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Volume 5
Pages 1-79

Brookline Zoning Board of Appeals Hearing
420 Harvard Street Comprehensive Permit Application
420 Harvard Associates, LLC
September 13, 2016, at 7:00 p.m.
Brookline Town Hall
333 Washington Street, 3rd Floor
Brookline, Massachusetts 02445

Reporter: Kristen C. Krakofsky

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APPEARANCES

Board Members:

Jesse Geller, Chairman

Lark Palermo

Kate Poverman

Johanna Schneider

Town Staff:

Alison Steinfeld, Planning Director

Maria Morelli, Senior Planner

40B Consultant:

Judi Barrett, Director of Municipal Services,

RKG Associates, Inc.

Applicant:

Victor Sheen, 420 Harvard Associates, LLC

Dartagnan Brown, Principal, EMBARC Studio, LLC

Geoff Engler, Vice President, SEB

1 Members of the public:
2 Julie Palmer, 48 Coolidge Street
3 Sharon Alge, 25 Columbia Street
4 Carolyn Rosenbaum, 73 Coolidge Street
5 Fred Bennett, 32 Coolidge Street
6 Bernice Rose, 88 Fuller Street
7 Colm McMahon, 45 Coolidge Street
8 George Abbott White, 143 Winchester Street,
9 town meeting member, Precinct 9
10 Hagen Mauch, 44 Fuller Street
11 Henry Law
12 Lynn Rosenberg, 48 Coolidge Street
13 Irene Sege, 41 Coolidge Street
14 Caroline Buckley, 45 Coolidge Street
15 Nancy Bennett, 32 Coolidge Street
16 Mike Jacobs, 41 Coolidge street
17 Kayley Bennett, 12 Fuller Street
18 Mary Howard, 108 Fuller Street
19 Carolyn Copans, 8 Coolidge Street
20 Karen, Babcock Street
21 Sibyl Senters, 73 Fuller Street
22
23
24

1 PROCEEDINGS:

2 7:06 p.m.

3 MR. GELLER: Hello, everyone. We're going to
4 get started. It's obviously a somewhat tortured venue
5 but, as I understand it, there was no alternative. It
6 is town meeting, and therefore we've been ousted from
7 the main room.

8 MS. STEINFELD: Actually, the selectmen bumped
9 us from the main room.

10 MR. GELLER: So this is actually our third
11 choice. We are very important.

12 Tonight is a continued hearing of 420 Harvard
13 Street, and tonight we will have some updates. We will
14 also hear an updated presentation by the applicant.

15 We will provide the public an opportunity to
16 speak. However, again, I want to keep people focused
17 on the substance of this hearing and things that are
18 relevant to what is brought forward today.

19 Our next hearing on this matter will be
20 September 26th, 7:00 p.m., hopefully in a better room.

21 MS. STEINFELD: I can't promise.

22 MR. GELLER: Might be a worse room.

23 Maria, do you want to provide us some updates?

24 MS. MORELLI: Sure. I'm Maria Morelli. I'm a

1 planner with the Brookline Planning Department.

2 You'll recall at the last hearing the ZBA
3 heard from the peer reviewer, Cliff Boehmer, for site
4 and building design. And as a result of that testimony
5 and testimony from the community, the ZBA's charge to
6 the development team was this:

7 Reduce the overall height of the building by
8 two stories.

9 Look at the streetscape. There are two
10 streetscapes on this corner property: Harvard Street
11 where there's a coherent one-story commercial district,
12 and Fuller Street, which is very residential with
13 landscaping. In particular, pay close attention to
14 that setback to 44 Fuller, which is very impacted.

15 Provide a narrative or explain the parking
16 access and feasibility -- that would include the
17 loading bay -- and the parking plan for the two uses:
18 retail and residential.

19 And last, reconcile the needs of the two very
20 different neighborhoods. There's a two-family
21 neighborhood and, again, that commercial district which
22 is a very strong one-story commercial district running
23 from Boston to Route 9.

24 We had two staff meetings, one on

1 September 1st, the other on 9/7. This included the
2 project team with Mr. Sheen and Cliff Boehmer and
3 staff.

4 At our first staff meeting, which was less
5 than 36 hours after the August 30th ZBA, the project
6 team, on their own, provided revised plans that
7 indicated a significant reduction in height, massing,
8 gross floor area, unit count, parking spaces, as well
9 as stepbacks for the upper residential floors on
10 Harvard Street. This process is ongoing, and there are
11 other things that we need to see and address.

12 However, it was the opinion of Mr. Boehmer and
13 staff that the changes were substantive, responsive,
14 and effective. According to the peer reviewer, who was
15 very critical of the initial proposal, the revised
16 plans were a good example of a building type for
17 Harvard Street in this neighborhood.

18 The project team will formally present an
19 amended plan this evening to the ZBA. They have also
20 initiated contact -- they've already shown these
21 revised plans to concerned neighbors.

22 I wanted to say that as a result of the two
23 staff meetings, additional materials are requested,
24 which the project team is glad to provide. They will

1 need to be assessed by the peer reviewer -- the urban
2 design peer reviewer, the traffic peer reviewer, and
3 staff, and we just want to emphasize that there is more
4 to review but the direction is excellent.

5 These materials are a parking narrative that
6 explains how parking assignments would be managed day
7 and evening for both residential and retail and any TDM
8 or transportation demand management tool that would be
9 incorporated; plans for the retail space; renderings
10 with context; exterior materials; shadow studies that
11 compare existing and proposed conditions and the extent
12 of the shadow impact; a trash/recycling management
13 narrative. That would include noise management for the
14 mechanicals, and that's requested from our public
15 health department; the unit mix and the floor plans for
16 the units; a detailed landscape plan that shows
17 effective screening, mechanical screening; fenestration
18 on the facade that faces 44 Fuller; confirmation that
19 there is no utility easement. The utilities will be
20 relocated. There are utility lines that run across the
21 property. And, of course, we wanted an update of any
22 meetings with the neighbors and the owner of
23 The Butcherie.

24 Do you have any questions?

1 MR. GELLER: Questions?

2 (No audible response.)

3 MR. GELLER: No. Okay. Thank you.

4 MS. MORELLI: Thank you.

5 MR. GELLER: Planning Director, do you want to
6 speak? Do you want to say anything?

7 MS. STEINFELD: No.

8 MR. GELLER: No. Okay. She said everything
9 you wanted to say?

10 MS. STEINFELD: Right.

11 MR. GELLER: So I'd like to call on the
12 applicant to present the revised plan.

13 MR. BROWN: Good evening, Mr. Chairman,
14 members of the board. Thank you again for your time
15 tonight. As Maria mentioned, we had --

16 MR. GELLER: Who are you?

17 MR. BROWN: Oh, sorry. Dartagnan Brown,
18 architect.

19 As Maria mentioned, we had two, which we feel
20 were pretty substantial, meetings with Cliff from Davis
21 Square, the peer architect, and staff. We feel we made
22 substantial changes, which we'll outline today. And
23 many of the items that Maria talked through as part of
24 the list of follow-up we've actually incorporated for

1 today's hearing and we'll be providing copies for that.

2 So just to give a little brief outline so
3 everybody's kind of got their head wrapped around this,
4 starting back in December -- a quick walk-through of
5 the evolution of the project -- we did a preliminary
6 meeting with the planning board. We had our initial
7 design. We brought, actually, a couple designs to them
8 and got some feedback with that. We had our submission
9 to MHP on February 25th. Through that we've had a
10 couple neighborhood meetings, several ZBA hearings, and
11 notably September 1st and 7th were the two working
12 sessions. So tonight we're here on September 13th.

13 Okay. So I'll talk you through the points,
14 and if anybody can't hear, just let me know. But this
15 is summarizing the evolution of the building kind of
16 just holistically and what we've done.

17 Starting back in our initial filing, December
18 of 2015, our first pass, we were a 36-unit building, we
19 had 34 parking spaces, which gave us a .94 ratio, we
20 had a fully automated parking system at that point, we
21 had a six-story building, and we were 72 feet in
22 height.

23 (Interruption in the proceedings.)

