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Volume IV
Pages 1-102

Brookline Zoning Board of Appeals Hearing
111 Cypress Street Comprehensive Permit Application
107-111 Cypress Street Realty Trust
August 16, 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 Mark Zuroff, Chairman

4 Jonathan Book

5 Kate Poverman

6

7 Town Staff:

8 Alison Steinfeld, Planning Director

9 Maria Morelli, Senior Planner

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

11 Transportation

12

13 Traffic Peer Reviewer:

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

15 Transportation, Environmental Partners Group

16

17 Parking Peer Reviewer:

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

19 Parking Consultants

20

21 Environmental Peer Reviewer:

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

23 Fuss & O'Neill, Inc.

24

1 Applicant:

2 Mark Bobrowski, Esquire, Blatman, Bobrowski &

3 Haverty, LLC

4 Jeffrey S. Dirk, P.E., PTOE, FITE, Principal,

5 Vanasse & Associates, Inc.

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7 Members of the Public:

8 Eli Epstein, 21 Brington Road

9 Kim Smith, 22 Brington Road

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1 PROCEEDINGS:

2 7:01 p.m.

3 MR. ZUROFF: Good evening, ladies and
4 gentlemen. It is August 16th. I'm calling to order
5 the meeting of the zoning board of appeals, and we
6 are hearing a continued session of the comprehensive
7 permit application for 111 Cypress Street.

8 Tonight we will -- let me say this: My
9 name is Mark Zuroff. I'm sitting as chair tonight.
10 Sitting with me on the board tonight is Kate
11 Poverman, and to my left is Jonathan Book.

12 The agenda, pretty much, for tonight
13 calls -- will go as follows: We heard last week the
14 revised plans submitted by the applicant, and we
15 also heard the peer review of Cliff Boehmer on
16 design. Tonight we will be hearing from peer
17 reviewers on traffic, parking, and environmental.
18 And we will also hear from Peter Ditto concerning
19 stormwater and town easements on the site. We will
20 also hear on public health from the appropriate
21 authority.

22 I will tell you that next week we will hear
23 further peer review and comments from the fire
24 department and the T board.

1 And then if time will allow, we -- the
2 board will discuss some of what has been presented,
3 and perhaps we will formulate some charges to the
4 developer on what we have seen so far and what we'd
5 like to see going forward.

6 We will also see if there's any time -- if
7 we have some time to hear from the public, but I
8 think we have a fairly loaded agenda, and there will
9 opportunity for the public to contribute. But if
10 there's only one or two people, we'll try to get
11 some time.

12 So without further delay --

13 MR. BOOK: May I ask a question?

14 MR. ZUROFF: Absolutely.

15 MR. BOOK: Do we have a hearing -- a
16 continuation already scheduled next week, or --

17 MR. ZUROFF: Yes.

18 MR. BOOK: We do?

19 MR. ZUROFF: It's on the agenda, but,
20 Maria, please feel free --

21 MS. MORELLI: So it's not next week. We
22 have another case next week. The next hearing is --
23 we decided on September 27th. Is that okay with
24 you, Mr. Book?

1 MR. BOOK: Yes.

2 MS. MORELLI: So we'll continue the
3 hearing --

4 MR. ZUROFF: And the applicant, I assume,
5 is okay with that?

6 MR. BOBROWSKI: We need time to talk
7 amongst ourselves as well, so that's fine. 9/27 is
8 a good day.

9 MR. ZUROFF: Okay. So it is now official
10 that the next hearing on this matter will be the
11 27th of September.

12 All right. So we will now go ahead and
13 hear from our peer reviewers. And I guess first on
14 the list is traffic.

15 MS. MORELLI: We have the applicant to give
16 an overview of the traffic study. That will be
17 Jeffrey Dirk.

18 MR. BOBROWSKI: Mr. Chairman, I'm just
19 going to be brief and introduce Jeffrey Dirk from
20 Vanasse & Associates in Andover. He's done our
21 traffic and parking studies, and he's got the
22 PowerPoints ready to go.

23 MR. ZUROFF: Thank you, sir.

24 MR. DIRK: Good evening, Mr. Chairman,

1 members of the board. For the record, Jeffrey Dirk.
2 I'm a principal with Vanasse & Associates, and we
3 are the traffic engineers on the project.

4 I'm going to go through kind of a brief
5 summary of the traffic study, and I know your peer
6 reviewer is here tonight to present kind of his
7 review of our traffic study. I did have a chance to
8 quickly look at the comments that were provided
9 today, and I'll try to address some of those. Or at
10 least what we're going to do to address some of
11 those comments will be part of my presentation.

12 So just by way of a summary, the traffic
13 study was prepared in accordance with state
14 standards. And I think most importantly, before we
15 went about conducting any portion of the traffic
16 study, the data collection or such, we made sure
17 that we consulted with the town to verify the
18 intersections, in particular aspects of the traffic
19 study that they would like looked at.

20 And in this case in particular, modes of
21 transportation such as pedestrian and bicycle
22 activity were important in looking at the traffic
23 study, but also the context of the project in
24 relation to public transportation services. It's a

1 great amenity that we have behind us, the Brookline
2 Hills T station, so making sure that we have safe
3 access to walk or bike to that station was important
4 as well, that I make sure that we assess that in the
5 traffic study. And you'll see how we folded the
6 importance of that connection into the
7 recommendations as part of the traffic study. So
8 again, the study that I'll present to you -- the
9 study area and all the aspects of the study were
10 developed in consultation with the town.

11 We have, as I mentioned, a detailed
12 assessment of traffic volumes, pedestrian bicycle
13 accommodations, and public transportation services.

14 One of the other things that we looked at
15 is the relationship of the project in terms of the
16 impacts to the existing office building that's
17 there. And what we found was basically, in terms of
18 the net increase of traffic, is that it's comparable
19 or less impactful in terms of the amount of new
20 traffic that will be generated in comparison between
21 the residential building and the existing office
22 building.

23 With respect to looking at safety in the
24 area, we found there were no apparent safety

1 deficiencies. And by that, what we look at is motor
2 vehicle crash histories at the intersection in and
3 around where the project site is located as well as
4 on the roadways. We not only look at motor vehicle
5 crashes, but also pedestrian and bicycle crashes at
6 the intersections, and there were no deficiencies
7 found in looking at the crash history in those
8 locations.

9 In terms of looking at how the project
10 impacts motorist delays and vehicle queuing at the
11 intersections, there was no significant impact in
12 terms of increases in delays or increases in queuing
13 at the intersections. Now, that's not to say that
14 there aren't existing deficiencies out there, and
15 we'll talk about that in a little bit more detail.

16 But how we impact those conditions --
17 Cypress Street is -- at Route 9, in particular, we
18 know there's congestion there. One of the things we
19 look at is how do we impact that congestion? If
20 there's backups happening, how do we impact the
21 backups? How many more vehicles are added to the
22 back of the queues in those locations?

23 And then the last thing is line of sight at
24 the driveways into the project site as well as the

1 Cypress Street/Brington Road intersection as well.
2 We want to make sure that as we're adding new
3 traffic to these intersections, that motorists can
4 safely enter and exit the project. The key part of
5 that is can you safely see another vehicle that's
6 coming at you or a pedestrian that's on the sidewalk
7 or a bicycle that may be approaching where the
8 driveways are located?

9 So I'm digging in a little bit more deeper
10 into the traffic study. This slide here shows the
11 context of the project in relation to the roadway
12 network. So you see Route 9, this location here
13 basically bisecting the slide. Brington Road just
14 hooks around this area here, Cypress Street, this
15 location, Brington Road comes around, and that
16 intersects Route 9.

17 You see the MBTA, the Green Line tracks in
18 this location here, and here's where the Brookline
19 Hills station is located. So that just gives you a
20 context of the project in relation to the
21 transportation infrastructure. We've also shown the
22 locations of MBTA bus stops. So primarily, the
23 Route 60 bus runs to the south of where the site is
24 located, along Route 9, and then along Cypress

1 Street. And then you see the one stop here. I
2 believe that's the 51 bus. It does provide one stop
3 at the high school. One stop per day at that
4 location there.

5 So the study area that we looked at as part
6 of the traffic, again, developed in consultation
7 with the town, consisted of the Cypress Street
8 intersection with Route 9, Cypress Street corridor
9 extending all the way from Route 9 onto Davis
10 Avenue, the signalized intersections along that
11 corridor, then Brington Road all the way from
12 Cypress Street extending to Route 9 as well. So
13 those are the intersections in the roadway that we
14 looked at.

15 We looked at existing conditions. That's
16 kind of the first thing we do as part of the traffic
17 study. We are looking at pedestrian facilities,
18 bicycle facilities, motor vehicle traffic in the
19 area, also vehicle travel speeds.

20 So what this slide does show is -- in
21 orange -- is the location of where we have sidewalks
22 in the area, so a very walkable site, and that's
23 what you can see by the orange, that there's
24 sidewalks that exist all around where the site is

1 located.

2 Where we're showing the blue locations --
3 here are the blue lines -- those are where we have
4 crosswalks. And, again, in looking at the
5 relationship of where the site is located here and
6 the ability to be able to walk from the site to get
7 to the T station just to the north of the site, what
8 you see is this very well connected -- you know, we
9 do have sidewalks. In this case, where we have
10 crosswalks at Tappan Street, it's controlled by a
11 traffic signal at that location so people are able
12 to walk along the sidewalk. There's crossings that
13 are able to take place at that intersection. The
14 same thing down at the Route 9 intersection on
15 Cypress Street. We have crosswalks on all four
16 approaches or four legs of the intersection all
17 controlled by a push button and pedestrian signal
18 phasing.

19 We've also shown where the town's installed
20 bike lanes along Cypress Street. There's sharrows
21 along both sides of Cypress Street, so that provides
22 us the bicycle connection being able to take place
23 from the site, get onto Cypress Street, and then
24 bicycle along the Cypress Street corridor.

1 In looking at traffic volumes on the
2 roadway itself, the town requested that we monitor
3 traffic volumes on Cypress Street and Brington Road
4 over a seven-day period -- 24 hours a day for seven
5 days that we're able to look at a weekday profile as
6 well as weekends as well.

7 So just to give you some statistics in the
8 vicinity of the project site, Brington Road is a
9 relatively low-volume roadway. The traffic volumes
10 are less than 500 per day. They range anywhere from
11 about 200 on a Sunday up to about 300 on a weekday,
12 so they're relatively low traffic volumes.

13 In comparison, Cypress Street has about
14 12,000 vehicles on a Sunday, and that goes up to
15 about 14,000 vehicles on a weekday. Those are
16 two-way traffic volumes, so you can see the
17 difference between Brington Road and where the site
18 is located and where the access is. And I think
19 that's important, because I know there was an
20 earlier iteration that was a concept of looking at
21 a -- potentially a driveway on Cypress Street, and
22 you can see why, given the volume of traffic on that
23 roadway, it's better to have the traffic come off of
24 the low-volume side street.

1 The other thing is the travel speeds are
2 much lower on Brington Road. When we did do those
3 volume measurements, we also measured the speed of
4 traffic. So seven days a week, all the vehicles on
5 that road for seven days we measured the speed. The
6 travel speeds in the vicinity of Brington Road are
7 about 20 miles an hour, so it's a low-speed,
8 low-volume road. It makes sense to have the access
9 off of that road for those reasons.

10 Looking at Cypress Street, high traffic
11 volumes. The speeds aren't that high. One of the
12 reasons why is they're coming down to a signalized
13 intersection at Route 9. So as traffic is really
14 traveled along that corridor, it tends to slow down
15 in the vicinity of where the site is. So there's a
16 posted speed limit of 25 miles an hour. The
17 majority of the traffic is going just below that,
18 around 23 miles an hour. So again, large volumes of
19 traffic, but it's traveling at relatively low travel
20 speeds.

21 In looking at pedestrian activity in the
22 area, pedestrian activity is very high. We looked
23 at the crossing that takes place in the vicinity of
24 where the site is located, the crossing that goes

1 across Brington Road where the site is located.
2 It's somewhere between 170 and 180 pedestrians
3 crossing during peak hours at that location, so it's
4 a high volume. And as you might expect, those
5 pedestrians are walking up to get to where the
6 Brookline Hills T station is located.

