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Volume III
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Brookline Zoning Board of Appeals Hearing
111 Cypress Street Comprehensive Permit Application
107-111 Cypress Street Realty Trust
August 9, 2017, at 7:00 p.m.
Brookline Town Hall
333 Washington Street, Room 111
Brookline, Massachusetts 02445

Reporter: Kristen C. Krakofsky

1 APPEARANCES

2 Board Members:

3 Mark Zuroff, Chairman

4 Jonathan Book

5 Kate Poverman

6

7 Town Staff:

8 Alison Steinfeld, Planning Director

9 Maria Morelli, Senior Planner

10 Karen Martin, Planner

11

12 Urban Design Peer Reviewer:

13 Clifford J. Boehmer, AIA, President & Principal,

14 Davis Square Architects

15

16 Applicant:

17 Mark Bobrowski, Esquire, Blatman, Bobrowski, Mead &

18 Talerman, LLC

19 Michael Dennis, Designer, HDS Architecture

20 Brandon Carr, P.E., DiPrete Engineering

21 Ed Marchant, EHM, Real Estate Advisor

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1 PROCEEDINGS:

2 7:14 p.m.

3 MR. ZUROFF: Good evening, ladies and
4 gentlemen. We are calling to order this meeting of
5 the zoning board of appeals on Wednesday,
6 August 9th.

7 My name is Mark Zuroff. To my right is
8 Kate Poverman, to my left is Jonathan Book. We are
9 the sitting board. We are hearing the comprehensive
10 permit application concerning 111 Cypress Street.

11 We have an agenda this evening. We will
12 hear from the staff and hear their report on their
13 progress in negotiating and working with the
14 developer and their -- no.

15 All right, Maria. I'm sorry. I summarized
16 incorrectly. I'm sorry.

17 We will hear from Maria Morelli on the
18 staff report, whatever that is. We will also hear
19 from our architectural peer reviewer, Cliff Boehmer.
20 We will also hear from the applicant the proposal,
21 which has been revised, I understand, and we will
22 hear about that.

23 If there is time, we will hear from members
24 of the public if you want to make comments on it,

1 but I recommend to you that you consider that there
2 will be further peer review, which we will hear at
3 the next meeting, which is next week. And we all
4 have to consider the revised plans that are being
5 submitted to us, and so it might be beneficial for
6 the public as well as for the board to be able to
7 consider fully what the revised plan is before we
8 give direction to the applicant and before we hear
9 further public commentary. But we'll see how the
10 time goes.

11 I can say to you now that the next hearing
12 is next week. It is August 16th, at which time we
13 would hear traffic, parking, environmental, public
14 health, and DPW, so there will be a lot to take in
15 next week.

16 So that being the agenda, I will ask Maria
17 to tell us why the staff is reporting.

18 MS. MORELLI: Maria Morelli, senior
19 planner, Department of Planning and Community
20 Development. I'm working on this project with a
21 colleague, Karen Martin, also a planner with the
22 department.

23 Typically, we provide the staff report.
24 Last time there was a hearing, it was March. And I

1 just want to say in the meantime -- I know you used
2 the word "negotiate," but typically the ZBA gives a
3 charge to the developer and the developer may work
4 with staff to make sure that they're progressing
5 along to meet your charge.

6 Just to provide a little bit of background,
7 back in March we had the boards and staff testimony.
8 The planning board did send a rather lengthy letter
9 with a lot of concerns that they wanted addressed
10 that they were recommending to the ZBA. And I do
11 commend the applicant and the project team for
12 taking initiative to revise the plans, but I do want
13 to note that that was done voluntarily. Staff did
14 not urge that and the ZBA, as you know, did not give
15 a charge.

16 So just a little housekeeping. The first
17 thing we should do is the ZBA should confirm with
18 the applicant that the revised plans are the plans
19 of record and supercede the initial plans.

20 MR. ZUROFF: We can ask that now.

21 MR. BOBROWSKI: Good evening, Mr. Chairman.
22 Mark Bobrowski for the applicant. My office is in
23 Concord.

24 Yes, we will stipulate that the plans that

1 you have in front of you now supercede the
2 submittals.

3 MR. ZUROFF: Thank you, sir.

4 MS. MORELLI: And, again, the project team
5 did, on the their own, spend a great deal of time to
6 consider comments that were submitted by the public
7 and the planning board and other testimony. And
8 rather than have peer review conducted on initial
9 plans, they took it upon themselves to make changes.

10 Now, just to provide this information so
11 that everyone understands, the ZBA -- you may feel
12 that there are additional concerns that were
13 submitted and may not have been addressed. I just
14 want to make the distinction between planning board
15 comments and the ZBA. The ZBA acts for all local
16 boards.

17 Okay. So why was there such a big gap? We
18 met last in March. There were some personnel
19 changes on the project team side, and the applicant,
20 of course, had decided after the March hearing, when
21 there was testimony, to revise the plans rather than
22 have peer review take place on initial plans and
23 then on revised. So there was a gap.

24 In response to concerns staff had about

1 closing the public hearing in June, I had discussed
2 with Mr. Bobrowski about extending the hearing --
3 close of the hearing, so we did receive from the
4 applicant in writing an extension to close the
5 hearing to February 16, 2018.

6 So peer review is being conducted on the
7 revised plans, and that includes -- I also want to
8 state that the project team did a great job
9 providing all of the necessary materials associated
10 with the revised plans. That includes updated
11 traffic study, shadow study, 3-D model, civil
12 engineering. And basically it was a very complete,
13 well-done package that's been posted online, and you
14 have those plans before you.

15 Regarding peer review, we did receive
16 \$25,000 for peer review. We do need another
17 \$25,000, which Mr. Bobrowski has confirmed the
18 applicant has written a check for the balance.
19 That's for all four peer reviewers, and I should be
20 getting that tomorrow. So I just wanted to state
21 where we are with the peer review funds.

22 Another thing that Mr. Boehmer, who's the
23 architectural peer reviewer, will speak about:
24 There are two town easements on the site. It's

1 closest to the MBTA. And we do need to see some
2 site plans regarding how deep the conduits go and,
3 you know, their location as well as the easements
4 themselves. So we don't have that information for
5 you for this hearing, but Mr. Ditto, who's the
6 director of engineering and transportation, will
7 speak to that next week and we should have those
8 materials for you then.

9 The other thing I wanted to point out is
10 you have plans that we asked the project team to
11 prepare that shows any changes in the public way.
12 It could be curb cuts, traffic calming bump-outs on
13 Brington Road, removal of street trees because of
14 the driveway location. That is a very helpful plan
15 to look at, and I'm sure that Mr. Dennis, who's the
16 architect here this evening, will explain that or
17 speak to that. I do want to point out that any
18 proposed removal of street trees is not within the
19 purview of the ZBA. It falls under MGL Chapter 87.
20 That's a separate public process, and that is
21 administered by Mr. Brady, who is the town arborist.

22 And we did have on our agenda that the
23 environmental peer review would be this evening.
24 It's actually next week. And as you know, the

1 reason for the environmental peer review -- this
2 is -- the property is opposite a gas station. It's
3 downslope from that gas station, and the gas station
4 was the site of a gasoline leak perhaps 10 years
5 ago. I'm not quite certain of the date. And that's
6 why we wanted to have an LSP provide some commentary
7 to look into any ESAs that were done to provide any
8 recommendations to assure the ZBA that the site is
9 suitable for residential use.