24 MR. BROWN: So with that, we had six stories,

1 72 feet in height. At that point we were proposing
2 just to use the existing curb cut to get to the
3 automated system, and our building gross square footage
4 was around 47,700 square feet.

5 The last iteration, which this group has seen,
6 was 36 units. We had 40 parking spaces. That was a
7 1.11 on the ratio. Prior to the last round, we still
8 had the automated system. This was back in August. We
9 had six stories, we were down at 64 feet, and we had
10 the double curb cuts to get both to the lower parking
11 and to the surface parking off of Fuller, which gave us
12 a curb length of 44 feet, and our building was
13 approximately 44,800 gross square feet.

14 So starting September 1st with the working
15 session, the changes that we've made -- so we've gone
16 from 36 units to 21 units in 420 Harvard and 3 units in
17 49 Coolidge.

18 A resultant of that is we've reduced the
19 parking down to 28 spaces, we've completely eliminated
20 the automated parking system, and the parking ratio has
21 gone up to 1.16 relative in the number of spots to the
22 residential units.

23 The building story, we've taken a full story
24 off. I'm calling it five stories, but you'll note I

1 put four and a half because the fifth story we
2 significantly stepped back. Originally, we were
3 showing a five-foot setback between the fifth and the
4 sixth. Now, between the fifth and fourth, you'll see
5 on the plans we have anywhere up to 20 feet setback to
6 really push that story back. And then that results
7 from our original design to now a 15 foot 10 inch drop
8 in building height.

9 Our curb length, we've gone from the last
10 round of 44 to 38, 10. What we've done with that --
11 and I'll show you in the plan -- is we have a single
12 access to garage, and then the delta between that drive
13 aisle and the 38 feet is for the loading zone off of
14 Fuller. So we're, at the moment, abandoning the idea
15 of putting it off of Coolidge. We're putting it on our
16 property. And I think the client is still going to
17 talk with The Butcherie to see if we can do anything
18 about it, but we're not going to rely on it for our
19 project.

20 The building gross square footage now is down
21 to 33,450, and we've picked up the 29,000 in
22 49 Coolidge. So the 33,000 relative to the 44 is about
23 a 30 percent reduction in volume, which I'll show you
24 how we got to.

1 So I think you know the site well. Again,
2 this is the 420 parcel. This was the added
3 49 Coolidge. So if everybody can see this, the main
4 changes that were done from the last round to here --
5 and we'll get through it in some more plans -- is the
6 first change along 44 Fuller, we've now straightened
7 out the building so that from the property line to the
8 building line here, this is a full 15-foot clear all
9 the way down. Before it came in at an angle, and we
10 had an 8-foot distance between the fence -- the
11 property line and our building. And now that's been
12 pulled to 15 feet across the entire project. What that
13 results in is from the edge of 44 Fuller to our
14 building is 21 foot 9 in terms of distance between the
15 two buildings.

16 You can see here on the curb cut coming off of
17 Fuller, we have just a single ramp now going down, and
18 then coming up we've already started to look at ways of
19 warning people, pedestrians, because we've heard that
20 that's a concern. So on the last structural column
21 here, we are -- we'll work with the traffic engineer,
22 but the idea is to put just a visual sign that lights
23 up to let you know if a car's coming up. It goes off
24 in a sensor, and it will caution pedestrians that a car

1 is coming up. We're assuming right now not to do an
2 audio one because it is in a residential zone, but I
3 think a visual one would be impactful.

4 Coming off on the right here, we have our full
5 loading zone here with a little bit of extra space for
6 unloading of the trucks. So in terms of residents
7 coming in, they'd load into the building. They could
8 actually go right into a loading vestibule and up the
9 elevator into their unit. So that's all contained
10 within here.

11 I'll show you this in the elevation, but the
12 residential lobby, we've kind of differentiated that
13 from the retail component. And then the retail space
14 we've been able to pull back and create right now about
15 48,000 square feet of retail. So we were at 26,000.
16 We are thinking that this could be subdividable, but it
17 is broken off to get access from the loading zone
18 through the back of the lobby into the retail space and
19 then multiple doors on the facade in terms of being
20 able to break up the space and maintain egress for
21 code.

22 On the back of the space here, we are calling
23 out for a landscaped walkway so residents can bring
24 their bike up and enter into the bike storage room.

1 Right now we're getting about 30 bike spots. And in
2 the back of the building here, this will become a full
3 landscaped courtyard, which we do have a landscape
4 drawing of.

5 The existing home is to remain.

6 There are three existing tandem spots, which
7 we'd like to add one more to. And these four plus the
8 twenty-four in the basement gets us to the twenty-eight
9 count.

10 So coming down into the garage, what we're
11 doing is we're coming down the ramp. This is all code
12 compliant to work with the allowable slopes. We've
13 reduced -- dropped the height of the slab a little bit
14 to make sure we've got our accessible van height, so we
15 have two accessible spots with the required aisle
16 access.

17 Coming down from the building, a resident
18 would come down through the elevator and there's a
19 trash and recycling room, so plenty of trash bins.
20 This would -- and recycle bins. This would be taken
21 care of by a private service that the developer will
22 arrange.

23 And hard to see on this screen here, but
24 lightly hatched, these eight spots would be designated

1 for the retail. So the idea is that RE/MAX would do
2 the managing of moving out cars themselves, because I
3 know a concern before was how does the residential
4 interact with the retail. So we've designated them to
5 a distinct area. We do have two more called out for
6 here potentially to either provide eight or the ten
7 commercial spots, and then the balance would be for the
8 residential.

9 There are two means of egress out of the
10 basement. I know a comment was making sure all of the
11 structures in to structure the platform deck -- you can
12 see we've gone through and worked on our structural
13 grid. That all complies with what will be needed to
14 physically build this. We have a couple of storage and
15 utility rooms and a second set of stairs out.

16 So working with Blair Hines -- I think many of
17 you know him. He does a lot of work in Brookline. So
18 he's been engaged to work with us to create an inviting
19 landscape thing. We can -- it's a preliminary pass,
20 but the idea is to really kind of create a nice
21 landscaped courtyard between 49 Coolidge and 420.
22 There will be -- you know, we're happy to work with the
23 abutters in terms of screening, privacy between 45 and
24 44, but the idea is that we'll have an internal

1 courtyard here with various plantings, paving, gravel,
2 green walls, and planters.

3 Along the residential -- which I'll show you
4 in elevation to kind of differentiate between the
5 retail and the residential -- we have a full landscaped
6 planting bed that then denotes the residential entry
7 door. And then on the front of 49 Coolidge, there's a
8 cluster of birch trees, I believe, that they'd like to
9 keep and then just enhance the planting around that.

10 The goal is to -- on the corner here at Fuller
11 and on Harvard -- is to maintain the tree that is
12 there. There is an existing basement that goes down,
13 so I think it's something we'll work with the landscape
14 architect to make sure we can kind of save the tree
15 roots for that.

16 So moving up through the building, we have
17 gone and taken a first pass at laying out all of the
18 units. We do have an updated matrix, and it generally
19 complies with the unit break-up that we've had
20 previously. Again, we have dropped from 36 to 21 units
21 in this building.

22 The way that is achieved is all of these units
23 got a little bit bigger to make sure we get the
24 adequate bedroom size and count in addition to -- which

1 I'll show you in elevation. Beyond this facade,
2 squaring off at the property line and having a 15-foot
3 setback here, what you'll notice on Fuller and Harvard
4 is the main line of the building has been pushed back
5 6 feet from the retail below. What that does is it
6 brings the building volume down, and it also helps
7 delineate between the retail and the residential.

8 So moving up through the building, a typical
9 floor, again, is laid out through here. So the 6 foot
10 setback from the property back here occurs on all
11 sides. This facade is remaining in alignment with the
12 property line here. And jumping up through here --
13 actually, let me go back for one second.

14 So what we're doing on the fourth floor -- and
15 this is -- addresses part of the elevator overrun and
16 the stair concern in terms of coming up above the
17 roof -- is the fourth and set-back fifth floor are now
18 all duplex units. So once you get to the fourth
19 floor -- I'll go back -- once you come within a unit,
20 this is the last floor that the stairs and the elevator
21 goes to. You come up in your unit and you go up a set
22 of internal stairs to the bedroom level on the upper
23 floors. What that allows us to do is bring the
24 elevator overrun within the fifth floor of the building

1 so it doesn't have to go beyond the roof. And then the
2 stair -- we only need to bring one stair up. And at
3 the -- on the fifth floor, that would turn into an
4 access hatch to get to the mechanical equipment.

