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COMMONWEALTH OF MASSACHUSETTS

TOWN OF BROOKLINE, MASSACHUSETTS

ZONING BOARD OF APPEALS PUBLIC HEARING

REMOTE ZOOM

THURSDAY, MAY 19, 2022

7:03 p.m. - 9:10 p.m.

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APPEARANCES:

Maria Morelli, AICP, Senior Planner  
Planning & Community Development  
Town of Brookline  
333 Washington Street  
Brookline, Massachusetts 02445  
(617) 730-2670

Board of Appeals:

Mark Zuroff, Chairman  
Randolph Meiklejohn, Board Member  
Johanna Schneider  
  
Robert Allen, Esquire

P R O C E E D I N G S

(7:03 p.m.)

MR. ZUROFF: We are ready to go?  
Good. Good evening, ladies and gentlemen.  
My name is Mark Zuroff. I am sitting as  
chair of this meeting of the Zoning Board  
of Appeals.

Before we begin, I will confirm  
that all members persons anticipated,  
participate on the agenda are present and  
can hear me, so members, when I call your  
names please respond in some way,  
hopefully affirmative. Johanna Schneider.

MS. SCHNEIDER: Present.

MR. ZUROFF: And Randolph  
Meiklejohn.

MR. MEIKLEJOHN: I also am present.

MR. ZUROFF: Thank you, Randolph.  
Staff, when I call your name please  
acknowledge. your presence. Maria  
Morelli.

MS. MORELLI: I am present.

MR. ZUROFF: And I think that's it

1 for staff, correct?

2 MS. MORELLI: Yes, it is.

3 MR. ZUROFF: Okay. All speakers  
4 should identify themselves by name prior  
5 to speaking so that the accurate record  
6 can be --

7 THE RECORDING MACHINE: Recording  
8 in progress.

9 MR. ZUROFF: I hope it started  
10 earlier than that, but that's okay.

11 This hearing of the ZBA in open  
12 session is being conducted remotely in a  
13 manner that is consistent with the  
14 legislature's extension of the provision  
15 originally made under Governor Baker's  
16 March 12, 2020, executive order concerning  
17 the now expired state of emergency in the  
18 Commonwealth due to the outbreak of the  
19 virus.

20 This body is authorized to meet  
21 entirely remotely so long as adequate  
22 public access is provided. Adequate  
23 public access does not include public  
24 participation unless such participation is  
25 required by law. This hearing will likely

1 feature public comment.

2 For this hearing the ZBA is  
3 convening by video conference via Zoom as  
4 posted on the town's calendar which is  
5 identified as the public may access the  
6 hearing.

7 Be advised that this hearing is and  
8 that some attendees may be participating  
9 by video conference. Accordingly, please  
10 be aware that others may be able to see  
11 you and take care not to screen share your  
12 computers. Anything that you broadcast  
13 may be captured by the recording.

14 All supporting materials that have  
15 been provided to members of this body are  
16 also available to the public and may be  
17 accessed through the town website or via  
18 request from the planning staff.

19 Finally, before turning to the  
20 agenda, I will cover some ground rules  
21 that will permit clear, effective conduct  
22 of our business to help insure accurate  
23 hearing minutes.

24 I, actually Maria will introduce  
25 each speaker on the agenda. After they

1 conclude their remarks, I will invite  
2 every member of the board by name  
3 individually to provide any comments,  
4 questions, or motions. Please hold yours  
5 until your name is called.

6 Please also remember to mute your  
7 phone or computer when you are not  
8 speaking, and just speak clearly and in a  
9 way that helps generate accurate minutes.

10 Before responding, please wait  
11 until the floor is yielded to you and  
12 state your name before speaking.

13 If members wish to engage in side  
14 bar comment with other members, please do  
15 so through Maria.

16 And finally, each vote taken in  
17 this hearing will be conducted by will  
18 call vote. I don't anticipate a vote  
19 tonight, but we don't know.

20 For the public component of this  
21 hearing, I will first ask members of the  
22 public if there are any who wish to speak  
23 to identify themselves by name and address  
24 only, and Maria will recognize them when  
25 they raise their hand and enter into the

1 chat section.

2 Please enter your name in the chat  
3 section. You can find that icon on the  
4 bottom of your screen, click on the icon  
5 and the chat window will appear on your  
6 screen.

7 Our host, Maria, will queue members  
8 in the order in which the request is  
9 received, and additionally, we will ask if  
10 members of the public who are calling,  
11 would like to speak in favor or in  
12 opposition of the project, but that will  
13 come later. It's not likely to be  
14 tonight.

15 Finally, before I start the  
16 business, and turn it over to Maria, I do  
17 want to point out that I am compelled to  
18 disclose that I have a potential conflict  
19 with one of the presenters. I am involved  
20 in a matter that involves the architect,  
21 Steven Sousa. I do not believe that that  
22 conflict will influence my decision at  
23 all, but I do feel compelled to do that,  
24 and I have filed the appropriate  
25 disclosure with the select board of will

1 be doing that shortly, so I just want to  
2 put that on the record.

3 So now, I will now turn the meeting  
4 over to Maria who has an agenda that she  
5 would like to disclose. We'll move on  
6 from there, so Maria, it's all yours.

7 MS. MORELLI: Thank you, Mr.  
8 Zuroff. I first want to just acknowledge  
9 some scheduled business. The deadline to  
10 close the hearing is June 30, 2022, and I  
11 will be asking Mr. Allen for an extension.

12 Usually, we get them 30 days at a  
13 time, so I'm asking if I could get an  
14 extension to July 31st. Mr. Allen?

15 MR. ALLEN: I'm not sure why,  
16 Maria.

17 MS. MORELLI: An extension to close  
18 the hearing. Okay, we can discuss if off-  
19 line then.

20 MR. ALLEN: Yeah, I'd love to shoot  
21 for June 30.

22 MS. MORELLI: I will explain I  
23 think later in my report why that's not  
24 possible. Okay, so turning over to the  
25 agenda, the agenda here is we will begin



1 with the reminder of the ZBA's charge  
2 which I will go over in my staff report.

3 The last time we met was September,  
4 2021. Then the applicant will present  
5 revised plans. The traffic peer reviewer  
6 for the town will provide a follow-up  
7 report.

8 The parking peer reviewer will  
9 provide a follow-up report, and the design  
10 peer reviewer will provide a status  
11 report.

12 My staff report will also cover  
13 town departments who have weighed in thus  
14 far.

15 If there is any public comment I  
16 defer to the board, and then in regard to  
17 any new instructions the ZBA might have  
18 for the developer, and then, of course, to  
19 continue the hearing, and I'm recommending  
20 continuing to June 22nd so that you can  
21 look at your calendars. We'll turn to  
22 that business later.

23 So, I'm going to go over my staff  
24 report right now. Because it's been about  
25 six months since we last met on this

1 project, I want to give you a very cursory  
2 overview. The initial application  
3 consisted of a second building behind the  
4 existing building at 217 Kent, in the  
5 multi-family 1.0 district.

6 The original project consisted of  
7 the applicant in its response to working  
8 independently with the community,  
9 submitted a revised design that would  
10 demolish the existing building, and  
11 replace it with one building with a tiered  
12 roof beginning with a three-story volume  
13 at Kent Street.

14 Also, one long, circular drive in  
15 the front yard, and a side yard driveway  
16 with a 15 percent slope, no open space or  
17 notable setbacks.

18 There are no secondary streets that  
19 would accommodate secondary access or  
20 egress points, and there are at the time  
21 we identified certain implications for  
22 construction, the MBTA runs at the rear,  
23 as does the Emerald Necklace Olmstead  
24 Park, which is in the National Register.

25 At that time regarding data that we

1 typically get to have a comprehensive  
2 review, we needed additional data for  
3 traffic as well as a stormwater report  
4 that demonstrates it is feasible and can  
5 function.

6 The ZBA's charge at the time was  
7 that a feasible site plan and siting was  
8 its primary concern. The board would not  
9 address scale and massing until site  
10 circulation and siting was addressed  
11 sufficiently first.

12 Namely, there had to be evidence of  
13 feasibility. There had to be a  
14 choreography of the operations from  
15 emergency access and staging, fire  
16 department access to the roof, how trash  
17 would be picked up on site, access and  
18 egress, ride share drop-off, tenant moving  
19 days, service vehicles, visitors, open  
20 space amenities at the ground level,  
21 pedestrian paths on site.

22 Accessibility access, feasible  
23 access and circulation in the parking  
24 garage, to the parking garage,  
25 implications during snow and ice

1 conditions, a consideration of the  
2 narrowness of Kent Street, and utilities  
3 and street trees.

4 There was also a great concern  
5 about the lack of useable open space for  
6 residents, a lack of setbacks all around  
7 the building, and no relationship to the  
8 Emerald Necklace Park at the rear.

9 Returning to the working roof --  
10 studies, there were integrated team  
11 meetings involving the health department,  
12 engineering division, water and sewer  
13 transportation, conservation, as well as  
14 our transportation, parking and design  
15 peer reviewers.

16 They were very productive. Working  
17 group meeting were held substantively on  
18 November 17, 2021, February 2, 2022,  
19 February 28, 2022, and April 11, 2022.

20 There were also other meetings with  
21 staff in between, and the studies included  
22 auto-turn analyses, shadow studies, site  
23 sections, the 3-D model, as well as the  
24 site's choreography, additional data for  
25 traffic and parking, and a bona fide storm

1 water report.

2 Turning to the status of where we  
3 are now, I do give great credit to the  
4 applicants, the architect and project team  
5 and the attorney for the applicant for  
6 setback commitments and progress, and  
7 moreover, their respect for the process.

8 The site plan is improved and  
9 demonstrates safe and feasible access and  
10 operations.

11 We do have a status report from the  
12 DPW regarding the storm water, and they do  
13 feel that there are some post-additional  
14 or greater post-development runoff for  
15 rate and volume that does need to be  
16 addressed, but as designed, the site is  
17 feasible and there were no noted red  
18 flags.

19 One thing that we did not spend a  
20 great deal of time on is the rear façade  
21 in relation to the Emerald Necklace Park.  
22 That will be resolved when the ZBA gives a  
23 charge with regard to the massing.

24 The T board will take this up when  
25 the massing is further revised and

1 presented to the board. The fire  
2 department has continually supplied  
3 comments which were for the most part,  
4 integrated into the project, notably the  
5 slope of the side yard driveway, and there  
6 are additional comments for the T board's  
7 consideration as well as this board.

8 I do want to note that once the  
9 hearing is closed there is no testimony,  
10 even from the applicant. We are not going  
11 to be reviewing conditions at the next  
12 hearing. We are going to be reviewing  
13 real massing changes for the board's  
14 consideration because we have not heard a  
15 charge from this board in regard to the  
16 latest configuration of massing.

17 So, we do need to give this board  
18 the courtesy of revealing the revised  
19 plans that they're seeing for the first  
20 time today six months after the last  
21 hearing, and I do want to note that I  
22 don't know if there will be a further  
23 charge from this board at the next  
24 hearing.

25 Once the hearing is closed it will

1 be the board discussing conditions on this  
2 project with no testimony from the  
3 applicants. So, for Attorney Allen's  
4 benefit, I would like you to reconsider  
5 extending the hearing. We can discuss it  
6 offline or at the next hearing, if you  
7 wish.

8 That is the end of my report, and I  
9 turn it over to the board if you have any  
10 questions for me.

11 MR. ZUROFF: Board members.  
12 Randolph?

13 MS. SCHNEIDER: Thank you.

14 MR. MICKLEJOHN: No questions yet.  
15 Thank you, Mark.

16 MR. ZUROFF: And I have no  
17 questions. I'm interested in seeing the  
18 presentation. Mr. Allen, you can proceed.

19 MR. ALLEN: Great. Thank you. Mr.  
20 Chair, members of the board, for the  
21 record, my name is Robert Allen. I have  
22 law practice at 300 Washington Street in  
23 Brookline Village.

24 I'm actually here filling in for my  
25 partner, Jennifer Gilbert, who has been

1 handling this matter. However, she is off  
2 at her son's graduation, college  
3 graduation, which as someone who is the  
4 same age as her makes me feeling pretty  
5 old right about now, but here I am, and  
6 she's away.

7 But I want to start by thanking the  
8 board for having me here tonight. I want  
9 to thank town staff, particularly Maria,  
10 for their continued patience,  
11 professionalism and cooperation, as well  
12 as the peer reviewers for their  
13 responsiveness.

14 I also want to acknowledge the  
15 neighbors who were really the ones that  
16 pushed us to change from our initial  
17 submission and improve the streetscape by  
18 designing a better-looking new building.

19 I may have said it before, but this  
20 neighborhood has been a pleasure to work  
21 with, not because I think they're excited  
22 about a proposed development, but our  
23 early conversations were constructive,  
24 they were informative, and I think it'll  
25 prove to help this development at the end.



1           There seems to be a real  
2 willingness in this neighborhood to accept  
3 affordable housing in this area, and I  
4 appreciate all their time and guidance.

5           I hope they like the outcome of the  
6 numerous discussions between the town's  
7 peer reviewer and our architectural team  
8 which Dennis Greenwood will present.

