
22 again, that impacts the neighborhood, the street.

23 I think those are valid questions, along
24 with the one which we hope doesn't happen, but I'm

1 thinking of two winters ago. What do they do with
2 the snow if there's a storm? I know they're going to
3 shovel, they're going to do whatever, but where are
4 they going to put it? A question, perhaps, that
5 needs to be thought about.

6 I want to close with just a couple other
7 things. And I know this is not before you tonight,
8 but I do think this board is within its rights to be
9 aware of the fact that there's going to be, perhaps,
10 a new school in the neighborhood, which will be
11 mostly -- unlike the neighborhood schools now where
12 most of the kids walk, they're going to be commuting.
13 And while I recognize that you don't have any data
14 before you, I think it's reasonable to consider, down
15 the road that's going to be before us as a town, and
16 I think, once again, it has some bearing on this
17 particular parking in this particular neighborhood.

18 The only other points I'm going to make in
19 closing -- and these, again, are personal but I think
20 they don't relate only to me. And that is: I've
21 been in the village now, my office, for
22 thirty-something years, and I go to Dedham a lot
23 because I go to court. And I've been driving the
24 same way to Dedham for years: Route 9, left on

1 Hammond, down I go. It has gotten worse and worse
2 over the years, to the point where I'm now looking
3 for others ways to get to Dedham, despite all my
4 years of that same way. And it has to do with the
5 existing problem with parking. And while I
6 appreciate the efforts that have been made here, I
7 think there's a real concern that it's going to get
8 worse again.

9 The only other comment I want to make --
10 and I want to say in advance of this that I have
11 great respect for the parking consultants and for the
12 analyses they make. But I've handled some zoning
13 matters on Route 9, and I've had parking consultants
14 at our firm that have come to us. And I've actually
15 said once or twice to them, "Is there really no
16 impact, honestly?"

17 And the answer I get is always, "Well,
18 Route 9 is a parking lot, so the fact that there's
19 all these other cars, yeah, there's no impact because
20 it's already horrible."

21 I think, perhaps, you know this already,
22 but I think it's worth mentioning, what while, again,
23 those people do hard work and they make their
24 analysis, the fact of the matter is, Route 9 is

1 already horrible and we want to try and suggest to
2 you to not make it any worse. Thank you. Very much.

3 MS. SCHNEIDER: Thank you.

4 MR. KOBES: Good evening. I'm David Kobes.
5 I live at 629 Hammond Street.

6 I agree with all the comments that were
7 just made, and I'd like to build a little bit on them
8 within the context of the loading zone. The loading
9 zone -- I don't know if we could bring up the diagram
10 of it.

11 So it's there to the left of the building.
12 And as you can see, it's designed to be for one
13 vehicle, one vehicle only.

14 And I have a question before I go on, and
15 that is to the new developments, which are three
16 lanes within the parking. I guess I have a question:
17 Are any of those cars that come in meant to just drop
18 off and turn around, or do they have to park the car?
19 Do they have to keep going?

20 MS. SCHNEIDER: I think that we had asked
21 that question, and I think that -- and I don't see
22 the parking consultant.

23 MS. BALAKRISHNA: He had to leave.

24 MS. SCHNEIDER: Okay. But I think that we

1 asked that question, and I think the response was
2 that cars are not meant to -- and UPS delivery
3 trucks, etc., are not meant to be making deliveries
4 there. They may accidentally find their way there
5 and then be redirected out, but the regular
6 deliveries would be at the loading on Hammond.

7 Is that accurate?

8 MS. KOBES: Okay. Thank you. That's what
9 I thought.

10 Well, the loading zone will only -- if it
11 does accommodate only one vehicle at a time, surely a
12 a building that has the proposed 45 residential units
13 and several commercial businesses would, at some
14 point, have somebody that wants to park in that
15 loading zone to unload -- would want to also unload,
16 even though there's a vehicle right there. They
17 might want to do trash removal, or they may have a
18 moving van or other large vehicle that's serving the
19 functions of that building. A tenant might drop off
20 or pick up somebody when they know they can't -- even
21 on the proposed driveway, that they can't just drop
22 off and turn around. The same might be for a
23 commercial customer.

24 So I think the result of these would be

1 double-parked vehicles at some point in time. And I
2 don't know how often. I don't know what the studies
3 would show. But I'm sure that it would happen. And
4 when it would happen -- and I think we had a
5 discussion on this at the last hearing -- that it
6 would bottle up the traffic considerably.

