



CITY OF NEWTON, MASSACHUSETTS

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Ruthanne Fuller
Mayor

ZONING BOARD OF APPEALS

Brenda Belsanti, Zoning Board Clerk

MEETING MINUTES

Wednesday, March 27, 2024.

7:00 p.m.

Hybrid and remote via ZOOM

Board Members Present: Michael Rossi (Chair), Brooke Lipsitt, Elizabeth Sweet (remote), Stuart Snyder, William McLaughlin, and Jennifer Pucci (alternate)

Staff Present: Brenda Belsanti, ZBA Clerk; Katie Whewell, Chief Planner; Alyssa Sandoval, Deputy Chief Planner; and Jennifer Wilson, Assistant City Solicitor; Jonah Temple, City Solicitor (remote); and Anthony Ciccariello, Director of Inspectional Services

A public hearing of the Newton Zoning Board of Appeals was held as a hybrid meeting in person and virtually via Zoom on Wednesday, March 27, 2024, at 7:00 p.m. on the following petitions:

1. **#11-23** 78 Crafts Street Newton LLC, requesting a Comprehensive Permit, pursuant to M.G.L. Chapter 40B, to construct a 307-unit residential development on a 4.76 square acre lot located at 78-84 Crafts Street, 68-70 Crafts Street, 9 Maguire Court, 17-19 Maguire Court, 67R Court Street, 63 Court Street, 13-15 Maguire Court, 24 Maguire Court, 31 Maguire Court, and 31R Maguire Court within the Multi-Residence 1 (MR-1) and Manufacturing (M) zoning districts. The proposal includes 62 affordable units and 263 parking spaces.
2. **#02-24** Samuel Chud of 3 Edgefield Road, Chestnut Hill, Massachusetts, pursuant to M.G.L. c. 40A, §§ 8 and 15, appealing the January 26, 2024 issuance of a building permit by the Commissioner of Inspectional Services for the construction of a new single-family home. The subject property is located at 11 Edgefield Road, Newton, Massachusetts within a Single-Residence 2 (SR-2) zoning district.

Agenda Item 2: #02-24 Samuel Chud, 3 Edgefield Road, Newton, appealing the January 26, 2024



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issuance of a building permit. Sitting Members: Michael Rossi (Chair), Brooke Lipsitt, Elizabeth Sweet, William McLaughlin, Stuart Snyder and Jennifer Pucci (alternate).

Documents Submitted:

1. Appeal Application dated February 23, 2024.

Testimony:

Samuel Chud, 3 Edgefield Road, Newton, stated that he had submitted a request for a continuance for this matter. There are a few reasons for doing so. The appeal that he filed was based on a plan that was submitted that is no longer relevant. The engineer and developers have subsequently submitted a revised plan. They've done so without permitting the necessary amount of time for us to review that plan and get a comprehensive study done by an independent engineer that we've hired at our own expense, the same engineer who worked on another similar project that we did on our property several years ago. As a result, we want to allow the necessary amount of time for that individual to review the plans and give us back his professional perspective. As he is not a trained engineer. Based upon his feedback to then continue what we've done up to this point in time, which is to work with the developer and their engineer to come to a mutually agreeable solution.

Chair Rossi asked how much time he would need to complete that process.

Mr. Chud stated one to two weeks from now.

Chair Rossi asked if there was anything further to share.

Mr. Chud replied no.

Chair Rossi stated that since this matter was on the agenda he would like to open it up to comments from any members of the public that are here that were expecting us to hear this petition, as well as abutters and the owner of the subject property. He is going to give them a chance to address us and then after we do that the Board will take up the request for continuance. Is there any member of the public that would like to be heard on this petition and specifically the request for a continuance?

Public Comments:

Charlene Zion, 19 Edgefield Road, Newton, stated she is an abutter to the property and is not sure



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what the issue is. Is there a way to find out? Is there a problem associated with this construction? She is in the dark.

Chair Rossi stated that the Board really isn't in a position to explain those types of things. Our job is to evaluate the petition and determine whether the Commissioner issued a permit in error or not. That's our job. The project information, including the appeal, is available on the ZBA website or the City's website. You could certainly gather the information that way. To the extent that perhaps some outside person might be able to help you interpret that he would encourage you to pursue it that way.

Alex Kogan, 11 Edgefield Road, Newton, stated he is the owner of the subject property and his engineer is on Zoom and he can provide some background on the project.

Tom Ryder, Engineer, 14 Cypress Road, Natick stated that he designed a compliant stormwater plan that's been approved through Engineering Division. We saw the original plan was approved through Engineering. We did hear from the neighbors, the concerns, and we provided another design with more safety measures and through discussions. It does meet the stormwater requirements through Engineering. We added additional measures in order to accommodate and also we heard a lot of the concerns. We didn't dismiss it we actually are trying to provide something even better. The final plan here right now is a better plan will be better than the existing conditions because from what we heard, is that the previous owner of this property, had filled up the backyard and blocked a lot of the surface flow. The idea is we're going to take some of that storm water that flows down the hill that would otherwise collect between the two properties. We increase the size of the filtration systems and rain gardens to push that water away from the property line back into the groundwater and back underneath towards the downgradient side. We feel like we've met a lot of these elements and there still maybe some in person talks with the neighbor to clarify what type of vegetation along the property and the type of screening but the analysis that we provided Engineering has been very happy with it. They believe that we've gone above and beyond. For example, the infiltration system size requirement is 592 cubic feet and we're at 2165 cubic feet. It's nearly four times the size, maybe three times the size, but those are the points.

Mr. Kogan stated that the original submission to Engineering Department met and was approved. Based on that the ISD issued the building permit because they rely on the approved engineering plan to issue their approval. There were some issues raised as described by the neighbor in order to accommodate their requests. We went above and beyond. If you ask anybody at the Engineering we went above and beyond we've done what's required by the zoning ordinance and stormwater



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management ordinance we've provided additional measures. We've had plan revision was approved as well. We've met the requirements for the stormwater management twice and exceeded it the second time. We don't think there's any need for continuance since there's a plan that's reviewed and approved by engineering twice. Both plans in the second plan exceeds requirements that are stated by the stormwater management regulation.

Larry Chud, 112 Waban Hill Road, Newton, stated it sounds like we're getting into the adjudication of the matter here. We're not interested in adjudicating that now until there's some decision made on the basis of this.

Chair Rossi stated that he understood, but there were people that this hearing was noticed for tonight. People showed up with the expectation that would be heard, and it was only fair to give them the opportunity to address this and that's what they did. If we've heard from everybody we can turn to the issue of the timing and we can figure that out as support anything else that you'd like to share with us on that.