10 Any questions?

11 MR. ZUROFF: No. Thank you, Maria.

12 All right. We will now hear from the
13 developer. You can present your new plan.

14 MR. BOBROWSKI: Good evening, again. For
15 the record, Mark Bobrowski representing the
16 applicant.

17 I also have with me here this evening Mike
18 Dennis who's from the HDS architectural firm who
19 will be speaking next, and Brandon Carr from DiPrete
20 Engineering. He'll take the mic after Mike. And
21 lastly, Ed Marchant -- whom I'm sure you know -- our
22 40B consultant who is here with me in the front row
23 as well.

24 So we have spent a considerable amount of

1 time since March when the planning board wrote this
2 letter that I have in front of me revising the
3 project, and we tried to do the best we can to
4 respond to their comments. I think they're to be
5 thanked for pointing out some things to us that we
6 needed to hear, and I think the new plans that
7 you'll see this evening reflect the fact that we
8 listened. This is a much better project, in my
9 opinion, and I hope it will be in yours as well.

10 The chief change that I think will please
11 everyone is that we have taken the access/egress
12 into a garage off of Cypress Street, which is shown
13 on the original plan. That has been wiped out. And
14 that changes some of the parking configurations,
15 which you'll hear those details as the architect and
16 the civil engineer explain the site plan.

17 I want to thank the staff as well because
18 they've been more than corporative. We had a
19 productive site walk last week, and there were ideas
20 exchanged with your consultant peer review architect
21 and our team as well.

22 So without further adieu, I'm going to
23 introduce Mike Dennis. He'll show you the
24 PowerPoint that's teed up.

1 MR. DENNIS: Hi. I'm Mike Dennis from HDS
2 Architecture. And as has been mentioned, this is a
3 new design of an existing project that we've been
4 working on.

5 So just to familiarize everybody with the
6 site, this is a Locus map here showing the site
7 here. Now a little closer look. This red line is
8 the property line. There's an existing commercial
9 building on that site here, and this is the surface
10 parking that services this commercial building.
11 This is Cypress here, and this is Brington Road
12 here. This is a view of the existing building
13 across the parking lot, this is a view of the
14 existing building along Cypress Street, and another
15 existing view showing the curb cut into the existing
16 parking to the right on Brington Road.

17 So jumping right into the new design, as
18 was mentioned, we originally had a parking garage
19 entrance on the second floor here. That's been
20 removed, and instead we tried to really provide a
21 much more appropriate elevation along Cypress Street
22 that appears a lot more pedestrian friendly. And
23 with that, we've added a secondary main entrance on
24 the second floor here.

1 Also worth noting is the previous design
2 was actually seven stories, which, from Cypress
3 Street it read as six stories because this is
4 actually a second floor here, as Cypress slopes
5 down -- slopes down here, and Brington Road around.
6 The first floor is one level below this, so this is
7 actually -- it appears as five stories, one story
8 less than the previous design.

9 And we feel we've been able to come up with
10 a building that's much more appropriate to the site
11 in terms of scale, geometry, as well as the
12 materials. So you're looking at primarily a red
13 brick building with projecting brick and recessed
14 brick detailing along the facade. We have
15 projecting metal panels along the facade as well at
16 the corners and cement board accents along the top
17 and the corner as well.

18 We tried to manipulate the geometry to
19 really reflect some of the characteristics along
20 Cypress Street. So if you look at these projecting
21 bays, the center one's actually flat towards the
22 street, while these off to the side are angled to
23 reflect the curvature along Cypress Street. And
24 this corner element here is also tipped outward in

1 this direction to reflect that curvature as well.
2 And there's a bay that you cannot see here that's on
3 the other corner that's tipped the opposite way to
4 sort of emphasize the curvature along the street
5 along Brington Road.

6 This is a footprint plan of the building.
7 So here is the property boundary line here, and this
8 is the new footprint in blue. It's a little hard to
9 read on the projector, but this dashed line here is
10 the footprint of the existing commercial building
11 that's there currently.

12 Looking at the landscape plan, you'll
13 notice we've greatly reduced surface parking that we
14 were originally showing previously, and instead have
15 developed or are calling this this main entry
16 courtyard here that both doubles as a sort of
17 pedestrian area for hanging out as well as a
18 turn-around for cars dropping people off, picking
19 them up, etc. And we have a few surface parking
20 available, three of which are actually for this
21 neighbor here that they have a right to. So we have
22 two entrances to parking, one along the first floor,
23 the entrance here, and another basement level of
24 parking here which ramps down below the first floor.

1 So looking at the first floor plan, again
2 this is the entrance to the garage on the first
3 floor plan here, and all this is the amenities here,
4 and the ramp down towards the basement level
5 parking. When you enter this building to go into
6 this entry courtyard into the main lobby, there's a
7 great room off of the lobby here, a fitness room
8 here, bicycle storage here, electrical, sprinkler,
9 and a trash room here.

10 Looking at the second floor, this is
11 primarily residential units, but here off of Cypress
12 Street is our secondary main entrance off of the
13 sidewalk along Cypress Street.

14 And looking at a typical upper floor plan,
15 you'll begin to see how we've manipulated the
16 geometry of the building with these projecting bays
17 here to emphasize the curvature along the street
18 here.

19 So on the elevation along Cypress Street,
20 you'll notice a lot of the red brick and the
21 horizontal brick detailing that we had as well as
22 the projecting bays, and, again, just to point out,
23 this new pedestrian main entry here, which was
24 previously a garage entry. So that's probably the

1 most prominent change apart from reducing the
2 building from a story that you'll see along Cypress
3 Street. Another elevation along Brington Road,
4 Cypress Street sloping down on Brington Road into
5 the entry courtyard here.

6 And this is the elevation of the main
7 entrance of the building, so Brington Road sloping
8 down into the entry courtyard here. And all this is
9 the amenities, which is proposed to be a lot of
10 glass for transparency from indoors to the outdoors
11 for the amenity space, such as the great room, the
12 main lobby, the fitness center, etc.

13 So here is the entrance to the first level
14 of parking here, and this is the entrance to the
15 ramp down to the basement level parking here.

16 And the north elevation, this is
17 essentially looking across the railroad tracks. So
18 this is Cypress Street up here, and this is the
19 entry courtyard down here. So we'll be sloping the
20 landscape down. We'll have to have a retaining wall
21 to support all that, but this will be a landscaped
22 green space between our building over the easements
23 that exist to the railroad tracks.

24 Another perspective looking north along

1 Cypress Street. So, again, the brick detailing in
2 this corner element set back, the angle to emphasize
3 this curvature along the street here.

4 So looking at the general massing, this is
5 just a diagram showing how our proposal fits into
6 some of the existing buildings on the site. So
7 obviously this is our building here, this is the
8 entrance along Cypress Street here, Brington Road
9 sloping down. And from the opposite direction,
10 Brington Road here, this is an entry courtyard here.
11 So the main lobby entrance here, the first level of
12 parking garage entrance here, and the ramp down to
13 the basement level parking here.

14 And just to briefly go over some of the
15 statistical changes from the previous design, we now
16 have 8 spaces for surface parking compared to the 19
17 spaces that we previously had. So garage parking
18 spaces have been reduced from 89 parking spaces to
19 what is 61 parking spaces now in this new design.
20 We reduced the floors from 7 floors to 6 floors. We
21 have removed the Cypress Street garage entrance on
22 the second floor.

23 The unit count has remained the same, so we
24 had to shuffle around the -- sort of the unit mix,

1 so I'll just go through what the current unit mix
2 is. We currently have 10 three-bedroom units, 20
3 two-bedroom units, 46 one-bedroom units, and 23
4 studios. We've reduced the FAR from 3.15 to 3, we
5 have added stormwater recharge on-site, and we've
6 also reduced the Brington Road curb cut from 2 to 1.

7 And just to briefly do a little compare and
8 contrast of the previous proposal compared to this
9 new design, the old design was an L-shaped building
10 here with obviously much more surface parking. This
11 was the turn-around here, so you had two curb cuts
12 along Brington Road as well as the curb cut on
13 Cypress Street into the second level of parking.

