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Volume I
Pages 1-84

Brookline Zoning Board of Appeals Hearing
134-138 Babcock Street
Comprehensive Permit Application
Babcock Place, LLC
May 10, 2017, 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 Jesse Geller, Chairman

4 Christopher Hussey

5 Kate Poverman

6 Mark Zuroff

7

8 Town Staff:

9 Alison Steinfeld, Planning Director

10 Maria Morelli, Senior Planner

11

12 Applicant:

13 Robert Allen Jr., Esquire, Law Office of Robert L.

14 Allen, Jr., LLP

15 Geoff Engler, Vice President, SEB, LLC

16 Peter W. Bartash, Associate Principal, CUBE 3 Studio

17 Shawn Kelly, Vanasse & Associates

18

19 Members of the Public:

20 Dan Hill, Esquire

21

22

23

24

1 PROCEEDINGS:

2 7:03 p.m.

3 MR. GELLER: Good evening, everyone. This
4 is an application for a comprehensive permit under
5 Chapter 40B Mass. General Laws. This is to construct
6 62 rental residential units and 31 at-grade parking
7 spaces at 134-138 Babcock Street.

8 Tonight is our first hearing in what will
9 be a number of hearings, and there will be a process
10 to the hearings altogether. And by the end of the
11 process, what we would hope is that it will give the
12 board an opportunity to understand the project and
13 deliberate and make a decision.

14 Tonight will be dedicated to administrative
15 details. We will hear from staff, I assume about the
16 PEL and other requirements for the application. We
17 will skip what I think is a helpful component, which
18 is an overview of what is and what is not permitted
19 under 40B. Unfortunately, our consultant is under
20 the weather this evening, and we're hopeful that by
21 the next hearing, which will be scheduled for
22 June 21st, that she will be available to review the
23 finer points of 40B for all of us.

24 We, as part of typical 40B proceedings and

1 to assist us with technical details, typically engage
2 the assistance of peer reviewers. Although we
3 haven't heard anything about the project yet, I'm
4 going to take a shot in the dark that transportation
5 would be one peer reviewer that we likely would need.

6 Is there anything else that staff is
7 recommending?

8 MS. MORELLI: Good evening, Chairman
9 Geller. Maria Morelli, senior planner, planning
10 department.

11 Staff is recommending that we have a
12 transportation consultant, James Fitzgerald; and Art
13 Stadig from Walker Consulting, who would be handling
14 the parking; as well as Cliff Boehmer, who would
15 handle the site and building design.

16 Now, there will be stormwater. We've
17 talked to the director of engineering about technical
18 assistance outside of his staff, and he feels that
19 that can be handled in-house.

20 So those are -- the two peer reviews are
21 basically parking/traffic and site and building
22 design.

23 Typically, the applicant does pay for --
24 incur those costs, but you do need to ask the

1 applicant.

2 MR. GELLER: Applicant, you've heard what
3 is being recommended? Will the applicant agree to
4 pay for them?

5 MR. ALLEN: We will.

6 MR. GELLER: Thank you, Bob.

7 Okay. In terms of -- just briefly, for the
8 record, my name is Jesse Geller. To my immediate
9 left is Mark Zuroff. To Mr. Zuroff's left is Chris
10 Hussey. To my right is Kate Poverman.

11 Tonight -- the hearings will be in the
12 following order: We will first hear the applicant's
13 presentation. That's going to occur tonight. At
14 future hearings, we will give an opportunity to take
15 testimony from the public, from town departments and
16 boards. We'll hear from our peer reviewers. This is
17 an iterative process. We will ask the applicant
18 whether they will participate in a series of meetings
19 with the planning department.

20 Applicant, will you participate in that
21 process?

22 MR. ALLEN: We will.

23 MR. GELLER: And just so everyone
24 understands, that process will not be attended by a

1 member of the ZBA. The planning department
2 representative has no authority to make decisions.
3 But rather, what will happen is they will come back
4 to the ZBA at the next open hearing, and they will
5 report back. And what will drive the discussion will
6 be comments from the ZBA and testimony taken at the
7 hearings. So I want to be clear about that component
8 of the process.

9 Tonight's hearing and future hearings are
10 all being preserved for a record. There's a
11 stenographer.

12 Is it also being --

13 MS. MORELLI: It's being televised.

14 MR. GELLER: It's also being televised.

15 MS. STEINFELD: I don't know if the
16 applicant has agreed to pay for the stenographer yet.

17 MR. GELLER: Will the applicant pay for the
18 stenographer?

19 MR. ALLEN: We will, Mr. Chairman.

20 MR. GELLER: Thank you.

21 And the transcripts will be available --
22 two weeks?

23 MS. MORELLI: Two weeks after each hearing.

24 MR. GELLER: Two weeks after each hearing,

1 it will be available at the online site for the
2 planning department. So anyone who is interested in
3 this matter can either read it online, or you can
4 print it off, but you have those transcripts
5 available to you.

6 There will also be available the various
7 exhibits and presentations that are part of this
8 application. So you'll be able to find all of those
9 materials online.

10 Anything else?

11 Anyone who wants to offer testimony --

12 MS. MORELLI: You can email the planning
13 department. You can email me at
14 mmorelli@brooklinema.gov, and that will be forwarded
15 to the ZBA and posted online promptly.

16 MR. GELLER: Let me also urge people. We
17 will be taking public testimony, but it is very
18 helpful to the board if we receive testimony -- if we
19 receive your comments in written fashion, and we get
20 it in sufficient time before hearings that we really
21 can take a look at it and consider the content. So
22 Maria's given you an email address. You can
23 certainly circulate things to that email address.
24 But, again, there will be an opportunity for people

1 to offer testimony at a hearing. So again, written
2 fashion is great, but you'll have an opportunity to
3 speak as well.

4 Maria?

5 MS. MORELLI: Just a few details before the
6 applicant presents. I do understand that Mr. Slater
7 has invited residents to speak with him directly.
8 The town does encourage interactions between
9 developers and abutters. It's certainly encouraged
10 throughout the public hearing process. I just wanted
11 to state that.

12 One of the more administrative details that
13 we do when we receive a ZBA application is, per the
14 state regs at 760 CMR 56.05 2(a) through (h) and also
15 the ZBA regulations under Section (h), there are a
16 list of components that comprise a complete ZBA
17 application, and staff has reviewed the application
18 against those standard requirements. Again, these
19 are just for the components. It's not a review of
20 the content. Staff and our 40B consultant deems the
21 application complete. We sent a letter to Mr. Slater
22 outlining some areas where clarification is required,
23 and we would ask for those required materials before
24 the next hearing on June 21st.

1 We've also asked for additional materials
2 in terms of a 3D model with the surrounding context,
3 massing of the abutting properties represented. They
4 can be represented simply as gray masses, but the
5 proposal does need to be -- have some detail.

6 And also shadow studies are very helpful
7 that compare existing and proposed conditions at
8 different times -- for times through the year.

9 I also want to state that throughout this
10 process, staff, boards, and commissions will be
11 reviewing this proposal and giving the ZBA comments.
12 And that can take place at the next hearing. We
13 haven't exactly decided how that's going to play out.
14 But normally, the second hearing is when staff,
15 boards, and commissions provide testimony to the ZBA.

16 Several boards, actually, would like to see
17 plans as they evolve, so they can comment multiple
18 times during the public hearing process. And I
19 wanted to assure the public that staff will be
20 looking at things very closely.

21 You've discussed peer review. Throughout
22 these reviews, there might be additional materials or
23 visuals that would be helpful to the ZBA, and that
24 can come out of those processes and will be made

1 available to the public promptly.

2 There is one other detail, and that has to
3 do with a site visit. Normally, early in the
4 process, a site visit is scheduled for the ZBA and it
5 is announced to the public. It would be helpful if
6 you are able to determine what morning would work for
7 you, so we can just establish that date and time and
8 announce it to the public. If you want to maybe --

9 MR. GELLER: Let me just add one thing.
10 The site visit is actually an opportunity for the
11 board to walk the site. We would ask that the
12 parameters of the structure be marked so we have a
13 sense of height and where the walls will be, the
14 corners will be.

15 The applicant will do that; correct?

16 MR. ALLEN: Correct.

17 MR. GELLER: It is not -- people have
18 trouble with this one. It is not an opportunity for
19 us to take testimony. We're not taking testimony at
20 that site visit. It is an opportunity for the ZBA to
21 ask questions of the applicant. So I just wanted to
22 be clear on the purpose of the site visit.

23 Do people know their calendars?

24 MR. ZUROFF: What we are looking at?

1 MR. GELLER: Maria?

2 MS. MORELLI: Well, it actually depends
3 on -- it would be helpful to have the architect
4 present at the site visit, so --

5 MR. GELLER: Peter needs to be there.

6 MS. MORELLI: Right.

7 MR. GELLER: Let me also suggest that it is
8 helpful -- I'll take it back. What I was going to
9 say was it would be helpful that we have a sense -- a
10 real sense of what the improvements will be, and that
11 may necessitate a secondary site visit.

12 MS. MORELLI: I understand what you mean by
13 "improvements," but I think the public might be
14 confused by it. Do you mean revisions to the plans?

15 MR. GELLER: Correct.

16 MS. MORELLI: Okay. I haven't addressed
17 that. That's really up to the applicant.

18 MR. GELLER: That's not what I meant by
19 "improvements." Improvements, I mean structure, what
20 they're building on-site.

21 MS. MORELLI: So you want to see an outline
22 of the footprint stakes on the site?

23 MR. GELLER: Yes. As I've mentioned, this
24 is an iterative process. And to the extent that

1 there are changes forthcoming that are important to
2 the board's thinking, we may need to see it again.
3 That's my point.

4 MS. MORELLI: Understood.

5 Okay. So Mr. Bartash might want to suggest
6 some dates for the ZBA.

7 MR. BARTASH: We'll probably need about two
8 weeks to get everything staked out and marked out
9 on-site, so that puts us in either the end of the
10 last week in May or the first week in June.

