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Town of Brookline
Board of Appeals Public Hearing
Re 217 Kent Street

Remote Zoom

Wednesday, September 29, 2021

7:00 p.m. - 7:50 p.m.

A P P E A R A N C E S

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Board of Appeals
Mark Zuroff, Chairman
Johanna Schneider, Board Member
Randolph Meiklejohn, Board Member

Jennifer Dopazo-Gilbert, Attorney
Stephen Sousa, Architect
Sassan Zelkha, Owner Representative
Dennis Greenwood, Architect
Scott Thornton, Traffic Engineer
Jane Davis, Peer Reviewer
Arthur Stadig, Peer Reviewer

P R O C E E D I N G S

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3 MR. ZUROFF: Good evening, ladies and
4 gentlemen. My name is Mark Zuroff. I am
5 chairing this meeting. It is a 40B hearing on
6 the matter concerning 217 Kent Street.

7 Before we begin, I will confirm that
8 all members and other persons anticipated to
9 participate on the agenda are present and can
10 hear me. Members, when I call your name, please
11 respond in the affirmative. Johanna Schneider.

12 MS. SCHNEIDER: Here.

13 MR. ZUROFF: Randolph Meiklejohn.

14 MR. MEIKLEJOHN: Here.

15 MR. ZUROFF: And staff members. Maria
16 Morelli.

17 MS. MORELLI: Here.

18 MR. ZUROFF: And I think that's all
19 for staff. This meeting of the ZBA -- oh, I'm
20 sorry. All speakers should identify themselves
21 by name prior to speaking during this hearing.

22 This meeting of the ZBA in open
23 session is being conducted remotely and in a
24 manner that is consistent with Governor Baker's

1 March 12, 2020 executive order concerning the
2 current state of emergency in the Commonwealth,
3 as has been modified. Please note that this
4 meeting is being recorded.

5 In order to mitigate the transmission
6 of Covid-19, we've been advised to practice
7 physical distancing, and the requirement of the
8 open meeting law that public bodies such as this
9 conduct their meetings in a publicly accessible
10 physical location has been suspended.

11 The Governor's order, which is posted
12 with agenda materials for this meeting,
13 authorizes this body to meet remotely, so long
14 as adequate public access is provided. Adequate
15 public access does not include public
16 participation, unless such participation is
17 required by law. This meeting may include
18 public comment.

19 For this meeting, the ZBA is convening
20 by video conference via Zoom, as posted on the
21 town's calendar, which identifies how the public
22 may access the meeting. Be advised that this
23 meeting is and that some attendees may be
24 participating by video conference. Accordingly,

1 please be aware that others may be able to see
2 you, and take care not to screen share your
3 computer. Anything that you broadcast may be
4 captured by the recording.

5 All supporting materials that have
6 been provided to members of this body are
7 available on the town website. The meeting will
8 follow the agenda, unless I note otherwise.

9 Finally, before turning to the agenda,
10 I will cover some ground rules that will permit
11 clear and effective conduct of our business and
12 help to ensure accurate meeting minutes.

13 Maria will introduce each speaker on
14 the agenda. After they conclude their remarks,
15 I will invite each member of the board by name to
16 provide any comments, questions, or motions.
17 Please hold yours until your name is called.
18 Please also remember to mute your phone or
19 computer when you are not speaking and to speak
20 clearly and in a way that helps generate
21 accurate minutes.

22 Before responding, please wait until
23 the floor is yielded to you, and state your name
24 clearly before speaking. If members wish to

1 engage in colloquy with other members, please do
2 so through the host or co-host, although we're a
3 little loose on those rules. Finally, each vote
4 taken in this meeting will be conducted by roll
5 call vote, assuming we do have a vote.

6 For the public comment component of
7 this meeting, I will first ask members of the
8 public who wish to speak to identify themselves
9 by name and address only. I will call on each by
10 name -- or Maria will. Please enter your name
11 into the chat section if you wish to address the
12 board.

13 The chat icon is located at the bottom
14 of your screen. Click on this icon, and the chat
15 window will appear on the right. Our host, Maria
16 Morelli, will cue members in the order in which
17 they are received. Members of the public that
18 wish to call in are not able to provide public
19 comment. If you wish to provide public comment,
20 you must do so using the chat section, using a
21 laptop or smartphone device.

22 Additionally, we will conduct this
23 hearing on the following matters. Maria, I'm
24 quoting from your agenda, which is, first, the

1 staff report. Second, we will hear from traffic
2 and parking peer review. We will hear the
3 public's response, and we will set a date for the
4 next hearing.