7 Despite the fact that there are bicycle
8 facilities by way of the sharrows, bicycle activity
9 is not that high in this area. If we look at the
10 two-way volumes on Cypress Street, it ranges
11 anywhere from five bicycles to about twenty, I think
12 is the highest we counted. So even though we have
13 these facilities, they're not being highly used.
14 But, again, it's an amenity for the project to be
15 able to connect to the facility.

16 One of the things the town also asked us to
17 look at is parking in the area, so we did a detailed
18 parking inventory looking at all the parking
19 regulations in the area. We also looked at the
20 quantity of parking, and we then did parking
21 observations. So we actually went out there during
22 a weekday and a weekend and looked at parking
23 demands at these locations so we could determine how
24 is on-street parking -- where it is available, how

1 it's actually used in the area.

2 So if you look at the Cypress Street
3 corridor, there's generally relatively low parking
4 availability. I believe there's about five metered
5 parking spaces. There's two loading spaces in this
6 area. The rest of the street is basically posted
7 "no parking."

8 And as we look along the Brington Street
9 corridor, there's two areas of parking. There's one
10 opposite the site. It's about four spaces. And
11 then if we look at this section of Brington Road
12 basically from the west site boundary extending all
13 the way along to Route 9, there's about twenty-six
14 on-street parking spaces in that area. They're not
15 regulated, so anyone can park in that area there.

16 So looking at the parking demand
17 observations, what we found is generally the spaces
18 along Brington Road, somewhere around 7:30 to 8:30
19 in the morning, they basically fill up, so all of
20 that parking is basically used, the four spaces and
21 then the twenty-six spaces in this area here.

22 After about 4:30 in the afternoon, the
23 spaces start to free up. So everyone, for one
24 reason or another, after that time period, they

1 leave. The parking frees up in that area.

2 Looking at the parking along Cypress
3 Street, that area in the morning, generally there is
4 available parking at the metered spaces, but as you
5 look in the afternoon, what we found is that the
6 parking actually exceeds the number of spaces that
7 are there. We found that there's generally about
8 seven vehicles trying to occupy about five spaces
9 there, so generally over demand in terms of the
10 parking demand in relation to the number of spaces
11 that are on the street there.

12 So the next thing we looked at is the
13 traffic characteristics of the project. And before
14 I get to this slide, what I want to mention is what
15 we're required to do in traffic studies. We have to
16 look at a seven-year planning horizon. So as we're
17 looking at the impacts of the project, what we're
18 required to look at is the year 2024. So our
19 existing conditions in 2017, we were required to
20 project those conditions to the year 2024, and then
21 we look at those conditions with and without the
22 project. So it's 2024 without the project versus
23 2024 with the project.

24 So we worked with your planning department

1 to develop what that 2024 condition looks like, and
2 it contains two general components. The first is
3 just general traffic growth. If this project didn't
4 happen and there weren't other developments in the
5 area, you're just generally going to have an
6 increase in traffic volumes just by virtue of
7 increased number of drivers in a household. So we
8 have somebody who's a 15-year old, and they're going
9 to get their license. They're going to add another
10 vehicle potentially to the roadway. So traffic
11 volumes are generally going to increase just as a
12 result of increased automobile ownership or drivers
13 within households.

14 There's also projects outside of the town
15 that may add traffic to the area, so that generally
16 increases traffic volumes as well, independent of
17 any projects.

18 The other thing we looked at is projects,
19 so specific projects in this area that the town has
20 approved or is in the process of approving that
21 haven't been constructed yet, and they will add
22 traffic within that seven-year horizon.

23 So the first component is the traffic
24 growth. So we looked historically at how traffic

1 volumes have changed in the area. We're able to
2 look at information from the Massachusetts
3 Department of Transportation that has continuous
4 count stations in the area, and we looked at how
5 traffic growth trends have occurred over the past 10
6 years.

7 What we found is -- in looking at the
8 10-year profile traffic patterns, what we found is
9 there's been kind of ebbs and flows, growth and
10 declines in traffic volumes. On average, traffic is
11 generally made relatively stable. What we do when
12 we find that either growth has declined or we have a
13 stable condition, we generally use either a 1/2
14 percent or a 1 percent growth rate because we know
15 traffic volumes are going to increase in the future.
16 In this case, we used the 1 percent growth rate, so
17 it's much higher than what the historic traffic
18 growth trends have been in the area.

19 In terms of the projects, the town did
20 identify four projects for us to include in the
21 traffic study. The first was the Brookline
22 expansion that is happening down at the Cypress
23 Street intersection, there was a Children's Hospital
24 medical office building to be included, there was a

1 hotel development that we were asked to include -- I
2 think it's at 700 Boylston Street, or something like
3 that -- and then there was an age-restricted housing
4 community that we were asked to include that was
5 about 45 units of age-restricted housing and a small
6 amount of retail space, 7,000 square feet.

7 So the two components of the future
8 condition without the project is 1 percent growth,
9 and then those four projects I had mentioned.
10 That's basically our no-build condition.

11 So the build condition, we estimate the
12 amount of traffic the project's going to generate,
13 and then we add it on top of that no-build
14 condition, and then we look at what -- how the
15 traffic patterns change, how delays or vehicle
16 queues may increase at the intersections.

17 So in doing the trip projection on the
18 project, we start with standard trip generation
19 statistics or numbers from the Institute of
20 Transportation Engineers, abbreviated "ITE" here.
21 The Institute of Transportation Engineers has trip
22 generation information from various types of land
23 uses. It's been collected over the past 15 years.
24 It's continuously updated, you'll find, and they do

1 have traffic numbers and a significant amount of
2 data for apartment communities. So that's the first
3 column you see here. That's the base numbers from
4 the Institute of Transportation Engineers.

5 Again, as I mentioned at the outset of my
6 presentation, one of the important things about this
7 project is it's walkable, it's bikeable, and we have
8 the amenity of the T station behind us. So we very
9 much expect that a significant amount of the traffic
10 or trips generated on the project will be made by an
11 alternative mode of transportation.

12 So the way that we're able to come up with
13 an estimate of how many people will actually use
14 public transportation or will walk or bike, we're
15 able to look at the Census data and the 2011 to 2015
16 American Community Household Survey as one of the
17 things that we have, and they have information for
18 the Town of Brookline.

19 So as part of the Census, you report where
20 you work, how you get to work, and the mode of
21 transportation that you use. And so when you look
22 at the Town of Brookline, you look at how people use
23 public transportation or walk or bike, and we apply
24 the local statistics to this project, recognizing we

1 expect there's a residential development. The
2 people that live here will generally follow the same
3 traffic patterns or trip patterns and use the same
4 travel modes as other residents of the town.

5 So in looking at the information, what we
6 see is about 30 percent of the trips that will be
7 generated by the project will use public
8 transportation. That's consistent with what the
9 household survey in the Town of Brookline showed as
10 well. Pedestrian bicycle trips, the household
11 survey generally indicated a higher number. We use
12 10 percent here. I believe the household survey was
13 about 14 to 15 percent.

14 So what we did is -- the transit trips were
15 just below 30 percent looking at the -- so looking
16 at the household survey, what we found was that
17 transit trips were just below 30 percent. The
18 pedestrian bicycle trips were just about 15 percent.
19 So what we did was, given the location of the
20 project, given that it's much closer to the T
21 station, we increased the transit trips to
22 30 percent and we reduced the pedestrian bicycle
23 trips to 5 percent each, so 10 percent total. So
24 the pedestrian and bicycle trips are slightly below

1 the household survey information. The transit trips
2 are slightly above. And again, recognizing the fact
3 that we have that amenity right behind us, so we
4 think there will be a larger trend towards transit
5 trips for this project.

6 So in applying those reductions, this last
7 column here shows the amount of new automobile trips
8 we expect the project will generate. So in a
9 24-hour basis, we expect the project will add 434
10 vehicle trips to the roadway network, and that's
11 half in, half out in that time period.

12 So if you wanted to look at it and say, you
13 know, how does this relate to the roadway network,
14 as I mentioned, you have 14,000 vehicles on a
15 weekday on Cypress Street, so we'll add 434 vehicles
16 to those 14,000, just to give some context.

17 During the peak hour -- so this is the
18 commuter peak hour, so this is one hour in the
19 morning, between 7:00 and 9:00 in the morning. We
20 expect the project will have 32 vehicle trips, 6
21 will be entering, the majority, 26, will be exiting.
22 During the evening, this is the highest traffic
23 volume hour between 4:00 and 6:00 in the evening.
24 We expect the project will add 43 vehicle trips over

1 the course of that high traffic volume hour. 28
2 will be entering, 15 will be exiting.

3 MS. POVERMAN: Mr. Dirk, can you remind me
4 what parking garage scenario these figures are based
5 on? Is it the .67 ratio or the larger one?

6 MR. DIRK: So the important thing about
7 these numbers and the trip generation statistics
8 alone, they're not based on the number of parking
9 spaces. They're based on just how much traffic a
10 99-unit apartment complex will generate with the
11 reductions -- the alternative modes of
12 transportation.

13 But it is valid to be able to say the
14 relationship between the automobile trips and the
15 number of parking spaces -- I mean, clearly, if we
16 were generating more peak hour trips than parking
17 spaces, then we'd see that it doesn't quite make
18 much sense.

19 MS. POVERMAN: Okay. So this is general
20 data derived from statistics gathered over time and
21 place?

22 MR. DIRK: Correct.

23 MS. POVERMAN: Okay. Thanks.

24 MR. DIRK: I want to mention, unless you

1 have a transient parking garage, parking, in and of
2 itself, doesn't generate traffic. It's really a
3 matter of -- it's the use that generates the
4 traffic, and then you need to have a place to park
5 those vehicles that are there. But the project, if
6 it generates traffic, you need to have a place to
7 park the vehicles. But you can build a parking lot,
8 and if you have no use to serve it, it's not going
9 to generate any traffic. It's really a matter of
10 the uses that are going to use that lot. They're
11 generating the traffic, and then you try to figure
12 out where to park those vehicles.

13 MS. POVERMAN: Thank you.

14 MR. DIRK: So the slide here is -- as I
15 mentioned initially, was a comparison of the
16 existing office building to the residential
17 community and what the difference in traffic will
18 be. One of the things that your review consultant
19 had mentioned in terms of looking at this chart --
20 and it's a very valid point to be made -- just see
21 if I can go back --

22 So these trips here for the residential
23 community represent the trips with the reduction to
24 account for transit and walking and bicycle trips.

1 These trips at the office building do not include
2 those reductions. So in order to do a valid apples-
3 to-apples comparison, the same type of adjustment
4 needs to be made to these numbers before the
5 comparison is made.

6 We're not expecting that it's going to be
7 the same mode split in terms of -- the office
8 building will likely have a less amount of transit
9 utilization with a less amount of pedestrian walking
10 trips, but we will validate that. So I think the
11 valid comparison is to really say that, as we look
12 at the difference, we expect it's going to be a
13 similar type of traffic generator or a reduction in
14 terms of those time periods. But until we actually
15 complete the similar reduction to these numbers, I
16 don't think we should, you know, put too much weight
17 in these numbers other than to say that it's
18 generally going to be a wash, if we wanted to look
19 at it that way. I don't expect the reduction's
20 going to make these numbers such that these will be
21 positives.

22 MR. ZUROFF: So your existing office
23 building statistics are based on a national average
24 of office buildings?

1 MR. DIRK: Correct.

2 MR. ZUROFF: Not the particular use that it
3 has been used for?

4 MR. DIRK: Correct. If you look at the use
5 that it has been used for, it's a very low traffic
6 generator in terms of use -- in terms of what we
7 actually counted. So what we do in terms of this
8 comparison is that, using the ITE -- so it's ITE to
9 ITE. So what you're basically doing is apples to
10 apples from that type of standpoint. But if you
11 were to say take what's out there today and replace
12 it with a residential community, you'd see an
13 increase in terms of the amount of traffic. I would
14 more characterize this as an as-of-right reoccupancy
15 of the existing building fully tenanted, if you
16 wanted to look at it that way.

17 MR. ZUROFF: Do you have statistics on the
18 current use?

19 MR. DIRK: I believe we have the traffic
20 counts of the driveway. I'll have to see what the
21 occupancy was at the time that we did the counts and
22 give you -- I could give you it both ways: a
23 comparison to actual counts that were done out there
24 today as currently occupied, and then a comparison

1 to if it were fully occupied, assuming it generates
2 the same amount of traffic as what's generated
3 today.