9           I should say my client is the New  
10 Kent Street, LLC and Sassan Zelkha here  
11 representing them. We also have our  
12 landscape architect Blair Hinds, as well  
13 as Dennis Greenwood from Sousa Design.

14           Mr. Chair, just for the record, we  
15 were aware of that conflict. We have no  
16 issue relative to that conflict that you  
17 brought up early on.

18           As you know, this project was filed  
19 back in late 2019, got really stalled in  
20 Covid, and had the first ZBA meeting a  
21 little over a year ago. I don't want to  
22 spend much time talking about the history.  
23 I think Maria did a great job summarizing  
24 it.

25           I think we can all agree it's time

1 to move this project forward and get some  
2 badly needed affordable housing in this  
3 town.

4 I believe that at this point our  
5 team has provided all the information  
6 requested by staff, all reports on  
7 stormwater, traffic and parking, and of  
8 course numerous sessions with Cliff over  
9 design that I'm happy to say really  
10 influenced the proposal you'll see tonight  
11 in a very positive way.

12 We had planned to go to the  
13 transportation board next month once the  
14 unit count and massing had been  
15 established.

16 We've been in communication with  
17 the MBTA and don't anticipate any issues,  
18 especially now that the setback has been  
19 increased.

20 We have also had conversations with  
21 the fire department who provided a memo  
22 essentially stating there's no concerns  
23 that cannot be handled by imposing certain  
24 conditions, all of which seemed reasonable  
25 to us.

1           Much of the peer review was really  
2 focused on massing, circulation, open  
3 space and setbacks, and things really came  
4 together when Cliff suggested that  
5 creating an L-shaped building, which  
6 really improved that circulation,  
7 increased the setbacks, increased the open  
8 space and shifted some of the massing.

9           The proposal Dennis will present to  
10 you shortly has been reduced by over 9,000  
11 square feet with the unit count reduced by  
12 twelve down to now 100 units.

13           We feel that we are at the point  
14 that we have gone as far as we can  
15 relative to massing and unit count. We've  
16 given most of what the town has asked for,  
17 and the belt of financial feasibility is  
18 about as tight as it can possibly be right  
19 now.

20           So, with that as a little  
21 background I will turn it over to Dennis  
22 Greenwood, and he'll walk you through the  
23 current proposal.

24           MR. GREENWOOD: Thank you, Bobby.  
25 For the record, my name is Dennis

1 Greenwood of Sousa Design Architects,  
2 located at 81 Boylston Street in  
3 Brookline, and I'll pull up the  
4 presentation now.

5 So, I'd like to reiterate some of  
6 what Bobby said, and thank Maria and Cliff  
7 and other town members for the continued  
8 help in making this project even better  
9 than it was previously, and hopefully what  
10 I can show you today will show you how  
11 much it is improved.

12 Bobby has already run you through  
13 some of the key points in the project.  
14 I'm going to walk you through the current  
15 plan and discuss the project. It's been  
16 through several iterations and quite a bit  
17 of modifications and refinements since we  
18 were last before the board, and I'll walk  
19 you through the first few slides which  
20 will focus on a comparison and a narrative  
21 of changes, and then get into some more  
22 detailed plans, elevations, and renderings  
23 in the project.

24 The development team is New Kent  
25 Street, LLC where I know Bobby is the

1 representative of the legal team. For  
2 architecture we have Sousa Design  
3 Architects. For a landscape architect we  
4 have Verdant. Blair Hines is on the line  
5 to represent Verdant Architects.

6 The civil team is Hancock  
7 Associates. For sustainability  
8 consultants we are using Soden  
9 Sustainability, and for transportation  
10 it's Vanesse & Associates.

11 From this slide we see a side-by-  
12 side comparison on the upper portion of  
13 the drawing here. So, you have the  
14 proposed first floor as was last presented  
15 back last year at 112 units.

16 On the right we have the revised  
17 design which has been reduced down to 100  
18 units, and then as a broad scope of what  
19 has changed here, there has been  
20 significant site plan modifications.

21 You can see the red outline on the  
22 proposed plan represents the former  
23 proposed footprint, and really we'll kind  
24 of dive into what impacts that made, but  
25 there's been significant reductions in the

1 overall footprint, as well as gross square  
2 footage of the project, which has  
3 increased the open area, the site  
4 circulation, some of the safety issues  
5 that we discussed, as well as concerns  
6 about setbacks along the rear, and fire  
7 apparatus access along the driveway in  
8 front of the project.

9 Some of the major other impacts for  
10 site plan modifications were to provide  
11 better pedestrian and bicycle entries. By  
12 doing so, what we did was we separated out  
13 the entryways.

14 Formerly we had a bike entry that  
15 went down along the side of the driveway  
16 and there were concerns about some of that  
17 cross-circulation in proximity and blind  
18 corners that were created.

19 What we did was we separated that  
20 out. There's no longer any circulation  
21 down along the side of the driveway other  
22 than strictly the vehicular access down to  
23 the parking area.

24 The drop off area along the front,  
25 along Kent Street has been increased.

1 Part of that was made possible by pulling  
2 the entire building back an additional 13  
3 feet, 2 inches.

4 In doing so what we were able to do  
5 was create a shoulder on that drop off  
6 area that would actually be a full pull  
7 off zone that still leaves area for  
8 vehicles to get by on that drop off zone  
9 while still creating an area where move  
10 ins could be serviced, typically Uber or  
11 ride share lift drop offs could be  
12 accommodated, as well as your everyday  
13 deliveries.

14 The trash was formerly located at  
15 the bottom of the ramp down here where I'm  
16 showing with my cursor. We've actually  
17 relocated that, so within the garage which  
18 you'll see in slides coming up there's a  
19 trash catchment area that catches the  
20 trash and sorts it from the trash chutes,  
21 but then it actually gets brought up by  
22 cart to the front of the building where  
23 the trash trucks can utilize that drop  
24 off, so during scheduled pick-ups to  
25 eliminate the needs for any trash trucks

1 to back down that drive aisle.

2 The other benefit of what that did  
3 was it enabled us to extend the length of  
4 that ramp, so instead of being a 15  
5 percent slope we're now to a 10 percent  
6 slope.

7 The cantilever over the drive aisle  
8 has been eliminated, so again, you can see  
9 the red outline here. What that did was,  
10 and I was in conversations with the fire  
11 department, concerns for ladder trucks,  
12 the reduction of slope and the additional  
13 clearance above that apparatus gave  
14 increased access in case of an emergency.

15 The total unit count as Bobby  
16 mentioned, was reduced by 12, from 112  
17 units down to 100 units. The total gross  
18 floor area was reduced by 9,166 square  
19 feet. We removed the top story which was  
20 an additional amenity space. What that  
21 did for us is it reduced the building  
22 height by nearly ten feet.

23 The roof decks along Kent Street  
24 have also been eliminated. The front  
25 building setback was pulled back an



1 additional 13 feet, 2 inches from not only  
2 the previous proposal, but also from the  
3 location of where the current brick  
4 building is set now.

5 The length of the building was  
6 reduced to increase the rear setback from  
7 2 foot 8, up to 14 foot 5, and that also  
8 pulls us out of the zone of influence for  
9 the MBTA to eliminate that full MBTA  
10 management plan.

11 The building footprint overall was  
12 reduced by 13 percent, and this provides  
13 space for an open-air courtyard and more  
14 useable space along the ground floor as  
15 well as landscaping and buffer space to  
16 give privacy to the units on that ground  
17 floor level.

18 Finally, a car stacker system is  
19 being utilized in the garage to make up  
20 for the footprint reduction, but since  
21 that garage actually got significantly  
22 smaller, we are using a stacking car  
23 system to achieve some additional spots  
24 down there.

25 Some additional building stats.

1 The column on the left is the previous  
2 design that you had seen. The column on  
3 the right is the revised design.

4 So again, the gross floor area with  
5 a reduction of over 9,000 square feet  
6 dropped us from 100,000 to 340 square feet  
7 down to 91,170 gross square feet, and what  
8 that does is it actually drops the FAR  
9 from 3.5 down to 3.18.

10 The building height, again, we  
11 pulled off that top floor. That was  
12 reduced from 68 feet down to 58 feet, 6  
13 inches. The front yard setback was  
14 increased from 11.88 feet up to 23.5 feet,  
15 the side yard setback, so although the  
16 site yard setback simply got smaller it's  
17 down to 5 foot, 6 foot feet (sic), that's  
18 only at one pinch point and along the rest  
19 of that property line it has increased  
20 significantly from what it formerly was in  
21 the previous proposal.

22 The rear yard set back again  
23 increased, that was from 2.7 feet to 14.42  
24 feet.

25 The open space has been increased

1 from a nary 1,200 square feet from 5,293  
2 square feet up to 6,431 square feet.

3 The open square foot, the open,  
4 useable square footage on the ground floor  
5 increased significantly, so this number  
6 previously was 7,580 square feet, but in  
7 reality, most of that was on roof decks  
8 that could only be counted as 50 percent  
9 towards the usable open.

10 And currently, with the revised  
11 plan we have accessible open areas that  
12 are accessible for everyone and are at  
13 4,265 square feet.

14 The parking increased from 39  
15 spaces to 42 spaces, six of which are  
16 compact, 15 of which are stackers, like I  
17 had mentioned previously.

18 The total unit count, again, was  
19 reduced from 112 units down to 100 units,  
20 so that brings us, there's 43 studios with  
21 an average of 522 square feet, 36 one-  
22 bedroom units at an average of 640 square  
23 feet, 10 two-bed units at an average of  
24 810 square feet, and 11 three-bedroom  
25 units at 1,088 square feet.

1                   Then we have the site plan.  
2                   Similar to the previous slide you can see  
3                   that the red outline is the previous  
4                   proposed footprint, so you can see the  
5                   significant reductions.

6                   Along the front of the building,  
7                   again, we pulled in at 13 feet, 2 inches,  
8                   so you can start to see the drive pull  
9                   offs and what that enabled us to do in  
10                  creating that shoulder where vehicles  
11                  could pull over and still have access that  
12                  comes through.

13                  We did make some modifications, as  
14                  well, to better incorporate the existing  
15                  shade trees. We were insured that the  
16                  three existing shade trees could be  
17                  maintained there, and we also added an  
18                  additional shade tree along that center  
19                  piece of that sidewalk to help balance the  
20                  streetscape.

21                  We've added landscaping along the  
22                  front of the building. Part of what that  
23                  does, and you'll see in subsequent slides,  
24                  it not only adds some softscape there, but  
25                  it also adds a little bit of buffer and

1 privacy to these studio units that are on  
2 that first floor.

3 Again, you can see towards the side  
4 of the building we've pulled that away  
5 giving additional clearance from 205 Kent  
6 Street as well as increasing the open-air  
7 space with fire apparatus, as well as just  
8 for general site congestion.

9 We've pulled in the rear of the  
10 building as we discussed so you can see  
11 the pathway along the back, and then we  
12 have the open area which is set one floor  
13 down from the floor you're looking now but  
14 is accessible to everyone via that ground  
15 floor level, and is used as usable open  
16 space and recreation area for all the  
17 residents.

18 So going down to the parking level,  
19 as discussed, there's no longer a trash  
20 room at this lower level, so vehicles  
21 enter from a 19-foot 6 curb cut, they come  
22 down the 10 percent slope.

23 It's of note that this is actually  
24 radiant heated, as well, so there's no  
25 concerns with ice and snow in the

1 wintertime or snow removal at all, it all  
2 melts.

3 There's a twenty-four-foot entry  
4 into the garage down at the bottom of that  
5 ramp. There's two-way traffic.

6 The item that I pointed out  
7 regarding the trash room relocate, you can  
8 see here, so there's a chute from all the  
9 floors above that come down to a sorter  
10 and this holds the recycling and trash  
11 that would then be carted over to a  
12 service elevator in the northwest corner  
13 of the building, brought up to the first  
14 floor, and picked up during those  
15 scheduled trash picks up off of that drop  
16 off zone.

17 Again, it is of note that we added  
18 parking stackers on the west side of the  
19 parking garage to increase that parking  
20 count, keep it at 42, and that was in  
21 response to the reduction in the overall  
22 footprint of the garage.

23 We also have additional storage  
24 down in this parking area that we're  
25 considering for long-term bike storage and

1 overflow bike storage, as well.

2 So, this is the ground floor plan  
3 so one story above the parking. As you  
4 can see there's the trash chute here, so  
5 you'll see that on all the subsequent  
6 slides, there's floor coming up, so  
7 residents would be able to bring their  
8 trash here. There's one chute. That  
9 would bring it down to the sorter and the  
10 sorter to the recycling and trash  
11 distribution.

12 On the rear of the building, we  
13 have that set back that I discussed, and  
14 the move we were looking at is using  
15 little bays that actually, they do two  
16 things. They help us with some  
17 articulation on the rear along the  
18 riverway side. It also provides views.  
19 There's windows within these bays which  
20 you'll see on the renderings that have  
21 these up and down the riverway, as well.

22 On the west side of this building,  
23 we're actually below grade, so we're  
24 utilizing that area for additional amenity  
25 space. We're looking at storage areas,

1 gym, office, dog wash station, things of  
2 that nature that utilize that space, to  
3 provide additional amenities to the  
4 residents.