14 Compared to the new site plan, obviously
15 this is -- the entrance to the garage is removed on
16 the second floor off of Cypress Street instead -- in
17 favor of a main pedestrian entrance. We have now a
18 single curb cut off Brington Road, much less surface
19 parking. And I also want to point out we've greatly
20 increased the offsets of this building along the
21 property line, so this person should be pleased that
22 our building is pulled away much further in this new
23 design than in the previous design to maximize the
24 landscape buffering between our building and the

1 neighbors.

2 And this is a rendering sketch of the
3 previous design. So, again, this was the garage
4 entrance off of Cypress Street. And, again, from
5 Cypress Street you'll notice that this actually
6 reads as six stories, seven stories from the main
7 entrance around, and compared to the new design,
8 which reads as five stories. The removal of the
9 garage entrance here. Instead a main pedestrian
10 entrance.

11 And just to show the scale of the changes,
12 this is a section of the previous design. So here's
13 Cypress Street, sort of a cross-section through the
14 site and it slopes down to the main entrance. So
15 here you'll see the seven stories. You'll also
16 notice how close we are to this building compared to
17 the new design where we've greatly increased the
18 distance between our building and the neighbors here
19 as well as reducing the building by one story.

20 So that about wraps up the architecture, so
21 Brandon will sort of take you through some of the
22 civil detail.

23 MR. ZUROFF: Could I ask you a couple of
24 questions?

1 MR. DENNIS: Sure.

2 MR. ZUROFF: I note that you have an
3 entrance to the upper level garage and a separate
4 entrance to the lower level garage. Are they not
5 connected inside the building at all?

6 MR. DENNIS: No.

7 MR. ZUROFF: They're completely separate.
8 Okay.

9 And then I know you've reduced the number
10 of stories. Have you reduced the height of the
11 building?

12 MR. DENNIS: Yes.

13 MR. ZUROFF: By how much?

14 MR. DENNIS: I would say about 15 feet
15 total is the -- probably -- reduction.

16 MR. ZUROFF: And your renderings don't show
17 the HVAC units on the roof. Are they there or --

18 MR. DENNIS: Yeah, there would be rooftop
19 AC units. Those would be screened behind either a
20 parapet or just roof screening. But in any case,
21 it's really not something that you would see from
22 the sidewalk at all in these perspectives.

23 MR. ZUROFF: Well, you just led me to my
24 next question. Is there going to be some sort of a

1 parapet or a wall that screens the roof from
2 abutters?

3 MR. DENNIS: There would be from -- you're
4 saying just from viewing the HVAC units?

5 MR. ZUROFF: Particularly from the higher
6 buildings next door.

7 MR. DENNIS: Right. So typically we try to
8 group the HVAC units as close in-board as possible.
9 So they'll usually put a screen around that but try
10 to cluster them together so you're not just
11 everywhere. But that would be a part of -- part of
12 our design process would be a way to sort of
13 screen --

14 MR. ZUROFF: Visual as well as audio
15 screening?

16 MR. DENNIS: Yes.

17 MR. ZUROFF: Okay. Thank you.

18 And then the other question I had was with
19 regard to the frontage on Cypress Street. I don't
20 know -- I can't see well enough to know. Have you
21 pulled the building back from Cypress?

22 MR. DENNIS: Compared to the previous
23 scheme, yes, it is slightly pulled back from -- I
24 don't have the number off the top of my head, the

1 offset of that from the property line, but it is
2 slightly further back from the property line
3 compared --

4 MR. ZUROFF: So, in other words, there's
5 more pedestrian space?

6 MR. DENNIS: Exactly, yes.

7 MR. ZUROFF: Okay. And then just out of
8 curiosity, you've kept the same number of units, but
9 you've reduced the FAR, so I guess you changed the
10 unit mix.

11 MR. DENNIS: Correct.

12 MR. ZUROFF: Which is fine. Are they
13 smaller units as well?

14 MR. DENNIS: Yeah. So the previous scheme
15 sort of favored a two-bedroom/one-bedroom mix, where
16 this new scheme favors studios and one bedrooms more
17 so than the two bedrooms.

18 And the deeper setback was actually some
19 feedback that we received, so we took that into
20 consideration with this new design, setting back the
21 building more.

22 MS. POVERMAN: But you don't know what that
23 is?

24 MR. DENNIS: Off the top of my head, no, I

1 don't. I'm sorry.

2 MS. POVERMAN: But you can get that
3 information?

4 MR. DENNIS: Yeah, I can get that
5 information. I mean, it's a couple of feet. It's
6 not like 10 feet or anything like that, but it's a
7 couple feet.

8 And just to point out, it doesn't actually
9 increase the pedestrian way that exists along the
10 sidewalk. We're not impacting the sidewalk at all.
11 What it does is increase the landscape buffer from
12 the sidewalk to our building.

13 MR. ZUROFF: I know. I figured you weren't
14 widening the sidewalk.

15 MR. DENNIS: Okay. I just wanted to
16 clarify.

17 MR. ZUROFF: Jonathan, do you have
18 questions?

19 MR. BOOCK: Yes, one.

20 So the height of the building as
21 redesigned, do you know how it relates to the
22 buildings surrounding it? So the building across
23 the street, is that taller or is it --

24 MR. DENNIS: So I'll actually go back to

1 one of the elevations that illustrates the building
2 across the street. Here is the -- so what we are
3 calling the building across the street from Cypress
4 Street -- so this is the existing building, which is
5 roughly 45 -- about 45 feet from the sidewalk is
6 what we're showing, whereas our building is 56 feet.

7 MS. POVERMAN: How about the one across
8 from Brington?

9 MR. DENNIS: So the Brington along -- well,
10 this is Cypress Street, so here's Brington Road
11 here. The existing building is about 50 feet above
12 the sidewalk, and our building is about 65 feet off
13 that sidewalk there because this is sloping down.
14 We're a little taller on this side.

15 MS. POVERMAN: I have one more question.
16 How big is the footprint, the square feet, of the
17 existing plan versus the old plan?

18 MR. DENNIS: I'm not -- we'll have to get
19 back to you with the exact surface square footage of
20 the footprint.

21 MS. POVERMAN: Okay. That would be great.

22 MR. CARR: Good evening. Brandon Carr with
23 DiPrete Engineering.

24 Just with the building, we can get you the

1 exact numbers, but the -- I know the building got
2 bigger, but there's less parking, so the total
3 impervious number decreased by about 5,000 square
4 feet from the previous scheme to the new scheme,
5 which is about the same from the existing use out
6 there today. It's about a 5,000-square-foot
7 reduction of impervious to the new proposal.

8 So I'm just going to walk through the site
9 design, the utilities, stormwater. As Michael said,
10 there's a number of easements I wanted to point out
11 on the site that really drove the siting of the
12 building and pushed the building more towards making
13 it sited towards Cypress.

14 So on this plan you can see the proposed
15 building. This black line is the outline of the
16 existing building footprint. This purple kind of
17 magenta easement, that's an access easement for the
18 neighbor. Not the direct neighbor, but the second
19 neighbor here. They have a garage in their back, so
20 there's an access easement through the site for
21 that, which we have preserved.

22 There's the green line here that comes
23 across and down. That's a Town of Brookline
24 stormwater drainage easement. So there's a

1 72-inch-diameter pipe that comes from Brington
2 through the site, approximately 10 feet down to
3 invert. So it's got about 6 feet of -- 5 feet of
4 cover on it, and then it joins into the -- actually
5 at the old brook that is transformed into a brick
6 culvert. And that's the same. It's about 10 to 12
7 feet down, depending on where it is on-site. So
8 that stormwater flows through our site this way.
9 The existing use catch basins just connect right
10 into that 72-inch pipe.