5 Things to note here: As I mentioned earlier,
6 the fifth floor now has been pulled back quite a bit.
7 From this edge to the property line -- we have 21 feet
8 from this edge, I think it's 12 feet from this front to
9 this side, and then we have 20 foot 7 from the property
10 line to our building. So that would put it about 27
11 feet from 44 Fuller to the edge of our building on that
12 top floor. And similar on the back here, between
13 The Butcherie and this facade is 10 foot 11 from that
14 line to the edge of The Butcherie property.

15 We have gone and fully drawn out what would be
16 required for the mechanical units for this building.
17 What we've done is isolated them all into the center of
18 the building. There is an access hatch from that stair
19 that came up.

20 This diagram here, this round thing would be
21 the elevator exhaust shaft, and that's all held
22 within -- what you'll note is -- I apologize. It's
23 hard to see here -- is a mechanical screen enclosure.
24 So this is a 5-foot tall enclosure that wraps the

1 building. It's fully modeled in our software. We'll
2 share it with the peer architect. But what we'll see
3 from the perspective is -- because it's so pushed
4 back -- I think from this front along Harvard Street
5 here it's 44 feet back, because you don't see it from
6 the street. And these are some details that kind of
7 make up what this enclosure is in terms of the
8 equipment, the dunnage, the isolation dampers, all of
9 the work with the acoustic engineer to make sure all of
10 that is controlled.

11 So moving through the elevations here, what
12 we've done is -- and you'll see this better in the
13 perspective -- is we've changed the facade materials to
14 define the retail. We have the -- above that, the
15 three main volumes of the residential and then you have
16 the fifth floor of the residential setback. Along --
17 coming down Fuller, the retail wraps. You know, we're
18 proposing some blade signage, an awning, and then
19 there's a defined residential entry, and then that's
20 the entry to the garage.

21 Just for the record, I know there was concern
22 around the height of 44 Fuller as modeled in our
23 program. We've always had it modeled as 38 foot 2. I
24 think there was a height diagram that called out for

1 42, and there is a relative grade change between the
2 two properties. But in terms of the renderings that
3 we've shown to date, it's always been 38 foot 2 inches
4 based on the field measurements I took. So I think,
5 just to clarify any discrepancies, this is due to the
6 elevation change between the two grades.

7 So coming along -- and I know Maria mentioned
8 this -- around the facade that faces 44 Fuller, what
9 we've done is gone and superimposed the elevation of
10 that building -- which you can see outlined here in
11 red -- located the windows, and in laying out our
12 building windows, we've offset them so they're not
13 directly opposite any of the windows in that house. So
14 you can see the windows outlined here and then our
15 windows offset relative to that, this building drawn in
16 at the 38 foot 2.

17 On The Butcherie side -- you'll see
18 The Butcherie is noted here -- we've gone through and
19 worked out all of the window elevations there, wrapping
20 the bay articulation around the corner as well.

21 So the computer diagram of where we're at
22 today, things to note: You can see the main volume of
23 the building's been pushed back 6 feet. We've
24 maintained kind of the retail architecture along the

1 front facade.

2 Things that we've worked on during the working
3 session was -- before we had a continuous ribbon of
4 storefront. We've gone through and played off the bay
5 details to really create pillars with potential
6 lighting to break up the rhythm and tie more closely
7 into the neighborhood context. Coming down, this is
8 the residential entry with the landscape planters and
9 then the access to the parking.

10 This next diagram shows what we had before in
11 terms of comparison for the reduction in volume. So
12 this corner before between the abutters and our
13 building was 8 feet. We've now pulled that back to
14 this point plus set the building back 6 feet. The main
15 difference here and here is lowering of a full story.
16 And then before, our setback, as I mentioned, was only
17 5 feet from the back of this and now it's set back a
18 lot more.

19 On this front corner we had the building come
20 straight up from the retail. You can see this is where
21 that 6 foot delta's made quite a difference to push the
22 building back.

23 And in terms of an updated rendering to show
24 how this is tied into the adjacent context -- so you

1 can see here, what we're looking to do is really define
2 the retail so when you're on -- this is, again,
3 standing across, looking back at the building. But
4 when you're walking along Harvard on that side of the
5 street, what you really visualize is -- and actually,
6 I'll show you on the next thing -- is the kind of
7 defined retail storefront with the awnings, the blade
8 signs, you know, potentially two different tenants
9 within that building, and then as you come around the
10 corner, kind of the defined residential entry and then
11 the parking.

12 So going around the corner, this is coming up
13 looking -- walking towards Fuller Street. Again, in
14 terms of volume, what we've done is pulled the building
15 back, taken -- where this cornice line would have been
16 up here, we've reduced that and then also pulled the
17 penthouse back.

18 And then this is an updated rendering of,
19 again, carrying off of that one-story retail along the
20 front and pushing our building back.

21 We've updated the section, so in terms of --
22 this is more of a technical drawing, coming in, coming
23 down the ramp to the tandem. This would be the
24 commercial, just making sure we have the clear height

1 for the van access space and then kind of the center
2 area that would become the courtyard, which I showed on
3 the landscape plan.

4 You can note that all of the mechanical is
5 modeled in 3D in our software. And just going back,
6 this has it, but it isn't showing up because of the
7 view.

8 And then lastly, we've gone through now -- and
9 we're happy to provide copies of this, because I think
10 it would be easier for the public to view. But what
11 we've done is gone through the four different seasons
12 and modeled the building so that the gray is all
13 existing shadows created.

14 And then if you look, the blue -- and this is
15 the worst case, 6:00 p.m. -- the blue, either here --
16 right through here is the added shadow from our
17 building. So what you see here is that -- if you look
18 here, the blue is added shadow. There's a sliver of
19 gray which would have been the previous structure that
20 was there. So the most impacted is at 6:00 p.m. in the
21 summertime, and the sun is setting this way. So you
22 can see the old building, there's the existing
23 structure right here. The shadow would have come
24 across here and, for us, the most severe time it's

1 casting a shadow. Minimal kind of changes at
2 3:00 p.m., noon, and 9:00 a.m. because the sun is so
3 high.

4 This is the fall and spring equinox. So
5 again, starting at 9:00 a.m. you can notice -- part of
6 the reason the developer picked up that site is you can
7 see that has the greatest impact for the morning sun.
8 Again, there's a bit of gray that's existing here, and
9 then the blue is the added impact of our building.

10 During midday, it's coming across
11 The Butcherie. We have, in general, gone and expanded
12 the -- I know that was a comment, expanding how far the
13 context was included in the shadow study, and now it's
14 being moved to 3:00 p.m. You can see it comes across
15 Harvard Street. Again, the gray existing and then the
16 blue added.

17 At this point here at 6:00 p.m. in the fall
18 and the spring, because the sun so low, there was
19 actually no additional shadow that was provided onto
20 what was already existing in shadow.

21 And then the winter solstice is, I think, the
22 toughest time. 9:00 a.m. in the morning, so you can
23 see that the blue does, at this point, go over the roof
24 of The Butcherie. The Butcherie had some shadow

1 already coming here, and then it does add a little bit
2 of shadow across on Coolidge.

3 And then as it becomes noon, you can see a lot
4 of the impact is over The Butcherie onto Harvard
5 Street.

6 And, really, I think the most severe is at
7 3:00 p.m. where it does cast down Coolidge Street here.
8 But again, difference in gray existing and blue added.
9 So in terms of this, the real added shadow is on --
10 because of the height, is over the existing commercial
11 here where there is already existing shadow that would
12 have been on the storefront of that commercial.

13 And I think, with that, I'll turn it over.
14 Thank you.

15 MR. GELLER: This presentation will be
16 available in written fashion? Are you submitting it to
17 the ZBA members or is it just --

18 MR. BROWN: Yes.

19 MR. GELLER: Can we get it?

20 MR. BROWN: Yes.

21 MR. GELLER: That would be helpful. Thank
22 you.

23 Questions?

24 MS. PALERMO: I do have a question. I just

1 want to confirm: The plan now with respect to parking
2 is to have only a space on the grade level for loading
3 and that's it?