11 MR. HUSSEY: I won't be available the last
12 week in May, and I'll be back, I think, the 3rd,
13 Thursday or Friday -- Friday or Saturday of June.

14 MR. BARTASH: So the week of the 5th?

15 MR. HUSSEY: Yeah, I think so. I think
16 that would be all right.

17 MR. BARTASH: Monday or Tuesday morning,
18 the 5th or the 6th?

19 MS. POVERMAN: Monday is good for me.

20 MR. ZUROFF: Monday is fine.

21 MR. GELLER: So can we make it 8:45?

22 MS. MORELLI: 8:45 on Monday June 5th.

23 Okay. And that's at 134-138 Babcock.

24 Do you have questions?

1 MR. GELLER: Any questions at this point?

2 MS. POVERMAN: Oh, can we get a balloon to
3 show how high it is? It never gets done. We've
4 asked for it. But it would be nice to know how high
5 the five stories are actually going to be, to put it
6 in context.

7 MS. MORELLI: Mr. Hussey might have a
8 comment.

9 MR. HUSSEY: I think what would be -- the
10 site sections of the drawings are pretty descriptive
11 of the height of the new building relative to the
12 existing buildings around it.

13 Absent that, I think a massing model might
14 be helpful, which we haven't had in the past. But
15 it's a model of the site and of the buildings, of the
16 new work and all the adjacent buildings and the sites
17 around it. And not with fenestration and materials
18 indicated, but the shape of the new building and the
19 existing building, articulation of the roof and all
20 that sort of thing. So it's not a detailed model,
21 but it's a model that when you put it up here, you
22 can see it in relation to the other buildings in the
23 immediate area.

24 MS. POVERMAN: See, I would love that, but

1 we're always told that the 3D pictures are just as
2 good.

3 MR. HUSSEY: They're not as good. They
4 really are not, as a matter of fact.

5 MS. POVERMAN: I agree.

6 UNIDENTIFIED AUDIENCE MEMBER: Topography?

7 MR. HUSSEY: Topography would be good, but
8 there's only about an 8-foot difference between the
9 lower end and the upper end.

10 MS. POVERMAN: If we could get that.

11 MR. HUSSEY: Topography would be good as
12 well.

13 MS. POVERMAN: And I think especially in
14 this particular case, because of how the building is
15 fitting into the neighborhood and the trees and -- I
16 would find it extremely helpful in this case.

17 MS. MORELLI: I'm just going to comment to
18 say I think it would be, number 1, impractical to
19 have a physical building model. It is customary on
20 really all of our cases to have a 3D electronic
21 model.

22 Also, if there are going to be revisions to
23 the plans, we'll be able to see those input
24 correctly. And it would just take more time to

1 actually reflect that in a wood-constructed model.

2 So just to be consistent with how we're
3 treating all of our major impact projects and 40B
4 cases, I'd like to ask you to see if we can work with
5 the 3D model, the electronic version, and have as
6 much detail, as much visual information that will
7 help you understand the surrounding context. That
8 has worked for our peer reviewers. That's also very
9 accessible to the public because we're able to post
10 it online. And I think that is also an important
11 element for this process, the fact that it is
12 accessible to everyone.

13 MR. HUSSEY: So far as changing the model
14 is concerned, it doesn't need to be wood. It could
15 be made out of a dense foam material, and that you
16 can shape and change as the time goes by.

17 The 3D model, you know, you have to then
18 think, okay, is this going to be from the north,
19 east, south, west? Is it going to be from ground
20 level? Halfway up the building level or higher? You
21 really need about a dozen or two dozen 3D model
22 generations to have an adequate sense of what's going
23 on.

24 I know you haven't done this in the past,

1 and I haven't pushed it. But I think in this
2 particular case, there are a lot of different
3 structures around this property that are quite
4 different from each other. And absent the developer
5 and the architect having cogent reasons why they
6 cannot produce or should not produce a model, my
7 tendency is still to push for the massing model.

8 MS. POVERMAN: I would agree with
9 Mr. Hussey. Despite the fact that there is nice -- a
10 nice feeling of being -- doing the same thing in
11 every case, we've asked for it in just about every
12 case, and we get the same answer. But I've never
13 been really happy with the result, because I'm much
14 more visual in the 3D ability to see it. And I do
15 think in this particular case it would be very
16 helpful if the applicant would do it, give it to us
17 in that base, as long as it is one that can be
18 manipulated.

19 MR. GELLER: Would the applicant agree to
20 do it?

21 You're saying no.

22 Maria, what do we do in 40A cases?

23 MS. MORELLI: I've not seen a massing
24 model. I think it's -- I haven't seen one on any

1 major impact projects, as far as I can remember.

2 MR. GELLER: Okay. You know what I'm going
3 to say.

4 MR. HUSSEY: Hang on. Let me push back a
5 little. What exactly is the objection to having a
6 physical massing model?

7 MS. POVERMAN: And also let me say, if we
8 haven't done it in any 40As, it's not the same as to
9 whether we can. The issue is whether we can do it,
10 and I'd like that to be researched before we give
11 that up and say we're not going to do it.

12 MR. GELLER: Mr. Engler, tell us who you
13 are.

14 MR. ENGLER: For the record, Geoff Engler
15 from SEB, affordable housing consultant representing
16 Mr. Sam Slater and the applicant in this case,
17 Babcock Place, LLC.

18 First of all, the model you're requesting
19 hasn't been done, nor asked -- I mean, perhaps asked
20 of, but not done on any other 40Bs that have been
21 before this board in the recent past. And as Maria
22 indicated, it's not asked of any of the other major
23 mixed-use projects before the town.

24 I would also say it's -- the detail is --

1 compared to what can be done electronically in a 3D
2 modeling basis is apples and oranges. It's difficult
3 to manipulate. Every time something gets changed,
4 it's not going to be -- I mean, unless you did it,
5 like, expansively for a whole neighborhood, I just --
6 I mean, as you know, and I've said many times, I'm
7 involved with lots of 40Bs in lots of towns, lots of
8 projects taller than this. I haven't seen it done on
9 any other 40B projects, a physical model.

10 And it's quite costly. I mean, I think the
11 applicant will be more than generous in all the peer
12 review that's asked of, the professionals,
13 transportation, parking, engineering, architecture,
14 more than generous, which is an effective process and
15 has served this board very well on the other 40Bs.

16 A physical model is not an effective use of
17 time and money in this context, nor will it provide
18 any more detail. I would suggest it would
19 misrepresent more than what we could do visually, so
20 that's our position on that issue.

21 MS. MORELLI: It might be helpful -- I
22 mean, our role here is to help people, the ZBA and
23 the public, envision what will take place. We're
24 very sensitive to that. We have a lot of experience

1 trying to ensure that the visuals are represented
2 accurately and that they are represented with enough
3 detail, with enough site section so that people do
4 understand where the impacts are going to be.

5 I do want to remind you that on 40A cases
6 you rely a great deal on the planning board, and we
7 have excellent architects and experienced designers
8 on the planning board who actually wish to review 40B
9 cases a little more frequently as the plans evolve.
10 The planning board has never requested a massing
11 model, but they're able to give you effective
12 comments that I think might help guide your
13 discussions. So if we could just, you know, work
14 with the system that we have and provide the visuals
15 that you need --

16 MR. GELLER: Let me make sure I understand.
17 The planning board has the right to offer testimony,
18 just like any other town board or department.

19 MS. MORELLI: Correct.

20 MR. GELLER: You're not proposing that we
21 introduce the planning board as some advisory body,
22 which would, in fact, be very unusual for a 40B.

23 MS. MORELLI: Not at all. Keep that in
24 mind that boards -- you take the place of all local

1 boards.

2 MR. GELLER: Right.

3 MS. MORELLI: They understand that.

4 However, if a board realizes that the plans
5 have changed, they may wish to -- like the
6 transportation board has requested to review plans as
7 they get revised. The planning board has expressed
8 that. It might be a second meeting. We do schedule
9 a meeting with the planning board so they can review
10 the proposal and submit comments to you. In the
11 past, they have expressed an interest in reviewing
12 plans. If they evolve, if they are revised in a
13 substantial way, they would like the opportunity to
14 give you comments again.

15 MR. GELLER: They have that opportunity,
16 so --

17 MS. MORELLI: Right.

18 MR. GELLER: Okay.

19 Mark, do you have a thought on this?

20 MR. ZUROFF: In the spirit of moving things
21 forward, I would suggest that while Chris's idea is
22 good, and I defer to Chris for architectural advice,
23 why don't we take a viewing of the computer-generated
24 model and see if it's adequate and see if it can be

1 created in such a way as to give us more perspective
2 on what we are intending to look at. So maybe we can
3 have elevated views and make sure that we have a
4 perspective on surrounding buildings a little bit
5 more than what I've seen in the past.

6 MS. POVERMAN: Well, could we also have the
7 issue reviewed as to whether or not it is something
8 you can ask for in 40As? Because I think that might
9 ultimately inform what we can ask for.

10 MR. GELLER: It's not whether you can ask.
11 It's whether have we, as a matter of process, asked
12 for it.

13 MS. POVERMAN: No. I think under the
14 law -- that's not my understanding of the law. Maybe
15 it's something we'll ask of Judi Barrett, who's not
16 here today, so maybe next time.

17 MR. GELLER: Okay. So we will reserve
18 rights with respect to that issue.

19 Okay. Other questions for Maria?

20 (No audible response.)

21 MR. GELLER: Thank you, Maria.

22 MR. HILL: Can I be heard on that, sir?

23 MR. GELLER: Can you be heard on that?

24 MR. HILL: Yeah.

1 MR. GELLER: Not at the moment.

2 MR. HILL: You're not going to let us speak
3 tonight?

4 MR. GELLER: How far are we -- can you tell
5 me -- I don't know that we're going to get to public
6 testimony tonight.

7 MR. HILL: I want to make a comment
8 actually on this issue, alone.

9 MS. MORELLI: Mr. Chairman, typically --
10 and I've actually submitted a letter to the -- some
11 community members for which I have email addresses,
12 and you saw a copy of that.