Larry Chud stated one bit of data is that the stormwater plan and the that we base the appeal line was filed in January. Subsequent to that, another stormwater plan was filed only last week and at the end of the last week appeared on the website. That's the reason that we're requesting a continuance to give our engineer an opportunity to evaluate that.

Attorney Laurence Lee stated he represents the owner of the property. He objects to the continuance. He wants to make a short presentation to the background and speak to it a little bit, which may help in terms of your decision. Basically, we have an appeal of a building permit that was legally obtained and issued and its over stormwater. Since the appeal, we have worked with the neighbor to improve or make changes to the site plan that are above and beyond that is required of the City ordinances. He understands the appellant arguments stems from the 2017 episodes, which predated my client's ownership of the property. In that situation, that person did not follow the rules. That's not the case here. We have a valid building permit. It's been vetted and approved by the City Engineers office, which then was approved by ISD. Since then, to address and be a good neighbor, we have made changes to the site plans. These are above and beyond what is required. So a day of delay beyond what is today. Every single day there's heavy carrying costs. My client bought the property with high-interest rate environment. There actually is a major detriment to my folks. He does not want to compare the current situation with the 2017 situation because that is a completely different set of circumstances and facts. The key here is that everything we've done was permitted, vetted, and approved. The Commissioner is right there for testimony. That's the major difference here. Every day that's delayed is a big detriment to my



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client. We were planning on a later presentation, but we have our engineer who was supposed to be here as well to present on the improvements that were made. Again, these improvements are above and beyond what's required based on the regulations. Thank you.

Samual Chud stated they didn't want to comment on the matter because the reality is we're not prepared for that because we haven't had adequate time to confer with the engineer that has been involved in our property in this area for a number of years and we value his professional opinion as neither my father nor he are engineers.

Deliberation:

Chair Lipsitt stated the appellant who is asking for the continuance. Not sure whether it's the Mr. Chud Sr. or Mr. Chud Jr. who was the appellant is, but what the appellants have said to us that their engineer is able to evaluate this revised project within a week or two. This Board is meeting several times in April and can imagine we could schedule this for a meeting in mid-April without much detriment to the party that is trying to develop the property and would suggest that we move in that direction.

Ms. Lipsitt moved that to continue the item until April 10, 2024. The motion was duly seconded by Mr. McLaughlin.

Mr. Snyder stated that he is really on the fence on this because on the one hand, he's persuaded in general with Ms. Lipsitt argument and on the other hand, it seems to me the manner in which this reaches us, is on the basis of an appeal of the issuance of a building permit, which was done on the basis of the original plan that has been referred to. He would be interested whether we would be if we took this up making any kind of decision based on this revised plan or whether the appeal is still based on the original plan if we would be focusing on that. It seems to this appellant has certainly had enough time and would have been prepared to challenge the building the issuance of the building permit based on that plan. They're saying that they have not had sufficient time to evaluate this new plan, but that it seems to me is not what they are appealing anyway. Also take to heart attorney Lee's comments about his own client what the harm is. If there were no harm or if the harm were relatively de minimis, to him, he would want to factor that into his thinking. Now we are told that there's substantial harm. He doesn't know what that means exactly. Substantial. Maybe we need to know more about that. There's my discussion. Just kind of on the fence about what he thinks over my colleagues.



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Ms. Lipsitt stated that it's clear that the appeal is of the current building permit since the other previous building permit is probably lapsed by now. The way she is weighing it is the proposal made is for a continuance for 14 days. And weighing that 14 days delay, understanding that there is some cost to Mr. Lee's client associated with failing to move this project forward for 14 days. She also recognizes that there is a history of dismay, to put it mildly, in this neighborhood related to this property and how this property relates to its neighboring properties that goes back at least until since 2017 and possibly before. She is trying to balance those two things, and it seems to her 14 days delay is a small cost compared to what may make for better relationships in the neighborhood over the long period.

Ms. Pucci stated that she agrees with Ms. Lipsitt and it also sounds like there's meaningful information that could help us weigh the record that's going to come in short order and the possibility for resolution between the parties which she thinks is always a good thing to encourage.

Chair Rossi stated that if we continue this to April 10, 2024 there's a concern about scheduling we would likely need to start at 6:30pm so for members of the Board does that pose any concern?

Mr. McLaughlin stated that he didn't believe he is sitting on the 10th. That is a different hearing and he is not sure whether his participation in the continuance necessarily requires him to sit.

Chair Rossi stated he didn't think we would have a quorum that night and that will be fine. Any other concerns? None for members of the Board. There may be additional members that are sitting but confident we can work that out from either the applicant or any of the other parties. It does anybody have a issue starting a meeting at 6:30 as opposed to 7:00 if we were to continue this not seeing any concerns

The motion was passed unanimously to continue the item to April 10, 2024 at 6:30pm.

Agenda Item 1: #11-23 78 Crafts Street, Newton LLC requesting a comprehensive permit. Sitting Members: Michael Rossi (Chair), Brooke Lipsitt, Elizabeth Sweet, William McLaughlin, Stuart Snyder and Jennifer Pucci (alternate).

Documents Submitted:

1. Submissions from Applicant:
 - a. Peer Review Response letter for Engineering and Stormwater dated March 28,



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2024.

- b. Peer Review Response letter to NBBJ Memo dated March 20, 2024.
 - c. Transportation Impact Assessment dated January 31, 2024.
2. Comprehensive Response Memorandum from Peter Harrington, Robert Kavanagh, and Peter Bruce.
 3. Planning Department Memo dated March 20 with attachments.
 4. Resident Emails

Testimony:

Andrew Copelotti, Principal, Boylston Properties, updated the Board on meetings and responses with the peer reviewers and presented the 3D model. He also presented updates on the new designs for the project including massing, placement of the buildings, and site improvements. He highlighted the affordability of the units being offered and planned cost of rent.

Bill Madden, Landscape Architect, presented the landscape design updates.

Michael Bennet, Principal, Architectural Team, presented updates with focus changes due to the peer reviews.

Mr. Copelotti wrapped up the presentation.

Ms. Sandoval presented the Planning presentation with an overview of the project, submitted materials, and peer reviews.

Jeff Maxtutis, BETA, presented the traffic impact assessment for the project, traffic patterns onsite, turning radii, drop off/pick up, parking, pedestrian traffic, next steps, and future street projects.

Janet Bernardo, Civil Engineer, Horsley-Witten Group, presented stormwater management with including her peer review, current conditions, and proposed conditions. She also reviewed each of the stormwater requirement standards on this project.