11 There's a sewer easement. It's a little
12 hard to see because it's under these other ones, but
13 it's this red line right along the back of the
14 building. So there's a sewer that formerly ran this
15 way, so that would be from west to east into Cypress
16 Street. There's a sewer manhole right here that
17 joins into. From about here west, that sewer has
18 been abandoned in the past, and the only connection
19 for that sewer currently is the existing building.
20 You can see that it actually goes under a portion of
21 the existing building. So when we get to the
22 utilities, I'll show where our new connection is,
23 but it's just important to point out that that sewer
24 easement exists, but the only connection into it is

1 the existing building on-site.

2 So as Michael said, the only curb cut now
3 proposed is off of Brington. So we went from two
4 curb cuts off of Brington and one off of Cypress to
5 the one off of Brington into this large cul-de-sac
6 to allow the turning movement to get in and out of
7 the site. And then the site access actually goes
8 back here and accesses that basement garage and then
9 that property to the north that we mentioned.

10 For utility -- oh, for parking, we said
11 there's three spots here, five spots here, so
12 there's eight total, but three of them actually
13 belong to this neighbor. There's a gate through the
14 fence here. We're proposing just to preserve those
15 three spaces and leave the access to the neighbors
16 to those.

17 I have a truck turn exhibit that I'll get
18 into, but we have done some analysis showing that
19 garbage trucks, delivery trucks, and town fire
20 trucks -- we got the specifications from the fire
21 department -- are able to -- they're not all able to
22 do a circle like a car would do, but they can do a
23 three-point turn to exit the site.

24 And then for the utilities, so starting

1 kind of -- most of the connections are out here on
2 Cypress. So there's an existing gas line. The gas
3 connection would be off of Cypress here. The
4 existing water service is also off of Cypress, so
5 we'd be proposing to kind of redo that connection in
6 the same area.

7 The sewer is the one that I mentioned. So
8 right now the sewer runs through the site west to
9 east here. We would be picking it up here, doing a
10 new sewer connection into Cypress. The remainder of
11 this would be abandoned in place since there's no
12 active users for any of the sewer other than the
13 existing building on-site.

14 The main kind of change from the previous
15 proposal with regard to the site utilities is the
16 drainage system. We met with the town engineer and
17 discussed the town's requirements, and we've updated
18 the drainage design to incorporate an underground
19 infiltration system that will recharge the 25-year
20 storm, which is the town's requirement.

21 Previously, we weren't proposing any
22 infiltration. So basically we're getting a natural
23 reduction in flow and volume from the site just
24 because we are reducing that impervious. We were

1 adding previously some kind of proprietary
2 Vortech units structure to improve the water
3 quality, so we're taking that one step further and
4 adding also the infiltration system. So we're
5 decreasing the amount of impervious on-site, which
6 decreases the amount of runoff. We're treating it
7 for water quality, and we're also infiltrating up to
8 the 25-year storm, which improves the condition
9 today because right now there's no stormwater
10 treatment out there on-site. Basically, it's a
11 catch basin that ties directly into that 72-inch
12 pipe that I mentioned onto the site.

13 MS. POVERMAN: In terms of preparing things
14 for a 25-year storm, are those calculations changing
15 along with climate change?

16 MR. CARR: Yes. The rates are updated.
17 They've been updating, you know, maybe every 10 to
18 15 years depending on the area. They do studies and
19 bump up the rates. They're going through them now,
20 and they haven't formally updated the rates, but
21 they're starting to look at guidance on preparing
22 for, you know, modeling a storm, what they
23 anticipate, you know, 40 years out, 50 years out.
24 So they're starting to make their way into the

1 analysis.

2 We're using the current rates, but they are
3 starting to kind of -- mostly the upper storms, so
4 the 50- and the 100-year are the ones that are
5 increasing. The lower level storms are smaller in
6 volume and more in frequency, really, so it's easier
7 to control the flow from those because you're
8 modeling for those large storms anyway. So if the
9 smaller storm increases 10 percent, it really is
10 accounted for in the current design. They're really
11 looking at the higher level volumes.

12 MS. POVERMAN: Okay, thanks.

13 MR. CARR: A few more things to point out.
14 Like Michael mentioned, it's an internal trash room,
15 so we're not proposing any dumpsters. It's all
16 internal trash, roll-out bins.

17 And there's an existing fence along this
18 property line that we're proposing to replace in the
19 same location. It kind of meanders on and off the
20 property line, so we're proposing to replace that in
21 kind to not impact the neighbor. And like I said,
22 replace that gate for his parking access.

23 This is a little blowup of that Brington
24 Road entrance. There's a few things that are

1 impacting that streetscape. There's an existing --
2 there's two existing trees here and here that kind
3 of washed out on the projector. But here and here,
4 that will be removed.

5 This larger tree right here will -- it's
6 about a 2-foot diameter, so it's a pretty
7 substantial tree. That won't be touched. And we're
8 proposing a new tree right here on our site here in
9 this landscape aisle.

10 The sidewalk will continue on through our
11 curb cut. And then if you've been out there,
12 there's an interesting little curved kind of
13 traffic-calming bump-out. It was put there to maybe
14 discourage people to go through the neighborhood.
15 But since that lines up where we relocated the one
16 entrance, you can see kind of the -- this is the
17 existing curb cut end here and here. So we've
18 shifted that a little bit to get -- like I said, we
19 were proposing the two curb cuts before. We
20 consolidated them into the one. We're proposing to
21 relocate that curved bump-out with -- not in kind,
22 but same idea, same footprint, just kind of in line
23 so it doesn't interfere with the turning movements
24 into the site. We're proposing a raised serrated

1 concrete, so it's a little less, you know, an
2 obstacle for plows, but it still serves the purpose
3 of people not driving over it. It's little more up
4 Brington just because there's a driveway here that
5 we had to keep it on the west side of.

6 And then my last slide here is the truck
7 movements.

8 MR. ZUROFF: One question. I noted that on
9 the plan -- and I see it here -- that the stop sign
10 says "No right turn."

11 MR. CARR: Correct.

12 MR. ZUROFF: So is it my understanding that
13 no traffic is supposed to turn right onto Brington?

14 MR. CARR: Correct, yes.

15 MR. ZUROFF: But Brington is a two-way
16 street.

17 MR. CARR: Yes.

18 MR. ZUROFF: So you're just saying to the
19 site occupants, you can't go right here?

20 MR. CARR: Correct. One of the concerns --
21 probably one of the bigger concerns of the project
22 has always been the traffic, and we'll be covering
23 it in detail next week. But we were trying to do
24 what we could do to discourage the residents on the

1 site from turning right onto Brington, so proposing
2 that sign, no right turn, just to kind of direct
3 them all out towards Cypress as much -- and not
4 through that neighborhood.

5 MR. ZUROFF: I assume that that's going to
6 show up in our traffic study.

7 Okay. Thank you.

8 MR. CARR: And then lastly, from a site
9 designer standpoint, is just the truck analysis
10 we've done for the -- there's three different
11 iterations.

12 A single-unit truck, so that's your typical
13 U-Haul, moving, delivery truck, showing it --
14 basically it can pull up here alongside the western
15 side of the building and then do a back-up maneuver
16 and then out of the site.

17 A similar movement with a garbage truck.
18 This actually is a -- probably a little bit bigger
19 garage truck than we anticipate on-site, but it just
20 happened to be the one that we had in our program.
21 It's a front-load dumpster. We're including the
22 roll-out bins, so they have the arms on the side.
23 Those are generally about 4 to 5 feet shorter than
24 this truck, so it should work even better.

