

In The Matter Of:

BROOKLINE ZONING BOARD APPEALS HEARING

APPEALS HEARING - Vol. VI

May 8, 2014

MERRILL CORPORATION

LegalLink, Inc.

225 Varick Street
10th Floor
New York, NY 10017
Phone: 212.557.7400
Fax: 212.692.9171

Volume VI

Pages 1-119

Brookline Zoning Board of Appeals Hearing

Case Number 20130094

40B Application by Chestnut Hill Realty

The Residences of South Brookline

May 8, 2014 at 7:00 p.m.

Office of Town Counsel

333 Washington Street, 6th floor

Brookline, Massachusetts 02445

Reporter: Barbara J. Vican

1 APPEARANCES

2 Board Members:

3 Jesse Geller, Chairman

4 Jonathan Book

5 Christopher Hussey

6 Mark Zuroff, Associate Member

7 Avi Liss, Associate Member

8

9 Samuel Nagler, Esquire

10 Krokidas & Bluestein

11 Edith M. Netter, Esquire

12 Edith M. Netter & Associates, P.C.

13 Alison C. Steinfeld

14 Planning & Community Development Director

15 Brian J. Beisel, P.E. BETA

16 Robert J. Michaud, P.E.

17 MDM Transportation Consultants, Inc.

18 Robert Ward, Chief of Operations

19 Brookline Fire Department

20 Marc Levin, Chestnut Hill Realty

21 Ken Goldstein, Member of the Board of Selectmen

22 Regina Frawley, Town Meeting Member, Precinct 16

23 William Varol, 45 Asheville Road

24 Steven Krug, 237 Russett Road

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APPEARANCES - Continued

Steve Chiumenti, Town Meeting Member, Precinct 16
Jay Talerman, Esquire Blatman, Bobrowski & Mead
Irene Scharf, Town Meeting Member, Precinct 16
Joni Burstein, South Street resident
Robin Koocher, Beverly Road resident

1 PROCEEDINGS

2 7:06 p.m.

3 MR. GELLER: Good evening, everyone. We are going
4 to open our hearing. This is a continuation of
5 hearings involving the Residences of South Brookline.
6 My name is Jesse Geller. To my immediate left is Mark
7 Zuroff; next to him is Chris Hussey, Jonathan Book,
8 and Avi Liss.

9 As people may recall, this evening is an
10 opportunity to revisit issues that pertain to
11 traffic. I have a few announcements that I would like
12 to make before we get started.

13 The first is later in this hearing will be an
14 opportunity for the public to speak. Anyone who
15 wishes to speak, I would ask you again, start by
16 giving us your name, and, please, if you do wish to
17 speak, speak into the microphone at the podium.

18 The Town and the applicant have agreed to a
19 one-month extension of the public hearing so that the
20 hearings, the outside date is now August 14th of
21 2014. This is to give the parties an opportunity to
22 further discuss the various issues. I'll now call
23 upon Alison Steinfeld to give us an update of the
24 sessions.

1 MS. STEINFELD: Thank you, Mr. Chairman. Alison
2 Steinfeld, planning director.

3 Staff representing the Building and Planning
4 Departments and Town Counsel's office continue to meet
5 with Chestnut Hill Realty. Discussion has focused on
6 the amount of green space; the number, size and
7 placement of units; the amount of parking; and the
8 size of the large apartment building. The applicant
9 may present an alternative site plan at the next
10 meeting. Thank you.

11 MR. GELLER: Thank you. As mentioned, tonight's
12 hearing will be dedicated to issues pertaining to
13 traffic, and the hearing will be in the following
14 order.

15 We will first hear a presentation of the final
16 reports, and I understand this is going to be done on
17 a question-by-question basis. If people recall, there
18 were a number of questions that were raised both by
19 the ZBA's peer reviewer, which is BETA, as well as by
20 town departments and also by the public. So I think
21 for coherence sake, these topics will be handled on a
22 question-by-question basis in which we will first hear
23 from the applicant's expert and then we'll have a
24 response from BETA.

1 Once that concludes, there will then be an
2 opportunity for the Board to ask any additional
3 questions it may have or remaining questions it may
4 have, though you may all feel compelled to just blurt
5 out a question in the middle of the responder. You
6 certainly are free to do that.

7 We will then hear from the public, and we'll take
8 some further input from the public based upon what we
9 have heard, and I would ask people to please listen to
10 what other people are asking and what other people are
11 saying. It may help you to concentrate the questions
12 you have. It may, in fact, lead you to further
13 questions.

14 MR. BOOK: Excuse me, Mr. Chairman. So the
15 public, their questions are to be confined to traffic?

16 MR. GELLER: Traffic, correct. Tonight is
17 focused on traffic. Thank you.

18 MR. BOOK: Okay.

19 MR. GELLER: Who is here to speak on behalf of
20 the applicant?

21 And actually, before you get started, why don't
22 you introduce each of yourselves.

23 MR. MICHAUD: Thank you, Mr. Chairman, Members of
24 the Board. For the record, my name is Robert Michaud,

1 a managing principal of MDM Transportation Consultants
2 based in Marlborough, Massachusetts. We're the
3 traffic consultant for the applicant.

4 MR. BEISEL: Good evening, everyone. Brian
5 Beisel from BETA Group, and I'm a senior project
6 engineer. I apologize for not being here in March. I
7 was at a preplanned family vacation. I'm here as the
8 ZBA's and the Town's traffic engineering consultant.

9 MR. MICHAUD: As a matter of protocol, we've
10 coordinated with BETA on our responses. We've
11 submitted written responses to their document of
12 March -- their peer review document of March 20th, and
13 as the Board may recall, there were additional
14 comments made at the March 26th ZBA hearing by BETA.
15 As a matter of providing a comprehensive response,
16 we've actually combined both the written comments from
17 March 20th and the verbal discussion points that were
18 made at that hearing into our response.

19 So what I'd like to do is actually take each of
20 the comments point by point with the overview that we
21 have actually reached agreement or concurrence with
22 BETA on each of the points that were raised. As the
23 Board may recall, the peer review from later in March
24 identified that the methodologies employed in the

1 traffic report were, in fact, consistent with industry
2 practices and protocols. By and large, there weren't
3 really any points of disagreement or open issues.

4 However, there was a request at the subsequent
5 hearing March 26th to provide supplemental information
6 that would augment that presented in the report,
7 specifically relating to the neighborhood itself, so
8 we'll step through these on a point-by-point basis,
9 and to the extent BETA wishes to corroborate or add
10 comment, Brian will be right next to the podium to do
11 that.

12 So the first comment relates to the study area
13 which in the peer review comment was deemed to be
14 appropriate for evaluating the impacts of the project,
15 and as indicated those were the green dots on this map
16 which included the signalized locations at
17 Independence Drive, the driveways serving the property
18 at multiple locations on Independence Drive, and then,
19 of course, the Asheville Road intersections itself and
20 at Russett.

21 On March 26, the applicants -- the Town's
22 engineer had suggested that we also look at the
23 orange-dot areas which are representative of the local
24 neighborhood street systems of Russett Road, South

1 Street, and Bonad Street, as well as Beverly Road
2 which, as many are aware, connects to the Baker
3 School. We've also had the opportunity to look at
4 additional supplemental data right on Independence.

5 So we've conducted that for really two reasons.
6 One is to understand the baseline traffic and speed
7 conditions that exist within those neighborhood
8 streets, and secondly, to corroborate or confirm the
9 growth rate assumptions that were employed in the
10 traffic study.

11 The 2014 data that was presented in our response
12 was collected on Independence Drive at the identical
13 location from years past prior-collected data, and
14 when you compare those data -- really it was 2007 to
15 2014 -- the effective growth rate over that time
16 period is less than half of a percent. Our traffic
17 report uses an annual equivalent 1 percent growth
18 factor, so we've been factoring conservative in the
19 means with which we've evaluated future-year growth
20 conditions.

21 We also note that if you look at specific
22 intersections at South Street, for instance, the Town
23 has studied those locations as part of the upgraded
24 signal systems there in the mid 2000s. We went back

1 out and manually counted those same locations again to
2 compare the growth trends, and those growth trends
3 show to be about a quarter percent per year in total
4 entering volume.

5 So in both counts, the information that we've
6 presented in our traffic report is, in fact, based on
7 a conservative assumption of growth and is therefore
8 valid. There's some tables and charts that support
9 those findings. For instance, this is the manual
10 counts that compare the data used in the 2013 traffic
11 report to data collected by the Town in 2004 for
12 improvements at those locations showing that we're
13 essentially very stable to flat growth over that
14 7-year period.

15 The third point -- and this relates to the
16 supplemental data collection again -- has to do with
17 travel speeds on Independence Drive. BETA has
18 requested that those be quantified. I know it was a
19 point of discussion or comment by the police
20 department, and in the vein of identifying what the
21 actual speeds are, this factors into the improvements
22 that we intend for Independence Drive, the traffic
23 calming measures that we'll describe later.

24 The posted regulatory speed limit on Independence

1 Drive is 35 miles an hour. Mechanically collected
2 data over a multiday period indicates that the average
3 or mean travel speed on Independence Drive is highly
4 consistent with those posted regulatory limits. In
5 the northbound direction, it's 34; in the southbound,
6 it's 30. If you look at the high end of the range,
7 what we'll call the 85th percentile travel speeds --
8 the speeds at which 85 percent of the traveling
9 population travels at or below -- that speed range is
10 39 miles an hour northbound, slightly more than the
11 regulatory limit, and 35 miles an hour southbound,
12 identical to the posted limit.

13 The 85th percentile speed is typically the speed
14 that an engineering department or municipality or the
15 state would use as the basis for establishing a speed
16 zone, meaning what should be the posted speed limit,
17 so the find here is that the existing posted limits
18 are, in fact, consistent with those speeds.

19 The fourth comment had to do with identifying
20 site-line requirements at proposed driveways so that
21 they would demonstrate compliance with the 85th
22 percentile measured speeds, and happily so, they do.
23 The site lines that are provided at proposed
24 intersections along Independence Drive exceed 500 feet

1 and exceed the requirements even on the basis of 85th
2 percentile measured speed.

3 The fifth point is really an on-site design
4 issue. It had to do with comments on ensuring that
5 site lines would be adequate and unimpaired at the
6 garage entrance points within the property. The
7 specific design is subject to ongoing review with
8 BETA. It's part of a site plan and drainage design
9 review, and it's really not something that we're
10 intending to provide or elaborate on this evening in
11 this forum. That's really a site plan issue, but that
12 will be resolved under that process.

13 The sixth comment had to do with police
14 department records and request to obtain local data to
15 ensure that what was presented in the traffic report
16 was consistent. The traffic report relies upon data
17 provided by the MassDOT that originates from the
18 Registry of Motor Vehicles. That data as originally
19 presented in this study indicated that there's a
20 relatively low crash incidence in the study area,
21 meaning when one looks at the crash rate and compares
22 it to a statewide or districtwide average, we
23 demonstrated that the actual rates are well below
24 average.

1 The local records corroborate that. They're
2 highly consistent with the DOT data, and we have not
3 identified any specific locations that would suggest
4 the need for safety countermeasures. This is the
5 graphical depiction of that information which we
6 obtained from the local police for the period of 2011,
7 '12 and '13 color coded by year, and you'll see that
8 the crashes over that three-year period are pretty
9 well dispersed along Independence Drive. There's some
10 outlyers here; beyond the Baker School, there's a
11 couple of incidents. I believe one of them had to do
12 with a vehicle malfunction, but, by and large, there
13 isn't any specific location you'd say there's a crash
14 hotspot.

15 When you look at, in more detail, the crash rates
16 for the individual intersections along Independence
17 Drive, you'll see that the crash rate is about .12 or
18 less. That is compared against a statewide average
19 of .58, so it's about 3 times lower than average.
20 It's not -- nothing is indicating or suggesting the
21 need for countermeasures.

22 Here's the actual data: 14 crashes over that
23 3-year period, 3 of which in some form involved
24 pedestrian activity, and that becomes a valid point of

1 information as we consider improvements to
2 Independence Drive that will not only enhance safety
3 for traveling for folks using the roadway, bicyclists
4 for instance, but also for pedestrians that are
5 crossing it.

6 The seventh comment had to do with trip
7 generation estimates, and we've concurred -- BETA has
8 concurred with us -- that the rates used in the
9 traffic report are, in fact, appropriate. They're
10 based on a suburban standard and do not take credit
11 for the likelihood that folks will use some form of
12 non-single-occupant vehicle for to and from the site.
13 What that means is when you look at census data for
14 the area, we know that there's a relatively high
15 percentage of people who will either walk, bike, take
16 the shuttle, or, in some instances, use the MBTA bus.
17 We haven't taken credit for that. We've used an
18 unadjusted suburban standard which BETA has found to
19 be appropriate. No further response required.

20 Eight, traffic calming. The basis of the
21 presentation on March 26, the request for supplemental
22 data, really had its genesis in trying to identify an
23 existing baseline of volumes and speeds in local
24 neighborhood streets, and that would allow an

1 evaluation of whether or not additional traffic
2 calming measures would be appropriate for that
3 neighborhood to address if, for instance, there was a
4 speeding issue or there was a high crash location or
5 there were higher than normal volumes or conditions
6 that would suggest the need for those types of
7 measures. Beyond those particular neighborhood
8 streets, we know that there are also initiatives that
9 would probably make sense on Independence Drive, and
10 we'll talk about those momentarily.

11 What MDM has done is to look at each of the
12 neighborhood streets that were identified by BETA.
13 We've inventoried the existing features of those
14 neighborhood streets. You'll see in this diagram that
15 we've looked at the sidewalk systems that are shown in
16 dashed orange annotation. There's a comprehensive and
17 consistent system of sidewalks that exist in that
18 entire neighborhood setting. There are already
19 traffic calming elements in place that were provided
20 by the Town over the past years.

21 For instance, the chicane element, the mini-
22 roundabout of sorts I guess you'd call it, on South
23 Street. That's a traffic calming element intended to
24 slow traffic down and to control it at that particular

1 location.

2 At other locations, at Russett Road, Bonad, and
3 South, you'll see that there are a series of four-way
4 or all-way stops. That is yet another type or form of
5 traffic calming that requires drivers to come to a
6 complete stop and then proceed. The only location
7 where that type of measure is not currently provided
8 is at Asheville and Russett, at that location.

9 So the context of this neighborhood suggests that
10 many of the elements that you would consider for
11 traffic calming are already in place with the
12 exception of that one location.

13 That said, we've also looked at the speed
14 characteristics. These speed characteristics were
15 measured using radar-recorder equipment over a minimum
16 24-hour period to capture speed characteristics during
17 peak hours, nonpeak hours, nighttime, morning, midday,
18 and over the course of an entire day on average.

19 What's presented here is a snapshot of those
20 results for each of the streets that BETA has asked
21 that we examine. So Russett Road, for instance, these
22 are all 30-mile-an-hour local roadways, and that's the
23 regulatory speed limit.