13 Typically, the first hearing is
14 administrative in nature, and so we -- it's really a
15 matter of introducing the ZBA and the public to the
16 application and the proposal, going through some
17 administrative details, and sharing an overview of
18 how this public hearing will take place. And if
19 Ms. Barrett were here, she would be giving us an
20 overview of the 40B process. So it's purely
21 technical. I think people's expectations were that
22 there wasn't going to be public comments, per our
23 usual -- how we typically handled the first hearing.

24 MR. GELLER: Right. And, frankly, I think

1 the board sort of needs to get its feet wet with the
2 project, so that -- frankly, the testimony is more
3 meaningful to the board when they have a better
4 understanding of what the project is and what they
5 feel the weaknesses are. And we may actually have
6 questions for the members of the public. So there's
7 a certain logic to it.

8 I think you have a technical question. I
9 don't mind a technical question.

10 MR. HILL: This is a comment on the site
11 sections. That's all.

12 MR. GELLER: Go ahead.

13 MR. HILL: My name is Dan Hill. I'm an
14 attorney in Cambridge, and I represent the abutters
15 on Stedman Street.

16 You asked about site sections. Site
17 sections were actually provided. MassHousing asked
18 for them during the PEL process. I don't know if you
19 guys know that. And they attempted to provide site
20 sections, but they were inaccurate.

21 So we would ask the board to ask for site
22 sections, accurate site sections that include the
23 Stedman Street abutters because there is a drop off.
24 It's not 8 feet. It's actually more like 12 or 15

1 feet. And it's very important for you to see that
2 differential as well as the vegetation that's on the
3 property line. There's a bunch of trees on the
4 property line.

5 MR. GELLER: Maria, have we asked for that?

6 MS. MORELLI: So remember that, as I
7 stated, that application completeness refers to
8 components. We're not looking at content when I
9 report to you on application completeness.
10 Obviously, there is going to be a rigorous review by
11 staff, boards and commissions, and the peer
12 reviewers. And one of the things that we will be
13 looking at is the accuracy of the content and if we
14 need additional visuals to understand this proposal
15 in totality.

16 MR. GELLER: Good. Thank you.

17 Okay. Administrative details are done,
18 unless somebody has something else.

19 No? Okay.

20 So Mr. Allen, who is -- no. Mr Engler.

21 MR. ENGLER: Thank you, Mr. Chairman. I've
22 already introduced myself, and I'll keep my comments
23 brief. I think I just want to provide a little bit
24 of context to the board prior to the presentation

1 tonight.

2 Since the time that we filed our
3 application with the board, even before that, and
4 tonight, we've had two, what I would call, formal
5 neighborhood meetings as well as many other
6 communications: emails, phone calls, what have you,
7 between my client and the neighborhood to understand
8 concerns, issues, thoughts, suggestions so that we
9 can begin to analyze and synthesize some of those
10 issues and see how we can incorporate as many as
11 possible in the eventual plan.

12 As this board knows, it's infrequent that
13 the application as submitted looks exactly like it
14 did coming out at the end of the public hearing
15 process, and we expect this process to be no
16 different.

17 But in consultation with town staff, we
18 think it was important to present the project as
19 submitted to this board this evening, but I think
20 it's important to recognize that we've already
21 started to think about the next iteration, if you
22 will, based on what we've heard from the neighbors
23 and my client's intention to, as I said, incorporate
24 that.

1 And I would also suggest that, as this
2 board well knows, there's been a lot of 40Bs in
3 Brookline over the last, I don't know, about two
4 years, give or take. So the two applications
5 before -- the one tonight before the board has the
6 benefit of a lot of kind of critique, criticism,
7 pushback, peer review that's happened on the other
8 applications. And moreover, the architect tonight
9 that will be presenting has been the architect on
10 some of those other 40Bs and has the opportunity to
11 work with town staff and Mr. Boehmer and the board.

12 So we're optimistic and confident that we
13 have the benefit of some of that history and
14 precedent in the town relative to this application
15 and the process moving forward, and we very much look
16 forward to engaging in that.

17 And as Counsel Hill indicated, things like
18 that about, you know, understanding topography and
19 understanding relationship to abutters and context,
20 that's important. We don't dispute that for one
21 second. And doing it electronically and really
22 reflecting accurately the topography, reflecting
23 accurately differences between lots can be done that
24 way, and certainly, things like that that really need

1 to be looked at very closely as we go through the
2 process. And there's certain areas of sensitivity
3 that require, frankly, more attention than others.

4 So with that said, we'll turn it over to
5 Mr. Bartash, and he'll walk the board through the
6 presentation. Thank you.

7 MR. GELLER: Thank you.

8 MR. BARTASH: Good evening, members of the
9 board. Peter Bartash with CUBE 3 Studio. We are the
10 architect on this project.

11 Tonight we are going to walk through the
12 same presentation that was delivered to the board of
13 selectmen -- our initial presentation to the public.
14 We're going to be walking through an overview of the
15 site and its immediate surrounding context; we'll be
16 talking about the proposed site layout, including the
17 building plans, a conceptual building section, some
18 conceptual elevations; and then we'll be following up
19 with some additional information and transitioning to
20 a discussion about traffic.

21 So the site is located at 134 to 138
22 Babcock Street, which is located in the center of the
23 screen identified by the yellow circle. It's roughly
24 in the midpoint of Babcock Street in between

1 Commonwealth Ave. and Harvard Street. It sits right
2 at the end of Freeman Street, so you come down
3 Freeman Street and the site is right in front of you.
4 Stedman Street sits to the rear of the site.
5 Manchester Road is up to the north of the site. It
6 serves as the connection between Babcock Street and
7 Stedman Street circulating around the site in a
8 counterclockwise direction.

9 Getting a little bit closer, here we do see
10 the site. It is 12,486 square feet, which is .493
11 acres. In terms of this page, north is directly up
12 on the page itself, just so we can understand the
13 solar orientation.

14 Along the north, the combined length of the
15 two northern property lines is 181.33 feet. The
16 southern property line, which abuts an existing
17 multifamily residential property is 191 feet. On the
18 eastern edge along Babcock Street, we have roughly
19 100 feet of street frontage. And on the western
20 edge, again this would be a rear yard to the homes on
21 Stedman Street, we have 132 feet of frontage.

22 The existing site does slope from Babcock
23 Street up as you do move west across the site to a
24 high point where it then slopes sharply down to the

1 rear yards of the homes along Stedman Street. And
2 that's something that we're going to talk about and
3 will be a point of focus, I believe, throughout this
4 entire process.

5 Here we're looking at a survey of the
6 existing site. You'll note that there is an existing
7 multifamily residential building that sits roughly in
8 the right of center here, looking at the site. And
9 there is an auxiliary structure that's also a
10 multifamily building to the rear of the site at 138.
11 For the purposes of this proposal and this
12 application, both of these lots are considered one
13 lot, and this is one project on one lot.

14 You'll note that there is an existing
15 abutter here at 140 Babcock Street, and that home and
16 this property will also come into the conversation as
17 well quite frequently throughout the process.

18 MR. HUSSEY: Peter, before you go off of
19 that plan, could you go back to it for a minute.
20 Could you show us where the grade differential is
21 from Babcock Street? And it goes up to 12 feet,
22 somebody had said. Can you indicate where that
23 12-foot point is?

24 MR. BARTASH: Sure. So there are really

1 kind of two stages of slope. There's a relatively
2 significant and short rise off of Babcock Street,
3 which gets you up several feet to right around the
4 front edge of the existing home. And then there's a
5 gradual slope from that point all the way to the rear
6 of the property until we meet the rear property line.
7 That is the high point in between our property and
8 then the lower elevation of the rear yards at Stedman
9 Street.

10 And we'll start to see some of that in a
11 section which I outlined how these properties relate
12 to one another. And as was suggested earlier, as we
13 gather more information about the site and the
14 topography, we are working to refine those sections
15 to continue to improve their accuracy.

16 It should also be noted that along the
17 northern property line there is a several-foot drop
18 in grade from our property to the abutting property
19 at 140 Babcock Street. There's a retaining wall that
20 runs along this edge of the property, and there's,
21 again, a natural slope that does occur running
22 northward off of the other edge of 138 Babcock
23 Street, and that slopes down to the rear yard behind
24 the homes that sit on Manchester Road.

1 MR. HUSSEY: Also, Peter, how much parking
2 is on the existing properties, if I may?

3 MR. BARTASH: I don't have that number
4 offhand, but we can bring it.

5 MR. HUSSEY: Yeah. If you could bring that
6 next time, please.

7 MR. BARTASH: Sure.

8 So looking at the height of the surrounding
9 buildings, this exhibit just discusses the heights of
10 the surrounding buildings in terms of floors.

11 Because the construction types of the residential,
12 both single-family and multifamily homes, are
13 different than the construction type of the proposed
14 project and also different than the construction type
15 of some of the other buildings, such as the adjacent
16 multifamily immediately to the south of the site,
17 we've expressed the height in terms of numbers of
18 stories. And on the right-hand side of the slide,
19 what you see is a range that we are equating those
20 stories to in terms of height for each of those
21 buildings.

22 So, for example, a 2 1/2 story home or
23 height, as indicated on the plan by the blue circles,
24 would equate to roughly a 34-foot height measured

1 from grade to the highest point of that structure; 3
2 stories would be equivalent to 38 feet; 3.5 stories
3 would be equivalent to 42 feet; and 4 stories would
4 be equivalent to 45 feet.

5 We are proposing 55 feet 8 inches from the
6 average grade around the site to the uppermost point
7 of the parapet on the project, which does not include
8 anything such as mechanical units that sit above the
9 roof or an elevator overrun above the roof. But it
10 is consistent with how the Brookline Zoning Board
11 does measure height on a building, so we're giving
12 you that number as a benchmark. And we'll see that
13 as we look at the conceptual sections later on in the
14 project.

