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10              HEARING OF BOARD OF APPEALS

11                   1299 BEACON STREET

12        Wednesday, January 30, 2019 at 7:00 p.m.

13                  Brookline Town Hall

14                 333 Washington Street

15                      Sixth Floor

16             Brookline, Massachusetts 02445

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21  Reporter:  Jennifer A. Doherty, CSR

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 1   APPEARANCES:

 2   Jesse Geller, Chairman

 3   Johanna Schneider, Board Member

 4   Kate Poverman, Board Member

 5   Randolph Meiklejohn, Board Member

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 7   Polly Selkoe, Assistant Director of Regulatory

 8   Planning

 9   Maria Morelli, Planner

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11   Cliff Boehmer, peer reviewer

12   Haril Pandya, CBT Architects

13   Peter Habib, CBT Architects

14   Geoff Engler, 40(b) Consultant

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16   Raj Dhanda, Applicant

17   Stafan Vogelman

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 1                P R O C E E D I N G S

 2                CHAIRMAN GELLER:  Good evening,

 3  everyone.  We are reconvening our application for a

 4  comprehensive permit involving property at 1299

 5  Beacon Street.

 6                Our last hearing was September 5,

 7  2018.  That was continued to October 17 and then

 8  continued to January 14 and then continued to

 9  tonight.

10                Randolph Meiklejohn is to my left.

11  Johanna Schneider is to my immediate right.  Kate

12  Poverman is to her right.

13                Same rules of conduct apply as in the

14  prior hearings.  If people will remember as far back

15  as September, we gave at that time a charge to the

16  developer that followed peer review on topics such

17  as traffic, parking, and design.  Maria is going to

18  repeat -- we'll get a staff report and Maria will

19  run through that list to remind the Board members

20  what it is they said.

21                Tonight's hearing will be largely

22  dedicated to what I understand is a revised set of

23  plans that hopefully would have responded to the

24  Board members' charge.  We also have in the interim

 1  received materials from peer review that pertain to

 2  traffic, parking.  We also have a report from the

 3  Transportation Board, and -- did I miss anybody?

 4                  MS. MORELLI:  There are a few other

 5  things too and I'll explain.  It's complicated.

 6                  CHAIRMAN GELLER:  Okay.  Why don't

 7  you go ahead, Maria.

 8                  MS. MORELLI:  I'm Maria Morelli,

 9  Senior Planner with the Planning Department.  Just a

10  few administrative details.

11                  This hearing has been extended to

12  close to February 29, 2019.  I would like to thank

13  the applicant for agreeing to that extension.

14  Because there has been a big gap since we last met,

15  I want to explain that if we look back at your

16  charge, traffic is certainly a priority, especially

17  for this project, and the traffic study did need to

18  be updated with traffic counts.  With school in

19  session there was some concern about the traffic

20  study taking place on a holiday.

21                  And the first revision wasn't

22  entirely satisfactory to the peer reviewer, so there

23  was a little bit of back and forth.  We got that

24  latest revision December 21, 2018.  I do want to say

 1  the applicant has been very responsive to all

 2  requests for information, additional reports.  And

 3  I'll get into specifically what those requests have

 4  been.  I want to note that at the onset.

 5               Before I get to the ZBA charge, I

 6  know it can be disconcerting to the public when you

 7  look at changes to plans and then you still have

 8  outstanding questions about safety, site

 9  circulation, and so forth.  Even though the

10  architect review does look at site circulation, the

11  main event is really traffic and parking to really

12  understand how much can be sustained on this site in

13  terms of use and intensity while the attendant

14  aspects come with the different uses.

15               So we will be getting a traffic peer

16  review, and the next hearing, two weeks from now,

17  February 13 will be dedicated to traffic, parking,

18  and site logistics.

19               On February 27 we will have that

20  hearing devoted to geotechnical, stormwater, and

21  preliminary building code analysis.

22               Now, we did in the interim ask for,

23  staff that is, recommend some feasibility studies

24  and that's why there is going to be a geotechnical

 1  report.  Our preliminary building code analysis

 2  looks at foundation method, construction means and

 3  method, and protection of structures below and above

 4  grade during construction.

 5                  And I do want to say that in this

 6  time the applicant has supplied a stormwater report,

 7  a geotechnical report and is working on that

 8  expanded preliminary building code analysis, and we

 9  consulted with our 40(b) applicant to make sure all

10  of these requests are within the purview of the ZBA

11  public hearing on a 40(b), and it is.

12                  So before I get to some specific

13  overall changes, I do want to note that it is

14  obviously noticed by members of the public, judging

15  from the comments that we've gotten, that there has

16  been an additional floor added to the building, and

17  that can be unusual in a 40(b) to be going in the

18  other direction.

19                  I do want to say that number one, the

20  applicant has been very responsive to the ZBA's

21  charge.  And before I get to that, we were very

22  concerned about the ground plane that is set back on

23  Soule, how it relates to the residential structures

24  on that street, the setback from the public way at

 1  Soule and stepbacks at the fourth floor.

 2                    So the applicant will go through what

 3  those changes are.  They are significant,

 4  significant changes from the initial proposal.  In

 5  addition, the applicant has been very responsive to

 6  concerns about queuing, hence there is four levels

 7  of parking below grade.

 8                    I did consult with Greg Watson at

 9  Mass. Housing, because if you look at the Pell

10  letter, there seems to be some strong language

11  mainly on Page 5, "The site approval is expressly

12  limited to the development of no more than 74 a

13  restricted rental units."  That might seem like a

14  very hard and fast limit, upper limit, so I

15  consulted with Greg to say, we do have an additional

16  floor which has nine feet to the height, six

17  additional residential units.  The parking spaces

18  have been increased, and the bedrooms have been

19  increased by 13.  Is this considered a substantial

20  change and would a new Pell process be warranted?

21                    And Mr. Watson said no.  He did want

22  to see an overview of those changes to be sure, but

23  the language in the Pell letter does not preclude

24  the subsidizing agency from evaluating an increase

 1  to the project.

 2             He did caution and say that it is

 3  important that the fundamental concerns about this

 4  project are being addressed.  Sometimes an increase

 5  in height is warranted, but that doesn't give the

 6  applicant a free pass.  Fundamental concerns about

 7  impact must be addressed.

 8             So he will review the changes.  He

 9  will submit a letter saying that much, that a new

10  Pell is not warranted.  And keep in mind there is

11  final review by the subsidizing agency after a

12  comprehensive permit is issued.

13             If there are any other questions, if

14  Mr. Watson has any other questions based on the

15  Deltas, we will have time to review it in two

16  weeks.

17             CHAIRMAN GELLER:  Thank you.

18             MS. MORELLI:  Very briefly, we did

19  have three staff meetings pertaining to

20  architecture; one staff meeting and follow-up calls

21  pertaining to traffic; two staff meetings pertaining

22  to parking.

23             Regarding the parking, it was very

24  difficult to assess traffic counts if we didn't zone

 1  in on what specific uses for retail.  That was a bit

 2  amorphous and the peer reviewers really noted that

 3  there did need to be some specificity around the

 4  retail uses.

 5                  So Mr. Dhanda was proposing a retail

 6  portion of it.  First of all, the retail commercial

 7  space has been reduced overall by about 1,700

 8  square feet.  It's about 10,000 total right now.

 9  And the applicant is proposing that half of it be

10  for retail, not grocery, and the other half for fine

11  dining.

12                  So at first they put -- we didn't

13  really have a cap, and I thought, well, what if the

14  applicant were to come back later and say that all

15  10,000 square feet would be fine dining, I just

16  didn't know how that was going to affect traffic

17  counts.  So we got a little more specific and wanted

18  to propose the applicant consider an upper limit for

19  the restaurant space.

20                  And so two upper limits are being

21  reviewed by both traffic and parking.  Those upper

22  limits for the restaurant space are 3,500 square

23  feet and 5,000 square feet, and that is to assess

24  the intensity of use, trash, parking, deliveries,

 1  and traffic.

 2                    Keep in mind that traffic counts will

 3  vary for peak periods for traffic and also peak

 4  periods for parking, so those are two different

 5  numbers, and at the next hearing we'll be looking at

 6  a matrix to understand what that sweet spot looks

 7  like.

 8                    Overall, the process with the peer

 9  reviewer in regard to the ZBA's charge was a really

10  rigorous one.  I'll turn to the ZBA's charge right

11  now.

12                    First, you did prioritize site

13  circulation, so at the time you stated that safe

14  site circulation is the priority, proof that parking

15  operations will accommodate a range of retail uses,

16  visitor parking, and loading trash.

17                    Mr. Fitzgerald, the traffic peer

18  reviewer, did request an updated traffic data.  The

19  Building Commissioner requested a building code

20  analysis.  He also advised a title search on

21  abutting properties concerning any deed restrictions

22  and assessing construction means and methods and

23  protection of adjacent properties at this time.

24                    We also requested a trash recycling

 1  plan including storage, drop off, pickup, especially

 2  to accommodate a range of retail uses, a lighting

 3  plan, any adjustments to stormwater management and

 4  snow removal plan.

 5            In regard to design, you stated that

 6  overall you agree with Mr. Boehmer, the design peer

 7  reviewer's recommendations and his request for

 8  additional details, screening of mechanicals and

 9  mitigation of the blank wall near Trader Joe's.

10            On the Soule facade the overhang

11  seems unsafe.  Generally recommended eliminating the

12  overhang altogether, increase the setback, introduce

13  stepbacks at the four-story level and progressively

14  upper floors; more respect to homes on Soule.

15            No objection to height or even an

16  increase in height but more articulation required.

17  Erosion of corners, namely carving out chunks

18  especially the northwest corner.

19            Mr. Geller did not like two curb

20  cuts, add more landscaping.  And Mr. Meiklejohn

21  asked, "How does one enter retail if you were

22  dropped off at a service level?"

23            Regarding the Beacon Street facade,

24  need to better fit in with one-story commercial,

 1  reduce the amount of glass at commercial levels, and

 2  a stronger residential entry.

 3                 That pretty much sums up where we

 4  are.  And the applicant is -- what you have before

 5  you is a comparison of the July presentation with

 6  the presentation that you will see tonight

 7  concerning height, number of levels, units,

 8  bedrooms, parking spaces, and retail area.

 9                 CHAIRMAN GELLER:  I felt compelled to

10  ask a question.  Whose comment was it that -- I know

11  whose comment it was that there was no objection to

12  height because it was my comment.  Do you recall

13  whose comment it was that maybe even an increase in

14  height would be appropriate?

15                 MS. MORELLI:  I don't blame the

16  architect.  Mr. Meiklejohn.

17                 MS. POVERMAN:  Actually, I reviewed

18  the testimony today, and it was you and one of the

19  comments was --

20                 CHAIRMAN GELLER:  If it was said, it

21  was said.  I just don't recall.

22                 MS. POVERMAN:  One of the problems,

23  and I remember thinking at the time, I did not

24  express my objection to this position and my strong

 1  objection.  So I'm simply stating it now.

 2              CHAIRMAN GELLER:  Let's hold off.

 3  Okay.  Thank you.  Sorry, Randolph.  Okay.  Any

 4  questions you have, any portion of this staff

 5  report?  Okay.  Johanna?  Randolph?

 6              MS. SCHNEIDER:  No.  Maria, that was

 7  very thorough.  Thank you.

 8              CHAIRMAN GELLER:  Nothing, Kate?

 9              MS. POVERMAN:  Well, just to clarify,

10  we have not gotten the building code.

11              MS. MORELLI:  Yes, you have not

12  received that.  There was an initial pass at that

13  that looked at openings on facades, but as you can

14  see from the September hearing, the building

15  commissioner did request some thought be given to

16  construction means and methods, foundation methods.

17              So it is coming later, later than we

18  would like, but it is coming and we expect to cover

19  that February 27th here.

20              MS. POVERMAN:  Any questions we have

21  regarding code requirements will come up during the

22  discussion.

23              MS. MORELLI:  I will note them.

24              MS. POVERMAN:  Thank you.

1                   CHAIRMAN GELLER:  Okay.  So now I'm

2  going call on the applicant to present the revised

3  plans.

4                   MR. PANDYA:  Good evening.  My name

5  is Haril Pandya, principal of CBT Architects, and

6  I'm glad that Maria kind of gave us a nice little

7  introduction of the overall things and tasks that

8  we've been doing along the way.

9                   I think I wholeheartedly agree we had

10  very productive meetings and a good exchange with

11  planning and with Cliff, and I think we've looked at

12  the building in a myriad of different ways from the

13  last time we presented back in September.

14                   As you saw in the chart, there's

15  definitely been some modifications to a few things;

16  program, height, et cetera, and I think some of it

17  is just a result of several factors.  One is just

18  the ongoing evaluation of design which I think given

19  the fact we are still in this earlier phase but

20  enough to understand enough about the building that

21  we wanted to do that, because prior to September we

22  hadn't had the chance to dive in deep and I think

23  now we're a little bit further along in many cases

24  to really kind of understand the building.