1 And then we're just showing the passenger
2 car kind of maneuvering into this garage back here.

3 So the one thing that's actually nice is
4 with that access to that neighbor, it kind of gives
5 a little turn-around here to passenger cars where
6 it's needed to do -- if somebody, a resident, came
7 in and couldn't turn into the garage, they'd use
8 that to reverse.

9 That's basically my presentation from the
10 site design. I don't know if there are any
11 questions.

12 MS. POVERMAN: What about the fire truck
13 analysis?

14 MR. CARR: I don't have it on the screen,
15 but it was pretty comparable to this, but it did
16 require one more movement. We did take their
17 largest ladder truck and basically -- even though
18 you have both Cypress and Brington to pull up on --
19 typically, a ladder truck, they wouldn't pull it
20 into the site unless it was -- especially if it's
21 not a fire, they're not going to park it right next
22 to the building. But we did show that it could
23 basically pull in straight along the western side,
24 back up, and then it took -- instead of a

1 three-point turn, it took one more, four, in
2 reverse. But it's able to exit the site, you know,
3 forward, not reversing out of the site. And we did
4 send that exhibit over to planning and to the fire
5 department for their review.

6 MS. POVERMAN: Okay.

7 MR. ZUROFF: Thank you.

8 MR. BOBROWSKI: Mr. Chairman, that's what
9 we have for you this evening. I'm happy to answer
10 any questions you might have.

11 MR. ZUROFF: No. I think we'd like to hear
12 from our peer reviewers before we get back into
13 details. Thank you.

14 MR. BOEHMER: Hi. Tonight I'm -- I think
15 you'll notice on this that these are peer review
16 comments, so I haven't prepared my normal long tone
17 that I read to you and partially put you to sleep,
18 I'm sure. So tonight's a little more of a slightly
19 more casual presentation. I did have the
20 opportunity to review the new submission, so I'm
21 making preliminary comments on that from the
22 level -- from what I'm able to glean from the level
23 of the documents that were submitted.

24 I want to say a couple things. One is just

1 generally speaking, looking at the changes, I would
2 second what Maria has said. The changes from the
3 original submission to this one are significant in
4 many ways. I think that's really notable. That
5 won't stop me from making more comments. That's
6 what I'm here for.

7 What I'm really focusing on is the public
8 realm, so I'm not looking at all into the building.
9 And for me, at the point we are in this process, the
10 public realm is what matters for a couple of really
11 good reasons.

12 One is the scale of the proposed project.
13 So what we're talking about is a building that's
14 somewhat comparable, close comparable, to this
15 building being placed on the other side. So with
16 that comes the -- all of the kinds of things that we
17 normally look at as far as impact on the surrounding
18 neighborhood.

19 But I think what sets the bar particularly
20 high on this site is it's truly an amazing
21 transit-oriented site. It is immediately adjacent
22 to the MBTA site. It has many, many pedestrians.
23 You know, that's the point of it. And many, many
24 people walk to the T every single day. And so that

1 what happens here is it's a real opportunity to
2 shape the public realm in a way that will keep all
3 of those people happy for years to come.

4 In addition, you'll note that directly
5 across the street there's kind of a -- other sites
6 that are probably prime for development some day. I
7 guess you'd say a sort of underutilized site. So I
8 think what you see happen here will most likely
9 serve as an inspiration and example for future
10 development on the other side of Cypress Street. So
11 again, I'm strictly looking at the public realm in
12 this analysis.

13 First round is the ground plane. So as you
14 know, this is -- you probably know that's north
15 facing the T station on that side over there,
16 Route 9 down here. Right now I think it's pretty
17 obvious that the sidewalk -- we're looking north
18 here -- that the sidewalk is truly deficient. It's
19 crowded. Crowded by utility poles, crowded by
20 trees. The existing building is really cold and
21 unfriendly.

22 So all told -- well, I think it's important
23 to note that the width of that planting strip, while
24 there is a planting strip there, it's not doing a

1 lot for the public realm, I think. And you can see
2 the placement of the building, as low as it is,
3 impedes any opportunity for mature tree growth along
4 that.

5 Looking down in the other direction, you do
6 see a bit of engagement. So we just cross the
7 bridge. This is the entry area to the building
8 there. You can see that even at the distance of a
9 typical street tree, the crown is really constrained
10 by the placement of this building, and this is about
11 1 1/3 stories tall, that existing building.

12 What gets interesting, as you go down the
13 street, you start to get some cues about ways to
14 enhance the public realm. This is coming -- you
15 come down the street. Now you're looking up
16 Brington Street. There's the entrance -- existing
17 entrance into the parking.

18 And then you can start to see the adjacent
19 pattern that has -- that exists as far as the
20 streetscape. At the ground plane level, a pattern
21 of trees. Brington is narrow enough that it
22 actually gets fully canopied when the trees are
23 leafed out. That continues down the street.
24 There's a relatively regular spacing of the trees,

1 and they're all broad crowns that provide for a
2 really wonderful pedestrian experience. And as I
3 stated, there are many, many people who use this
4 route to get to the train every day.

5 Here we are looking back up towards Cypress
6 Street. There's the neighboring house on the side,
7 but another view of the kind of environment that
8 leads you up to the corner of the 111 Cypress site.

9 The proposed site plan is -- I think we'll
10 start with a couple of comments. I think what it --
11 it is doing better than where it was before, not
12 even to talk about the traffic issues, curb cuts,
13 you know, off of Cypress. There are -- there's much
14 less view of open -- an open field of parking, and
15 that's certainly conducive to a much nicer
16 pedestrian environment.

17 And as you come across the bridge from the
18 T, there is now an open green space where currently
19 there's an addition on the existing building that
20 covers over this space. So there is some relief to
21 that side. That also connects across -- the
22 building across the street, this guy, also has a
23 green space on the side of that that goes along the
24 tracks, so it's a nice connection across.

1 I think, also, there is -- I think this is
2 a very sensible place for an entry into the
3 building. It is kind of bookended on the other side
4 of the street with a comparably -- a smaller scale,
5 but we'll get to that piece. But I think it is a
6 nice place where you still have a relatively
7 compressed streetscape. But as you'll see, I'm
8 going to make some suggestions about how to improve
9 what happens after you're past that point.

10 I think once you do get past there -- in
11 fact, this landscape strip is not much bigger than
12 what's there already. So the views that I showed --
13 actually, one of the previous slides you saw did
14 include the footprint of that existing building.
15 It's very close to the same line.

16 As you continue down the site, the walkway
17 stays the same width as it is now, so not really
18 enlarging at all to help encourage that connection
19 around that corner. Again, I do think that having
20 more frontage on that street and less direct view of
21 parking is a good move. I do think that it's an
22 interesting gain, that -- you know, right now
23 there's a big parking field there. So as you walk
24 south along Cypress, you do have a large view, a

1 cross-over in this direction. Now that view gets
2 really constrained until you're really right down at
3 the corner before you get any kind of view down
4 Brington at all.

5 I would point out that in addition to -- I
6 think just a quick aside. I said I wasn't going to
7 go into the building. I will briefly. These are
8 now -- which is a vast improvement from what there
9 was before where there were parking spaces all along
10 Cypress Street. Now there are dwelling units along
11 that facade at the ground level. I think that you
12 could say that there could be privacy issues along
13 there because it is so close to the sidewalk with so
14 many people walking by. I think the level of
15 engagement will really be minimal, in fact, with the
16 pedestrians because you'll mostly be looking at
17 closed blinds on the windows.