4 MR. ZUROFF: I would be interested in that.

5 MR. DIRK: That's easy enough to do.

6 MR. ZUROFF: Okay. Thank you.

7 MR. DIRK: So once we've estimated the
8 amount of traffic the project's going to generate,
9 we have to assign it to the roadway and through
10 those intersections so we can see what the impacts
11 are, and that's shown in the slides here. The blue
12 numbers that you see and what the arrow is showing,
13 this is how that traffic that the project's going to
14 generate would distribute itself onto the roadway
15 network. So what you see is about 60 percent of the
16 traffic is on Route 9, 40 percent of it is heading
17 towards Boston, 20 percent towards the Newton area,
18 we have 5 percent heading to the south on Cypress
19 Street, 30 percent to the north, and then on Davis
20 Avenue we have about 5 percent to and from the
21 southeast.

22 The way we come up with these numbers is
23 the same way we come up with the transit number or
24 mode splits. We look at the journey-to-work data

1 for the Town of Brookline. So, again, as you report
2 to the Census, not only do you report how you get to
3 work, you also report where you work. So we're able
4 to look at someone who lives in the Town of
5 Brookline. In general, where does the population
6 work? And then we can take that, looking at where
7 the communities are that people work, look at the
8 roadway that was to serve the site and see, well, if
9 you work in Boston, how do you get from this site to
10 Boston, basically?

11 So looking at the percentages that are
12 here, using the Census data, we're able to come up
13 with a traffic flow profile that looks like this in
14 terms of the distribution. It's also refined based
15 on looking at the traffic patterns in the area.

16 As we look in particular at the Brington
17 Road intersection, we know that Route 9 in this area
18 has median dividers, so you can't come up, make a
19 left-hand turn, and head to Boston. So what you see
20 is some of that traffic, the 20 percent, although it
21 may be oriented in this direction here -- and I'll
22 get to this later on in the presentation. So if
23 20 percent of the traffic turn right coming out of
24 the site, head down to Route 9, turn right, and are

1 headed towards Newton, when it comes back, it has to
2 go through the Cypress Street intersection and make
3 a left-hand turn. So this is the refinements of the
4 pattern that are made based on looking at the
5 traffic patterns in the roadway network as well.

6 So once we developed the traffic
7 projections, we've added the traffic to the roadway
8 network, the next thing we look at is the impacts
9 that I'd mentioned. So what I've shown on the slide
10 here is the level of service at the intersections.
11 You've probably heard it presented to you before
12 that the level of service is reported like a report
13 card, so A through F with A being best operating
14 conditions, F considered an intersection that's in
15 failure and you can see backups and queuing
16 happening in that case. D is defined as the limited
17 acceptable traffic operations, and an E is an
18 intersection that's operating at its design
19 capacity. So if you're at an E, you really can't
20 add any more traffic before you start tripping it
21 into the F threshold.

22 So to quantify in terms of delays, an A
23 would be about a delay of about 10 seconds or more;
24 a D would be somewhere in, let's say, 30 to 35

1 seconds of delay; an F is more than a minute that
2 you're waiting at an intersection.

3 So the way to read the chart here is if we
4 look at the columns that are here, this is the
5 morning peak hour in this row, this is the evening
6 peak hour in this row. And then reading across the
7 top row is existing conditions, the middle is the
8 2024 no-build conditions -- that's the future
9 without the project -- and then the bottom is 2024
10 with the project.

11 So what you want to look at is comparing
12 the middle to the lower. And if you see a change in
13 the letter grade -- you see here at this
14 intersection -- that means the project increased
15 delays to a level that caused the level of service
16 to drop to a lower letter grade, and then that drop
17 translates into some increase in queuing in the
18 intersections.

19 What I want to be careful about is just
20 saying just because you have a drop in the letter
21 grade, you also need to look at the queuing.
22 Because delays may have gone up, but that still may
23 mean that there might not be a significant increase
24 in terms of backups at the intersection. So it

1 means the same amount of traffic is processed. It
2 just requires a little bit longer to process the
3 traffic during the peak hours is what that means.

4 The other thing in looking at the letter
5 grades -- what it doesn't show is impacts relating
6 to closely spaced intersections. So as you look at
7 the Cypress Street intersection, we all know that
8 that intersection backs up past the Brington Road
9 intersection. So even though we may be showing the
10 location where it's an E at that location, there may
11 be time periods where that intersection is fully
12 blocked so a vehicle can't exit that intersection,
13 so the delays and the letter grades are actually,
14 you know, maybe worse than what we're showing in the
15 slide here.

16 So as we look at the letter grades at the
17 location, what you see is -- the only place you
18 really see changes happening is at the Brington
19 Road/Cypress Street intersection. You see those
20 drops happening between the morning -- you see a
21 level of service of E. And, again, that's when the
22 majority of our traffic is exiting, so we see it
23 drop to an F in the morning. In the evening it goes
24 from a D to an E at that location. So the delay

1 increases there translate into increases of vehicle
2 queuing. So we have a minor increase as the delay
3 goes up, and what that translates into queuing is
4 the queue actually goes -- only increased by about
5 one to two vehicles.

6 So again, the importance there is that the
7 delays do go up, but the impact in terms of the
8 backups that happen at the intersection are not
9 significant. And it didn't get back to a point
10 where we actually block the ability of vehicles to
11 be able to enter or exit the site, and that's the
12 important thing.

13 So we do have some queuing that's
14 happening, but the ability of -- and probably
15 importantly -- that an emergency vehicle, to access
16 the property, is not impacted by the queuing that
17 happens on the Brington Road. That's probably the
18 most important thing that I look at as a traffic
19 engineer, is to make sure that the safety of how the
20 project functions -- can I get an emergency vehicle
21 safely into the site during an emergency? That is
22 still maintained even though we do have some
23 increase in queuing there.

24 And there is a way to address those impacts

1 if you're looking at an unsignalized intersection.
2 The only way you can improve or reduce the delays is
3 to install some type of traffic control. This
4 location in particular, looking at it in terms of
5 installing a traffic control, which would be a
6 traffic signal at this location, it doesn't meet any
7 of the criteria to do that, so you couldn't do it
8 even if you wanted to at this location.

9 So again, what we want to focus in on is
10 does it create a safety condition related to access
11 of not only the site, but also the ability to access
12 properties and the residences in this area, and,
13 again, the queuing doesn't get back to a point where
14 it starts to impede the ability of an emergency
15 vehicle to be able to get onto the roadway.

16 Looking at the Cypress Street intersection,
17 there was -- there's existing delays that are there,
18 so we did look at it in terms of how we impact the
19 queue there. It wasn't significant. And by that, I
20 mean the queue didn't increase by more than a
21 vehicle as a result of the project over the course
22 of the hour. We are proposing improvements at that
23 location, basically retiming the traffic signal to
24 make it operate more efficiently to be able to

1 address our added impacts at the location. So with
2 the retiming of traffic signals, we are able to
3 address the impacts from the project.

4 So now focusing on those improvements. So
5 the improvements are basically structured in terms
6 of traffic signal timing, pedestrian and bicycle
7 improvements, and then trip reduction measures for
8 the process. So this was the -- kind of the three
9 buckets the improvements focus on.

10 So the traffic signal timing improvements,
11 they are focused on the Cypress Street intersection.
12 As we look at the other signals, there was no change
13 in level of service. They're operating very well if
14 you look to the north of the site.

15 So what we're planning to do at the Cypress
16 Street intersection with Boylston Street is to
17 retime the traffic signal to make sure it's
18 operating efficiently. An important part of that --
19 again, because we want to make sure it's walkable
20 and bikeable, the corridor of the project -- is to
21 review the pedestrian crossing times, make sure that
22 they meet current standards. Standards have
23 changed, probably, since the last time the signal
24 has been timed, and they actually increased the

1 amount of time given pedestrians to clear the
2 intersection. So that will be reviewed and adjusted
3 as necessary.

4 And then focusing on safety at the yellow
5 and all red clearance times at the location, we'll
6 make sure that that is part of the retiming, that
7 that meets current safety standards based on the
8 actual speed and volume of traffic along Route 9.

9 MS. POVERMAN: So Alison and Maria, is that
10 something that the developer actually has the power
11 to do? Does the applicant have the power to adjust
12 timing of lights?

13 MS. MORELLI: It's state controlled, so it
14 might be difficult.

15 MS. STEINFELD: We actually have the town
16 engineer here who could tell you definitively.

17 MS. POVERMAN: Okay. Maybe after this we
18 can hear from the town engineer.

19 MR. DIRK: So it is something that we can
20 apply for a permit to do. So, you know, kind of
21 jumping way down the road, if your condition were to
22 read something that would say, "Subject to receipt
23 of all necessary rights, permits, and approvals, the
24 applicant shall..." -- so that's that way it would

1 be structured. So we have the right to apply for a
2 permit to be able to do that, but ultimately MassDOT
3 is the approving board.

4 MS. POVERMAN: Got it.

5 MR. DIRK: So focusing on the pedestrian
6 improvements, it's probably the most important part
7 of the improvement part of the program for the
8 project. We want to make sure that the traffic
9 demands associated with the project are low and that
10 it's commensurate with the parking supply that we're
11 proposing for the project. Both of those things
12 have to be in line. And in order for that to
13 happen, we have to have measures in place to reduce
14 traffic demand, so transportation demand management
15 measures as well as structuring leases and such so
16 that you make sure you're controlling the parking.

17 But even if you are able to reduce the
18 parking demands and say that people are going to
19 walk or bicycle so therefore you don't need as much
20 parking, it has to be safe to do so. So these
21 improvements focus on making sure it's safe to use
22 those modes of transportation.

23 So in looking at connectivity to the T
24 station at the Cypress Street/Brington Road

1 intersection, the important thing is to make sure
2 you can walk from the site, or if you're in a
3 wheelchair or you're visually impaired, that you can
4 walk to the T station in a safe manner. So what
5 that means is reconstructing wheelchair ramps to
6 make sure that they comply with accessibility
7 standards. And then at the Brington Road
8 intersection, to address the backups that are
9 happening at that location is to reapply and upgrade
10 pavement markings at that location and replace
11 accompanying signs.

12 One of the things -- as we looked at safety
13 at that location, we talked about the backups
14 happening through that location. So we've addressed
15 kind of the pedestrian walkability at the location,
16 the improvements that are here.

17 The other thing that we have to address is
18 if someone is coming out of the intersection, out of
19 Brington Road, and in particular if they want to
20 make a left-hand turn and you have traffic backed up
21 on the approach, you need to make sure that you have
22 safe sight lines. Even though the traffic is going
23 very slow at that location, the critical thing is to
24 make sure traffic doesn't actually back through the

1 intersection because you're trying to inch out. If
2 the traffic is backed up, to try to see the car
3 that's heading northbound, you can't have traffic
4 backed into the intersection.

5 So upgrading the pavement markings to make
6 sure there's a very high visibility, and then I
7 think as your -- you'll hear from your review
8 consultant, making sure may be you have oversized
9 signs there reminding people do not block the
10 intersection. That will help with addressing some
11 of the issues with the backups or the queuing
12 happening within that intersection. So if we
13 combine it with retiming the traffic signals, making
14 them operate more efficiently, upgrading the signs
15 and pavement markings, we hope that kind of with
16 that two-stage approach we can reinforce the message
17 to do not block the intersection.

18 Looking at the Cypress Street/Tappan Street
19 intersection just to the north of the site, so just
20 over the bridge, same type of improvements. It's a
21 signalized intersection, so we'll be reviewing and
22 replacing non-ADA-compliant pedestrian
23 accommodations, so that's really the push buttons
24 and the messaging that's given at that location, if

1 they're not ADA compliant, meaning that they don't
2 have Braille indications on there. You also have to
3 have audible pedestrian devices at the locations.
4 So if those things are not in place, those are
5 things that will be upgraded as part of the project
6 to make sure that it's all compliant and, again,
7 making sure it's walkable and it's safe for all
8 roadway users because that's our connection.
9 Brington Road to Tappan Street and over to the T
10 station is our walking connection to be able to make
11 sure people can get to the train station.