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Ms. Sandoval provided a City staff review for each subject area including I & I, Urban Forestry, Sustainability, DPW, TDM Plan, mitigation measures, traffic impact analysis, stormwater management, and future reviews and submissions needed.

Ms. Pucci stated that she appreciates all the information we heard a lot tonight and it was a appreciated hearing from the applicant that you're moving in the direction of breaking up the massing, reducing the size of the project, and kind of addressing some of the things that we outlined last time. There's more to do along this kind of trajectory that you're moving on. Appreciate you move that building back that's up against Crafts Street. You broke up the massing that improves it considerably, but maybe you could consider doing that with the building that abuts Court Street since that building still sits incredibly close to the setback. It sits as a monolithic mass and there's work you could do to break that up and integrate it more so it actually appropriately fits within the scope and scale the neighborhood. Appreciate the movement on building D to reduce that and to put in the tot lot. Again, all pieces in the right direction. There's more to do along that trajectory to actually make this development as proposed fit into this neighborhood in a reasonable way. One of the things that we talked about last time was putting the parking underground, but didn't hear any discussion of that. That would seem to address some of the concerns we have about the height and placement of these buildings in what is other otherwise a pretty modest neighborhood and increase the actual village feel of the neighborhood which seems to be something that you're aiming for. The reduction in affordable units. It is incredibly important that we need these units in Newton and it's a huge value of the project and you're reducing it by three affordable units. Someone can correct her math, but it's nearly a 5% reduction in those affordable units. Every one of those lost is important. If you could add back those units that you cut out into the project and really urge you to think about doing that. The last two comments are about traffic and stormwater. There's a lot we have and ways to go on this and there's going to be more information to come, but she is really concerned about the traffic. We heard a really thoughtful kind of thorough look at this from the peer reviewer tonight and it's a huge issue. It's a huge issue and she's not sure based on what she heard how to address that and think about that given the number of problem intersections in this area. It's a project with one driveway. That it's sort of by the nature of it creates a choke point right around that Crafts Street area. She is looking forward to hearing if there's a way to address that. She is looking forward to the applicant responding to all the



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very good questions and points that the peer reviewer raised and to look more at all the surrounding neighborhoods not just that Crafts Street area, although that's obviously the main point of concern, to understand the real impact on the neighborhood and what this is going to look like if the project is built.

Mr. McLaughlin stated that he echoes a lot of what Ms. Pucci said. He thought it was presented articulately and in great detail, hitting on all the issues that we've been following and agree that substantial material progress has been made. Obviously, there's some there's some additional work that could go in on the site plan, but was really going to focus his thoughts today on both the traffic and the stormwater and more with questions for our experts. If you look at the traffic or the transportation, you really broke it down into the on-site, sort of oddities, some of the difficult turning radii, the odd parking configuration, the skinny sidewalks, he thinks they've made progress on a lot of those since the initial plan. He's comfortable that's definitely headed in the right direction. Then there's the off-site impacts of traffic flows, which we've got a bad situation all around this site, and we're not going to make it any better. We may tweak a signal or two which basically may open the floodgate for a delay going east-west but it'll slow down the guys going north-south. There's only so many minutes to make the movements. You identified a number of areas that we should look at a wait to hear where those come out. One thing he didn't hear anything about was the Saturday peak. Given that Washington, Crafts and Watertown Street are all very retail-oriented streets and there's a lot of shopping that goes on Saturdays. Multi-family generates at noon time on Saturdays almost as much of a peak as it does in the weekday am and pm. Are we concerned about any of those intersections? Are they perhaps worse on a weekend and they are peak am or pm or are they actually better so we've got C's and D's instead of D's and F's? No one's mentioned it no one's studied it. He'd be interested in knowing a little bit more about that. Beyond the timing of the signals are there areas that can be improved with physical alterations? In other words, if you had a right turn lane, coming off of Crafts onto Washington, we already may have that, but can you lengthen the queuing so that the right is a more free-flowing or other places? Is there something like that could be done within the right-away without takings, that may be more expensive, maybe more impactful, but maybe more of a positive impact when they're completed. The biggest item he has is the safety concerns. The phrase pedestrian crash sounds pretty awful to him and we've had eight of them in that in that particular neighborhood. You pointed out the deficiencies in the pedestrian realm, not least of which is the sidewalk missing piece, but most of



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the timing at the signalization or pedestrian crossing. Is there more we can do there? If it were up to him and we had a limited set of resources he would accept the traffic is going to be bad from a flow perspective, but he'd really focus our energies and the City's energies on the safety pieces. Then with respect to the stormwater. He remembers 35 years of this business trying to figure out exactly what's needed. The two-inch issue. He's not sure he fully understands. It sounds somewhat locally arbitrary to him. He'd like to understand. He remembers designing things for 10-year storms, 100-year storms etc. -- all of which are in flux, right? They've all changed, but can you explain the importance or the practicality of a two-inch retaining on-site versus what the state standard. Ultimately here on the 40B we are required to hold the applicant to a state standard, not a local extra standard so he'd like to understand what the tradeoffs might be.

Ms. Bernardo stated that they're asked to retain two inches of runoff that is going to be infiltrated into the ground to basically replenish the aquifer that's below the surface. The design as it stands is basically infiltrating about an inch, being a little bit more than an inch, of runoff is meeting that state standard. Infiltration solves a lot of flooding problems.

Mr. McLaughlin asked if one inch is the state standard.

Ms. Bernardo stated that it is a state standard for various types of like if it's a land use with higher potential pollutant loads, it's a one-inch standard. If it's going into a critical water body it's a one-inch standard. They're meeting the one-inch standard for this and many. The state is about to redo their stormwater regulations and everything's going to become a one-inch so people are designing it to that point at this stage. Infiltration solves a lot of issues including flooding issues and water quality issues. So requiring two inches is just improving it that much better, but there might be a reason why they can't including what the soils are beneath the surface -- if it was ledge, if it's clay, or if it's contaminated they won't be able to necessarily infiltrate so we ask why.