18 And I swore I'd never do this, but because
19 these are just comments, I did it anyway. It's just
20 showing you some very small moves that you can make
21 broadening the sidewalk onto the subject property.
22 Providing space for trees to really canopy, create
23 better canopies, creating a more direct connection
24 across to connect with the pattern of the street

1 trees the other side are very small moves that I
2 think work well. Again, I think this works nicely
3 as a transition point into this newly developed
4 stretch of the road. But I do think the -- we'd
5 greatly benefit from the push back from the street,
6 create a truly developable landscape strip and, as I
7 said, improving that environment all the way around
8 the street where many, many pedestrians walk every
9 day.

10 The next chapter is street wall. So the
11 public realm is also a vertical realm. It's not
12 just the plan. And as I said before, it's kind of a
13 spotty kind of situation there. As you go across
14 the bridge, it's a pretty narrow sidewalk. And
15 there's one very nice building on the street that
16 gives you a lot of cues about how you might want to
17 see that street developed in the future. The scale
18 of it is both kind of a tripartite -- we talked
19 about that before, I'm sure -- but pretty
20 traditional proportioning vertically with a base, a
21 body, and then an attic level where the glazing
22 changes and you get cues about how to break up the
23 scale vertically, a strong horizontal line across
24 the top and, of course, some nice materials. So

1 that's about it.

2 We'll move into the street section. So
3 this is the -- you saw this section before. So the
4 section through the street when you're up next to
5 the brick building is across this, down there, and
6 there's a brick building across the street. That
7 particular section only lasts as long as you're
8 walking in front of that building because as soon as
9 you're south of there, they're lower-scale
10 buildings.

11 I think it's still important to talk about
12 this because of what I said before. I think there's
13 a pretty good chance that there will be development
14 further down the street. And I think when you look
15 at the street section, what you look at is, of
16 course, the setback that we've already talked about.
17 And as you can see here, the setback is limited to
18 that strip right there.

19 And where this impacts the pedestrians on
20 the street is really the view up -- what constrains
21 their view up to the sky. In this case, looking
22 across to the western sky. So you can see the
23 proportions of that street section are essentially
24 vertical proportions.

1 And, again, I said I wouldn't do it, but
2 just showing you how very subtle moves, even pushing
3 the building back a little bit further, creating a
4 datum that is similar to the datum across the street
5 and an additional setback --

6 MS. POVERMAN: Cliff, sorry to interrupt.
7 How much further are you talking about there?

8 MR. BOEHMER: In this sketch, I'm about 7
9 or 8 feet back.

10 MS. POVERMAN: Okay. Thanks.

11 MR. BOEHMER: But you can see just a change
12 at that level radically changes the street section.
13 It really kind of reverses the proportions. It
14 turns the rectangle the other way and gives
15 significantly better views up to the sky. Again,
16 small changes.

17 I'll start making some comments about this.
18 We're still talking about the street wall. So
19 remember, I just talked about the tripartite
20 division. Again, what I think is working well
21 conceptually on this building is a pronounced entry
22 at that end of the building. I think it's a really
23 good idea. I think having a stand-out piece at that
24 end is a good idea.

1 I do think, though, that the building is
2 very flat, and you'll see that from other views,
3 that the -- most of the articulation that you're
4 sensing in this rendering is from color and material
5 changes, really not a lot of 3-dimensional movement
6 in that facade, which, as you'll see, I think, when
7 you look at some other views, ultimately it adds to
8 a kind of sense of almost monumentality and
9 certainly institutional kind of look when you
10 combine it with the scale of the building.

11 And another -- just doodling away, very,
12 very small changes can make very big differences.
13 And this is really all I did there was carry that
14 datum across from the building across the street and
15 dropped -- pushed the top floor back, and it makes a
16 really big difference, I think.

17 And I'm not the one who thought of that.
18 There's a building right around the corner. You can
19 see they're articulating that level. That can work
20 very well. This happens to also believe in the --
21 having those vertical divisions of a material
22 differentiation at the street level. This has
23 awnings and other things that are engaging with the
24 street. And in this case, this does a pretty good

1 job of really bringing your eye down from the two
2 additional stories that happen up above there. So,
3 you know, simple moves that can really do a lot for
4 the apparent height of the building.

5 Next is a little more on the building
6 transition. This is a very big building, so -- and
7 it goes across a sloping site in two directions, so
8 it's transitioning both kind of from area to area
9 but also height to height, I guess, as you certainly
10 see on Brington in particular.

11 So the first one is, of course -- there's
12 the MBTA over here. This is that spot I said that I
13 think works quite well, actually. It's relating
14 across the street to this building with these -- you
15 know, having a relationship across the street. I
16 think that's a nice ensemble that can get you into
17 the site nicely from that direction. I think
18 that -- and as I said, I think the compression --
19 because it is rather narrow -- can work -- can
20 really work for you, particularly when you start to
21 push this piece back. It so really helps exaggerate
22 and accentuate the public realm they create here
23 after you've gone through a relatively compressed
24 area.

1 So speaking of articulation, I already
2 mentioned to you, I think, that most of what you're
3 seeing here that creates a variety in looking at the
4 building is -- it remains flat. It is mainly
5 through some material differentiation and color
6 differentiation.

7 I think you can see here what I was talking
8 about with the privacy concerns when you do have
9 apartments that close to the sidewalk and not
10 significantly higher off grade. It does drop as you
11 go down, but it's -- I think the decision to not
12 build a mixed-use building here -- which is, of
13 course, a very traditional way of engaging the
14 streetscape -- when you do decide to turn it into
15 dwelling units, I think you still do have to talk
16 about how you're engaging the street. That's about
17 it. I think, again -- I'll say it a fourth time --
18 the dimensions of that, too, I think are good -- the
19 width dimensions.

20 Another transition point that is coming
21 into Brington off of Cypress -- this is a
22 particularly interesting transition because you'll
23 see how visible that actually is. When you're
24 walking across the bridge on the other side, you

1 actually don't have a tremendous sense of the scale
2 of the building. You really can't see it all that
3 much. But as you'll see in a couple other shots,
4 this is an extremely important corner, visible from
5 a lot of different places.

6 So, again, I think that -- I think what's
7 happening here is you've got a place where you
8 might -- well, I'll wait until the next view before
9 I get into that.

10 I think in an ideal world, at a transition
11 like this, I think you'd want to acknowledge the
12 building across the street. I think, similar to the
13 way at the other end of the building, I think
14 there's a nice acknowledgment of what's going on at
15 the northern end of the building, I think a more
16 convincing acknowledgement of the presence of this
17 building, which is quite a beautiful building, which
18 I think is worthy of tying in.

19 In an ideal world, you really, I think, do
20 want to create a continuous pedestrian path around
21 that corner. I think it's important, and I think
22 it's a lost opportunity to not pursue that. And I
23 think the -- breaking down the scale as you move
24 back to the neighborhood, but I'll show you that in

1 a second.

2 MS. POVERMAN: Cliff, explain what you mean
3 by creating a continuous pedestrian path around that
4 corner. It seems to me a pedestrian path is a
5 sidewalk.

6 MR. BOEHMER: Well, yes, and that's what I
7 mean. I think that what you saw from the very
8 beginning slide, the sidewalk is really narrow and
9 not really appropriate for the level of pedestrian
10 activity, again, given its immediate adjacency to
11 the T station. So it's really cramped.

12 MS. POVERMAN: Okay.

13 MR. BOEHMER: And so I'm specifically
14 making a suggestion of improving that sidewalk to
15 make it more appropriate for the amount of traffic
16 on the sidewalk.

17 That view that you saw before that -- so
18 that's looking back. Again, I would bring up some
19 of the same concerns about the immediate adjacency
20 of those residential windows to a heavily
21 pedestrian-traveled sidewalk. I think here you also
22 see the kind of flatness of the building. There are
23 some bays that are happening, but I don't think it's
24 enough articulation of the overall mass of the

1 building. I think in an area like that -- there are
2 trees shown there, but I don't think those trees
3 could actually grow to really a mature sizeable
4 crown because of the space there.