24 If you look at Russett Road, the 85th percentile

1 speeds for Russett Road vary from 21 to 23 miles per
2 hour. They're well below the regulatory posted speed
3 limit there. Bonad Street, 28 to 27, slightly higher
4 but still reasonably below the posted regulatory
5 limit. Asheville Road, 20 to 21 miles an hour. This
6 is the component that really provides existing access
7 to Hancock Village. If you look at South Street which
8 has a higher posted limit of 35, its 85th percentile
9 speeds are exactly consistent with the posted
10 regulatory limits, 34 to 35. Beverly Road, 30-mile-
11 an-hour road, has 85th ranging from 27 to 29.

12 So we're not seeing any aspect of measured speeds
13 that are inconsistent with posted limits on
14 neighborhood streets that would suggest the need for
15 some form of control.

16 From a volume perspective, we've also used
17 mechanical equipment to collect hourly and daily
18 traffic volumes on neighborhood streets at those same
19 locations. No surprise that Bonad and Russett are
20 very low volume local roadways, less than 500 vehicle
21 trips per day. I think the hourly numbers on that are
22 about 60 vehicles per hour. South Street is actually
23 a collector/distributor road. It has a higher volume
24 of just under 2,700 trips over the course of a day.

1 Beverly Road, which provides a connection to Baker, at
2 1,600 per day; and of course Independence at almost
3 14,000.

4 This provides a context to understand that the
5 local roadway traffic volumes are, in fact, low volume
6 streets, and, based on the assessment of the traffic
7 report, will remain low volume streets even with the
8 development in place.

9 The conclusion of that is that we don't believe
10 that, on the basis of the lack of crash experience,
11 low volume traffic conditions, the presence of
12 existing traffic calming elements, and the relatively
13 low travel speeds, speeds that are consistent with
14 regulatory limits, that any additional measures are
15 warranted within the neighborhood street system.

16 Comment 9. There was a question that related to
17 clarifying trip distribution assumptions in specific
18 traffic volume increases in local neighborhood
19 streets. We've essentially developed a clarifying
20 graphic that would indicate for each component of the
21 project how many trips are being generated using the
22 suburban trip rate and how they get assigned to the
23 roads.

24 This is the Independence Drive quarter going to

1 the north. This is the Russett Road connection,
2 Bonad, South. This is the highest concentration of
3 residential units which would be accessed by Asheville
4 Road. At the highest concentration of units, that
5 connection through the neighborhood streets shows
6 increases of -- in the weekday morning peak hour
7 condition -- about 34 vehicle trips or less on many of
8 these streets.

9 If you look at Russett Road between Asheville and
10 VFW Parkway, for instance, 22-vehicle increase over
11 the course of an hour is predicted. As you go toward
12 Independence, it's 34, and it's 1 vehicle every 2
13 minutes. That's the average increase. South Street
14 is smaller. You look at Beverly Road, it's only 5.
15 You look at Independence Drive south of Thornton, 9.
16 Fairly inconsequential numbers and similar for
17 weekday p.m. peak hour periods.

18 So we've provided this information. It shows
19 that while there may be some variability in local
20 distribution patterns, this provides a pretty good
21 sense as to what that level of increase is. It will
22 not have a material effect on your ability to travel
23 on these roads. There's ample capacity, and the
24 documented speed conditions suggest that there really

1 aren't any other measures that need to be in place.

2 Capacity analysis, BETA has indicated, was done
3 in accordance with industry standards and is, in fact,
4 valid using the volumes that we've just described as
5 being -- relying on a 1 percent annual growth rate, so
6 we've used a conservative assumption. As I've stated
7 in prior testimony, the Level of Service analysis, the
8 capacity analysis shows that in every instance there
9 is no -- literally no change in operating level from a
10 no-build condition to a build condition as a result of
11 this project. There are no locations anywhere here
12 that operate at Level of Service E or F. They're all
13 well below capacity, Level of Service A, B, C, and, in
14 some cases, D which relates to the left-turn movement
15 from Gerry Road onto Independence; but you'll see that
16 all of the public ways and streets here operate at
17 Level of Service A, B, or C with no change as a result
18 of the project.

19 Their comment regarding trip distribution also
20 made note of the fact that there are multiple access
21 points that are provided that help disperse that
22 impact over a number of local roadway streets, two of
23 those driveways along Independence and one at
24 Asheville; and we've recapped that at no location on

1 any street are we anticipating an increase that would
2 change the character, nature, or operating conditions
3 of those roads.

4 Number 12. The BETA comment suggested the need
5 to expand the TDM program. TDM, of course, stands for
6 Transportation Demand Management. The idea behind TDM
7 is to get people out of their cars, to use other forms
8 of transportation, or to perhaps carpool or do things
9 of this nature. So as originally proposed, Hancock
10 Village currently operates a shuttle service. It's a
11 very well-utilized service. Under this application,
12 that shuttle service would be expanded based on
13 demonstrated demand and need.

14 Second, the application will include the
15 provision of secure bicycle-storage facilities and
16 racks throughout the development.

17 Third, there is a substantial integrated system
18 of sidewalks that will be provided that not only
19 connect to the existing sidewalk system within Hancock
20 Village, but also provide a continuous connection to
21 public sidewalk systems that lead to destinations like
22 the Baker School, for instance.

23 And fourth, this really is to the Zipcar
24 service. There is currently Zipcar service that is

1 provided with, I believe, two Zipcar parking positions
2 and vehicles. The applicant has reached out already
3 to Zipcar to understand to what extent that could be
4 expanded. Zipcar evaluates the need for that each
5 spring, and so the applicant, on an annual basis, is
6 willing to discuss the idea of expanding Zipcar
7 capability and supply each spring to the extent that
8 it's warranted.

9 Comment 13. The Russett Road/Asheville Road
10 intersection, as I mentioned earlier, is under stop
11 control only for the Asheville approach. We've
12 evaluated based on objective criteria whether or not a
13 warrant would be met for installation of an all-way
14 stop control at that one location. The Manual on
15 Uniform Traffic Control Devices, MUTCD, provides
16 specific volume-based criteria that must be considered
17 before implementing that type of control. When we
18 look at those criteria, the volumes simply aren't high
19 enough to warrant that form of control at that
20 particular location, nor, in our opinion, would the
21 volume conditions be met in many of the locations in
22 the neighborhood where all-way stop control is
23 currently provided.

24 That said, there may be other conditions that

1 would indicate the need for that form of control that
2 are not volume based. They're a little more
3 subjective and perhaps the reason that the Town has
4 opted to implement that at other locations. So the
5 applicant is very much willing to work with the Town
6 to fund and implement an all-way stop control to the
7 extent the Town deemed it appropriate at Asheville and
8 Russett.

9 Comment 14, traffic calming measures. We've
10 discussed the data that relates to the local
11 neighborhood street system. We don't believe that
12 there are any supplemental or additional measures that
13 are needed beyond the all-way stop control, for
14 instance, which in and of itself could be a traffic
15 calming element.

16 Traffic calming really is most appropriately
17 focused on Independence Drive based on our survey of
18 pedestrian activity, slightly above average travel
19 speeds, crash experience, and other factors. And so
20 we have been commissioned by the applicant, by the
21 proponent, to prepare a conceptual plan that would
22 indicate those types of features for Independence
23 Drive.

24 This diagram shows the context of the

1 improvements that are very -- 20,000-foot level, so
2 let me zoom in on this to better describe what's being
3 proposed here. This intersection happens to be the
4 intersection of Sherman at Thornton with
5 Independence. This is the busiest volume location
6 along this stretch of road. It currently has
7 pedestrian crossing from one edge to the other that is
8 just under 50 feet long. It's a rather long
9 crossing. It's also a location where a documented
10 crash experience does exist as it relates to
11 pedestrians.

12 So the notion here is to provide curb bump-outs
13 that would formalize parking along the edge of the
14 road and would also, at the same time, allow for a
15 much shorter crossing and a more prominent crossing
16 for pedestrians. This crossing length goes from just
17 under 50 feet to 38 feet and could be augmented with
18 some form of traffic control that we'll speak to in a
19 moment known as either flashing beacons that are push-
20 button controlled, or motion-activated or hawk-type
21 beacons which would require vehicles to physically
22 stop when a button is pushed.

23 So there's two forms of control that could be
24 used, and either one of those forms of control would

1 provide much more prominent visibility to pedestrians
2 and pedestrian activity by motorists.

3 You'll also notice that in addition to
4 formalizing the parking on the curb edges and
5 shortening the crosswalk that there are bicycle lanes
6 provided on each side of the road.

7 So taken together, all of these elements would
8 meet the objectives of a design philosophy known as
9 Complete Streets, designing facilities that would
10 accommodate not only the needs of vehicular flow, but
11 flow of nonmotorized modes of transportation whether
12 they're by bicycle or foot. So that's what the
13 applicant has developed conceptually for the quarter.

14 As you focus further north at the proposed east
15 driveway here just north of Gerry Road, a west
16 driveway here, the Beverly Road signal here, that same
17 cross section would continue with curb bump-outs at
18 the east driveway. Again, the shortened crossing;
19 again, the either flashing beacons or HAWK-type beacon
20 control at that location. And you'll see that there's
21 a transition that brings that cross section back to
22 the four-lane section that currently exists at the
23 signal at Beverly Road. So there's a nice easy
24 transition from that single lane back to a two-lane

1 section as you approach the signal; and likewise, if
2 you're traveling through the signal, you'd have a nice
3 gentle transition back to a single lane with proper
4 transitions, curb, to get you to that driving
5 position.

6 So this type of design is not only compliant with
7 Complete Street's philosophy and standards, but would
8 actually provide a more coherent driving experience
9 for folks who are not familiar with the area. Today
10 it's not uncommon for people who are traveling in the
11 outer lane, the curbside lane, to realize once they've
12 gotten through the signal that, gee, there's someone
13 parked there, and I need to quickly get over to the
14 center lane. This eliminates that confusion and
15 conflict.

16 Finally, there's an existing crosswalk at Beverly
17 Road which is somewhat askew. It actually results in
18 a very long crossing that's in excess of 50 feet.
19 This is the crossing that you would use to get to the
20 Baker School. This concept would have that crosswalk
21 realigned so that it was at a 90-degree alignment.
22 Shortens it up quite a bit, and it would enhance
23 safety.

24 So taken in combination, this is what BETA had

1 suggested might be appropriate for the quarter. We've
2 developed this concept. It's certainly not an
3 engineering-level design drawing, but it really
4 provides a framework for continued discussion with the
5 Town on implementing something that makes sense and
6 that is warranted.

7 This is an example of a street where this has
8 actually been implemented within the past few years.
9 This is a MassDOT funded project. You'll see that
10 there's a bicycle lane here with curb bump-outs from
11 side streets, formalized curbside parking, single
12 travel lanes in either direction, prominent crosswalks
13 which are of a brick color in this particular
14 example. So this is a good snapshot of what we're
15 suggesting makes sense for Independence Drive.

16 As it relates to traffic controls, BETA wanted to
17 ensure that a full signal was not warranted, so we've
18 done, using MUTCD criteria, a signal-warrant analysis
19 for full-signal control both at Gerry Road and at
20 Thornton/Sherman, and the volume conditions simply
21 don't warrant full-signal control. The volumes just
22 aren't there. The MUTCD, as mentioned earlier, does
23 meet criteria for pedestrian hybrid beacons which, in
24 our professional opinion, would be the appropriate

1 form of control at both of those locations in the
2 plan.

3 This is the HAWK-type system, High intensity
4 Activated crossWalk. This is a push-button activated
5 control; so if you're a pedestrian and want to get to
6 the other side of the street, you push the button, the
7 signal goes red, people stop accordingly; and this is
8 a regulatory enforceable-type form of traffic
9 control.

10 The secondary type would be more of an
11 advisory-type control. This is a beacon Cross Alert
12 System. This is an example that was actually
13 implemented on state highway. It's an accepted --
14 it's on their accepted-equipment list now. So you see
15 that there are prominently displayed signs prominently
16 marked "crossing," in this case with a supplemental
17 sign in the middle of the crosswalk. Beacons actually
18 are mounted on these poles and get activated in this
19 particular example by motion. So if you approach as a
20 pedestrian, you don't even have to push a button.
21 There's motion detection, these beacons then light up,
22 the motorist sees that there's something happening and
23 is more aware that there's a pedestrian crossing the
24 road.

1 Comment 17 related to on-site parking, and it's
2 really a point of clarification, and it does relate to
3 the site-plan issue. It's not really a traffic issue
4 per se, so I won't go into great detail, but there are
5 345 new parking spaces being proposed in the
6 application which relates to a parking ratio of 1.78.
7 Pure objective statement. There was a reference back
8 to a parking ratio of 1.4, and I think that related to
9 the equivalent overall parking ratio when you took
10 into effect all of the spaces that currently exist
11 within Hancock Village property. So as an individual
12 application -- individual project -- its parking ratio
13 is 1.78 not 1.42.

14 Comment 18. BETA suggested the need for a
15 crosswalk between Buildings 1 and 2 which will, in
16 fact, be incorporated into the design sets through the
17 ongoing BETA and Town review of those plans.

18 Comment 19. Emergency vehicle circulation.
19 We've discussed this on several occasions. We've done
20 AutoTURN analysis that was provided to BETA in
21 electronic format. The nature of that analysis was to
22 model the largest vehicle type that would need to
23 access the property which is a tower truck. It's 42
24 feet long. It's a substantial vehicle. We've run

1 computerized models that would indicate that for each
2 of the design elements, whether the circle or cul-de-
3 sac elements or hammerhead-type designs, that there is
4 ample maneuvering area to accommodate that largest
5 vehicle type.

6 I know that it is standard practice in the
7 industry to conduct this form of analysis to ensure
8 that you have ample curb radii, ample
9 roadway-width-dimension layout to accommodate either
10 one full circle movement of traditional cul-de-sac
11 design or a single backing movement in a hammerhead
12 design, both of which are accepted design practice
13 through precedent here in Brookline as well as other
14 communities that abut Brookline.

15 Comment 20 relates to that same issue. The
16 question was whether or not the roadway width of 22
17 feet satisfies the need for emergency access and
18 circulation. It does based on the computer modeling
19 and is also consistent with the zoning requirements in
20 town.

21 Comment 21, pedestrian safety. This comment was
22 described or discussed at the March 26th hearing, and
23 it really relates to sidewalks and making sure that
24 for every building being proposed, there's a coherent

1 and connected way to get from that building to a
2 destination. The answer is that there are. There's a
3 fully integrated system of sidewalks that are being
4 proposed that allow for connection to Baker's field,
5 for instance, without ever having to walk within a
6 travel lane. You're either on a sidewalk or you're at
7 a crossing point, and this illustrates for the
8 existing Hancock Village where those sidewalk systems
9 exist.

10 So you've got these dashed areas here, all of
11 which connect individual building units to sidewalks
12 along the street system that serves Hancock Village,
13 ultimately out into Independence Drive, and likewise,
14 on the other side. The proposed development shown in
15 red are the connections that would integrate with the
16 sidewalk systems within Hancock Village or would also
17 connect to the sidewalk systems in Independence
18 Drive.