15 The site, again, is outlined in yellow
16 here. And what you do see with these two dashed
17 white lines that run along the site and through the
18 site, these are representative of the longitudinal
19 and cross sections that we have cut as we've begun to
20 explore the grades and relationship between the
21 proposed building and the grades. And you'll note
22 that we've taken the longitudinal section through
23 Babcock Street all the way through to Stedman Street,
24 and we'll be looking at the cross section from the

1 existing building next door to the site all the way
2 through to the lower elevation of the homes that sit
3 further down Babcock and along Manchester Road here.

4 These are the conceptual sections I was
5 speaking of. So when MassHousing asked us for this
6 information, they were attempting to understand where
7 we planned to set the level of the parking garage,
8 and they were also trying to understand the
9 relationship of the existing grade to the proposed
10 condition. So those are a little difficult to see in
11 this format here. There is an orange line that does
12 run along and above the proposed grade, and that
13 represents the existing grade today.

14 The section on the upper portion of your
15 screen is the longitudinal section where Babcock
16 Street is on your right-hand side and Stedman Street
17 is on your left-hand side. And the section at the
18 bottom of the page is a cross section which shows the
19 existing multifamily building to the left-hand side
20 of the project and the existing home at 140 Babcock
21 to the right side of the proposed project.

22 Again, we're looking at four floors of
23 wood-framed construction over a noncombustible
24 parking podium, and the overall height, as I

1 mentioned before, is 55 feet 8 inches. The parking
2 podium will be 14 feet 1 inch from the parking slab
3 to the top of the podium, which forms the first
4 residential floor, and every residential floor from
5 the second floor of the building up to the fifth
6 floor of the building is 10 feet 8 inches floor to
7 floor, which are common for this type of
8 construction.

9 The elevation of the parking garage is
10 driven primarily by the location and elevation of
11 Babcock Street. We're restricted in terms of the
12 ability to set the elevation of the garage too high
13 or too low relative to the street based on ramping
14 requirements to get from the street into the garage.
15 And here what we've chosen to do is to take the
16 parking garage elevation and set it as close to the
17 Babcock Street elevation as we could comfortably fit,
18 so that by the time you get to the rear of the site,
19 the rear edge of the parking garage is buried beneath
20 the existing grade. And it is what we would call a
21 reverse retaining condition, meaning that from within
22 the garage, we are looking at walls that are
23 retaining the earth behind the garage and that are
24 outside the footprint of the building.

1 Again, I mentioned the slope at the rear of
2 the property, and that specifically is a slope that
3 occurs through a circling in the longitudinal section
4 to the left-hand side of our proposed building. At
5 this location, there is between a 10- to 12-foot
6 grade change between our property and the homes --
7 the rear yards of the homes along Stedman Street.

8 The area in question that was referenced by
9 Attorney Hill and mentioned several other times in
10 the presentation is specifically the slope of this
11 area, as well as the separation distance between the
12 existing homes and the proposed building. At the
13 time we prepared this section, we had very little
14 information, and we were starting to formulate an
15 understanding of what's happening in this location,
16 and we're working to refine that understanding and
17 improve the accuracy of these sections.

18 As we look at the section on the bottom of
19 the page, the cross section, you'll note that we are
20 right up against the edge of the existing multifamily
21 building to the southern side of our site, and that
22 is a three-and-a-half-story, flat-roofed building.
23 What we've done is we've created a setback at the
24 upper floor of our building to start to draw a

1 relationship to the height of the existing building
2 to the left of our project here. And you'll note
3 that the existing home at 140 Babcock Street is at an
4 elevation that is set lower than the proposed
5 elevation of our parking garage here.

6 Site context: So the three-
7 and-a-half-story, multifamily building I just
8 referred to is the building that you see on the
9 right-hand side of this image here. Here on Babcock
10 Street we're traveling -- this is looking northwest
11 on Babcock Street. We're just going to keep going
12 down the street here so you can see a range of some
13 of the other homes -- the character of the street
14 itself in this general area.

15 Here we're standing almost directly in
16 front of the southeastern corner of the site and
17 we're looking -- the site, in this image, would be to
18 the right of the screen. This is the home -- the
19 existing multifamily or multiple-occupancy building
20 that sits at the corner of Freeman Street and Babcock
21 Street.

22 This is the existing building on-site. So
23 here we are looking at the southeastern corner of the
24 proposed project site. These are the existing

1 parking spaces that Mr. Hussey was referring to
2 earlier. This is the existing curb that accesses
3 both those parking spaces as well as parking to the
4 rear of the existing home and parking that's adjacent
5 to the auxiliary structure that's out on 138 Babcock
6 Street, so this is that point of access.

7 Here you can see the existing grade that is
8 in the front portion of the site, and again, it does
9 continue to rise as you go back to the rear of the
10 site. There are existing street trees out in front
11 of the site as well as the sidewalk network that does
12 connect all the way up and down Babcock Street.

13 Here the project -- proposed project site
14 is to the left-hand side of this image behind these
15 trees. This is the retaining wall -- I'm dragging my
16 cursor over the retaining wall that separates the
17 proposed project site and the existing building at
18 140 Babcock Street. You can see, based on how this
19 driveway is cut into the grade at a similar
20 condition, where the lower parking level is recessed
21 into grade and the residential floors exist above
22 that parking level. And the difference being that we
23 are not proposing any outward-facing retaining walls
24 that would face towards the abutters or residents

1 around the project.

2 This is the multifamily complex that is
3 directly across the street from the proposed project
4 at the corners of Freeman Street and Babcock Street.
5 So the site would be -- our proposed site is behind
6 us in this image, and we're looking directly across
7 the street at three and a half stories of flat-roofed
8 construction, masonry, language of brick, punched
9 residential openings.

10 Here we're actually moving a little bit
11 more north on Babcock Street, and the project site is
12 to the left of this image by one other additional
13 home. So 140 Babcock Street is immediately to the
14 left of this image, and these are the homes that sit
15 further down Babcock Street. You can see
16 Victorian-style, pitched-roof architecture.

17 This is the home that is directly across
18 the street from the two that we were just looking at.
19 So, again, our project site is on the right-hand side
20 of the image here in kind of the background of the
21 image as we're further up Babcock Street getting
22 close to Manchester Road here.

23 And now we're finally starting to turn the
24 corner onto Manchester Road. So the reason this

1 image is important is because really this project
2 isn't just going to have a presence on Babcock
3 Street. It is going to have a presence from the
4 surrounding community on all sides based on the
5 relationship of grades from the proposed site to the
6 existing grades around the project, but also because
7 of the relationship of existing homes and trees in
8 that entire neighborhood.

9 So here what you can see in the distance of
10 this image at the very -- almost the very center
11 through these trees, that's one of the existing
12 structures on 134 to 138 Babcock Street. And you'll
13 note that there is that change in grade as we get to
14 the yards of the homes that sit on Manchester Road.
15 So we're also going to be considering these angles
16 and views and try to understand the impacts as well.

17 I think to the comment about the model and
18 the question of what we can represent here, we're
19 already in the process of updating our digital model
20 to reflect this information and are happy to provide
21 views such as these or other views as the board needs
22 to see throughout the process to help clarify some of
23 the intent that we're trying to describe.

24 MR. HUSSEY: I think it would be useful if

1 you could give the board colored prints of all of
2 these photographs that you've got and the site plan
3 with the point-of-view key on the numbered drawing of
4 the existing conditions.

5 MR. BARTASH: Okay. Absolutely.

6 MR. HUSSEY: Thank you.

7 MR. BARTASH: Here we're moving onto
8 Stedman Street. And so what we're looking at in the
9 background of this image is the existing multifamily
10 residential building that we looked at earlier in the
11 presentation that sits to the south of the proposed
12 project site.

13 What we're going to do is we're going to
14 continue to move north along Stedman Street until
15 we're directly behind where the proposed project
16 sits. You can see that the slope and grade that sits
17 behind these homes is heavily vegetated. There are a
18 ton of existing trees that run in kind of a corridor
19 down the backyards of these homes and kind of weave
20 up through as you get toward Manchester Road. And
21 the existing homes are set down, again, below the
22 elevation of the proposed project site here on
23 Stedman Street.

24 So now the proposed project site is almost

1 directly behind us in this image here, and you're
2 looking at some existing trees that are along that
3 edge as well as the character of Stedman Street
4 behind the project.

5 MS. POVERMAN: Peter, whose property are
6 the trees on?

7 MR. BARTASH: So they're -- it varies.
8 There are almost, I believe, 30 trees, if not 31, on
9 our particular property. We're in the process of
10 understanding more closely what their locations are,
11 their sizes are, and how they're all relating to the
12 proposed project. But we also -- there are a
13 significant number of trees that are off of our
14 property as well that sit along that slope in both
15 directions and also behind the project as well.

16 MR. HUSSEY: Do you have those trees
17 indicated on a site plan that we could get?

18 MR. BARTASH: We don't have one here as a
19 function of this presentation, but it's something we
20 can absolutely provide.

21 MR. HUSSEY: All right. Thank you.

22 MR. BARTASH: So in terms of the proposed
23 design -- so we're proposing 62 units on four floors
24 of wood-framed construction over one floor of

1 parking. The floor of parking provides 31 spaces,
2 all of which are set at the level of the slab.
3 There's no semiautomated parking units in this
4 proposed project. It's all flat parking.

5 We're looking at a mix of studios, ones,
6 twos, and threes. There would be 28 studio units; 24
7 one-bed units with 4 of those units being one-bed,
8 one-bath den units; 2 two-bed, two-bath units; and a
9 total of 8 three-bed, two-bath units.

10 Again, all of this information is, I
11 believe, publicly available, as this presentation was
12 delivered to the board of selectmen and should be
13 available up on the website, so all of this
14 information does live there for anyone who's wishing
15 to take notes or try to understand more about the
16 metrics of the project.