12 Along the project site frontage, the same
13 thing relating to sidewalks: reconstruct
14 non-ADA-compliant sidewalks, and then looking at the
15 access because we want to make sure that we have
16 compliant crossings or that the driveway itself is
17 designed as what we call a kind of pan-style
18 driveway where the sidewalk actually goes across
19 flush so that what it reinforces is pedestrian
20 travel versus vehicle travel across the driveway.
21 So those are all recommendations for pedestrian
22 improvements.

23 And then the last bucket, as I had
24 mentioned, is trip reduction measures. So these are

1 transportation demand management measures that we
2 will implement as part of our project. The first
3 thing is the property owners become a MassRIDES
4 employer partner. There's no cost to anyone to join
5 MassRIDES. It's provided by the Massachusetts
6 Department of Transportation. The important part
7 about MassRIDES is if you're an employer partner,
8 what it does is it provides the Emergency Ride Home
9 Program. So if you want people to walk, bicycle, or
10 use public transportation, you need to have the
11 Emergency Ride Home Program so that if somebody gets
12 stuck at work and there's an emergency and they need
13 to get home, what this does is actually provide a
14 taxi voucher that's paid for so that someone can
15 actually get back to their residence.

16 Providing public transportation
17 information -- it's going to be posted in a central
18 location at the project site. It will also be made
19 available to residents, and typically the way that's
20 done is a welcome packet. So you're a new resident.
21 You get a bunch of information on the lease and such
22 at the site. As a part of that package will be
23 public transportation schedules, information about
24 pedestrian accommodations, and biking as well in the

1 area.

2 I mentioned the pedestrian accommodations
3 to link the project to the T station.

4 And then as a part of the parking plan for
5 the project, we'll have bicycle parking, both an
6 exterior bicycle rack and then an interior or
7 weather-protected bicycle parking somewhere within
8 the project site.

9 So that concludes my presentation. I'll be
10 happy to answer any questions now or after you hear
11 from the review consultant.

12 MR. ZUROFF: I would like to hold my
13 questions until after we hear from the town
14 reviewer.

15 MS. POVERMAN: Actually, I have one
16 question, which may go to Mr. Fitzgerald as well.
17 But I know one of the things under consideration is
18 whether or not to have a "right turn only" sign
19 coming out of the driveway, which would put more --
20 take traffic off the intersection of Cypress, but
21 would put more at the Brington/Route 9 intersection.
22 And based on your crash data, that is the only place
23 that has had crashes that involve injury to people.
24 So I wonder if -- how that would be taken into the

1 mix.

2 MR. BOBROWSKI: I think it was the
3 opposite.

4 MS. POVERMAN: No. I have it right here.

5 MR. BOBROWSKI: Brandon is here.

6 Is it a "no left turn" or a "no right
7 turn"?

8 MR. CARR: It's a "no right turn."

9 MS. POVERMAN: Oh, it's no right turn out
10 of the site. Sorry.

11 MR. DIRK: I'm remiss in not mentioning
12 that, and Mark made sure to remind me, before I
13 started, to mention that.

14 So the traffic study does not assume that
15 there's a right-turn restriction exiting the site.
16 So what that means in terms of the traffic volumes,
17 we have 20 percent of the traffic exiting that way.
18 Obviously, it all comes back through the Cypress
19 Street intersection. That is about three to five
20 vehicles during the peak hour that we would add back
21 into the Brington Road intersection at Cypress
22 Street.

23 You know, that's the location, as I had
24 mentioned, that has the Es and the Fs happening

1 there. I suspect that probably Es and Fs are not
2 going to get any better with the added traffic
3 that's there. Three to five vehicles over the
4 course of the hour probably isn't going to change
5 the delays too, too much, and it might increase the
6 queue by about one vehicle.

7 What I had mentioned, I understand the idea
8 of focusing the traffic away from the neighborhood
9 area, which I think is important. One of the things
10 you had mentioned is we -- as I look at it as a
11 traffic engineer, I understand that. It does
12 provide -- we'll call it a relief valve for that
13 intersection that has congestion for people that
14 want to go north on Route 9. It would remove some
15 traffic from the Cypress Street intersection with
16 the signalized intersection there. Not a large
17 volume, but I also understand not wanting to convey
18 more traffic to the residential neighborhood. It's
19 a small volume. It can be accommodated.

20 MS. POVERMAN: Okay. Thank you. Thank you
21 for correcting me.

22 MR. ZUROFF: We will hear from the public
23 after all of this is presented. Thank you.

24 MR. DIRK: Thank you very much.

1 MS. POVERMAN: Wait. There was an engineer
2 we were going to hear from, the question about the
3 lights. Mr. Ditto, Mr. Engineer.

4 MR. DITTO: Good evening.

5 The traffic signals at the intersection of
6 Cypress and Boylston are under the jurisdiction of
7 MassDOT, so they're going to get all the information
8 that you hear tonight, and they're going to review
9 it to make sure it meets all their requirements.
10 When that happens, they'll issue a permit to the
11 applicant to make those improvements. They'll make
12 those improvements, and MassDOT will send their
13 inspector to make sure they're done as required.
14 You know, hopefully they'll function as designed.

15 MR. ZUROFF: Do they seek your input for
16 that as well?

17 MR. DITTO: Yes, they do.

18 MR. ZUROFF: Thank you.

19 All right. I guess this is an appropriate
20 time for us to hear from the town reviewer.

21 MR. FITZGERALD: My name is Jim Fitzgerald.
22 I'm with Environmental Partners Group, and I formed
23 the traffic peer review of Vanasse & Associates'
24 June 2017 traffic impact assessment for the site at

1 111 Cypress Street. And our review has
2 identified -- determined that the report was
3 performed in a professional manner and consistent
4 with standard engineering practices.

5 So the development, as we understand it,
6 includes the 99-apartment development on the corner
7 of Cypress Street and Brington Road with on-site
8 parking for 66 vehicles. The access to the site
9 will be provided via Brington Road at the existing
10 western site driveway that exists today.

11 The site location included the five
12 intersections that Jeff had just identified: the
13 signalized intersection for Cypress and Davis,
14 Cypress and Tappan, Boylston and Cypress, and the
15 unsignalized intersections of Cypress and Brington
16 and Boylston and Brington. These project study
17 limits appear to be very reasonable.

18 Traffic data was collected by VAI back in
19 March of 2017. The March data provided in the
20 report from MassDOT identifies that the month of
21 March is slightly above the monthly average for the
22 year and therefore conservative numbers.

23 Speed measurements were evaluated. As Jeff
24 has identified, the Cypress travel speeds are

1 relatively low, lower than the posted speed limit of
2 25 miles an hour, between 22 and 23 miles per hour,
3 depending on which direction. Brington Street, very
4 slow traffic, moving about 19 miles per hour.

5 A substantial amount of pedestrians counted
6 along the roadway, especially at the
7 Brington/Cypress intersection adjacent to the site,
8 with very light bicycle volumes despite the portions
9 of Cypress Street that have bicycle lanes and the
10 remainder having sharrow pavement markings.

11 The intersection safety was evaluated for
12 the five-year period using MassDOT data from 2010 to
13 2014. All locations have substantially lower than
14 average crash rates which compare the amount of
15 crashes related to the amount of traffic traveling
16 through.

17 With regard to the Cypress/Brington
18 intersection, I understand that there's been some
19 concern having to do with safety, and certainly the
20 queuing through the intersection is a concern having
21 to do with sight distance, which we'll get into
22 shortly. At that location, the MassDOT information
23 data indicated that there was only one crash during
24 that five-year period. This could perhaps be

1 verified with local police department data to verify
2 that there is such a low amount of crashes at this
3 specific intersection.

4 The traffic data --

5 MS. POVERMAN: I'm sorry, Mr. Fitzgerald.
6 I know Maria has asked that Brookline Police data be
7 included, and it often isn't in Vanasse's reports.
8 Actually, it never has been in all the 40Bs that
9 I've been on. For some reason, there is a problem
10 with Brookline communicating to Massachusetts the
11 crash data. So I would ask from here on that you
12 just go and ask Brookline to produce it, and within
13 10 days they will get it to you. Sorry.

14 MR. FITZGERALD: No problem.

15 The traffic volumes were projected, as Jeff
16 had indicated, using both background growth rate and
17 the significant projects planned in the area. The
18 trip generation -- I'm sorry -- the projected
19 traffic volumes appear to be conservative in nature
20 considering the background growth data in the area
21 has shown that traffic volumes have actually been
22 decreasing and a 1 percent per year increase was
23 provided for. So that was somewhat conservative
24 and, again, acceptable.

1 The build volumes were based off of the ITE
2 trip generation manual using procedures that were
3 verified. The traffic volumes do make sense. With
4 those trip-generated traffic volumes, the mode split
5 was taken into consideration using information
6 available from the 2011 to 2015 American Community
7 Survey five-year estimates for Brookline which
8 actually showed a greater amount of alternative
9 modes of transportation in the area than were used
10 in the study. So, again, the study is shown to be
11 on the conservative side.

12 With all that, this resulted in 434 trips
13 per day, 32 trips during the morning peak hour, and
14 43 trips during the evening peak hour. The
15 comparison between the existing office space and the
16 proposed apartments, as Jeff had identified before,
17 should be updated to reflect the mode split between
18 both uses just to compare apples to apples or to
19 compare the traffic data available at the driveway.

20 In the end, we anticipate a similar trip
21 generation between the existing usage and the --
22 during the morning peak hour and the afternoon peak
23 hour when you look at the total trips during those
24 periods. Of course, the one area where there is

1 variation has to do with whether or not those trips
2 are entering or exiting.

3 For the existing office usage, for
4 instance, there are much more vehicles entering the
5 site in the morning, while in the -- for the
6 apartment usage, there are much more vehicles
7 exiting the site in the morning, so that kind of
8 changes the dynamic a little bit. But over all, the
9 total amount of trips between the peak hours in
10 total remain -- will probably remain somewhat
11 consistent once those evaluations are verified.

12 In looking at the traffic analysis for the
13 five study intersections, most of the intersections
14 do operate with negligible differences. That's when
15 you compare the future no build with the future
16 build. These include the Cypress/Tappan
17 intersection, Cypress/Davis intersection, and the
18 Boylston/Brington intersection.

19 Our evaluation of the Cypress/Boylston
20 intersection determined that the -- by altering the
21 traffic signal timing slightly, we concur with the
22 conclusion that the operations are able to be
23 returned to a balance between the future no build
24 and the future build, so they pretty much negate

1 each other.

2 As far as the Brington Road approach to
3 Cypress Street, as Jeff has presented, yes, there
4 will likely be an increase in delay and queue length
5 experienced along this approach, this very congested
6 intersection. During the morning peak hour, we
7 would estimate -- during the morning peak hour,
8 based on the analysis that was provided, it shows an
9 increase of 21 seconds in delay, bumping the level
10 of service from a level of service E over to a level
11 of service F. And during the p.m., only 6 seconds,
12 increasing delay from level of service D to a level
13 of service E.

14 However, the one thing that I would point
15 out is the methodology used in the study for the
16 future build traffic volumes did not subtract off
17 the existing trips from existing office usage, so
18 therefore, the analysis is conservative.

19 We would anticipate, however, just based on
20 rough numbers -- in advance of getting the revised
21 analysis back, we would anticipate that there would
22 still be an increase in volume approaching Cypress
23 Street from Brington Road during the morning peak
24 hour. However, in the afternoon peak hour, because

1 of that change in dynamic between entering and
2 exiting vehicles, we would suspect that the traffic
3 volumes along Brington Road will actually be
4 decreased approaching Cypress Street.

5 Sight distance was reviewed for the
6 intersection. We concurred with the findings that
7 the sight distance at the site driveway will be
8 adequate, that adequate stopping sight distance is
9 provided at that intersection along Brington Road
10 provided that clear space be retained on the corners
11 of the driveway. As the plans are advanced, that's
12 certainly something to keep in mind, that we
13 maintain that clear visibility. And the zoning
14 bylaw having to do with visibility for pedestrians
15 on the sidewalk are more than that.

16 Sight distance at the Cypress/Brington Road
17 intersection was also provided. Unfortunately, at
18 this intersection you're dealing with a few
19 constraints. First of all, there's a very short
20 segment of Cypress Street between Brington Road and
21 Route 9, so that, of course, limits how far you can
22 see.