4 MR. BROWN: Correct. So right off Fuller
5 here, this is the loading zone and then this is down
6 and this is up.

7 MS. PALERMO: Okay.

8 MR. BROWN: We do have these spots on 49, so
9 again, for your existing, we have an easement so we can
10 extend for the fourth. The thought is that these would
11 serve that structure, and then this loading zone would
12 serve the project and the parking would be below.

13 MS. POVERMAN: What is the unit mix?

14 MR. BROWN: So we have -- so within
15 420 Harvard, 21 units right now. We have 8 one- and
16 one-plus bedrooms, so it's 4 and 4; we've got 8
17 two-bedroom units, and then 5 three-bedroom units.

18 MR. GELLER: How many two-bedrooms?

19 MR. BROWN: 8.

20 MS. POVERMAN: What is a one-plus?

21 MR. BROWN: So one plus a den, like an office.
22 And I can show you.

23 MS. POVERMAN: Sure.

24 MR. BROWN: So like this unit, for example --

1 and actually, we'll add a note. These two units are
2 fully accessible with the 5-foot turning radius for a
3 wheelchair. But in this unit here, what we're all
4 calling unit 204, so 940 square feet is one-bedroom
5 plus kind of a den/office area. So there are a couple
6 units, like this corner unit, because of the corner
7 exposure, we have two bedrooms and a den/office, so
8 that's a two-plus, what we're calling a two-plus den.

9 MS. PALERMO: Do you have anything --
10 (inaudible.)

11 (Interruption by the court reporter.)

12 MS. PALERMO: Do you have anything depicting
13 the interior of --

14 MR. BROWN: We're working on that now. We're
15 trying to survey that, but we will add those.

16 MR. GELLER: Anything else?

17 MS. POVERMAN: Not at this point.

18 MR. MAUCH: Can I ask a question at this time?

19 MR. GELLER: No. Please wait.

20 Is this a technical question?

21 MR. MAUCH: A question about the presentation.

22 The distance of our house from the fence looks
23 like 8 or 9 feet. It's actually only 3 or 4, which
24 really distorts the picture. We're much, much closer

1 to your fence than shown in your presentation. I
2 encourage you to take a tape measure and measure it.

3 MR. BROWN: So we actually measured this
4 morning and derived 6 foot 8 from the surface of the
5 house to the fence. I'm happy to meet again, but --

6 MR. GELLER: Thank you.

7 Okay. Is there more to your presentation?

8 MR. BROWN: No.

9 MR. SHEEN: No.

10 MR. GELLER: Okay. I want to thank you. It
11 seems to me that you've worked quite hard and you've
12 listened to many of the comments. You know, I'm sure
13 the ZBA -- the ZBA members will want to have -- will
14 have some more comments. However, I think it's
15 apparent that you have been listening to both comments
16 from the public but I also think from the ZBA members
17 and you're trying to address some of those concerns, so
18 I appreciate that.

19 MS. STEINFELD: I'd actually like to ask the
20 applicant if he wants to submit this formally.

21 MR. GELLER: Are you submitting this formally?
22 Is this a replacement for the original plan?

23 MR. SHEEN: Yes. We'll be submitting that in
24 digital form as well as in hard copy.

1 MS. POVERMAN: I do have one question. You
2 said materials were still to be determined, but what
3 thoughts are there related to materials?

4 MR. BROWN: So at the -- at the base of the
5 building here, we're looking probably at an Alucobond
6 metal panel system with a --

7 MS. POVERMAN: Say that again?

8 MR. BROWN: An Alucobond metal panel.

9 MS. POVERMAN: What's that?

10 MR. BROWN: It's a metal panel system. So
11 it's like a solid metal panel with -- and then this
12 would be a storefront glazed system with a fabric
13 awning, like a dark gray or a black fabric awning,
14 blade signs, and lights.

15 The upper part of the building, what we're
16 thinking of is a large-format storm panel. There's a
17 product called "Nichia." It's a storm-like panel. But
18 the goal being that this is a -- you know, a darker
19 tone, mid-tone, and a light tone. And we'll be happy
20 to -- I think now our goal is to kind of hone in on the
21 building size and then we'll start providing details
22 and material samples that we'll bring.

23 MR. GELLER: Anything else?

24 (No audible response.)

1 MR. GELLER: Thank you.

2 At this time we're going to invite members of
3 the public to offer testimony. Again, I'd like you to
4 focus on what's been presented at this hearing. And as
5 I said before, if you agree with your predecessor who's
6 offering testimony, point at them and say you agree
7 with them. Offer any new information you want, but
8 we'd like to keep this as efficient a process as
9 possible.

10 In terms of everybody's ability to hear, just
11 be conscious that, although this room is somewhat
12 confined, it is obviously difficult for everybody to
13 hear and I'm sure everyone will do their best to speak
14 up loudly and clearly. Start by giving us your name
15 and your address.

16 And I think rather than trying to move people
17 in this room, which is impossible, if people would
18 stand up where they are, working back to front, I think
19 we'll do it in that process and get through whomever
20 wants to speak.

21 So in the back, people who want to speak,
22 raise your hand. Okay. So why don't we start with
23 that back row, and then we'll work forward.

24 MS. PALMER: Julie Palmer, 48 Coolidge Street.

1 I had just a couple questions and points. I'm
2 concerned about the parking with No. 49 Coolidge
3 Street. I don't really understand the easement that --
4 you know, he said they have an easement in the back.
5 It looks like the idea is to -- there's a very narrow
6 driveway on the side of the house next to the dumpster
7 of The Butcherie. Usually only two cars are parked
8 there, but I believe him when he says there's enough
9 pavement for three. And then you're talking about
10 putting another one at the very back behind --

11 MR. BROWN: Correct. So we actually have an
12 access easement that comes -- I think it's 4 foot 5
13 inches from our property line onto The Butcherie, so we
14 can extend one parking space. These three are existing
15 today, and the idea is that -- you know, to help, we
16 put an additional one here. And all of these would be
17 for that home, so there would be key sharing within
18 that structure.

19 MS. PALMER: Yeah. So I just wanted to
20 comment that that house that -- I've only lived there
21 17 years. I know lots of people have lived on Coolidge
22 Street longer. But in the 17 years I've been there,
23 it's been occupied by four different families. It's
24 always been a single-family house, and there's always

1 been two cars there.

2 I understand you will turn it into a
3 three-family, but I wouldn't think it would need more
4 than three parking spots, and that would really go with
5 the rest of what you're doing for the rest of the
6 building, so I just --

7 MR. BROWN: We'll take a look at that.

8 MS. PALMER: -- urge you to not add another
9 parking spot.

10 And I just wanted to add, when you were
11 talking about the shadows, my house is affected by the
12 solstice -- you know, the early morning sun. So, you
13 know, I saw the shadow -- I just wanted to counter your
14 idea that most of it goes across Harvard Street.

15 MR. BROWN: Thank you.

16 MR. GELLER: Thank you.

17 MS. ALGE: Sharon Alge, 25 Columbia Street.

18 My concern is I do a lot of shopping in the
19 area. I also live there, but I also do a lot of
20 shopping there. And I've lived through a lot of
21 renovations of homes in the -- in my neighborhood, at
22 least two to three going on at least this past year and
23 forward. So I'm just wondering that the -- you're
24 calling it the space for -- is it only for retail?

1 What's the pink space you called --

2 MR. BROWN: The loading zone?

3 MS. ALGE: The loading zone.

4 MR. BROWN: That's for residential and retail.

5 So if somebody was moving in, they could bring their
6 moving truck into there and load into the unit.

7 MS. ALGE: So my question is: There's just an
8 abundance -- everybody's buying everything online
9 nowadays. Between -- you know, my neighbors upstairs,
10 it's a young family and they have -- 8 packages came
11 one day at different times, and within a week they had
12 15. That was a busy week for them. But all those
13 people, 21 units, people buying online, where are the
14 UPS trucks, the FedEx trucks, the multiple stops, where
15 are they stopping?