1                    I think part of it is to -- part of

2  my objective right now is to give everybody a sense

3  of what's changed not only from a numeric and data

4  perspective of numbers and dimensions, but more of a

5  look and feel as well because I think there was

6  parts of entries and the motive qualities of being

7  on Soule Avenue and what the building presented

8  itself to be, and I think some of those things

9  also -- I think that's an important component to

10  recognize.

11                    This first slide is really -- this is

12  the existing site here, so that's pretty much right

13  in that zone there.  It's talking about the site

14  which is outlined in yellow.  And part of it is

15  understanding the nature of progression and

16  evolution of the neighborhood and how we can create

17  more density, more excitement and energy and helping

18  retail and other areas of parts of North Brookline.

19                    I think when we look at from a

20  massing perspective, you sort of look at street

21  elevation urbanistically.  There is many aspects to

22  the building that actually addresses different parts

23  of the urbanity of it all and whether it's the, as

24  we were talking about it before, the line where the

 1  retail podium is and the sort of secondary and sort

 2  of a tertiary height and it comes back down again on

 3  the Soule Avenue side.

 4              So part of it is recognizing not only

 5  a change in height coming down this way and then it

 6  kind of goes back up further down there off the

 7  screen, but just sort of the pulsing undulation of

 8  the cityscape from that perspective.

 9              This is what we had seen last time, I

10  think.  You had looked at the project and I think we

11  were looking at a lot of components, especially some

12  of the angularity of this edge here and how that met

13  the approach on Soule and what that really meant and

14  what we were sort of clipping in terms of views and

15  how that started relating to the surrounding

16  neighborhood.

17              One of the first things we did is

18  look at lopping that component off and see if we can

19  create a better massing diagram actually using that

20  piece altogether that creates by doing so we have

21  less shadows and less darker approach, which I think

22  was yet another concern on the entry side of it.

23              So by doing that, that was one piece

24  and then the other component was by pulling that

 1  piece, and we'll look at the retail side when it was

 2  originally 18 feet, and 18 was reduced, and some

 3  height out of the retail commercial levels of it,

 4  and then by simply adding the nine feet, I think we

 5  were able to achieve a different portion to the

 6  building and that gave us the density and sort of

 7  the look that I think made more sense for what we

 8  were trying to achieve from the step massing

 9  approach.

10              So this is where it was, again, and

11  then now you can see it sort of contracted, if I go

12  back.  So this entire edge is contracted as a result

13  of pulling this piece back off and as you can see

14  here.  So this starts to look at a few things and

15  we'll dive in a little bit closer as the subsequent

16  slides show up.

17              As a quick snapshot here, you can

18  tell that, you know, we looked at a few things, one

19  is conceptually trying to understand the cornice

20  lines of the building across the street and what

21  this scale really means on the Soule side, trying to

22  create a gateway opportunity here.

23              So the building itself in its

24  entirety doesn't come vertically all the way down as

 1  it was before, but now we've created a few layers.

 2  One is a stepback pedestrian and field where it

 3  opens up more; sunlight or natural light to this

 4  area here becoming a little bit more welcoming from

 5  that perspective, but then also it induces a heavy

 6  data line here which is actually in much more accord

 7  and respect to the cornice line of the building

 8  across the street.

 9              So again, there are sort of multiple

10  modules here that are allowing the relatability to

11  different parts of the neighborhood, functionally

12  integrating back into the building itself.

13              There is still a sense of a

14  contemporary look set within modern materials.  I

15  think that's just the evolution of design of where

16  we are here today and how we see our architecture

17  and good design.  Part of it is understanding the

18  materiality, understanding how people like to live.

19  People like more natural light.  They want bigger

20  glassing and windows where they live.  That's sort

21  of resulted into some of the larger windows and

22  things that were planting.

23              So in addition to that, we also

24  wanted to talk about some screening opportunities

1  for the decks and how it creates nice green walls

2  that separate Trader Joe's to the building.

3                   We wanted to recognize that there is

4  a height differential between the arrival here on

5  the 1299 site versus Trader Joe's site.  So we

6  wanted to create that even though it's going to be a

7  retaining wall to be more green and sort of more

8  welcoming from that perspective as well.

9                   So a lot to really look at.  In this

10  slide we're looking a little closer to each of these

11  components.  As we're back off this far, I think

12  it's helpful to see it in its totality, which is

13  definitely a big change from where we were.

14                   This is more of a highlight page, a

15  little bit just because it talks about the

16  specificity of a lot of the things that we were

17  asked to look at, not only by Cliff and peer review

18  but from planning and Maria's group and others, I

19  think is trying to understand some articulation,

20  understanding meaningful setbacks on the Soule side

21  as far as conceptuality creating an improved

22  residential experience, because we've pulled back a

23  lot of this as more natural light for that sort of

24  creating that green separator or buffer, if you

 1  will, from the parking lot and then creating some

 2  different massing transitions at the top of the

 3  front portion of the building.

 4              Similarly on the front, the other

 5  front of the building, you know, understanding the

 6  scale and the massing proportion of what we wanted

 7  to create as a composition, I think there were some

 8  data lines that weren't hitting where we wanted it

 9  to go before and we wanted to create some

10  scalability with relative buildings with some data

11  lines, very similar to what we did on the Soule side

12  but in a different architectural expression,

13  creating a wider or broader presence for retail

14  which obviously is very helpful to retail folks but

15  also creating a very dedicated poignant and clear

16  identity of entry for the residential side as well.

17              Again, this is where it was before on

18  Soule.  This is where it is now as of today.  Again,

19  sort of a setback here or demarcation here, a

20  demarcation here and a setback and a setback.  There

21  is a stepping quality to this facade on Soule

22  Avenue.

23              This is what it was before, sort of

24  the darker entryway.  We thought this would create

 1  sort of a weather opportunity in the sense we are

 2  creating some cover for residents and folks in cars,

 3  but I think the improvement here is now that we

 4  lopped off this front piece really pulls it back a

 5  lot more.

 6                    Few things we wanted to make sure of

 7  were that quality of this entry wasn't just a

 8  single, tiny door that you're going into.  It was a

 9  much more broader feel of arriving at a residential

10  building.  So even the doors for loading and the

11  garage, they're not intended to look like just slide

12  the garage door.  If we want to cover them with

13  something nice, either an artful graphic or there

14  could be wood veneer or something that covers the

15  doors and feels more in keeping with the

16  neighborhood and not just giant level doors, even as

17  architects we do not like.

18                    I think at the end of the day we want

19  people who are walking along the sidewalk to feel

20  comfortable.  It is not just a lot of dark asphalt.

21  We have green.  We have places that feels in scale

22  or in proportion to what the building's use

23  ultimately is, again creating some liveable or

24  usable roof deck component for this at this floor.

1                   MS. POVERMAN:  Can I ask you a

2  question about that?  How are people actually

3  supposed to use that space, the deck space?  I mean,

4  right now it looks like they're supposed to jump

5  over the side.  I'm sure that's not what --

6                   MR. PANDYA:  Like any roof deck, this

7  is the amenities floor, which is common tenant

8  amenity for the floor.  So if you're entertaining a

9  party and it is good weather and you want to come

10  out, you're able to come out and use the roof deck.

11  There is glass railing to prevent you from leaping.

12  The sentiment is this becomes an amenity for the

13  tenants over there.

14                   MS. POVERMAN:  Where is the entrance

15  to that?

16                   MR. PANDYA:  It's internal.  So

17  you're inside, you walk, you go in, come up into the

18  elevator upstairs and --

19                   MS. POVERMAN:  Onto the roof?

20                   MR. PANDYA:  Onto the roof deck.

21  This is the before and for Soule at a more ground

22  level.  This is the after.  So again, a lot

23  livelier.

24                   And the other thing you will notice

 1  which we didn't have before, I should mention, is we

 2  actually went further to add more texture to the

 3  context that was not there which was more informing

 4  as far as tonality, as far as granularity of scale

 5  of texture, and to get a better sense of sort of

 6  what the surrounding -- before there were sort of

 7  these white boxes, and I kind of said, Well, that's

 8  how tall the buildings are next door and now we

 9  actually try to get close to color mapping and

10  getting the right sort of visual context of the

11  adjacent building, so that was a pretty good help as

12  far as understanding what the buildings vernacular

13  ultimately ended up being.

14                  Again, this is the before, and now

15  the after.  We are envisioning the warmer materials

16  in the ceiling, nicely lit, more light, residential

17  entry.  We have a nice sort of conference meeting

18  space that's available as an amenity to the

19  building, but again, more glass line.  It's more

20  lit.  And then the doors themselves, like I said

21  before, will be clouded material which will be much

22  warmer and not common in many ways to the loading

23  dock and it's an opportunity to create some graphic

24  or art for the walls there.

 1                    MS. SCHNEIDER:  Is that two separate

 2  garage doors on either side?

 3                    MR. PANDYA:  One is the loading dock

 4  and one is the actual entrance to the parking.

 5                    MS. SCHNEIDER:  What are the

 6  materials?  I mean, it looks like you're showing

 7  like a little plaza area between the sidewalk and

 8  the doors.  What is that functionality or the

 9  materials intended to be there?

10                    MR. PANDYA:  Part of this is we

11  wanted to set this back to eliminate or try to

12  reduce the queuing.  That's one.  The second

13  component is to use the materials not necessarily

14  blacktop, getting pavers or stamps are some or

15  material that feels warmer and it's slightly more

16  welcoming I think that's the sense.

17                    If we can go lighter, this is trying

18  to be responsible from a climate perspective or an

19  island effect, and there's other things we can do to

20  the reduce the sort of blacktop surface as best we

21  can.  Maybe we can try to -- I think we talked about

22  potentially doing radiant in there.  We're not

23  trying to stockpile snow.  We're going to get to

24  those things as we go, but I think those are

 1  considerations as we move forward.

 2              Looking at the more bird's eye view,

 3  this was before or where we were prior, I should

 4  say.  This is where we are now.

 5              Again, you know, with added nine

 6  feet, but the multiple scale of building components.

 7              This was the original front on

 8  Beacon, and you can see here it's not really quite

 9  clear what was residential or retail.  It was not in

10  progress at the time, but here we are now.  You can

11  see this actually coming down some as a result.

12  That actually helps with our scale.

13              This band is pretty consistent with

14  that line and not far off from this line and sort of

15  in keeping with that data line for the retail sort

16  of strip or stripe, if you will, and you can see we

17  added some of these conceptual components to get a

18  sense of what the rest of it feels like around the

19  buildings.

20              MR. MEIKLEJOHN:  Could you go back

21  and do that one more time?  I'm looking at what you

22  call the top end of the podium.  This is the now

23  version.  If you go back to July, I think it was

24  right -- seems like the top was meeting the building

 1  to the west, right?

 2                  MR. PANDYA:  This one?

 3                  MR. MEIKLEJOHN:  This is July, right?

 4                  MR. PANDYA:  So when this thinned up

 5  a little bit, we ended up using this glass rail

 6  because that is potentially going to be an occupied

 7  lower roof deck on this side.  So this line came

 8  down a little bit, so this line that you're seeing

 9  is still roughly the same line.  The view may have

10  changed just a tick.  Your view might have moved a

11  little bit.

12                  MR. MEIKLEJOHN:  You're still coming

13  out from the same floor of the building?

14                  MR. PANDYA:  Correct.  I think we

15  wanted to use rather than a taller parapet, we

16  wanted to use the -- lower the parapet lines of this

17  material and got less and sort of balance with a

18  glass line so you can see through it.

19                  This was the overall sort of aerial

20  view that we had before at 122.  We had to add nine

21  feet to get to 131, overall just looking southwest,

22  similarly looking east in the other direction before

23  the after.

24                  MR. MEIKLEJOHN:  Did both the low

1  part and the high part gain a story?

2               MR. PANDYA:  Correct.  We are at

3  eight and 10 and now we're at nine and 11.  So then

4  more sort of the traditional architectural

5  elevations to look at.  This is the previous.  And

6  you can see adding some of the context little more

7  from where we were in the previous submission is

8  kind of helpful.

9               MR. MEIKLEJOHN:  This is a more

10  accurate way to see what you've done with the top of

11  the podium from that perspective view.

12               MR. PANDYA:  It's hard when it's at

13  the skew because some of the foreshortening happens

14  Unfortunately the software that you're hiding tends

15  to compensate for real life when you're out there.

16  This is tough too because a few people actually see

17  the building straight on in life.  You have to be

18  pretty far back.

19               MR. MEIKLEJOHN:  Can you remind us?

20  The two-story piece of brick face building behind

21  that tree to the right of the podium, is that -- the

22  one with the hundred -- with the dimension line

23  going through it, is that part of this building

24  proposal?

1                    CHAIRMAN GELLER:  No, that's --

2                    MR. MEIKLEJOHN:  Not the glass

3  part.

4                    MR. PANDYA:  This exists.

5                    MR. MEIKLEJOHN:  Thank you.

6                    MR. PANDYA:  The interesting thing is

7  behind this building, it ells.  That's why you see

8  this building right here behind it.  We'll get to

9  recycling in a second.