19 The one missing link today is actually on
20 Asheville. If you were walking down Asheville today,
21 there is a sidewalk there, but this is where it ends.
22 There's nothing at the terminal end of that. This
23 application envisions an extension of that sidewalk to
24 connect to the existing sidewalk system that currently

1 serves this entire neighborhood, and again, this shows
2 that it's a pretty comprehensive system of those
3 existing sidewalks.

4 Comment 22. Again, a verbal point not in the
5 written peer review but related to the need -- or
6 request rather -- to provide information for VFW
7 Parkway and Independence Drive, data for that. That
8 location is in Boston. It's a location that is likely
9 to sustain an impact of less than one new car every
10 five minutes -- inconsequential -- and there's no
11 useful value or purpose to providing data or any
12 analysis of that location for those reasons. This,
13 again, recaps that as you approach VFW Parkway, which
14 is a signalized location, that the effect of this
15 project will be between nine and eleven new vehicle
16 trips. It's inconsequential and really not necessary
17 to provide any level of analysis for that Boston-based
18 location.

19 Comment 23 relates to the data request that was
20 made for local neighborhood streets and the notion
21 that there would be increases in traffic on those
22 local streets, so we were asked to identify volume and
23 speed characteristics, and we've done that as
24 previously described. We know that the impact of the

1 project on local neighborhood streets like Bonad or
2 Russett is about one vehicle every two minutes or so.
3 It's not a large impact, and, again, that recaps those
4 volumes.

5 Comment 24. Russett/Asheville all-way stop
6 control analysis was requested again during that
7 hearing, was provided. It doesn't meet the volume-
8 based warrants but the applicant is -- the proponent
9 is certainly willing to implement it at the discretion
10 and cooperation with the Town.

11 Comment 25 had to do with roadway-width standards
12 being applied to the project. That's a specific
13 design comment that will be addressed in the ongoing
14 review with BETA as part of the site plan and drainage
15 review. Really not subject to tonight's discussion.

16 Comment 26, comment to expand shuttle and Zipcar
17 services which the proponent has committed to do to
18 the extent that demand warrants. Zipcar controls how
19 many spaces they need and desire and how many vehicles
20 get positioned based on that demand. If they're asked
21 to look at it, they typically evaluate that in the
22 spring. The proponent will ask them every spring,
23 "Can we get an extra car? Do we need an extra car?"
24 And certainly Chestnut Hill Realty currently -- the

1 proponent actually controls the existing shuttle.

2 That can be expanded based, again, on demonstrated
3 need and demand.

4 Comment 27, Independence and Sherman signal
5 control. The prior statement was: Look at the need
6 for full operating signals at that location. Simply
7 don't meet the warrants or criteria, but we do meet
8 the criteria for a HAWK or a beacon-type system which
9 the proponent is willing to implement.

10 Comment 28 relates, again, to the parking supply
11 ratio which subjectively is 1.78.

12 Comment 29, assuring that site lines and driveway
13 entrances are unimpeded. That's a site plan comment.
14 It will be addressed in more detail as part of the
15 site plan review process undergoing with BETA.

16 Comment 30, ensuring proper crosswalk location.
17 There were specific comments made to specific
18 locations of crosswalks within the development which
19 will, again, be addressed as part of the ongoing
20 discussions with BETA and site-plan/drainage review.

21 And finally we're getting near the end. Comment
22 31. Question relates to a provision of a
23 construction-management plan and identifying specific
24 measures of control during construction. It is a

1 customary practice to provide a construction
2 management plan following the issuance of applicable
3 permits, but prior to construction, that would
4 identify appropriate truck travel routes, truck
5 restrictions, hour of construction activity,
6 deliveries, worker-vehicle parking hours and locations
7 to the extent that it is not provided on the site,
8 material lay-down areas and other features.

9 So the CMP will endeavor to avoid and minimize
10 disruption to the traffic and parking on the local
11 neighborhood streets. That's the objective of
12 construction management practices. That will be
13 provided, but it is only provided once permits are
14 issued and we know what the project is and what the
15 parameters of the project contain.

16 Comment 32, Independence Drive improvements.
17 BETA had suggested the need to identify Complete
18 Street's design elements which were described earlier
19 as including bike lanes, parking aisles, curb bump-
20 outs, reduced pedestrian crossings, and pedestrian
21 controls.

22 Comment 33. It really relates back to the safety
23 issue. There was a discussion of the applicability
24 and appropriateness of hammerhead-type design

1 elements. We've evaluated these elements and have
2 demonstrated through computerized modeling that they
3 provide sufficient area for a single backing movement
4 to leave the scene of an incident. It's an acceptable
5 design practice. It's a design practice that's been
6 used in Brookline. It's been used in other
7 communities, and it's also a design practice that's
8 endorsed and cited by the American Association of
9 State Highway and Transportation Officials, AASHTO, in
10 their Green Book publication. In fact, this is an
11 excerpt from that publication that would indicate that
12 various types of, as they call them, cul-de-sacs or
13 dead-end streets that in some cases involve a circular
14 element, a semicircular element, an L-shaped
15 hammerhead-type design, a T-type hammerhead design, a
16 Y-type hammerhead design, or a sideways T-type
17 design.

18 So there's various ways to achieve the required
19 maneuvering areas for these types of projects for
20 those emergency vehicles that may need to use them.
21 Local examples we've covered in prior testimony to
22 include locations in not only Brookline, but Needham,
23 Newton, and other locations.

24 The most proximate, perhaps, is the Olmsted Hill

1 project, Fisher Hill. This is the Fisher Hill
2 development as it was approved by the Town. It
3 consists of a single roadway that comes to a dead end
4 at this location and has a hammerhead-type design,
5 more of a Y-type hammerhead design consistent with the
6 AASHTO standard. That Y-type design, when you run
7 computer models through it, shows the same kind of
8 maneuvering issues that are being proposed for this
9 particular project.

10 Another example of that, more of a T-type dead
11 end hammerhead design for a project in Needham,
12 Greendale Avenue. This is another example of a
13 hammerhead T-type design in Newton. All approved
14 within the past several years. So these are common
15 design elements recognized by publication and
16 practice. Hammondswood, another example.

17 Comment 34, revised capacity analysis. To the
18 extent growth patterns were documented to be more than
19 one percent per year, BETA suggests the need for
20 revised analysis. That's not the case. We're
21 actually guessing high on growth. It's at one percent
22 annual growth. It's more than twice the actual
23 experience on Independence Drive, so we don't need to
24 revisit the capacity analysis. It's valid as

1 submitted.

2 That really concludes the responses. If Brian
3 would like to add anything to that.

4 MR. BREISEL: Hello, everyone. Don't worry. I'm
5 not going through all 34 questions or comments.

6 Our March 20th letter detailed in the conclusion,
7 really, the outstanding issues, and then we issued a
8 letter this afternoon that brings a follow-up. I'm
9 not sure if you have that, but essentially Bob went
10 over what was requested and what the results were. I
11 just want to talk a little bit about why things were
12 requested just to give a little clarification of what
13 we were looking for and what information we were
14 hoping to gain and what that information does for us.

15 So the first point was the traffic volumes as Bob
16 had discussed. The traffic study used existing counts
17 the way they should. They did a growth factor for
18 no-build. As they should, they assume one percent.
19 We just wanted to make sure that that one percent was
20 enough. So we had them go out and collect traffic
21 volumes which were a few years on now since they
22 collected their last ATRs in, as you can see here,
23 2007 and 2014. Shows that there's much less than one
24 percent per year, so that means that their traffic

1 volumes and their analysis are appropriate.

2 While they were doing these counts, the automated
3 counts, we also wanted them to get the speed data.
4 The speed data on Independence Drive was -- we wanted
5 them to collect that so that we could do the
6 stopping-site-distance requirements of the two
7 driveways. They had based it on the speed limit, the
8 posted speed limit. We just wanted to make sure if
9 people were driving faster than the posted speed limit
10 and you base the stopping-site-distance requirements
11 on that, you're not really providing a safe
12 intersection. In this case, the speeds are below or
13 near the speed limit, and there is enough site
14 distance to meet the stopping-site-distance
15 requirements. So again, there's no further analysis
16 needed on that.

17 The crash data was -- we wanted the Brookline
18 Police Department crash data. We knew that their
19 crash data -- your crash data, excuse me -- included
20 some information about crashes with pedestrians, and
21 most notably, at Sherman Road. We'll get more of
22 that. They collected data from the police department,
23 and it did show what we knew it had, so that came into
24 play when we were looking for the redesign of

1 Independence Drive.

2 Number 3 is the TDM measures. They have in the
3 last MDM letter, they have committed to providing the
4 TDM measures of the -- increasing the shuttling
5 service, you know, discussing with Zipcar and
6 everything that Bob had discussed. So we are
7 satisfied with the response there.

8 Our recommendation would be any decision that you
9 make, there should be requirements or conditions that
10 require them to stick to the TDM measures, most
11 notably through -- I want to make sure I get this term
12 right -- through a signed TDM agreement as part of the
13 permitting process. You can get information on that
14 from your engineering department. That's just
15 basically a written -- you know, if it's in your
16 decision and new owners come into the property, the
17 future owners will be committed to continue the TDM as
18 these owners would -- or let's just say they end up
19 being bad neighbors, and they decide to stop the
20 shuttle service. Well, having that in your decision
21 will not allow them to do that.

22 The fourth one is discussing the traffic calming
23 in the residential neighborhood. We have a -- not a
24 discrepancy, but it's -- my response in today's letter

1 was vague.

2 As you can see in this diagram, we had them --
3 let me back up -- we had them collect traffic volume
4 and traffic speed data along all the local roadways,
5 and that was to get -- to determine if there really is
6 an issue with speeding or other issues that traffic
7 calming would solve.

8 The issue with providing traffic calming measures
9 on certain streets is that you end up just pushing
10 it. So say we did -- right now, there's existing
11 traffic calming on South Street because that is a
12 collector road. If we put just traffic calming on
13 Russett Road, you would just push people onto Bonad
14 Road, so that's not really what we're after.

15 In this case, we have the stop signs at all the
16 intersections, so if someone really, you know, doesn't
17 want to deal with the stop signs, the idea would be
18 that they go to South Street. Of course there's now a
19 stop sign on South Street as well, so it might not
20 work.

21 There is the potential for including additional
22 traffic demand, traffic calming measures along Bonad
23 and Russett. This way, you really try to push people
24 to South Street. We're noncommittal at this point.

1 There's no definite results that say how well traffic
2 calming measures work to push vehicles to a different
3 path, so to say. We know traffic calming works for
4 speed issues and for safety issues. We don't know how
5 well it works to redirect vehicles. So if it's
6 something that the Town and the Board really feel
7 strongly about wanting them, we could discuss, you
8 know, different things we can do, but, at this point,
9 we're kind of being noncommittal.

10 The all-way stop was discussed at Asheville Road
11 and Russett Road. It doesn't meet stop-control
12 warrants, but since there are other stop controls in
13 the area that are also not met, all of the existing
14 ones with the exception of South Street probably does
15 meet the warrant, but the other ones on Russett Road
16 and Bonad Road probably don't meet the warrants
17 either. I'm not the engineer stamping the plan, so if
18 someone else wants to install them, that's between the
19 Town and those engineers.

20 Some of the other traffic calming has to deal
21 with, of course, the extensive work that we are
22 requesting on Independence Drive. Basically what
23 we're looking for -- why we requested these changes is
24 currently there's two lanes of traffic in each

1 direction on Independence Drive, and then sporadically
2 as that blue car is showing -- both those blue cars --
3 you'll have somebody parked. These are legal parking
4 spaces. There's no signage against their parking. On
5 the both ends -- well, on the Boston end of the
6 corridor there is only one travel lane, so we thought
7 it would make sense to continue that through and
8 provide the bike lanes and then also the shorter
9 pedestrian crossing, which Bob discussed. Right now
10 it's 48 feet, essentially, from where this crosswalk
11 is to this crosswalk. You can see how much shorter it
12 would be. It would be down to the -- in this design,
13 it's 32 feet: five for the bike lane, eleven for the
14 travel lane, eleven for the travel lane, and five for
15 the bike lane, so that's significantly shorter.

16 One of our requests is that when we get further
17 into the design of this, you actually move the bike
18 lanes to be on the outside of the parking, essentially
19 along the curb. This is known as a cycle track. It
20 provides a lot more protection for the bicyclist, and
21 it would also increase this bump-out, shortening this
22 cross to 22 feet. The pedestrians would now only be
23 crossing the two travel lanes. They would have
24 crossed the bike lane back here separately.

1 What this does for the bicyclist is right now you
2 have a car parked here. Well, they need to get into
3 that spot, and they need to get out of that spot, so
4 they're crossing the bike lane. They also, which is a
5 big concern and a big issue, is they open their door
6 without looking. And I say "they." I open my door
7 without looking when I park next to a bike lane. It's
8 just not something we're used to yet. So we have a
9 lot of accidents and crashes with bicyclists hitting a
10 driver opening his door.

11 So by moving that to the outside, you have far
12 less interaction because there's probably -- or may
13 not be a passenger in a car, but also the plan would
14 include a buffer zone, so you narrow the parking as
15 much as you can, and then you provide a buffer. This
16 way when someone does open their door, it's not into
17 the bike lane. Worst case scenario, if they do open
18 their door into the bike lane in this case, if they
19 have time to react, they're falling into the
20 sidewalk. They're not falling into oncoming -- or
21 traffic that's driving, you know, in the same
22 direction as they are.

23 So this the latest. This is part of NACTO
24 design. It's trying to get the bicyclist on the

1 outside instead of in the middle of the vehicles.

2 Another minor deal in here is that personally I
3 prefer to have this beacon if it was a post-mounted
4 beacon. I'll get into the HAWKs in a minute. I'd
5 rather have it on the short side, the near side of the
6 crosswalk. It's just more visual for the driver as
7 they approach from here. You're going to see the
8 flashing beacon. The pedestrian is behind it or
9 further away, not the opposite way around. So that's
10 something, you know, that the final design would have
11 to incorporate.

12 As for the HAWK or the flashing yellow beacons,
13 the warrants are meant for the HAWK, so in my letter
14 from today, I mistakenly said it was only meant for
15 this intersection. It's actually meant for both
16 intersections, so we would recommend either the
17 flashing beacons as shown on this plan or the HAWK
18 system would be on a mast arm going out over the
19 roadway.

20 The HAWK system as you saw in the picture is a
21 new traffic signal. That's the downside right now.
22 Some people -- most people haven't seen these before.
23 I've never driven through one. I've seen them,
24 obviously, professionally. But they work the same

1 way. The red light is going to get people to stop
2 more. The idea is that they'll stop more than a
3 flashing yellow beacon that would be on the side of
4 the road for the pedestrians, so it's really just a
5 matter of how aggressive does the Town want to be. Do
6 they want to implement complete pedestrian safety and
7 have a little driver discomfort and not know what
8 they're supposed to do? Or would they want to do it
9 incrementally maybe and do the flashing beacons on the
10 side? We have had success with the flashing beacons.
11 Specifically, in this case, now it will be down to one
12 travel lane in each direction. You have two travel
13 lanes in one direction and the flashing beacon on the
14 side of the road isn't going to mean anything to the
15 guy who's driving in the left-hand lane.