Ms. Lipsitt followed up on Mr. McLaughlin's comments about the two inches. She has zero expertise on this, but her understanding is that the City has increased the storm water retention standard over the state level with an eye to the increasing danger we have from water from storms as we move forward. She is not inclined at this minute to waive that standard. So is it possible for them to meet that standard? There's clay there. There is well-packed gravel that the state considers



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pervious and the City does not, but most of that is all going to get removed and other things are going to be brought in. She needs to understand whether it is possible for them to meet that standard as opposed to whether they would choose not to. As we go forward she needs some analysis of that issue. As for the buildings, she wants to echo Miss Pucci's comments. She thinks that the whole project looks a little better. She is also very concerned about building C which is very tall and very close to the abutting residential properties on Court Street. Couple of issues that have not come up yet today and one is about parking. That's been a big issue for the neighbors. We have heard from them a lot about that. The way that she looked at the at the numbers were, this is before we took out the last however many units came out, but let me just sort of give you my theory about this. There were 263 spaces for 307 units including 24 surface parking spots. If there's going to be assigned parking does the assigned parking include those 24 units. If it does include those 24 spaces we've got less than an 0.8 ratio of parking. She hasn't heard anything about whether Mr. Maxtutis thinks that enough and does that include visitor parking and staff parking. She's not a big advocate of having excess parking that's usually Mr. McLaughlin's job, but she is concerned about whether we have sufficient parking on the site and she'd like some analysis about that. The other thing that was raised by several neighbors in letters was the timing of the traffic study. There was a contention about the timing of the traffic study and that it was done during the February school holiday. If that's true, she'd like to know whether that in any way invalidates it or requires that we look again at those numbers. My last thing for Mr. Maxtutis is that we can't make the traffic go away, but as somebody who is a regular customer at Whole Foods and who uses that exit on to Crafts Street. she knows just how difficult it is to get out of that exit now and to see the study that says that the traffic is going to back up to Maguire Court, the southbound traffic. She's concerned about whether in fact the cars that go out during the morning or the afternoon at some peak hour can actually get out into that traffic if the traffic is stopped on Crafts Street. So those are all issues she would like to see addressed on that. In terms of the Miss Bernardo's presentation she already asked her question about the stormwater. She also noticed that the plan is to pump the sewage from two of the buildings up to Court Street. She is not unfamiliar with this kind of plan. She has failed to buy houses that had pumping required to get sewage out of the house to a street level sewer. She's wondering whether that is something that you think makes sense. What do we do for power to back it up when the power goes out? Where are the generators. It seems to be an unusual plan. Wondering why that sewage cannot flow out to Crafts Street rather than being pumped up to Court Street. She is not unfamiliar with this kind of plan. She failed to buy houses



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that had pumping required to get sewage out of the house to a street level sewer. She's wondering whether that is something that you think makes sense. What do we do for power to back it up when the power goes out? She doesn't know where the generators are. It seems to be an unusual plan. She's wondering why that sewage cannot flow out to Crafts Street rather than being pumped up to Court Street. She has other issues, but in terms of these of the presentations this evening those are my primary ones.

Mr. Snyder stated that he finds himself very often being the first one to speak and he can see the benefit now of not being first and he has no interest in repeating all my colleague's excellent points, which captured a lot of his thinking so he will not take more time to do that. One thing that caught his attention when Mr. Copelotti was speaking at the end, was his reference to the size of this room in comparison to some of the open spaces that have been created in the new plan, and that he found helpful and he'd actually be interested just to look at that slide once more, if we could, and just so you can graphically tell us what you told us at the end. The open space issue he thinks relates to a number of the other issues that we've been talking about, including impervious surfaces, and maybe including water retention at the two-inch level versus the one-inch level. He's particularly interested though in the lived experience of the people who would be a calling this project home if it were to be built and also how it fits into the community because we've heard a lot about how there's an intention to activate the spaces to make them accessible to the public. So if you can just talk to us again, you know, with that reference, that'd be great.

Mr. Copelotti reviewed the slides.

Mr. Snyder asked what he envisioned the space to be used for other than just being an open visible space? Do you envision people from the building going out there and having a picnic, people coming in from the outside community, and how do you see being used.

Mr. Copelotti responded all of those things. People who live there use the space differently. Some people will never be in that space. Some people will be in that space all the time. He can see putting a couple of cornhole games in there and Adirondack chairs right for some slightly more active recreation. You could have passive seating in there. It's sort of setup now there's some bike parking that's there for maybe visitors who come to see people in that building with a bike and



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some benches. We'll program that space. Building B is the other area of recreation and that's divided into public and private. The private space is the area behind the pergola seating. So that would be the area there that would be dedicated for people who live in the building and that's also outside or adjacent to our amenity space. Then from the pergola seating forward into those in right there and then into the pollinator gardens. Again, we sort of view those again as more passive recreation places to stop and sit. You can see the red box on the right-hand side. That total space between the public and the private is about 10,400 square feet, I believe. Again, this room is about 2800.

Mr. Snyder stated the only other thought he had, which may be a non-starter, was like everyone else in this room his attention was grabbed by Mr. Maxtutis to discuss presentation about the issues relating to traffic and safety and on and on, and even also including how things will operate on the site itself. He wonders whether is it an absolute non-starter that there could be an additional egress from the site as it is. There's just the one access point from Crafts Street so he wonders about that.

Ms. Sweet stated she echoes everyone's comments and two things. One is the affordable housing and making the building smaller is going to make the housing affordable housing less so she doesn't know how we can ask the developer to make the building smaller and have more affordable units. Can they do that or really feasibly do that. So she understands folks are not happy with Building C and they should be smaller and push back, but it seems if that happens, we're going to have fewer affordable units and that's the whole point of 40B is to have affordable units. She would challenge a little bit of that thinking and see if there's some other things that we can do that will make the project better but not put in danger any more affordable units because we have already lost three which we shouldn't have lost. The other thing that we're charged with looking at issues of health and safety and that's like our big charge. She appreciates her colleague, Mr. McLaughlin's, focus on safety with the traffic and that for me is also a really, really important issue. This project is not it's, as people have said, coming into a situation that's already horrible. She goes over there quite often herself. She knows it's horrible and so this project is not of its own fault, but it's in a place that's already awful. For safety reasons traffic it's an issue, but we can all live if we have to wait a few more seconds or 20 seconds more, that's not going to kill us, but that the safety and those intersections could actually kill us and have killed people. That for her is a really important place for us to look to really focus our energies and see what the City can



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collaborate on with the developer to make this a much safer situation for everybody. She would encourage that to be a thing that we focus on. The other is the appreciation of all the work that's been done, the changing of the streets, the sidewalks, the pollinator gardens, of course, that's a big issue, and she really appreciates that there are two of them. She really wants us to be able to not lose any more affordable housing with whatever happens. That's a really important issue here. It really is what we're here for in the first place.