10                   This is the Soule side previously.

11 So Trader Joe's has a pretty blank component there

12 and I think we are trying to warm.  A fair amount of

13 this will be lit.  During the day a lot of this will

14 be much more friendlied-up, if you will.

15                   These are some site sections kind of

16 going from looking west in this particular case.

17 This was where we were.  This is where we are.

18 Again, with sort of green trellis to try to create

19 some visual buffer.  Looking east, Soule being on

20 this side.  The after.

21                   So this is the overall site plan,

22 seeing how this is sort of with shadows and planes.

23 The modules of the building are a little more

24 realistic in the sense that all the ins and outs of

 1  some of the shadows you would see just like the

 2  other buildings in place with some of the entry

 3  points for residential, for retail, and for

 4  residential again.

 5              This was the prior site plan.  Now, a

 6  few things here to note; one is we were previously

 7  looking at parking schemes that had to do with car

 8  lifts, and I think there was a lot of discussion

 9  about how to improve upon that so the parking

10  becomes easier, more accessible.  Obviously

11  operating costs are in that sort of thing as well.

12  We did move towards the self park situation in the

13  newer scheme.  Again, As Maria mentioned before or

14  earlier, four levels with 119 spaces.

15              This was previously all the retail

16  that was done here, pretty substantial.  This was,

17  you know, you kind of pulled in.  There was a lot of

18  questions about how to navigate, circulate cars and

19  pedestrians around this thing.  The loading dock was

20  in this location.  This is where we had come to you

21  last.

22              Now we are at a spot where we have --

23  now we've actually flipped the loading dock.  We

24  have a loading dock on this side and we have the

1  garage ramp now eventually come down on self park

2  down this whole thing, which is quite nice to be

3  able to do that.

4              The restaurant that Maria mentioned

5  before is here.  We have a smaller retail lobby here

6  to get you to the upper level of retail with its own

7  elevator access.  That will be right there.  Again,

8  two doors, one to go to retail, one to go to the

9  other.  This is the residential entry that takes you

10  to the desk through the lobby so that's how to

11  circulate from Beacon and Soule going back and forth

12  through there, goes through sort of a club or a

13  meeting room for the tenants, mail, more back of the

14  house requirements for operations, et cetera.

15              This is a -- if I were to take this

16  plan and essentially lop out the middle just so we

17  can see the more landscaping qualities of the front

18  and back.  This is starting to show some of the

19  thinking behind what we're thinking for pavement,

20  for pavement over here, and as I said before, we're

21  thinking something of the idea of non-asphalt

22  lighting, like more welcoming, more residential,

23  thinking about different islands for green to create

24  a warm -- with bench seating, so garage parking can

 1 happen.  Pretty straightforward.  You can imagine

 2 loading for trucks, wider or deeper portion of this

 3 allows that to be a little more gracious for loading

 4 to happen so we're not dealing too much with, in

 5 this case, trucks would be out here.  I think here

 6 it's better to have it flipped the way we have it.

 7            Then sort of go through the parking,

 8 again, for the four levels you see here this is the

 9 ramps, kind of two-way ramps that takes you up and

10 takes you back with speed ramps.  We have bike

11 storage, trash rooms, et cetera.  We'll get into

12 that.

13            This was just the multi-level P2 and

14 P3 and P4, and then back to ground.  So I think put

15 the ground one back in here again to show the

16 natural progression from parking to ground floor to

17 the second floor which is the amenity.  This is the

18 elevator that I mentioned earlier for the more dry

19 goods retail that would come up into here.  They get

20 this larger retail component from the tenant side of

21 things.  This other side is really driven to be more

22 of the tenant amenities where it is a tenant lounge

23 or fitness or it's a business or conference center,

24 and then it's terrace.  So you were asking earlier

 1  how you get outside.  This is where they would come

 2  out here through this tenant amenity space

 3  essentially.

 4                 The lobby below, you get a double

 5  height space.  It is doubling height space below to

 6  the entrance.  That's a nice tall feeling when you

 7  walk in.

 8                 Then as go up through the units,

 9  typically three through nine, different size units

10  for one bedrooms and two bedrooms.  You can see some

11  of the setbacks.  The ground floor, second floor are

12  about, you know, a foot and change.  I think as

13  Maria mentioned we're going to be talking about

14  feasibility things, about the constructibility, but

15  holding some constructibility setbacks, nominal

16  right now for the building, but as you move up

17  through the tours of the building -- my eyesight is

18  not good so I'll look over here -- the setback over

19  here is 19 and the setback down here is around 33

20  feet from this side of Soule.

21                 This edge right there fifteen,

22  fifteen to the front, five off this side here, five

23  off of that side here.  So these setbacks have

24  actually increased since the last time by a little

1 bit because, again, some of the massing and

2 proportion had changed a little bit so we wanted to

3 make sure things still felt right.  We're talking

4 about travel distances and whatnot.  We first did

5 that setback with the four stories at Soule.  We

6 wanted to make sure we weren't compressing this so

7 much where these units became essentially

8 non-functional.  I think some of the play in trying

9 to understand how far to set back that facade really

10 came down to functionality of some of the units.

11            Then you get to level ten.  You kind

12 of have this special unit that's there too along

13 with these three bedrooms, one two bedroom, some

14 decks and access to some outdoors.  And then 11th

15 story on the taller building essentially has the two

16 bedrooms and then the deck on top of that roof and

17 mechanical penthouse.  There is a cross-section

18 stacking diagram through the whole thing kind of

19 showing the parking units.

20            Then the summary sheet, hopefully

21 it's identical to what you have in front of you as

22 far as after the column as far as where we are in

23 terms of parking, in terms of retail square footage,

24 the number of units, gross per footage, et cetera.

 1  I think we're at 99 cars and we're up to 119 and

 2  unit counts is 76 to 80.  It's all in the chart.

 3              This demonstrates, I think, where we

 4  are.  I think after a really productive

 5  collaborative round of conversation with Cliff and

 6  Planning and Maria and others, I think there were a

 7  lot of really important characteristics of the

 8  building as far as materiality, warm materiality and

 9  terra-cotta panels that are in keeping with the

10  neighborhood as well as trying to keep the right

11  proportions of the building and then balancing it

12  with the contextually respective encumbrance and

13  creating the setbacks and creating all of the other

14  things, creating much more welcoming project at the

15  end of the day.

16              So that's all I have.  If there are

17  any questions?

18              CHAIRMAN GELLER:  Questions?

19              MS. POVERMAN:  Have we ever gotten

20  any sort of figures about protecting rents and

21  things like that and comparatives?

22              MS. SCHNEIDER:  I don't think that's

23  for the architect.

24              MS. POVERMAN:  Well, it may not be,

 1  but it sort of relates to how many floors you're

 2  having, et cetera.  So if you don't know that, then

 3  I hold the question.

 4                MR. PANDYA:  I mean, one part of it I

 5  probably can answer is that, you know, as far as

 6  square footage is how big the units are, they're in

 7  keeping with what's market out there for this

 8  product and that's something we all have to be

 9  relatively aware of, what a two-bedroom is or a one,

10  two, three-bedroom is I think from that perspective,

11  from a layman's perspective we are commensurate with

12  that.

13                MS. SCHNEIDER:  I have a question

14  about the green panels that you're showing and I

15  know it's very early to be talking about landscape

16  details, but I understand that those are being shown

17  to address a concern we had about that sort of blank

18  wall along the Trader Joe's side of the building.

19  What are you envisioning putting on those panels so

20  that, you know, it's nice in the spring, summer,

21  there might be some greenery.  What about the rest

22  of the year?  What goes on there that the panels are

23  performing some sort of screening function and we're

24  not looking at a blank wall six months out of a

 1  year?

 2                  MR. PANDYA:  Right.  I think we are

 3  blessed with harsh winters, so I think we have to

 4  make sure we find plants and whatnot.  There are

 5  many products, ivys and other things, that are

 6  controllable.  I'm not a landscape architect.  We

 7  will have one, but I think the goal is to have

 8  something that doesn't just look dead in the winter,

 9  there's many things that survive the winter

10  especially architectural grasses and things like

11  that.

12                  I think in this particular wall, how

13  the actual planting component is -- it may come a

14  little further down to have that piece.  We might

15  find there's some additional panel we still need to

16  do once we study that facade some more.  The intent

17  is to create something that's green and that would

18  remain so annually and seasonally.

19                  MR. MEIKLEJOHN:  A few questions.

20  These are in order of your presentation.  This is a

21  question about what showed up in the ZBA charge as a

22  stepback.  And I thank you for the presentations of

23  the changes.  I agree that the removal of the corner

24  is significant and we'll talk in a minute about

 1  that, what that allows at the street level.

 2                   I expected more of a stepback

 3  frankly.  I think it looks to me like you're sort of

 4  creating the impression of a stepback by putting a

 5  heavy cornice.  How far back is the Soule Avenue

 6  side of the building above that -- I think it's the

 7  fourth floor -- from the face of the wall below?

 8                   MR. HABIB:  Three-feet dimensional.

 9                   MR. MEIKLEJOHN:  Okay.  I don't think

10  it's enough.

11                   CHAIRMAN GELLER:  Let's save that

12  piece for our discussion.

13                   MR. MEIKLEJOHN:  That's why I'm

14  asking.  Can you show us -- I think you may have

15  only had one view at the street level of the Soule

16  Avenue side showing the garage doors and I'm going

17  back to your comment about what people on the

18  sidewalk, what would make for a comfortable

19  environment for them.  Thank you.  I think that's

20  maybe our best complete view.

21                   So on the right side when the

22  garage -- when someone is coming in and out of the

23  garage, that whole door would open, I'm guessing up

24  to where the line sort of changes, the upper part is

 1  fixed and the slag part rolled up.

 2                    MR. HABIB:  Correct.

 3                    CHAIRMAN GELLER:  How many spaces

 4  where the vehicles turn in the height of the width.

 5  The distance length of the driveway.

 6                    MR. PANDYA:  He's asking about the

 7  distance back.

 8                    CHAIRMAN GELLER:  To get the door

 9  from the back of the sidewalk.

10                    MR. PANDYA:  From the back of the

11  sidewalk?

12                    CHAIRMAN GELLER:  Yes.

13                    MR. PANDYA:  We're looking it up.

14                    MR. HABIB:  It's about 20 feet at the

15  shortest and potentially 27-ish feet at the longer

16  point.

17                    CHAIRMAN GELLER:  That's inside not

18  including the sidewalk?

19                    MR. HABIB:  This is just within our

20  property, not including the sidewalk, correct.

21                    CHAIRMAN GELLER:  Thank you.

22                    MR. MEIKLEJOHN:  When you went

23  through the garage levels, did I see it right, the

24  retail level, the retail elevator goes only to one

 1  or two levels of the garage and not all the way

 2  down?  Is there sort of a zoning in the garage that

 3  the retail parkers would only use the upper

 4  levels.

 5                MR. HABIB:  Correct, based on the

 6  number of parking spaces required for retail

 7  recovery within the first two floors so we're just

 8  providing those areas for the retail elevator and

 9  the elevator cuts off after the second parking level

10  so that the third and fourth are just more

11  residential parking.  So we can accommodate the

12  retail parking within the first two floors.

13                MR. MEIKLEJOHN:  Is there some

14  internal control in the garage that you have for a

15  resident to get past it?

16                MR. HABIB:  We're going to look at

17  that potentially getting those gate systems with a

18  fob you can get to the levels below.

19                MR. MEIKLEJOHN:  Last question, this

20  is about the -- you talk about the increased

21  distance from the surrounding buildings.  You start

22  at the ground, it's nominal.  The setbacks goes up

23  and up.  Have you worked through the relationship of

24  those walls that are set back a few feet and

 1  starting having windows to the apartments with the

 2  building code with respect to adjacent structures?

 3  I know we're going to hear that analysis later.

 4                    MR. PANDYA:  We're definitely

 5  sensitive to that.  We have been looking at the fire

 6  code building.  We'll address all that.

 7                    MR. MEIKLEJOHN:  That's in another

 8  hearing.  Okay.  Thank you.

 9                    MS. SCHNEIDER:  I do have one

10  additional question and again if this is more of a

11  parking type question or a circulation question,

12  then I'll hold it.  But when we get back to the

13  loading which I understand is, you know typical on

14  the left-hand side of the project on Soule, if I'm

15  looking at this correctly.  Is the intent that

16  trucks that arrive for loading purposes will pull in

17  and then back out across Soule, or is there capacity

18  or room within the loading dock for them to turn

19  around so they would drive out forward-facing?

20                    MR. PANDYA:  Well, there is no room

21  on-site to turn around.  I think that's challenging

22  for almost any site in this area, very few rather.

23  I think here the anticipation would be, and we'll

24  talk about it through traffic, it can either back in

 1  sort of fronting out.

 2                  MR. HABIB:  The goal would be to exit

 3  out, front forward.  That will be the goal.