17 This is the conceptual elevation or
18 perspective of the project taken from the
19 intersection of Freeman Street and Babcock Street.
20 What's important to note is that to the right of this
21 image there is an existing park at the end of Freeman
22 Street, and the end of Freeman Street does split into
23 two halves that are both one way turning down Freeman
24 Street or toward Babcock Street.

1 So right now we're standing in the one-way
2 curb cut that sets you on a path down Freeman Street.
3 What we're looking at here to the left, and it's kind
4 of ghosted into this image, is the existing
5 multifamily building to the south of the site. To
6 the right we have the existing home at 140 Babcock
7 Street.

8 And you'll see that we're using a mix of
9 lap siding, punched openings, a wood type of
10 material, as well as brick masonry down at the base
11 of the building.

12 You'll notice in the center of the
13 building, we do have our entries to the parking
14 garage that are set off the street.

15 There is a club and leasing space at the
16 lower corner of the building here set out against
17 Babcock Street. We have maintained the same setback
18 from the street edge as the existing building to the
19 south of our site.

20 And in the right-hand corner, what we do
21 have is a bike parking area that's dedicated for bike
22 storage.

23 You'll note that we do -- we are planning
24 to combine natural ventilation for the garage with

1 supplemental mechanical ventilation. Because the
2 garage is partially recessed into grade, we do need
3 to provide another means of moving air through and
4 exhausting out of the garage, and that's something we
5 can get into in more detail later in the process.
6 But I just wanted to represent the basic parameters
7 here.

8 This dark mass that runs up the length of
9 the building is masonry, and that is the location of
10 the elevator within the plan, and we'll take a look
11 at that in a moment. But when I mentioned before
12 that the elevator overrun does step up above the
13 building, it is in this location that that occurs.
14 That overrun is between 6 and 7 feet above the
15 55-foot-8-inch elevation that we quoted earlier,
16 which is taken to the top of this dark red parapet
17 that you see here.

18 So we're going to look at a couple more
19 perspectives, we'll look at some plans and
20 elevations, and then we'll start to talk about
21 traffic.

22 Here we're further on down Babcock Street
23 looking southwest at the site. Ghosted into this
24 image in front of you is the exiting home at

1 140 Babcock Street. You will note that these
2 conceptual images have not been adjusted or updated
3 to take into account the existing topography or the
4 proposed topography. That is something we are
5 working on and something that we will be bringing to
6 future presentations.

7 You'll note, again, as we looked at in the
8 section, that we are stepping back the upper floor.
9 We are changing the materials of the upper floor.
10 This is really intended to be designed as a base,
11 middle, top configuration where we do have a strongly
12 defined base, a clear body of the building, and then
13 the top of the building itself.

14 The proposed project does wrap around the
15 rear of the home at 140 Babcock Street, and you'll
16 note that in the plan as we get a little further
17 along.

18 Here we're standing on Stedman Street
19 looking at the project. And as I did mention, this
20 model has not been updated to reflect the grade
21 differential between the proposed project site and
22 the homes along Stedman Street and their properties,
23 and that is something that we are going to bring to
24 future presentations.

1 Ghosted in front of you are the massing --
2 the general massing of the homes that do sit along
3 Stedman Street, and we will be looking in detail
4 about the relationship between our building, the
5 homes along this edge, as well as how our building
6 relates to the existing multifamily residential
7 building to the south of the project, which is,
8 again, up in the right-hand corner of this image,
9 back behind all of these homes.

10 Looking at the building plans -- so for the
11 purposes of orienting everyone, to the right-hand
12 side of the page we do have Babcock Street running
13 north and south. North is, again, just directly up
14 on the page; to the west, or the left-hand side, are
15 the existing homes along Stedman Street; and to the
16 south we have the existing multifamily building.

17 So the standard width of our building, that
18 is in the form of an L, is 63 feet, so there's a
19 63-foot end of the building that is exposed up on
20 Babcock Street. It's set a little over 9 feet from
21 the front property line. The front property line is
22 set at the back edge of the sidewalk. The end of the
23 building that faces toward Manchester Road is also 63
24 feet wide. The longest elevation of the building is

1 the elevation that faces south toward the existing
2 multifamily building on the south-hand side, and that
3 elevation is roughly 170 feet long. The elevation
4 facing the homes on Stedman Street is roughly 113
5 feet long, and then there is a 107-foot elevation
6 that faces the existing home at 140 Stedman Street.

7 You'll note in the plan that we do have our
8 entry to the garage centered on the ground floor of
9 the building. It is set back a little over 30 feet
10 from the edge of the street itself. We are proposing
11 to relocate the existing curb cut and widen the
12 existing curb cut slightly to accommodate the new
13 driveway entry. It would be a 24-foot curb cut.

14 Directly to the south is the garage entry.
15 We do have the lobby and leasing space that we looked
16 at earlier. That connects directly to the elevator
17 and a stair core that run up through the length of
18 the building.

19 To the north of the garage entry, we have a
20 bike parking room. We also have our main service
21 room and our accessible parking.

22 And to the north of that and outside of the
23 building footprint, we have an off-street loading
24 zone that does connect back into the garage, as well

1 as our site transformer and our stormwater management
2 system proposed in the open space to the north of the
3 building.

4 Here you'll note that we have our drive
5 aisle with parking on either side, a utility room in
6 the lower left-hand corner of the plan, our main
7 trash room in the middle of the rear of the plan that
8 does connect to a trash chute that extends all the
9 way up through the building. It's designed so that
10 there can be access from the chute out to the loading
11 area for off-street pickup and loading of trash. And
12 then we have our other stair core, which does run up
13 through the building, that sits in the upper corner
14 of the plan where I'm circling with the mouse right
15 now.

16 Looking at our typical residential floor
17 plan, you'll see that the cores we just talked about
18 do stack up through the building, and we have a
19 typical double-loaded corridor configuration with
20 units on either side of the corridor that connect
21 both of those stairs, the trash room, and the
22 elevator.

23 Here we're looking at the typical floor
24 plan on floors 2 through 5. You'll note that the

1 number 62 is not easily divisible by four. At the
2 second floor, we do have two studio units that are
3 set over and above the leasing and amenity space on
4 the plan's southeast corner of the building. As we
5 get to the upper floors, those units are combined
6 into a single unit, a two-bedroom that sits at the
7 corner of the building all the way up.

8 Here we're looking at the roof plan. We're
9 proposing rooftop mechanical units that are each
10 dedicated to an individual unit in the project. So
11 there are 62 of them, plus between 3 and 4 to serve
12 the common spaces within the building itself. All of
13 those units are centered over the corridor. You'll
14 note that we're calling out the elevator overrun,
15 which we looked at in the first perspective. We have
16 the roof hatches that allow access up onto the roof
17 itself, so there's no stair tower that pops up above
18 the surface of the roof. And then we do have our
19 vent for our trash chute indicated in this plan as
20 well.

21 Looking at the building section, this is
22 just an enlarged view of the building itself that we
23 looked at in context with the site earlier in the
24 presentation, so I've already described what we're

1 seeing here.

2 Looking at elevations, so the street
3 elevation from Babcock Street. In an attempt to
4 describe what is closest to the street, but also to
5 show what is, again, considered part of this
6 eastern-facing elevation, you'll note that there are
7 two levels or two tones to the elevation.

8 The left-hand side of the elevation is that
9 63-foot wide space that does sit up against Babcock
10 Street. To the right-hand side of the image where we
11 have the elevation ghosted into the back, that is the
12 portion of the building that sits behind the abutter
13 at 140 Babcock. So the clearer or darker of the two
14 elevations is the elevation here that's closest to
15 the front property line, and the secondary elevation
16 is the one that's back here after we turn the corner
17 of the building.

18 Again, we're looking at a mix of wood-like
19 materials, we're looking at fiber cement lap siding,
20 we're looking at masonry, and also fiber cement panel
21 as our mixture of materials. We're looking at
22 punched openings for residential here, and we have
23 some various elements of storefront windows that
24 allow for more glazing area and more natural light

1 into the units.

2 Here we're looking at the southern
3 elevation. There are two stacks of balconies
4 currently proposed on the building. The first is on
5 the southern elevation, and it's located in --
6 roughly left of center for the elevation. So on the
7 right-hand side you have Babcock Street, and as we
8 move to the left toward Stedman Street, again, these
9 elevations and the grade that's shown in these
10 elevations have not yet been coordinated with the
11 existing topography and will be in future
12 presentations.

13 Here we're looking at the elevation that
14 faces Stedman Street. This imagines that we were
15 able to see the entire height of that first floor.
16 As you had seen in the section, the actual proposed
17 grade did run along the upper third here of the
18 actual garage that faces the rear of the building,
19 and we'll be working, again, to update this to
20 reflect that more accurately in future presentations.

21 You'll note that we have our second stack
22 of balconies that we discussed a moment ago that sits
23 in the middle of the project.

24 And then we have the side elevation or the

1 end elevation that faces Manchester Road, which is
2 what you would see in that long-distance view from
3 Manchester Road where we pointed to the building you
4 can see in the distance that's existing on-site
5 today. And this is that 63-foot-wide end of the
6 building. And the elevation that's grade out here is
7 the elevation that faces the existing abutter at
8 140 Babcock Street. So both of these elevations
9 together comprise what would effectively count as the
10 northern elevation of the building.

11 And now we're ready to talk about traffic.

12 Would you prefer to ask questions about
13 architecture now, or wait until we're --

14 MR. HUSSEY: Yes, I would like to ask one
15 question.

16 Kate, what do you think about those
17 so-called 3D renderings that have the shadow of the
18 existing buildings?

19 MS. POVERMAN: They're meaningless to me.

20 MR. HUSSEY: Exactly. I'd rather see the
21 real existing buildings overlaid over those, because
22 that's what you're going to see.

23 MS. POVERMAN: Yes. I mean,
24 it's meaningless. So I don't know if the other ones

1 we're going to get are going to be different and
2 easier to interpret, but those are meaningless to me.