23 But perhaps even more significantly is the
24 amount of traffic queuing up heading southbound on

1 Cypress waiting to get through the Route 9 signal.
2 Although there currently is that box painted in the
3 roadway and a somewhat small sign saying "do not
4 block box," vehicles frequently disobey those
5 markings and that sign, and as a result, that
6 certainly does limit the amount of visibility that a
7 left-turn vehicle from Brington Road has to maneuver
8 onto northbound Cypress Street. So we agree with
9 the proponent's approach of providing improved
10 signing as well as improved pavement markings.

11 MR. ZUROFF: Excuse me. Did you consider
12 sight lines going north up from Brington Road onto
13 Cypress in terms of the configuration of the
14 building?

15 MR. FITZGERALD: Yes. Really the issue
16 comes down to when that vehicle is heading eastbound
17 on Brington and is stopped adjacent to the Cypress
18 Street edge of road. Really a lot of the visibility
19 is being impacted by vehicles that are queued in the
20 southbound direction. That's our big issue, and
21 being able to maneuver a left turn and cut through
22 those vehicles while looking for oncoming vehicles
23 heading northbound from Cypress Street and just
24 clear through the signal on Route 9. So, yes, we

1 took that into consideration.

2 MR. ZUROFF: Do you have any suggestions
3 for improvement here other than better paintings on
4 the roadway?

5 MR. FITZGERALD: The notion of signaling
6 the intersection came up. Of course, with that, it
7 means coordinating with the MassDOT traffic signal.
8 And in many instances, when you do this you're
9 increasing the delay along the other intersection,
10 that being Route 9. So that could be a challenge --
11 certainly would be a challenge. This is, of course,
12 a situation that is less than ideal, but certainly
13 one that we run into a lot in urban settings.
14 Driver behavior is a challenge, and to alter it is
15 difficult. Certainly, making more visible signs
16 that really pronounce that you're not supposed to
17 block the intersection, perhaps even some police
18 enforcement from time to time to try to discourage
19 that behavior may not be a bad idea.

20 MS. POVERMAN: I have a question along
21 these lines. So what relevance is it really to get
22 an F at one of these intersections? It seems like,
23 so what? If you have one or two cars that push it
24 over, that's one thing. But if you see other

1 traffic studies where an intersection gets an F, who
2 does anything with that information? What happens
3 with it in any instance?

4 MR. FITZGERALD: So that's a good question.
5 In many urban locations, you do have a level of
6 service F. There's only so much traffic you can
7 cram through a roadway.

8 The one concern that comes to mind is
9 driver frustration. If drivers are waiting too long
10 to break through traffic, they tend to behave
11 somewhat aggressive and might accept a gap that they
12 ordinarily wouldn't have. So that is one of the
13 concerns having to do with safety, is that driver
14 frustration level elevating and people become more
15 aggressive breaking through traffic.

16 MS. POVERMAN: So in terms of a
17 development, have you ever seen any in which the
18 change of safety, or LOS or whatever, is changed
19 from a -- to an F or several Fs, where that has made
20 a difference in how the design is made or approval
21 of the project?

22 MR. FITZGERALD: It depends on the
23 community. Honestly, I think that in this instance,
24 it being a very urban location, it will probably

1 feel not all that different than it does today
2 because you are adding not all that many vehicles on
3 that eastbound approach, and really, again, focusing
4 on that morning peak hour now because that's when
5 all those people are leaving the apartments. And I
6 think that perhaps when taking into consideration
7 the existing office use and reducing those numbers,
8 that will give us a clear indication on how many
9 vehicles that truly is.

10 MS. POVERMAN: Yeah. I'm not saying this
11 is the most egregious example of -- you know, one
12 car taking it into F. That's a little different
13 than another situation you might face.

14 MR. FITZGERALD: Sure.

15 MS. POVERMAN: Thank you.

16 MR. FITZGERALD: In looking at the numbers,
17 I believe the report identifies about 21 vehicles
18 approaching Cypress Street during the morning peak
19 hour. That might be reduced, I don't know, maybe
20 down to 17 vehicles in the morning peak hour, so
21 that's -- you know, when you compare how many
22 minutes in an hour, that's not very much, one
23 vehicle every three minutes. You know, not huge.

24 MS. POVERMAN: Thank you.

1 Okay. One final thing. You had mentioned
2 in your report that you think it would be
3 appropriate for vehicle templates to be produced
4 related to the site driveway?

5 MR. FITZGERALD: Correct. So in looking at
6 the site driveway layout, Brington Road is a pretty
7 tight road. It's not very wide, obviously. And so
8 we want to make sure that vehicles are able to turn
9 in and out of the site freely. Assuming that this
10 development will continue right turns out of the
11 site, we should be looking at vehicle templates
12 being able to make -- swing that right turn.

13 And there is an existing bump-out or curb
14 extension directly opposite the existing driveway
15 that is proposed to be shifted over a bit.
16 Incidentally, there is an existing driveway that I
17 believe will impact that location, so it may have to
18 shift westerly even a little bit further. But in
19 order for that vehicle exiting the site to turn
20 right onto Brington, it appears to us that there's a
21 good chance that that may have to move further or
22 the driveway opening has to be wider to really
23 accommodate that movement better.

24 MS. POVERMAN: So is that something we

1 should add to our request list?

2 MR. ZUROFF: Probably, yes.

3 MS. POVERMAN: Thank you.

4 MR. FITZGERALD: And I believe that
5 concludes my findings.

6 MR. ZUROFF: Then I have one more question.

7 MR. FITZGERALD: Sure.

8 MR. ZUROFF: With regard to the sidewalk,
9 clearly we all know that the sidewalk on the
10 building side of the site is narrow and causes a
11 great deal of congestion with pedestrians. Would
12 you concur with the recommendation that the sidewalk
13 be somehow expanded or -- I don't know. Again, I'm
14 stepping into territory that I probably don't have
15 jurisdiction to do, but --

16 MR. FITZGERALD: So here's the problem.
17 When looking at a roadway or designing a roadway,
18 it's all a balancing act to accommodate all modes of
19 transportation. So in order to provide the right
20 solution for this roadway, you can't just look at
21 providing better, wider pedestrian accommodations
22 without considering the bicyclist as well. We could
23 take a look at what that right balance might be, but
24 we did not do an evaluation of the roadway width

1 considering new geometry along the road. But all I
2 would advise is to be careful of not to improve the
3 pedestrian accommodations but make the bicycle
4 accommodations worse.

5 MR. ZUROFF: Maria, I'd love to hear from
6 you.

7 MS. MORELLI: To clarify your question,
8 Mr. Boehmer, last week, had recommended that the
9 sidewalks be increased. But actually, his
10 recommendation was that the building have a greater
11 setback, and that would mean that the applicant
12 would need to give an easement to the town. So that
13 was the situation he was proposing about it. And
14 what Mr. Fitzgerald was assuming was expanding the
15 sidewalk into the public way.

16 MR. ZUROFF: No. I realize that that could
17 be interpreted in two different ways.

18 MS. MORELLI: Right.

19 MR. ZUROFF: And it's still a consideration
20 that I'm thinking about, and finding a solution may
21 require something from the town or something from
22 the developer. But it is a concern, and I just
23 wanted to hear Mr. Fitzgerald's reaction to that.

24 MS. MORELLI: Sure.

1 MR. FITZGERALD: Thank you for clarifying
2 that. Certainly, for this amount of pedestrians
3 walking up and down the sidewalk as well as the
4 additional pedestrians that are going to be added to
5 the sidewalk to get to the T station, certainly, it
6 would be beneficial to provide additional width on
7 that sidewalk, if feasible.

8 MR. ZUROFF: Okay. And also, I mean,
9 clearly the bicycle lane further adds to congestion,
10 and we just heard the statistical analysis that said
11 there are very few bicycle trips.

12 MR. FITZGERALD: Very light.

13 MR. ZUROFF: Maybe below average or well
14 below average for that, so it is something that the
15 town could consider as well.

16 MR. FITZGERALD: Right. And one thing to
17 keep in mind here as well are -- is kind of the big
18 picture. You know, in thinking about bicycle
19 accommodations, it's not just this roadway. It's
20 the network of bicycle accommodations throughout.
21 So as more and more roadway projects come underway,
22 I would anticipate that more bicycle accommodations
23 will be provided, whether they be sharrows or
24 bicycle lanes, hopefully. That really helps to

1 increase that network and draw in more bikers. So
2 it's a process.

3 MR. ZUROFF: Okay. I just wanted to know
4 that you were considering that.

5 MR. FITZGERALD: Yes.

6 MR. ZUROFF: Thank you.

7 Any other questions for Mr. Fitzgerald?

8 MS. POVERMAN: No.

9 MR. ZUROFF: Then do we have any questions
10 now for the applicant, now that we've heard the peer
11 review?

12 MS. POVERMAN: I think we'll still wait to
13 have questions till -- that member of the audience
14 is --

15 MR. ZUROFF: As far as the public is
16 concerned, if you want to comment on what we've just
17 heard, nothing else, I would ask that you do that.
18 There will be an opportunity for you to comment on
19 the project in general, but if you want to comment
20 on the transportation aspect and keep your comments
21 brief, please come to the microphone, speak as
22 slowly as you can so that we can record this, and
23 tell us who you are.

24 MR. EPSTEIN: I'm Eli Epstein. I live at

1 21 Brington Road. I'm a direct abutter to the site,
2 and I have some concerns about what I heard about
3 what the traffic study -- both of them, actually.

4 You know, we've been talking about how the
5 traffic box is an extremely vulnerable place
6 trafficwise. There might not be a lot of accidents
7 on record -- though I'd be interested in hearing
8 from the Brookline Police about it -- but there are
9 a lot of near misses, anecdotally. You know, this
10 is me going out into that box. It is -- the sight
11 lines really aren't good, and it is dangerous. So
12 it's a vulnerable place. If things are increased in
13 terms of the vehicular traffic, I think it'll get
14 worse, even though they said it's just one or two.

15 The main point I wanted to make was just
16 what the second gentleman was talking about, about
17 the difference between sort of the periodicity of
18 exiting and entering. You know, these are opposite
19 of what it is now. Now it's an office building, so
20 people are arriving at the building. But if the
21 majority of people were leaving the parking lot --
22 the majority of residents were leaving the parking
23 lot in the morning, I -- you know, I see their
24 numbers, but common sense tells me that there will

1 be a whole line of cars trying to get through that
2 traffic box at Brington Road and Cypress. I mean, I
3 can see that line, and I'm thinking, how am I going
4 to get out? And they might be thinking, how are we
5 going to get out? And it might be a real problem.
6 So those are the points I wanted to make about
7 parking.

8 MR. ZUROFF: We appreciate your comments.
9 Thank you.

10 MS. SMITH: Hi. I'm Kim Smith, and I live
11 at 22 Brington Road, across the street from Eli, and
12 I have three questions.

13 First, have the applicants or the
14 transportation experts working on their behalf been
15 in communication with the T about having -- you
16 know, arranging for station access? Has any
17 consideration been given to setting up a Hubway?
18 And Number 3, will the developer commit to
19 supporting ongoing maintenance of the box? Because
20 I understand it has to be -- the box has to be
21 repainted regularly. Those are my three questions.

22 MR. ZUROFF: I'm happy to pass those
23 questions on to the developer. Thank you.

24 MR. DIRK: Again, for the record, Jeffrey

1 Dirk with Vanasse & Associates.

2 So I'll answer -- or try to answer a couple
3 of questions. The Hubway idea, I think that's
4 actually a great idea. If we can have some sidewalk
5 space -- if we can contact them and see if there
6 is -- I mean, basically they just need to be
7 interested in locating the Hubway in this area. And
8 given that the T station is there, they might have
9 some interest in doing that. So it may not be
10 exactly at the site, it might be at the T station or
11 somewhere in between, but it's certainly worth a
12 conversation to have with them.

13 In terms of the ongoing maintenance, I
14 think in -- on the "do not block the box" and the
15 signs, it's something we can have a conversation
16 with the engineering department of the town. What
17 we install in terms of the upgraded markings and
18 such, we can work with the town to come up with
19 something that will wear better, I think, and the
20 markings might have some longer life to them. But
21 again, we'll work with the engineering department to
22 see if we can install something that will have some
23 longevity to it.