16 MR. BROWN: So they would pull into this
17 loading zone. I think a good point you're mentioning
18 is we do have an extra, I think, 6 feet of space in
19 this white zone here, so we could look at -- I'll talk
20 to the client -- but look at maybe creating a package
21 room or a drop-off room for parcels that would have a
22 key for a tenant to come and get their package. But
23 there is extra space between the required width of the
24 loading zone and our lobby that we could create a

1 drop-off parcel room.

2 MS. ALGE: And just one more point: There's
3 no guest parking, so people are going to pull up on
4 Fuller and unload people who live there who are getting
5 dropped off and picked up --

6 MS. POVERMAN: I can't hear you.

7 MS. ALGE: They're going to stop on Fuller
8 Street right at the entrance there to the residential
9 building and they're going to stop there and unload
10 their guests, or people who live there are getting
11 dropped off, so that's going to block off a really bad
12 intersection as it is. I was just wondering if that's
13 something that's been thought of.

14 And where is all the guest parking -- the
15 spaces people are going to park in when they come to
16 visit people that live in that building?

17 You know, it sounds like a lovely project. It
18 just doesn't make sense for that spot.

19 MR. GELLER: Thank you.

20 MS. ROSENBAUM: Carolyn Rosenbaum,
21 73 Coolidge.

22 I've lived there 38 years, and I just want to
23 reiterate what was said. I walk my dog around that
24 corner daily, and it is very busy. And now, since last

1 week, the Devotion School started. It's just -- I
2 mean, the traffic trying to get there was -- my husband
3 works, actually, at Coolidge Corner, so he sometimes
4 drives and parks at the Centre Street parking lot. And
5 he's sort of given up because, you know, it's faster
6 walking than driving. He typically will drive down
7 Fuller and then onto Centre Street, and it's -- the
8 traffic is just enormous and will just get more so. So
9 that's my concern, as well as the others that were just
10 mentioned.

11 MR. GELLER: Thank you.

12 MR. BENNETT: I've got a question.

13 MR. GELLER: Sure.

14 MR. BENNETT: Fred Bennett, 32 Coolidge
15 Street.

16 I don't think I've heard anywhere from the
17 presentation tonight where the refuse pickup is, where
18 the trash cans are, and all that kind of stuff, and
19 what kind of traffic impact that would have. I came
20 late. Perhaps I missed it at the beginning.

21 MR. BROWN: I can quickly -- if you don't
22 mind, I can show him.

23 So the elevator is located here, which goes up
24 through the building. Can you see this? So a resident

1 would take the elevator down, come to the basement
2 level, and come off into a little vestibule. And then
3 this is a trash and recycling room, approximately 40
4 feet deep, about 10 to 14 feet wide, that has blue and
5 green denoted between the trash and recycling. And
6 then the developer will figure out a private service to
7 come pick up the trash. It will get wheeled out here,
8 loaded up in the truck, and taken off.

9 MR. BENNETT: My concern is the size of those
10 vehicles coming up and down the ramp and getting
11 underneath and picking up the trash and blocking,
12 pretty much, the entire parking garage while they're
13 doing their job. That takes an hour or so -- or a half
14 an hour. It takes a while to pick up trash every week.

15 MR. BROWN: We'll relay that back.

16 MS. PALERMO: Is it once a week? How many
17 times a week is that?

18 MR. SHEEN: We need to look into it more,
19 maybe additional frequency with what's there.

20 MS. PALERMO: I mean, it's also the noise for
21 44 Fuller Street. It's very loud to have them right
22 next to your house.

23 MR. SHEEN: The intention is to stay away from
24 those metal dumpsters. I mean, it's really going to be

1 more residential size. I mean, 24 units is not -- 21
2 units in this building is not a lot of units. I live
3 in a 21-unit building in Cambridge. We have five
4 recycling bins and five trash cans, and it's picked up
5 once a week by the city.

6 MS. POVERMAN: So, Dartagnan, is that on the
7 first where that trash --

8 MR. BROWN: This is in the basement -- the
9 first floor.

10 MS. POVERMAN: I can't remember how many
11 parking levels there are.

12 MR. BROWN: Just one.

13 MS. POVERMAN: Okay. Thank you.

14 MR. SHAFFER: Steve Shaffer, 26 Coolidge. I
15 actually have to go, but I wanted a parting shot before
16 I left.

17 In the very beginning, they said that 36 hours
18 after the last meeting you guys came back with this
19 plan; is that correct?

20 MR. BROWN: Correct.

21 MR. SHAFFER: I'm not an architect. I'm a
22 firefighter. But it seems me that there was a lot of
23 work put into this that couldn't possibly have been
24 done in 36 hours. It seems to me that this was a

1 Plan B that you had. Let's build the biggest building
2 we could possibly could think of. Everybody will be up
3 in arms. We'll come back with Plan B, which is what
4 our original design would be, and then they'll say, oh,
5 look at what you've done.

6 The whole neighborhood agrees that we're not
7 against development, but we want a sensible development
8 for the neighborhood.

9 MS. ROSE: Bernice Rose, 88 Fuller Street,
10 58-year resident and owner.

11 I'm curious on the tandem parking. I don't
12 want to drive anybody else's car. That's a liability.
13 What do you do if -- is there enough room to keep the
14 car out? That's the thing that's bothering me right
15 now: tandem parking.

16 MR. GEOFF ENGLER: For the record, Geoff
17 Engler from SEB.

18 I think one of the things that we need to
19 provide to the zoning board -- I'm sure the public is
20 interested as well -- is a detailed parking narrative
21 relative to space allocation, relative to operations,
22 relative to assignment. I'm talking about between
23 retail and residential; I'm talking about between
24 affordable and market. That needs to be flushed out.

1 I think now that the plan is starting to
2 crystallize a little bit, we're in a better position to
3 do that, so some of those questions that you're raising
4 relative to how the tandem is going to work, some of
5 those things, by the next hearing we will endeavor to
6 have specifics and details both in a visual format and
7 a narrative format.

8 MR. GELLER: Thank you.

9 Okay. Moving forward from the back.

10 MR. MCMAHON: Colm McMahon, 45 Coolidge
11 Street.

12 So certainly we've made a lot of steps in the
13 right direction. We thank you for making those steps.

14 Maria mentioned at the beginning one of the
15 charges that you were given was to remove two floors
16 from the building. You've removed one. I think that
17 extra floor, leaving it as a five-story building, with
18 the mechanicals it's still a 60-foot structure next
19 door to a 13-foot structure. And that height
20 differential, for all of the pictures, it's still going
21 to be very impactful. That height is going to result
22 in persistent severe light and air and shadow problems.

23 It looks like you're very close to getting
24 something that people could live with. I would

1 encourage you to look at ways to make the building more
2 compact and see if you can remove that top floor. It's
3 already 4,500 square feet. You have about the same
4 amount of square footage in your expanded retail space.
5 It's a huge retail space. Is there room for some units
6 on the ground floor? Are there ways to remove that?
7 Because with the mechanicals on top, it's still 60
8 feet.

9 So in terms of the mechanicals on top, are the
10 shadow studies inclusive of the mechanicals?

11 MR. BROWN: Yes, sir.

12 MR. MCMAHON: Okay. So I hope we can see
13 shadow studies that show other times of the day like
14 we've previously seen. I think the shadow study that
15 goes back to the early morning hours will be important.
16 It will show shadows that go onto our house, but also
17 certainly onto neighbors both on Coolidge and across
18 Harvard Street.

19 MR. GELLER: Thank you.

20 MR. WHITE: George Abbott White,
21 143 Winchester Street, town meeting member, Precinct 9.

22 Could you throw up the slide again that would
23 show our very best friend, The Butcherie, and that
24 passageway that you're interested in putting some cars

1 in?

2 MR. BROWN: Oh, the floor plan?

3 MR. GELLER: The site plan.

4 MR. WHITE: There we are. Okay. Those of us
5 that have lived there, I don't know, 30 or 40 years I
6 think might wonder whether or not you're
7 underestimating that throughway. There's hardly a
8 morning that that corner we've been talking about,
9 Fuller -- there's hardly a morning that that corner
10 isn't clogged with one or another kind of, A, delivery;
11 or B, customers double or triple parking.