3 MR. BARTASH: If I may, Chris?

4 MR. HUSSEY: Sure. Go ahead.

5 MR. BARTASH: So at the time that we
6 created these images, at the beginning of the
7 project, we were trying to understand and evaluate
8 the relative relationship of the project to the
9 community. We were trying to represent the project
10 and help everyone understand what the building is.
11 And we don't want to go to the extent of making all
12 of those buildings look real so that you can't even
13 see what it is we're trying to talk about.

14 In future presentations, when we look at
15 renderings of the building, we will be developing
16 them to a higher level that will be more
17 representative and accurate to the existing context,
18 that will have that context shown in full so that
19 it's not just see-through and transparent. And that
20 would enable you to get a better sense of how this
21 building does relate to its context. So these are
22 just a very early snapshot from the process.

23 MR. HUSSEY: Let's go back to one of those
24 views that's got the shadow, the volume in the front.

1 Like that, for instance. So this is the existing
2 adjacent house.

3 MR. BARTASH: Yup. That's correct.

4 MR. HUSSEY: And so I agree with Kate. I'm
5 not sure that it tells us much. It does tell us what
6 these elevations are going to look like, but you, in
7 fact, are not going to see them because of this house
8 being in the way and also the trees.

9 MR. BARTASH: That's correct.

10 MR. HUSSEY: I don't want to put the trees
11 in, but I guess the question for the board is would
12 it help to make this into a real rendering of the
13 real house with materials, fenestrations.

14 MR. GELLER: I think he's telling you he's
15 going to do that.

16 MR. BARTASH: That's correct.

17 MS. POVERMAN: Well, the problem I have is
18 you're always picking the angle. So, you know, I'm
19 like, well, do I want to see it from down there?
20 What if I want to see it from flat? How do I get to
21 choose the angle at which I see it?

22 MR. BARTASH: So what we have done on
23 recent projects, and we would continue to do in this
24 case, is we've provided -- we've been asked to

1 provide a specific series of views within the model
2 and also to provide the actual model file to the peer
3 review consultant, so if there were views that you
4 wanted to see, you could submit those as a request to
5 us. We could set those views for you within the
6 model, and they would be provided to the peer review
7 consultant and be available for any member of the
8 board to look at if they wanted to.

9 That being said, if there is a view that
10 comes up that you haven't seen or something that
11 you're interested in seeing, by asking us, we can
12 provide that information or set that for you so you
13 can understand what those views are.

14 MR. GELLER: Why don't you start by stating
15 what the viewpoint is on this, for instance.

16 MR. BARTASH: In terms of your elevation
17 above grade?

18 MR. GELLER: Where is someone standing?
19 What is their height?

20 MR. BARTASH: Sure. So in this case, the
21 individual would be standing on the sidewalk across
22 Babcock Street. The eye height of this elevation is
23 set between 5 foot 8 inches and 5 foot 10 inches.

24 And I think what you're asking,

1 Ms. Poverman, is why do things look the way that they
2 look in these images.

3 So typically, when -- in real life, you
4 have a three-point perspective where your eye is
5 seeing lines that are moving to a vanishing point
6 that's both above but also to your horizon line. And
7 in the case of these images, we've taken these and
8 put these into what's called a "two-point
9 perspective," so it's artificially straightened the
10 lines of the building to be vertical.

11 So in the future, as we're looking at these
12 elevations and looking at these images, we can
13 reintroduce that third perspective to help this feel
14 a little bit more representational based on what you
15 would actually see.

16 But in this case, you're looking straight
17 across the street at that 5 foot 8 inch level with a
18 roughly 35-foot-wide field of vision, which is
19 generally what you perceive on a primary basis before
20 your vision transfers to kind of what's in the
21 periphery.

22 MS. POVERMAN: So, Maria, on the
23 Crowninshield case, they were able to do something
24 where you could basically fly around and get the

1 perspective you want at any time. So that was
2 helpful because we could do that exactly. Is that
3 something that we're going to be talking about here?
4 Because that was helpful.

5 MS. MORELLI: I just want to clarify. One
6 of the reasons why we like a digital model is because
7 we're able to better assess a pedestrian scale. When
8 we're looking at, say, a wood model or a constructed
9 model that's physical, to get more of the surrounding
10 context, the individual structures have to become
11 smaller and smaller, and then you get this
12 unrealistic perspective, which can be really
13 misleading.

14 So what's really important to us is not
15 only the abutters' experience and what they
16 experience when they're in their bedroom or their
17 kitchen or walking on their property; what happens at
18 that street level, that's important.

19 Now, what you saw with the Crowninshield
20 case, and what I'm assuming Mr. Bartash will be --
21 how he'll be producing this model, that was -- on the
22 Crowninshield case, I believe it was done in
23 SketchUp. And because the software is free, anyone
24 can download SketchUp, look at that model, and they

1 can play with it. You don't have to be an architect
2 with very expensive software to look at the model and
3 really look at any angle that you want, whether it's
4 a little bit higher or it's street level and
5 different perspectives. So it does give members of
6 the public and the ZBA a little more flexibility in
7 looking at the views that they want.

8 I just want to ask Mr. Bartash what
9 software he would be using.

10 MR. BARTASH: We would be using SketchUp
11 and be providing a SketchUp file to the town, per its
12 request.

13 MS. POVERMAN: I mean, because, you know,
14 for me, I was able to look exactly from my house to
15 see what it would be like. And I know for the Yees
16 and other people in their house at 140, it would be
17 important for them and for us to see what exactly
18 they would be experiencing.

19 MS. MORELLI: That is correct. I mean, we
20 would want -- and certainly, we would want to specify
21 maybe some refinements too, so that the Yees were
22 able to see. I mean, one advantage of, I think, the
23 ghosting -- and I know it's not ideal, but that can
24 be just one image in addition to others that you see.

1 But the Yees will have that perspective. Even if
2 you're across from the Yee's house and you see that
3 their structure is blocking out some of that massing,
4 they're not going to have the benefit of that
5 buffering.

6 So I just want you to keep in mind that as
7 we go through this, we do want to make available 3D
8 models, and also, as we evaluate it, give feedback to
9 the architect to zone in and provide a little more
10 detail and other viewsheds.

11 Is that helpful?

12 MS. POVERMAN: I'd like to see what
13 Mr. Hussey says.

14 MR. HUSSEY: Well, I'd like to see the
15 SketchUp when you get to that, and we'll see.

16 MS. POVERMAN: Thanks.

17 MR. ENGLER: Another opportunity to provide
18 an additional perspective that I'm sure that we
19 can -- I mean, what we're talking about here are all
20 renderings and rendered images. What we have the
21 capability of doing as well is taking a real
22 photograph and putting the building into that
23 photograph as opposed to rendered images of the
24 neighbors and whatnot. And that's, we've found,

1 illustrative.

2 I think that was done on one of the
3 previous applications. I can't remember which one,
4 but I certainly used it on other -- my own projects
5 and other zoning boards, and it's helpful to the
6 boards and to the neighbors to see real photographs.
7 We take the building as designed, and we put it on
8 the site and we see how it relates to its
9 surroundings.

10 MR. ZUROFF: Will we be able to see where
11 the trees are in those renderings as well?

12 MR. BARTASH: Yes. I mean, we will do our
13 best to represent the trees that are there on-site to
14 the degree that we can accurately do so. We'll also
15 have plans that represent where they exist in just
16 their plan location and how that relates to the
17 proposed project, so we can look at all of this
18 comprehensively as a group.

19 MR. ZUROFF: What I didn't get from your
20 explanation is what we have for setbacks. And I know
21 they're on the plan, but if you could just detail how
22 far from the Stedman Street homes this building will
23 be, and not only from the lot line, but to the other
24 structures, and the same on both other side abutters.

1 MR. BARTASH: So what I can do for you
2 tonight is I can describe to you the setback from our
3 proposed building to the property line. And I would
4 like to, in future presentations, speak more
5 specifically to the setback of the proposed
6 buildings, if that's okay.

7 MR. ZUROFF: Yes, please.

8 MR. BARTASH: So looking at the property
9 here, there are two eastern-facing property lines.
10 There's the property line up against Babcock Street,
11 which is that front property line, and that property
12 line does curve along with the road. But our
13 building face is a straight 90 degrees. So the
14 setback ranges from 9 foot 1 1/2 inches at the
15 northernmost corner to 10 foot 3 inches at the
16 southernmost corner.

17 Along the southern property line, we do
18 have an 11-foot setback that is consistent along the
19 length of the project. That property line is
20 parallel to the face of the proposed building.

21 In the rear of the project, the property
22 line that abuts the Stedman Street homes is, again,
23 slightly askew from the geometry of the proposed
24 building. So at the southern corner we have 10 feet

1 10 inches of setback, which reduces to 9 feet 8 1/2
2 inches of setback at the northernmost corner.

3 Along the northern edge of the property,
4 you can see that the property lines of the building
5 face are not parallel, so that the western corner of
6 the building faces the northern edge. We have 9 foot
7 1 inches of setback, and that does increase to a
8 little over 11 feet as we get closer to the right-
9 hand side here on the eastern edge of the building.

10 We have the secondary eastern-facing
11 property line, which sits behind the rear of
12 140 Babcock Street, Mr. Yee's home, and we have
13 9 feet off of that property line to the face of our
14 building.

15 The northern setback along the property
16 line that does separate our project from Mr. Yee's
17 is, again, not parallel to the face of the building.
18 At its greatest, the setback is 25 feet 6 inches, and
19 that does taper to about 12 feet at the westernmost
20 end of that elevation, and that's this location here.

21 MR. ZUROFF: Thank you.

22 MR. GELLER: The balconies are inset?

23 MR. BARTASH: Yes. They're actually a
24 combination of inset and slightly over hung. What

1 we've done is we pushed them into the building
2 footprint, and we've left overhangs of about 2 feet
3 for the balconies that extend past the facade of the
4 building.