5 For those members of the public that
6 are on board with us tonight, I ask that you --
7 if you are called upon or if you wish to be
8 heard, that you confine your remarks to the
9 subject matter of this meeting, which is traffic
10 and parking, and nothing more. There will be
11 ample opportunities for you to address the board
12 later on in this process as to the general
13 overall overview of the project.

14 So Maria, I'll hand it to you, and you
15 can take it from here.

16 MS. MORELLI: Thank you, Mark. Maria
17 Morelli, senior planner in the regulatory
18 division. The last hearing was August 25, and we
19 had an architecture peer review, and the ZBA did
20 give a charge to the developer, and it mostly had
21 to do with siting issues and safety issues,
22 particularly for fire.

23 We have not had a working group
24 meeting since then. The reason for that is that

1 the applicant has been working very diligently
2 on getting the borings, the geotech report done,
3 and a supplemental for the storm water. Those
4 are some really key reports before they can
5 really commence with those choreography studies
6 and those access and safety studies. So after
7 October 7, we expect to commence the working
8 groups to meet the ZBA's charge.

9 We did get an extension to close this
10 hearing. Currently it is December 24. I do
11 expect to ask the applicant for further
12 extensions, but that will come at another time.
13 We don't have to take time now to schedule the
14 next hearing. I just want to give the board
15 members some time to think about it.

16 I do have October 27 on hold for 108
17 Centre, and I'm going to actually not reserve it
18 anymore for 108 Centre. So if Johanna is
19 available on October 27, we could possibly use
20 that for the next hearing on 217 Kent. You can
21 get back to me later in the hearing.

22 MS. SCHNEIDER: I am available that
23 night.

24 MS. MORELLI: Then I think I would

1 recommend continuing the hearing to October 27.

2 At this point, there's really nothing
3 more for me to add, so we can begin with Jane
4 Davis, who is a transportation engineer for
5 Environmental Partners, and Arthur Stadig is
6 also a principal with Walker Consultants. They
7 are the respective traffic and parking peer
8 reviewers.

9 MS. DAVIS: Thank you, Maria. So as
10 Maria said, my name is Jane Davis, and I'm a
11 project manager at Environmental Partners, and
12 we reviewed VAI's transportation impact
13 assessment for the traffic related impacts to
14 the development.

15 So the study area contains three
16 roadways -- Kent Street, Longwood Avenue, and
17 Aspinwall Avenue -- and then, also, five
18 intersections, three of which were signalized
19 and two of which were un-signalized, including
20 the site driveway along Kent Street.

21 VAI used traffic data from pre-Covid
22 conditions, and no adjustments were necessary to
23 account for the reduction in traffic volume from
24 the pandemic, and they reviewed crash data from

1 MassDOT, which indicated that the intersections
2 within the study area all had crash rates below
3 the state averages. However, the section of
4 Longwood Avenue within the study area falls
5 within a high crash location for bicycles, as
6 identified on the Highway Safety Improvement
7 Program website.

8 So we're recommending that VAI obtain
9 the crash data from the Brookline Police
10 Department to supplement the MassDOT data, which
11 may also provide a little more insight as to why
12 these crashes are happening along Longwood
13 Avenue. So that was one of our requests that we
14 outlined in our memo.

15 For the future conditions, VAI used a
16 combination of empirical data that was based on
17 the existing site with the 23-unit building,
18 which has similar characteristics to the
19 proposed development.

20 They used a combination of the
21 empirical data and compared it to the typical
22 ITE methodology that's used to estimate trip
23 generation, and using this mixed methodology,
24 they calculated a net increase in the vehicle

1 trips between existing and proposed and then
2 added these to the network to obtain the future
3 traffic conditions.

4 We reviewed the methodology, and we
5 agree it seems reasonable, and the vehicle trip
6 estimates are conservative. So for the vehicle
7 trips, the results are reasonable for the
8 analysis of the traffic operation.

9 In reviewing the analysis, we did
10 request several revisions or clarifications to
11 be able to verify. Several of these were
12 clarifications on the input values that were
13 used in the software, and some of them were for
14 verifications on the existing signal timing for
15 evening (?) that are currently operating.

16 With the provided analysis that was
17 outlined in the PIA, it does appear that all
18 movements at all intersections operate at an
19 acceptable (inaudible) service during those peak
20 hours. The large increase in delay is really
21 only about two additional seconds. And if these
22 results remain after the edits that we
23 requested, we agree that they are minor impacts,
24 but we would like to see the revised analysis to

1 to see if the results do change at all after the
2 revisions that we requested.

3 One of the other things is VAI did not
4 provide a site distance evaluation, and based on
5 the current site visit, it appears that the site
6 distance may be limited from the existing site
7 driveway, which is to remain under the proposed
8 conditions, but there's also -- the site is also
9 proposed to have a semi-circular drop-off area,
10 which would also require a site distance
11 evaluation.