 4                  MS. SCHNEIDER:  Thank you.

 5                  MS. POVERMAN:  I've got one question.

 6  Go ahead.

 7                  CHAIRMAN GELLER:  When we get to

 8  questions that I have -- actually, I'm going to give

 9  you three comments for consideration in the context

10  of our next hearing, and it actually sort of follows

11  from what Johanna just said.  Okay?

12                  MS. POVERMAN:  I was just going to

13  ask:  What was the rationale behind the expansion of

14  the footprint from a mechanical on the roof?

15                  MR. PANDYA:  Part is understanding

16  the reality of how big things are over time when we

17  start talking to mechanical engineers.  That's one

18  component.  And I think that we want to make sure

19  there is enough screening distance between the

20  equipment itself.  So part of it is when you're out

21  there servicing the equipment when it grows you're

22  required to --

23                  THE COURT REPORTER:  Sorry, could you

24  slow down?  I'm not getting it.

1                    MR. PANDYA:  Certainly.  When you

2  have larger size equipment and mechanical equipment

3  on the roof and you are required to screen it

4  obviously you're also required to have certain

5  distances for maintenance.  So we're just making

6  sure that if we have it a little bit larger now and

7  we can understand the distances and requirements

8  that are there, the screen can shrink in.  We're not

9  opposed to that.  It is not there for any real

10  scaling reason other than the fact we are not

11  precluding the distance required for maintenance.

12                    MS. POVERMAN:  Thank you.

13                    CHAIRMAN GELLER:  Randolph, you have

14  one more question?

15                    MR. MEIKLEJOHN:  On your last slide

16  which had the chart of unit counts and things like

17  that, I did look at the handout.  It is a little

18  different.  We didn't have the figure of the gross

19  square footage for here, the 122.  What was it

20  before, the July 11th scheme?

21                    MR. PANDYA:  I'm stumped.  We can get

22  that to you.

23                    MS. POVERMAN:  Actually, I have

24  that.

1               MR. MEIKLEJOHN:  Was it less?

2               MS. POVERMAN:  It was 112,782.

3               MR. MEIKLEJOHN:  Can you say why it

4  increased?

5               MR. PANDYA:  Well, I mean, one, we've

6  added the story on either -- we went from eight to

7  ten to nine and eleven.  That's some of it.  We also

8  netted out.  We chopped off cornices.  So I think it

9  would have been more having not chopped off the

10  corners.  We added the stories.  It made out 10,000

11  square feet additional.

12               MR. HABIB:  That addition on top on

13  the Beacon side which helps the setback, the

14  pavilion unit accounts for slightly more, and on the

15  ground floor the shaping for the plan I can show

16  you.  Here we actually pushed the piece where the

17  entry meets out slightly, and it was intentionally

18  to really create this kind of outdoor quality where

19  it pushes forward from the loading and the parking

20  garage entry.

21               MR. PANDYA:  Part of the comment was

22  hierarchy and what is more front-basing.  I think

23  previously this was one line, so this portion of the

24  building where it sticked out crowded to have this

 1  recess.  Some gave the front door of the building as

 2  far as the residential entry a little more prominent

 3  so probably picked up a few square feet in that --

 4                  MR. MEIKLEJOHN:  If each figure is

 5  right, the difference -- the difference in the total

 6  gross square footage is 10,000 square feet.  I get

 7  that you sliced off the Soule Street angle piece and

 8  stacked it on the top, but somehow you increased the

 9  gross square footage project by twice the area of

10  the restaurant space that we're looking at on this

11  slide.  It is like a whole floor's worth of space.

12                  MR. HABIB:  It is.

13                  MR. MEIKLEJOHN:  I don't quite

14  understand.

15                  MS. SCHNEIDER:  When you showed us

16  the graphic of chopping off with little scissors, I

17  guess I assumed that is almost a one-for-one

18  transfer.  You just split that up and plopped that

19  on top of the building, but I think what Randolph is

20  pointing out is there is still more space on top of

21  that.

22                  MR. HABIB:  I guess by chopping off

23  that slice, that amount that equaled the

24  floor-to-floor increase, so instead of just adding

 1  to the tallest part, we thought proportionally it

 2  was more important to keep that two story increase

 3  from the Beacon side to the Soule side.  So when

 4  that comes up in a little bit, there may be more

 5  area in that net gross versus the big slice that we

 6  took off.  So to us even though it was a slight

 7  increase in area, it felt like a better proportion

 8  to make the building not feel as tall by adding the

 9  correct stepping from Soule to Beacon.

10              MS. POVERMAN:  Isn't it true that the

11  10,000 additional square feet is what allowed you to

12  increase the unit number from 74 to 80?

13              MR. HABIB:  True.  And by nature, by

14  adding those stories, you end up with more area

15  within the store plans which increased the units.

16              MS. POVERMAN:  Right.

17              MS. MORELLI:  Excuse me.  The peer

18  reviewer will also address that to you.  We did look

19  at proportion, so at least Mr. Boehmer will speak to

20  that.

21              CHAIRMAN GELLER:  So I'm going to say

22  this is my charge, but I don't mean it is my charge

23  to you in the context of the next hearing.  In order

24  to assess the safety concerns, I need to better

1 understand the intensity of demand of the restaurant

2 space with 5,000 square feet and a restaurant space

3 having 3,500 square feet and then on occasion what

4 has been referred to as -- make sure I get it

5 correct -- low density retail.  Okay?

6              We've gotten lots of testimony from

7 people much smarter than I am about traffic,

8 parking, and IT has categories and I'm sure there

9 are other qualified organizations that create

10 categories.  I think it would be important for the

11 ZBA members to understand exactly what the category

12 is, how it's defined, who is defining it, what's the

13 level of intensity, what does it mean?

14              MS. MORELLI:  Yes, that's the

15 intention and a part of it, getting a head start on

16 that when I spoke of that matrix, understanding the

17 traffic counts.  The traffic counts do increase with

18 the more specific data points for retail.  And

19 looking at 5,000, 5,000 though versus 3,500, 6,500,

20 those are going to be different numbers, different

21 outputs, different volumes.

22              CHAIRMAN GELLER:  5,000 square foot

23 restaurant is a large size restaurant.

24              MS. MORELLI:  It is.  Surprisingly it

 1  is the amount of retail space that could be more

 2  impactful.

 3            CHAIRMAN GELLER:  This is just the

 4  charge.  I don't need to belabor it now, but that's

 5  two.  I would like, and this is a follow-up to

 6  Johanna's comment.  I would like a narrative of

 7  exactly what is anticipated to take place for a

 8  functional loading zone.  Are trucks backing in

 9  there?  How is that going to happen?  How are they

10  coming out?

11            We have plenty of testimony about how

12  busy this street is.  I need to understand exactly

13  what is expected for the choreography of all of

14  this, and I need our reviewers to weigh in on

15  whether it actually functions.  Okay?  That's two.

16  I'm only going to raise four because I combined two

17  which is this retail space.

18            The fourth is what Kate and Randolph,

19  and maybe even Johanna started to touch on, which is

20  I very much like and appreciate the fact that the

21  building is being drawn in off of Soule.  How does

22  that correlate to six more apartments, thirteen more

23  bedrooms and approximately 10,000 more square feet?

24  Okay?

 1                    MS. MORELLI:  In terms of intensity

 2  of use?  Yes.

 3                    CHAIRMAN GELLER:  Also, what is

 4  driving that necessity?  Okay?  And in terms of real

 5  questions, I only have two.  One, how many on street

 6  parking spaces are being lost based on this plan?

 7                    MS. MORELLI:  I think you're losing

 8  about three.  I believe there are four parking

 9  spaces and there might be sometimes a fifth.

10                    MR. ENGLER:  Mr. Chairman, we talked

11  about that at length with the parking and traffic

12  and I assure you that in the report that's being

13  issued you'll know that answer.

14                    CHAIRMAN GELLER:  I want to know the

15  answer.

16                    MR. ENGLER:  Yes.

17                    CHAIRMAN GELLER:  And lastly, is this

18  the plan of record now?  Are you submitting this

19  officially?

20                    MR. ENGLER:  I'm always amused by

21  that question, but yes, it is a plan of record

22  now.

23                    CHAIRMAN GELLER:  Thank you.  Okay.

24  Anybody come up with anything else?

1                  MS. POVERMAN:  One more thing.  Are

2 we going to get the truck volume analysis as part of

3 loading dock analysis and what the site circulation

4 can take?

5                  MS. MORELLI:  In terms of how many

6 deliveries there would be?

7                  MS. POVERMAN:  Yes.  That was

8 something that was brought up at the September

9 hearing.

10                  MS. MORELLI:  We do want the next

11 hearing to pertain to site logistics.  So in terms

12 of trash and recycling, what times of day and how

13 many times a week and so forth, and looking at auto

14 turn, like radius.  Clearly there is not going to be

15 turnaround at the site.

16                  We did want the Transportation Board

17 to cover this in their January 28 meeting, and they

18 had a very full agenda with schools, so they could

19 not put this -- this was very disappointing to me,

20 they could not put this case on their docket.  So I

21 will prevail upon them to took at it at their

22 February 25, and if they can possibly put on another

23 date I would recommend that to Mr. Kirrane, but I

24 don't have any confirmation.

1                    They do need to look at changes to

2 the public way as well as any backing up.

3                    MS. POVERMAN:  Are there analyses

4 with the restaurant and how many deliveries can be

5 expected per day, et cetera --

6                    MR. ENGLER:  No.

7                    MS. POVERMAN:  -- versus retail?

8 That's never included?

9                    MR. ENGLER:  No.

10                    CHAIRMAN GELLER:  What was your

11 question again, Kate?

12                    MS. POVERMAN:  How many trucks are

13 going to be coming in for the restaurant, making

14 deliveries, and the retail store?  Do we get numbers

15 about those and we don't.

16                    MS. SCHNEIDER:  I had one more

17 question, and again, sort of this week next time.

18 Where are you envisioning things like Uber

19 drop-offs, cab drop-offs, et cetera?  Is there a

20 space on Soule where those will be pulling off of

21 the road or are they just going to pull up along

22 side the sidewalk?

23                    MS. MORELLI:  I think there was on

24 Beacon at the initial proposal, if you have that

 1  site plan, maybe a taxi stand.  Is that what you

 2  were asking for?

 3              MR. PANDYA:  I think part of this

 4  was -- this is a significant crossing area here, so

 5  I think we wanted to make sure there was -- this

 6  pedestrian buffer was still there and I think this

 7  is where parking is.

 8              MS. SCHNEIDER:  So there is nothing

 9  on this site in terms of a specific pull-off area

10  for those?  Okay.  Thank you.

11              MS. MORELLI:  Because of that, if you

12  can look at the Soule side, is there any -- do you

13  foresee any cars actually doing a U-turn at all here

14  on the site?  Like that's not a circular driveway?

15  Okay.

16              MS. SCHNEIDER:  That was sort of my

17  question.  I saw that.  For a moment I thought it

18  might have been.  That would have sort of solved

19  getting those cars off the street for drop-off, but

20  didn't look like it was enough space.

21              MS. MORELLI:  That's really a

22  pedestrian.

23              MR. PANDYA:  I think that's part of

24  sort of front porch component of coming -- we just

 1  wanted to separate, otherwise you're creating

 2  multiple buffers out the door, a sidewalk, and car

 3  lane, another sidewalk.  I think part of it was

 4  trying to limit the need for a vehicle by the front

 5  door.

 6                   MR. HABIB:  The design was to really

 7  kind of limit that amount of cars on Soule.  Part of

 8  the reason going to the car ramp which is a

 9  self-drive was the queuing aspect.  That took care

10  of a lot of cars concerning building up on Soule and

11  removing the -- we had a drive-through almost on the

12  initial one so we moved that to release some of the

13  cars coming into the site.

14                   CHAIRMAN GELLER:  Anybody else?  No?

15  Okay.  Thank you.

16                   MR. PANDYA:  Thank you.

17                   CHAIRMAN GELLER:  Great.  Cliff, I

18  understand you're here for a purpose.

19                   MR. BOEHMER:  I hope so.  I've got

20  one suggestion maybe.  I know that --

21                   CHAIRMAN GELLER:  Tell us who you are

22  first.

23                   MR. BOEHMER:  I'm Cliff Boehmer.  I'm

24  the peer reviewer for design.  And I know that I've

 1  had access to more screening shots from the model,

 2  and I'm wondering --

 3                    MS. MORELLI:  I do have that.

 4                    MR. BOEHMER:  I think you should see

 5  what I've seen.

 6                    MS. MORELLI:  I have the perspectives

 7  on the desktop, the perspectives file.

 8                    MR. BOEHMER:  I think specifically

 9  the focus of what we've seen so far is the view of

10  the head of Soule Street.  There are views, other

11  street views that I think you should probably look

12  at.  Maybe if you could walk us through those.