5 On the first floor, again, you can  
6 see the drop off and drive aisle here. We  
7 also were able to add a landscape strip,  
8 which again you'll see in that enlarged  
9 landscape plan and you'll see in the  
10 rendering.

11 It's something that helps soften  
12 that drop off zone. We're looking at  
13 pervious pavers along that drive aisle.  
14 We have to landscape along fronts, we have  
15 a bicycle zone with two bicycle racks for  
16 a total of four visitor parking spaces.

17 The entry to the building, we have  
18 a crosswalk that comes over. This is all  
19 elevated so it would be flush to the  
20 entry, so the sidewalk is flush. You come  
21 across to the entry. We have two  
22 pilasters on either side of that entry  
23 with a bay that comes out over to create a  
24 nice, covered entry piece.

25 When you come into the building



1       there's a lobby with a reception desk, and  
2       then a mail and package room directly  
3       behind that, and then through the elevator  
4       lobby there's a bike storage area that  
5       currently has space for 44 spaces, 44  
6       bikes, rather, but as discussed, we have  
7       other areas in the building that we're  
8       looking at for longer term bike storage,  
9       as well.

10                   The first floor has 13 studio  
11       units, 1 one-bed, 1 two-bedroom unit, and  
12       2 three-bedroom units.

13                   On the second floor you're going to  
14       start to see some of the articulation on  
15       the exterior of the building, so along the  
16       front we're using two large bays followed  
17       by two smaller bays that help create a  
18       rhythm, breaking up the scale of the  
19       building, and again, we'll get into this a  
20       little bit more on the elevations in the  
21       renderings, but how that kind of starts to  
22       relate down to the residential scale of  
23       the neighborhood and how we bring that  
24       level of interest to the streetscape into  
25       that elevation.

1                   Similarly, on the driveway  
2 elevation we have bays that create a  
3 rhythm along that façade and again as we  
4 wrap the rear of the building along the  
5 riverway we have those small projecting  
6 windows that actually alternate direction  
7 from floor to floor, so you get some  
8 movement on that rear elevation, as well.

9                   We're also providing some small  
10 amenity spaces on every floor, you know,  
11 the core of the building, so what we're  
12 looking at there is the small office and  
13 study areas that essentially would, you  
14 know, following Covid with people working  
15 from home and hybrid schedules we thought  
16 that those small spaces would be a great  
17 amenity for people that want to get out  
18 and have a small space to work.

19                   So, the second-floor plan has a  
20 total of 10 studios, 4 one-bedroom units,  
21 1 two-bedroom unit, and 3 three-bedroom  
22 units.

23                   The third-floor plan, the overall  
24 floor plate is very similar to the second  
25 floor, but there is a different unit

1 distribution, so the third floor has a  
2 total of four studios, 7 one-bedroom  
3 units, 1 two-bedroom unit, and 4 three-  
4 bedroom units.

5 On the fourth floor we actually  
6 step back from those bays, the bays  
7 terminate, so you can see that along Kent  
8 Street. You can also see it along the  
9 drive aisle, and what that does for us,  
10 and you'll see in the elevations because  
11 it creates a chorus line, it creates a  
12 third floor reading of some of those  
13 elements on the exterior to help us  
14 increase that experience for the  
15 streetscape.

16 The fourth floor has a total of  
17 three studios, 11 one-bedroom units, and 4  
18 two-bedroom units.

19 On the fifth floor we have a  
20 setback of five feet from Kent Street, so  
21 this again is to reduce the impact of that  
22 floor from the streetscape. It also  
23 allows us to have a chorus line at that  
24 fourth floor that creates more of a four  
25 story reading than a five story reading

1 along Kent Street, and we really looked  
2 at, and you'll see in the phase sections  
3 we looked at the visual impact of how you  
4 read that building from the street, from  
5 the sidewalk, and how those site lines  
6 compare to a three or four story building,  
7 so we're utilizing the setbacks in the  
8 distance from the street to help inform  
9 how far we're stepping back than before.

10 The fifth floor has a total of 5  
11 studios, 12 one-bedroom units, and 1 two-  
12 bedroom unit.

13 One other item before I glaze over  
14 this, sorry. At the back we have a deck  
15 that is a communal deck that everyone has  
16 access to that has views of the riverway,  
17 so that's a 512 square foot deck that  
18 angles out so you can see in either  
19 direction up and down the riverway.

20 Here we have the roof plan. I  
21 believe this was brought up previously,  
22 but we have two stairs that go all the way  
23 up as requested by the fire department.  
24 It was formally a large amenity space on  
25 the roof that we eliminated as part of the

1 roof deck eliminations as well as part of  
2 the concerns over servicing emergencies on  
3 the roof deck. So, we've eliminated that.

4 What that did was it brought the  
5 building height down by ten feet, and it  
6 helped us with some of the site lines from  
7 the street, as well.

8 So here we have a rendering from  
9 Kent Street. And again, some of these  
10 elements that I've discussed you can start  
11 to see the articulation of now, but  
12 utilizing the red brick that's very  
13 contextual of the neighborhood of the  
14 apartment buildings in the neighborhood,  
15 we're looking at a more contemporary  
16 expression, so instead of it just being a  
17 plain brick box we're really looking at  
18 using some of these larger bays to break  
19 down the massing of this elevation.

20 So, we're using larger 24-foot bays  
21 and 26-foot bays, it really addresses the  
22 scale of a single-family residence, so  
23 that would be more typical width and  
24 height of a single-family residence, and  
25 we're stepping that back to show relief on

1       that elevation.

2                   We have the smaller bays that again  
3 start to address the scale of the  
4 neighborhood, and single family portion,  
5 and then we further break that down with  
6 material changes, so we're going from the  
7 brick or in fitting composite aluminum  
8 panel, then we have the sink bays that  
9 come out to create a rhythm and a little  
10 bit of undulation in that façade so that  
11 there's some variation, there's a level of  
12 interest, as well as some depth to that  
13 piece.

14                   On the first floor we have cast  
15 stone that comes and wraps the corner.  
16 Again, we have some of these composite  
17 panels, we have a bay that creates a  
18 sheltered entry piece with those pilasters  
19 on either side.

20                   We started to erode the brick from  
21 the corner and use composite panels on  
22 those corners and incorporated corner  
23 windows that gave a light element to that  
24 piece.

25                   The fifth floor is setback that

1 five feet like we had talked about, and  
2 you'll see how that kind of interacts with  
3 some of the site sections as well. I  
4 think it's reading a little darker, but in  
5 reality, that the lighter zinc finish  
6 panel that creates a nice, visual break  
7 after this cornice line. On the fourth  
8 floor it helps set that fifth floor back  
9 and reduce the reading of that piece.

10 Along the driveway we again are  
11 using smaller bays to help break up that  
12 elevation. We have small little balconies  
13 that, you know, again, kind of overrode  
14 the corners. They're really just a  
15 shallow piece that are kind of more like  
16 Juliette balcony portions, but that helps  
17 us create an articulation along that  
18 façade, a little bit of a rhythm and depth  
19 as you go down the driveway.

20 And then as you get to the higher  
21 elevation as we know as you go down the  
22 driveway you're going down really two  
23 stories, the bays become a little bit  
24 larger to address the sides of that  
25 elevation.

1           Along this corner here on the  
2 southwest corner we have increased amount  
3 of landscaping. As mentioned, what that  
4 does is it creates some additional buffer  
5 to the units that are within, so there's  
6 no units on the ground floor on the left,  
7 but there are units on the right.

8           Now the natural sloping of the  
9 grade along Kent Street actually helps us  
10 out in that situation because it almost  
11 creates a situation where the units are  
12 just about half a story up from grade at  
13 that point, so it's similar to kind of a  
14 split level townhome where you'd go up a  
15 few steps, so those windows really kind of  
16 have an inherent privacy or security  
17 scent, just because of that height change,  
18 but we reinforced that with additional  
19 landscaping.

20           There is a street view from the  
21 opposite corner. Again, you can see the  
22 natural topography and how much that  
23 slopes down. You know, we're looking at  
24 how those bays break up that elevation and  
25 how we utilize that projecting bay as a



1 way to demarcate the entry as well as  
2 create a nice cover portion of that drop  
3 off zone.

4 You can see we kept the width of  
5 the existing sidewalk now. We added an  
6 additional landscape strip along that  
7 piece to help soften that exterior, as  
8 well.

9 We added that third shade tree in  
10 the center to help give a little bit of  
11 balance to the elevation and kind of be a  
12 reading of the overall project from the  
13 streetscape.

14 Again, you can see how we're using  
15 the metal panel on the corners to change  
16 that elevation, start to erode the visual  
17 of the brick wrapping the corner.

18 Here it would actually be an access  
19 down to that open space that we had  
20 discussed. We don't see this one being  
21 utilized too often, but it would be open  
22 to the public, as well as with easier  
23 access for that street level.

24 Here we have an aerial axon, and  
25 again you're going to start to see the

1 articulation of the bays and some of the  
2 overall moods that we're looking at to  
3 break down the mass of the building, the  
4 5-foot setback on the fifth floor, the  
5 bays along the front.

6 You can see that we're, kind of  
7 continue that strategy along the  
8 courtyard. We transition from the brick  
9 to a panel along the sides, and along that  
10 open air courtyard, but we still utilize a  
11 series of material changes and bay  
12 projections to help break down the sides,  
13 the mass of that building.

14 You know, and we think again the  
15 increase in the setback, you can see it  
16 really helps in the reading of the  
17 building but the other thing it does is  
18 you can see how much further back we are  
19 from some of the adjacent building, so  
20 even though these buildings are three-and-  
21 a-half story brick building and we're  
22 higher, that set back is significantly  
23 more and it helps diminish that reading  
24 from the street, so it's less kind of  
25 impactful there.

1           Here's the axon from the other  
2 side, similar condition. You see the only  
3 thing we have coming up above that fifth  
4 floor are two stairhead houses that are  
5 coming up for fire emergency access.

6           You can see the bays that lead down  
7 the driveway elevation, the transition  
8 from the brick to the panel, but similar  
9 tone, so it carries that vernacular down.  
10 We have the larger bays that start to  
11 address the larger elevation towards the  
12 rear of the building.

13           This is a view from the rear of the  
14 building, and you can see that open air  
15 balcony that overlooks the riverway here.  
16 What that does it helps cut down that  
17 reading of the fifth floor from the back,  
18 as well.

19           So again, we're looking at rooms  
20 that start to erode corners, erode that  
21 top piece, and start to reduce some of the  
22 hard lines that you see when you're  
23 looking at the building, so due to various  
24 moves of setbacks, material changes, and  
25 carving out portions we're starting to

1 pull pieces back and reduce the impact of  
2 that mass.

3 In the rear you can also see those  
4 articulated projecting windows that  
5 alternate from floor to floor, so you get  
6 views in either direction up and down the  
7 riverway.

8 And finally, here's a view from the  
9 opposite corner, and you can see that open  
10 air courtyard, not that this is paved  
11 appropriately, we'll show you the enlarged  
12 landscape plan for that, but it's just  
13 representative of the amount of space  
14 that's out here and can be utilized by the  
15 residents.

16 So, it's open air, there's an  
17 existing retaining wall along the Boston  
18 outside which is approximately four feet  
19 above what the plane of this courtyard  
20 will be.

21 So, it is slightly sunken, but in a  
22 way that can be landscaped very nicely and  
23 creates a nice, private courtyard that can  
24 be used for recreation as well as just  
25 lounging.

1           We're going to get into some site  
2 sections briefly to show you how that has  
3 changed the overall massing in some of the  
4 studies that have been done.

5           So, this is a section through the  
6 driveway. In red, again, you can see the  
7 outline of the previous proposal, and you  
8 can how we've cut down by floor the new  
9 proposed design. We've pulled off that  
10 amenity space, but reduced the overall  
11 height by approximately ten feet.

12           The one thing we really studied was  
13 how the site lines interact with that, so  
14 from the sidewalk across the street what  
15 is the impact, what is the effective  
16 height of this building based upon where  
17 you reach that cornice and where you read  
18 the top of the building.

19           So formerly we had three stories,  
20 then it setback to four, and then five  
21 stories. Through some of the design  
22 iterations, you know, we focused on  
23 getting more useable space on the first  
24 floor, what that does for us, that open  
25 air space helps with the neighbors, it

1 helps with shadows, it helps create a  
2 greater sense of amenity space for the  
3 residents, so it's not just a roof deck  
4 that you would use infrequently and kind  
5 of just sit on, it would be something that  
6 you can go and actually bring your kids to  
7 and they can run around a little bit.

8 So, in doing so what we looked at  
9 was how did that reading interact, so we  
10 kept kind of that line, that visual impact  
11 line of the previous proposal, and that's  
12 how we helped set where our new setback  
13 was, where the building elevation was, and  
14 how the setbacks above worked.

15 Similarly, from the opposite side  
16 you can see we used that line to help set  
17 where that fourth floor ended, and where  
18 the fifth floor setback. You can see this  
19 is the courtyard elevation so we're  
20 cutting through part of the building. We  
21 eliminated that upper floor.

22 We've reduced that distance back  
23 from the rear property line here, so  
24 pulled that in that additional twelve feet  
25 to create a greater setback there, as well

1 as over the driveway.