12 So the issue that has not been mentioned --
13 and I'm going to say it again -- is safety. We're
14 talking about young people, we're talking about people
15 with young families, we're talking about people like
16 myself: aging obstructionists. That's really going to
17 be a log jam.

18 So my question to you is: What kinds of
19 arrangements are you thinking of to make very clear to
20 that other commercial business that -- you know, that
21 that passageway and the disposal of trash and the
22 numerous delivery trucks and customers are not going to
23 adversely impact not only 420, but the Coolidge Street
24 residence that you build? That's a real concern.

1 And I would also look to Julie, Colm, and
2 others. You need to lose a story here, as it were.
3 It's just too big. It's still too big. It's
4 overwhelming. And I'm not going to say anything about
5 what it looks like. I hate to be disparaging. I spent
6 the weekend in Hyannis. I saw the Kennedy Memorial
7 there and the compound. And again, you called it the
8 "JFK Crossing," if I recall, on the PDF that I
9 downloaded. Is that correct? On the building it says
10 JFK Crossing?

11 MR. BROWN: Correct.

12 MR. WHITE: So you're branding off JFK. I'm
13 not sure it has the same kind of quality of design.
14 And for whatever it's worth, I would encourage you to
15 give that another look. Thank you.

16 MR. GELLER: Thank you.

17 Anybody in that row?

18 MR. MAUCH: Hagen Mauch, 44 Fuller Street.

19 I talked to my neighbors about the new plan
20 and, unfortunately, I'm the only one who represents
21 44 Fuller Street, as such. They're all concerned that
22 we have additional traffic with the delivery system.
23 So we've got a triple load of extra traffic: the
24 entrance, the exit, and now the delivery. So I think

1 they're going to be really hard nosed to say that this
2 is unacceptable, or at least try to see if there are
3 better ways to cut the traffic down a little bit on
4 Fuller Street. Thank you.

5 MR. GELLER: Thank you.

6 MR. GEOFF ENGLER: Just real quick. I think
7 it's important to note contextually, the owner could
8 build 11,000 square feet of commercial space as of
9 right. People that understand traffic and trip
10 generation -- commercial generates way more traffic
11 than residential does, and I would -- without knowing,
12 but based on my experience, I would bet -- and I'll ask
13 our traffic consultant -- that 11,000 square feet of
14 commercial generates a lot more traffic than 24 units
15 of residential and 4,000 square feet of commercial.

16 So this isn't a vacant lot where nothing is
17 allowed by right. If the developer went forward with
18 11,000 square feet as of right without any special
19 permit whatsoever, you would have a lot more cars
20 entering and exiting, you'd have a lot more activity on
21 that corner.

22 So it's important to understand -- I
23 understand there's concerns, and I'm not saying they're
24 not valid. But within the context of what can be done

1 and what's proposed, I think it's important to
2 understand that.

3 MR. LAW: Henry Law. I want to continue on
4 his comment.

5 MR. GELLER: Do you have your own comment?

6 MR. LAW: Yeah. My comment -- this gentleman
7 saying -- the way the gentleman is talking -- I submit
8 a report I think a month ago.

9 MR. GELLER: Give us your name.

10 MR. LAW: Henry Law. I think this site --
11 they didn't show another parking lot, 56-spot parking
12 lot across the street. They already have a lot of
13 traffic now because they serve --

14 (Interruption in the proceedings.)

15 MR. LAW: I think because the conflict -- this
16 ramp almost lined up right across the mixed -- the
17 existing parking lot driveway, so it creates a four-way
18 intersection. The trucks will have conflict with each
19 other. How do you resolve it?

20 And this intersection -- new intersection, so
21 close to the existing. From design point of view, you
22 have four-way intersection. One way is go with the
23 traffic light, all the traffic, left-turn movement.
24 But you have one so close and the distance so short.

1 It is not desirable to put another one. Because if you
2 have red light, all you back up to the intersection.
3 So four-way traffic light is not a solution.

4 Another one is you put another lane, left-turn
5 lane. Fuller Street just two lanes, so drop that
6 alternative.

7 Third one, you put a police at rush hour to
8 direct traffic, but we have a hard time. They don't
9 have sufficient money to put details. Who is going to
10 pay for it? Is the developer willing to pay for it?
11 All the traffic you create, the town will inherit the
12 problem. All the problem have to be solved. Who's
13 going to pay for it? The taxpayers. But the
14 developer, you make the money, you just go.

15 I think the town have to look at it carefully.
16 The traffic department have to look carefully. The
17 traffic consultant, look at the design, look at the
18 traffic, see what's the result come out of it. It's
19 not just building. The main thing is the traffic along
20 Fuller Street. You put a building there, but people
21 have traffic blocking up. We already have so many
22 traffic jams every day. Now more traffic. You have
23 the right, but we have the right to avoid this problem
24 unless you're willing to pay for it.

1 MR. GELLER: Thank you.

2 And that was a good lead-in to -- my
3 understanding is that at our next hearing, which is
4 scheduled for September 26th, we will have peer review
5 on traffic.

6 Again, I want to work back to forward, so
7 ma'am?

8 MS. ROSENBERG: Lynn Rosenberg, 48 Coolidge
9 Street.

10 I just want to second what my neighbor Steve
11 said before he left. The original plan was so terrible
12 that anything after that looks better, and it looks
13 almost good. But this plan is not good enough, and it
14 really needs to lose another floor. And then the plan
15 would probably be much more acceptable to the
16 neighbors, and it would be much more conducive to a
17 decent quality of life in our neighborhood. Thank you.

18 MR. GELLER: Thank you.

19 MS. SEGE: Irene Sege, 41 Coolidge.

20 I agree with what my neighbors have said. I
21 would like to see this other floor taken off.

22 And I have a question: What are the plans for
23 the unit mix and the bedroom mix at 49 Coolidge?

24 MR. BROWN: So right now we are going to try

1 to lay out that building. Each unit is going to be
2 about 950 square feet, so I think we'll get two-bedroom
3 units in there.

4 MS. SEGE: How many?

5 MR. BROWN: 3 two-bedrooms. But that's
6 something we're literally trying to figure out.

7 MS. BUCKLEY: I'm Caroline Buckley. I live at
8 45 Coolidge Street. I just want to repeat what Irene
9 and all my other neighbors have said, and I think the
10 building is so close, but yet so far. It needs to lose
11 another floor. It's still out of scale with the
12 neighborhood, and it's still throwing unacceptable
13 shadows and loss of light on neighbors' properties.
14 Thank you.

15 MR. GELLER: Thank you.

16 MS. BENNETT: Nancy Bennett, 32 Coolidge.
17 Is there any information about the noise
18 generated by the mechanicals that are on the top?

19 MR. BROWN: We can get that.

20 MS. BENNETT: Thank you.

21 MR. JACOBS: Mike Jacobs, 41 Coolidge.

22 Can you put up the front elevation, please?
23 No, the front perspective, I'm sorry.

24 So here I think you've done a lot of work

1 trying to make the building seem like a four-story
2 building, which all of my neighbors are really trying
3 to focus on, by hiding that fifth floor, by having some
4 articulation. It shows that -- if you can get this
5 down to four stories, it starts fitting into the
6 neighborhood, and I think that's really why we're sort
7 of focusing so much about getting that floor off. When
8 it starts looking like four stories, the context fits
9 so much better with the neighborhood. Thank you.

10 MR. GELLER: Thank you.

11 Anybody else?

12 MS. BENNETT: Kayley Bennett. I live at
13 12 Fuller.

14 So I want to reiterate the concerns -- and I
15 understand there's going to be a meeting about it --
16 but I walk past the current property at least 10 times
17 a day because I live on that side of Fuller Street.
18 Fuller Street, as it stands, is not really safe as a
19 pedestrian because there are two lanes of traffic plus
20 a lane of parking. It's very busy as it is. Frankly,
21 it should probably be a one-way street.

22 I absolutely agree with the gentleman over
23 here who said that you have this proposed loading dock
24 for the retail space but there is just -- on the other

1 side of the street there. Also there's a parking lot
2 there that's on Fuller Street as well as the loading
3 dock space for Genki Ya and I think another couple of
4 businesses. So there are -- it's currently a constant
5 flow of traffic with large trucks, 18-wheelers, who are
6 going into those loading dock spaces and I'm very
7 concerned about, as you were saying, the inability for
8 both of those things to happen at the same time.