12 So we've requested that VAI provide
13 these evaluations at both locations for
14 vehicles, and then, also, for pedestrians, as
15 per the town zoning bylaws.

16 As far as the recommendations that VAI
17 outlined, we agree with those. We identified
18 several other areas for potential mitigation,
19 both on and off site. As we typically recommend,
20 we requested truck turning templates for the
21 project, site access, which would be for
22 emergency vehicles, garbage trucks, etcetera.

23 We did receive correspondence from the
24 fire department regarding fire truck access and

1 that they had a concern that the adjacent
2 building -- with the spacing of the adjacent
3 building, they may not be able to use the site
4 driveway, and then I think also (inaudible). So
5 were just requesting some further verification
6 as far as the emergency access plan goes.

7 We had a couple of minor
8 recommendations on the TDM that they had
9 outlined. More significant recommendations were
10 really regarding mitigation for the additional
11 pedestrians and bicycles that will be added to
12 the number.

13 During our site visit, we noted that
14 there were some areas of noncompliance with ADA
15 guidelines for pedestrians. At some of the
16 pedestrian ramps at the intersections and then
17 the slopes of some of the sidewalks may not be --
18 we didn't go out with a level, but they appear to
19 be a little steeper than what is accessible. So
20 we're recommending that consideration be made,
21 and that (inaudible) to possibly address some of
22 the accessibility issues.

23 Other options for mitigation for
24 pedestrians could possibly include tightening

1 some of the intersection corners or installing
2 curb bump-outs, where possible, which would
3 shorten pedestrian crossings or installing an
4 updated pedestrian signal system at the
5 signalized intersections.

6 As we noted earlier, the bicycle --
7 the high crash cluster for bicycles along
8 Longwood Avenue we would recommend considering
9 some improvements for bicycle safety, as well,
10 which could include bicycle lanes, if it allows,
11 installing bike (?) boxes at the intersections
12 or merely adding some signage to heighten the
13 awareness of bikes that are along the road with
14 vehicles.

15 And then based on the revised analysis
16 that we requested, there may be some minor
17 mitigation measures that could also be
18 implemented as far as signal timing and phasing
19 at the signalized intersections, there could be
20 some possible re-optimizing, and we did note
21 that one of the pedestrian phases seemed that it
22 may not be adequate. So we would recommend just
23 reviewing the vehicle and pedestrian clearances
24 at the signalized intersections, making sure

1 that the parameters are adequate.

2 And then, other than that, there were
3 just some minor requests for backups and
4 clarifications that are outlined in the memo,
5 but I think that that outlines most of our major
6 recommendations.

7 MR. ZUROFF: Thank you, Ms. Davis.
8 Does the board have any questions for Ms. Davis?
9 Johanna?

10 MS. SCHNEIDER: I do not. It was a
11 really clear report. Thank you.

12 MR. ZUROFF: Randolph?

13 MR. MEIKLEJOHN: Same response, thanks
14 for the memo. No questions now.

15 MR. ZUROFF: Thank you very much. We
16 move on to our traffic reviewer or our other peer
17 reviewer?

18 MS. MORELLI: Parking.

19 MR. ZUROFF: Parking reviewer. I'm
20 sorry.

21 MR. STADIG: Good evening. Can you
22 hear me okay?

23 MR. ZUROFF: Yes, sir.

24 MR. STADIG: Great. Thank you. Good

1 evening, Mr. Chairman and members of the board.
2 My name is Arthur Stadig. I am a professional
3 engineer and principal with Walker Consultants.
4 We specialize in parking.

5 Walker performed a peer review report
6 dated September 21. We have essentially
7 reviewed the materials that were provided on the
8 website, with the addition of an updated
9 architectural set of plans by Sousa Design
10 Architects, dated June 14.

11 Just as a recap, the applicant
12 proposes 112 residential units, broken down with
13 46 studio, 42 one-bedroom, 12 two-bedroom, and
14 12 three-bedroom units. The facility has 39
15 below grade parking spaces, and there's one
16 additional space that's shown, but not listed in
17 the drive lane entering the parking facility.

18 The site is in the M1 zoning district
19 and transportation overlay district. This
20 requires one space per studio, 1.4 for one-
21 bedroom, two for residential units of two or
22 more bedrooms, with additional requirements of
23 ten percent increase of those residential spaces
24 required for visitor and tradespeople parking.

1 So adding that all together, we
2 calculated 153 residential spaces are required,
3 plus 16 visitor tradespeople, for a grand total
4 of 169 spaces required by zoning, and just for
5 context, a ratio of 1.5 spaces per unit.