2 So, over the driveway we had a large  
3 cantilever that came over and started to  
4 get a little close to that 205 Kent  
5 Street, which really we were only doing  
6 that in the rear of the building, but it  
7 did have a presence even as you were  
8 looking down this driveway of kind of over  
9 extending that driveway and becoming a  
10 larger building.

11 So, we've eliminated that cantilever  
12 entirely in favor of smaller bays that  
13 have less of an impact on that streetscape  
14 as well as on the neighbors at 205 Kent.

15 And again, we have diagrams of how  
16 much the building has reduced, so you  
17 know, reducing the footprint by 13  
18 percent, reducing the overall gross square  
19 footage by over 9,000 square feet, we  
20 really managed to carve away a significant  
21 portion of the building, give greater  
22 setbacks on the sidewalk, from the  
23 neighbors which helps reduce the impact on  
24 the neighbors as well as the shadows that  
25 are cast from the project.

1                   And elevation, again, you can see  
2                   the articulation and the rhythm that's  
3                   created by these bays, so we have the  
4                   panels on the corner, we have smaller  
5                   twelve-foot bays, they're followed by the  
6                   entry bay that only goes up to that third  
7                   floor.

8                   So, this third-floor line starts to  
9                   relate more directly to the apartment  
10                  buildings down on Kent Street at 197-205  
11                  Kent Street, and then we have fourth floor  
12                  cornice line that helps break visually the  
13                  line of the height of the building as we  
14                  set back to the fifth floor.

15                  We're using small ballisters to  
16                  illustrate almost Juliette balconies along  
17                  the front and helps create a little bit  
18                  more visual interest in depth along that  
19                  piece, as well.

20                  Then in the rear, so we're breaking  
21                  elevations, we have projecting bays in the  
22                  back that again look up and down the  
23                  riverway. What we are showing here as  
24                  well, there is significant vegetation in  
25                  the back. There's large trees, so even



1        though this is a large façade, a  
2        significant amount of that is going to be  
3        covered by a landscape buffer.

4                Again, this is an elevation down  
5        the driveway which I'll breeze over a  
6        little bit because we've kind of seen all  
7        that in the renderings.

8                Similar on the opposite side of the  
9        building you come down one story. This is  
10       that courtyard that's open air to above.

11               We have the bays that help  
12       articulate that and create a rhythm and  
13       then we step down to that rear, open air  
14       space, landscaped area on the back of the  
15       building, as well.

16               Here we have the overall landscape  
17       plan which Blair can answer any questions  
18       on, but I'll just briefly walk you through  
19       it, as well.

20               So, in the front again we have a 19  
21       foot drop off zone, so we have enough room  
22       for a shoulder and then cars to get by,  
23       maintaining the shade trees, adding one  
24       more, increasing landscape along the front  
25       of the building for privacy as well as for

1 visual interest on the streetscape.

2 Adding that four-foot landscape  
3 strip we have a five-foot crosswalk that's  
4 level to the building. It comes across to  
5 the entry. We have those two visitor bike  
6 racks in the southwest corner, as well,  
7 that could house four bikes there, and  
8 then we're using pervious pavers along  
9 that driveway, as well.

10 And this is the landscape plan for  
11 that courtyard, so we're again utilizing  
12 landscaping as a privacy buffer to some of  
13 the units. We have a combination of  
14 flexible synthetic lawn and unit pavers so  
15 that it creates an area that could be a  
16 lounge area as well as recreation area,  
17 and with that, thank you for your time.  
18 Thank you again for everyone's help in  
19 getting us to this point, and I will turn  
20 it back to the team.

21 MR. ZUROFF: Board members, do you  
22 have any questions for the design?  
23 Johanna?

24 MS. SCHNEIDER: The only question I  
25 have, and I apologize, you probably showed

1       it at the beginning of the presentation,  
2       do you have a bike room in this design,  
3       and where is that accessed off of?

4               MR. GREENWOOD: We do. The bike  
5       room, and I can, so the bike room is on  
6       the first floor, and that's space for 44  
7       bicycles.

8               We are also proposing longer term  
9       bike storage in the garage, as well.

10              MS. SCHNEIDER: So, the first-floor  
11       bike room is at grade and is accessed  
12       through, is it also accessed through the  
13       garage, or through someplace else?

14              MR. GREENWOOD: Through the lobby.

15              MS. SCHNEIDER: Through the lobby,  
16       okay.

17              MR. GREENWOOD: Yes.

18              MR. ALLEN: I think there's some  
19       exterior bike racks, also, isn't there?

20              MR. GREENWOOD: Yeah, that's also,  
21       and then there's two loop bike racks here  
22       that would provide for visitor spots.

23              MS. SCHNEIDER: Thank you.

24              MR. GREENWOOD: Of course.

25              MR. ZUROFF: Randolph?

1 MR. MEIKLEJOHN: Thank you, Mark.  
2 Randolph Meiklejohn again. Just a couple  
3 of questions. Oh, back to the site plan,  
4 if we could.

5 I just wanted to ask about the  
6 drive drop off, yeah, that's fine. So,  
7 it's two-cars wide, but these arrows  
8 indicate that it's only one direction,  
9 right? So --

10 MR. GREENWOOD: Correct, yes.  
11 Sorry.

12 MR. MEIKLEJOHN: I mean, in both  
13 directions are you far enough along to  
14 understand whether you're allowing enough  
15 space for basically U-turns coming in, and  
16 you know, 180 degree turns for approaching  
17 and for exiting?

18 MR. GREENWOOD: Sure, yeah. We've  
19 completed turning radius studies for  
20 different vehicles entering and exiting.  
21 The typical vehicles would be able to do  
22 that turn. I think that the trash truck  
23 would be required to enter from the plan's  
24 south side, but typical vehicles would be  
25 able to turn in and out. That is, only

1 one directional, that traffic.

2 MR. MEIKLEJOHN: You're saying the  
3 trash truck would have to drive up Kent  
4 Street from?

5 MR. GREENWOOD: Whatever that is,  
6 from the bottom of the drawing and not  
7 execute a 180.

8 MR. MEIKELJOHN: Okay, and so  
9 instead of backing into the service  
10 elevator. Another site line question, you  
11 talked about street trees. You've got a  
12 new tree in the middle. Are the other  
13 street trees in the sidewalk, are those  
14 just the locations or are those actual  
15 street trees that are being preserved that  
16 are there now?

17 MR. GREENWOOD: Those are actual  
18 street trees that are there that are being  
19 preserved, so there's three on our site,  
20 well, right in front of our site that we  
21 preserved.

22 MR. MICKLEJOHN: Okay. When you  
23 were talking about the materials, I'm not  
24 going to go too deep into materials, but  
25 just a question of information, on the

1 view of the Kent Street façade, I think  
2 you were talking about the material of the  
3 metal panel material of the upper story of  
4 say the fifth floor. Can we have that  
5 drawing?

6 MR. ALLEN: Will you pull that up?

7 MR. GREENWOOD: Sure.

8 MR. MICKLEJOHN: That's great. I  
9 thought you were talking about it as if it  
10 were zinc or something, it's not as dark  
11 as this rendering makes it look like. Can  
12 you talk about that?

13 MR. GREENWOOD: Yeah, it is reading  
14 a little bit darker than it truly should  
15 be, so that's going to be an aluminum  
16 composite panel with the zinc finish, an  
17 alpolic (phonetic spelling) or something  
18 similar.

19 MR. MICKLEJOHN: Is that the same  
20 material that comes down the corners and  
21 is at the top of the bays?

22 MR. GREENWOOD: So that would be  
23 the same, this will actually be a slightly  
24 darker material because the idea is that  
25 the upper floor will a little bit lighter

1       than the lower so that it's reducing the  
2       visual, it'll make it visually lighter,  
3       actually.

4                   MR. MICKLEJOHN:   Okay, and as we  
5       look in this drawing down the driveway,  
6       what is that other kind of medium-brown  
7       material, you know, along the wall?  Is  
8       that yet another brown or dark-colored  
9       material or is that one of the same ones  
10      that just looks different from this view?

11                   MR. GREENWOOD:   That's going to be  
12      the same.  That's the same panel as you  
13      see here.

14                   MR. MICKLEJOHN:   Okay.  Just one or  
15      two other questions.  Oh, the outdoor  
16      space in the little triangle, you know,  
17      that you have now because it's L-shaped,  
18      how much lower is that than the outdoor  
19      site area of the adjacent property?  I'm  
20      trying to understand whether it's down in  
21      a hole.

22                   MR. GREENWOOD:   Sure.  Great  
23      question.  It is down about four feet, so  
24      there's an existing retaining wall here.

25                   MR. MICKLEJOHN:   Retaining wall,

1       yeah.

2                   MR. GREENWOOD:   Yeah, it's down  
3       about four feet.

4                   MR. MICKLEJOHN:   So that open area  
5       is at the level of the story that's just  
6       one below the street level at the entry,  
7       right?

8                   MR. GREENWOOD:   Correct, yes.

9                   MR. MICKLEJOHN:   Thank you.   That's  
10      fine for now.   Thank you.

11                  MR. ZUROFF:   I just have one simple  
12      question.   The front façade on the left-  
13      hand-corner, it looks like there's a door  
14      there, what is that?

15                  MR. GREENWOOD:   That is the access  
16      to the trash service elevator.

17                  MR. ZUROFF:   Okay, so that's the  
18      trash entry and exit?

19                  MR. GREENWOOD:   Yes.

20                  MR. ZUROFF:   And you have chutes  
21      going down from every floor to the trash  
22      room.   Is there an automatic sorter or are  
23      you employing somebody to sort trash?

24                  MR. GREENWOOD:   No, it's an  
25      automatic sorter.   When you open the



1 chute, you press either recycle or trash,  
2 and then it sorts it at the lower floor.

3 MR. ZUROFF: That's interesting,  
4 okay. It will be carted off in wheeled  
5 barrels to the pick-up point, is that the  
6 way it is?

7 MR. GREENWOOD: Yeah, hand carts.  
8 I forget the exact size, but they're hand  
9 carts that we've worked out with the  
10 private trash pick-up and manager.

11 MR. ZUROFF: How many pick-ups are  
12 you anticipating?

13 MR. GREENWOOD: I don't know off  
14 hand. I don't know if Sassan has that. I  
15 can certainly get that to you. Oh, it's  
16 two, sorry. Two per week.

17 MR. ZUROFF: Two a week, okay. I'm  
18 sure you calculated that.

19 MR. GREENWOOD: Yes.

20 MR. ZUROFF: All right, you've  
21 answered the questions. I think it's a  
22 considerably improved designed, so I thank  
23 you for that.

24 MR. GREENWOOD: Thank you.

25 MR. ZUROFF: Back to you, Bob.

1                   MR. ALLEN: Yeah, I understand that  
2 we did get a letter from Steve Aiken who  
3 is the chair of the planning board. I  
4 think he was talking in his own capacity  
5 as a present member of the planning board,  
6 but you know, it's kind of consistent with  
7 what we were hoping to see. He had a lot  
8 of concern that the initial plan and now  
9 he felt it was much improved footprint.  
10 He liked the L-shape which created better  
11 unit layout and better open space.

12                   It eliminated unsatisfactory  
13 basement units, eliminated the small  
14 studios and the long, deep narrow units,  
15 and there was easier access to the trash  
16 and recycling pick up.

17                   It's always good to see, you know,  
18 particularly another architect that knows  
19 the town well, that all this work did go  
20 in the right direction here.

21                   So, while I know that earlier in  
22 the conversation it was brought up, Maria  
23 was asking for an extension of time, we  
24 would just love to get some kind of sign  
25 off, or some kind of idea of where we are

1 with massing and unit count.

2 You know, if the whole thing can't  
3 be resolved we'd love to just have a sense  
4 of where the board is when it comes to  
5 massing so at least we can check that box  
6 and keep moving forward in a positive  
7 direction. So that's something I would  
8 love to get out of this hearing tonight,  
9 Mr. Chair.

10 MR. ZUROFF: At this point we have  
11 some peer reviewers to hear from.

12 MR. ALLEN: Of course.

13 MR. ZUROFF: Their reports.

14 MR. ALLEN: I just wanted to tell  
15 you my thoughts.

16 MR. ZUROFF: I'm glad to hear them.  
17 Thank you. So, unless you have something  
18 else to add to the design aspect of this,  
19 we can move onto the traffic peer  
20 reviewer.

21 MR. ALLEN: Please do.

22 MS. MORELLI: Sure, I'll do that in  
23 a moment, Mark. I just wanted to answer a  
24 simple question for a member of the public  
25 about the width of the sidewalk, and I was

1 just wondering either if the architect  
2 does know off hand the width of the  
3 sidewalk on Kent. We can always get it  
4 later, if we need to.

5 MR. GREENWOOD: I believe it was  
6 five feet, but I can reply to that.

7 MR. COLLINS: Same as what it is  
8 right now, Dennis?

9 MR. GREENWOOD: Six feet.

10 MR. ZUROFF: Six feet.

11 MS. MORELLI: Thank you very much.  
12 And there were other questions, but we  
13 will get to those during public comments,  
14 and we have that question.

15 Okay, I think we're going to start  
16 with Jean Davis, and Jean is here.

17 MS. DAVIS: Hi everyone. I just  
18 lost my notes. So, I'm Jean Davis. I'm  
19 the traffic peer reviewer from  
20 Environmental Partners. So, most of our  
21 comments were addressed with the change of  
22 design and V-A-I's response to our  
23 comments.