Chair Rossi stated he didn't have much to add beyond the really insightful questions and comments from members of the Board. The one point he just wants to emphasize that really rings true to him, and he's going to disagree a little bit with Ms. Sweet here, but is Building C. He does think we have to take into account the expectations of the people who have set their lives on Court Street and having this giant building in their backyard. He thinks it's something that he hopes that the applicant will be willing to work to improve upon. Other than that, he would just echo the comments of his colleagues.

Mr. Copelotti stated that they certainly will talk about our willingness to meet with the individual peer reviewers and he thinks that what we did with NBBJ earlier in the month was very helpful in kind of getting everyone together. He thinks we can work through a lot of the issues that were raised here today. So he will turn it over today and then have him kind of make a brief statement.

Daniel LaCivita, Traffic Engineer, Vanasse & Associates, started by thanking both the Board and Mr. Maxtutis for their thoughtful and corrective comments and questions regarding everything traffic related. We obviously haven't submitted any formal responses yet, but just kind of a blanket statement we don't disagree or take exception to any of the questions or requests for additional information brought up in the traffic study. We're working on providing formal responses which we hope to provide within the next couple of weeks. We've definitely heard especially with the Board's comments as well as with BETA peer review, a specific emphasis on safety. So that will kind of be one of our main focus points moving forward. The last thing he wanted to summarize, it was a big point of his presentation the last time he was here and the BETA peer review brought up similar themes. We do understand that there are existing both safety and operational constraints in this area on the roads at the intersections. The quantifiable impacts of the project itself. He talked about this last time, kind of physically, they are an increasing vehicle queueing of up to four



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vehicles mainly one, two or three. There was one location where we found four and consistent with what Mr. Maxtutis had said and through those three timings. We are able to reduce vehicle queueings by up to four vehicles as well, essentially mitigating the impacts of this project. So that was kind of our main point with the mitigation package we had proposed. We are open to working with the City and working with BETA to try to flush out some more traffic mitigation. We fully expect that at one of the upcoming meetings, traffic will kind of take the main focal point of that meeting, but those are just kind of our thoughts. We don't disagree with anything from the BETA peer review and will have a specific emphasis on safety going forward.

Mike Gentile, Civil Engineer, Weston & Sampson, stated they received Horsley-Witten's peer review comments and on February 15, reviewed all the comments in detail, and are in general agreement provided a draft response letter dated March 20, which describes how we intend to address all these comments with the next submission. We do want to quickly clarify one item regarding local stormwater compliance. We're requesting a waiver from the City of Newton stormwater management and erosion control rules and regulations Section 5.c.3.a only that pertains to the retention component which has been discussed tonight. As documented in the project plans and detailed stormwater report were proposed a comprehensive stormwater management program for the entire development with respect to onsite stormwater retention, currently providing underground recharge systems totaling approximately 12,000 cubic feet of storage between the three systems. This is consistent with the Massachusetts Department of Environmental Protection stormwater standards. As noted in our technical study, we either meet or exceed all state stormwater standards and either meet or exceed all local stormwater standards, again, with the exception of 5.c.3.a. So we just wanted to clarify that that we're not seeking a waiver from all City of new stormwater regulations. We look forward to engaging in future discussions through the peer review process.

Chair Rossi asked for public comments.

Public Comments:

Councilor Susan Albright stated she thinks there's a lot of things that have been improved in this project and she won't go over them because it takes time. She thinks the open space areas still need



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a lot of work. As an example, the open space that was created at 28 Austin Street as compared to the open space that was created a Trio across the street on Washington Street. Austin Street Plaza has lots of things are happening because there's commercial space there and the Trio open space basically nothing is happening. She hopes that you the proponent can find a way to activate the open spaces including the linear park with some activities for older kids. She doesn't know what you're going to do there, but something to activate it. Could you, maybe you don't want to, have a coffee shop on Crafts Street, but could you at least in the summer months have a cart selling coffee and pastries, something to do when you're sitting in the open space. She thinks that's a comment for all the open spaces. She continues to be unclear as to whether the traffic's measurements are based on the Crafts Street, and the other senior project or not. Is it based on existing conditions? Or based on the addition of the other project and she really would like to have that cleared up. Either way she just needs to know. This the six the Wards 1 and 2 Councilors had talked over a specific pedestrian beautification and safety benefit to the Crafts Street-Washington Street intersection, and if that other one's not going to happen she would love to see it happen here because it was a way of making that intersection safer and more beautiful and be glad to share whatever information we have from that with the proponent. She mentioned that on April 10 the MBTA is coming to tell us what their plans are for the Newtonville Station. You might want to take that into account what their plans are and where the entrance to the train station would be. She agrees that the large building on Court Street needs some beautification to make it more fit into the neighborhood.

Councilor Tarik Lucas stated that it had been four years since he's been standing in this spot. Over four years ago he was addressing the Zoning Board of Appeals. So we've come full circle, and at the time, Miss Lipsitt was chairing the Board so it's good to be back in the Chamber on this side of the railing. He just wants to talk about the traffic and transportation to start off. He agrees with the peer reviewer, the BETA group. They had some good recommendations that he heard tonight. One of them he thought was incredible at Crafts Street in Watertown Street. They have a countdown for the walk light. He thinks that's a great idea. A lot of students go through that neighborhood every morning. He knows because he actually lives on Central Ave. right around the corner from this proposed development. He sees children walking with their parents in that intersection every morning. He hopes the petitioner can do that. In the presentation tonight, we saw that there's going to be an illuminated light on Crafts Street. It's interesting because it's going to be on the building, but I'm just a little concerned because it is directly across the street from homes on Crafts



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Street. We have to remember while the site is industrial, it is surrounded on a couple of sides by neighborhoods, Court Street and Crafts Street neighborhoods. Going back to traffic real quick. We do need a further analysis and study on the roads such as Lincoln, Ashmont, and Central Ave. We need good traffic counts and if you could do any off-site mitigation on those streets, that will be much appreciated. He thinks the Chair and Councilor Albright were commenting on Building C, it is way too close to the homes on Court Street. He addressed that in my prior comments at the public hearings, but it's good to see that Building D has been pushed back from Court Street. He's still a little confused on the petitioner requesting a waiver on the stormwater ordinance. He serves on the Land Use Committee, and we hold all petitioners, or our Engineering Department, holds all petitioners to our standards for stormwater. He does not see why this particular petitioner is seeking a waiver and he hopes the Board denies that particular waiver. Two other things he wanted to address. We heard Ms. Pucci talk about undergrounding the parking. When the Ward 2 Councilors met with Boylston Properties almost two years ago, they informed us that they cannot put any of the parking underground. That is what we've always believed since he first learned about this project. So if something has changed and they can put the parking underground that should be explored, but if they cannot put the parking underground, it has to go on the surface level. That's just a matter of the fact. The last thing he wanted to talk about in this briefly came up when we were discussing the senior housing at 34 Crafts Street was smoking. Will smoking be allowed on the premises? This is private property, but the public is going to have an easement to use the park and some of the walkways. It's something that doesn't need to be discussed or to be determined later tonight, but something that he would like to know the answer to.