13                    MR. PANDYA:  So I think there was

14  some really good dialogue between us and Cliff about

15  understanding different vantage points of the site,

16  and I think we wanted to look at some key views as

17  we were developing these changes.  Obviously the

18  aerial ones a few people see it this way, it's

19  important to understand is a scale or object in the

20  context.  And then looking at it in sort of a

21  reverse direction.  These are not obviously as

22  rendered as things you've already seen, just to give

23  you a sense.

24                    So this is the garage for the

 1  parking.  This is the right side garage door of the

 2  building on Soule.  This is looking down the

 3  opposite way looking west.  Getting a little bit

 4  closer.  This is sort of on the sidewalk on Soule

 5  across the street.  Back up.

 6              This is diagonally across the street.

 7  These are just some of the other vantage points to

 8  look at the project from for the more pedestrian

 9  perspective as well.  Cliff, do you want me to leave

10  these up?

11              MR. BOEHMER:  That's fine.  I think

12  that's fine.  Maybe if there are questions we might

13  want to flip back.  I'm sure hopeful you will print

14  this out in color; otherwise, you're really going to

15  be in trouble.

16              Hi, I'm Cliff Boehmer.  I'm the peer

17  reviewer for the Board.  And the last time I

18  presented was virtually five months ago on this

19  project.  And so what I've done in the letter of

20  report is superimposed new comments based on the

21  working sessions and progress drawings that I've

22  been reviewing since back in September.  I thought

23  that might be the best way to keep this thing in

24  context of where it has gone since last September.

1               The letter is really peppered with a

2  lot of comments, and so I think what I would say,

3  generally speaking, because the working sessions and

4  the progress drawings that we bonded or have

5  addressed many of the design issues that we had with

6  the building.  So I think the best way to help

7  organize my current thoughts are sort of three

8  categories.  When you read through the report you

9  will find more detail to put it into context -- I

10 think there are sort of three categories of this

11 checklist which is almost what this letter has

12 become.

13               The checklist consists of sort of

14 basics which are normal questions that arise,

15 missing pieces as a design evolves.  That includes

16 things like the site lighting plan, more detail with

17 that, where are the accessible units, where are the

18 affordable units, where are detail unit plans?  Lots

19 of things that aren't in the current set that you

20 would expect to see.  There are a lot of those and

21 there always are at this stage of development.

22               There are a handful of what I might

23 call remaining aspirational thoughts that I wouldn't

24 necessarily expect people to agree with, but I think

 1  that there are things that are worth pointing out or

 2  thinking about from nothing else from kind of due

 3  diligence level, but I would still call them

 4  aspirational examples that might be, as I stated in

 5  the report, at least doubling the number of bicycle

 6  parking spaces, use a more progressive view of

 7  bicycle parking and integrate that into the plan,

 8  improving, finding a way to improve Trader Joe's

 9  parking lot which I think the big -- probably my

10  biggest ongoing issue has been that street

11  experience on Soule and certainly any new building

12  ought to make it better.

13               So again, these are aspirational

14  things.  I think you can actually make an argument

15  that a building in this location given the

16  transportation options shouldn't have four levels of

17  parking, and I don't expect people to agree with me

18  on that, but four levels of parking does bring a lot

19  of cars into the neighborhood.  Again, these are

20  aspirational things that I think should be brought

21  up and at least talked about.

22               Then there's a handful, I guess, of

23  things that would still fall into the category of

24  feasibility things.  Is this project actually

 1 feasible?  And there aren't many of those.  I think

 2 the building commissioner has come up with some real

 3 concerns.  I would say though, and I think there is

 4 the code -- there has been a preliminary building

 5 code analysis, and you'll see language in my report

 6 reviewing that preliminary code analysis.

 7               There is a code analysis out there,

 8 and there has been some discussion between Maria and

 9 the commissioner and me about missexpansion of the

10 code analysis.  My comments in this report are more

11 just details about problems with the template that

12 was used for the code analysis, so those are not the

13 feasibility ones.  The feasibility issue is more

14 what Dan was talking about, tell us that we can

15 believe that you can build four levels of parking in

16 this space and not come back in six months because

17 it was too expensive and therefore, we reviewed a

18 project that really wasn't feasible.  There are very

19 few of those kinds of issues, but there are some.

20               There was also -- there is an

21 outstanding issue about egress from the neighboring

22 building.  The building commissioner I think still

23 maintains that he would have a problem issuing a

24 building permit for this project unless that issue

 1  is resolved.  It's just an important thing and it's

 2  all in here and there's a lot of stuff.

 3              So what I'll do is just highlight

 4  some of the things that haven't already been said

 5  because you've been walked through the design

 6  changes and most of those did come from a lot of

 7  iterative process.  It's happened over the last five

 8  months.

 9              Maybe one last comment before

10  starting to just hit the highlights at least is I

11  think there is more comment on what I've heard so

12  far tonight from you folks, and I think I just want

13  to be clear what it is that I'm looking at.  I think

14  the height issue is what I think I've heard most of

15  the talk about so far, and I think that isn't -- I

16  think my feeling and I think it was probably

17  Randolph's too according to the record that height

18  per se as an architectural object in this context is

19  not an issue.  There could be associated issues that

20  have more to do with intensity of use, and so I

21  didn't analyze intensity of use directly.

22              I do think there are really strong

23  issues that were particularly relating to the

24  previous site design and building, the whole

 1 building entry on Soule that had some real issues

 2 that went beyond aesthetics and how inviting the

 3 building was.  I think putting in the loading dock,

 4 for example, on the side has greater depth, I think

 5 obviously works a lot better than putting a loading

 6 dock where you have narrower depth.

 7                 Anyway, I just want to make that

 8 distinction about the height.  My review is not so

 9 much about intensity of use.  It's really about the

10 physical object and its impact.

11                 So I'll just hit on some of the

12 things that may not have been.  So obviously I think

13 one of kind of the surprising point and I think the

14 cutting that pointed angle off on the southwest

15 corner of the building, I think it's important to

16 take a look at the shadow studies because it

17 actually had a very big impact on the shadows.

18                 My initial big problems with that

19 corner had more to do with constricting the

20 beginning of the entry into Soule Street.  So that I

21 think probably this is good as any view.  I think

22 now the building really has turned a face towards --

23 has opened up the street and put a more inviting

24 face in better scale and certainly better oriented

1 and lighting up that whole side of the ground plan

2 to I think pretty successfully.

3                    So anyway, I think it was surprising

4 though looking at the shadow studies, the amount of

5 afternoon light that now makes its way up Soule

6 Street that really was cut off by that projecting

7 sharp angle.

8                    Some other points, I think this was

9 reacting to some things I'm hearing tonight.  I had

10 a really big problem with a backdoorness of the

11 loading dock side of the building, and that had to

12 do with a number of things but in no small part

13 complexity was one, too many functions crammed into

14 a narrow depth, lack of hierarchy.  The garage doors

15 being in roughly the same plane as the resident

16 entry, a lot of issues that really made it

17 problematic.

18                    So the changes of popping out that

19 face to make really the pedestrian resident entry

20 the primary piece and really toning down the

21 secondary pieces and adding -- if you notice in the

22 floor plans there's a community room now that is

23 open at ground level to the left of the residential

24 entry.  So a lot of moves were made to really

 1  activate the street at this site.  So it moved

 2  pretty far away from the service side of the

 3  building.

 4              Other points, I may have made a

 5  mistake.  Maria was pointing this out to me earlier

 6  tonight.  I may have misremembered this.  I thought

 7  the restaurant was originally on the second level.

 8  I guess maybe it was never on the second level.  Is

 9  that true?

10              MS. MORELLI:  Yes.

11              MR. BOEHMER:  So ignore that comment

12  that it was always on the second level.  Other

13  points, and again, I'm drifting in sort of normal

14  development things in question that a piece of

15  program that disappeared was a rental office.  I

16  don't know what if any important thoughts related to

17  that.

18              Bike parking, I already mentioned,

19  but I'm going to re-mention it because it is a

20  really low parking ratio for bikes in this building.

21  As it's currently designed it's basically less than

22  one bike for every five units and that seems out of

23  sync with me with the way the world is going.

24              Simple questions, notification,

 1  signals when cars are exiting to warn pedestrians.

 2  I already mentioned the egress thing relating to

 3  1297.  More detail on the design of the doors, they

 4  are big pieces, and I see from the renderings that

 5  there are efforts being made, but we still don't

 6  know exactly what is proposed.

 7                  I won't go into the building code.

 8  It is in the letter, but nothing of huge

 9  significance that can't be fixed other than the

10  points about the impact on neighboring buildings.

11                  MS. POVERMAN:  Which building code

12  issue are you referring to in this instance?

13                  MR. BOEHMER:  What I did, again,

14  there was a preliminary building code analysis that

15  covers the state building code that subsumes other

16  codes.  It subsumes the accessibility code, plumbing

17  code, national electric code.  That is in the

18  package.  My issues with that had to do with I think

19  a couple mistakes about the building construction

20  type and just technical -- real technical issues

21  that would have to be resolved before the building

22  could be permitted.

23                  MS. POVERMAN:  Sorry to interrupt,

24  but in terms of the egress you referred to and the

 1 passageway between 1299 and 1297, how can that state

 2 requirement for egress or passageway not be

 3 addressed without modifying the current plan for the

 4 building.

 5          MR. BOEHMER:  Well, my opinion is --

 6 and I'm not a code analyst, but my opinion is the

 7 egress issue is actually with 1297; it is not with

 8 1299.  So that 1297 can fix its egress issue.  I

 9 don't know if they can financially fix it or what

10 constraints they may have that I'm not aware of, but

11 my understanding of that egress issue is that it's

12 an issue at 1297, not with the proposed design of

13 this.

14          MS. POVERMAN:  As I understood the

15 Building Commissioner, he said he could not get a

16 building permit if that not been addressed.

17          MS. MORELLI:  I would like to say, if

18 I may, what the Building Commissioner said is he put

19 violations on both properties, and what happened was

20 that Mr. Dhanda went to the BBRS, Board of

21 Regulation Standards, and I'm not sure if they were

22 aware of this project, but looking at existing

23 conditions they said it wasn't Mr. Dhanda's issue.

24          So the Building Commissioner is just

 1  saying if this project were to get a comprehensive

 2  permit and Mr. Dhanda were to go to the Building

 3  Commissioner for a building permit, if he sees that

 4  the egress issue and 1297 is not resolved, then he's

 5  not going to give -- actually, he has not put this

 6  in writing, he may not.  He may decide not to issue

 7  a building permit.

 8                    The applicant's recourse is go to the

 9  state.  It's really a state issue, and that's pretty

10  much how we left it at the September hearing.  So at

11  this time it doesn't necessary require any changes

12  to this project.

13                    MS. POVERMAN:  Okay.  Thanks.

14                    MR. BOEHMER:  Other points that

15  haven't been necessarily talked about tonight.  We

16  did talk about the planted wall, and I think really

17  is a good point about ensuring it's year-round

18  plantings.  There is another exposed significant

19  wall on the east side as well, and I do mention that

20  in the report, that I think consideration of

21  treatment of that is important.

22                    I think the designers have been very

23  conservative about the height of the mechanical

24  screening, so I suggested that it is quite high.  I

 1  think it's a 12-foot high screen.  I think some

 2  simple studies should be done to see if it really

 3  needs to be that high because I don't think it

 4  really -- you don't want that to be any higher than

 5  it really needs to be.

 6            I did support their -- I thought

 7  their solution of the terra-cotta cladding on the

 8  building was really good.  And for a lot of reasons,

 9  I think for context reasons it's good, but it's also

10  very long-lasting, high quality material that is

11  appropriate for this site.

12            Other small comments that I won't go

13  into that have to do with internal function that I

14  think are probably not things you're most interested

15  in.

16            I do have a question.  I'm not clear

17  of what the catering kitchen is.  I wasn't sure what

18  that meant.  It's on the second level of catering

19  kitchen, so I don't know if that's another

20  commercial use or if it's just for the residents and

21  that may be described somewhere else that I haven't

22  seen.

23            I do think a detailed memo on how

24  trash is going to be dealt with is really important

 1  because it is a number of uses in the building and

 2  they're big enough to create a big problem if it's

 3  not done properly.

 4                    Then just another checklist at the

 5  very end of the report, a very common thing that

 6  I've covered in previous sites that I reviewed about

 7  energy efficiency, whether the third party

 8  sustainability certification should be sought or is

 9  it possible in this building, which it is.

10                    And finally a couple other things in

11  that building.  I think this was brought up by a

12  Transportation Department memo about insufficient

13  number of plug-in spaces for electric cars.

14                    I brought up the venting, the

15  restaurant venting.  In my opinion it is not too

16  early to figure that out in the floor plans roughly.

17  I thought a really good point in the transportation

18  plan was suggesting some off-site improvements at

19  the intersection of Soule and Longwood that is a

20  problematic point.

21                    Then finally I think the last thing I

22  do want to emphasize because I really support the

23  Building Commissioner on this, that some really

24  detailed information about how the parking level is

 1  going to be constructed.  They are allowing some

 2  pretty minimal setbacks to make it possible, but it

 3  is a pretty aggressive move to make in this small

 4  space.  So I think you want to know if you're

 5  actually reviewing something that can be built.