24 One of the comments that was  
25 remaining was regarding the site distance.

1 The drawings that were included with the  
2 respond were showing conflicting  
3 information. It appears that there is  
4 proposed parking on the eastern side of  
5 Kent Street between the two driveways, so  
6 we're looking just for some clarification  
7 on whether or not that parking will be  
8 allowed. The vehicles would be within the  
9 site triangles and in scale -- with the  
10 driveway.

11 MS. SCHNEIDER: Jane, we're just  
12 getting a comment from the court reporter.  
13 I guess she's not hearing you very  
14 clearly. Slow down or get closer to your  
15 mike.

16 THE COURT OFFICER: No, I'm sorry.  
17 You're going very fast. It's all muddled.  
18 It's all together. I didn't hear where  
19 you're from. It's just like a runaway  
20 train, respectfully.

21 MS. DAVIS: Okay, is this any  
22 better?

23 THE COURT REPORTER: Yes, I know  
24 it's natural to speak fast, but I just  
25 need to get it all down. Can you just

1 repeat where you're from?

2 MS. DAVIS: Yup, so I'm the traffic  
3 peer reviewer. I'm with Environmental  
4 Partners and I'm the traffic peer  
5 reviewer.

6 THE COURT REPORTER: Okay, thank  
7 you.

8 MS. DAVIS: And as I was saying, we  
9 had, you know, a lot of comments in that  
10 first review, and most of them were  
11 addressed. One of the remaining comments  
12 is regarding the site distance.

13 There was some conflicting  
14 information in the drawings that were  
15 provided with some vehicles that looked to  
16 be parked on the east side of Kent Street  
17 between the two driveways, so we're just  
18 looking for some clarification on that,  
19 whether parking will be allowed there  
20 because that would be impeding the site  
21 distance from the driveway exiting the  
22 side of the building. That was one of our  
23 questions.

24 And then during one of the working  
25 meetings the applicant indicated for

1 turning movements that delivery vehicles  
2 would only enter from the south, and that  
3 this information would need to be  
4 communicated to the delivery services, and  
5 we don't have a problem with that. It  
6 just wasn't addressed in a response, so we  
7 just, you know, we just want to confirm  
8 that that's something that will be  
9 communicated because I think that the  
10 movement coming from the other direction  
11 is a difficult turn for delivery trucks.  
12 So just some confirmation on that.

13 We had some comments on the traffic  
14 operations analysis in our original review  
15 and those were addressed with the changes,  
16 and there I noted that the intersections  
17 are still expected to operate at an  
18 overall accessible level of service, and  
19 this is true, but with the revisions that  
20 were made, one of the movements at the  
21 intersection of Kent Street at Longwood  
22 Avenue degraded to a level of service app  
23 (phonetic spelling), so we're just  
24 recommending, we did recommend it  
25 originally and we're going to recommend

1       that they look at the signal timings and  
2       potentially optimize this is a fairly  
3       minor mitigation measure that, you know,  
4       could improve the operations with some  
5       minor tweaks of the signal timing.

6               And in addition to that, we also  
7       noted that the pedestrian phase at the  
8       Kent Street at Aspinwall Street  
9       intersection might not be, it doesn't  
10      appear to be long enough for pedestrians  
11      to cross and to be compliant with the  
12      standards, so this wasn't addressed in the  
13      response so we're just again, same comment  
14      that they review the timings and they make  
15      appropriate adjustments. It's a  
16      relatively minor mitigation measure and it  
17      could be an improvement to what's existing  
18      now.

19             And other than that, the rest of the  
20      comments were regarding the mitigation and  
21      the applicant indicated that they are  
22      coordinating all of those with the DPW and  
23      the transportation department, and we have  
24      no further comments on any of those other  
25      than just for you to, you know, to



1 coordinate so that everybody comes to  
2 agreement, and that's it for me.

3 MR. ZUROFF: Thank you, Ms. Davis.  
4 Bob, do you want to just address the peer  
5 reviewer's comments?

6 MR. ALLEN: Actually, I don't think  
7 we have many issues. Dennis, do you want  
8 to address either of the questions, but  
9 otherwise I think --

10 MR. GREENWOOD: Yeah, I believe we  
11 acknowledged that there would be no  
12 parking between the two driveways, and we  
13 can certainly put that in writing and make  
14 sure that that's solidified.

15 I do recall the deliveries from the  
16 south being posted, so we will again have  
17 the traffic consultants put in writing how  
18 we post that to make sure that that is  
19 executed appropriately. Same thing with  
20 the lighting signal, so that's a little  
21 bit out of my purview but we will  
22 certainly get the traffic consultants to  
23 follow up on that piece.

24 MR. ALLEN: Yeah, we've actually  
25 had conversations with the traffic

1 consultants relative to how often we think  
2 they need to pick up, how it would work,  
3 and whether a dedicated entranceway would  
4 work for them and it was all acceptable to  
5 them, so that's just from the trash level,  
6 but we assume that that would be  
7 consistent with all deliveries or drops.

8 MR. ZUROFF: Bob, just a quick  
9 question, where's the nearest fire  
10 hydrant?

11 MR. ALLEN: Anybody know? Is it  
12 across the street?

13 MR. HINES: It's on the site.

14 MR. ALLEN: Say it again, Blair?

15 MR. HINES: I think it's directly on  
16 one side or the other of that triangle  
17 that lowers the --

18 MR. ALLEN: It's on the same side  
19 of the street?

20 MR. HINES: Yeah.

21 MR. ALLEN: Is that correct,  
22 Dennis?

23 MR. GREENWOOD: I believe there's  
24 one on the street. It's a little further  
25 down. There's actually one closer that's

1 across.

2 MR. ALLEN: That's my memory.

3 MR. GREENWOOD: That's on the  
4 corner of Francis there's one, and then  
5 there's one a little further down Kent  
6 Square, as well, but we did speak with at  
7 that at length with Captain Kantor and he  
8 was on board with it in the distance.  
9 They had reviewed it, and we went through  
10 that exercise.

11 MR. ALLEN: Yeah, I have the fire  
12 report here. I just don't know where it  
13 says it.

14 MS. MORELLI: Mr. Allen, I will  
15 have Deputy Chief Kantor put that in  
16 writing. I think I recall that  
17 conversation, so we'll get back to the  
18 board on that.

19 MR. ZUROFF: That's all right, Bob.  
20 It'll be addressed.

21 MR. ALLEN: Yes, thank you.

22 MR. ZUROFF: Anything else? Bob?

23 MR. ALLEN: No, no.

24 MR. ZUROFF: Then I guess Maria,  
25 parking?

1 MS. MORELLI: Yes, Art Stadig is  
2 our parking consultant from Walker  
3 Consultants.

4 MR. STADIG: Good evening,  
5 everybody. Mr. Chairman, and members of  
6 the board, Art Stadig. I'm with Walker  
7 Consultants. We have performed the  
8 parking peer review.

9 We had written a report dated May  
10 16th. Just a quick clarification, we had  
11 originally written this May 9th, and then  
12 we made some minor clarifications for  
13 staff on the 16th and dated it May 16th.

14 We've also performed an original  
15 report back in September of last year, and  
16 what we did was updated that report, so in  
17 our reports, any updates were put in bold  
18 letters so you could refer to that.

19 Of course, we've reviewed the  
20 updated plans from Sousa, and there were  
21 some responses by the Vanesse to our  
22 original reports previously performed.

23 Of course, most of this has already  
24 been gone through by the previous  
25 presentation. The new design has a

1 hundred units and forty-two parking  
2 spaces. Of those, six are compact, which  
3 is allowed by zoning, and I believe  
4 fifteen of those have been indicated to be  
5 stacker units, but essentially the way  
6 they're indicated on the drawings they are  
7 a variation of that, which we call  
8 vertical puzzle parking. It's an  
9 automated system that allows people to  
10 park in the stacker system and not have a  
11 valet or other use.

12 The system essentially moves the  
13 vehicles around so that all five people  
14 can use a slot of six spaces, if you will.  
15 I'll talk about that in a moment here.

16 Zoning requirements have not  
17 changed since our first review, and our  
18 update indicates that zoning requires 149  
19 spaces for this project.

20 In our Item 2 and 3 in our report,  
21 I won't get into in-depth with these, but  
22 we have reviewed census data and Vanesse's  
23 reply to that. The census data is only  
24 one component of what we review.

25 We looked at what Vanesse had

1       stated and not to get deep into it, but we  
2       analyzed the information that they pulled  
3       from it, and indicated that we believe 56  
4       spaces would be required for the project  
5       based purely on the data that Vanesse had  
6       indicated, and if anybody wants to get  
7       deep into this we can certainly do it, and  
8       our review of the census data independent  
9       of that indicated that 60 spaces would be  
10      required just based purely on the census  
11      data of what's going on in that tract.

12               Over and above that Walker looks at  
13      more than just that information. We look  
14      at MAPC data and also certainly our deep  
15      understanding of urban land requirements  
16      for parking, but based on all of those and  
17      most importantly or more importantly than  
18      all of that we carefully look at the unit  
19      mix of each project as we're making  
20      recommendations and based on all of the  
21      information we have and the specific unit  
22      mix, and by that I mean number of bedrooms  
23      that are in this development, we have  
24      come, it's our opinion that the required  
25      demand is between .7 and .8 parking spaces

1 per unit, I'm sorry, .6 to .7 parking  
2 spaces per unit in our update or 60 to 70  
3 based on the 100 units. Of course, this  
4 is greater than the 42 provided.

5 In addition, that's the residential  
6 demand. Zoning requires, and we also  
7 believe that there needs to be reasonable  
8 accommodation for visitors or trades  
9 people. Primarily the biggest issue would  
10 be visitors which we believe would peak on  
11 Saturday nights and need to be  
12 accommodated.

13 Generally speaking, something in  
14 the range of .1 spaces per unit would be  
15 required which slightly increases the  
16 overall ratio if visitors are to be  
17 accommodated, and that increases that from  
18 .7 to .8 or 70 to 80 spaces for this  
19 project.

20 The Vanesse response indicates that  
21 visitor and/or trade parking can occur  
22 within the garage. We're not sure based  
23 on the drawings that that's really  
24 accommodated by the system, the overall  
25 system, primarily because 15 of the spaces

1 are mechanical units and would not be able  
2 to be accessed by visitor or trades  
3 people, and it also indicated in Vanesse's  
4 response that all the spaces would be  
5 numbered, which we believe that would mean  
6 they're assigned.

7 But the point being, you know,  
8 we're not real sure, exactly, that this  
9 will be open to visitors and/or trades  
10 people. We have commented several times  
11 that the access control is not clearly  
12 indicated at this stage. We're not saying  
13 that's a problem or issue, but certainly  
14 if you had access control for the people,  
15 for the residents that have parking down  
16 there that would generally not allow  
17 trades people or visitors just to get down  
18 there and use the system.

19 We have looked at the updated  
20 geometrics for the project in general.  
21 We're not having a problem with either the  
22 aisle widths, the door width, the 24 feet.

23 We had also, as Maria had  
24 indicated, had meetings with staff and the  
25 designer to look at turns from the ramp



1 into the facility with the width  
2 accommodated before.

3 We are seeing no issues with those  
4 and later on in the design they could  
5 accommodate what's going on with that with  
6 respect to the various turns that are  
7 required into the facility.

8 The ramp slope has definitely been  
9 reduced from 14 to 10 percent, and the  
10 indication of where they're at, and that  
11 they've had added heating elements that  
12 could be used at certain times to help  
13 with snow and ice control. It's certainly  
14 good, and no comment taken with that.

15 We have commented that E-V,  
16 electric vehicle charging spaces are  
17 required by zoning at 15 percent, E-V  
18 ready, which they're indicating verbally  
19 is required. The only issue that we would  
20 take with it is that we continue to  
21 maintain that E-V spaces have to have  
22 their own accessible E-V charging space  
23 over and above accessible parking that's  
24 required, otherwise that's not indicated  
25 on the plan.

1           And to note, the next addition of  
2           the international building code would  
3           require one in twenty E-V charging spaces  
4           to be accessible, so that point being,  
5           that accessible space isn't provided. It  
6           can be provided; it's just going to affect  
7           the parking count probably by one in this  
8           particular case. We recommend that  
9           continue to be looked at.

10           One other quick note, we do not see  
11           any columns coming down, structural  
12           columns coming down. This is indicated,  
13           and it looks like it's clear span. Now,  
14           maybe that's all figured out. It would be  
15           a little unusual to have long span  
16           condition.

17           My point on that would be once  
18           again if you get into the next phase of  
19           design and start dropping columns down  
20           that will affect the parking way out, and  
21           no reason that that can't be done, it just  
22           may once again affect the car count  
23           negatively and drop it down from what is  
24           currently stated there.

25           As indicated before, mechanized

1 parking is proposed. It's a good way for  
2 residential parking to be densified. We  
3 don't take exception to that. We just  
4 want to point out the zoning does not  
5 explicitly allow it.

6 We have no reason to believe that  
7 it can't be accommodated, but we're not  
8 sure the head rooms. It's not stated  
9 there, but that would certainly need to be  
10 looked at.