5 But I'll continue around for our last
6 transition point. So the last one is, of course, a
7 transition into the neighborhood where the scale of
8 the buildings really radically changes. And because
9 the building is so monolithic, where you might
10 expect the building to actually drop down to help
11 mitigate the impact of the development where it's
12 meeting the smaller-scale buildings, that's, in
13 fact, the tallest part of the building. So I think
14 it's a real -- again, a real opportunity to make a
15 building that fits in all around the building
16 instead of a kind of monolithic block that occupies
17 the site.

18 I will say that I did view the shadow
19 studies of the building, and they were well
20 presented and looked to be accurate. And this is
21 the building, of course, that has the most shadow
22 impact. That's east. So in the morning, it's
23 pretty heavily in shadow, but the sun does come
24 around this way. So the big impact is in the

1 morning, and the big impact is on that building.
2 But still, there really is no attempt made in the
3 massing of this building to mitigate the impact of
4 it from a perspective of scale.

5 So now the big view. My big view is really
6 getting -- kind of looking at almost detail levels
7 and fine-tuning the various -- but I think you don't
8 want to lose site of how big the building actually
9 is. There's the existing building. And when you're
10 on Route 9 and looking up, that's when you see it.
11 So it's a large building. It fully occupies the
12 site. And I think from this view it really -- you
13 can see what I was talking about. It has a kind of
14 monumental -- it almost looks like a large public
15 library or something. The fact that it's unbroken
16 and unyielding to the environment around it, I think
17 it's important to think about.

18 I just want to see if there are any other
19 points I want to make here. I don't think so. I
20 think that kind of speaks for itself.

21 And, of course, when you're coming up
22 Brington -- that's a comparable view of Brington, so
23 it's a very large building. And I think, as
24 currently depicted, it is kind of unrelenting, in a

1 sense, across the entire footprint of the building.

2 So what do you do about that? You know,
3 when you have a big building, and if it seems like
4 you need to look at big moves to help make a big
5 building fit better -- the layout of this building
6 actually lends itself to it quite nicely, in my
7 opinion. And where it sits, I think there are some
8 real opportunities.

9 It's essentially a three-piece building:
10 this guy, this guy, and this guy. And they don't
11 all have to be the same height. The impact of a
12 tall piece in this area is actually minimal. The
13 tracks are right here. That volume there, if that
14 were lower, that would help mitigate the big volume
15 and help it relate to the smaller scale buildings
16 over there. That piece kind of fits there. I think
17 there are ways to take what's essentially this much
18 volume and redistribute that volume in a way that
19 really recognizes existing building environment as
20 well as the natural topography of the site.

21 MS. POVERMAN: How could you do that,
22 Cliff? If you're pushing it back, say, 7 feet or,
23 you know, taking off -- pushing back a floor at the
24 top, taking off --

1 MR. BOEHMER: I know how I would do it, but
2 I'm not the architect. I think it's very doable. I
3 think there's some territory here that could be
4 captured. I think if there's any way to move that
5 curb cut a little further that way, that helps. And
6 this is if they're playing a zero sum game. If
7 you're really trying to just reshape the same
8 volume, I'm positive there are ways to reshape that
9 volume that will be a better contextual fit.

10 You know, again, I haven't looked inside
11 that. I don't know what it means on the top floor
12 to take 5 feet off, to set back the top floor. I
13 haven't looked at that. Again, I really have
14 focused on the public impact of the building.

15 But, anyway, I throw that out there because
16 I think this kind of level of moves in a building of
17 this scale in such an important location is worth
18 studying.

19 Postscript: A couple just kind of
20 hanging-out-there issues that I think are -- need
21 some further study. That easement -- when we were
22 at the site walk-through, we did talk about that
23 storm easement. That is a large, not a new storm
24 conduit that goes there. I would think the town

1 wants to have assurances that they will have
2 adequate access to that easement, or ongoing
3 maintenance of that conduit. I know nothing about
4 the condition of it or anything else, but it's an
5 important element that's trapped between the MBTA,
6 which is not exactly the easiest neighbor to deal
7 with. But I just want the town to know that they do
8 need to watch out for their infrastructure.

9 A second postscript is -- and then I'll
10 touch on a few of the comments from neighbors and
11 other concerned parties. There were a lot of
12 letters, and I'm sure you've seen them, that have
13 come in. Most of those letters -- I think all the
14 letters were, in fact, based on the old scheme, not
15 on the improved scheme. But there were some points
16 that came up.

17 One thing that did come up is wouldn't it
18 be nice if you could make a direct connection to the
19 T across the site to Brington -- from Brington to
20 the T site? Personally, I think that's a bad idea.
21 I thinks it's a real liability for the developer.
22 There's a -- once -- especially if they improve the
23 walkway around the building and make it a much more
24 pleasant walk. I think it would be a long, hard

1 negotiation with the MBTA, and I know they wouldn't
2 support it financially. So that's just my own
3 personal opinion. I don't think that's worth
4 pursuing.

5 One last set of comments. I did review all
6 of those letters and categorized all of the letters
7 to see, like, where most of the votes came in. And
8 by a huge percentage, the issues that were
9 identified by the public were -- at least vis-a-vis
10 the emails and letters -- were traffic -- which I
11 think has been hugely addressed through the removal
12 of that entire level of parking. That's a gigantic,
13 important move for this building -- and too high.
14 That was the other comment by the neighborhood.

15 I would point out that my reasons why I
16 think it's too high -- I think it's too high in some
17 places for sure. Like some other projects we've
18 discussed, I think you have to look carefully at
19 what the real impact is. And this is an important
20 site. And actually, in many ways, solar impact
21 isn't that -- I mean, in a world of big, big impact,
22 I think the solar impact is not gigantic. I think
23 especially if you can deal with the street section
24 and mitigating the height of the building as you

1 step into the smaller-scale neighborhood.

2 Other issues that were brought up, because
3 there were a couple other interesting ones. There
4 were a number of people who did talk about sidewalk
5 crowding, and that's kind of obvious when you look
6 at how narrow that sidewalk is and its adjacency to
7 the T. Several people did talk about wouldn't it be
8 great if this were a mixed-use building? Many, many
9 comparable sites are developed as mixed-used
10 buildings. Coffee shops are a typical thing to put
11 in next to the T. Setbacks. There was some mention
12 of flooding. You know, there is a grade change
13 across here. I don't really know anything about
14 that issue other than it was mentioned in some of
15 the letters.

16 So those are my comments.

17 MR. ZUROFF: Questions?

18 MS. POVERMAN: Thanks, Cliff. As always,
19 that was a really thorough and excellent commentary.
20 I always liked your written commentary, just for the
21 record.

22 The questions I have -- one of the comments
23 is would one ever consider -- or would you ever
24 consider recommending that the building echo its

1 context, where there are a lot of rounded buildings,
2 by adopting that, say, on the southeastern side, or
3 is that sort of going beyond anything you would --

4 MR. BOEHMER: Well, I put it in my sketch,
5 but, again, it was really a quick sketch, more to
6 talk -- I mean, I do think it's important to
7 acknowledge that building. It's a beautiful
8 building, and it's a -- as I said, the one at the
9 north end, you have a nice cue both in facade design
10 and scale from the existing -- it appears to be a
11 historic building, and I think it's a nice piece at
12 the other end of the building to help you design --
13 design something that will fit into the site better.