 6              So in that case your bridge is over

 7  to actual economics of it because it would be

 8  unfortunate to build something and have to come back

 9  and review modifications that could significantly

10  change the proposal.

11              MR. MORELLI:  Mr. Boehmer, can I ask

12  you to revisit?  We had spent some time asking the

13  project team to look at the stepback at the fourth

14  floor and --

15              MR. BOEHMER:  On Soule Street.

16              MS. MORELLI:  On the Soule Street

17  side and also to avoid having columns and a

18  overhang, supported columns where there might be

19  shadow.  Do you want to describe for the ZBA some of

20  the iterations that you reviewed regarding the

21  stepback and different degrees of why this was

22  acceptable to you?

23              MR. BOEHMER:  Yes, I think although

24  I'm sensitive to Randolph's comment too, because

 1  that is kind of where it all started was really

 2  feeling a need for a reference at that level and as

 3  I recall, the last presentation we were having a

 4  dialogue about what was really creating most of the

 5  problem was that the tall face and how close that

 6  was or was it the overhang, and so for me it's been

 7  both really that the tall shear face that went the

 8  full height of the building was a very big problem

 9  and no reference to the -- no attempt to tie it in

10  with that existing context.  Across the street was a

11  really big problem.  So during various iterations it

12  has been pushing back.

13                  And as Randolph pointed out, I think

14  there -- is three feet enough?  I think that's worth

15  talking about.  I think it's critical to have a

16  strong line across and it has happened in a way that

17  really wasn't there at all in the previous

18  iterations.

19                  So is that answering, Maria?  It's

20  really been back and forth pushing it back, making

21  that really a viable entry to the building.  The

22  building has two faces and the two faces both need

23  to work and really strengthen the context.

24                  CHAIRMAN GELLER:  Questions?

1               MS. POVERMAN:  No.

2               CHAIRMAN GELLER:  Randolph?

3               MR. MEIKLEJOHN:  Yes.  Cliff, I

4  wasn't quite sure when you talked about iterations

5  and looking at different ways of doing a stepback

6  design.  And I know there is cycles with staff and

7  maybe with reviewers, but I'm not sure.  Was there

8  ever another -- other than the July design that we

9  looked at in September, was there ever another

10  design for stepping back the building above that

11  line that we now see any differently, or is this --

12               MR. BOEHMER:  This is as far back as

13  it's ever been.

14               MS. MORELLI:  Mr. Meiklejohn, it was

15  a two-foot stepback and a lot of stepbacks of

16  drawings and there was a discussion about if it were

17  stepped back further, there was some concern about

18  having to include columns, add columns back in at

19  the ground level.

20               MR. MEIKLEJOHN:  This was what was

21  behind my question, because you go more than a

22  couple of feet and you do have to reconcile the

23  building structure.  I don't know whether --

24               MR. BOEHMER:  There are and I think

 1  where -- I think the other thing that starts to

 2  happen, and I'm not saying it's not solvable -- is

 3  you don't want to disintegrate the volume.  So the

 4  stepback goes too far, then it starts to look like

 5  another piece basically, a tacked-on piece, or you

 6  start -- I think that's where the tension was coming

 7  was at what point are you really kind of breaking up

 8  the overall composition of the building by

 9  overemphasizing the relation to the building across

10  the street.

11             MR. MEIKLEJOHN:  I think that is the

12  reason for the discussion.  I mean, you have some

13  comments in your letter about the -- you felt this

14  design had increased the sense of gateway on Soule

15  Avenue, which the implication there is something on

16  the left and something on the right.  And I'm not

17  going to go into too much opinion here, but I think

18  there is such a thing as a design where the stepback

19  would be significant, a column bay.  I think it's

20  inherently negative and I think in a design

21  discussion where the architect is saying things like

22  adding another floor to the Beacon Street side

23  because they liked the front and the back piece to

24  have a -- they liked the way that it looked.  I

 1  think if that's a discussion we're having, then I

 2  think we'll have this one too.

 3              MR. BOEHMER:  Yes, that's understood.

 4              CHAIRMAN GELLER:  Anyone else?  Kate?

 5              MS. POVERMAN:  No.

 6              CHAIRMAN GELLER:  Can you briefly

 7  take me to the Beacon Street facade, retail?  Cliff,

 8  I want you to briefly view that based upon your

 9  desire that it be less Manhattan.

10              MR. BOEHMER:  Well, I think you said

11  it exactly.  I think this side it still is certainly

12  a more contemporary look than the context, for sure.

13  And I will say that most of my focus has been on the

14  other side.  I would say it's probably 70/30 percent

15  focused.

16              But as far as the moves that were

17  made on this side, I think it's moving in the right

18  direction.  I think it's understandable if you look

19  at the building right next door, there are very

20  large masonry openings on that building featuring

21  large windows.  So the language in my opinion is

22  appropriate whether the size of frame is right or

23  not or -- I think whether there is actually enough

24  emphasis on the residential side versus the

 1  commercial side.

 2              CHAIRMAN GELLER:  Do they achieve the

 3  scale that you commented on?

 4              MR. BOEHMER:  I think that's

 5  happened.  I think the lines are in there.  I guess

 6  I would say that the reference lines are in there,

 7  and I think it's worthy of more study, but the basic

 8  proportions I think are fine.  The locations of the

 9  pieces are working and the overall scale.

10              CHAIRMAN GELLER:  Okay.  So in your

11  assessment have they fulfilled essentially your

12  desire based upon your comments, or is there more

13  work to be done?

14              MR. BOEHMER:  I think they're within

15  an acceptable range.  I think at a certain point

16  taste takes over.

17              CHAIRMAN GELLER:  I understand.

18  Because you raised it, does this building enhance

19  the Soule Avenue experience?  They made changes.

20  Does it enhance Soule?  Those are your words.

21              MR. BOEHMER:  I generally believe it

22  enhances Soule Street.

23              CHAIRMAN GELLER:  Okay.

24              MR. BOEHMER:  Now, having said that,

 1  that's not a really high bar given where it's at, so

 2  to be honest.  But again, I was really looking at,

 3  as I've done with all of my reviews with you, is

 4  impact and the negative impact -- again, not talking

 5  about intensity of use but the negative impact of

 6  that volume, of that building, to me is the positive

 7  impact.  Whatever negative impact people may feel

 8  about it, in my opinion it's a very positive move on

 9  making Soule Street a much more -- that end of Soule

10  Street a much more pleasant experience.

11                CHAIRMAN GELLER:  Okay.  One last

12  question.  On Soule Avenue we've got two dedicated,

13  from an aesthetic standpoint, garage doors.  And I

14  don't know what the linear feet is as a percentage

15  of that facade.

16                MR. BOEHMER:  Large.

17                CHAIRMAN GELLER:  Okay.  That's a

18  sensitive topic in Brookline.  As you probably know,

19  we have this section within our bylaw that is called

20  the "Snout Nose House Provision."  We object

21  strongly to homes that have, for instance, more than

22  50 percent -- fifty percent?

23                MS. MORELLI:  I think it's less than

24  that.

1                    CHAIRMAN GELLER:  -- dedicated to

2  garage doors.  Can you speak to -- functionally it

3  may be necessary to do this for a commercial

4  structure of this type or a multi --

5                    MS. MORELLI:  Maybe we can look at

6  the site plan?  I think there's one of the loading

7  garages is actually angled.

8                    CHAIRMAN GELLER:  Do you want to see

9  the elevation or are you asking to see the site?

10                    MS. MORELLI:  I wanted to look at the

11  site plan first so -- yes, you do need to look at

12  elevation, but I also wanted you to get an idea of

13  the garage ramp is set back and it is a slight angle

14  I guess, but maybe we can go to an elevation.

15                    CHAIRMAN GELLER:  Any comment on

16  that?

17                    MR. BOEHMER:  Yes.  And I think

18  you'll notice a very strong qualification in my

19  review.  To me they've solved most the issues on

20  that side of the building as far as simplifying it,

21  making the residence entry the strongest reading

22  piece.  For me, we need to see what those doors

23  really are.

24                    There are some pretty amazing doors

 1  out there that can be quite attractive, whether it's

 2  an overhead rolling door, an articulating door, a

 3  door that articulates in the middle and folds out.

 4  There are a lot of doors that, to me, it's almost --

 5  it is, I think, almost 50 percent of the width of

 6  the building -- the width of the doors.  So to me

 7  it's a really, really big issue to resolve that to

 8  our satisfaction.

 9              CHAIRMAN GELLER:  Thank you.  Anybody

10  else?  No?

11              MR. MEIKLEJOHN:  Just on the doors, I

12  guess my observation would be -- I don't see -- we

13  know what frontage that lot has on Beacon Street and

14  Soule Avenue.  If you have a loading dock, if you

15  have a garage, I don't see how you can have less

16  garage door than they provided for functions.  There

17  is no waste there.  I think these are as small as

18  they can be.

19              MS. SCHNEIDER:  But I'm not sure this

20  is really an issue about the garage doors as opposed

21  to the curb cuts and the width of that function,

22  right?  I mean the doors maybe is narrow as they can

23  be to cover up the holes, but there are still cuts

24  in the sidewalk that are driving the size of those

1  doors.

2                    MR. BOEHMER:  Right, which is why

3  that paving really matters, and your questions

4  tonight about the nature of the paving is also

5  really important.  I mean, clearly asphaltic

6  concrete would be horrible, but there are many, many

7  solutions that could turn that into, I think, a very

8  elegant residential entry and very pleasant to walk

9  by.

10                    MS. MORELLI:  In regard to the two

11  curb cuts, that did come up during staff sessions

12  with the traffic peer reviewer and so he will be

13  addressing that.  I think he felt more comfortable

14  with two curb cuts rather than one, but I'll make

15  sure his report especially addresses that.

16                    CHAIRMAN GELLER:  Great.  Thank you,

17  Cliff.  Thank you.  So we're going to -- just by a

18  general show of hands, how many people from the

19  public would like to offer testimony this evening?

20                    I know I'm being repetitive, but

21  those of you who have been here before, I apologize.

22  I'm going to say it again.

23                    Listen to what your predecessors have

24  offered in testimony.  If you agree with something

1  that they have presented, just point at them.  As

2  rudely as you can, point at them and say you agree

3  with what they said.

4                    If you have additional information,

5  we absolutely would want to hear it.  Start by

6  giving us your name.  Give us your address.  Speak

7  loudly and clearly into the microphone.

8                    Just a reminder, we will have at the

9  next hearing a review of traffic and parking which

10  goes to the ramification of intensity of use, and

11  therefore, the Board's judgement of those kinds of

12  issues, though we want to hear what you want to say,

13  obviously we haven't heard peer review on these

14  revised plans, and for us to be able to respond

15  coherently, and frankly, offer direction to the

16  applicant, we need to hear that.

17                    So keep in mind that that is

18  forthcoming for another hearing, and therefore, as

19  hard as it is, try to keep your comments related to

20  what we've heard this evening.  That will be much

21  more helpful to us.

22                    So why don't we work our way back,

23  forward.  People who want to offer testimony raise

24  your hand again.  Okay.  So ma'am, then, sir, you

1  can come up.

2             MS. BURLOFF:  Thank you for allowing

3  us to testify.  My name is Myra Burloff.  I live at

4  30 Longwood Road, which certainly will be impacted

5  by this building.  I sit and I listen to what is

6  going on in the proposal for this building and it is

7  frankly breaking my heart to see what is proposed

8  for this location.  I'm not saying looking at

9  parking lots is a nice thing because it's not, but

10  at least it's open space.

11             Today is the first time I've seen the

12  proposal for two driveways.  I think the pictures,

13  the renderings aren't reality.  The reality is you

14  look at the pictures of that building and the

15  entrance onto Soule Ave. as though this will be a

16  boulevard that would be lovely.  It is a small

17  street.  It is a very small street, and those

18  driveways are -- certainly the loading dock driveway

19  is the driveway that is closest to the crosswalk.

20             I live on that corner.  You have no

21  concept of how many times cars have almost hit

22  people, not just me, but everybody.  Trader Joe's

23  has police officers standing in their driveway

24  directing traffic.  People are on their cell phones.

 1  They're crossing the street.  They're not paying

 2  attention.

 3                  To the truck backing up, how are

 4  those trucks going to back into that loading dock?

 5  I can't figure it out.  The renderings make it look

 6  like it's a wide boulevard, like there's space to

 7  back up a delivery truck.  There is no space there.

 8                  And on a regular day we have trucks

 9  parked on the sidewalk on our side of Soule Ave.  Do

10  you think that's going to stop?  So those trucks are

11  going to be parked on that side.  The other trucks

12  are going to be parked backing up.  Nobody is saying

13  don't build a building.

14                  Why all of sudden the building is

15  taller?  The Mass. Housing guidelines, design

16  guidelines say the buildings are supposed to fit

17  into the area in which they're built.  How is this

18  fitting aesthetically into the area?  Certainly the

19  impact on the community is just incredible.