11 Later in design, sprinklers may  
12 affect the layout and placements, and also  
13 electric vehicle charging may affect the  
14 overall placement of the units. They may  
15 go in and out. They may affect geometrics  
16 a little bit there.

17 We just want to point out that  
18 while these do work it's a little bit  
19 different than regular self-park spaces.  
20 People may have to, from time to time,  
21 wait for a vehicle to be coming out of the  
22 system before the next parker can go into  
23 the system. That'll happen every once in  
24 a while, and once that parkers are in the  
25 system there is limited footing, limited

1 head room, et cetera, so these are a  
2 little less convenient, but they work from  
3 just normal parking that you would get the  
4 normal self-parking that you see  
5 throughout the rest of the facility.

6 I know this board has seen this  
7 type of use before and understands what it  
8 is, but it's just worth noting that this  
9 is not addressed by zoning and it's  
10 slightly different than what you would get  
11 from regular self-park spaces. That  
12 concludes my report and would be happy to  
13 answer any questions.

14 MR. ZUROFF: Board members,  
15 Randolph.

16 MR. MINKLEJOHN: I have a question,  
17 but I think it's for the architect. You  
18 may have seen me nodding when Mr. Stadig  
19 commented about the absence of columns in  
20 the garage story. It's 64 feet across.  
21 Is it designed to be a clear span, or will  
22 there be columns later?

23 MR. GREENWOOD: No, there will be  
24 columns, so there's going to be one every  
25 three parking spaces so approximately 25

1 foot 6 on center on either side of that  
2 aisle.

3 MR. MINKLEJOHN: Kind of at the  
4 corners of the parking stalls?

5 MR. GREENWOOD: Yeah, more or less.

6 MR. MIKLEJOHN: All right, thank  
7 you.

8 MR. ZUROFF: Anything else?  
9 Johanna?

10 MS. SCHNEIDER: I just want to  
11 confirm a 10 percent slope on that  
12 driveway you feel is a safe condition?

13 MR. STADIG: No reason to believe,  
14 10 percent is done all the time. No  
15 reason that that wouldn't reasonably  
16 accommodate the vehicles going in and out.

17 What is probably of most importance  
18 from a safety standpoint is as you are  
19 approaching the sidewalk the design is  
20 showing a blend, in other words, the ramp  
21 slope reduces, which is important so that  
22 as you are approaching the sidewalk your  
23 vehicle is starting to level out your  
24 visibility to the left and right to see  
25 pedestrian or vehicle conflict that you

1 might have to negotiate on Kent Street  
2 would be better.

3 So, we believe that's reasonably  
4 accommodated with the design and that this  
5 is a reasonable design and situation that  
6 safety should not be affected by that.

7 And snow and ice, certainly when  
8 you get to a 10 percent, needs to be  
9 accommodated and they certainly appear to  
10 be doing that just so that if operated  
11 correctly and/or operated and maintained  
12 that traction and issues with snow and ice  
13 shouldn't be a big deal.

14 MS. SCHNEIDER: Thank you.

15 MR. ZUROFF: Mr. Stadig, do you  
16 know, and this is a question for you and  
17 for the developer, is the entry driveway,  
18 is that also heated for snow disposition,  
19 snow and ice disposition?

20 MR. STADIG: I don't know. Are you  
21 referring to the entry drive into the  
22 parking facility or the --

23 MR. ZUROFF: No, no.

24 MR. STADIG: The driveway.

25 MR. ZUROFF: The drive -- the U-

1 shape.

2 MR. STADIG: I don't know.

3 MR. ZUROFF: It is, right Dennis?

4 MR. GREENWOOD: Yes.

5 MR. ZUROFF: What provision are you  
6 making to prevent people from just,  
7 especially workers or package delivery to  
8 just park along the side of the driveway  
9 if there's traffic in the traffic circle?

10 MR. GREENWOOD: Say it again?  
11 You're asking what will keep people from  
12 parking on the ramp as opposed to ---

13 MR. ZUROFF: Exactly.

14 MR. GREENWOOD: -- in that pull up  
15 area?

16 MR. ZUROFF: That Amazon drivers  
17 will stop anywhere.

18 MR. ALLEN: Stopping on the  
19 sidewalk, and stopping on the street  
20 versus pulling in, is that what you're  
21 saying?

22 MR. ZUROFF: Well, they might park  
23 on the entry.

24 MR. ALLEN: I guess it would have  
25 to be two things. One is there'd have to

1 be signage there and then, you know,  
2 what's the best way to enforce it, and I  
3 think we'd have to put a little more  
4 thought in the best way to enforce it, but  
5 I think the signage hopefully would cover  
6 it.

7 MS. MORELLI: Mr. Zuroff, the fire  
8 department has requested that the side  
9 driveway that's part of the side yard,  
10 that be established as a fire lane so the  
11 police could be authorized to tow, so that  
12 is one mechanism to not have any parking  
13 in the side yard driveway.

14 We do understand that the circular  
15 drive would be live parking only and that  
16 we understand that there would be an  
17 attendant, not attendance office, but  
18 there would be an office or property  
19 management office very close to the front  
20 of that driveway to help manage that.  
21 The applicants can tell me if that's  
22 accurate.

23 I also, Mr. Hines asked me to  
24 mention for the record that there is no  
25 hydrant at the entry to the site, and to



1 Ms. Schneider's question, we do have in a  
2 by-law under Article 6 where the director  
3 of engineering and transportation does  
4 have to do a code of analysis at the  
5 driveway exit to make sure that pedestrian  
6 safety is possible.

7 MR. ZUROFF: Okay, thank you, and I  
8 have one more question, just a safety  
9 question. So, if 10 percent grade appears  
10 to be fine, will there be any speed  
11 mitigation on the rail? We all know that  
12 people tend to be a little heavy footed  
13 sometimes and going down a hill and making  
14 a left-hand-turn into the driveway could  
15 pose an obstacle for some people.

16 MR. ALLEN: That's a good point. I  
17 don't know that we considered it, but  
18 certainly something we can talk about as  
19 we go to the transportation board and get  
20 their thoughts, also.

21 MR. ZUROFF: Okay, that's just my  
22 thought. Thank you. Unless there's  
23 something else that you want to ask?

24 MR. ALLEN: The only thing I'll add  
25 is I'm not sure that the consulting had

1 the opportunity to see Article 23 of the  
2 past town meeting which actually changed  
3 pretty significantly, the parking  
4 requirements in the town. There's no way  
5 you would be able to see it because unless  
6 you actually look through the warrant  
7 articles to see it because it's not easily  
8 accessible, but the parking requirement  
9 under zoning wouldn't be 149, as a matter  
10 of fact we could waive it.

11 They pretty much had done away with  
12 the minimum requirement of special permit,  
13 but the requirement of the studio is .5  
14 and 1 out of 5 is a 1, so I think it  
15 brings it down to somewhere around 50-  
16 something spaces would be required under  
17 the new zoning.

18 You can see now if you go to the  
19 town website it's just listed as an  
20 amendment. It's Article 23 of last year.  
21 I'm adlibbing this off the top of my head.  
22 I haven't had a chance to go through it,  
23 but that's my best memory of it.

24 MS. MORELLI: Thank you, Mr. Allen.  
25 If I could just mention, Mr. Stadig, that

1 was approved by the attorney general in  
2 December of 2021.

3 MR. STADIG: I'm corrected and  
4 regardless, probably more importantly  
5 would be our recommendation for  
6 appropriate size as we typically see what  
7 is happening with these projects, but I  
8 will make note to get that corrected next  
9 time. Thank you.

10 MR. ZUROFF: Maria.

11 MS. MORELLI: Yes.

12 MR. ZUROFF: Time for Cliff?

13 MS. MORELLI: Yes, it's time for  
14 Cliff. Cliff.

15 MR. BOEHMER: I'm Cliff Boehmer,  
16 the architectural peer reviewer. I hope  
17 that you saw the, yeah, there you go, I  
18 submitted a letter yesterday with about  
19 fifteen bullet points. Those first  
20 fifteen bullet points are comments on the  
21 new significant set of drawings that we  
22 all received, 46 pages, I think, of new  
23 material.

24 And the second half of 19 or 20  
25 bullet points is the lingering questions

1 issues, some of which have been covered by  
2 other reviewers, outstanding issues that  
3 go all the way back to the original letter  
4 that I wrote when the project was quite a  
5 different animal than it is now.

6 I think the most important thing I  
7 want to say is I think it's pretty obvious  
8 there's been some very, very big changes  
9 in the project. The working sessions, I  
10 think it's equally important to point out  
11 that the working sessions have been really  
12 focused on site plans, although we covered  
13 lots and lots of essentially functionality  
14 issues ranging from, you know, basement  
15 units that had light through light wells  
16 and trash management, lots and lots of  
17 kind of practical things, but most of  
18 which certainly on the functionality side  
19 came through, I think a reading well in  
20 the current plans.

21 So, I really applaud the applicant  
22 for being receptive and advancing the  
23 design and the direction it's going, so I  
24 want to be really clear about that. I do  
25 think it's moving in a much, much better

1 direction.

2 I think you know I'm typically a  
3 strong advocate for useable outdoor spaces  
4 on sites. This was supplemented in a  
5 couple of ways. I mentioned it in the  
6 bullet points certainly that the space on  
7 the north side of the building, the  
8 building also was pulled back on the  
9 railroad track side.

10 I think it will be interesting to  
11 find out, and it came up in the working  
12 sessions, exactly what the applicant's use  
13 is of that space now that it isn't on  
14 their property, but I do understand they  
15 do have some use of that space. If for no  
16 other reason I think at least maintenance,  
17 a landscape buffering.

18 So again, I want to emphasize we  
19 focused mainly on-site planning. What you  
20 saw tonight and what I saw when these  
21 drawings first came in was a new look at  
22 the massing of the building.

23 I think without going through all  
24 these points, my initial reactions are  
25 that I think there's a kind of, from a

1 massing perspective I think where I would  
2 encourage the proponent to push is a  
3 couple quite important things is one, this  
4 first image of, I think it's fair to say  
5 that not all elevations have been treated  
6 the same.

7 In fact, some of that, in fact,  
8 there's quite a variety in the treatment  
9 of all the different elevations, and I  
10 think the motives were smart and  
11 recognized that this is a very large  
12 building, and we all know that. It's a  
13 very large building that is in the  
14 location that I think can handle a larger  
15 building than context.

16 And I think all the, both in the  
17 sketch up model, and I'll get back to the  
18 values, sketch up versus the rendered  
19 perspective use --

20  
21 (Technical difficulties)

22  
23 MS. MORELLI: Is he present?  
24 Cliff, I think we might have temporarily  
25 lost you.

1 MR. BOEHMER: -- minor elevations of  
2 the building.

3 MS. MORELLI: Cliff, Cliff, Cliff,  
4 we lost you for a period there so you're  
5 going to have to go back.

6 MR. MICKLEJOHN: We lost him again.

7 MS. MORELLI: Yeah.

8 MR. BOEHMER: Am I back?

9 MS. MORELLI: Yeah. Cliff, if you  
10 want to just turn off your video, we are  
11 sharing my screen. That might help with  
12 your bandwidth.

13 MR. BOEHMER: Okay. All right.

14 MS. MORELLI: You will have to go  
15 back. Okay.

16 MR. BOEHMER: I --

17 MS. MORELLI: We heard, the last  
18 place I think we heard was that the  
19 context could handle a larger building.

20 MS. BOEHMER: Yeah, okay. All  
21 right. I think what we're seeing in  
22 these, particularly in the renderings is a  
23 variety of ways of breaking up the massing  
24 of the building.

25 I'll say the big picture first is

1 to me the next step would kind of backing  
2 off from treating each elevation as a  
3 separate thing or separate treatment on  
4 those, because I think what we're really  
5 losing particularly in the finished image,  
6 less so in the sketch up, is the kind of  
7 overall integrity of the building.

8 So, from a massing perspective, and  
9 again, this isn't what we worked on in the  
10 working session, so I want to give all due  
11 credit to the applicant for doing what  
12 they've done so far.

13 But I think what I would do at this  
14 point, this is a good example, I think,  
15 where the elevation, the short elevation  
16 on the north side of the building has a  
17 very different setback on the top floor.  
18 It's very plain-er compared both with with  
19 respect to flatness, but also it is  
20 looking like an end elevation when it's  
21 actually a very prominent elevation from  
22 the street.

23 And certainly, if you look in the  
24 background on the long north elevation  
25 it's a similar, I think, just not carrying



1 a consistent idea of how to take what I  
2 think in many aspects looked kind of like  
3 tacked on pieces that are used to break up  
4 the sense of the big massing and think in  
5 a way that the bays more perceived as an  
6 expression of the overall massing. I think  
7 they could well move in a direction of  
8 simplifying the variety of the bays.

9 I've resonated with Randolph's  
10 comment about the darkness of the attic  
11 level, I think which can be used similar  
12 in a sense that it's kind of dys-unifying  
13 the massing as a whole.

14 Again, there are many, many  
15 detailed points and I can go into any of  
16 them if you have questions about what I  
17 would do at this point is really folates  
18 that because it's a much, much larger  
19 building than existing context. Clearly,  
20 they've made big efforts to make it not  
21 look like a big building, and I think I  
22 would say go back to the sketch up model  
23 and manipulate the massing.