5 MR. GELLER: And where are those?

6 MR. BARTASH: So they're not shown in this
7 plan. Again, we're working on consolidating the
8 plans and the elevations as well, starting to bring
9 this all into fruition.

10 But if you looked at the -- if you were to
11 look at the -- you can see on the right-hand side of
12 these balconies -- actually, it's probably hard to
13 see on the projector, but there's a slight shadow and
14 overlap as the fronts of these balconies sit past the
15 face of the -- main face of the building. But the
16 rear face of these balconies is set back into the
17 building footprint itself.

18 MR. GELLER: And do those appear on both
19 sides of the building?

20 MR. BARTASH: Those balconies appear all
21 through the plan, and I'll point out where they are.
22 So they appear on two sides. They appear on the
23 southern elevation, they appear on the western
24 elevation, and we have, actually, called out to be

1 putting balconies in the corner of the building as
2 well here, but we're not entirely sold on how that
3 works yet, so we're still looking into that.

4 MR. GELLER: And how much do they protrude
5 into the side yard and rear yard?

6 MR. BARTASH: So they would protrude -- the
7 face of the balcony is 2 feet into whatever the
8 setback is that we've called out here. So on the
9 southern end of the building from the property line
10 to the face of the balcony would be 2 feet. And on
11 the western edge of the building, the face of the
12 property line to the face of the balcony would be
13 between 7 1/2 and 8 feet, again, as the property line
14 is not fully parallel with the face of the building.

15 MS. POVERMAN: Have we asked for a trash
16 narrative, or received one?

17 MS. MORELLI: So Mr. Maloney will need to
18 be reviewing a trash narrative early on. That's part
19 of the testimony that will be provided.

20 MS. POVERMAN: So I am concerned about the
21 small size of the trash room that you have, based on
22 the size of the building and based on previous cases
23 we've worked on with you. I don't want it to come up
24 at the last minute where there are possible problems

1 with the size of the trash room, so I just want to
2 raise that as an issue.

3 MR. BARTASH: Understood. Thank you.

4 MR. GELLER: Other questions at this point?

5 (No audible response.)

6 MR. BARTASH: We'll bring Shawn Kelly here
7 to talk about traffic.

8 MR. KELLY: Good evening, Mr. Chairman,
9 members of the board. For the record, my name is
10 Shawn Kelly. I'm a traffic engineer with Vanasse &
11 Associates. On behalf of our team, thank you for
12 having us before you tonight.

13 What I'd like to do tonight is take a few
14 minutes to walk through our traffic study, how it was
15 conducted, what our findings were, what our
16 recommendations are. And I'd be happy to answer any
17 questions that members of the board may have.

18 I think Peter did a great job describing
19 the site location, but again, just to orient
20 ourselves, we're located on the west side of Babcock
21 Street directly across from Freeman, Commonwealth
22 Avenue to the north, and Harvard to the south.

23 The study we conducted was done in
24 accordance with all state and industry guidelines.

1 The first stage, we did what we call "an assessment
2 of existing traffic conditions." We went out and did
3 some traffic counts. The locations that we did count
4 are depicted on this image here. The red, yellow,
5 and green note signalized intersections at
6 Commonwealth Ave. and Harvard, and the blue dots
7 represent the unsignalized intersections at Freeman
8 directly across the street.

9 We also did a daily count on Babcock
10 Street, immediately in front of the site. The counts
11 that we did were done during your typical hours for
12 residential projects. We looked at the weekday
13 morning peak hours, 7:00 to 9:00, looked at the
14 weekday evening peak hours from 4:00 to 6:00. And
15 the reason that we looked at these time periods is
16 these are the time periods when the residential
17 traffic is at its highest.

18 What the data showed us is that the morning
19 peak hour generally occurs from about 7:45 to 8:45,
20 the evening peak hour generally occurs from about
21 4:45 to 5:45.

22 On a daily basis, Babcock Street carries
23 approximately 6,200 vehicles per day. During peak
24 hours, that number varies from about 550 to 600 cars.

1 Traffic is actually split fairly evenly from morning
2 and evening. That is about 55 percent and 45 percent
3 traveling in either direction, so there isn't a real
4 high distributional split during either peak period.

5 In addition to collecting traffic data, we
6 also went out and looked at some safety
7 characteristics. We went out and looked at the motor
8 vehicle crash history for each of these locations.
9 And the reason we did this is we compared that data
10 to the state average to see if any of these locations
11 were what we would call an above average crash rate.
12 None of these locations were, and all were well below
13 the crash rate. That is to say that the number of
14 collisions they have experienced are below what you
15 would expect for an intersection with this type of
16 volume that travels through it.

17 MS. POVERMAN: Which intersection are you
18 talking about?

19 MR. KELLY: All of them.

20 MS. POVERMAN: Including Comm. Ave. and
21 Babcock?

22 MR. KELLY: Correct. So what it is is you
23 look at the number of collisions and then you look at
24 the volume that goes through on a typical day. You

1 break it out into an annual number, and it tells you
2 how many crashes you have per million entering
3 vehicles. Per the state guidelines, all of the
4 intersections in this area are actually below the
5 state average for crashes per million entering
6 vehicles.

7 We also did what we call a speed study
8 where we did the daily traffic count
9 (indecipherable) --

10 (Interruption by the court reporter.)

11 MR. KELLY: We put a road tube out to get
12 the speed of traffic. The speed limit out there is
13 25 miles an hour. What we found was the 85th
14 percentile speeds, which are what we use for design
15 purposes, were slightly higher, on the order of 26 to
16 28 miles an hour. We utilize those speeds to ensure
17 that the sight distance of the driver location is
18 adequate. And what we found is that for the
19 topography that's out there, with the vehicle speeds
20 that exist today, the sight lines are adequate for
21 the driveway. They do provide the required sight
22 distance in both directions to meet the federal
23 guidelines.

24 We also did an inventory of the public

1 transportation that serves the site. The site is
2 well-served in public transportation. We have the
3 Green Line both to the north and to the south. There
4 are also buses that are operated by the MBTA that
5 I'll get into later. We certainly expect that a
6 significant percentage of the project's traffic will
7 be public transit in nature.

8 The next step is we take the traffic that
9 we collected and we project that out seven years.
10 It's the state requirement. That's called the "no
11 build horizon." So we look at traffic as we expect
12 would exist in the year 2024.

13 Really, there are two components to this.
14 The first is simply general background growth, not
15 attributable to any specific development. So we take
16 the volumes that we collected, we apply a compounded
17 growth rate, and we grow traffic every year over
18 those seven years.

19 The second component is traffic associated
20 with specific developments that are either in the
21 pipeline, under construction, or have been approved.
22 We did contact the planning staff, and they
23 identified six projects to be included in our study.
24 And just to walk through them quickly, we included

1 traffic associated with 420 Harvard Street,
2 384 Harvard Street, 455 Harvard Street,
3 21 Crowninshield Road, 1299 Beacon Street, and then
4 the 8 to 10 Waldo Street.

5 So when we look at traffic in the future,
6 2024, we've increased everything we've counted to
7 account for just general growth, and then we've also
8 added the traffic specifically associated with those
9 projects. So when we talk about the future traffic,
10 it includes everything that's going on in the state
11 that's expected to influence traffic in this area.

12 As far as the project itself, we rely on
13 data that's published by what's known as the
14 Institute of Transportation Engineers. This is the
15 state and federal guideline in terms of how much
16 traffic a project will generate. And what the ITE
17 does is they publish rates -- trip generation rates.
18 And these rates tell you that for a specific
19 development -- and there are many types: office,
20 residential, commercial -- based on the size of the
21 project, how much traffic you can expect.

22 We ran the numbers for a typical 62-unit
23 apartment building, and this is what the ITE numbers
24 equate to. It is the number that we used, and

1 I'll -- in a minute, I'll get to why these are
2 conservative.

3 MS. POVERMAN: Does this take into account
4 that there are 30 parking spaces, or not?

5 MR. KELLY: I'm going to get into that in a
6 second.

7 So basically, if you had 62 apartment
8 complexes in the middle of a suburban area with no
9 public transit, no walking opportunities, things of
10 that nature, you would expect that you would have 500
11 daily trips. That's 250 cars coming and 250 cars
12 going. And then in the morning you would have 34
13 trips, 27 leaving, predominantly people going to
14 work, and 7 arriving, and then in the evening you
15 would have 52 trips, mostly inbound, people coming
16 home from work, 34, and people leaving, 18.

17 These are the numbers that we used for our
18 analysis, and we did it purposely to be extremely
19 conservative. And the reason -- there really are two
20 reasons to be conservative.

21 The first is that we took no reduction for
22 the number of trips at the site today. As Peter
23 pointed out, we have multifamily residential there
24 today, so there are residential trips. We haven't

1 netted those out of the equation, if you will, so we
2 haven't taken any reduction for the trips that exist
3 today that will be eliminated.

4 Secondly, we've taken no reduction for
5 transit trips or walking trips. That is, our
6 analysis, in order to be extremely conservative,
7 assumes that every person arriving as part of this
8 project will do so via automobile. And when you look
9 at it, you can see why the analysis is conservative.
10 We have, you know, 34 vehicles entering. Obviously,
11 that's more than what we're going to have in a
12 31-space parking garage.

13 We looked at the impacts of the project and
14 the distribution. Based on existing traffic
15 patterns, we expect that about 2/3 of the traffic
16 will be heading northbound towards Comm. Ave., and
17 about 1/3 southbound towards Harvard.

18 When you look at the percentage increase
19 versus what the no-build condition is in terms of the
20 overall volumes, it's a very small increase. It's on
21 the order of 0.4 to 0.7 percent. And just to put
22 that into perspective, as far as that background
23 growth rate I mentioned a minute ago, we've assumed a
24 1 percent growth per year just in terms of background

1 traffic. So this project essentially would generate
2 on the order of 1/2 of what we would assume for
3 background growth for only one of the seven years we
4 evaluated.