20                  And I sit and I listen about -- I'm

21  not worried about how high this building is or how

22  high the building is, it indicates how many people

23  are going to live in that building.

24                  We're worried about bicycles, the

 1  number of bicycles.  With all respect, this is an

 2  over 55 proposal.  There will be bicycles but there

 3  are not going to be that many.  There are going to

 4  be less, and I would like my husband to stay off his

 5  bike, but that's another story.

 6                   The answer is this building is

 7  dangerous.  It's dangerous because the amount of

 8  traffic that is going to happen.  I have a

 9  caregiver.  I have a nurse that comes into my house

10  every day to take care of my daughter.  As it is, it

11  is very, very difficult for her to ever find a

12  parking place.  Now that we're not only putting more

13  people here, we're going take away the few on-street

14  parking spaces that were there before, so we're

15  going to even increase that load -- I know we're not

16  talking about parking right now -- but this massive

17  building with now 80 apartments and a restaurant and

18  retail on a tiny little parcel of ground.

19                   I've sat and listened to this Board

20  hear -- somebody asked for two more feet on their

21  house and you've said no, and yet it's okay to put

22  nine or eleven for stories in this neighborhood.

23  And please before you say that it is okay, the

24  renderings for the entrance onto Soule Ave. -- the

 1  corner coming off that, that helps.  It does.  Does

 2  it help enough?  No.

 3                  Would we be here if this were a

 4  six-story building?  No.  Six-story building would

 5  fit into the neighborhood.  What is driving a

 6  nine-to eleven-story building with two floors of

 7  retail?  It's not Manhattan.  And it isn't safe.

 8                  So please consider -- this is our

 9  lives.  This is where we live.  This is where I see

10  the kids go to religious school.  Do you think

11  they're paying attention to the trucks backing up?

12  I can tell you the truckers aren't paying attention

13  to them.

14                  We need your help.  We need this to

15  be scaled back.  And I thank you for letting me

16  talk.

17                  CHAIRMAN GELLER:  Thank you.  Sir, I

18  think you were next.

19                  MR. SPELLMAN:  Hi, my name is Kyle

20  Spellman, owner of 1309 Beacon Street, Trader Joe's

21  building.  My family has owned it since the late

22  '70s.

23                  Just bear with me.  I took some notes

24  during the presentation so I'm going to try to run

1  through them really quick.

2                    I guess I would start with the

3  architect mentions showing the building in its

4  totality.  The renderings are completely inaccurate.

5  That is probably the only accurate one.  All the

6  other angles show it pretty much even with the fifth

7  or sixth floor.  Our building is three stories tall.

8                    Also, I personally own two

9  restaurants, my wife and I do.  There is no way --

10  there is no way the parking available can

11  accommodate a restaurant that size.  Our restaurant

12  is 1,800 square feet and it would require much more

13  than that.

14                    With all due respect to the ZBA and

15  Mr. Boehmer's review, if the building inspector

16  mentions there's a possibility of a permit would not

17  be issued, then this is a massive waste of all of

18  our time.  It is a big personal burden for everyone

19  to be here.  That's all.  Thank you.

20                    CHAIRMAN GELLER:  Thank you.

21                    MS. ROBERTS:  Good evening.  Susan

22  Roberts.  I live at 69 Green Street in Coolidge

23  Corner on the other side of Beacon Street.  I sit on

24  the Coolidge Corner study committees and the Durgin

 1  Project.

 2                  I also took some notes as the new

 3  plans were shown and I do have some questions, but I

 4  also want to make the point which you may, Mr.

 5  Chairman, regarding the intensity of use.  So I

 6  would ask that the Board look at intensity of use in

 7  a wholesome way, in other words, in a whole way, not

 8  just intensity of use based on traffic, but

 9  intensity of use based on -- yes, traffic, parking

10  you are going to look at that, but there's more to

11  intensity of use than just traffic and parking.

12                  There is pedestrians.  There is

13  bicycles.  There is lots of ways where this project

14  is going to be incredibly intense and so my fears is

15  because we haven't had anyone look at intensity of

16  use, except it seems perhaps traffic and parking,

17  that we're not really going to get the whole picture

18  of intensity and I think intensity is clearly a big

19  issue for everyone in the neighborhood, certainly,

20  and so I would ask that we figure out a way for that

21  to happen.

22                  I was a little bit dismayed by

23  Cliff's statement that, for example, he wasn't going

24  to address the height issue because he felt it was

 1  really it was an intensity issue which he was not

 2  there to do, yet he also did address other aspects

 3  of intensity regarding number of electrical vehicle

 4  spots and things like that, but I think we do need

 5  to look at intensity as a whole concept, not just

 6  parts here and there.  So I would urge the Board to

 7  do that.

 8                I wanted to echo what was said about

 9  the restaurants, and it seems to me that there is no

10  reason whatsoever why there couldn't be information

11  about the intensity of the restaurant use itself.  I

12  agree 5,000 square feet, that's a big restaurant.

13                And I think that it would be totally

14  appropriate for the Board to have information on

15  loading, on the number of people, on parking, and so

16  forth, and don't get me wrong, Brookline wants

17  restaurants.  I can tell you from the Coolidge

18  Corner study committee consideration of the Waldo

19  Durgin parcel, the Waldo Durgin parcel is right

20  across the street, we want a restaurant there.  It's

21  been expressed to the developer.  I don't know where

22  that is going to be right now, but it's in flux, and

23  I also don't know to what extent all of you are

24  familiar with what is going on with that project,

 1  but I'm sure it's not too surprising to learn that

 2  right across the street, that project right now is

 3  scheduled to be nine stories -- actually fourteen

 4  stories -- thirteen.  I'm sorry.  Nine and thirteen

 5  stories.

 6                    So why is this project bigger?  I

 7  don't know.  I don't know whether or not that the

 8  size of that project as it's currently being

 9  contemplated was something that resulted or

10  rationale -- as Kate was saying, rationale for the

11  additional stories, but it seems like that's kind of

12  a coincidence in some ways.

13                    I was curious about what is being

14  done -- and maybe you can answer this too -- about

15  Trader Joe's overflow.  There are people that use

16  the current parking spaces there now.  Has there

17  been any discussion about Trader Joe's overflow and

18  where people are going to park if we're losing those

19  spaces as well?

20                    So I would ask that that be

21  considered, because right now a number of customers

22  do use that current parking area.

23                    The other question that I wanted --

24  the other comment I had is relating to the

 1  architects and -- I'm sorry, I don't remember your

 2  name -- your comment about urbanity.  The word

 3  urbanity is a word you used quite a bit and I sort

 4  of wonder, is that what we want Coolidge Corner to

 5  be at this point?  Do we want urbanity?  Is that

 6  where we're at now at Coolidge Corner?

 7                I know that we at Waldo Durgin have

 8  asked ourselves that and there are a lot of people

 9  who feel that we have missed an opportunity to

10  globally sort of zone as a concept Coolidge Corner.

11  We never did anything about it and as a result, we

12  are left with what we're finding here at this

13  project and then the project across the street at

14  Waldo Durgin, but I wonder whether we want the kind

15  of quote, unquote, urbanity.  This is not downtown

16  Boston.  This isn't the Back Bay, or is it?

17                And I guess what I'm asking you and I

18  think what the first speaker made some reference to

19  was the character of the neighborhood, the character

20  of Coolidge Corner.  We are within our rights as a

21  town even within 40(b) to have or to insist that a

22  project be within a character of the neighborhood,

23  and I must say that I like very much the

24  architecture style, but if it were less intense, if

 1 we can scale that back quite a bit, then I think it

 2 may well be an improvement to what is there, but I

 3 think we really need to ask ourselves some hard

 4 questions.  Thank you.

 5               CHAIRMAN GELLER:  Thank you.  Anybody

 6 else?  Yes, ma'am.

 7               MS. WOLFMAN:  Thank you for the

 8 opportunity to speak.  My name is Eileen Wolfman.  I

 9 live at 30 Longwood Avenue, and I would like to pick

10 up on the point that was just made in terms of the

11 nature of the neighborhood.

12               I walk regularly down Harvard Street

13 and I've admired the two buildings that are being

14 built down around Fuller Street on both sides of

15 Harvard that to me are fitting into the context of

16 the neighborhood.  They are approximately four feet

17 tall.  They'll have commercial space on the bottom.

18 They have units on the top.  I've never been at

19 these meetings as concerned about that type of

20 building going into this space.

21               I do think that the construction will

22 improve Soule Street, something other than another

23 back parking lot will improve Soule Street.  I think

24 it's the scope of the building, the intensity of the

 1  building that are causing so many questions.

 2                  So specifically because of the size

 3  of the building, well, I appreciate the change in

 4  parking, because I could never understand how

 5  queuing cars on the street is going to work.

 6  Digging four stories deep just raises huge concerns

 7  for me of what impact that has on other buildings

 8  that even are adjacent to the lot, to say nothing of

 9  how long will it take to actually dig out four units

10  deep.

11                  The reason that I ask that is we

12  lived through a year of building the lovely new

13  building at 36 Longwood right next to me.  Longwood

14  Avenue, which is a two-way street, had one lane

15  closed most of an entire year with a policeman on

16  that street while the trucks went in and out, in and

17  out in, in and out carrying dirt out of that

18  construction.

19                  I cannot imagine how we're going to

20  get down one way Soule Street with a building this

21  big being built that will take as long as it will

22  take to build it.  My garage basically -- I can't

23  get into my garage because the construction that

24  this will create on that street.  So those two

 1  pieces.

 2                  Again, going back to the size of the

 3  scope of the building, if this were a smaller

 4  building as so many other buildings are in the area,

 5  it wouldn't need a loading dock.

 6                  And the post office has been

 7  considerate enough over the years to move their big

 8  trucks off of Soule Street.  You may see trucks that

 9  are parked on Beacon Street, but they're not trying

10  to back in the big trucks that they had coming in

11  and out of Soule Street to the extent that they used

12  to.

13                  So now you're telling me I could have

14  an 18-wheeler Sysco food truck delivering food on

15  Soule Street.  It just, as one of the people said,

16  breaks my heart to see the size and scope of this

17  building being so inappropriate for the space that

18  it will stand on.  Thank you.

19                  CHAIRMAN GELLER:  Thank you.  Anybody

20  else?  About those mail trucks that have

21  disappeared, I believe that was negotiated by the

22  Town.  It wasn't a voluntary action, I assure you.

23                  AUDIENCE MEMBER:  And it's not

24  appreciated on Beacon Street.

1             CHAIRMAN GELLER:  I'm sure.  So we

2 are going to take a few moments, Board members, to

3 discuss the project, the charge, what has been done,

4 what hasn't been done, and where we would hope

5 improvements would be made.

6             Now, it is obviously rather difficult

7 to have this discussion given the fact that we do

8 not have the traffic and parking component.  So I

9 think the most we'll be able to do is sort of state

10 our gut response based upon the revisions and of

11 course qualify it by having to see the technical

12 reviews to afford us further consideration.

13             Who wants to jump in first?

14             MS. SCHNEIDER:  I will, but maybe

15 Randolph should go first?

16             MR. MEIKLEJOHN:  No, go ahead.

17             MS. SCHNEIDER:  Obviously I'm not an

18 architect.  This is really just coming from a

19 standpoint who lives in the neighborhood, and

20 understanding projects of this scope and size as a

21 general matter.

22             I appreciate that there have been

23 changes that were attempts to be responsive to our

24 prior feedback.  I will say that in particular I

1  think the ground floor plane on Soule does look

2  better than it did before, and I think that's a

3  major improvement, but I think that that improvement

4  may have come at the cost of reducing the safety of

5  this project.

6                    I'm really concerned about the

7  distance between sort of that paved area.  And this

8  is why I ask the question about the materials,

9  because you look at the some of the renderings, it

10  looks like it's an open area and people might be

11  sitting down and someone might accidently think it

12  is an outdoor plaza and not realize that there is

13  going to be heavy truck traffic and heavy car

14  traffic.  I'm concerned that in addressing some of

15  the comments that we had, the project has actually

16  become less safe.

17                    It is absolutely the case that one of

18  the things that this Board is allowed to consider

19  even under a 40(b) is the consistency of the project

20  and the design of the project with the neighborhood.

21                    While I actually like the design,

22  well done, I don't like this project in this

23  location.  I feel like when we were asking for

24  stepbacks, I think that three-foot stepback or

 1  setback is still not accomplishing the goal I had in

 2  mind when I included that in a comment the last

 3  time.

 4                    I think this still looks like

 5  something that looks monolithic and I think it still

 6  towers over the surrounding buildings.  I'm also

 7  concerned -- I'm not sure if this is within our

 8  scope -- I'm very concerned about setting a

 9  precedent of allowing a building of that height and

10  this bulk in this area where I think it does not

11  fit.