24 You know, it's a very simple start,  
25 would be a uniform set back on the upper

1 level which would just that in and of  
2 itself would help pull the massing  
3 together.

4 If you look on the long south  
5 elevation along the driveway that has a  
6 very minimal setback as we saw in the long  
7 elevation on the north side it's also  
8 minimal setback, so I'd rather just leave  
9 all the good work that's been done on  
10 making the building actually function  
11 much, much better in many ways and go back  
12 to then making it again read as a whole  
13 composition.

14 I will say that given that the  
15 elevations, there is a kind of variety of  
16 treatments in the elevations. I think my  
17 favorite is if you stop right there, and I  
18 don't really mean this as the favorite,  
19 but I think that the approach, a good  
20 example of kind of a simplification  
21 maneuver that can also help the read from  
22 the street is this kind of treatment that  
23 I think works quite well, particularly in  
24 the rendered elevations works quite well  
25 from the track and riverway perspective

1       could very well be exactly the same  
2       treatment on that short north elevation.

3               And I think I would really  
4       recommend looking at ways to unify rather  
5       than seek breaking on the massing through  
6       variety and again, I'm getting this kind  
7       of tacked on readings on a lot of the  
8       pieces, I'd recommend a more unified  
9       approach probably simplified overall. You  
10      may not even need that many materials.

11             Certainly, if you look around most  
12      of the larger, certainly the older  
13      apartment buildings in Brookline don't  
14      really have that many materials. I think  
15      they deal with kind of fundamental massing  
16      as a way to help break down the scale,  
17      make the scale more manageable.

18             So, I will hit on just a couple of  
19      the points because they go a little bit  
20      beyond. They're quite different from the  
21      massing, but I would recommend to the  
22      board if they're in agreement that's, the  
23      working sessions have been very good, and  
24      I think that's the direction I would  
25      approach it, banking off of it on the

1 detailed renderings and go back to the  
2 massing issue a bit, open that discussion,  
3 and I think it could be fruitful.

4 A couple of other comments. I  
5 don't think 44 bike spaces is really  
6 enough. I did hear the designer mention  
7 that they could possibly use that storage  
8 space. They do have some additional  
9 undesignated storage space, but I think  
10 given the population of where it is, I  
11 don't see 44 bike spaces as enough.

12 Certainly, getting the roof plan up  
13 to speed with all the mechanical  
14 equipment, coordinating that with what  
15 I've heard is a desire to really  
16 incorporate a lot of sustainable elements  
17 in the building including solar rays on  
18 the roof, getting those pieces on there  
19 and seeing what can and can't be seen and  
20 using screening to whatever degree is  
21 required.

22 I think Randolph also mentioned  
23 that the retaining wall on that north side  
24 that separates the useable outdoor space  
25 from the neighbor, there is a comment on

1 the civil drawings that the structural  
2 integrity of that needs to be determined.  
3 I would urge the developer to advance that  
4 so that we really know what you end up  
5 with. There may be other solutions than a  
6 four-foot retaining wall.

7 We don't have a lightening plan  
8 yet. Another comment I made that had come  
9 up on a number of developments that are  
10 right on railroad tracks are whether an  
11 acoustical study would be required by  
12 increasing the setback.

13 You know, the MBTA has this thirty-  
14 foot zone of influence. I'd still want to  
15 see a construction management plan to make  
16 sure that there isn't a crane that's going  
17 to come over and block the tracks or  
18 various other issues, but in any case, it  
19 was appreciated that that is pulled back  
20 in that area.

21 I made a comment about, and this is  
22 actually one of the older comments that it  
23 may have been answered in another report  
24 is the sewer easement that runs along the  
25 back off of their property. Just making

1       sure the foundations of their building  
2       take into account what could be a future  
3       need of the town to excavate back in that  
4       area.

5                   I think the comment about which I  
6       guess should have been a segue maybe to  
7       our comments is getting those columns down  
8       in the garage is really important as well  
9       as integrating any accessibility  
10      requirements that may be associated with  
11      the mechanical spaces, the mechanized  
12      spaces.

13                   So that's kind of where I'm at. I  
14      included that very last image because I  
15      think it recognizes that you can see the  
16      site in the foreground and, you know, the  
17      proposal is for a larger building, and  
18      when you look out across the greenway as  
19      this does, there are a lot of large  
20      buildings there, and a lot of large  
21      buildings that look out onto the greenway.

22                   I'm personally comfortable with the  
23      overall scale, and I think they've made  
24      good mitigation efforts pushing it back  
25      from the street. I think that it helps a

1 lot, and I think it's a great location,  
2 but I think it's okay to look at it as a  
3 large building, but work harder making  
4 sure that it has a kind of integrity  
5 building wide, rather than treat it as  
6 sort of a façade by façade, exercise in  
7 breaking down the scale of it.

8 I did want to point out it was  
9 interesting looking at shadow studies that  
10 you probably recall the building used to  
11 be closer, but it had a really radical  
12 kind of cigarette form stepping back from  
13 the street that I think made a lot of  
14 sense from a shadow casting perspective,  
15 scale right at the immediate façade.

16 I think it's interesting to look,  
17 even though there's a taller façade now  
18 that faces the street given the increased  
19 setback, you actually see, what I would  
20 call really de minimis increase in shadow  
21 impact in that direction, that is towards  
22 Kent Street.

23 So, I think that worked out well,  
24 and I'll mention one more time, I  
25 certainly think functionally the building

1 has moved into a different category than  
2 where it was before.

3 I'm sorry that I blanked out on  
4 you, and I think if you have questions  
5 about any of those items or anything else  
6 I can answer them.

7 MR. ZUROFF: Board members?  
8 Randolph?

9 MR. MICKLEJOHN: Thank you, Mark.  
10 Hi Cliff, a couple of questions. I was  
11 really interested in your comments about  
12 the variety of the elevations, and I want  
13 to understand kind of where the working  
14 group left off, and you know, and what  
15 parts of the design are new to you.

16 Is what happened in the working  
17 group that if that's where most of the  
18 working group meetings, that were most of  
19 the major, you know, reshaping and, you  
20 know, the building becoming less, more  
21 like a triangle, more of a sort of  
22 straight-L, you know, with the bar in the  
23 back, was that what you all worked on  
24 together in the meetings?

25 MR. BOEHMER: Yeah.



1           MR. MICKLEJOHN: And is some of  
2 what you're reacting to as, you know,  
3 well, this is variety that every elevation  
4 treated differently, was that not in the  
5 meetings, are you seeing that now, you  
6 know, more recently?

7           MR. BOEHMER: That is recent.

8           MR. MICKLEJOHN: Okay.

9           MR. BOEHMER: I think intuitive, I  
10 think the working sessions were really  
11 getting a building form and a site plan --

12          MR. MICKLEJOHN: Right.

13          MR. BOEHMER: -- that really solved  
14 some fundamental problems and included in  
15 the discussion so were just kind of basic  
16 functionality questions ranging from very  
17 long skinny units that really didn't work  
18 when the footprint was, you know, 75-80  
19 feet wide, ranging from that to, as I  
20 said, where bikes come in, units in the  
21 basement, et cetera.

22          MR. MICKLEJOHN: So, when you see  
23 all this variety of treatments, you know,  
24 different mixes of materials and bays or  
25 not bays and flatter or not so flat on the

1 different elevations, is your  
2 understanding that the architect is using  
3 variety to try to knock down the mass of  
4 the building to make it look less large?  
5 Is that what you are --

6 MR. BOEHMER: Yes, thank you, if I  
7 was stumbling over my own words, yes, and  
8 I appreciate that, and I think it's  
9 particularly readable in the rendered  
10 prospectus.

11 MR. MICKLEJOHN: Without getting  
12 too much into commentary, I had some of  
13 the same reactions I wondered. That's why  
14 I asked about the working groups because,  
15 you know, I'd like to, as much as I can,  
16 you know, get towards comments that will  
17 sort of move forward.

18 Cliff, I don't know how far around  
19 the neighborhood, you know, the working  
20 group looked, but when I see this  
21 building, and especially when you talked  
22 about this, the section of the large  
23 building on the greenway, the building  
24 that come to mind for me is Longwood  
25 Towers, and you know, I'm sure everybody

1 on the board knows it, but Cliff, if you  
2 don't, it's early 20th century. It's a  
3 real landmark building.

4 MR. BOEHMER: Yup.

5 MR. MINKLEJOHN: Of course, it has  
6 a lot more land, just to get that out of  
7 the way, but you know, it's a multi-unit  
8 building that is a landmark on the Emerald  
9 Necklace in many ways, and you know, it  
10 has a great presence on the street. Of  
11 course, more space around it, but you  
12 know, it's surrounded by larger single,  
13 you know, smaller freestanding buildings.

14 One of the reasons that I'm  
15 thinking of is it when I saw the new  
16 elevation on the river end which I think  
17 is much more interesting and better than  
18 it was the last time around, I'm wondering  
19 whether there's anything to be borrowed  
20 from Longwood Towers.

21 You know, I mean, the building is  
22 as big as it is, but I wonder whether on  
23 balance your idea about it having a little  
24 more unity might be just at a very general  
25 architectural level, might be a good

1 direction and to see a little less  
2 variety, because it looks like alternate  
3 design schemes on all sides, but you know,  
4 rather than a single building.

5 MR. BOEHMER: That's a really good  
6 example because it is a bigger building  
7 and it's not a really simple form either,  
8 but it does have a kind of integrity and  
9 acknowledges that it is kind of to a  
10 monumental scale.

11 MR. MINKLEJOHN: Well, the place  
12 that it's monumental, and Maria, I don't  
13 know if this is in Chris' memo, but the  
14 longest façade of this building and the  
15 one which is, you know, is one approach,  
16 is on the ramp driveway, right, that's the  
17 longest single surface, right, so that's,  
18 yeah, that one. I mean, it's pretty  
19 collapsed, the view of it here, but we saw  
20 in the architect's presentation some of  
21 the renderings from the front of the Kent  
22 Street end.

23 You know, I think that's actually  
24 one of the only places on the street end  
25 where you see how big a building it is,

1 and that's not bad. I think from the  
2 other approach because of the L-shape you  
3 do just see the front block so Cliff, I  
4 kind of wonder whether you would agree  
5 that it's actually that long elevation,  
6 that's the hardest one, because I think  
7 the shorter ones are in better shape in  
8 some ways.

9 MR. BOEHMER: I agree, and I think  
10 in general on the very long elevations I  
11 think actually the broader bays work  
12 better, and maybe they go all the way up  
13 to just underneath the attic level, but I  
14 think on this elevation you see where I  
15 think the building suffers from the really  
16 minimal setback at the attic level.

17 To me, that's one of the simplest  
18 ways, simplest ways to start to establish  
19 a uniform approach to all of the  
20 elevations.

21 MR. MINKLEJOHN: Is it minimal, is  
22 that related to the unit plans? I'm just  
23 looking at the drawings that I've got  
24 here, being more or less the same on the  
25 fourth and the fifth floor, is that why?

1 MR. BOEHMER: Yes.

2 MR. MINKLEJOHN: Okay. All right,  
3 thank you. Let me stop there. I'm  
4 commenting more than questioning, and I'll  
5 let others ask questions.

6 MR. ZUROFF: Go ahead, Johanna.

7 MS. SCHNEIDER: I don't have any  
8 questions. Thanks, though.

9 MR. ZUROFF: All right, Cliff, I  
10 really appreciate your analysis. For us  
11 lay people I just wanted to hit you with  
12 the direct questions.

13 So, is it your assessment that the  
14 design is too complicated or more  
15 complicated than it needs to be, and is it  
16 your judgment that the massing is  
17 appropriate for the site?

18 MR. BOEHMER: Well, actually, I  
19 think my opinion is that the massing isn't  
20 really there yet for some of the reasons  
21 I've stated. I think the program, you  
22 know, maybe not necessarily exactly that  
23 number of units, but I think a lot of  
24 pieces are harmonious now, functionally in  
25 the building.

1           I think the impact on the street  
2           has been carefully thought about, but I  
3           think, I am glad that we ended up at that  
4           image looking up from the tracks because  
5           that is really illustrative, I think. I  
6           think the building just needs to have a  
7           more coherent presence, and there are a  
8           lot of different, I guess, mechanisms or  
9           strategies that you see on the different  
10          elevations, but I would edit down to a  
11          more consistent kind of attitude of how to  
12          break down the scale of the building.

13                 So, no, I don't think the massing  
14                 is there yet, which is why I would go back  
15                 to the sketch up model because those are  
16                 very easy to manipulate quickly and then  
17                 go back and check your units, make sure  
18                 you're still getting the program that you  
19                 think you need, et cetera, but you've done  
20                 a really good job at looking at a lot of  
21                 different ideas of how to break up the  
22                 massing through these kind of additive  
23                 pieces.

24                         But I think they need to back up  
25                         again and go back to those sketch up views

1 and do a little more carving away at the  
2 overall mass.