16 And then finally the site circulation. The only
17 standards as far as traffic that we could really hold
18 them to is the AutoTURN design that Bob showed. We
19 have more comments from our site engineers that are
20 reviewing everything, but traffic-wise it's really --
21 the AutoTURN is our gospel and the standard that we
22 have to hold them to. These designs, even though
23 they're small scale -- I have them bigger, when you
24 zoom in. They do stay in the road, on the site

1 roadways, and they do provide access to the site.

2 So that's all I had. I'm sure you've had enough
3 of us talking at you. If anyone has questions, we'd
4 be happy to answer them.

5 MR. GELLER: Thank you. Questions at this time?

6 MR. BOOK: Because there was some discrepancy or
7 it wasn't clear from the testimony from the prior
8 hearing, is the -- parking is being provided at 1.78
9 spaces per dwelling unit. Is that an appropriate --

10 MR. BEISEL: Right. There's been discrepancy --
11 I think I know where you're going. You're wanting to
12 know what they should be providing in my opinion?

13 MR. BOOK: Well, yeah. I mean for this location,
14 there's sort of this suburban/urban -- I realize it's,
15 you know, it's sort of both. Is 1.78 the appropriate
16 parking ratio?

17 MR. BEISEL: In my opinion, that would be on the
18 high side. I've seen -- having done one specifically
19 in Brookline -- even if you do, obviously Brookline is
20 much different out these windows than it is at the
21 site. But in Watertown where they're close to the bus
22 depo there and in Brighton where there's only bus
23 transportation or MBTA bus transportation, we've seen
24 as low a demand as just over 1 car per unit and we've

1 seen it go up to about 1.5. My recommendation in
2 these settings is 1.4 to 1.5.

3 MR. BOOK: Okay. Thank you.

4 I have another question. In the discussion about
5 traffic calming on Russett Road -- and you had made a
6 comment, I think, in your letter today and then just
7 now that that would just push traffic onto a different
8 road. So the question is: Is that a bad thing? Is
9 it an advisable thing? Are there roads that are
10 better suited for the traffic? Or based upon the
11 analysis, is the additional traffic to be generated
12 from this project, is it, for lack of a better word,
13 inconsequential enough or low enough that it really
14 doesn't matter whether it's on Russett or on South
15 Street if that's where it was pushed to?

16 MR. BEISEL: The preference would be to have the
17 vehicles on South Street, so my recommendation would
18 be any traffic calming measures that are going to be
19 implemented on Russett Road should also be implemented
20 on Bonad Road because, otherwise, if someone's willing
21 to drive down Russett Street currently and you put
22 traffic calming and now they say, "Well, I don't want
23 to do that anymore, and I don't want to deal with it,"
24 they're just going to go one over. They're not going

1 to go all the way to South Street because they would
2 be going on South Street now if that's what they were
3 looking for. So whatever you do on Russett Road
4 should be done on Bonad Road.

5 The issue there is now you're putting them onto
6 Asheville Road and Grassmere Road for longer, so
7 there's really no perfect answer, but the preference
8 would be to get them to South Street as quick as
9 possible except if you're right along here on
10 Asheville Road, you're obviously not happy that I'm
11 saying that right now. There's no one answer that's
12 right for this whole neighborhood.

13 MR. BOOK: And does the addition of the stop
14 sign -- I mean, I know there are stop signs there
15 now -- the addition, is that one of those measures
16 that would encourage people to do that so that they
17 don't have to keep stopping at every intersection
18 every couple of hundred feet or so?

19 MR. BEISEL: Right. So stop signs aren't
20 typically used for traffic calming because what they
21 found is that it actually has people stop and then
22 they speed up and stop, but since they're here
23 already, it does make sense to finish the equation,
24 essentially, and put one at all four of the internal

1 intersections.

2 Currently, if they're coming out and they're
3 stopping at Russett Road, putting up a stop sign at
4 Asheville Road isn't going to all of a sudden make
5 them go to South Street though, so I don't want anyone
6 to think that this stop sign or that I'm implying that
7 this stop sign is going to solve anyone from ever
8 driving down Russett Road again. It might -- these
9 stop signs together might be enough to get people to
10 go to South Street, but, again, with the stop sign on
11 South Street, they're going to impact -- they're going
12 to experience stops either way.

13 You would do additional -- there could be a
14 request for additional measures on here that,
15 basically, if you're stopping at all three no matter
16 what, but now you have a chicane or something else
17 along these roads, well, that might deter someone to
18 get onto South Street. It might not. You know, it's
19 really up to each driver and how aggressive they are
20 and just what they'd rather do. Would they rather sit
21 in a little bit more traffic on South Street when they
22 get to the signal or would they rather go over a speed
23 table or whatever the answer is?

24 So there's really no way to give you an exact

1 answer of putting this in will stop anyone from this
2 project ever traveling down these local roads. It's
3 always going to be a driver's decision.

4 MR. LISS: Just to follow up on that, I think the
5 next logical question is: Are the additional units --
6 what is the impact on the flow? And I think he did
7 ask: Is it consequential or is it inconsequential? I
8 understand it's going to increase to some degree, and
9 I know it's everyone's job to determine what that
10 increase will be. But is it material or not material,
11 in your opinion?

12 MR. BEISEL: Here are the existing daily volumes,
13 so let's just use Russett Road as an example. It's
14 490 vehicles. The trip distribution would add 43
15 during the peak hours, so that's 10 percent. You can
16 assume that the p.m. peak hour is about 10 percent of
17 the daily total, so you would be doubling the Russett
18 Road traffic. Now, can Russett Road handle another
19 430 daily trips? The answer is yes because the
20 volumes are so low. Percent increase is pretty
21 significant, though. If you have one car and you add
22 one car, it's a hundred percent increase. If you have
23 a thousand and add one, no one's going to notice. So
24 there will be more traffic, but the roads are able to

1 handle it.

2 MR. LISS: Thank you.

3 MR. HUSSEY: I happened to be driving down
4 Russett Road today, and it seemed to me there's
5 parking on both sides. Now, it seemed to be pretty
6 narrow once you have two cars there. Both were just
7 regular traffic, but with emergency traffic, it could
8 be a problem. Does it make any sense to make that and
9 Bonad one way in opposite directions?

10 MR. BEISEL: I guess not. We'd have to look at
11 it more and see what the interactions were with
12 Independence Drive on each end, but, you know, it
13 seems like no matter what the engineering study
14 shows...

15 I do want to mention -- and I said it quickly in
16 the letter -- that the on-street parking could also be
17 considered a traffic calming measure. If people don't
18 feel comfortable driving down the road now with cars
19 parked on the road, well, a chicane does essentially
20 the same thing. It narrows the road, and makes the
21 driver feel insecure. They slow down, or they choose
22 not to go that way.

23 So would additional traffic calming measures work
24 even more? I'm not sure. You would also be losing

1 parking wherever we implemented whatever measure we
2 put in, so there's a lot of give and take with traffic
3 calming.

4 MR. HUSSEY: What about the possibility of, as my
5 brother here suggested, of parking only on one side on
6 those roads?

7 MR. BEISEL: Again, that'd be up to the
8 neighbors. It would also be up to the engineering
9 department, and enforcement would be the other issue.
10 You'd have to put signs up on whatever side. In my
11 estimation, the only thing it would do is encourage
12 people to drive on Russett Road because now you're
13 putting people on one side of the road and you're
14 leaving more travel width, so they're going to be more
15 encouraged to drive that way, so I wouldn't personally
16 recommend it in this case.

17 MR. HUSSEY: Okay.

18 MR. ZUROFF: Just following on that thought, I
19 live on a road where there's only parking on one side
20 nearby. It works in my neighborhood. It does
21 prevent, I think, to a degree the possibility of
22 children running out on both sides, and I was just
23 wondering -- it's been asked and you've answered it --
24 but I'm just wondering if that really isn't a

1 possibility for allowing traffic flow to be better
2 while not necessarily making it a freeway.

3 MR. BEISEL: Right. It's a give and take. There
4 would be more -- pedestrians would have more
5 visibility without on-street parking, obviously, but
6 it would probably also encourage increased speeds and
7 maybe increase traffic volume, so it's a give and
8 take. If you have one existing issue, you may do
9 something if you're trying to alleviate that issue.
10 In this case, to me, taking out the parking would
11 create the issue of encouraging extra volume onto
12 those roads.

13 MR. ZUROFF: All right. And then just
14 backtracking a little bit. There was a representation
15 that the increased occupancy in this development would
16 add, I think, on average some number of cars per
17 hour. I'm more concerned about how many cars it adds
18 at rush hour when there's higher volume, because we
19 know that nobody's driving at 2:30 in the afternoon --
20 well, maybe that's school hours, but maybe 4:00 in the
21 afternoon or 11:00 in the morning, so what is the real
22 effect of -- not the average, but what actual increase
23 takes place at the highest volume?

24 MR. BEISEL: Well, I don't want to defend their

1 traffic study, but they followed industry standards
2 which we expected. These two slides here, the a.m.
3 peak hour and the p.m. peak hour, what you do is you
4 collect traffic volumes between 7:00 and 9:00 in the
5 morning and 4:00 to 6:00, so these volumes that you
6 see here, the 34 vehicles on Russett Road, that's over
7 one hour, the highest hour. You're not going to have
8 34 every hour. Like I said, the p.m. peak hour is
9 about 10 percent of the daily total, so in the p.m.,
10 you'll have 43 vehicles during that hour.

11 This is the worst case scenario. This is what we
12 do to analyze the intersections, to get our letter
13 grades, and specifically to set signal timings during
14 the peak hour to try to keep traffic moving better.
15 The results that you're seeing in their study and on
16 these slides are that essentially worst case commuting
17 peak period or peak hour. It's one hour within those
18 two-hour windows, so if it's 7:00 to 9:00, the peak
19 hour could be 7:15 to 8:15, or it's somewhere in that
20 two-hour window. And, of course, if there's 43
21 between 7:00 and 8:00, there's likely going to be 40
22 or 41 between 8:00 and 9:00. We're not just saying it
23 drops off, but that is the absolute apex, and then,
24 you know, it's a bell curve. There's a little less

1 the hour before and a little less the hour after.

2 MR. ZUROFF: So are the traffic signals varied at
3 different times of the day?

4 MR. BEISEL: Yes. From the 2004 FDR, which I'm
5 not completely familiar with, but the two traffic
6 signals on Independence at South Street and Beverly
7 will have different timings throughout the day.
8 They're coordinated with each other, so if you're
9 traveling, say, from Grove Street to Independence
10 Drive towards Boston, if you get through the South
11 Street intersection, you'll get through the Beverly
12 Street intersection. Now, how that coordination works
13 will change throughout the day depending on the
14 traffic volume and when you have more cars in one
15 direction or another.

16 In this case, it's new equipment, so it is done
17 properly. That's not always the case, so when you get
18 to a traffic light and it seems to make no sense, it
19 probably wasn't us doing it wrong. It probably just
20 hasn't been updated and isn't running efficiently, and
21 you don't want to drive in a car with me because
22 that's all I do when we get to a red light, and my
23 wife's had enough of it at this point.

24 MR. ZUROFF: Thank you.

1 MR. GELLER: So this goes to signal
2 synchronization?

3 MR. BEISEL: Right.

4 MR. GELLER: This has been done, but it'll be
5 fine-tuned, I assume, once --

6 MR. BEISEL: Yes. That could be another
7 condition, that you have the proponent monitor the
8 traffic volumes to see if there is a need for traffic
9 signal timing changes if they become occupied. That's
10 one way to protect the Town. This way the Town is not
11 the one -- the engineering department isn't the one
12 funding the study to see what, if any, traffic-timing
13 changes need to be made.

14 MR. GELLER: Have they studied all additional
15 locations that you would want them to study?

16 MR. BEISEL: Yes. There's never been an issue
17 with the study area. Of course, people have asked
18 about the VFW intersection that's in Boston. The city
19 is aware or will be made aware of this project. I
20 have no jurisdiction to force them to review it. I
21 also partially agree with Bob when he says there's not
22 all that much traffic going down there and there is
23 such a high volume through that intersection that I
24 don't expect the queues to all of a sudden double in

1 length trying to get from Independence to VFW.

2 MR. GELLER: Thank you. Any other questions?

3 No? Thank you again.

4 What I'd like to ask now is: Who's here on
5 behalf of town departments to speak this evening?

6 MR. WARD: Chief of Operations, Rob Ward,
7 Brookline Fire Department.

8 MR. GELLER: Please go ahead.

9 MR. WARD: I was just here to answer questions if
10 anybody had any.

11 MR. GELLER: Questions? Mr. Hussey?

12 MR. HUSSEY: No questions.

13 MR. GELLER: No questions, okay. So you're
14 satisfied in terms of hammerhead issues, emergency
15 vehicles?

16 MR. HUSSEY: Well, I think if the fire department
17 is satisfied, I think that covers it. I don't have
18 any.

19 MR. GELLER: Okay. Thank you. You are free.

20 MR. WARD: Would you like me to stay for any
21 citizens?

22 MR. GELLER: If you would, please.

23 Just by a show of hands, how many people from the
24 public intend to speak this evening? Okay. So why

1 don't we work our way -- yes, you have a question?

2 MR. LEVIN: I'd just like to make a comment in
3 answer to one of the questions.

4 MR. GELLER: One of the questions?

5 MR. LEVIN: That was posed to the --

6 MR. GELLER: Sure.

7 MR. LEVIN: Good evening. My name is Mark
8 Levin. I'm with Chestnut Hill Realty.

9 A question was asked about the adequacy of the
10 parking at 1.78. When we evaluated the program, one
11 of the major considerations that we undertook was to
12 avoid at all costs having any spillover into the
13 neighborhood.

14 Secondly, we recognize that the demographic of
15 the new residents are very different than the
16 demographic of the existing Hancock Village residents
17 based on the rent structure, frankly. I think they
18 will be more affluent, more likely to have cars.

19 Lastly, I'd just like to point out that zoning
20 calls for over two cars per residential unit.

21 MR. GELLER: Thank you. So if people from the
22 public who want to speak, if you can line up to that
23 side and then approach the dais and speak. Start by
24 giving us your name.

1 MR. GOLDSTEIN: Selectman Ken Goldstein. Quick
2 question. I'd like to ask Deputy Ward is he satisfied
3 with the provisions that have been made for the fire
4 trucks?

5 MR. WARD: I'm sorry I didn't clarify the first
6 time. While that hammerhead may allow our pieces to
7 turn with the ratios, we're still not satisfied. What
8 happens when we respond is it's not going to be just
9 one truck. If there's a fire up there, there's going
10 to be five -- at least five respond, and that first
11 truck could go to the hammerhead, but then it's not
12 going to be able to get by the rest. They're going to
13 be lined up on that street, and we don't believe it's
14 going to be wide enough, if that answers it.