Councilor Malakie stated that she wanted to make a quick comment on the request for the storm water waiver. She thinks it's reasonable for Newton to want to exceed this state standard and stick to that. To give you an example, the library parking lot stormwater retention system was designed to hold either one or two inches of rain. When we got the August rain last year of 2.7 inches that's when it flooded and people's cars were destroyed. On that same day Needham got about five inches and Billerica got about six inches. Earlier in December or January Leominster got about ten inches of rain in a 24 hour period. So the state standard it seems inadequate for what we see coming in terms of future climate impacts and what we're already seeing in random places and it's just dumb luck that Newton did not get five inches or six inches or ten inches. So she urges you not to waive that standard.



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Attorney Peter Harrington, 157 Lowell Ave, Newton, stated that he 88 years old and active in Newton civic affairs since the early 1960's. He has a few comments here that he's not going to make because he's listened to so much he has other things to say. First, concerning the question from the peer reviewer and traffic. Maguire Court is an unimproved, private way shown on a subdivision plan with a file with a Land Court and the Clerk of the Board has my contact information and if you can get in touch with me. He'll give you all that information and the deeds that go with it. We submitted a report for response to the Board. Two things on the front cover. The National Geographic Society gives a definition of gentrification. He'd ask you to read that. Number two, and the third page is the table of contents and ask you to read through it. See if there's any subject in there is of interest to you. If so, read those comments. The reports only 35 pages long the other 30 pages of footnotes and exhibits. With respect to the peer review on the water stormwater and the concern of the Board members about underground parking. The problem we have here is that the site the project is too big for the site. He does not know about the clay that you mentioned there Ms. Lipsitt but he does know that there's a lot of peat on that site. He knows from my work of representing people who bought land there and develop there. They can't put parking underground because the only thing underground is water. It's not a wetland as you pointed out, but all the water table is right below the ground level. So they can't put anything below ground. That creates a problem because they can't store the water. He thinks this is a big problem. That's no one has addressed. The site is a low point in the Newtonville, Nonantum. geographic area, all the water drains there. Now he knows we control a lot of it, but all surface water runs downhill at once to that point. There is no other place in a City like this except for in West Newton on Border Street. If you look at the problems there, you'll find we're going to have the same problems over here once this is built. What's there now is open land and it's all going to be surfaced with impervious material.

Kathy Pillsbury, 34 Carver Road, Newton, stated she supports this project for two key reasons. First climate change. The project is very close to the Commuter Rail and the bus stops. We really need more transit housing near transit, instead of pushing development further and further away from Boston transit and jobs. Second, affordability. The opportunity for this level of affordability should not be passed up, or the project constraints the way that the level of affordability isn't possible. She went to the meeting and Nonantum about the project and most of the concerns were



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about the traffic as they have been tonight. The technical presentation was very technical and hard to follow and assume that people were understanding it and believed in data and not anecdotal stories which people tend to believe in. Anecdotal, someone could say they seen backups on Crafts Street, meaning there must already been an issue there. The she could say she went to the site visit that happened right during rush hour and she was surprised at how little traffic there actually was compared with other streets that she had just driven on within Newton. She expects the ZBA and Newton to believe in and rely on data to make decisions. Since she was curious she looked at the traffic analysis and saw that uses a high estimate of car trips relative to the data for that area. Although they estimate about 1000 vehicles entering and exiting the site per day sounds like a lot. At peak hours there was estimated 90 cars would enter/exit. So then she was curious how that would play out within the site. So in the center of Nonantum the intersection of Watertown and Adams she looked at that. First cars come from and leave the site and go different directions. About two-thirds goes to Washington Street which is 60 cars or about one per minute and one-third go towards Watertown Street which is 30 cars or about one every two minutes. At Watertown Street cars head west to West Newton, go towards Waltham, or head east through Nonantum. So after this, only about 10% of the cars leaving or going to the site goes through the center of Nonantum. That means that during peak hours, only nine cars will be going through the center of Nonantum That's less than one car every five minutes. She also looked at the crash data and she knows there's concerns about the accidents and there's been a lot of stories about what's happened which are bad, but she looked mostly just at the Crafts Street where intersect Washington and Watertown. There was an average of about five accidents a year. Over the course of the five years of data there was only four that involve personal injury. More of the accidents were on Washington Street at the intersection Adams and Lewis Terrace, which she thinks the City should be more responsible for. Combined their average was about seven a year with the three involving personal injury. She thinks that Washington Street is more problem because the speed and maybe safety measures that City could be taken sooner rather than later. Just based on the data she thinks there would not be a large increase in traffic, looking at the number of cars leaving the site, as measures can be taken to reduce accidents and actually some of them should be taken sooner rather than later.

Marcella Burke, 255 Adams Street, Nonantum, stated she wanted to speak tonight about two things -- the street safety and affordable housing. She has here the Newton Police accident reports from



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Adams Street and Crafts Street from 2022 and 2023 and also the City 2024 traffic report which shows that Adams Street is the City number one priority for traffic followed by Crafts Street at number four. These are among the most dangerous streets in Newton based on the volume of cars, number of accidents, and pedestrians being hit. Yet the City study did not even consider the addition of 1000 new cars a day from the two Crafts Street projects. Nor did the developer traffic study mentioned the safety issues we already have. Is it too much to ask for a single study that deals with both the current conditions and the impact of the new project? We demand a solution where no more pedestrians are hit or feel unsafe crossing the street or where cars hitting children riding their bikes, which happened last year. Before adding more cars to the neighborhood we must solve the problem that force people to park on sidewalks because our streets are too narrow for two lines of traffic and parking. Nonantum is Newton's most affordable neighborhood. My small home on Adams Street is one of the least expensive homes in Newton. She knows affordable housing. She is affordable housing. So before approving an enormous project because it has six affordable units consider how this will impact the people who are already living in Nonantum's affordable homes. We reached out to the members of Engine 6 to discuss how we could create a new affordable housing while also protecting our neighborhood. They refuse to meet with us. How can you support affordable housing but not the people who live in Newton's most affordable neighborhood? Instead of cramming so many units in such a small area why don't we spread the growth more evenly? Why not eliminate a single-family zoning across the City or allow developers to convert large estates into condominium developments similar to historical Cabot Estate in Brookline. We can do better. Those areas could handle a lot more cars without causing safety and parking problems. These changes will better distribute the impact of new housing across the City regardless of wealth or income. Please don't put it this project all on us because of affordable housing. We are Newton's affordable housing.