9 In addition to cars, the parking lot for this
10 proposed building is not that far from the intersection
11 of Harvard and Fuller itself. So traffic is already
12 difficult getting out of Fuller to get onto Harvard
13 Ave. This would just make it worse.

14 I also have a question about -- you mentioned
15 that there would be a visual cue for traffic leaving
16 the parking garage but no sound cue, which makes
17 absolute sense for your house. But how can you have a
18 blind -- I guess, a blind exit for vehicles without any
19 type of sound cues? That wouldn't be safe, from my
20 perspective. If there was a person who couldn't see,
21 how are they supposed to know there's a car? That
22 could be too nit-picky, but I wanted to bring that up
23 as well.

24 And if you are going to have a visual cue to

1 tell you that there is a car, what kind of visual cue
2 is that? What kind of light? How bright is it?
3 What's it doing? Thank you.

4 MR. GELLER: Thank you.

5 MS. HOWARD: My name is Mary Howard. I live
6 at 108 Fuller.

7 I think there's a lot of stuff going on. Can
8 you go to the floor that has the parking and shows the
9 loading dock?

10 In that area where you have the two directions
11 of parking and then you have the pull-in and then the
12 lobby, I think that there's a lot of stuff going on
13 there that leads me to believe that people aren't going
14 to be able move around in there.

15 And then if you go down to the parking one,
16 the basement -- I lived -- on my street, we had three
17 tandem parking on our driveway which we quit because it
18 was such a nightmare with keys and moving in and out.
19 And I see that under the garage you have tandem
20 parking, and correct me if I'm wrong. Is that so?

21 MR. BROWN: Correct.

22 MS. HOWARD: So, you know, people have to move
23 those cars out into the middle there in order to get
24 the back one out, and then you have to put them back

1 in, so there's a huge key issue. And if you do the
2 Coolidge one with four cars, I can't even imagine how
3 anybody's going to survive it.

4 And I'm sure underneath, if the space is
5 small, they're going to be very tight parking spots.
6 And when we had giant cars, we were, like, hitting one
7 another, almost.

8 So I just want to say that tandem is just
9 really difficult, and that just feels really teeny in
10 order to do it. You know, we had our whole street to
11 move out onto. So that's my comment.

12 MR. BROWN: And I think, just to quickly
13 answer that, we've noted up here the parking design
14 guidelines from the ordinance. All these spaces are
15 designed to both the standard and the compact, compact
16 being 25 percent allowable. All the required
17 drive-aisle widths are all per the zoning outline.

18 MS. HOWARD: Okay. But the tandem is
19 problematic for the residents and for the traffic
20 coming in and out of the place.

21 MR. BROWN: Thank you.

22 MS. COPANS: Hi. My name is Carolyn Copans.
23 I live at 8 Coolidge Street. And aside from the fact
24 that I think that this is a building that's way out of

1 proportion to our neighborhood and out of scale, I am
2 concerned about sort of the fact that we're going to be
3 left with a problem.

4 I witnessed the senior center, which was built
5 without enough parking, and I've gone to town meetings
6 recently where, you know, they're saying, oh, the
7 people who work at the senior center don't have a place
8 to park and the people who visit the senior center
9 don't have a place to park, so we need to take your
10 parking on Coolidge Street and all of the neighboring
11 streets that we can get corralled, and we need to have
12 designated parking spaces so that you, the
13 neighborhood, can't park there. The people in the
14 senior center can.

15 So what happens is people come into our
16 neighborhood. They don't care. You know, dump and
17 run. They make their profit, they do what they're
18 going to do, and then we suffer the consequences.

19 And I think that the number -- the density of
20 this property is way too big for what's existing there.
21 And that street is really narrow. I don't even drive
22 on it. It is -- if there's a fire in this
23 neighborhood, God help anybody -- if somebody's
24 visiting that place and they just happen to go run in

1 to do an errand or whatever, that's a hazard waiting to
2 happen.

3 MR. GELLER: Before we get to you --

4 Alison, will we have correspondence or direct
5 testimony from the fire department?

6 MS. STEINFELD: Yes.

7 MR. GELLER: Thank you.

8 KAREN: Hi. I'm Karen of Babcock.

9 And, you know, I want to say that I am
10 disappointed that Brookline is getting bigger. I think
11 that it is unfortunate.

12 However, there's also a conflict of interest
13 here that you don't realize, which is -- I've been told
14 by a businessman that residents don't belong in Boston
15 or the surrounding areas. And talk about your tax --
16 you know, your tax -- supporting the taxpayers and this
17 and that. Well, the current trend is to support
18 undergraduates who've never spent any time in
19 Massachusetts -- support their rent.

20 You know, we as middle income -- middle-aged
21 people are being discriminated against. You have a
22 successful landlord. The landlord says that we're
23 great tenants. They love us. We have a successful mix
24 of people with mixed incomes, which are 38 to 40-plus,

1 half of which are seniors. And we're being out-zoned.
2 And we should be top priority to live in a place like
3 this. We're good neighbors. We're already your
4 neighbors on Babcock Street.

5 And my building is perfect in terms of floor
6 plans, which I brought here. And we all love living
7 there. We like -- we've known each other for -- as
8 neighbors for at least a century. The building -- the
9 building floor plan here has not only the dimensions,
10 but it also includes heat and air conditioning, which
11 is controlled by the tenant because that's great at
12 controlling allergens.

13 And second of all, you know, I feel that us
14 middle-aged people, we're being discriminated against
15 because we don't want to live with the freshmen either.
16 And that's the new trend. We don't want to live with
17 people that have too many kids that ought to be in
18 public housing as well.

19 You know, so you have an opportunity to choose
20 who is going to be your neighbor, and that's at least
21 as important as zoning.

22 Yeah. I think that's it. Thank you.

23 MR. GELLER: Thank you.

24 Anybody else? Ma'am.

1 MS. SENTERS: I'm Sibyl Senters, and I'm at
2 73 Fuller Street, which is across the street on
3 Harvard, and we're two houses in.

4 So there's been a lot of talk about the
5 traffic from trucks and other vehicles on the other
6 side of Harvard Street, on that side, but no one has
7 mentioned, really, what happens on our side, which is
8 the side where Kupel's Bagels is, 4A Coffee, Wulf's
9 Market, if people know those businesses.

10 And we already have a terrible problem, and
11 have had for years. And, you know, the town knows
12 about this because neighbors are constantly calling in
13 about the heavy traffic from trucks -- delivery trucks
14 that come in for those businesses. So not only do you
15 have the traffic from the businesses on the other side
16 of Fuller Street where this building would be located,
17 but you haven't taken into account the traffic
18 that's -- the very, very heavy traffic that's already
19 there on the other side of Harvard Street at the
20 corner -- at that very corner.

21 So I'm a pedestrian, I'm a bicyclist, and I'm
22 an automobile driver. And we try to avoid Harvard
23 Street because of the terrible traffic jams that
24 everybody knows. If you live in this area and you've

1 been down Harvard Street at various times of the day,
2 you know how that can get backed up.

3 So Fuller Street is a way to get out of that.
4 If you go onto Centre Street or Winchester, that takes
5 you west of the city and people have used that to exit
6 and also to come into the neighborhood. Already, as
7 everybody has said, it's very tight in there and
8 there's a lot of traffic and it already requires lots
9 of patience. The number of people and cars that would
10 be coming in, I second what everyone has said, it would
11 be a very demanding impact on what already is a very
12 tough situation as it exists.

13 The other thing, you know, that I want to also
14 reiterate is it's too big. It's too big for our
15 neighborhood. I have a brother-in-law who's a renowned
16 architect in Boston who does lots of affordable housing
17 projects. He's won awards for them. He doesn't make a
18 whole lot of money off of each project, but he has
19 always been and is well known for being sensitive to
20 the neighborhood and respectful of what exists in the
21 neighborhood. And I think that that's what we're
22 really talking about. There's a respect for what is
23 there already. And this does not respect what's there
24 already.