6 The applicant, under Waiver Item N
7 indicates that they wanted to reduce it to .5
8 spaces per unit based on previous counts of a
9 90-unit plan, but the updated current plans,
10 which show 112 units, indicates still 39 spaces,
11 and this renders a ratio of .34 spaces per unit
12 that they are providing. Nothing in the
13 application materials provide to rationing (?)
14 more methodology for how the reduction of
15 parking spaces was determined or requested.

16 Walker performed research based on
17 census data just to give context. Within the
18 U.S. census data, we looked at track 4008.
19 Resident parking demand for the existing
20 neighborhood mix is in the range of .5 to .7
21 spaces per unit, just to give you an idea. So
22 based on the unit mix -- and it's important to
23 look at the unit mix when you're really
24 considering what a parking demand would be.

1 For example, if you had more two- and
2 three-bedroom than you had studio, that would
3 certainly have a higher parking demand, but
4 based on -- looking at the unit mix for this
5 development, and considering the issue of
6 affordable housing, it's our opinion that the
7 residential component of this project would
8 require a parking supply of .7 to .8 parking
9 spaces per unity, or 78 to 90 spaces.

10 In addition to that, as mentioned
11 earlier, zoning requires parking for visitors
12 and tradespeople. That is ten percent of the
13 required parking spaces, and based on that
14 zoning mandate, that was 16 spaces, as mentioned
15 earlier.

16 Also, just for reference, Urban Land
17 Institute recommends .15 spaces per unit for
18 visitor demand. That's exactly the same number
19 and is consistent with the zoning mandate, so
20 those two are compatible.

21 Our opinion is that we probably need a
22 little bit less than that. Just based on the
23 neighborhood, we recommend .1 spaces per unit be
24 provided for visitor and tradespeople. That

1 would require another 11 spaces. So if you added
2 the residential spaces, plus our recommendation
3 for visitor tradespeople spaces, we recommend a
4 grand total of 89 to 101 spaces, based on the
5 unit mix and the number of units. This is a
6 ratio of .8 to .9 spaces. Certainly, 89 to 101
7 that we recommend for this size of development
8 is substantially larger than the 39 provided.

9 In addition to that, looking at this,
10 there was a waiver request to go to drive lanes
11 less than 24 feet wide required by some -- they
12 indicated 21 feet. We didn't find that on the
13 current plans. Perhaps the plans were updated
14 to properly accommodate that width.

15 One area of concern that we have is
16 the vehicle entry-exit drive at the bottom of
17 the ramp is only 12 feet wide. That would only
18 accommodate one-way vehicle movement, so if
19 vehicles were trying to both enter and exit the
20 facility at the same time, that would be a
21 conflict and a problem, where one vehicle would
22 have to back out.

23 It is at the end of a long drive, so I
24 don't imagine that that would affect traffic on

1 the street. However, we don't really see any
2 reason why, from a safety standpoint, they
3 wouldn't design it to allow a wider doorway and
4 entry for two-way traffic.

5 In addition to that, the width of the
6 ramp at the bottom of the entry drive is quite
7 narrow -- or reasonably narrow. That, in
8 combination with the turning maneuvers in and
9 out of the parking facility, we've recommended a
10 turning study be performed to ensure adequate
11 turning maneuvers in and out of the parking
12 facility.

13 The approach ramp slope is fairly
14 steep. At certain portions of it, it's
15 approximately a 14 percent slope, and that was
16 based on measurements and our interpretation of
17 the drawings. That is not covered. It's open to
18 sky.

19 With that type of slope, there is a
20 significant risk in the wintertime of not being
21 able to get in or out, and the safety of that,
22 where people would have to be negotiating an
23 extremely steep ramp in snow and ice conditions
24 there. Not to say it couldn't be mitigated or

1 handled, but it's just something that would need
2 to be taken into account.

3 In addition, at the bottom of that
4 ramp is a trash area. What we really don't know
5 would be how trash is managed and handled. Do
6 trash trucks have to either drive down, turn
7 around and drive back out. There is no
8 turnaround area, so if they have to back down,
9 they would have to be backing down a 14 percent
10 ramp, or the trash could be wheeled up a 14
11 percent ramp to the road.

12 So any one of those would leave a lot
13 to be desired with respect to how the trash and
14 recyclables would be managed and see if there
15 can be mitigating measures to improve that.

16 In addition, just a side comment that
17 the egress path off of the back egress stair
18 empties into the parking space that is not
19 counted and shown at the bottom of the plan. If
20 a vehicle were parked there, it would block the
21 egress path. In addition to that, the egress
22 path likely doesn't need code requirements to
23 right of way. The architect should study that
24 further as to how to manage the egress path from

1 that back stairway.