15 MR. GELLER: Have there been any issues? There
16 are, I understand, existing projects in Brookline that
17 utilize the hammerhead technology?

18 MR. WARD: It's the same problem. Once we're in
19 there, it's a long time getting out which ties up the
20 trucks, and it's a backup issue that we don't like at
21 all.

22 MR. GELLER: So there have been incidents at
23 existing --

24 MR. WARD: What happens is if we can just pull

1 right out, we're back in service. If we have to wait
2 for all those trucks to back up -- which we don't like
3 backing up trucks at all -- it just takes that much
4 more time. The pieces are tied up there and unable to
5 respond to other incidents.

6 MR. LISS: Are you aware of any position by
7 either this department or any other local departments,
8 whether it's on a state or national level, any
9 organization or any response to -- this is obviously
10 an accepted standard by these engineers -- is there
11 anything, a statement by you or by a state agency or
12 someone to offer an adjustment?

13 MR. WARD: I think Chief Ford is working on
14 that. He's out of town right now. I looked today. I
15 did not find anything in NFPA or the United States
16 Fire Administration on these turns.

17 MR. LISS: Thank you.

18 MR. GELLER: Thank you. Are there any
19 follow-ups? Thank you.

20 MS. FRAWLEY: Regina Frawley. Town Meeting
21 Member, Precinct 16, Russett Road residence, 46
22 years.

23 I'm fairly familiar with the traffic patterns in
24 the area, and there were multiple meetings up in Town

1 Hall over the mini rotary on South Street. As a Town
2 Meeting Member, I can tell you I've had virtually
3 dozens of complaints from people on Bonad Road because
4 they now have significantly higher volume because
5 people avoid the rotary. So I don't know. I don't
6 see any Town Meeting Members from Bonad Road, but I
7 attest to you anecdotally, I've had multiple
8 complaints. With just that mini rotary, there's been
9 more than double the volume on Bonad Road and a lot of
10 complaints and unhappy people. So that's number one I
11 want to put on the record.

12 Just to follow up on Mr. Ward's comments, if you
13 look, you probably still have a copy of the record to
14 Mass Development by Chief Ford, and he doesn't think
15 it's adequate, and I don't think he's changed his mind
16 since the design hasn't changed on the buffers. Thank
17 you.

18 MR. GELLER: Thank you.

19 MR. VAROL: Hello. My name is William Varol. I
20 live at 45 Asheville Road which is right at the
21 intersection of Asheville and the entrance to Hancock
22 Village. I've been there for about seven years now.

23 First of all, I'd just like to say that, you
24 know, I agree that the reports did try and stick to

1 industry standards, but as one statistic says that we
2 spend about 38 hours a year in dead traffic, you know
3 that the standards aren't an exact science.

4 The first issue I'd like to talk about is the
5 study area. Both the designer and the reviewer felt
6 that the study was adequate. I have to respectfully
7 disagree. I have to remind them that I am a
8 professional engineer. I'm a civil engineer with over
9 22 years of experience. We just spent several minutes
10 talking about how we're going to direct all this
11 traffic onto South Street, but no one's talked about
12 the South Street/VFW Parkway interchange which is in
13 Brookline. It's not that distant far off land of
14 Boston, and also the Russett Road/VFW Parkway. Those
15 are very important intersections we studied, and the
16 fact that they were left out of the study area is
17 just -- I just don't see how they couldn't connect the
18 dots.

19 The South Street/VFW is very important for a lot
20 of reasons. One of them is because it has so much
21 traffic because everyone who lives in that
22 neighborhood, if they're going to Boston, they go out
23 to South Street, then they go to that intersection,
24 then they take a left. If they're going to Dedham or

1 Route 1, they go right down Russett, or if they live
2 on Bonad or South Street already, they go towards one
3 of those intersections and they take a right. Those
4 are the two most important turning events in the whole
5 neighborhood, so the fact that they were left off the
6 study area -- they're both in Brookline -- is very
7 confusing to me.

8 Also, I know -- as I walk -- as I think I
9 explained before, I walk to the train every day. I
10 walk from my house on Asheville Road down to the
11 intersection of South Street and VFW Parkway, and I
12 cross at that light because it's the only safe place
13 to cross. The traffic on VFW Parkway is extremely
14 heavy, and I could not cross it if it wasn't a
15 signalized intersection, and I can report to you that,
16 you know, I'm not as fast as I used to be, but with
17 that walk signal, it's almost impossible for me to get
18 across in one walk cycle, so kids on bikes or smaller
19 kids or older people, there's no way they can get
20 across there.

21 Also I can report that I know for a fact there
22 have been several accidents at that intersection. In
23 fact, every time I hit that walk button, I can look
24 down and I can see that there's been broken car parts,

1 glass or whatever, and I know that traffic light has
2 been replaced many times from direct vehicle impacts.
3 I know it's very dangerous, and the reason it's so
4 dangerous is because of the site distance. Coming up
5 towards Boston, you're coming up from Crest Hill, and
6 people trying to make that left-hand turn to go down
7 South Street, there's almost no site distance.

8 The VFW Parkway, it's got trees all along the way
9 that make it very beautiful, but once you have those
10 trees lined up at the distance that they're set, you
11 don't see anything but a row of trees; you can't see
12 the cars coming. Same at the Russett Road
13 intersection. As you try and look and look down the
14 road to see cars coming, you can't see anything
15 because of the trees, so the fact that those two
16 intersections in Brookline were left off of the
17 report -- they're within a stone's throw of the
18 development -- is kind of puzzling to me.

19 And then I want to talk about the study area, but
20 the study time. You know, we talked about the area,
21 but I think people made the point at the last traffic
22 meeting that Beverly Road, during winter months,
23 becomes one way. I don't think that was ever studied
24 as part of the thing. That certainly changes the

1 traffic in that area. Now cars can no longer go up
2 and down Beverly Road. They have to go up to the next
3 street, take a left, go around, come down Beverly
4 Road, so the fact that that was never studied is just
5 surprising to me.

6 And then the speed data. I know there was a
7 speed-data instrument attached to the tree outside my
8 house. I know it was probably around February because
9 I was shoveling snow when I noticed it, and then they
10 came back about a month later and they put it up, and
11 as far as I know, there's only been one day in 2007
12 and one day in 2014 of speed data that was used to
13 compare. They were within 1 or 2 percent, and they
14 said that's good, but I know that they've had many
15 more days of recording data, and this could lead to
16 the fact that maybe some of this data was cherry-
17 picked to make it look good, and I don't want to say
18 that that's what they've done but until you see all
19 the data that's been collected, you really won't
20 know.

21 And again, the traffic sampling size is too
22 small. If you're comparing one day in 2007 and one
23 day in 2014, that's not a comparison. That's just
24 random.

1 And then one thing I want to talk to that they
2 put a lot of emphasis on was the 85th percentile of
3 speeds. They said that 85th percentile is, you know,
4 right around the speed limit, so that's a good number
5 to use. Well, there was a lot of discussion that
6 during the day people park on these roads, Russett,
7 Bonad, Asheville, and the residents know that it's
8 basically alternating one-way traffic during the day
9 and especially in winter when you have snowbanks.
10 It's even worse. Some days you can't even get
11 through, so those cars are crawling through at about 2
12 miles per hour. At night around 7:00, everyone knows
13 that you can't have your car on the street in
14 Brookline, so all the cars are in the driveways off
15 the streets and cars are flying up and down that
16 road.

17 So you really have two situations. You have 10
18 miles an hour or less during the day and probably 50
19 miles an hour at night, so to just say, "Oh, the
20 average is 30. Let's do our study based on that." It
21 just doesn't make sense. You really have to look at
22 the extremes because the averages wear out. So when
23 you look at site distances, you shouldn't be looking
24 at those average 85th percentile speeds. You should

1 be looking at the higher speeds. You look at the 85th
2 percentile when the condition exists that there aren't
3 cars on the road because that's when you want to know
4 the site distances.

5 And then the other thing that I saw throughout
6 their rebuttal was this site distance analysis, these
7 analyses, this construction stuff will be presented at
8 a later date. Well, I'm an engineer, and I know you
9 don't have to wait. You can do this analysis now.
10 They have all the data. There's no reason to wait for
11 all these site distances or whatever to be figured out
12 after the project's been constructed. You know,
13 they've already cut down all the trees. What are they
14 going to do when they find out there's not site
15 distance? They're going to have to start cutting down
16 houses, I guess.

17 And then, once again, I want to just point out
18 that in Table 6, they talk about the incidence of
19 accidents and they talk about the shaded areas that
20 impact -- whether it's pedestrians that are impacted,
21 and those pedestrians impacted are more likely going
22 to be children trying to cross the street going to
23 that school, so I just want to keep that in mind.
24 We're talking about these -- just circles on the

1 screen. More likely than not, this development is
2 being built to bring children into Baker School, and
3 those incidents, when someone looks at this ten years
4 from now, aren't just going to be gray-colored
5 circles. They're going to be children most likely
6 because those are the people trying to get across. So
7 I just want you to know we're putting a face on this,
8 what we're trying to do with all these increases.

9 Then, when they talk about traffic calming and
10 they say there's no need for additional traffic
11 calming. You know, the last couple of nights, it's
12 been nice out, sleep with the windows open. Right
13 now, the driveway coming out of Asheville Road is
14 about 8 percent grade. Cars fly down that road, and I
15 can hear them bottoming out right at the end of my
16 driveway as they come and screech to a halt at the
17 stop sign which is about 50 yards down from the
18 entrance down there.

19 So to say that traffic calming isn't necessary, I
20 think, is totally wrong. I don't see why they don't
21 look at speed bumps at the entrance to all the Hancock
22 Village sites, traffic gates. Why not have traffic
23 gates there? That would force someone to stop. A lot
24 of these communities, gated communities, have them.

1 They'll have a code; they'll put it up, and then
2 they'll be sure that kids can cross the street. Cars
3 will come to a complete stop, and they'll be safer.
4 As I said, it's alternating one-way traffic. It's
5 neighborhoods; there's lots of kids. I don't see why
6 they can say, "Well, it doesn't meet this strict code
7 that was written to try and adhere to a million
8 different scenarios."

9 The other thing is the new trips. Comment 9.
10 There's 40 new additional trips. They kind of blow it
11 off and say that's no big deal. It's only 40 trips.
12 It's only another trip, you know, a minute or so per
13 hour, but if you're increasing the traffic by 60
14 percent, but then you're turning around and saying,
15 "Well, we estimated 1 percent growth per year, and
16 that was very conservative of us to do that." They're
17 using over 60 years capacity to develop the area with
18 this one project. Does that make sense to allow this
19 organization to come in, use this one project to
20 develop that Asheville Road neighborhood for the next
21 hundred years because, really, we saw that the actual
22 growth was around half percent. So half percent,
23 they're increasing by 60 percent. That's 120 years of
24 development they're using in this one project. To me

1 those numbers don't add up.

2 The comment number 11, they talk about equal
3 dispersion. Yeah, they're putting several driveways
4 in, but 70 to 75 percent of the traffic is going to be
5 going up Asheville Road where I live and my neighbors
6 live, going to the high-rise, so to say that yeah, we
7 have three or four different locations so we can
8 equally disperse it, it doesn't make sense. 70
9 percent of the traffic is going up to the high-rise,
10 and that's what should be studied.

11 And then the sidewalks. You know, what they say
12 is they're adding additional new sidewalks, but
13 they're also destroying probably hundreds of feet of
14 sidewalk. I know there's sidewalk right now from VFW
15 Parkway all the way up to Baker School. That whole
16 amount is going to be eliminated and put in with
17 parking and houses, so when they says they're adding,
18 what's the net gain? Is it a net gain? Is it a net
19 loss? Should be easy to figure out, right?

20 And then they say they're going to connect the
21 Asheville Road sidewalk to all the other sidewalks
22 within this unit and make it all access friendly, but
23 the current plans that I've seen, there's a 10 percent
24 grade going up to that high-rise. From Asheville Road

1 up 10 percent? And they say they're going to make all
2 these walkways ADA compliant. There's no way someone
3 in a wheelchair is going to push themselves from my
4 house up to the high-rise with a 10 percent grade.
5 They would need multiple switchbacks, level areas,
6 everything.

7 So it seems like they just make these comments
8 saying that we will comply, we will do this, but they
9 don't actually have the plans to back it up, saying we
10 do comply. So I think before any decisions are made,
11 the proof has to be in the pudding. The plan has to
12 be there complete and fully analyzed to make sure it
13 works.

14 One of the things that really bothers me about
15 the existing development and what really bothers me
16 about the new development is satellite parking. They
17 say they're going to add all these spaces, 1.78, but
18 they kind of gloss over the fact that a lot of these
19 spaces are going to be satellite spaces. Now everyone
20 knows, when you come home with a load of groceries,
21 you're not going to park 200 yards away from your
22 house and grab 80 grocery bags and carry them all the
23 way to your house. You're going to double park
24 somewhere, and that's what they do all the time. I

1 have a picture on my phone. I went out and said, you
2 know, I should really take a photo of this. I'll see
3 if I can do it. As soon as I went out, there's
4 someone on the 8 percent grade, 20 foot wide, with
5 their hazards on, unloading their car, making several
6 trips just to get all their groceries into the house.

7 Now, when all these people have to park far from
8 their house, transport all these things, portage all
9 this stuff, they're going to be double parking.
10 That's going to affect the fire department. If a fire
11 breaks out and the fireman has to get down there in
12 time, other cars, 10 percent grades, and curves with
13 double parking. It's a recipe for disaster, so I
14 really think the satellite parking needs to be
15 investigated a little more.

16 One of the data I looked at that wasn't really
17 talked about tonight was the trip generation. I think
18 the trip generation estimated was 1.7 trips per day.
19 You know, if people are going to go to work and come
20 back, that's two trips. That means if they leave
21 Hancock Village again, they can't come back. So how
22 many people leave -- because this is the only
23 entrance -- so how many people leave Hancock village
24 and don't come back? I mean, at the very least, a

1 trip generation should be probably an even number.

2 Then I just want to talk about the Independence
3 Drive plans. They talk about cross-sections where
4 they're going to pull areas in, add these bike lanes,
5 traffic calming, turn it into Route 16.

6 First of all, my dentist is on Route 16, and if I
7 had to go to the dentist more than twice a year, I'd
8 get a new dentist because Route 16 is a mess. It's a
9 total traffic nightmare.

10 Secondly, why put a bike lane in if it doesn't go
11 anywhere? They're going to put a bike lane from just
12 past the traffic signal at the Beverly Road down to
13 where? Down to CVS or something with about 15 bump-
14 outs, three crossings, five HAWK systems. I mean,
15 what does that do anymore? What's the purpose of
16 that? So you're basically taking away capacity from
17 Independence Drive just to provide this system that --
18 really, you know, bike lanes have to be part of a
19 global scheme, and overall, and if you look at what
20 they've done in Boston with the bike lanes, they don't
21 put them in 300 yards here and 300 yards over there.
22 They're continuous, contiguous, and everything. If
23 you want to bring Hubway bicycles to Brookline, you
24 know, we should be thinking of a comprehensive system

1 and not these little segments that really don't join
2 up with anything.