3 MR. ZUROFF: Thank you, Cliff.  
4 Now I understand you.

5 MR. BOEHMER: Sorry.

6 MR. ZUROFF: That's all right.  
7 That's all right. Okay. Any other  
8 comments from the board?

9 MS. SCHNEIDER: Thank you, Mark,  
10 for asking those clarifying questions.

11 MR. ZUROFF: Maria?

12 MS. MORELLI: Yes. I think, let's  
13 see, Roger, are we turning to public  
14 comments?

15 MR. ZUROFF: If we are ready, then  
16 yes, I think we can.

17 MS. MORELLI: Okay. Roger Blood  
18 has some, he's in the queue. I'll put him  
19 in. Roger, you've been promoted to  
20 panelist. You can unmute. Roger, you can  
21 unmute.

22 MR. BLOOD: Thank you, Maria. I'm  
23 Roger Blood, I'm chair of the housing  
24 advisory board. At this time I'm asking  
25 to speak on the 40b project. The reason



1 that we've had -- a 40b has been quite a  
2 few years looking at how the most likely  
3 way of approval is going to get the town  
4 to the magic 10 percent.

5 I first became aware of 217 Kent  
6 several years ago, noticing that it had  
7 considerable potential for production of  
8 desperately needed housing and 40b, a  
9 higher percentage of real affordable units  
10 than we've been able to get from our  
11 inclusionary zoning, a lot of projects  
12 which you've also seen.

13 So, we're 11-plus percent now, and  
14 I was curious what had become of the 217  
15 Kent because it still hadn't made the  
16 official inventory of affordable units, so  
17 I was very happy, very interested to sit  
18 through hearing this evening. It was very  
19 informative and pleased to see that there  
20 seems to be great progress over time and  
21 recently toward an acceptable project and  
22 a very desirable one.

23 I'm hopeful that there will be a  
24 conclusion of the process at some near  
25 future date that this project will be able

1 to go ahead on a feasible basis.

2 I am happy to see that it appears  
3 at least that the unit mix is going to  
4 meet the or slightly exceed actually the  
5 minimum for the HCD for large three-  
6 bedroom units. In that respect that's  
7 important.

8 I hope, I'm certainly not in a  
9 position to comment on all the details of  
10 the design and the advances that have been  
11 made, they certainly look good and  
12 promising.

13 Hopefully, they will remain at the  
14 current unit count, that there's no need  
15 for any further reduction in the unit  
16 count so that we can achieve a significant  
17 amount of the potential that this site has  
18 for creating the kind of housing that we  
19 need so desperately in town.

20 So, with that I wish you well and  
21 hope to see the conclusion of this process  
22 in a positive way for the town and for the  
23 development team. Thank you.

24 MS. MORELLI: I don't see anyone in  
25 the queue either raising their hand or

1        indicating that they want to speak in the  
2        chat, so again, if anyone wishes to speak  
3        just indicate that in the chat or raise  
4        your hand. Okay, I think we're going back  
5        to the board.

6                    MR. ZUROFF: Okay, well, I thank  
7        Roger for his comments, and it now falls  
8        upon us to push to the next level, so  
9        board members, we are being asked to  
10       refine our charge to the developer based  
11       on what we've seen. It's a lot to take in  
12       all at once, but we have heard from the  
13       peer reviewers.

14                   I haven't had as much time as I  
15       would perhaps like to review the plans,  
16       but I am impressed with the progress that  
17       the working groups have made, and the only  
18       thing I can personally opine on is that I  
19       think that the building is much more  
20       attractive. It's much more useable.

21                   I don't have any real problems with  
22       the numbers of units or the design of the  
23       building. Perhaps I might like to see the  
24       top floor pushed back a little bit as  
25       Cliff has suggested without reducing the

1 number of units, but I realize that that  
2 would reduce the square footage of the  
3 building.

4 And I'm reasonably comfortable with  
5 the amount of parking that's available,  
6 although the articulation of the parking  
7 might need some refinement based on what  
8 Art Stadig has said.

9 But I do want to see the project go  
10 forward, and as I said, my only comment  
11 would be that perhaps we could see the top  
12 floor pushed back a little bit. Randolph?

13 MR. MICKLEJOHN: Thanks, Mark. I  
14 agree that the progress has been good and  
15 substantial. I'm actually pretty  
16 comfortable with the overall massing, and  
17 I'll get back to details of massing, like  
18 steps and things like that in a minute,  
19 but you know, I think the L-shape is quite  
20 successful in many ways and it creates, it  
21 has created other secondary positive  
22 features like, you know, the site areas  
23 really on three side, four sides, the -  
24 ramp, but the active and you know, more  
25 passive, open spaces on the three sides

1 are an improvement.

2 I think as we talked about in the  
3 beginning, many aspects of the site  
4 circulation are working quite well.

5 I'm going to dwell mostly on the  
6 things I was just thinking about with  
7 Cliff, which is this question of, you  
8 know, what did you just resolve it into a  
9 unified building, I think was one of the  
10 words that Cliff used.

11 I would, and again, you know, you  
12 can't design buildings by talking about  
13 them, but I would be interested to see the  
14 versions of this building that just had  
15 less variety as you walk around them.

16 I'm on the same page with Cliff,  
17 but the five different elevations on the  
18 building is probably more than we need,  
19 and it may be that there can be fewer  
20 materials used, but I'd like some of the  
21 starting points of some of the shorter  
22 elevations, I think they're just easier to  
23 design. I was talking a minute ago about  
24 the long elevation along the driveway,  
25 which is very visible and, you know,

1       tilting at the bottom.

2               So, I'll say I also would like to  
3 have the design team test some changes at  
4 the top of the building, and we talked a  
5 little bit about material color as well as  
6 Cliff's comments about could it step back  
7 more on the sides where it's kind of  
8 flush, kind of a wall straight up on the  
9 bottom. Those are my main notes.

10               MR. ZUROFF: Thank you, Randolph.  
11 Johanna.

12               MS. SCHNEIDER: I do want to  
13 commend the applicant team on tremendous  
14 progress from the last time that we saw  
15 this. I think that, you know, our primary  
16 concerns last time were with site layout,  
17 functionality and circulation, and I do  
18 think that all of those issues have been  
19 solved at least to my satisfaction.

20               I think the building is  
21 significantly more attractive than it was.  
22 I do think it still needs some work along  
23 the lines of what Cliff described. My  
24 greatest issue with it, though, is the top  
25 floor. I think the materials are not

1 particularly working. I think that the  
2 design is not particularly working. It's  
3 a little reminiscent of a prison which is  
4 a little jarring given that the rest of  
5 the building is, you know, quite pretty  
6 and quite designed, and then you've got  
7 this sort of flat, gray box. It's in the  
8 box, it's like one layer sitting on the  
9 top, which again is really not working for  
10 me.

11 In terms of other more substantive  
12 comments, I'm a little concerned about  
13 that little thin area. It's a little  
14 small given the size of the building. I  
15 know we're in Brookline. There are lots  
16 of resources where people can go to other  
17 parks and stuff.

18 But given that it feels to me like  
19 it might be a little bit in a hole or, you  
20 know, in a dip, I wonder how much sunlight  
21 it's really going to get, and I'm  
22 wondering how useable it really is.

23 Maybe it just needs to be a little  
24 bit better defined in terms of what it is,  
25 or how it's laid out, but I'm not sure

1       that it even makes sense to have it  
2       because I'm not sure how functional it  
3       really is going to be.

4               The last comment I would make is  
5       that I'm perfectly comfortable, everyone  
6       on this board at this point knows that I  
7       don't mind projects with very low parking  
8       ratios, and so I'm comfortable with the  
9       parking here. I do think that we do need  
10      probably more bike parking than there  
11      currently is given the location, given the  
12      likely demographic.

13              I think someone had raised a  
14      comment perhaps in the chat or maybe Cliff  
15      had raised this, that given the high  
16      number of studios where folks are going to  
17      have a hard time storing bicycles in their  
18      units, I do think that there should be a  
19      little bit more common bike storage.

20              Finally, I would just that, you  
21      know, there's a nice, big, flat roof. I  
22      know this is a 40b project, but it does  
23      seem to be a really good location for  
24      solar.

25              MR. ZUROFF: I think in summary



1 we're very much impressed with the  
2 progress made, and we'd like to see a  
3 little bit improvement on maybe the  
4 design, particularly the top floor, but I  
5 think it's close, so without giving you  
6 approval, Bobby, I think that you have  
7 some direction to go in for our next  
8 meeting.

9 MR. ALLEN: I think I have pretty  
10 clear direction. Fortunately, Johanna is  
11 not great at mincing her words, right?  
12 She's pretty clear on what she likes and  
13 what she doesn't, and Randolph and Cliff  
14 seem to be on board with the same idea.

15 So, it seems like we can move  
16 things around, and you know, for us the  
17 massing and number of units are very  
18 important because we've tightened our  
19 belt, maybe we tightened it too quick, but  
20 you know, we wanted to do it, we want to  
21 be transparent when we work with the town  
22 so I think we have some good ideas.

23 We've been kind of chatting back  
24 and forth while you guys have been  
25 talking, and I think Dennis already has

1       some ideas going that could address some  
2       of the issues that were brought up.

3               So, we're excited that you feel  
4       like we're almost there, I hear that in  
5       the comments, and appreciate all the time  
6       that you put into it.

7               MR. ZUROFF:   Okay, then I think the  
8       next order of business is to determine  
9       when our next meeting is.

10              MS. MORELLI:   Right.   So, we do  
11       have town meeting in June, and then we do  
12       have a hearing the week of June 13.   I  
13       think it might be a little early to have a  
14       hearing then, because we do want to have a  
15       working group, and then give the applicant  
16       some time to prepare that presentation for  
17       you, and also for Cliff to do his final  
18       report.   I'm looking at, throw out June  
19       22.

20              MS. SCHNEIDER:   Maria, I'm not  
21       really to sit in the month of June.   I've  
22       got ten days of trial out of town.

23              MS. MORELLI:   Okay.

24              MS. SCHNEIDER:   Really starting on  
25       the 18th of June.

1 MS. MORELLI: Okay, so we're  
2 looking at July.

3 MS. SCHNEIDER: Yeah.

4 MS. MORELLI: Okay, could you just  
5 recommend a date that works for you as  
6 early as possible in July?

7 MS. SCHNEIDER: July 6th would work  
8 for me.

9 MS. MORELLI: Okay, and the others?

10 MR. ZUROFF: As I discussed with  
11 you, I believe that I was going to be  
12 here. I'm not 100 percent certain, but  
13 it's looking more and more likely that  
14 I'll be here into July, so for now it's  
15 open, and I will let you know if that  
16 becomes problematic.

17 MS. MORELLI: Okay, Randolph.

18 MR. MICKLEJOHN: Maria, July 6th is  
19 fine with me.

20 MS. MORELLI: Okay. I do want to  
21 say that if Mark were to leave, and we are  
22 lucky to have him as long as he's been  
23 here, we would be able to have a vote with  
24 two members. We did check with town  
25 counsel.

1 I will need an extension, Mr.  
2 Allen, tonight, though.

3 MR. ALLEN: I don't have  
4 authorization for my client to give an  
5 extension, so if the board, let's assume  
6 that my client won't have an issue with  
7 it, if I can provide Maria with something  
8 in the morning.

9 MS. MORELLI: Well, I can't  
10 continue the hearing. The deadline to  
11 close is June 30.

12 MR. ALLEN: Okay, then why don't we  
13 grant an extension.

14 MS. SCHNEIDER: Mr. Allen, at this  
15 point could you grant us an extension  
16 until July 7 and then we could --

17 MR. ALLEN: Yeah, that's what I was  
18 just going to -

19 MS. SCHNEIDER: -- figure that out.

20 MR. ALLEN: Why don't we do that.  
21 Why don't we go to July 7 and then we can  
22 address it on July 6th?

23 MS. MORELLI: Okay.

24 MR. ALLEN: Thank you. Thank you  
25 for that.

1 MS. MORELLI: Thank you.

2 MR. ZUROFF: So, our next hearing  
3 will be at least for the moment July 6th.  
4 The extension is granted until July 7th.

5 MS. MORELLI: I don't think I have  
6 anything else on the agenda.

7 MR. ZUROFF: And I want to thank  
8 everybody who attended tonight. Thank you  
9 for your presentation.

10 To the applicant, we appreciate all  
11 the information and the efforts you've  
12 made, and I thank the members of the board  
13 for their participation and of course,  
14 Maria, for your hard work.

15 MS. SCHNEIDER: Maria, thank you  
16 for muscling through your Covid to be here  
17 with us.

18 MR. MICKLEJOHN: Here, here.

19 MS. MORELLI: Thank you. Glad to  
20 be here.

21 MR. ZUROFF: Well, see you soon.

22 MR. ALLEN: So long.

23 MR. ZUROFF: Good night.

24

25 (Adjourned, 9:10 p.m.)

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Commonwealth of Massachusetts  
I, Diane Cercone, a Notary Public  
in and for the Commonwealth of  
Massachusetts, do hereby certify that  
the proceedings  
hereinbefore set forth, was duly sworn  
by me and that such hearing is a  
true record of the proceedings.

I further certify that I am neither  
related to or employed by any of the  
parties in or counsel to this action,  
nor am I financially interested in the  
outcome of this action. In witness  
whereof, I have hereunto set my hand  
and seal this June 3, 2022.



Diane Cercone,  
Notary Public  
My Commission Expires: August 22, 2025

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