Janine Stewart, 251 Adams Street, Newton, stated Nonantum residents certainly support affordable housing in our community. However, new developments should not have an adverse effect on the existing community. We support housing on the Crafts Street site, just not the density being proposed. 295 units on this site with only one ingress/egress will cause traffic congestion, which will result in local roads being used as cut throughs. This new development with over 1000 vehicles per day flowing into an area that has been declared by the City as having Newton's most dangerous roads and intersection will be disastrous for our community. The BETA peer review



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analysis dated March 2024 noted traffic conditions would likely worsen due to the project in the roadway would be to deficit. The developer has made no modifications to their plans after several public hearings, with strong concerns being expressed from ZBA members, City Councilors, and residents that does not show a good faith effort to work with the community and be a good neighbor. The community has many questions and concerns that remain unanswered. Therefore, she's putting some in writing in hopes that the ZBA can get the developer to respond to the community. First, we believe Boylston Properties should coordinate with the City of Newton Police Department to determine the number of crashes at the studied intersections within the adjacent neighborhood between January 2021 and December 2023. The crash data within the report only goes until December 2020. Traffic volumes have significantly increased since 2020 and crash data within the last 3¼ years should be analyzed. Secondly, the roadways within the adjacent neighborhood meaning Lincoln Road, Clinton Street, Ashmont Ave. and a few others are all classified as local roads. They are not designed for traffic. We are requesting that Boylston Properties provide additional information about these roadways, meaning like curb to curb, with on street parking etc. To clarify if these roadways are suited to carry traffic from the proposed development. Thirdly, we believe that the number of cut through vehicles could be much higher than originally estimated within the TIA as stated in the City of Newton ZBA Public Hearing Memo dated March 20 on page three of six BETA remarked that the southbound Crafts Street queue length would likely extend back to Maguire Court in the future and that project related to traffic would exasperate the queue length, as such drivers will look to avoid the intersection and potentially cut through the neighborhood. If half of the drivers estimated to go through eastbound along Washington Street cut through the neighborhood this would result in approximately 300 vehicle trips cutting through the residential neighborhood during each workday. How is this going to be addressed?

Fran Yerardi, Oak Ave., Newton, stated he is a lifelong Newton resident and he is going to finish her statement because she represents about 30 or 40 people in Nonantum who have concerns about this. Frankly, he appreciates what the parking the traffic study guy said. We have a report card that's failing. That road is failing. These people live in that neighborhood. They have concerns there. We're not really addressing it here tonight. We're glossing over with the neon sign and things like that. Let's get to the meat and potatoes here. If his son came home with the report card that had D's and F's that's the number one thing he wouldn't be talking about. So he will get into this here



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with you. So the cut-through vehicles can be much higher than the original estimated within the TIA. If the road is backing up like this man said all the way down to where this development comes out people are not going to turn right, they're going to go straight across, and head right into Nonantum. We would like to request that issue be addressed. Those roads to be studied more. We would also like to request Boylston Properties investigating the potential for making Maguire Court a one-way entrance, shifting Building A to the south, and making a one-way exit to the north of this site. This would alleviate the cut through traffic by eliminating the four-way intersection between Maguire Court, Crafts Street, and Lincoln Road. Given the number of units on-site and the proposed number of vehicle trips per day, Nonantum is requesting that the city and Boylston Properties work to allow traffic from the site onto Court Street in Newtonville. This could potentially reduce the queuing along Crafts Street and mitigate the cut through along the local roads in Nonantum. We understand that the City of Newton prefers a lower parking ratio for new developments, and this may even be supported by records such as the perfect fit parking study. We also understand that the applicant will unbundle parking and residents will not automatically have a parking space. However, the US Census data for the area confirms two vehicles per household. It is our experience that Nonantum already has a parking crisis. People are parking on their front lawns. Many people not from the community utilize local roads to park, taking rideshare or public transportation to access Boston, or long-term parking there and going to the airport. Will you believe that with such a high number of units on-site with limited parking, we believe it is inevitable that new residents will park on the local roads taking up already limited parking spaces from the existing homes. We're requesting Boylston Properties increase the number of parking spaces on site. Any additional spaces that go underutilized can be offered to the neighborhood residents for a fee helping to alleviate the Nonantum existing parking crises. Again, Nonantum supports affordable housing in our community. We need to ensure that our already affordable neighborhood is not adversely affected by overambitious developers. Thank you for your attention to this issue. Sincerely, Terry Sauro Anthony Sauro, Anthony Pellegrini, Jr, Gino Lucetti, Charles Proia, Jeannine Stewart, Marcella Burke, James Sbordone, Rita Cappodeluca, Dana Flynn, Kevin Riffe, and many, many more names from that neighborhood.

Bob Kavanaugh, 69 Court Street, Newton, stated the following are road disparate topics but they all point to the gaping holes in BPs proposal. To begin the purpose of 40B was to provide relief from exclusionary zoning practices. So he asked in what alternate universe our 4¾ acres of land



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currently zoned MR-1 and manufacturing. How can they be defined as exclusionary zoning practices? It doesn't make any sense. He was going to talk a bit about open space, but since there are new numbers, it's a little hard to do, but he would just point out that on page 89 of the applicants have proposal it states that currently 40.1% of the proposed development areas open space. According to their last documents that when they're finished it'll be down to 35.5%. So it's going down in an area that the City says is in need of parks. That's less than the 50%. What's their solution? Get a waiver seems to be the easiest way to do it. Parking - he asks that you look at the actual Court Street and Nonantum and how many cars are parked there? Way more than 0.86. To anyone to say that is just disingenuous to be polite. Diversity or gender gentrification on page 28 of their application, they assert that they will promote diversity and social equity. Very good. All right. That begs the question - can the low to moderate income employees referenced on page 1273 of their application afford one of their two-bedroom apartments? What about the folks who live in 63 Court Street whose home is going to be demolished for this? Will they be able to afford to live there? I don't know the answer. He's happy that Councilman Lucas referred to the whole underground thing. Everybody talks about, but nobody seems to want to realize they can't do it. Finally, the minimums. Developers always do the minimum. 20% is the minimum. That's what they do. Never 22%. The Planning Department in its memo said sidewalks in the development has to be five feet wide at a minimum. What are they doing? Five feet at a minimum. They tout this as a walker friendly, bike friendly development, but they're going to make everything as small as they can. Makes no difference who's walking or riding. There's a lot of talk, but when you look at the details, it's not there.