3 And then they talk about the construction
4 management plan, that, yeah, this is just something
5 that we'll deal with like every project; we deal with
6 it in the future, and don't worry about it; we'll take
7 care of it. They're going to be taking away thousands
8 of yards of this rock material that they're blasting
9 out of there. That is a lot of trucks that's going to
10 destroy the streets. They should be doing pavement
11 analysis. A lot of people look at pavement. They
12 don't realize you actually design the pavement to
13 handle the loads. I haven't seen -- that's something
14 we do for every job that I work with in my job. I
15 haven't seen any pavement analysis, any pavement
16 design. Can the road handle it? Are they going to
17 replace the roads in all those neighborhoods after
18 their project is over. I mean, these are things that
19 can be addressed right now.

20 I mean, a project I'm working on right now is the
21 Fall River bridge in Quincy. It's on Route 3A, a
22 major route. That was a major part of the preliminary
23 design was traffic because we're bringing in millions
24 of pounds of steel. Hundreds of truckloads are going

1 to be in there, and the towns were very involved
2 before the project was delivered to make sure there
3 was routes in place, to make sure that it could be
4 handled. So this is not something you put on the back
5 burner and want to discuss at some later date.

6 And then they talk about they're changing, I
7 guess, the plan, once again, to the high-rise, and I
8 guess the plan is to keep changing the plans until all
9 the traffic meetings are over, and then they just
10 change it to the one they want. I mean, how can we
11 have a traffic meeting if the plans don't even show
12 where the road is going to be at this point? It
13 doesn't make sense to try and make this decision --
14 this is the final meeting, and they can't make a
15 300-yard road from my driveway to the hotel on the
16 hill.

17 And then, one of the things that bothers me the
18 most is the pedestrian crossing to the playground
19 across the VFW Parkway. Again, how this was left out
20 of the study area just blows my mind. I mean, they're
21 taking all the green space of this project and they're
22 building on it. This is a place that every single day
23 on days like today when it's nice out is filled with
24 children playing baseball, soccer, running around,

1 having fun. There'll be no place for them to do this
2 anymore once this project is built. They have no
3 choice but to go across to Hynes Field in Boston,
4 across the street, across four lanes of VFW Parkway,
5 and I see it every day. Mothers grabbing their
6 children because South Street is too far away, and the
7 other crosswalk way down by CVS is too far away. If
8 you've got a 2-year-old, by the time you walked across
9 these crosswalks, you'd want to go home. You'd be
10 worn out. So the mothers grab their children, they
11 look, they see the cars, and then they book across.
12 And this is only going to get worse, and I guarantee
13 this project gets through without addressing this,
14 there's going to be serious accidents there. This is
15 a major destination point, and the pedestrians have
16 been, in my opinion, totally overlooked in this whole
17 project.

18 And then, you know, again the emergency
19 vehicles. I think the point is being missed about
20 whether these emergency vehicles can navigate inside
21 the newly proposed development, but can they even get
22 to it? I mean, there's been talk about how the city
23 of Boston is going to respond to some of these
24 emergencies because they're closer than Brookline.

1 But last night, in the middle of the night, the fire
2 department was outside my house. I'm not sure why,
3 but there was -- like he said -- at least five units
4 and police cars responded. They were all outside the
5 house. You know, luckily it was nighttime because
6 during the day they could not get down Asheville or
7 Bonad or whatever. But these responded, and it took
8 them a while without any cars just to get the vehicles
9 out of there.

10 So when there's all these cars in here and all
11 these new people, are we putting all these people that
12 are just coming to get the education at Baker School
13 or whatever at risk because the streets in the service
14 area just cannot handle these emergency vehicles? And
15 it only takes one, you know, new fire person going
16 down the wrong road, and someone's car that's -- just
17 because of the trees and the congestion -- is a little
18 too close to the car on the other side of the street,
19 and the truck's stuck, and there's five more trucks
20 stuck behind him. There's nowhere to back up, and
21 everyone's stuck in the neighborhood while this new
22 development is burning or whatever, so I think that's
23 one of the key issues that really has to be addressed
24 and not necessarily -- in addition to the ability to

1 maneuver inside the site. So I just think that's
2 another thing that has to be studied.

3 I guess that ends my comments. I'll let other
4 people go, but I thank you for your time.

5 MR. GELLER: Thank you very much.

6 MR. KRUG: I'm Steven Krug, and I live at 237
7 Russett, right at the corner of VFW and Russett.

8 Two of the three things I want to say will be
9 very similar, but hopefully they'll be different
10 enough, and I'll try and keep them quick.

11 One is the idea of a four-way stop at Asheville.
12 I travel several times a day from my corner of Russett
13 out to Independence on Russett. Now, I treat that
14 intersection as a four-way stop. I come very close to
15 a stop at that intersection because so many times in
16 the years I've lived there, probably about four or
17 five times a year, I have watched people blow through
18 that stop sign, not come to a rolling stop, look
19 around, and proceed, but blow through that stop sign.
20 I don't know whether it's because of the grade or
21 because there are other intersections nearby that are
22 four-way stops, so they assume it's a four-way stop.
23 I don't know what the reason is, but I do know that
24 I'm happy that there aren't an incidence of accidents

1 at that intersection, but it's not because people
2 don't run through that intersection. So I would be
3 perfectly fine with that being a four-way stop if, in
4 fact, it would keep anybody from getting killed there.
5 They're going to supposedly change the grade, but
6 whatever.

7 The other thing about Russett Road that's come
8 up -- you asked a question about it, and he mentioned
9 it -- is that it's a very narrow street, so when I go
10 from my corner down to Independence, I would say at
11 least -- I've been trying to actually think about it
12 for the last month and keep an eye on it -- at least
13 every other day, I end up stopping as though I was on
14 a beach road at Martha's Vineyard and blinking my
15 lights at somebody to decide which one of us is going
16 to go through first. We have to signal right away to
17 each other, and it's not just when there are cars
18 parked on both sides. It's a very narrow street.
19 It's lined with those wonderful trees, and it's narrow
20 enough that if somebody has an SUV parked on one side
21 of it, not even out from the curb, there is not room
22 for two cars to pass there, so I just wonder what's
23 going to happen when a whole line of traffic coming
24 out of Asheville is heading for Independence and

1 somebody's coming the other way. I just, you know,
2 what will happen I think is that they'll go some place
3 else.

4 I think it's completely unclear what the traffic
5 pattern is that would emerge from this, and I think
6 it's going to depend on those kinds of variations.
7 But I think it's irresponsible to say we can average
8 out this traffic over this whole network of streets,
9 you know, in the area. I don't think that's how it's
10 going to work. I don't know where it will end up.

11 And the last thing I want to say was this idea of
12 making Independence two lanes. That's fine.

13 Independence, in many ways, is two lanes because there
14 are often cars parked along portions of Independence,
15 but I wonder what would happen if it's two-way and you
16 then have traffic coming home in the evening rush hour
17 and attempting to make a left turn into either this
18 new quarter-mile long driveway or the existing
19 driveway to make a left turn to get back into Hancock
20 Village. If it's two lanes, then they're going to be
21 holding up traffic until they can make their turn, and
22 I doubt if many of them would do it right past the
23 Russett Road/Beverly intersection because that
24 driveway's only going to be, what, like a hundred feet

1 or a couple of hundred feet from that intersection.
2 So if people were stopping there to make a left turn,
3 then traffic is obviously going to back up through
4 that traffic light.

5 It just seems to me there hasn't been sort of an
6 attempt to say, well, what's actually going to happen
7 with all this traffic? What's the effect of this
8 going to be?

9 That's all. Thank you.

10 MR. GELLER: Thank you.

11 MR. CHIUMENTI: My name is Steve Chiumentti. I
12 live at 262 Russett Road, a Town Meeting Member for
13 Precinct 16, and I was going to comment specifically
14 on the letters themselves, the comments and the
15 responses.

16 One thing I noticed is that if you read BETA's
17 report that they number their comments, and if you
18 look at MDM's responses, they number their comments
19 differently. They kind of don't flow exactly, so I
20 think they've all been using MDM's numbers, so my
21 first comment really is Comment 2 on the MDM report,
22 which was Comment 1 on BETA's. I'll just refer to
23 MDM.

24 Comment 2 was BETA had noted that the ATR should

1 collect traffic volume data to determine whether or
2 not traffic volumes in the study area have increased
3 since 2007. Daily traffic volume should also be
4 collected along Russett Road and Asheville Road in
5 order to compare traffic volumes previously collected
6 by the Town.

7 My comment is the ATR data presented compares a
8 single day in September 2007 to a single day in April
9 2014. We would like to know if there were more days
10 recorded during each period, and I think the
11 suggestion was there were, and if there was data
12 selection. We'd also like to know what the expected
13 day-to-day variation of traffic volume is and whether
14 a comparison of a single day is a valid methodology.

15 There are many conclusionary statements in the
16 report based on extremely limited data. The request
17 from BETA's review was for ATR data from Russett and
18 Asheville, but no such data are presented; therefore,
19 the MDM report is nonresponsive to BETA's original
20 comment.

21 MDM cites additional traffic data from 2004 and
22 2013, but the specific dates in the studies are not
23 presented. Were they weekdays? School days? How
24 many days were actually studied?

1 The Comment Number 8 in MDM's response. BETA had
2 noted that since most of the proposed units will
3 access the site via Asheville Road, the majority of
4 traffic related to the proposed project will travel on
5 the residential streets of Asheville Road, Russett
6 Road, and South Street. Asheville Road is
7 approximately 35 feet wide while Russett Road and
8 South Street are both approximately 25 feet wide with
9 on-street parking on both sides. Since the on-street
10 parking limits are available travel width, traffic
11 calming measures should be considered for the
12 roadways.

13 MDM's response states that the purpose of traffic
14 calming is to achieve slower speeds, reducing
15 collision frequency and severity, and increasing
16 safety for non-motorized users. They claim that
17 additional traffic calming measures are already in
18 place and additional measures are not warranted for
19 these streets.

20 In essence, MDM presents the argument that adding
21 substantial additional traffic is fine because the
22 streets are so small that people can't go fast
23 anyway. Both BETA and MDM miss the point that the
24 issue is that the streets are too small to accommodate

1 substantial additional traffic. On Russett, current
2 volume by MDM reporting is 65 and 50 by peak hour a.m.
3 and p.m., and the expected new peak-hour trips are 34
4 and 43 a.m. to p.m., a 60 percent increase. In the
5 morning, increase will be to 99 cars per hour, which
6 for a small essentially one-lane, two-way road is very
7 substantial. The traffic consultants do not address
8 the narrow width of the road, essentially single lane,
9 and how this factors into the increased traffic
10 volume. The need is not traffic calming, but rather
11 traffic reduction.

12 Then the discussion about site lines and stuff --
13 I wanted to mention about the nature of the busyness
14 on these roads, Russett and Bonad. It's not cars
15 stopping at stop signs and so on so much as the fact
16 that this a neighborhood full of children, given the
17 nature of this neighborhood, Baker School and so on.
18 They're outside playing; they're on scooters; they're
19 on bikes. They often intrude upon the roadway. There
20 must be three basketball baskets there where kids are
21 playing basketball on a nice day. Kids do
22 unpredictable things. That's really, I think,
23 ultimately the real concern here, in addition to just
24 the fact that there's just too many cars going back

1 and forth and it's hard to negotiate the street.

2 Comment 9. The trip distribution method is
3 appropriate for this project, although some
4 discrepancies in the travel patterns through the
5 residential streets from Asheville Street through the
6 study area may exist.

7 What discrepancies that are alluded to? How
8 might these affect traffic projections? The MDM
9 response indicates that the increase will range from
10 fewer than 10 to just over 40 per hour, an increase
11 that will not materially impact neighborhood traffic
12 flow. The impact on Russett is greatest and is
13 between 30 to 40 cars per hour peak. Again, the
14 narrow width of Russett needs to be factored into the
15 impact.

16 On Comment 10, as MDM numbered them, BETA stated
17 that the proponent should commit to expanded or
18 additional TDM measures. Additional Zipcars on-site
19 should be investigated; bike storage locations should
20 be provided throughout the site. In addition, the
21 Town should require a signed TDM agreement as part of
22 the permitting process in order to ensure that TDM
23 measures continue to exist into the future.

24 MDM's response is that Chestnut Hill Realty has a

1 TDM for existing property and plans to expand it for
2 proposed development. They will contact Zipcar about
3 additional cars.

4 First, there's an awful lot of talk about
5 Zipcar. There are only two of them.

6 Second, the response indicates no firm commitment
7 to any specific TDM. How much more bike storage? How
8 many more shuttle van trips? What schedule? How will
9 this be maintained and enforced.

10 And third, how does any of this mitigate the
11 effect of adding 140 parking spaces to the existing
12 167 that now empty onto Russet Road from the Asheville
13 Road connection? That's an 84 percent increase in
14 vehicles which will necessarily result in an 84
15 percent increase in traffic and exiting through
16 Asheville Road onto Russett. What basis is there for
17 any guest of the new residence and the new 192
18 apartments in the tower, for example, will use their
19 vehicles any differently than existing residents who
20 enter and exit onto Asheville Road? People do not buy
21 and maintain automobiles to decorate parking lots.
22 Russett Road is at capacity now with vehicles and
23 pedestrians including children walking to and from
24 Baker School or to the bus stop to get to the high

1 school.

2 Comment 15 on MDM's response. At a minimum, a
3 new pavement striping plan should be investigated
4 along Independence Drive to provide separate travel
5 lanes and shoulders. A Complete Streets design which
6 would include bicycle facilities and separate parking
7 lanes should be investigated for the new cross
8 section. This may include reducing Independence Drive
9 to one lane of travel in both directions to
10 accommodate a bicycle lane and parking lane. Analysis
11 should be conducted to determine the feasibility of
12 the implementation of Complete Streets design
13 concept.

14 BETA is suggesting making Independence Drive a
15 single lane in both directions requiring much
16 additional analysis to determine the impact on
17 traffic. Adjoining roads are, for the most part, two
18 lanes, so reducing the capacity of Independence would
19 predictably create a traffic bottleneck. The
20 consultant offered Route 16 in Wellesley as a shining
21 example, but those familiar with this road know it's a
22 dismal headache.

23 What is motivating the suggestion to make it
24 single lane? Does it have to do with increased volume

1 of pedestrians and traffic from the proposed
2 development? The need to make these changes that will
3 make the traffic worse indicates that the problem is
4 that the infrastructure does not safely support this
5 expansion, and the proposed change will not be an
6 improvement.

7 Comment 25. Currently, the roadway width along
8 Asheville Road at the site is very narrow, which is
9 only 18 feet. The proponent did recommend that it be
10 widened to 22 feet; however, 24 feet is recommended.
11 MDM responded that it will be 22 feet, and that's all
12 that's needed. What is the reasoning behind the
13 recommendation for 24 feet? What is the downside to
14 keeping it 22 feet or widening it to 24 feet? It's
15 not clear to us.