2 Inside the parking facility, two
3 accessible spaces are required and shown. We
4 would just note that headroom requirements of 8
5 foot 2 for van accessible would need to be
6 provided, and we don't have any way of checking
7 to make sure that that's provided.

8 In the front of the building, the
9 (inaudible) share drop-off does not appear to
10 have -- or may or may not have the headroom
11 and/or the drop-off -- accessible drop-off
12 ability, so that just needs to be confirmed,
13 most importantly whether the headroom was there
14 to meet (inaudible) requirements.

15 Provisions for electric vehicle
16 charging needs to meet requirements of 15
17 percent. While that can be provided, it doesn't
18 necessarily need to be shown at this early
19 stage. If you do provide electric vehicle
20 charging, you also need to provide accessible EV
21 charging, and with that, with 15 percent
22 required, at least one space would be required
23 to be accessible. That's currently not shown
24 here, and that accessible -- one accessible EV

1 charging space would be in addition to the two
2 regular EV -- I'm sorry, two regular accessible
3 spaces that are required by regulation.

4 And then, finally, this is an enclosed
5 parking facility. It requires ventilation.

6 That can be handled, and no issue at all, but we
7 just would recommend that the architect show how
8 the management of air is both taken in and drawn
9 out so that it does not disturb neighbors with
10 either objectionable noise or volume of air
11 coming out of the parking facility while
12 ventilating.

13 That is my report. If there's any
14 questions, I'd be very happy to answer anything.

15 MR. ZUROFF: Thank you, Mr. Stadig.
16 Questions from the board? Johanna?

17 MS. SCHNEIDER: Thanks, Mark. Hey,
18 Art, thank you for your memo. I guess I had two,
19 maybe three questions. You mentioned that you
20 looked at the area in terms of comparative
21 parking covered by a particular census tract,
22 and I'm wondering if you can give us a sense of
23 how far that census tract extends.

24 MR. STADIG: I'm sorry. I've got a

1 little technical problem here. Could you repeat
2 the last part of that?

3 MS. SCHNEIDER: Yeah. You mentioned
4 that some of your analysis was in relation to
5 U.S. census data and that you looked a
6 particular census tract, and I'm wondering if
7 you are able to give us some sense of what does
8 that area cover. Is it all of North Brookline?
9 Is it a particular neighborhood?

10 MR. STADIG: Yeah, the typical census
11 tracts are about two or three kind of blocks,
12 widened areas. This project is within 2008. It
13 is wholly covered by that. I can follow with the
14 information as to exactly which streets it
15 covers, but it is the blocks right around this
16 particular area. I can't give you more specific
17 right on this call, but I can follow up with you
18 on that.

19 MS. SCHNEIDER: No, that's enough. I
20 was just trying to figure out how big or small an
21 area it was. And then my next question is sort
22 of related. Obviously, the current proposal is
23 for fewer parking spaces than Walker thinks is
24 appropriate. I wanted to get a sense, if you

1 know, what's the supply of on street parking in
2 the immediate neighborhood?

3 MR. STADIG: It's what's on Kent
4 Street. I did not do a count of that, but
5 generally speaking, number one, obviously, on
6 street parking is not allowed, and residential
7 parking peaks at night. So typically, that's
8 probably one of the biggest issues with that
9 that wouldn't be -- generally, our
10 recommendations wouldn't be affected by that.

11 Of course, visitor and/or tradespeople
12 parking may be affected by that, but I did not
13 perform, let's say, a neighborhood car count or
14 on street count to indicate what's available,
15 but I would imagine it's just like anywhere
16 else. It's probably quite competitive to pick
17 up those spaces during the day.

18 MS. SCHNEIDER: Yeah, I'm just
19 thinking, and I don't know, Maria, if that's
20 something that we have the access to, but it does
21 seem like there's a real problem, in particular,
22 with visitor and contractor, etcetera parking
23 ratios here. And when I think about this
24 neighborhood, which is very close to where I

1 live, I can't think of very much metered or on
2 street parking in the immediate vicinity.

3 MS. MORELLI: Actually, yes, Kent
4 Street doesn't have any on street parking, at
5 least that segment.

6 MS. SCHNEIDER: That's what I thought,
7 yeah. I have no more questions.

8 MR. ZUROFF: Thank you, Johanna.
9 Randolph?

10 MR. MEIKLEJOHN: Yes, thanks, Mark. I
11 have a question about the comments about the
12 driveway ramp slope. And the background for
13 this is some inquiries I've made in earlier
14 presentations of the project.

15 My reaction has been that the
16 applicant has put down such a large building
17 footprint that the side where the drive is
18 proposed is already under a lot of pressure, and
19 the Walker memo points out some of these
20 deficiencies with lack of width and the width of
21 the garage entrance, and then the ramp slope
22 itself.