7 So if -- we also recognize that the lanes
8 on Hammond Street are very, very narrow. As we try
9 to go up there, I have to go down to one lane if
10 there's a big truck there. It's very narrow. So
11 what would happen if this is bottled up, and I'm sure
12 it will be every now and then. We've also already
13 mentioned that traffic is extremely high. The study
14 shows that it's an LOS7, which means it's as high as
15 it can get. And it's a failure, I think is the term
16 used to define that 7 level.

17 So we have a school coming up. We have the
18 other already existing traffic. People are going to
19 be dodging those cars and trucks, and it's a
20 dangerous situation. So I want to clarify that I
21 think this dangerous situation is something that
22 right now doesn't exist. But because of the bottling
23 up that would occur because of the building, it's a
24 cause by the building. It's something new and

1 something that otherwise would not exist. So it
2 won't -- there's a lot of safety issues that are
3 caused by the building itself. Thank you.

4 MS. SCHNEIDER: Thank you.

5 MS. FEHRENBACH: Hi. My name is Grace
6 Fehrenbach, and I am also an abutter, 517 Heath
7 Street. And I just have a list of questions, so I'm
8 just going to say them.

9 One thing that I was concerned about is
10 when we were talking about parking, there was -- they
11 say they're market rate. But if there's low-income
12 housing, will the low-income residents receive a
13 reduced rate, or is parking going to be prohibitive
14 to these residents that we're hoping to serve with
15 this building?

16 The other thing is, talking about the
17 driveway improvement, it does look like there are
18 many improvements here, but most people do take the
19 path of least resistance, especially if you're, like,
20 in my case, with small kids. You're going to want to
21 pull into that driveway right off of Boylston, just
22 drop off your kids or whatever, and then turn around
23 and pull out and not even worry about valet parking.

24 There still isn't a way to turn around

1 without what was said tonight, at least a three-point
2 turn, and that is noting that there would be a clear
3 enough area for someone to make that turn. So that's
4 still a concern to me.

5 Also, the comment was made that there would
6 be two attendants managing the parking in most cases,
7 three if needed. I work at Harvard Medical School.
8 We have stackers, we have garages. If you have two
9 attendants trying to pull in and out of all these
10 cars, that means -- in three minutes to five
11 minutes -- it means that they're both going to be
12 downstairs. So is it possible to -- with the two
13 attendants that is being asked -- proposed -- is it
14 really possible and feasible to manage the driveway
15 situation and have somebody there and present to do
16 so, as well as turning around cars in three- to four-
17 deep parking situations underground? So that was one
18 concern.

19 And I just -- I'm not looking at the
20 garage, but where is the ventilation system coming in
21 and out for the garage? I wanted to make sure that
22 that is -- it's already on the plan somewhere. And
23 it is? Okay.

24 And then as far as the elevators are

1 concerned, the vehicle elevators, are they operating
2 on independent circuits so if one goes down, the
3 other is still working? So that's also a big deal
4 for emergency use and such. Or are they operating on
5 the same circuit?

6 And if the loading bay is not approved,
7 does this plan then, for the right side of the
8 driveway, make sufficient accommodation for loading
9 and -- loading bay needs? That's it. Thank you.

10 MS. KOBES: Hello. I'm Hedva Kobes at 629
11 Hammond.

12 I'd like to agree with the comments that
13 went before, and then I have a question I've been
14 pondering, which is this term "market rate." A
15 gentleman mentioned that we are in a twilight zone
16 between a suburban and an urban environment, and it
17 seems to me that this building, as now configured,
18 moves much more towards an urban environment than we
19 actually are right now.

20 The market rate for parking to shop in our
21 neck of the woods is zero. There is no cost to park
22 along the street, as they call it, that has all that
23 retail. There's no cost to park at Peet's Coffee,
24 there's no cost to park to go to the jewelry store or

1 the wine store, there's no cost to park to go to the
2 Wegmans shopping center. All of the buildings that
3 I'm aware of that people live in have parking spaces,
4 or built them in the way 629 Hammond does.

5 So I'm a little troubled with the
6 description of solving the parking problem by making
7 it prohibitively expensive and then at the same time
8 calling that market rate. For this community, that's
9 not market rate. This is a big step into a brave new
10 world of urbanism that we're not ready for. Thank
11 you.

12 MS. SCHNEIDER: Thank you.

13 MS. KHAN: Hi. Janice Khan, town meeting
14 member from Precinct 15, and I live at 63 Craftsland
15 Road.

16 So I'd like to sort of bring a little bit
17 of context to some of those comments that have been
18 made before I agree with them all.