16 Comment 31 referred to construction and traffic.
17 MDM responded that there will be a construction
18 management plan that addresses truck traffic. There
19 will be removal of many truckloads of stone blasted
20 from the site. Much of this will go down Russett Road
21 which, as mentioned, is very narrow. The trucks will
22 likely damage the road. The promise of a vague
23 construction plan is not enough. How many truck trips
24 are expected over what period of time? And how will

1 their impact be mitigated?

2 And further, regarding truck traffic on Russett
3 Road, we want to put on the record the fact that
4 Russett Road has a commercial truck exclusion. No
5 commercial vehicle shall be operated at any time on
6 Russett Road, in the traffic rules. There had been a
7 sign there for years, and it unaccountably disappeared
8 some time ago. It's been since replaced since we
9 brought this to the attention of the traffic
10 department. The exclusion still exists, and the
11 traffic department recently installed a new sign. How
12 does this impact CHR's operating commercial vehicles
13 on Russett Road? It certainly hasn't had any impact
14 on them up until now. They routinely run their
15 service vehicles up and down Russett Road.

16 Intersection quality. Regarding the traffic
17 analysis, the MDM report commented upon intersection
18 quality in the neighborhood. Most of the
19 intersections were rated a C while one was rated D.
20 Why is it rated D? In some towns, is it not required
21 that the minimum standard intersections affected by
22 construction be C? We really should not be aiming for
23 C or D, but better. There will be left turns across
24 Independence for cars coming down on the Beverly

1 side. They'll have to go onto Independence and to go
2 up to Putterham and have to turn left, which means
3 across a lane of traffic on Independence. That will
4 be dangerous.

5 It would seem -- and this is the final remark --
6 it would seem on the basis of MDM's nonresponsive
7 responses regarding traffic that the Town is expected
8 to permit the degradation of traffic and pedestrian
9 safety until we can achieve a higher average number of
10 collisions and injuries on neighborhood roadways.

11 On behalf of the neighborhood, thank you.

12 MR. GELLER: Thank you.

13 MR. TALERMAN: My name is Jay Talerman. I
14 represent a number of the area residents. I've spoken
15 once before. I serve as town or special counsel to
16 several dozen towns and have represented hundreds of
17 towns on planning and zoning matters.

18 I can tell you -- and I'm speaking only tonight
19 about the cul-de-sac and hammerhead issue -- that
20 nearly every single town that I've ever encountered
21 and ever worked with on zoning and planning prohibits
22 lengthy cul-de-sacs and hammerheads, and they do it
23 not out of an issue -- they don't regulate it because
24 there might be sufficient turning radius. That's a

1 design element. They limit it, design it, or regulate
2 it, prohibit it for the reasons that the fire
3 department has already stated: There are concerns
4 about appreciable delay or inability to get to a fire
5 due to single access, narrowness, blockage, and
6 otherwise.

7 The issue that you have to take into
8 consideration here isn't whether or not in a pure
9 design element, a single fire vehicle -- the largest
10 vehicle -- can get there and navigate around a
11 circle. It's whether or not at night, in winter, in
12 darkness, and when everyone's parked up on both sides
13 of the road and every parking space, and the road is
14 narrow or there may be blockage, can the fire
15 department get its ladder truck and its pumper truck
16 and its other truck -- it normally takes three
17 trucks -- to the site in a safe and effective way
18 where they can quickly, without delay, fight a fire in
19 the last house down on the left? And invariably, the
20 answer from professional planners and professional
21 fire fighters is: We're concerned about that.

22 Will a fire department always try and get there?
23 Yeah, they will. Will they do a great job? Yeah,
24 they will. But when you're talking about a fire and a

1 lot of smoke and of any appreciable delay, either at
2 that site or at another site where they can't back out
3 and get out and get there, could mean harm, death,
4 property damage or otherwise, and that's the reason
5 why we regulate these things. So you can look to
6 nearly every single other town and a universal
7 opinion, to my knowledge, of almost every planner that
8 suggests that lengthy cul-de-sacs not be permitted.
9 Now, they cite a few examples where there are some
10 cul-de-sacs. I can attest to you that there are
11 hundreds of examples where towns prohibit it and deny
12 cul-de-sacs, including area towns.

13 Now, I don't know what happens here in
14 Brookline. I think some of the examples are
15 inapplicable, but you've heard the chief himself or
16 the fire department themselves say that they're
17 concerned about some of the existing ones that were
18 approved.

19 As another form of regulation, I think you have
20 to look to Housing Appeals Committee decisions
21 themselves. I mean, we know that the Housings Appeals
22 Committee isn't particularly kind to cities and towns
23 when it comes to these, but in recent years two of the
24 cases that have sided with towns -- practically the

1 only two cases that have sided with towns on a design
2 element -- are issues regarding single-access
3 subdivisions. That's the OIB versus Braintree case
4 and the Lexington Woods versus Waltham case, where the
5 Housing Appeals Committee expressly and emphatically
6 upheld denials of comprehensive permits due to
7 concerns with single-access roadways. Their concerns
8 are exactly the concerns that I've raised here and
9 that the chief has already raised -- that there could
10 be blockage and delay for emergency vehicles that
11 could result in harm or death in those situations.
12 Those cases provide ample precedent for you to look
13 at.

14 Now, whether or not at the end of the analysis
15 you agree that these facts meet those facts is a
16 question for you to all decide. What I'm suggesting
17 to you here tonight is there is a robust body of law,
18 regulation, and HAC precedent to consider that and
19 keep that on the front burner.

20 At the end of the day, what you really have to
21 look at is what the chief thinks. He's the one that's
22 got to fight the fire. If he doesn't have a level of
23 confidence that he can safely navigate the roadway
24 system in a way where he can safely fight a fire with

1 his three required vehicles, you should take that very
2 seriously, and I hope you do going forward.

3 Thank you.

4 MS. SCHARF: Good evening. My name is Irene
5 Scharf. I'm an abutter on Russett Road, and I'm also
6 a Town Meeting Member, Precinct 16. I just have two
7 comments to make.

8 From the MDM slide show, Slide Number 12, where
9 the person was discussing the possible expansion of
10 current services such as shuttles, bicycles, using
11 more sidewalks and Zipcars. I just want to point out
12 to the Board that the slide said Chestnut Hill Realty
13 may expand current services -- shuttle, bikes,
14 sidewalks, Zipcar. During the testimony, the person
15 testifying said "would."

16 I think it's really -- we all sit here
17 patiently month after month. We're getting to the end
18 of this process. It's May. It's concerning to me and
19 many of my neighbors that we have all of these "we may
20 do this," "we may do that," "we may make a
21 compromise," "we may not do it." We really need --
22 this late in the game, given the tone that I'm hearing
23 from -- that I'm inferring from the questions from you
24 all and lack of questions, we need some commitments.

1 We don't need this to be a loosey-goosey thing where
2 approval is given and then, in the course of things,
3 there's all these questions that were not mandated to
4 be answered. So that was really one concern.

5 Secondly, a note I'm expressing from a neighbor.
6 There is suspicion that the traffic study was not
7 necessarily that legitimate, that maybe it was done
8 during April vacation, that 43 extra trips a day
9 cannot be accurate, that that would just encompass the
10 people who already live on the street. And so, just
11 basically, the point is, I guess, that it is unclear
12 to people that the data that you're getting are not
13 being cherry-picked for the specific narrowly tailored
14 question that people are being asked to answer.

15 Thank you.

16 MR. GELLER: Thank you.

17 MS. BURSTEIN. Hi. I'm Joni Burstein. I live on
18 South Street. Just three quick things.

19 One is the talk about cars turning onto VFW
20 Parkway from South Street or Russett Road or Bonad.
21 The visibility is cut down significantly, also, when
22 there are snowbanks, and that's a good, significant
23 portion of the year, and that's part of the traffic
24 study that wasn't mentioned by them, but only by

1 neighbors. So I think that that needs to be taken
2 into consideration.

3 Another aspect is on Independence. To me,
4 whenever I've driven there, the cars that park there
5 are parking there because they belong to Hancock
6 Village, so if they're changing the parking inside to
7 make parking for the people living there, it seems to
8 me to invite the possibility of making the road there
9 wider and accommodating more cars, not fewer, to
10 facilitate the flow of traffic. So instead of
11 narrowing it to one lane, keeping it at a point or
12 even expanding it so that you can have two lanes in
13 each direction and cut down on the bottleneck that
14 Hancock Village expansion would create.

15 And my phone shut off, so I don't remember my
16 third point.

17 MR. GELLER: Thank you.

18 MS. KOOSHER: Hi. I'm Robin Koocher. I live on
19 Beverly Road, and I've lived there for 37 years.

20 Just a couple of comments in terms of traffic on
21 Independence Drive. What I heard in terms of the
22 traffic study was that they were talking about the
23 peak hour in the evening from 4:00 to 6:00. I drive
24 down Independence from Beverly to VFW quite

1 frequently, and I can tell you that rush hour does not
2 begin at 4:00. It begins around 3:15, 3:30, and
3 that's when the backup begins, and it can be quite
4 substantial. So, again, in terms of their exact
5 two-hour window, I would suggest that that's not
6 written in stone.

7 The second thing -- and it was mentioned briefly,
8 but there hasn't really been a lot of comments
9 regarding the new driveways which would run parallel
10 from Beverly and Russett. As was mentioned, those
11 people who want to take a left turn from the Russett
12 side or Beverly Road side are going to be turning
13 against traffic. They're also going to be turning,
14 depending on which side you're talking about, 400 feet
15 or approximately 230 feet from the traffic signal at
16 the intersection of Independence, Beverly, and
17 Russett. Now, I can't believe that any traffic expert
18 would say that that would be a safe thing to do, and
19 add to it, as a former speaker mentioned, doing that
20 during high-volume times or even on the weekends.

21 I would like to say that I drive down Russett
22 Road frequently to visit friends, to get to VFW a
23 different way, and I can tell you that on the
24 weekends, there's traffic, and the traffic coming down

1 from Asheville, from the current Hancock Village
2 property, these people are flying. I notice this on a
3 Saturday, on a Sunday; others have mentioned that it's
4 during the week. So, again, this is an observation by
5 a citizen, but it's real, and, you know, the four-way
6 stop might be interesting to do, but I'm not convinced
7 that that would stop, and it does have to do with the
8 gradation, the 8 percent, et cetera.

9 The last thing I wanted to mention was that
10 there's been no discussion in terms of what happens
11 with snow, narrowing Beverly and Russett Road
12 further. I can tell you that this past winter, as we
13 all know, was a pretty miserable winter. There was a
14 lot of snow, and Beverly Road becomes one-way from
15 before the first flake falls until April 15, and it
16 becomes one-way from Lagrange down Beverly to that
17 light intersection of Russett, Beverly, and
18 Independence.

19 Several years ago, when we had ice storms,
20 parents were having great difficulty parking to pick
21 up their children despite the fact that salt and sand
22 had been put on the walkways, so I would just say to
23 you in terms of emergency vehicles, again, I think
24 that presents a problem which I don't think has been

1 addressed to the satisfaction of the neighborhood.

2 Thank you.

3 MR. GELLER: Thank you.

4 Is there anybody else who wants to speak at this
5 time? Seeing nobody, I want to call on the
6 representative from BETA and see if he can respond to
7 some of the questions that have been asked tonight. I
8 saw you taking notes.

9 MR. BEISEL: You're supposed to call on MDM right
10 now.

11 MR. GELLER: Does MDM want to go?

12 MR. BEISEL: No, no, no. I'm just kidding.

13 I wrote down a bunch trying to keep up. I'll try
14 to remember my notes. I'm going to go in reverse
15 order because I remember those clearer right now.
16 I'll figure out the rest.

17 The first one is the last comment I had is that
18 the MDM response does not fully commit to TDM
19 measures, and I completely agree. In my letter from
20 today, which I'm sure the public hasn't seen, in the
21 last page in the conclusion of the recommendations I
22 say, "An official commitment to the TDM measures
23 should be enacted (expanding the shuttle service,
24 providing on-site bike storage, and expanding Zipcar

1 supply if demand is needed). The Town should require
2 a signed TDM agreement as part of this permitting
3 process."

4 So I completely agree on that. It does need to
5 be more of a commitment. How that becomes official is
6 usually in approval process, so that's something I
7 recommend the Board follow.

8 Along those lines, as well as the construction
9 management, the Board should also include a
10 commitment -- or not a commitment, but they should --
11 you should have the proponent provide you with a
12 construction management plan that would include the
13 number of trucks that will haul gravel off the site --
14 or not the gravel, but the blasted ledge, and just
15 trucks in general. Of course, that number can't be
16 determined right now because the site plan is still
17 being discussed.

18 We had a question about the grading of the site,
19 and people think 10 percent is too extreme. That is a
20 comment that is in our site plan letter, and it's
21 still ongoing. Basically, BETA was hired for traffic
22 review and for site and stormwater evaluation, so our
23 civil/stormwater management review letter is dated
24 April 2nd, and in there it discusses the fact we don't

1 like the 10 percent grade, and there's also a side
2 slope. That is something that the civil engineers in
3 my office are working on with Stantec who's the site
4 engineer. That is still ongoing, and we need more
5 information for that. I can't speak as an expert to
6 it other than 10 percent grade is steep, but it is
7 allowed. There's things that can be done to flatten
8 it too.

9 Another comment was made about the end of
10 Asheville Road. Currently it's less -- as you exit
11 the site, it's less than -- the width is less than the
12 rest of Asheville Road, and I believe at the last
13 meeting, it was said that 24 is standard. Where that
14 came from is that for years traffic engineers have
15 said a 12-foot lane is the standard width of travel
16 lane. That is based on highway. If you're on the
17 highway doing 55, you want 12-foot widths per lane, so
18 you get 12 plus 12 is 24 for two-way traffic.

19 We're now finding that urban design, and local
20 roadway design more specifically in this case, doesn't
21 need such wide roadways, and in fact, it increases
22 speeds because of the extra width. So I would
23 recommend 22 feet, if not 21 feet, 20 feet. There is
24 no reason to go to 24 feet in this case. It does

1 nothing but increase speed or encourage increased
2 speeding, and as they're coming down the hill,
3 obviously, that's the last thing we need to do.

4 Someone said we shouldn't be talking about
5 traffic calming, we should be talking about traffic
6 reduction, and the point of traffic calming is to
7 reduce traffic volume on streets. The issue here is
8 because of the web of streets, where do we want to
9 push them, as we discussed before. It's not as simple
10 as put traffic calming here and that solves all the
11 problems. We need to look at the whole area, and go
12 from there.

13 Trip distribution discrepancy. Bob, if you want
14 to pull up the graphics there. I made a comment in my
15 first letter that said there are some discrepancies.

16 When a car leaves Asheville Road and leaves the
17 site in the morning, they have 18 vehicles making a
18 right there which, of course, gets them to VFW. They
19 would have to make a right onto VFW. Well, that sends
20 them outbound.