14 MS. POVERMAN: And I fully agree with you
15 that some of the biggest improvements here have to
16 do with setbacks both on the ground level and on the
17 higher level. But one of the areas in terms of
18 transitioning that gives me more pause is how the
19 transition is effectively made on the Brington
20 neighborhood when you have these Victorian homes,
21 you know, the beautiful, single-family homes. It's
22 easier to transition into commercial -- the
23 commercialized Cypress Street, but much more
24 difficult, as you say, certainly because of the

1 mammoth height, but also stylistically to really
2 have any sense of coherence coming down Brington and
3 adding any sort of architectural detailing --

4 MR. BOEHMER: Well, I think that's --

5 MS. POVERMAN: -- as far as I can see that
6 would make it more cohesive.

7 MR. BOEHMER: That's a good point. I think
8 that's kind of tough. I mean, it's fundamentally a
9 very different kind of building. And I think the
10 transition for me is mainly about landscaping that
11 the buildings along the streets have. You can see
12 the kinds of setbacks they have and landscaping
13 opportunities that they have because of that.

14 I think it's more -- for me, the transition
15 is more of a landscaping solution and scale of the
16 building. I think there -- we've already taken some
17 of the material cues from this building and are
18 proposing brick in this building. You know, these
19 buildings aren't brick either.

20 But I think, you know, once you create a
21 building that's more engaging and softened, I think
22 that one issue with the building -- and it's a funny
23 issue, again, but I think it's -- I'm not quite sure
24 how you study this, but I think the -- right now,

1 this is such a big contrast to what's there. When
2 you walk across it about this point, you're looking
3 way over here, completely across the site. So I
4 think that -- you know, that studying what that view
5 corridor should be to help make the connection
6 around the corner and provide a sense of security as
7 you're going down into a darker, narrower street,
8 that's -- and when you talk about, well, should it
9 be rounded or could it be rounded, it certainly
10 could be, but it doesn't have to be. In my opinion,
11 it doesn't have to be. But I think it's a really
12 nice building that you can learn a lot from.

13 MS. POVERMAN: And then some of the
14 softening aspects we've seen in some of the other
15 projects have been bays or mini balconies or things
16 like that, so I just throw that out there.

17 MR. BOEHMER: I think you're right, and I
18 think this building -- I think, unlike some of the
19 other buildings that we've looked at, you know, the
20 footprint of this building is significant. You
21 know, just the sheer volume of this building is a
22 lot more than a lot of the other projects that have
23 to figure out how to mitigate their presence. So I
24 really do think this building needs some big moves,

1 and then start talking about the smaller moves.

2 MS. POVERMAN: Thank you.

3 MR. ZUROFF: Thank you, Cliff. Appreciate
4 it.

5 Okay. We've had our architectural peer
6 review. Does the project team want to address
7 Mr. Boehmer's comments, or...

8 MR. BOBROWSKI: Our chief architect is on
9 vacation in Vermont. We've taken copious notes, and
10 we'll be prepared to respond at a later point in
11 time. That's the best way to handle it.

12 MR. ZUROFF: Sure. That's fine.

13 MR. BOBROWSKI: The video will be available
14 on-line, I'm sure.

15 MR. ZUROFF: I can't answer that.

16 MS. MORELLI: Yes, it will be archived.
17 You're talking about the video?

18 MR. BOBROWSKI: Yes.

19 MS. MORELLI: Brookline Interactive Group
20 archives the videos. I'll send you the link.

21 MR. BOBROWSKI: We'll be watching it very
22 carefully.

23 MR. ZUROFF: Thank you, sir.

24 Given the fact that we've completed --

1 Maria, do you have some comments?

2 MS. MORELLI: No.

3 MR. ZUROFF: I think we have enough time.
4 If there's anybody in the audience that would like
5 to address us, we would welcome your comments at
6 this point. But bear in mind that we have many more
7 peer reviewers that will be appearing before us, and
8 you may want to consider those before you address
9 the board. But if there is anybody here that feels
10 the need, please feel free to identify yourself. Or
11 not.

12 (No audible response.)

13 MR. ZUROFF: Okay. Then we will reserve
14 public comment for the next meeting, perhaps.

15 So do we have any other business that we
16 have to address?

17 MS. MORELLI: Just to continue to
18 August 16th.

19 MR. ZUROFF: All right, August 16th. So
20 for the record -- I have announced it previously,
21 but I'll announce it again -- our next meeting on
22 this particular matter will be August 16th at
23 7:00 p.m., same location. And I want to thank
24 everyone for coming, and thank you, our peer

1 reviewer and presenters, and this meeting is now
2 adjourned. Thank you very much.

3 (Proceedings adjourned at 8:31 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 21st day of August, 2017.

14 

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Kristen Krakofsky, Notary Public
17 My commission expires November 3, 2017.

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<p>\$</p> <hr/> <p>\$25,000 7:16,17</p> <hr/> <p>1</p> <hr/> <p>1 17:6 37:11</p> <p>1/3 37:11</p> <p>10 9:4 17:2 22:6 25:2,6 28:17 29:9</p> <p>100-year 29:4</p> <p>111 3:10 38:8</p> <p>12 25:6</p> <p>15 19:14 28:18</p> <p>16 7:5</p> <p>16th 4:12 60:18,19,22</p> <p>19 16:16</p> <hr/> <p>2</p> <hr/> <p>2 17:6</p> <p>2-foot 30:6</p> <p>20 17:2</p> <p>2018 7:5</p> <p>23 17:3</p> <p>25-year 27:19 28:8,14</p>	<p>3</p> <hr/> <p>3 17:4</p> <p>3-D 7:11</p> <p>3-dimensional 44:5</p> <p>3.15 17:4</p> <hr/> <p>4</p> <hr/> <p>4 32:23</p> <p>40 28:23</p> <p>40B 9:22</p> <p>45 23:5</p> <p>46 17:3</p> <hr/> <p>5</p> <hr/> <p>5 25:3 32:23 52:12</p> <p>5,000 24:3</p> <p>5,000-square-foot 24:6</p> <p>50 23:11 28:23</p> <p>50- 29:4</p> <p>56 23:6</p> <hr/> <p>6</p> <hr/> <p>6 16:20 25:3</p> <p>61 16:19</p>	<p>65 23:12</p> <hr/> <p>7</p> <hr/> <p>7 16:20 43:8 51:22</p> <p>72-inch 25:10 28:11</p> <p>72-inch-diameter 25:1</p> <p>7:00 60:23</p> <p>7:14 3:2</p> <hr/> <p>8</p> <hr/> <p>8 16:16 43:9</p> <p>87 8:19</p> <p>89 16:18</p> <hr/> <p>9</p> <hr/> <p>9 36:16 50:10</p> <p>9th 3:6</p> <hr/> <p>A</p> <hr/> <p>abandoned 25:18 27:11</p> <p>able 4:6 12:9 26:21 34:2,22</p> <p>abutters 20:2</p> <p>AC 19:19</p> <p>accents 12:16</p> <p>accentuate 45:22</p>	<p>access 24:17,20 26:7,15 29:22 33:4 53:2</p> <p>access/egress 10:11</p> <p>accesses 26:8</p> <p>accounted 29:10</p> <p>accurate 49:20</p> <p>acknowledge 47:11 56:7</p> <p>acknowledgement 47:16</p> <p>acknowledgment 47:14</p> <p>active 27:12</p> <p>activity 48:10</p> <p>acts 6:15</p> <p>added 11:23 17:5</p> <p>adding 28:1,4 57:3</p> <p>addition 36:4 38:19 40:5</p> <p>additional 6:12 43:5 45:2</p> <p>address 59:6 60:5,8,16</p> <p>addressed 5:9 6:13 54:11</p> <p>adds 44:7</p> <p>adequate 53:2</p> <p>adieu 10:22</p> <p>adjacency 48:10,19 55:6</p> <p>adjacent</p>
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