23 So my question is for a driveway ramp
24 for this kind of traffic with residents and

1 recycling trash and visitors and so on that is
2 open to the weather, does Walker have an opinion
3 at this point about what a safe and appropriate
4 range of slope ought to be?

5 MR. STADIG: Yeah, typically, we would
6 recommend for exterior exposure that you try to
7 keep it to ten percent or less. But even having
8 said that, if you get in that ten percent range,
9 there still could be times -- and we all
10 experience that, those of us that drive around
11 in New England -- that if you try to go up an
12 untreated or hill that's roughly ten percent,
13 you're still going to have problems with that.

14 So that isn't to say that they
15 couldn't manage it with chemicals and/or even
16 there are ways of doing active snow melt. Ten
17 percent would be about the max that we'd
18 recommend, but that would be with the caveat
19 that you would need to manage that. Fourteen, 15
20 percent is off the charts with respect to our
21 recommendations for uncovered, exposed ramps.
22 It's just quite steep in this climate. We all
23 know how it can snow in a general area here.
24 Okay?

1 MR. MEIKLEJOHN: Thank you. Mark,
2 that's all for me.

3 MR. ZUROFF: I appreciate, Art, your
4 input. There's a lot of questions raised by your
5 report, so I'm looking forward to hearing the
6 applicant's response to this, because there are
7 a lot of problems that were weeded out by your
8 report. Thank you very much, and I guess we can
9 hear the response now. Maria, is that correct?

10 MS. MORELLI: Yes, it is. I'll turn it
11 over to Jennifer Dopazo-Gilbert, who's the
12 attorney for the applicant.

13 MS. DOPAZO-GILBERT: Thank you. Thank
14 you very much. Jennifer Dopazo-Gilbert, here
15 with Scott Thornton, and he's the traffic
16 consultant for the project, who I'll turn it
17 over to in one minute, and we also have Dennis
18 Greenwood, the architect from Sousa Design, who
19 can also respond to some of the questions and
20 issues that were raised.

21 I just want to follow up on one quick
22 update. As Maria said, we are working
23 diligently to provide the supplemental
24 information so that we can get going on the

1 design working group meetings. We expect to
2 have all of those reports completed around
3 October 7.

4 We also did have a really productive
5 meeting with the MBTA Real Estate Group that
6 went really well, because we are in the back
7 there in what is called the zone of influence.
8 They didn't have any objections to the
9 project as proposed. We went over the plans.
10 They had a bunch of questions.

11 The main thing that they drove home is
12 get in touch with us again, and we'll have
13 another meeting when we fully understand where
14 your building footprint is and the size of the
15 project. But the other things that they said was
16 the contractor would need to be trained and
17 certified to work in this area. So we'll make
18 sure of that.

19 They would need to be trained and
20 certified by the MBTA in advance of the new
21 contractors, who are already trained and
22 certified to work in this area zone of
23 influence. And they said that most of the issues
24 have to do with coordination and being very,

1 very careful with any cranes that need to be in
2 that area.

3 So I just wanted to update you there,
4 and now, I'll turn it over to Scott Thornton to
5 briefly respond to the comments. Scott, when
6 you're done with any Q&A from the board, I think
7 Dennis wants to chime in on a few items, as well.
8 Thank you.

9 MR. THORNTON: Great. Sounds good.
10 Thanks, Jennifer. For the record, my name is
11 Scott Thornton. I'm with Vanasse & Associates.
12 We're traffic consultants for the project. And
13 we are in receipt of the comments that were
14 provided by Environmental Partners and by Walker
15 Parking Consultants.

16 We just got those last week, and I've
17 had a chance to go through them. We'll be
18 providing comments and responses in written
19 format, but I think in general, I think that the
20 comments are items that we can address. I don't
21 anticipate any issues with them.

22 So the additional items that
23 Environmental Partners had requested with regard
24 to additional analysis, the crash data from the

1 Brookline Police Department, we can obtain that
2 information. In general, I think some of the
3 modifications that are requested to the traffic
4 analysis may not have -- may have an effect of
5 changing the baseline for the traffic
6 conditions, and not necessarily modifying the
7 impact that the project would have, because the
8 project, in general, has a fairly minimal impact
9 on traffic conditions in the area.

10 But we've received some of the -- or
11 looked at some of the issues related to
12 mitigation related to pedestrian improvements,
13 and to the extent that we can incorporate some of
14 those and address them, we will certainly do so.
15 But again, I think that the overall takeaway
16 from the traffic analysis that we prepared is
17 that the project does have a minimal impact on
18 traffic flow and traffic conditions.