21 So my discrepancy is that 18 should actually be a
22 through, and then you see here, there's only 3
23 vehicles making a right. Well, that's saying that
24 only 3 people are leaving here and then heading

1 inbound on VFW. So my argument is that the 18 and the
2 3 should be switched. It doesn't make a material
3 difference, which is why I did not discuss it more in
4 detail in the letter. It would have been wordy and
5 difficult to explain without the graphic. It's not
6 going to change the findings of the study.

7 Along those lines, the site distance here at the
8 signalized intersection of South Street is limited,
9 but there is a traffic signal there. So site distance
10 is not an issue. Bonad Road and Russett Road, they're
11 right turn only, and they're also limited site
12 distance. There's no way to correct that other than
13 closing those two roads, and I don't think that's what
14 the neighborhood's looking for.

15 Beverly Road, it was mentioned that it's one way
16 during school season. The traffic counts were done
17 during that period. That is the situation that exists
18 for more than half the year. I'd rather that
19 situation be analyzed than the situation during the
20 summer when it's two ways. This is the prominent
21 situation is that it's one way out of here during
22 school hours, and that is how it was done.

23 It was quickly mentioned that the counts were
24 done during school vacation week. I can't remember

1 exactly what -- it was April, so it would have been
2 Easter -- or spring break. It was done on the
3 Wednesday before school vacation. I wouldn't be
4 thrilled with Thursday traffic from that day because
5 maybe people leave early, but the week before school
6 vacation, especially Tuesday or Wednesday, is
7 acceptable data, and it wasn't during the actual
8 vacation week. We would never accept traffic volumes
9 from Friday or Monday, unless, you know, there's
10 specific situations, not for a residential
11 development.

12 It was discussed about the 85th percentile speed,
13 and as the neighbors were giving their comments, I
14 actually looked through the appendix again to make
15 sure I didn't miss anything, and the 85th percentile
16 speed does not fluctuate throughout the day. It might
17 give the impression that people were driving very
18 slow, but the radar detection that was out there does
19 not show a spike in travel speeds after parking is
20 banned on the street at night.

21 The satellite parking is an existing issue, and
22 it is an issue. People can't park right next to their
23 building in a lot of cases. The future buildings
24 actually don't have that problem. That's something I

1 looked at very closely because sometimes, on a site
2 like this, people will just put parking where they can
3 and not near the buildings. In this case, there's
4 actually more than two spaces per unit, along here,
5 along here, and along here. The one place where it is
6 a little less than the 1.4 or 1.5 that I like to see
7 is in the garage of the main unit, so those people
8 will have to either walk to the parking here or the
9 parking over here. They do, however, for groceries
10 have a drop-off aisle over here, so the double
11 parking, as far as I can see at this point, is not an
12 issue, and actually this parking is designed better
13 than the existing parking.

14 Route 16 in Wellesley -- again, this must have
15 come up at the last hearing -- is a terrible example
16 in this case. It's a nightmare. The similarities
17 that we put in, the flashing pedestrian beacon on the
18 side of the road, the volume on Route 16 on one lane
19 is extremely higher than the volume on Independence
20 Drive. They're not even comparable.

21 The only similarity is that we have a similar
22 pedestrian activation sign like that that was put in
23 as part of mitigation for the redevelopment of the
24 Grossman site. So as you're coming through Lower

1 Falls where the CVS is now and the independent living
2 is in the back, there's a mid-block pedestrian
3 crossing that has these pedestrian-activated signals.

4 Other than that, the traffic volume is much
5 worse, and because I worked on that study, the other
6 issue with 16 -- and especially in the morning as
7 you're leaving Wellesley getting to 128 -- is that the
8 Concord Avenue intersection is actually in Newton, and
9 that light, as I said before, is old. It has no
10 actuation; it's pre-timed. It's terrible. That
11 mitigation actually -- the development had to give
12 money to the city of Newton for them to upgrade that
13 signal, and I don't think that's happened yet.

14 So a lot of the issues with that corridor is
15 because of that signal, and it's one of the ones that
16 drives me nuts.

17 The trip-generates. It was discussed that it's
18 1.7 per unit and how do they get home. The 1.7 is
19 what falls within the peak hour. The neighbor that
20 used that example said he walked to the T to commute
21 to work, so he doesn't have any trip; or he could go
22 to work early, and he wouldn't be in during the peak
23 hour; or he would return during the peak hour. So the
24 1.7 is just what occurs during the peak hours, and I'm

1 not exactly sure of the number off the top of my
2 head.

3 Throughout the course of the day, a unit will
4 generate on average ten vehicle trips and that means
5 five trips -- one unit will generate five trips out
6 and five trips in. That's people leaving to go to
7 work, going shopping, school; so the average is pretty
8 high.

9 In this case, I wouldn't expect that since there
10 is actually the extra transportation option, so I
11 wouldn't expect the ten, but they did use that because
12 that is the standard.

13 Someone said that the speed data and the volume
14 data for the local roads -- Russett Road, Asheville
15 Road, and Bonad Road -- weren't provided in the
16 response. They're not in the letter of the response,
17 but they're in the appendix. It's very tedious to go
18 through it, but they are in there, and the volumes are
19 summarized in one of the slides, but they are in
20 there.

21 The course of the day. It would be great if we
22 had ongoing traffic monitoring, but we don't. We
23 typically use one day. The adjustments -- September
24 and April are both actually higher than average.

1 School is in session. It's nice weather. So
2 comparing September and April volumes from different
3 years is comparable.

4 If they would have done, say, September in 2007
5 and compared it to February of 2014, then, yes, that
6 would have shown -- the growth that could have
7 potentially happened would have been hidden by the
8 fact that the seasonality reduces the volumes, but
9 comparing September and April is legitimate.

10 I think that's all of the ones I wrote down.

11 MR. GELLER: The question was asked whether there
12 should have been a review at the South Street/VFW
13 interchange.

14 MR. BEISEL: Right. There is a signal there at
15 that intersection. The site, as I was just saying,
16 they're setting, according to this graphic, they're
17 only setting 3. I suggest it's 18. In either case,
18 the operations at this signal are not going to change
19 because of 18 vehicles or 3 vehicles. The volume on
20 VFW is what drives the operations of that signal,
21 basically, regardless of what's coming down South
22 Street. Adding 18 vehicles or 3 vehicles isn't going
23 to all of a sudden create this massive long queue on
24 South Street to access VFW. So that's why we didn't

1 request that it be included in the study area.

2 MR. GELLER: You have the same response on
3 Russett Road?

4 MR. BEISEL: Yeah. The problem with Russett Road
5 is that it's right in and right out only, so the
6 analyses are going to tell you that it operates
7 wonderfully and there's not much conflict there, and
8 there's also -- there's no way to fix that
9 intersection with the site-distance issues that exist,
10 like I said, other than closing it.

11 In some cases, intersections were left out of the
12 study area because we knew what the results of
13 studying would have been, so we didn't request it.

14 MR. GELLER: Do you have a comment on narrowness
15 on Russett Road?

16 MR. BEISEL: Yeah. Like I said before, it goes
17 both ways. The on-street parking and the narrowness
18 reduces speeds. It reduces the appealness of the
19 street. If you remove parking on one side, you're
20 really only encouraging more vehicles, more speed. If
21 there really is an issue with two cars parked on the
22 street and emergency vehicles not being able to get
23 through, that's an existing issue, and that's
24 something I think the Town should rectify with or

1 without this project. But short of that, I wouldn't
2 recommend opening the road up, essentially, to more
3 people and more speed.

4 MR. GELLER: Do you have a comment on -- it's
5 been suggested that the lengthy cul-de-sacs and the
6 hammerheads -- it's been suggested both by the fire
7 department, but also by Mr. Talerman, that these are
8 not acceptable methods in most towns.

9 Is that a fair statement, Mr. Talerman?

10 MR. TALERMAN: Yes.

11 MR. BEISEL: I don't have experience where a
12 project was shot down specifically for that.

13 I actually was the traffic engineer for the OIB
14 in Braintree. We didn't do the site design. I wasn't
15 at BETA at the time. We had a traffic hearing such as
16 this, and then, afterwards, the site plan design which
17 evidently killed the project. I wasn't involved in
18 it. I didn't know until tonight that that's what
19 killed the project. I just knew that it died.

20 It's not -- it seems like it's a transportation
21 issue. It's not a traffic issue. It's really more of
22 a site plan issue. I would work with our civil
23 engineers, but as far as I'm aware, they're not
24 desirable by the fire department, but I don't have a

1 transportation standard that says you can't do it as
2 the AASHTO graphic showed. A lot of times, these
3 standards aren't what the public are looking for, but,
4 unfortunately, it's what I have to rely on.

5 Someone made the comment of the intersection is a
6 Level of Service C, and we should be asking for
7 better. Well, if you're asking for a Level of Service
8 B, why aren't you asking for a Level of Service A? I
9 have a standard of anything that's Level of Service D
10 or better is acceptable. It might not be acceptable
11 to the residents. I'm not trying to change their
12 mind, but those are the standards that I have to
13 follow.

14 MR. GELLER: One last question, and you may have
15 answered this already, but I just need to ask.

16 The suggestion has been made a couple of times
17 that the data was cherry-picked.

18 MR. BEISEL: Like I said, all of the data that
19 they collected is in the back. They present averages
20 in some cases, 85th percentile in some cases. Some of
21 the summaries might be done to make it look rosy for
22 them, but all of the data is there. I did go through
23 all of the data. They didn't pick an arbitrary number
24 that was an anomaly, that everything looked great for

1 this one day or this one hour. It is pretty
2 consistent through the area since it is local roadways
3 for the most part. People do tend to do the same
4 thing throughout each day, so I didn't see any
5 evidence of cherry-picking. They might not have
6 highlighted the worst parts, but they are in there in
7 the appendix, and I know what to look for so...

8 MR. GELLER: Great. Thank you. Other questions?

9 MR. BOOK: Yeah, I have just one. In terms of
10 the -- it's actually a follow-up to a question that I
11 asked earlier. In terms of directing the traffic off
12 of Russett or Bonad, do you have any thoughts of doing
13 peak travel times prohibiting left-hand turns off of
14 Asheville, and that way it'll force people to South
15 Street?

16 MR. BEISEL: Right. Usually left-turn
17 restrictions are not favorable because what you end up
18 doing -- I'll use the driveway as a better example,
19 and then I'll answer your question more specifically.

20 If you use the west driveway here -- or it's not
21 showing in this picture. If you restrict left turns
22 out of that driveway, someone's just going to make a
23 right out of there and then they're either going to
24 U-turn or they're going to come through here and then

1 make a left here, so you're not ever going to really
2 change the movement in a situation like that.

3 In this case, if, say, it didn't allow left turns
4 here, you would force people through. It would work
5 as much as it got enforced, to be honest with you.
6 People don't look at signs. They don't follow signs.
7 They look at them and ignore them unless they're
8 worried that ignoring them is going to lead to a
9 ticket. So that's really up to you and the Town. If
10 that's the way you want to go, that is one way you'd
11 be able to push traffic in certain areas this way or
12 onto certain roads, but it has to be enforced or
13 you're really not going to accomplish anything.

14 MR. GELLER: Anything else? No? Do you want to
15 add anything?

16 MR. MICHAUD: No. I commend Mr. Beisel on his
17 responses, and I concur.

18 MR. BEISEL: One other thing. When the parking
19 ratios came up, my goal is 1.4. Some people say
20 that's not enough. Other people say you should have
21 it lower so you can encourage less parking. I think
22 the view of encouraging is great, but if you don't
23 supply enough parking, then it's going to lead to
24 safety issues. The 1.4 seems aggressive to some

1 people, and it's not aggressive enough for other
2 people. To me, you really have to weigh the options
3 or weigh the balances of the two, of what you're
4 trying to accomplish and what's realistic to happen,
5 and that depends on the area.

6 MR. BOOK: You had just said that not providing
7 enough parking creates a safety issue?

8 MR. BEISEL: Well, you'll have people parking on
9 the internal roadways and not in a parking space if
10 there's not enough parking. If there's more cars than
11 parking spaces, they're going to find somewhere to put
12 it. That's what you want to avoid.

13 At the same time, I don't know -- no offense, I
14 don't agree with your zoning bylaw of two spaces per
15 unit in this area. That's seems too high. That's
16 just too much asphalt and not necessary, but you also
17 shouldn't just say, "Well, let's do one space per
18 unit, and people won't drive." Certain people are
19 going to drive no matter what. Some people don't have
20 a choice; some people are driving no matter what, even
21 if they have a choice. So it's really a balance of
22 the two.

23 MR. BOOK: Thank you.

24 MR. GELLER: Thank you. I want to thank everyone

1 for participating this evening. Your comments have
2 been very helpful and certainly something we will
3 continue to think about as we review this project.
4 This hearing is going to be continued until the next
5 public hearing which we have scheduled for May the
6 20th, at which point it may include a presentation by
7 the applicant of an alternative plan, but I would note
8 that this hearing may be rescheduled, if necessary, to
9 a later date. So please keep an eye on the postings
10 to either confirm that we will hold that hearing as
11 planned. Should that hearing be continued, we'll be
12 lucky enough to be able to sit here for 30 seconds and
13 continue the hearing.

14 MR. HUSSEY: I have a question. I understand
15 that there is an architectural firm that has been
16 retained as a peer study?

17 MR. GELLER: Peer review.

18 AUDIENCE MEMBERS: We can't hear.

19 MR. HUSSEY: Sorry. I understand that there has
20 been an architectural firm retained to do a peer
21 review, and how does that fit into this alternative
22 plan that may be presented? Are we going to hear that
23 architect before then or after? Well, not before,
24 clearly.

1 MR. GELLER: My understanding is that a peer
2 reviewer and design reviewer has been engaged, and
3 that process is continuing. That will not be ready by
4 May 20th, so this will not include a discussion or
5 review of whatever the comments are from that peer
6 reviewer. It is unfortunate, but that's the way it
7 is.

8 MR. HUSSEY: Thank you.

9 MR. BOOK: So past the May 20th date, do we know
10 what the next date would be now? Can we announce
11 that, or is that yet to be decided?

12 MR. GELLER: June 5th is the scheduled date after
13 that.

14 MR. BOOK: So if the May 20th date is postponed,
15 the next date -- it wouldn't be a date earlier than
16 June 5th? It would be June 5th?

17 MR. GELLER: It would be June 5th. That is
18 correct, and we would obviously continue it on the
19 20th to the 5th.

20 MR. ZUROFF: If we don't meet on the 20th --

21 MR. GELLER: No, you will be meeting on the 20th.

22 MR. ZUROFF: If we meet on the 20th, is the 5th
23 definitely the next meeting?

24 MR. GELLER: Yes. Hopefully, we will see all of

1 you on the 20th. Thank you very much.

2 (Proceedings suspended at 9:34 p.m.)

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CERTIFICATE

I, Barbara J. Vican, Court Reporter and Notary Public in and for the Commonwealth of Massachusetts, certify:

That the foregoing proceedings were taken before me at the time and place herein set forth and that the foregoing is a true and correct transcript of my shorthand notes so taken.

Dated this 16th day of May, 2014.

Barbara J. Vican, Notary Public

My Commission expires March 12, 2021.

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