24 And then I'll let Mark answer the MBTA

1 connection.

2 MR. BOBROWSKI: I did get an email,
3 Mr. Chairman, from Chris Dempsey who has been
4 relentless in asking us to check with the T, and he
5 has passed along some information about a contact
6 person.

7 I've asked my client how we would like to
8 proceed, and we will take that up in the next week
9 or two.

10 MR. ZUROFF: I appreciate that. Thank you.

11 Okay. We can move on to our next
12 presentation. I think we're moving on to
13 environmental?

14 MS. MORELLI: Walker Consultants.

15 MR. ZUROFF: Oh, I'm sorry. I can't read
16 very well.

17 MR. STADIG: Good evening. Art Stadig with
18 Walker Parking Consultants. I'm the reviewer for
19 the parking component of the project for the town.
20 We had submitted a memorandum, which hopefully you
21 have. And the proponent didn't have their plans.
22 We don't have those available. I'll bring a stick
23 next time in case --

24 MS. MORELLI: Do you want --

1 MR. STADIG: I just was going to say if we
2 could review the site or the parking plans, and
3 if -- while you're pulling it up --

4 MS. MORELLI: Which plans do you --

5 MR. STADIG: That would be great if you
6 could pull mine up. Mine would be perfectly fine.

7 So the first point that I'm bringing up is
8 that the amount of parking required by zoning is --
9 the mandate indicates 2 spaces are required for one-
10 and two-bedroom units and 2.3 spaces for three-
11 bedroom units. What that would require is a
12 required 201 spaces or an average of 2.03 spaces per
13 unit. So that's what the mandate requires.

14 The project's reducing this number to the
15 66 spaces that are provided, or a demand ratio with
16 the range of 0.67 spaces per unit, which is about
17 1/3 of what the zoning requires.

18 The point on that would be that we would
19 just request a much more definitive -- since this is
20 such a large reduction, a little bit more definitive
21 analysis to indicate why that would be acceptable
22 for this particular development. We would suggest a
23 review. I know Jeffrey had mentioned earlier that
24 he looked at Census Bureau information for traffic.

1 That would be, you know, one of the things that we'd
2 suggest be looked at, is the parking demand for the
3 specific Census tract that is here.

4 Then also taking that with -- that
5 information and looking at the actual unit mix that
6 we have. This has got quite a number of
7 three-bedroom units. It's a basic tenet of parking
8 demand, whether it's ULI or the Land Institute or
9 ITE, Institute of Transportation Engineers, that the
10 demand goes up with the number of bedroom units,
11 although that is definitely the spirit that is in
12 the bylaws. So this does have 10 units -- or
13 10 percent of that is three-bedroom, and that would
14 be good to take a look at that.

15 In addition, one thing that's extremely
16 important is that we would ask the proponent to take
17 a look at whether market rates are going to be
18 applied to this parking and how that affects parking
19 demand. The extreme to that would be if it's free
20 parking, certainly that's going to affect how many
21 people would actually have vehicles and need
22 parking. If it's extremely expensive, on the other
23 end of the extreme, that would tap down the demand.
24 So the question is will these be market rates, or

1 how will they actually charge for parking, and what
2 will the price of that be, and how does that inform
3 this number of what the actual demand will be?

4 Just a point would be -- in previous
5 versions of this development, when they were
6 submitted earlier, there were more units and more
7 parking spaces. But in the previous version, the
8 parking ratio was .9 spaces provide. There have
9 been improvements for other reasons in the project,
10 and parking has been taken out, and we're down to
11 the .67. Later I will suggest that there will be
12 other challenges that will further drop the amount
13 of provided spaces, which is really -- may be
14 perhaps the wrong way on the actual amount provided
15 and the ratio.

16 The second point would be the number of
17 spaces or the actual traffic -- peak-hour volumes
18 that were stated by Jeffrey. We take no exception
19 to those. The actual demand percentage numbers seem
20 a little bit higher than what we normally see, and
21 perhaps that has something to do -- I'll leave that
22 up to Jeffrey to explain -- that maybe the amount of
23 parking that we're providing is less than what might
24 be seen in other developments that would normally

1 have this amount. Jeff, rightfully explained that
2 it's not the parking in and of itself, but the
3 development or the use that creates the parking --
4 or the traffic, and not necessarily the amount of
5 parking that you have. But regardless, we don't
6 have any problem with the amount of peak hour volume
7 that's been discussed there.

8 More specifically, getting into some of the
9 specifics of the design, just to point out, this is
10 the lower level of the -- actually -- no, that's
11 fine. I was going to show the upper level, but I
12 can go with the lower level first.

13 In both cases, we're seeing the garage
14 doors less than 20 feet. We're just pointing out
15 that vehicle maneuvers in and out would be very
16 difficult to get two-way maneuvers with turns at
17 these locations. And actually, upstairs the entry
18 exit is here. So as a vehicle is exiting, really
19 you can only fit in that less-than-20-foot-width one
20 vehicle at a time. The other vehicle trying to come
21 in would have to stop and wait until that vehicle
22 that's in the -- in the doorway or in the drive lane
23 coming out, you know, evacuates that and comes in.

24 The point on that would be we would just

1 suggest that the proponent take a look at that
2 design and see if they can improve the level of
3 service on the entry widths and take a look at the
4 ramp widths to see if they can alleviate a little
5 bit of that possible tightness or low level of
6 service and improve that. It's rare but possible
7 that might, you know, back out a little bit onto
8 Brington there. As people may be leaving at the,
9 let's say, peak p.m. hours and several vehicles are
10 trying to enter at that time, they may back up into
11 there. But I think that can, you know, be taken
12 care of with a little bit of design improvements
13 there.

14 Also, just with that, we don't know -- and
15 certainly we wouldn't expect this at this level.
16 But whatever type of control is used on those doors
17 would affect how they operate. So, for example, if
18 you have a clicker or if it's an automatic AVI
19 system that opens and closes the doors, that will
20 affect flow through there, and likewise would affect
21 how that flow backs out into the street. So that
22 would be a detail for you to look at later, and I'd
23 suggest that the proponent take a look at that.

24 Inside the parking facility on both levels,

1 you'll note that at this level there are no columns
2 shown or structural support elements or gravity
3 loads shown. Normally we would see columns. Now,
4 we don't suggest at this conceptual stage that --
5 columns don't need to be shown. But what will
6 happen is if this is not a long-spanned
7 construction -- and I will leave that up to the
8 proponent to figure out whether that makes sense.
9 In my experience with residential construction, you
10 don't normally go long span for many reasons. What
11 this will do is place columns either in between the
12 parking spaces or somehow in an arrangement that
13 will affect the layout. As it affects the layout,
14 the number of spaces will likely go down.

15 In addition, it may affect the level of
16 service in there, but that is a secondary issue.
17 The biggest point on that would be the number of
18 spaces will likely come down somewhat.

19 In this lower level, the ramp slope is
20 high. That can be adjusted later on. We're just
21 pointing that out. But what is happening is we
22 would presume that the design would allow people to
23 come driving around this way in their circulation
24 pattern. Either way, whether the circulation is

1 clockwise or counterclockwise, the turns from this
2 ramp to this end bay turn do not work. They are too
3 tight to make that maneuver.

4 What we're suggesting here is -- the reason
5 we would suggest a counterclockwise circulation
6 pattern makes more sense is that these parallel
7 spaces that are up against the wall -- it is highly
8 preferable to park in those so that the driver's
9 side door faces out into the drive lane. Otherwise,
10 if you go in the other direction, as you're parallel
11 parking, your driver's side door will be up against
12 a hard wall. What will then happen is the vehicles
13 will want to be pushed out further into the drive
14 lane so you have enough room for door opening, etc.

15 In addition, these parallel spaces are only
16 18 feet long, which is way too short. Town
17 requirements are 21 feet, and I would suggest that
18 that's a good design practice to allow most vehicles
19 to make parallel maneuvers into those spaces. So
20 once again, when those are adjusted to get
21 reasonable dimensions, you will be losing probably a
22 parking space in that run, which is just another
23 thing going against the total count.

24 It's suggested that this would be a very

1 difficult space to make a parallel maneuver. If you
2 were coming in this direction, normally you have to
3 drive past the space and then do a parallel maneuver
4 back in there. There's no room for that.

5 So once again, all of these are just
6 conspiring to reduce -- whittle away at the car
7 count. Fundamentally, the layout works, but there
8 are challenges with it, as I've indicated, and those
9 will reduce the overall car count.

10 I will speak to this now about the upper
11 floor. The total amount of ADA spaces that are
12 shown is four spaces. That's actually one more than
13 would be needed if the entire amount of parking
14 supply were considered as one, which would be
15 normally what we think. So they're conservative on
16 the number of accessible spaces that they're
17 showing, and they can reduce one and still be in
18 compliance with Mass. accessibility regs and ADA
19 regulations.

20 However, right now they are showing --
21 neither of these are shown as a requirement for van
22 accessible parking, which is the width of that
23 accessible pathway between them would need to be
24 8 feet versus 5 feet. So that's just an adjustment

1 that will need to be made on the final design. It's
2 possible that that could reduce the number of
3 parking spaces.

4 And this is the upper floor. Just a quick
5 comment on this. We have two parallel spaces that
6 are shown right inside the doorway here. The length
7 of them is short, but if it were an appropriate
8 length, what will happen is you'd come in and
9 parallel park there, and you're heading into the
10 facility. So to turn around, there's really no
11 turnaround spot anywhere other than to get into the
12 drive lane and try to make a multipoint -- probably
13 a five- or seven-point turn to literally turn the
14 vehicle around.

15 Now, certainly there could possibly be an
16 empty parking space that they could pull into and
17 make a standard three-point U-turn, if you will.
18 But if it is full, there's nowhere for them to turn
19 around. It's just not a good design practice.

20 What that might do, once again, combined
21 with the dimensions that we talked about, could
22 potentially reduce the number of parking spaces.
23 Once again, on this floor level, we're not seeing
24 columns in there. Once those are taken into

1 account, the car count may go down.

2 I believe that covers what we have, and I
3 could answer any questions that you might have.

4 MR. ZUROFF: I just have one question, and
5 that is your analysis about required versus the
6 proposed. Do you take into consideration the
7 availability of public transportation so close to
8 this?

9 MR. STADIG: Yes. What I would suggest is
10 when you do take into account looking at the Census
11 data, that will give actual historical information
12 for people in the area. What I would suggest, in
13 looking at this and other Brookline areas, is that I
14 would estimate that the residents' demand -- not
15 visitor, but residents' demand -- is probably
16 between .75 and 1 space per unit. Okay? That is
17 only just for the residents. It doesn't take into
18 account visitors, which might add another .1 space
19 per unit.

20 If the lower end of that range combined,
21 both residents and visitors, would be .75 plus .1,
22 which would be .85, since this is a very nice round
23 number of 99 spaces, call it 100 -- or 99 units,
24 call it 100 -- that would render a result in the

1 range of about 85 parking spaces required on the low
2 end, but that still may be acceptable.

3 After you probably lose some parking here
4 from the 66 to make the appropriate adjustments as
5 indicated, we may be 20 or 25 spaces lower -- that's
6 my opinion -- than what the demand would actually
7 really want to be, you know, left to its own
8 devices. So the challenge with that is certainly
9 that extra parking demand is going to put pressure
10 on the parking spaces that are on street and other,
11 you know, parking in the area. And, you know, that
12 would be up to, you know, your thoughts as to
13 whether that's, you know, acceptable or not.

14 MR. ZUROFF: Okay. Thank you.

15 Would the developer like to respond?

16 MS. POVERMAN: I do have a question for the
17 developer, which is what are your plans in terms of
18 charges for the parking?

19 MR. BOBROWSKI: That's something we need to
20 discuss. We appreciate Walker's comments this
21 evening, and these are things that we'll have to
22 think about when we adjourn between now and 9/27.
23 So we'll be ready to respond then.

24 MR. ZUROFF: Just to clarify, I don't

1 recall on the plans that I looked at -- and maybe I
2 didn't notice it. I didn't see any visitor parking
3 at all.

4 MR. BOBROWSKI: No. The number of spaces
5 are not, in any way, dedicated to visitors. It was
6 the total of the plan, which I believe is 66 for the
7 99 units.