19 With regards to the parking situation,
20 I think there's a few key items with the
21 proximity of transit services in the city of the
22 project. Typically, there's a reduced demand
23 for parking needs for residential developments.
24 Usually if it's within a half a mile or so of a

1 transit facility, there's a recognized need or
2 reduced need for parking and for residents to
3 have cars in these areas.

4 And in this particular condition in
5 this site, we have three Green Line branches
6 that are within half a mile -- three stops that
7 are within half a mile of the site. There's
8 three bus routes that are within half a mile of
9 the site.

10 So in general, a 10- to 15-minute walk
11 to get access to any of these transit services,
12 which we think that this site would lend itself
13 to being categorized as a transit-oriented
14 development and would appeal to potential
15 residents without cars. And that's certainly a
16 market trend in the area with the demand for
17 housing, and the trend is for less parking to be
18 provided in the Greater Boston area, whether
19 it's in Brookline or in Cambridge or in Malden.
20 It is the trend to provide less parking for
21 residential developments.

22 The Metropolitan Area Planning
23 Commission had provided a perfect fit parking
24 report, and in terms of the -- I'm sure you're

1 familiar with it, but in general, the MAPC
2 surveyed approximately 180 residential apartment
3 developments in the Greater Boston area to
4 determine parking needs. And as it relates to
5 this project, where we're looking at a parking
6 ratio in the .3 range, there are approximately
7 25 developments that provided between a .2 and a
8 .4 parking space per unit ratio in that study.

9 There are plenty of developments in
10 this area of Brookline without any parking that
11 are occupied -- that are fully occupied. So
12 there is a market that exists for these types of
13 developments and residential projects without or
14 with reduced parking supply.

15 There's also the ITE parking
16 generation manual, which for residential
17 developments in an urban core setting could have
18 a parking demand ratio. It would be in the same
19 area, .2, .3 spaces per unit. So I think there's
20 a real opportunity for this type of development
21 to succeed.

22 I think there's a number of questions
23 that are related to the layout of the parking
24 garage, and I think we will -- so we will provide

1 some responses to both Environmental Partners'
2 comment letter, and also to Walker's parking
3 comments, and we'll need some -- we'll work with
4 our architects to develop those responses, and
5 those will be forthcoming.

6 I think at this point, I'll turn it
7 over to Dennis or Stephen to get into some of the
8 layout issues with the garage.

9 MR. GREENWOOD: Certainly. Thank you,
10 Scott. Dennis Greenwood with Sousa Design
11 Architects. So really there's a couple of notes
12 of clarification that I think would help that
13 came up in some of Arthur's comments.

14 The first is that next to the trash
15 area you mentioned a parking space. That was
16 intended as a Zipcar ride share click
17 application. We didn't include that in the
18 counts, so that's why you didn't see that
19 included in that 39 spaces.

20 Also, the 21-foot aisle was a previous
21 variance. We're now over 24 feet aisles inside,
22 which you see noted on the plans, which you
23 picked up on. And then, finally, the slope,
24 which was kind of the biggest comment. We are at

1 10.3 percent slope at the steepest right now,
2 with 6.25 percent transitions at the top and
3 bottom of that ramp. We're looking at how we can
4 work with those transitions and maybe get that
5 right down to that 10 line that you're talking
6 about. We are also looking at heating the slab
7 for snow melt as a kind of way to mitigate that,
8 as well.

9 MR. ZUROFF: Thank you both. I do have
10 a question for both of you, actually. You
11 brought up the Zipcars, and I don't know whether
12 anybody actually plans for Zipcars anymore, but
13 is there any provision in the plan to have that
14 kind of facility available?

15 MR. THORNTON: Yeah. So the one space
16 that's at the end of the ramp that Dennis
17 referred to is currently proposed to be a
18 Zipcar. I agree with you that they're nowhere
19 near as prevalent as they used to be, but to the
20 extent that they would be interested in having a
21 Zipcar in this area, it will be available for
22 them. It may wind up being a space that gets
23 used for maintenance or for other staff if
24 Zipcar isn't interested, but I agree that the

1 TNC, the transportation network, the Ubers and
2 Lyfts are really eating the Zipcar experience in
3 the business.

4 One other item with relation to
5 visitor spaces. There are six, what we're
6 calling, flex spaces that are in the garage that
7 can be used for visitors during the evening, as
8 well as staff and management, building
9 management, or possibly contractors during the
10 day. So there is a possibility or ability to
11 provide spaces for those uses.

12 MR. ZUROFF: And also, I wanted to
13 know if you -- it would be helpful to us if you
14 could provide us examples of buildings --
15 developments that have the ratio that you're
16 saying is prevalent for new developments. I
17 believe you said .2 or .3 spaces per unit. So
18 it's a bold number, and I think that we would
19 benefit from knowing what kind of developments
20 you're comparing this to.