19 In the description of this parking -- the
20 parking for this project, it's clear that this is an
21 urban, in fact, building that has no comparable --
22 there's nothing comparable in the area to this. I
23 totally agree that while paid parking is the rule in
24 Boston, it is absolutely not the rule in this area.

1 And I'd like to talk a little bit about the
2 affordable parking, or parking for the affordable
3 units. This came up as a very big controversy when
4 they built the Avalon Bay development in Newton, and
5 there was a lot of backlash against that developer
6 who also chose not to -- who chose not to do
7 affordable parking for the affordable units. And
8 there was tremendous outcry against that. It really
9 does slant these units. It makes them sort of
10 second-class citizens because they can't fully avail
11 themselves of what other people who have more money
12 can do, and this seems not in the spirit of providing
13 affordable housing. So I would hope that the
14 developer will consider that in the pricing of these
15 parking spaces.

16 And with that in mind, I just wondered
17 whether there's any thought to having Zipcars or
18 something there. There was an idea of not -- you
19 know, that not everybody would want a car all the
20 time. And that may, in fact, be true, but, you know,
21 I was thinking that there might be some other way of
22 making at least temporary or part-time use of cars
23 there.

24 Then the idea of valets, too. The Atrium

1 used valets a little bit. It was not successful for
2 their retail stores. They did not do well. It was
3 successful for -- maybe for the restaurant. So
4 having valets may not, in fact, help with their
5 retailers, which will, again, push people onto the
6 streets into parking that's become increasingly rare.

7 And the question I had -- in looking at
8 this, I noticed that there were seven outside spaces
9 that were in the count of sixty-nine. Sixty-two were
10 indoors, underground. But when I looked at the
11 map -- I don't know if you could pull it up -- it
12 said that they were four and three on the surface,
13 and I wondered what that meant, the seven surface
14 parking spaces.

15 So only sixty-two are -- sixty-two are
16 underground, and so there were four -- even with
17 glasses -- four staging spaces in the drive side and
18 three surface spaces. But if they're actually -- if
19 cars are actually coming in and out, how do they
20 serve as parking spaces? Is that a fair question?

21 MS. SCHNEIDER: I think what I will -- are
22 you done? I didn't want to cut you off.

23 MS. KHAN: Yeah. I mean, those were my
24 main points, was the affordability factor should be

1 factored in for the affordable units, that, you know,
2 that does cause a lot of concern. And, yes, and what
3 those spaces -- actually, how they would function in
4 the context of this project.

5 MS. SCHNEIDER: Okay. I am going to ask
6 the project team, if they don't mind, to come up and
7 explain -- to clarify the issue of the surface
8 parking spaces, the drive aisle parking spaces, in
9 response to this question.

10 I also am curious if the applicant has
11 given any thought to the pricing of parking spaces
12 for the affordable units.

13 And also, I think one comment that we heard
14 from Walker Parking was about either, you know,
15 bundling or bundling rent for the units versus rent
16 for the parking spaces, and I'm curious what the
17 applicant's thinking is on that as well.

18 MR. ENGLER: Do you want that now, or after
19 everybody's done?

20 MS. SCHNEIDER: I think everyone is done.
21 Is there anyone else who wanted to comment from the
22 public, or can we move on to getting these questions?

23 (No audible response.)

24 MR. ENGLER: Bob Engler, for the developer.

1 Affordability, of course, has been my
2 business for 40 years. That's an issue between the
3 subsidizing agency and the developer. It's not been
4 solved yet. There are a number of ways it can
5 happen.

6 In a lot of developments, the affordable
7 units -- they either get the unit -- they're either
8 parking free, or if they pay for it, it's part of
9 what they have to get as a 30 percent ratio of their
10 costs. So it, one way or the other, comes off their
11 rent because they're not paying for parking.

12 They may not have to pay for parking if
13 MassHousing thinks that it's a viable option for them
14 to live there and have other options for driving,
15 that they don't need a space. We don't know yet,
16 because that's a final approval decision between us
17 and the subsidizing agency. So that's really not --
18 with all due respect, that's not a condition that the
19 zoning board would put on about the affordable
20 parking. It's certainly a valid question, and I
21 tried to answer it the best I could, but we just
22 don't have an answer right now.

23 If you want us to talk about the market,
24 that's another almost private issue that -- you're

1 trying to turn it into a safety issue, how much we're
2 going to charge for parking, which we don't quite
3 agree with at this point. And we don't have a number
4 yet. It's conceptual. There will be a charge for
5 parking. There ought to be. There is in most places
6 like this. So what that is and how that works out is
7 kind of an issue to be solved later on.