8 MR. ZUROFF: Okay. Right now there's
9 nothing designated for the visitors?

10 MR. BOBROWSKI: No.

11 MR. ZUROFF: Okay. Thank you.

12 Any other questions?

13 (No audible response.)

14 MR. ZUROFF: Maria, am I correct in saying
15 it's now time to hear from environmental?

16 MS. MORELLI: Yes.

17 MR. CHAMBERS: Good evening. My name is
18 John Chambers, and I'm an LSP with Fuss & O'Neill.

19 I did steal a couple figures that might
20 help with this. Okay, so I basically -- I'm going
21 to -- I have a couple figures that I've spoken to
22 the applicant -- materials that will introduce a
23 couple issues, but at the end I'll tie them
24 together. There's four recommendations that I'm

1 going to make on how to address the environmental
2 issues.

3 So this is just the existing conditions,
4 and there's three things I want to point out from
5 the -- there's been some level of assessment of the
6 property. It's extremely limited. There was a
7 Phase 1 done, which is really kind of a history
8 review to see if there are kind of environmental --
9 things that suggest there would be environmental
10 contamination out there. From a history review and
11 a walking of the site, there were no indications
12 that there would be environmental issues from that
13 report.

14 The applicant also had a consultant take
15 two soil samples and one groundwater sample for the
16 site, so it's kind of a screening of, you know, are
17 there contaminants in the soil or groundwater.

18 In both of those -- in the soil sample,
19 they found basically metals and semi-volatile
20 organics, which are very typical in kind of urban
21 fill, not at levels that would be considered
22 background in typical urban areas. And then
23 groundwater did not have any issues either. So it
24 doesn't appear that there's major issues on the site

1 right now. It's extremely limited data set, though,
2 and sometimes fill does have variability.

3 So I think the issue with on-site soil is
4 really three things: You're going to have to manage
5 the on-site soil. It appears that they're going to
6 have to excavate and dispose of at least 6,000 cubic
7 yards of soil. It does not appear there's
8 sufficient characterization to know how to manage
9 that soil, so I would recommend a soil management
10 plan, and I specify what should be in that.

11 You could either go out and assess it up
12 front now, take additional samples and figure out a
13 much better data set of what the variability of
14 contaminants is out there right now, or you could
15 deal with it as you excavate it, but that -- you've
16 got to put it in a truck and get it out of there
17 because there's not a lot of room, and the applicant
18 would take risks to schedule and, you know, might
19 have to deal with regulatory issues and things like
20 that. And costs can be much higher with that as
21 well.

22 That wasn't specified, how they're going to
23 deal with it, so I would recommend that you request
24 a soil management plan that says how you're going to

1 deal with this, and then we can review that and
2 probably get more targeted recommendations and
3 conditions from that.

4 Similarly, in looking at the floor
5 evaluations, what they presented, it looks like they
6 will be very close to the depth of groundwater on
7 the site and the depth of bedrock on the site. And
8 it's not clear how deep foundation footings and
9 things would go to, so we also recommended a plan
10 for if they are going to remove bedrock, how you do
11 that. Obviously, it's a very tight neighborhood, so
12 things like blasting would have some risks to the
13 neighborhood.

14 So, again, I would just -- it hasn't been
15 specified yet, which is typical at this phase of a
16 project, but I would want to understand how they're
17 going to deal with bedrock. So that was the second
18 plan.

19 And then the third one would be dewatering.
20 If you have to depress the water table -- I actually
21 want to go to my next slide on that one, I think.
22 So this is a slide -- the site is in the top of the
23 diagram there in red, and what's below is the Mobil
24 station across the street, and that yellow area is

1 an area of ongoing contamination of the Mobil
2 station.

3 So there's been a lot of assessment of the
4 Mobil station, and the Mobil station contamination
5 has spread to neighboring properties, as you can
6 see. It's migrated from the Mobil station. It does
7 not appear its migrated to the site, and it's
8 actually flowing across towards you on the picture.
9 So it doesn't appear that it's going to go to the
10 site. However, when you dewater, you depress the
11 water table. You suck it down, and you can draw
12 things in.

13 So, again, I would suggest that they look
14 at that and give us a dewatering plan as to how
15 they're going to address that. That's really a risk
16 to the applicant as well because if the applicant
17 does something detrimental to this plume or sucks it
18 over to their property, they can become a
19 responsible party, so I think it would be in their
20 interest as well to take a look at that.

21 MS. POVERMAN: Want is a plume?

22 MR. CHAMBERS: So a plume is basically --
23 so the gas tanks leak there, and the gas gets into
24 the groundwater. And then the groundwater is always

1 flowing, and so it kind of dissolves in the
2 groundwater and starts flowing. And as you can see,
3 the gas was released on the station and it's moved
4 over to the properties downgrade, so it flows. And
5 generally we call that a plume contamination. So
6 there's both -- separate phase, so kind of pure kind
7 of weathered gasoline in the subsurface and gasoline
8 that's dissolved into the groundwater that migrates
9 further than the original gasoline.

10 So there's definitely engineered ways you
11 could do that. But depending -- if they are pumping
12 it hard enough that they're sucking that in, that
13 would create a different permitting structure
14 because you're dealing with contaminated
15 groundwater. They would have to deal with a NPDES
16 EPA permit for that as opposed to if they're just
17 sucking clean water. And there's ways to deal with
18 that, but I specified that in my letter. So that's
19 the third one.

20 And the last issue I saw was more of a
21 public safety issue. And if you look all along
22 Cypress Street, the cuts -- you know, the building's
23 going to go right up to the street, and the cuts
24 that they're going to have to excavate are, you

1 know, between 15 and 20 feet from the sidewalk down.
2 So, you know, obviously there's -- you know, that
3 kind of drop, that kind of construction, you want to
4 make sure you're not going to damage the road, the
5 sidewalk, and utilities, and also pedestrian safety
6 and people going by. So I would recommend that you
7 also request some explanation of plans on how
8 they're going to address those issues.

9 But those are basically the four issues
10 that I think -- you know, you would need more
11 information on all those. And you have more
12 specific recommendations that I give you in the
13 letter.

14 I don't know if you have questions or...

15 MR. ZUROFF: I enjoyed your report. Thank
16 you.

17 MS. POVERMAN: Let me just look through and
18 see if I have any.

19 MR. CHAMBERS: Yup. That's fine.

20 MS. POVERMAN: No. I'm all set. Thanks.

21 MR. CHAMBERS: Okay. Thank you.

22 MR. ZUROFF: Thank you. And, again, I'll
23 ask the applicant if they want to respond, or do you
24 want to withhold your responses until later?

1 MR. BOBROWSKI: We'll withhold till later.

2 Thank you.

3 MR. ZUROFF: Okay. That's fine.

4 All right. Mr. Ditto, I guess you're up
5 next -- stormwater.

6 MR. DITTO: Peter Ditto, director of
7 engineering and transportation.

8 The developer submitted a site plan to the
9 DPW for our review, and we did do that review and we
10 have a couple of concerns. But one of the things
11 that jumped right out was the number of easements in
12 this relatively small site. We have a 20-foot-wide
13 Village Brook Channel easement. And for your
14 information, the channel runs from Cassidy Park in
15 Cleveland Circle all the way down to the Brook
16 House. So at this location, the size of that
17 culvert is about 6 feet by 7 feet, so it's not an
18 insignificant structure.

19 They also have right adjacent to that
20 20-foot easement a 10-foot store easement, and that
21 runs diagonally across the northerly abutter of this
22 site, and then that too runs down parallel to the
23 tracks.

24 And last but not least, we have a 15-foot

1 surface water drain easement, and that takes
2 stormwater from, actually, Larz Anderson and snakes
3 down around the reservoir down through the Lincoln
4 School and cuts across Route 9 and ties in on
5 Brington Road.

6 So the developer's looking to -- the
7 existing building is both within and on top of these
8 easements, and it's about 75 feet long that it
9 covers. The proposal is to, you know, clear that
10 out and open it up, which is a vast improvement,
11 obviously. But with what they're showing in the
12 site plan, that being the foundations for the
13 retaining walls and the foundations for the building
14 itself, it raises concern, at least in my mind, of
15 the location of these utilities. That being said, I
16 request that the location and evaluation of the
17 existing conditions of the 8-inch sewer and the
18 Village Brook drain be accomplished before shovels
19 go in the ground.

20 Also, if it could be done, I'd like to have
21 an additional access manhole in the Village Brook
22 drain. They're few and far between. Any time we
23 gain additional access, it's to our benefit.

24 And finally, I'm looking for a design of

1 the foundations of the proposed retaining walls such
2 that the existing structures are not compromised.

3 Skipping over to stormwater, there are 10
4 standards that must be met by the state in a
5 stormwater development. The developer did meet all
6 these requirements. However, one thing I think was
7 left out was a construction period pollution
8 prevention plan, which is a requirement, but I
9 didn't see it referenced as part of their submittal.
10 So that's it in a nutshell.

11 MR. ZUROFF: I just have a question. I'm
12 curious. The 6-foot culvert that runs all the way
13 across the town, is that actually active? It
14 actually conducts water?

15 MR. DITTO: Very much so.

16 MR. ZUROFF: Okay. And the surface
17 easement is just drainage, or is that also --

18 MR. DITTO: Yeah. That's just stormwater
19 drainage, so that's all surface.

20 MR. ZUROFF: And right now the building
21 encroaches on it?

22 MR. DITTO: The whole thing, for 75 feet.

23 MR. ZUROFF: Okay. How that happens, I
24 don't -- doesn't matter, but they're proposing not

1 to have that anymore, so that's good.

2 Any other questions?

3 (No audible response.)

4 MR. DITTO: Thank you very much.

5 MR. ZUROFF: Okay. I want to say thank you
6 to all the peer reviewers who appeared tonight.

7 If the developer wants to finalize any
8 comments on anything we've heard or if you want to
9 reserve your comments until you've had some
10 contemplative time, that's fine.

11 MR. BOBROWSKI: Mr. Chairman, I'd like to
12 thank them as well. They've given us many things to
13 think about, and we will be assessing our homework
14 assignment for the 27th of September.

15 MR. ZUROFF: Okay. As far as -- if the
16 board wants to take the opportunity to make some
17 comments, perhaps we can help direct the developer
18 in some ways. I can tell you're anxious.

19 MS. POVERMAN: Actually, I forgot to ask
20 the environmental reviewer the question, which --
21 and perhaps the developer -- which is depending on
22 whether or not contaminated soil is found on the
23 site, would there be a recommendation that some sort
24 of a -- I don't know if it's a membrane or a cap be

1 put on the soil to prevent any further
2 contamination?

3 MR. CHAMBERS: Yeah. The membrane I think
4 you're referring to is if there's vapors and -- for
5 instance, gasoline vapors to do that. It can come
6 up into a building and pose a risk. I don't see any
7 evidence that there's those types of contaminates on
8 the site, but again -- and there doesn't appear to
9 be any history of sources that would cause that kind
10 of thing. So as long as they're careful about not
11 pulling the plume from next door, I think that
12 probably won't be an issue.

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

14 MR. ZUROFF: Jonathan? Comments?
15 Directives? Opinions? Essentially a charge for the
16 developer? We have to start formulating --

17 MR. BOOK: Absolutely.

18 MS. POVERMAN: We need to talk about
19 parking because that's a big subject we need to
20 discuss. We don't have to discuss it now.

21 MR. ZUROFF: Let me summarize by saying
22 we've heard a lot of opinions about the conditions
23 that are being proposed in the building, and all of
24 the peer reviewers have made it known that there are

1 certain issues with the proposed plans. I
2 particularly listened to Cliff Boehmer's
3 recommendations, and I feel that most of his
4 recommendations are worthy of your consideration.

5 Personally, I would like to see some
6 solution to the sidewalk issue, if that's possible.
7 And that may be a cooperative issue between the
8 developer and the town.

9 Clearly, I would like to see the developer
10 scale back the project a bit, which would help solve
11 the parking issue, which -- we haven't seen a
12 parking plan -- a final parking plan. I realize
13 that there are refinements that are going to be made
14 in reaction to what you've heard, but I would join
15 in in most of the opinions that we've heard from the
16 peer reviewers in terms of asking the developer to
17 consider those things seriously before you finalize
18 your plans. And hopefully we'll be working here in
19 this forum to direct what you propose to us. I know
20 you're going to come back with something in
21 September, so I'm looking forward to seeing your
22 revised plans. I know you'll address a lot of what
23 we have heard.