21 MR. THORNTON: Yeah, so that's in the
22 perfect fit parking study. So they're existing
23 developments, but they are -- I don't believe
24 the perfect fit study looked at any locations in

1 Brookline, but there are some in Malden, there
2 are some in Cambridge, some in Boston, some in
3 Waltham. So there's a good range of
4 developments in that area -- in that parking
5 area.

6 MR. ZUROFF: So would you be able to
7 provide some examples to us?

8 MR. THORNTON: Sure.

9 MS. MORELLI: Mark, did you mean
10 developments in Brookline, in this particular
11 area?

12 MR. ZUROFF: Well, comparable. I
13 mean, Brookline is unique, obviously, but it's
14 almost urban, almost suburban, so there might be
15 comparable towns where similar developments are
16 being proposed or done that have low parking
17 ratios.

18 MS. MORELLI: I just want to point out
19 the perfect fit, at least the phase that I looked
20 at, did not cover any developments in Brookline,
21 and also just one asterisk. When you look at
22 those developments, it would be good to know if
23 there is on street parking available, or
24 sometimes it's resident parking only, and that

1 can also give the resident a choice, do I want to
2 park in the building, or do I want to park for
3 free in the street. Maybe all I need is a
4 resident's permit. So that's just a caveat.

5 MR. THORNTON: Yeah, and I think that
6 it would also be helpful to have some other
7 developments from Brookline that don't have
8 parking or have very limited parking so you can
9 see that this is not -- it may not be common, but
10 it's not uncommon.

11 MS. SCHNEIDER: Well, if I could
12 just --

13 MR. ZUROFF: Go ahead, Johanna.

14 MS. SCHNEIDER: If I could just jump
15 in, I do think that having some Brookline data,
16 if it exists and is accessible, would be the most
17 helpful to this board. I'm pretty familiar with
18 the perfect fit study, and, in fact, cite it in
19 projects all the time. I'm not sure that a lot
20 of those catchment areas are good comparisons to
21 Brookline.

22 And the only thing that I would note
23 is that I think we've all sat on 40B proposals
24 that are 100 percent affordable or that are

1 elderly affordable, and I don't think that those
2 are comparable to something like this that
3 doesn't have an age or a full income
4 restriction.

5 MR. ZUROFF: Thank you. Any other
6 comments, questions from the board? No? Maria?

7 MS. MORELLI: Nothing. There's
8 nothing in the chat, and no hands are raised.

9 MR. ZUROFF: Jennifer, do you have
10 anything else to add at this point? I know that
11 you'll be going into working groups, and that
12 some of these issues will be addressed as you
13 progress through those, or at least I hope there
14 are, because, obviously, we take these peer
15 reviews into consideration in charging you going
16 forward.

17 MS. DOPAZO-GILBERT: No, absolutely.
18 We've noted everything, and Maria is really
19 great to do a follow up on issues and questions
20 that need to be answered at the next meeting, so
21 we'll certainly do that.

22 I'll just mention as a side note it's
23 going to be interesting to see what happens with
24 the two competing warrant articles that will be

1 voted on before this project gets permitted
2 having to do with drastic reductions, and even a
3 no parking requirement in this type of a
4 project. So I look forward to seeing how town
5 meeting handles this.

6 MR. ZUROFF: Then I guess if there's
7 no public comment, and there are no further
8 questions from the board, and nothing to be
9 heard from the applicant, then we can draw this
10 meeting to a close, and we will schedule our next
11 hearing on the 27th of October.

12 MS. MORELLI: Correct.

13 MR. ZUROFF: Board members, I assume
14 that's open to all of you. I know it's open to
15 me. So thank you all for your presentations and
16 for listening, and we'll look forward to hearing
17 from you again at the next hearing on October 27.
18 Thank you very much.

19 MS. DOPAZO-GILBERT: And thank you
20 all. Goodnight.

21 MR. ZUROFF: This meeting is now
22 adjourned. Thank you.

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C E R T I F I C A T E

COMMONWEALTH OF MASSACHUSETTS

NORFOLK, ss.

I, ARLENE R. BOYER, a Certified Court Reporter and Notary Public in and for the Commonwealth of Massachusetts, do hereby certify:

That the proceedings herein was recorded by me and transcribed by me; and that such transcript is a true record of the proceedings, to the best of my knowledge, skill and ability.

IN WITNESS WHEREOF, I hereunto set my hand and notarial seal this 15th day of October 2021.



Arlene R. Boyer, CVR
Notary Public

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November 21, 2025

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