12                    I think it's an interesting decision

13  by the applicant to increase the gross square

14  footage of the project and the height.  We've heard

15  many comments and public testimony and from this

16  Board that this project is too big.

17                    Cliff, I respect your opinion, but I

18  think that I respectfully disagree with your

19  assessment of the design and the changes and the

20  size, scope, and height of this building in this

21  location.

22                    I think particularly on the Beacon

23  Street side it reads as extremely monolithic.  It

24  needs more work.  I think that the changes that have

1  been made to the retail or lower level on Beacon

2  Street are wholly unsatisfactory.  I think they're

3  absolutely not in keeping with Coolidge Corner

4  generally or in particular the smaller brick

5  buildings on the opposite side, opposite direction

6  of Trader Joe's.

7                    I actually don't like the idea there

8  being an occupiable roof deck at that third floor,

9  fourth floor on Beacon Street.  I think it's a very

10  strange juxtaposition of private use in the public

11  realm in that location.

12                    And I did ask the question about the

13  green walls.  I have been very bothered by that

14  blank wall, particularly in Trader Joe's side.  I

15  raised that side because that's where people are

16  driving down and are most likely to see the blank

17  wall.

18                    Cliff had pointed out there's a blank

19  wall on the other side.  I think hanging a couple of

20  structural components that may or may not have

21  appropriate green screening is an easy way out and

22  that was not what I was expecting when I asked

23  further there be more attention to the treatment of

24  those blank walls.

1                    I also -- and this is probably more

2  of a site circulation issue so I'll raise it again

3  in two weeks.  We have major congestion issues on

4  both of the streets that this project fronts, and I

5  think adding this number of units without some sort

6  of pull-off or Uber or Lyft, The Ride, anything else

7  is only going to worsen the circulation and the

8  traffic on this.

9                    And I do want to raise one more

10  issue, which is that four levels of parking are very

11  expensive to build and I'm not sure that this

12  building needs four levels of parking.  It was

13  touted as an active adult use, and that was part of

14  the reason that some of the traffic counts were

15  extremely low.

16                    When I'm representing real estate

17  developers on projects outside of Brookline, one of

18  the justifications we give for building high is that

19  we have to counterbalance the cost of digging low,

20  and I'm not sure that a 40(b) project in this

21  location needs to have four levels of parking which

22  then is obviously driving up the overall

23  construction expense of the building.

24                    CHAIRMAN GELLER:  Okay.  I'm going to

 1  jump in, a few things that you said.  First of all,

 2  I appreciate the developers pulling the building

 3  back on the Soule Ave. side.  I think it is much

 4  better pulled back.  I am taken aback at the

 5  increase, frankly.  Again, I haven't looked at

 6  traffic and I haven't looked at those kinds of

 7  intensification issues, but I'm extremely concerned

 8  about Soule Ave. and its capacity, frankly, to take

 9  on what you propose to build on it.

10              So I'm fairly concerned about the

11  additional height, which is why I asked the question

12  about how one leads to the other.  I am concerned

13  about the amount of retail and frankly the issue

14  about the parking from my perspective is if they

15  want this amount of retail, they need to service it.

16  So I have less of an issue --

17              MS. POVERMAN:  You need to service

18  it?

19              CHAIRMAN GELLER:  Parking.  So I have

20  less of a concern about their excavating down.  They

21  are going to have to meet code requirements.

22  They'll have to comply with a construction

23  management plan, but if you want that kind of

24  retail, then you have adequate parking for it.

1                    I frankly don't perceive a

2  significant difference between the retail appearance

3  on Beacon Street in the prior iteration, from this

4  iteration.  I wasn't offended by the one before.

5                    The comment about the

6  Manhattanization of Brookline, I am the last person,

7  the last person you will ever talk to who would give

8  a positive review on contemporary appearances.  I am

9  as traditional a design person as you can find, but

10  I'm not offended by it.  I'm simply commenting I

11  don't see any difference or any appreciable

12  difference between what was presented before and

13  what was presented now.

14                    So if the comment was it looks too

15  much like Manhattan before, then I think it still

16  looks like Manhattan.

17                    I think, again, to me, the real crux

18  of the issue is intensity of use as indicated in

19  the -- intensification of use and how it impacts

20  safety and things of that nature, and the two

21  factors that we always look at and will look at,

22  frankly, are traffic and how the parking functions.

23  Does the flow work?

24                    And for me that analysis includes:

1 Does it work on Soule Ave.?  Does it work on Soule

2 Ave.?  If trucks can't get in or get out from that

3 loading zone without creating problems on Soule Ave,

4 this doesn't work.

5                    If 10,000 square feet of retail backs

6 up onto Soule Ave., this doesn't work.  So we're

7 going to have to look at that.

8                    MS. POVERMAN:  I like the changes

9 that were made to the facades, the stepbacks, the

10 articulation, green panels.  I actually thought they

11 were all great.

12                    I like modern, more modern

13 architecture so that might be one of the reasons

14 that I con to it more than some of my colleagues.

15                    But as I mentioned earlier, I'm just

16 befuddled as to why you added an additional floor.

17 I don't think any of my colleagues have ever seen

18 that in a 40(b) that somebody has come back with a

19 revision and make the building larger than it used

20 to be.

21                    I think both the intensity as

22 Chairman Geller says and the density are

23 insupportable by this site.  The intensity as

24 everyone discussed, especially with the restaurant

 1  proposed retail, I think it is just out of

 2  proportion to what the site can realistically handle

 3  with the neighborhood in terms of traffic, which we

 4  wouldn't get into, can handle.

 5              I also think the density of 2.63 FAR

 6  or something like that.

 7              MS. MORELLI:  6.5.

 8              MS. POVERMAN:  Thank you.  6.5.  I

 9  think that's unreasonable, and I think that you can

10  do a lot better in terms of trimming down the

11  building, and you have to do a lot better, and this

12  will be illustrated is my guess, because of what

13  I've read, at our next hearing.

14              One of the things I'm concerned about

15  is, as others said, the expense of building four

16  levels of parking.

17              As an aside, I do like the solution

18  of just making it drive down self-parking.  I think

19  that helps the back-up issues a lot.

20              However, I don't want additional

21  levels of housing to be said to be necessary to

22  justify the expense of additional parking levels,

23  which is one of the reasons I want to see

24  performance numbers, et cetera, so we have an idea

 1  of what the thinking is of the applicant in this

 2  regard.

 3                    Those are my comments.  It really

 4  needs to come down to be smaller.

 5                    MR. MEIKLEJOHN:  I think we have a --

 6  I agree with what most of you have said with respect

 7  to the -- there is some improvement in the

 8  architectural changes.  I think from certain vantage

 9  points the Soule Ave. side of the building looked

10  better, but I am perplexed by the gross area

11  increase.  I don't get it.

12                    I went back to my notes, but I

13  remember from one of the first presentations we had

14  on this project and Mr. Dhanda had given us a very

15  high overview of this part of town looking at other

16  tall buildings on Beacon Street and Longwood and

17  across Beacon Street and so I was sort of handing

18  around in some of the new overhead views because I

19  think that one of the unbearable intensity aspects

20  of this proposal is how it leaves almost no open

21  space at the ground level at all.

22                    Some of these other buildings are

23  from the '60s and '70s that were plazas and there

24  was parking, a little breathing room.  You can walk

 1  along the street and you can swing your arms and not

 2  hit the building.

 3                When we talk about Soule Ave., we are

 4  going step by step.  We are looking to the right and

 5  left, are the cars, the trucks coming in and out of

 6  the parking and the loading dock, and we're a foot

 7  away on the abutting building right up against the

 8  Trader Joe's parking lot.

 9                Fundamentally I think some of the

10  intensity comes from that there's no relief, that at

11  the ground level every -- there is no space for Uber

12  to pull in.  There is no space for the turnaround

13  driveway.  This is a much smaller space than most

14  hotel loops we worked with.

15                And I certainly understand what the

16  design challenges are of when you have the frontage

17  that you have of getting the loading and the garage

18  and the door for the fire stair and the tenantry.

19  So I guess I don't hold out a lot of hope of

20  reducing intensity by seeing a design that actually

21  does offer open space than those other tall

22  buildings in this part of Brookline.

23                The likelier way to see less

24  intensity and impact on the neighborhood is through

 1  the building that just has less area.

 2              CHAIRMAN GELLER:  Anything else?

 3  Geoff?

 4              MR. ENGLER:  Mr. Chairman, if I could

 5  add just a couple quick comments.  For the record,

 6  Geoff Engler from SEB, consultant to the applicant.

 7              Same way the Board has successfully

 8  identified a lot of considerations, if you will, for

 9  us to go back.  I'm a little perplexed and troubled

10  because we're getting a lot of very strong mixed

11  signals from the Board and from the Planning

12  Department relative to directionally where we go.

13              Mr. Chairman, you're saying if you

14  want the commercial, you'd better be able to support

15  it from a parking standpoint, and then your two

16  members are saying four stories of parking, why do

17  you have four levels?  You should only have two

18  levels.

19              There is different ways to address

20  this, but I think ultimately we're going to have to

21  come to a consideration of -- when we're talking

22  about intensity of use, theoretically, what if we

23  had no parking?  Would that make the neighborhood

24  happy because then we would have no cars.  Everybody

 1  would be Ubering and using mass transportation and

 2  maybe that's a better option and is something a lot

 3  of people in Brookline are advocating, have people

 4  take transportation, have people ride their bikes

 5  and you don't have any intensity of use from a

 6  vehicular standpoint.

 7              I would also make the point -- I

 8  mean, to say this project is unsafe is a stretch.

 9  You're not going to find a traffic or transportation

10  engineer, as currently designed, and says this is

11  unsafe.  I understand some of the bullet marks and

12  we'll do an auto turn analysis of the loading zone.

13              I would also say the parking that is

14  proposed at this and the Chairman and Kate knows

15  having sat on all the other 40(b)s that I've been

16  involved with --

17              CHAIRMAN GELLER:  Not all of them.

18              MR. ENGLER:  I think the ones I've

19  been involved with, this has the highest parking

20  ratio than any of those, and I think we should take

21  a look at that.

22              So I think there's some opportunities

23  for my client to continue to look at this and

24  probably make some changes that will be satisfactory

 1  to the Board and the neighborhood, but then we sit

 2  in on these meetings and Maria are making us use

 3  these ridiculous conservative estimates to say how

 4  many parking spaces we need based on existing

 5  Brookline zoning and the like.

 6             There is going to be a -- it is a

 7  dichotomy between what zoning says and then

 8  practically speaking what functionally works, what

 9  is economic, what's appropriate, what's palatable to

10  the Zoning Board because there's not a right answer.

11             We could have four levels of parking

12  and have more parking and have intensity and the

13  people that want us to service the cars, they'll be

14  serviced.  But we can also have less parking and a

15  lower ratio and do some other things, but then we

16  can't get beat up by the peer review consultants for

17  having a ratio that doesn't meet zoning or is low or

18  whatever.

19             I only raise that because it's a

20  little bit subjective.  I think there's not a right

21  answer, but I just put that out because I think the

22  Board needs to think about that were we to come back

23  with some alternative ideas.  Thank you.

24             CHAIRMAN GELLER:  Thank you.  I would

1  be remiss if I didn't also point out that it is not

2  simply a function of number of spaces.  It's a

3  function of square footage and the uses.  So it's

4  fine to discuss what's appropriate for a number of

5  parking spaces.

6             And differing minds disagree

7  throughout Brookline.  There are advocates in

8  Brookline that want very little parking and all new

9  structures, and then there are others -- and I

10  happen to fall into that camp -- that believe there

11  needs to be ample parking because cars are simply

12  not going away.

13             But the other side of the coefficient

14  is of course how many units are you putting in

15  there?  How much retail are you putting in?  So

16  there is a broader sort of review that goes on for

17  that.

18             In any event, our next hearing will

19  be February 13 at 7 p.m.  And at that point we will

20  review this revised project from the perspective of

21  the traffic, parking.  What else will we be doing?

22             MS. MORELLI:  Site logistics, trash,

23  and turning radius and fire apparatus.

24             CHAIRMAN GELLER:  Three, slash, four

 1  guiding questions that I have.  I want to thank

 2  everyone for their participation this evening, the

 3  developer and neighbors.  Thank you.

 4                    (Whereupon, the hearing was adjourned

 5  at 9:35 p.m.)

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1              C E R T I F I C A T E

2  COMMONWEALTH OF MASSACHUSETTS

3  Worcester, ss.

4              I, Jennifer A. Doherty, Certified

5  Shorthand Reporter and Notary in and for the

6  Commonwealth of Massachusetts, do hereby certify

7  that the foregoing Pages 1 to 106 to be a true,

8  complete and accurate transcript of the testimony of

9  the aforementioned hearing held at the time and

10  place hereinbefore set forth, to the best of my

11  knowledge, skill and ability.

12

13

14

15              IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY

16  HAND AND SEAL THIS 10TH DAY OF FEBRUARY, 2019.

17

18

19              Certified Shorthand Reporter

20              CSR No. 1398F95

21

22  My Commission Expires:

23  October 19, 2023

24

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