8 MS. SCHNEIDER: Yeah. I don't think we
9 were asking about the pricing, at least I wasn't. My
10 question was whether or not the cost of parking was
11 going to be in addition to rent or if it's going to
12 be included in the rent for the market-rate units.

13 MR. ENGLER: Well, again, we have market
14 studies that say, here's the rent, here's the
15 parking, or the parking's free, here's the rent. So
16 it's fungible in that sense. People can choose
17 parking or not with lower rents. So that's probably
18 the way it's going to go.

19 MS. SCHNEIDER: Do you want to address that
20 any more directly than your consultant?

21 MS. BALAKRISHNA: Our plan is to separate
22 the cost of parking from the rent.

23 MS. SCHNEIDER: Thank you.

24 Now, can someone from CBT or the parking

1 team come and just talk about the question about the
2 spaces, the sixty-nine, four, and the three surface
3 spaces, just to clarify it for the public.

4 MR. PANDYA: So I guess the reality of the
5 matter is is that -- so the thought here is always --
6 and I think this is what the parking consultant was
7 referring to as well -- is that there's always a
8 notion of temp parking spots, whether someone says,
9 I'm going to be back in 15 minutes, and they take the
10 car downstairs and park it in one of these areas or
11 in an actual spot or not, versus on the surface. If
12 it's a temporary, it's going to depend on time of
13 day.

14 The sort of collective thought was that an
15 area, especially back in this zone, can be used, but
16 if there's any kind of temp, it's on the parking
17 team's sort of judgment to use that. So they talk to
18 them. Yup, we have these spots, especially when it's
19 very, very short term. And, again, it depends on
20 time of day, peak hours, etc., etc. So, you know,
21 the reality of using those, we felt that those were
22 feasible. Again, it depends on what section of the
23 day you're referring to.

24 MS. SCHNEIDER: So if we were --

1 MR. PANDYA: And the parking still works
2 despite that number.

3 MS. SCHNEIDER: I mean, I guess my question
4 is: So parking, which I guess I always sort of
5 viewed as overflow parking in the drive aisle, that's
6 included in the 69 spaces?

7 MR. PANDYA: Yes.

8 MS. SCHNEIDER: Okay. Is that different --
9 I'm sorry. I'm focusing on this just because there
10 was a question about this. So we see four staging
11 areas in the drive aisle. Is that what we just
12 talked about on the far right side?

13 MR. PANDYA: Correct.

14 MS. SCHNEIDER: And what are the three
15 surface spaces?

16 MR. PANDYA: So three on the left.

17 MS. SCHNEIDER: So we're talking about
18 seven spaces in the driveway?

19 MR. PANDYA: Correct.

20 MS. SCHNEIDER: Okay. Thank you.

21 MS. BALAKRISHNA: If I could just add one
22 short comment. We had tried -- the parking
23 consultant for the town had recommended that we
24 minimize the use of stackers, and that is what we

1 have -- one of the significant changes that we wanted
2 to accomplish with the new parking plan.

3 You know, we -- depending on how the
4 experience with the -- the numbers that have been
5 discussed tonight say that we won't need, generally
6 speaking, to use all of these spaces that are
7 available, but if we needed to, we have the ability
8 to add more stackers if that was the case. So, you
9 know -- but we're -- we want to improve the flow in
10 the operation. So this is what we felt or what our
11 experts felt were the -- was the better solution.

12 MS. SCHNEIDER: Okay. Thank you, everyone,
13 for all of the information and comments tonight. Our
14 next hearing is going to be on December 21st at
15 7:00 p.m. As previously stated, the topic of that
16 hearing is going to be our architectural peer review
17 responses to any changes, and I believe we mentioned
18 there's also going to be rubbish and recycling and
19 noise discussed at that hearing as well. Thank you.

20 We're continued to December 21st.

21 (Proceedings adjourned at 9:13 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:

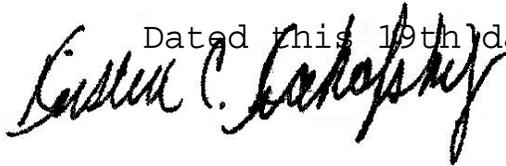
4 That the foregoing proceedings were taken
5 before me at the time and place herein set forth and
6 that the foregoing is a true and correct transcript
7 of my shorthand notes so taken.

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 Dated this 19th day of December, 2016.

14
15



16 _____
17 Kristen Krakofsky, Notary Public

18 My commission expires November 3, 2017.

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1 47:22	2 57:15	3-foot 12:22 13:24	6,300 58:8 59:18,19,20
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