Albert Cecchinelli, 224 Chapel Street, Newton, stated that this is sort of a little absurd. We come back until they wear us down and then they finally get what they want at our expense. He talked last time about how they're going to build this and make a profit by the other taxpayers footing the bill. He'd love to see a study done on that. What the tax rate they're going to pay and the services that they're going to receive are because right now it looks like we're holding the bag. Second thing is they talk about it being walkable. Where are these kids going to go to school? There isn't an easy way to walk to any of the schools in the area. These kids are all going to need cars. That gets us to my next thing that's absurd. Two cars per unit is what we require in the City. We need to start from 590 spots and negotiate down as opposed to the silly number of 263 and negotiate up. That's wonderful. Let's let them have 263 cars. That brings them down to 130 units. 25% of that would be



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lovely to add is 40B housing and affordable. That would be a much more reasonable area. He's all for property rights, but when it's at the expense of others, when we're going to be paying the bills, that's where we need to cut the draw the line. The safety of our children is at stake. The safety of our neighborhood is at stake because we're all going to be caught in this traffic that nobody wants to be in.

Gail Deegan, 240 Upland Road, Newton, stated she is very impressed with the quality of information that has been provided tonight from the developers and from the City. There are many facts that are out there. We could always kind of split hairs about whether it's this or that. She's also very impressed with the people from Nonantum who have spoken so passionately about their area. She has been in Newtonville and she lived through the times when we talked about the problems with Trio and 28 Austin Street. She thinks we need to hear from the people who are going to be affected by this, but in the end, we have to as a City say what is it that we really want to accomplish? Do we want to have a City that is vibrant, that welcomes people, that has housing for young people, that has housing for older people that would like to stay in Newton, but move to another location? This is a very complex issue, but she believes that the people in Nonantum, the people in Newtonville, the people who have been the parties affected by a lot of the most recent development have a lot of learnings to share with the rest of the City. She would encourage people to give the benefit of the doubt to other people, but also not to expect everybody to be an expert and every one of these areas. That's what troubles her the most is that none of us can be experts in traffic, in water, and whatever else, but how do we develop a vision about what we want our City to be? How can we have dialogue so that we listen to each other and we agree on what it is that we want to do? She loves Nonantum, and next to Newtonville that's the place she spends most of her time. The people there are wonderful and we need to listen to them, but we also need to think about what do we want Newton as a whole to be

Peter Bruce, 11 Claflin Place, Newtonville, stated as somebody who has witnessed these projects and thinks that gentrification is an incredibly serious problem that people in Nonantum are going to have to worry about and on Court Street. He'd like to talk about the traffic study that VAI did and the peer review. They paint a pretty negative picture as we've seen with deficient EMF levels of service on key streets Adams, Washington, Crafts and Washington, and Crafts and Watertown Streets, and we see that traffic could be heading for Washington, on Crafts sometimes backed up to Maguire Court. That's a real problem for 78 Crafts Street. Well, these problems might be fixed



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somewhat by the peer reviewers suggested reforms, but deeper problems remain due to the joint impact of Mark Developments and SRGs 34 Crafts Street project and 78 Crafts on this already overburdened traffic system. Newton has already approved the 34 Crafts Street's special permit and despite these parties lawsuits with each other, we need to plan holistically. As Susan Albright suggested to look at both of these projects and their joint impact. Combining about 480 total housing units and 400 total parking spaces. First, the assessment the VAI study underestimates trip generation by not including the 34 Crafts vehicle trips that's the Mark Development project. Despite claims to the contrary by VAI, that 614 net additional average daily trips, added to about 1000 as we saw, plus 67 net additional evening peak hour trips, added to about 90 as we saw this this about 60 or 70% of the Crafts Street totals and they need to be added together because these projects are both likely to happen. We need to see what this kind of development would look like. Another aspect in which trip generation is underestimated by VAI by the peer reviewers is that the assessment for the use of transit that could be another 300 trips that aren't taken by transit and are taken by private vehicles if the projects turned out to be like Trio and its level of transit usage. Now there's some other problems with estimating the overall traffic system and how much traffic is going to grow. VAI says that this is going to be at 1% a year, but more recent data indicates that it's going to be more like two or three times per year. VAI uses pre-pandemic data and things have changed a lot. There's a lot more growth of traffic as Waze, GPS, the Federal Highway Administration, and comparisons between the Metropolitan Planning Organizations if you compare that data from 10 years ago. The trip generation of these projects will be much higher than the assessment predicts as well. The rate of growth in the local traffic system leading to serious complications for it and the environment. To avoid these the scale of 78 Crafts Street should be greatly reduced and we should respect Mother Nature and the impact this traffic is going to have on it.

Terry Sauro, 44 Cook Street, Newton, stated she has lived in Nonantum all her life which is a very long time. She went from Lincoln Road to Cook Street. Nonantum is affordable, but unfortunately these developments are making us unaffordable especially to our children that want to remain here. We tried reaching out to Engine 6 to talk about the affordable housing, but they did not want to meet with us. As far as the traffic flow there was a study that was just presented to the committee and one of the questions were asked by one of the Councilors if the Court Street/Crafts Street was when a part of the traffic flow and it was not. The developer said he would work with the City on the traffic issue. When they did the traffic study Adams Street was number one with the heaviest traffic as well as Court Street and Crafts Street and Watertown was number five. Last year, there were three children on bikes that were hit on the intersection of Adam Street and Lincoln Road and one killed on Watertown Street. Traffic is an issue in our area and it needs to be addressed, especially with an additional 1000 cars coming on to Crafts Street. Everybody's tired. It's 10:11.



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She appreciates it and hopes you hear all the issues that were brought up from everybody that spoke.

Ms. Lipsitt stated this evening's comments from the public have just given her a few more things she wants to put on the agenda. It is clear we need to see a sign package. The issue of a lighted sign facing Crafts Street came up and we need to see what the signs look like all together. She's wondering whether if we can underground the utilities on Crafts Street. We've had lots of discussion about spaces interior to the project being used by the community for recreation, for walking their dogs, for sitting and having a picnic, or playing cornhole. She would like to know how the community is welcomed in. It's fine to say oh, it's open to the community, but unless it's clear that the community should come in, they won't. She'd like to have some more information about those three points.

Chair Rossi continued the item until April 24th.

Chair Rossi concluded the meeting at 10:12 p.m.

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