24 MR. BOBROWSKI: We will. The first thing

1 we have to do, Mr. Chairman, is another financial
2 assessment, though.

3 I've talked with Mr. Boehmer after this,
4 before -- after the adjournment, and obviously some
5 of things he suggested -- we either reduce two
6 bedrooms to one bedrooms because they're slicing the
7 unit in half as you do a setback, or eliminating a
8 unit. And to the extent that we can pick up those
9 units on the part of the building closest to the
10 track, that was something that he actually said
11 would be -- I don't want to put words in his mouth,
12 but he said that would be an idea he would consider.
13 Let's just leave it at that.

14 On the other hand, if we do that and we go
15 up, it's steel, so we have to factor that in and
16 come to some grasp of those consequences for us
17 before we give you definitive answers.

18 MR. ZUROFF: And I understand that, and
19 that's why you have architects and engineers working
20 for you.

21 MR. BOBROWSKI: And now that they've all
22 heard this, you can bet there's going to be one
23 large meeting.

24 MR. ZUROFF: Well, I appreciate your

1 response, and I look forward, again, to seeing your
2 proposal in September. And hopefully you'll submit
3 it in enough time so that we can consider it in
4 advance of the meeting.

5 MR. BOEHMER: Definitely. We'll be working
6 hard on it in the meantime.

7 MS. POVERMAN: I do have comments in
8 addition --

9 MR. ZUROFF: Well, if you want to. But,
10 again, the developer is saying they have some work
11 to do, so --

12 MS. POVERMAN: Right. I know. But we're
13 also supposed to be giving a charge.

14 MR. ZUROFF: The charge is -- I think
15 they're respecting what we've heard, but go ahead.

16 MS. POVERMAN: I want to be a little more
17 specific, which is that I agree with Mr. Boehmer
18 that perhaps 7 feet back -- is what he said more
19 specifically -- would do a lot to take pressure off
20 of Cypress Street in terms of the looming nature of
21 the building and give pedestrians a bit of relief.

22 So I agree, as Mark said, that we want to
23 take -- that the recommendation of the planning
24 board and of Mr. Boehmer was to create bigger

1 setbacks on Cypress Street and on Brington Road. So
2 I think I personally have no problem with his
3 recommendation and his talks with you of increasing
4 the length of the project going towards the MBTA
5 tracks, because that's basically dead space. I
6 mean, greenery is nice, but you also have to have a
7 project that is financially viable, and so you need
8 to find some way to make up for cutting the project
9 back. All the comments you heard the last time were
10 that the project was massive.

11 And you've got a lot going on there, so,
12 again, increasing setbacks and cutting down the size
13 of the building and lowering it, as has been
14 suggested, would obviously reduce the size and
15 massive nature of the building.

16 And Cliff also put forward some decorative
17 ideas. He has the little things he presented in his
18 talking points, which I'm sure you guys will be
19 going over, just to make it a little more friendly
20 and make it coordinate better with especially the
21 houses on Brington.

22 And I think parking is a real issue
23 because, as was noted by the transportation people,
24 there is no parking in that neighborhood. So I

1 think I agree with the transportation or parking
2 analysis. The demand analysis should be done.
3 Because I think there's a tendency we've seen in the
4 40Bs that have come before the town to say, you
5 know, we're turning into a, you know, bicycles
6 everywhere, MBTA, you know, dependent town and we
7 don't need parking, and that's really not true.

8 I think a 1 percent ratio is viable -- or
9 more viable than a .9, but .67 is a real problem for
10 people who have cars, and not everyone uses the T.
11 I keep giving the example of let's say there's a
12 low-income person who has a job in, you know,
13 Framingham. How are they going to get to their job?

14 So I personally think we need to have a
15 broader discussion of what we the board want to see
16 in terms of the ratio of parking, because we can't
17 expect the developer to do anything unless we give a
18 clear example of what we want.

19 There was one other point I wanted to make.
20 Oh, there is, in the plans, space for 100 bicycles.
21 I do not think that it is necessary to have such a
22 large bicycle storage unit, especially now that
23 we've heard how many bicyclists or bicycle traffic
24 there is going up and down Cypress. That may just

1 be because bicyclists going up and down Cypress have
2 a death wish, and may be going to -- you know,
3 instead on other streets. But I still think that
4 could be pared down and you'd find some room there
5 to play with.

6 MR. ZUROFF: I don't disagree with what
7 you're saying, and I think they're hearing what
8 we're conveying, and I'm sure they'll consider that.

9 MR. BOBROWSKI: With regard to your
10 comments, they're consistent with what we plan to
11 look at. I think we need to make a very hard, fast
12 decision on whether we think that parking can be
13 reduced to something in the .60 to .75 range. And I
14 have great respect for Walker in this regard in
15 their analysis of what -- maybe some Census data
16 work will give us something to persuade your
17 consultant that a lower number would be workable.

18 MR. ZUROFF: I'm sure that will be a
19 consideration and, again, we'll be hearing what you
20 have to propose. We'll be providing further
21 direction as we see that, unless you have something
22 else.

23 MR. BOBROWSKI: No.

24 MR. ZUROFF: Maria, do I have to reference

1 the health department letter that we received for
2 the record, or is that just -- it's on the record?

3 MS. MORELLI: It's on the record. It's on
4 our website.

5 MR. ZUROFF: Okay. So for those of you who
6 are concerned about the health department report, it
7 is on record and it's accessible by anybody on the
8 website.

9 MS. MORELLI: Okay. Any more specificity
10 of the charge to the developer? Is it clear what
11 the developer is going to be working on in this next
12 month?

13 MR. ZUROFF: I think that I've conveyed it
14 in a general term. It's hard to get into more
15 specifics until we see a revised --

16 MS. MORELLI: Well, they've heard from,
17 say, Cliff Boehmer, for instance. Do you agree with
18 what Mr. Boehmer has stated regarding scale,
19 reducing the height, where he said to reduce the
20 height? I just want to make it clear because there
21 will be staff meetings with the developer, and I
22 want to be able to speak accurately --

23 MR. ZUROFF: Okay. From my point of view,
24 I would like -- Mr. Boehmer's recommendations are

1 well stated. I would like to see the project
2 reduced in height, if possible. I really would like
3 to see a setback from Cypress. I'm not so much
4 concerned with Brington because of the sight line
5 issue. That was Mr. Boehmer's concern about the
6 sight line, but I don't think that's as much of an
7 issue. Clearly parking will be an issue, and I know
8 you're going to address that. Everything that we've
9 heard from the peer reviewers today, I think there
10 are many good points that were made. I would like
11 to see you address all of those points. I can
12 reiterate them, if necessary. I mean, I made --

13 MS. POVERMAN: Also, we have the little
14 cheat sheet you wrote for us. It articulates a lot
15 of -- it's a summary of a lot of Cliff's points. I
16 mean, do you want us to read that into the record?
17 Would that be helpful?

18 MS. MORELLI: It's helpful for the
19 developer to hear from you what you want them to
20 work on.

21 MS. POVERMAN: Right. I think the summary
22 of what Cliff said --

23 MS. MORELLI: I'm happy to summarize it,
24 and then you can disagree with me.

1 MS. POVERMAN: Okay, great.

2 MS. MORELLI: So he mentioned deeper
3 setbacks on both Cypress and Brington, and that is
4 to bring -- improve the scale on Cypress Street and
5 also to possibly increase the sidewalk.

6 If possible, to accommodate more
7 vegetation, to extend that streetscape, which we
8 have both on Cypress and Brington.

9 And the viewshed he was talking about, by
10 increasing that setback on Brington, was to allow
11 pedestrians who are walking to actually see ahead,
12 see where they're going down to Brington. It just
13 makes you feel safer if you can see what's ahead of
14 you. So that was another reason. And that also
15 extends that streetscape on Brington to accommodate
16 more trees and a deeper sidewalk.

17 There would also be more privacy for those
18 first floor units, and that's another reason for
19 deepening the setback.

20 The height -- that node of the building
21 that is on Brington where Cypress turns, that could
22 be brought down. I think he mentioned one story --
23 maybe that one story could be added to the first
24 segment closest to the railroad tracks, and that,

1 again, would bring that node of the building more in
2 scale with the two-family homes on Brington Road.

3 And then increasing the articulation. He
4 notes that the facades are flat, to increase the
5 articulation if possible.

6 One thing I wanted to point out, if there
7 is a proposed tree removal on Brington Road, that
8 might affect where the driveway is located. That
9 will have to be evaluated. Tree removal comes under
10 Chapter 87, so that is not within the purview of the
11 ZBA. Very likely, Tom Brady will weigh in on the
12 health of the tree. But let's say that it is
13 healthy. It's likely not to be removed. So that's
14 something that will come up in staff meetings with
15 the developer regarding that driveway location.

16 The bump-outs -- the proposed bump-outs on
17 Brington Road, that normally is the purview of the
18 transportation board. Town counsel has established
19 that you do have purview here, and the
20 transportation does not. However, you're going to
21 want testimony from the T board regarding those
22 bump-outs. They don't meet in August. That's
23 something that will take place in September. For
24 the next hearing, you'll get some commentary or

1 maybe even a request for more information from the
2 developer.

3 And the other deal -- fire apparatus on the
4 site would require backing up. Now, different fire
5 personnel feel differently about that. Our last
6 fire chief did not want backing up on the site. It
7 doesn't seem that this -- our new fire chief feels
8 really strongly. However, I really do need a
9 statement in writing saying that. We don't have
10 that, so that's another thing that has to come on.

11 Regarding the trash compactor, we'll also
12 have plans reviewed by the fire department.

13 And then the floor plans from environmental
14 are forthcoming before then. We would like to have
15 our LSP review those. If in time for the next ZBA
16 hearing, that's great, but it would be during the
17 public hearing process.

18 And then the other matters that were
19 listed, I won't repeat those. Those are pretty
20 clear in the various reports.

21 MR. ZUROFF: Thank you. I concur with most
22 of what you said, and I hope the developer has
23 listened. If you want a list of those concerns,
24 perhaps we can provide those.

1 MS. POVERMAN: Which concerns?

2 MR. ZUROFF: These that Maria just --

3 MS. MORELLI: Yeah. I will actually put it
4 in writing.

5 MR. ZUROFF: Okay. So at least you'll have
6 a complete list.

7 MR. BOBROWSKI: Thank you.

8 MS. POVERMAN: Is there anything you don't
9 agree with that you think you need to put out there
10 so the developer doesn't come back with, like, a
11 tower in the middle of the property?

12 MR. ZUROFF: In terms of these
13 recommendations, the only thing that I'm not
14 100 percent committed to, or actually very committed
15 to, is the rearticulation of the front. It's less
16 important to me than the scale of the building. And
17 really the setback from Cypress and perhaps a
18 widening of the pedestrian way, if that's at all
19 possible. But I will leave it to other people to
20 figure that out.

21 Do you have any anything to add?

22 MR. BOOK: On the issue that Mr. Boehmer
23 raised on the articulation, I think he seemed to
24 have more of an emphasis of stepping back the upper

1 floors just to change it up and to match up with the
2 building with the Cypress Lofts across the street so
3 that the buildings are like -- they relay better to
4 one another.

5 MR. ZUROFF: Well, it's a consideration,
6 and I hope that the developer will consider that.
7 To me, that's probably not a high-cost change, so it
8 may be something that they'd be willing to do
9 anyway. I'm not going to pull it off the table.
10 I'm just saying it would probably be nice, but it's
11 less important than some of the other things, in my
12 opinion.

13 MS. POVERMAN: I don't think one precludes
14 the other.

15 MR. ZUROFF: No, I'm not saying it does.
16 So have we fulfilled your request?

17 MS. MORELLI: That's pretty clear. Thank
18 you.

19 MR. ZUROFF: And so unless there's
20 something else, I am continuing this hearing to
21 September 27th and adjourning it for the evening.
22 Thank you all for coming.

23 (Proceedings adjourned at 9:00.)

24

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 28th day of August, 2017.

14 

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

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