5 We looked at the impact of traffic
6 operations at the intersections that we evaluated,
7 and this is essentially what we call levels of
8 service, how they operate, and delays. And really,
9 the impacts are minimal. Even using this very
10 conservative approach, you know, the morning 27
11 existing is your predominant move, in the evening, 34
12 entering is the predominant move. We're talking
13 about one car every other minute, you know, coming
14 from two directions.

15 And, again, this really is about -- based
16 on census data, it's probably double what you're
17 going to see. The census data indicates that really
18 almost half the trips in Brookline are either public
19 transit, bicycle, or walking, so we're confident that
20 these assessments, even with minimum impact, is
21 highly conservative.

22 Our recommendations, you know, are really
23 focused primarily on access. We're recommending the
24 access drive be a minimum of 24 feet in width for the

1 parking area. We're recommending that the access
2 drive be placed under a stop sign control, the
3 appropriate signage in accordance with minimum
4 vehicle and traffic control device criteria, pavement
5 stop bars on the approach to Babcock Street.

6 We are recommending that any landscaping or
7 signage that's proposed in the vicinity of the access
8 drive be placed in such a way that does not impair
9 the sights line to the north and south. As I
10 mentioned, we did evaluate the sight lines based on
11 the vehicle speeds along the corridor, and the sight
12 lines out there well exceed what's needed, so there's
13 no safety issues.

14 We're recommending that bicycle racks
15 within the building are placed in a secure location,
16 both for the residents as well as guests of the
17 project.

18 And lastly, we're recommending that in a
19 conspicuous area, public transportation maps and
20 schedules are placed so that residents are aware and
21 that we're promoting the use of public transit by
22 residents of the project.

23 And we're confident that with these
24 measures in place, this project can be constructed

1 with minimal impact on the surrounding transportation
2 system.

3 That's all I have tonight. I'll be happy
4 to answer any questions. Thank you.

5 MS. POVERMAN: So the transportation board
6 has been working for a ridiculously long time on
7 changes to the traffic pattern on Babcock Street,
8 trying to work out how cars and bikes can live on
9 that street and other streets. An analysis was done
10 on traffic on Babcock as a result. Did you have
11 access to that when doing your --

12 MR. KELLY: We have not reviewed that
13 document, no.

14 MS. POVERMAN: In any future analysis
15 that's done, could you review that?

16 MR. KELLY: Absolutely.

17 MS. POVERMAN: Their findings sound, among
18 other things, that the busiest part of Babcock Street
19 is in between Freeman Street and Manchester, which
20 is -- well, you know where it is, the first road off
21 of Babcock. So that might be an area that's
22 especially impacted by this particular building,
23 since it obviously empties out right into Freeman
24 Street.

1 In addition, as you probably know, the
2 building would be just a block away from the fire
3 department.

4 Has there been any analysis of how traffic
5 analyses are changed when the fire department is a
6 block or so away? I just don't know.

7 MR. KELLY: I'm not sure I understand your
8 question, specifically.

9 MS. POVERMAN: If a fire department is a
10 block or so away, does that affect any analysis that
11 is done by a traffic analyzer in determining safety,
12 speeds, things that should be taken into account?

13 MR. KELLY: I mean, to the extent we would
14 make sure we have no conflicts with the fire
15 department. But as far as their operations, this
16 project isn't going to have a detrimental impact on
17 the fire department being able to access that
18 building at all.

19 MS. POVERMAN: In using your analysis of
20 safety and accidents, did you also look at the
21 Brookline Police Department's records for crashes?

22 MR. KELLY: We utilize the MassDOT
23 database. And the reason that we do this is that the
24 crash rates that I mentioned earlier are based on the

1 DOT data. So if you utilize police data, the crash
2 rates aren't necessarily applicable. It's apples to
3 oranges. So when you're doing an analysis of the DOT
4 crash rate or whether or not you're above or below
5 that average, you should be utilizing the data that
6 was published by the DOT.

7 MS. POVERMAN: My understanding, though, is
8 that there are sometimes -- or often increases of
9 crashes if you include the two, so it would be great
10 in any further analysis if you could do that.

11 MR. KELLY: Sure.

12 MS. POVERMAN: What's the basis of your
13 assumption that a lot of the traffic -- or a lot of
14 the people will be using public transportation?

15 MR. KELLY: We looked at the US Census data
16 for the town. And based on that data, ballpark,
17 rough numbers here is around 30 percent of public
18 transportation and around 17 percent was walking and
19 bicycle trips.

20 So in this project you're in walking
21 distance to both Green Lines and bus service. It
22 only makes sense that we're going to have the same
23 patterns here. Not to mention the fact that we've
24 constrained parking. It's clearly an intent to

1 promote the use of other means of transportation.
2 That's why we don't overpark on the site. The
3 majority of residents, quite frankly, won't have a
4 parking space, so public transportation likely will
5 be their only means of transportation to work.

6 MS. POVERMAN: That's a separate issue.
7 That's all I have for now.

8 MR. KELLY: Thank you.

9 MR. GELLER: My only comment is that we, at
10 a future hearing, will have a more dedicated analysis
11 of the parking, so I'm going to reserve comments
12 until we focus on it at that time.

13 MR. HUSSEY: I've got one question for
14 Peter, actually, I meant to ask. You don't have to
15 get up.

16 You've got on the floor plan here, the main
17 floor, you've got the lobby and leasing. What's the
18 leasing all about?

19 MR. BARTASH: So during the initial phases
20 when the building is being occupied on Day 1, there
21 is a component of the rental process that involves
22 leasing. So there are people who are on-site or
23 working off-site to drive people to the project and
24 get them to rent units that are there.

1 Once the lease-up process is complete,
2 there is an on-going leasing effort as residents move
3 out at the end of their leases or their turnover
4 within the life cycle of this building.

5 But primarily the same kind of desk and
6 infrastructure space in that lobby is then used by
7 building management or people who are manning the
8 property on a day-to-day basis for an operational
9 consideration.

10 MR. ALLEN: It's a desk.

11 MR. HUSSEY: Thanks.

12 MR. GELLER: Anything else?

13 MR. HILL: Can I just ask a question?

14 MR. GELLER: What's your question?

15 MR. HILL: Will we have an opportunity to
16 ask questions of the developer's traffic engineer at
17 a later date, or --

18 MR. GELLER: Yeah. When we go through the
19 process of an actual transit and parking review -- so
20 as I mentioned there will be peer review on both of
21 those -- we'll have a future hearing in which there
22 will be public testimony -- an opportunity for public
23 testimony and we'll also have an opportunity for
24 questions.

1 Anything else for transportation?

2 MS. POVERMAN: No.

3 MR. GELLER: Okay. Thank you.

4 Is that the end of the applicant's
5 presentation?

6 MR. ALLEN: That's it.

7 MR. GELLER: Okay. I want to thank the
8 applicant for their presentation. Needless to say,
9 the board will have lots of future questions for you.
10 As noted, it's an iterative process.

11 MS. POVERMAN: Can we be told what sorts of
12 discussions have been going on? They said they've
13 talked with neighbors. Wouldn't that be helpful for
14 us to know what's been going on there?

15 MR. GELLER: I'll ask him, but I'm going to
16 assume they're so preliminary that they're not going
17 to assist us in any fashion. And, frankly, I think
18 that we're going to lead the process rather than
19 utilize that.

20 MS. POVERMAN: Well, the reason I say it is
21 one of the things in this new guide we got -- it says
22 that it's a good idea to point out issues as soon as
23 possible so that they can be worked on. And I'd love
24 to know if some of the issues I have with the project

1 are ones that are already being addressed.

2 MR. GELLER: I'm not sure they know yet.

3 Peter?

4 MR. BARTASH: I will say that the
5 conversations we've had to date are extremely
6 preliminary and have not driven much outcome I can
7 talk about here now, but that the comments that we've
8 heard in those meetings are consistent with the
9 comments that were submitted in writing to the
10 planning department and to the ZBA. So those
11 comments are available for your review, I believe,
12 and they are consistent with what we've been hearing
13 firsthand.

14 MS. POVERMAN: So they relate to size,
15 mass, design?

16 MR. BARTASH: Correct. All of the above.

17 MR. GELLER: Maria, do we have anything
18 else for the agenda for this evening?

19 MS. MORELLI: No.

20 MR. GELLER: Okay. Then I'll remind people
21 that our next hearing is June 21st, same time,
22 7:00 p.m. Did we have a sense of topics?

23 MS. MORELLI: At this time, it would be
24 testimony from staff, boards, and commissions.

1 MR. GELLER: Okay. So just for people who
2 have not attended one of these hearings before, the
3 agenda is a little bit in flux. We try to be right
4 when we tell you something so that you can plan in
5 the future, but sometimes we're wrong.

6 The intent now is that at the June 21st
7 hearing we will hear from town boards and
8 departments. Hopefully that actually turns out to be
9 the case. If it's not, we'll hear from those that
10 have responded and we will reserve another date to
11 hear from the rest.

12 We also have coming up, I'll remind people,
13 on June 5th at 8:45 on-site a site visit. Members of
14 the public, again, are welcome to join us. We're not
15 taking testimony, but you're certainly welcome to
16 join us.

17 And we hope to have our peer review
18 consultant -- our 40B consultant with us at the next
19 hearing, who will then give us an overview of the 40B
20 process.

21 I see Mr. Allen is going to the podium.

22 MR. ALLEN: Thank you. Just for the
23 record, Robert Allen.

24 Maybe Cliff could actually come to that

1 June 5th site visit, if he's available.

2 MS. MORELLI: Sometimes we schedule him
3 separately, so we'll discuss his availability. But
4 it's preferable that we have him separate.

5 MR. GELLER: Mr. Allen, other --

6 MR. ALLEN: That's it. Thank you.

7 MR. GELLER: Okay. I want to thank
8 everyone for joining us this evening, and we will see
9 you again June 21st or the 5th. Thank you.

10 (Proceedings adjourned at 8:34 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 22nd day of May, 2017.

14 

15 Kristen Krakofsky, Notary Public

16 My commission expires November 3, 2017.

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