1 If you -- you know, if people working on this
2 need advice on how to bring down, you know, their
3 profits and make it, you know, respectful to the
4 neighborhood, I can give my brother-in-law's name and
5 information. I'm not pushing that, but what I'm
6 supporting is the idea that perhaps what is the crux of
7 the matter is that perhaps the profitability of this
8 project needs to come down a little bit so that it will
9 be a more suitable project for our neighborhood.

10 MR. GELLER: Thank you.

11 Anybody else?

12 (No audible response.)

13 MR. GELLER: Okay. I know you shook your
14 head, but I want to ask: Does the developer have
15 anything further?

16 MR. SHEEN: No. I think a lot of the
17 questions were asked address --

18 MR. GELLER: Stand up and tell us who you are.

19 MR. SHEEN: Victor Sheen. I think a lot of
20 the questions that were brought up were valid
21 questions. They are -- a lot of them are technical in
22 nature, which we have engaged with the peer review
23 consultant on traffic. Our civil engineering team is
24 working with the town engineering, is working out some

1 site issues, and I fully -- I look forward to hearing
2 their peer review comments, which we believe it's
3 forthcoming in the next hearing.

4 MR. GELLER: Thank you.

5 MS. HOWARD: I may have missed my moment, but
6 Mary Howard, 108 Fuller Street.

7 The traffic study that was being used as of
8 the last meeting was one that was made in the summer,
9 which is not at all comparable to what actually happens
10 during most of the year, so I just want that in the
11 record, that there's a lot more traffic than when the
12 students are on break.

13 MR. GELLER: Thank you.

14 Let's have a discussion. I want to have the
15 board continue its conversation, and I just want to
16 make clear that the purpose of the conversation is to
17 identify specific concerns and specific issues and give
18 direction to the developer of where they go from here.
19 And the goal is to guide them into a project that
20 conforms with the requirements of 40B, and pursuant to
21 40B, the ZBA can make a decision.

22 MS. POVERMAN: I have one question, which you
23 probably already addressed, but could you get the floor
24 plan of the first floor, please.

1 So we all know that traffic is a disaster
2 here. So one of the comments which I was thinking of
3 was especially the drop-off of people going into the
4 lobby on Fuller Street. As best I recall, there is no
5 parking on Harvard Street right before 420 -- right in
6 front of 420. Was there any thought given to creating
7 an entrance there going through to the residential
8 building, which might at least give some relief to
9 people going in and some of the traffic on Fuller
10 Street?

11 MR. BROWN: We did have that at one point --

12 MS. POVERMAN: I couldn't remember if --

13 MR. BROWN: -- earlier on. And then what
14 they've done was broken up the retail presence because
15 the lobby was cutting through. So I think our thought
16 was to take the residential off of Fuller and leave
17 commercial off of Harvard. And that's how we ended up
18 here.

19 MS. POVERMAN: I guess what I'm wondering is
20 that might be something to go back to.

21 And I do want to say I think you've made
22 really great progress here, and I'm really pleased with
23 what you've done. And I -- well, I'll get to that in a
24 second.

1 So, I mean, the traffic is, I see, the biggest
2 issue here, and so it'll be really interesting to see
3 what the peer reviewer says next week. Because this
4 area is just really difficult, and so I think we need
5 to find as many ways of mitigating the traffic as
6 possible.

7 MR. BROWN: I'll definitely go back and ask --
8 and raise that question again about maybe looking at
9 the retail -- or residential entry. I don't think
10 we're ruling it out, but I think that's where we've
11 gotten to.

12 MS. POVERMAN: Yeah. I think that might be
13 one way of mitigating it. I like the idea of --

14 MR. SHEEN: Yeah, we'll look at it.

15 MR. BROWN: We'll look at that for sure.

16 MS. POVERMAN: Okay. Let me see what my
17 fellow ZBAers think.

18 You know, I like the idea of a package room.

19 MR. BROWN: I think that could work well.

20 MS. POVERMAN: You know, in the best of all
21 possible worlds, I think it would great to have four
22 stories, but I'm also aware of the realities of 40B
23 law. And I think that reducing this to 21 units has
24 been an incredible step. I really do. And I know

1 that -- you know, I just want to say that, if not
2 perfect, I think it's a really good step in the right
3 direction.

4 MR. BROWN: Thank you.

5 MS. PALERMO: I also want to thank you for
6 making what is obviously a serious effort to reduce the
7 massing and the number of units, and I think you've
8 done a very good job with the issue around that curb
9 cut in eliminating the surface parking of the loading
10 dock. And, in fact, I can see that that could be used
11 for a variety of purposes, including delivering
12 packages and dropping people off and picking people up,
13 so I'm also very pleased to see that.

14 The notion of moving the lobby for the
15 residential back, I can see it might be challenging to
16 kind of --

17 MR. BROWN: You mean, like, right in here?

18 MS. PALERMO: Yeah. I mean, you've got to get
19 it to the elevator.

20 MR. BROWN: Yeah. And it may actually work
21 because here we wrote "subdividable." I don't think
22 we've ever had a single 4,800-square-foot tenant. So
23 if we broke it out this way, it may get us two
24 equitable spaces. That would actually work with the

1 tenant need and get the residential onto Harvard, which
2 we'll gladly take a look at.

3 MS. PALERMO: I think it's certainly worth
4 exploring.

5 I also do have concerns about the four tandem
6 spaces coming out onto Coolidge. It seems to me that
7 it would be extremely difficult to manage and
8 potentially dangerous because if you've got three cars
9 that have to back out of that driveway to let the
10 fourth car out, it's not -- I don't think it's very --

11 MR. SHEEN: Can I just make a quick comment as
12 a clarification? I think part of the clarification
13 that we would do as part of a parking management plan,
14 we'll look at the those four tandem spaces. You know,
15 one of the ideas -- we still need to flush it out with
16 our traffic engineer -- is potentially those four
17 spaces will become commercial spaces that are assigned
18 to RE/MAX, for example. So they can use those and they
19 stay there all day. And all of the residential parking
20 would then become sort of in the underground garage
21 versus sort of splitting it onto the surface. So we'll
22 look at that. We'll have a written response.

23 MS. PALERMO: I mean, there are clearly a lot
24 of options. And I'm going say one that I know won't

1 make everyone happy, but I'm going to say it anyway.
2 You've got a large landscaped courtyard behind the
3 house which can provide parking so that people can
4 drive out of the driveway. I'm not suggesting you do
5 that, but you've got a fair amount of space to play
6 with there, and I think safety is, frankly, of the
7 utmost concern. There are children walking to school
8 down both streets, and there are pedestrians walking up
9 and down the retail establishments on Harvard Street,
10 and that is really of primary importance.

11 MS. POVERMAN: Good point. And I just want to
12 add, as everybody said, getting out on Coolidge is a
13 disaster when all the trucks pile up getting to
14 The Butcherie and -- yeah. I do want to acknowledge
15 that. Very aware of that.

16 KAREN: What about charging market rate for
17 parking as an extra, like they do in my building, and
18 renting out the rest to the community?

19 MS. POVERMAN: I don't think there will be any
20 extra left over.

21 KAREN: There is in my building, and we're 300
22 people.

23 MR. GELLER: Let's finish our conversation.

24 MS. SCHNEIDER: I appreciate how -- I

1 appreciate the applicant's efforts to make this a more
2 sensitive project, to make it fit better to this site.
3 I think you guys have made tremendous progress, and I
4 think what you're hearing is that we all really
5 appreciate it.

6 I think I would echo what everyone has said
7 about the feasibility of four tandem spaces off of
8 Coolidge. I just don't see how that works. I wonder
9 if you need quite as many commercial spaces in the
10 garage as you currently have. I think, you know,
11 depending on how that space is programmed -- I mean, on
12 the one hand, I don't want, you know, employees of that
13 space to be taking up parking spaces on the street that
14 residents would otherwise use.

15 But on the other hand, if a reduction in the
16 number of commercial spaces will alleviate some of the
17 cramping inside that garage or make the residential
18 space single spaces, you might end up having an easier
19 time managing the parking.

20 I do wonder -- and again, it's not my
21 business, it's your business. But I do wonder about
22 the impact on marketability of having tandem spaces in
23 this building.

24 I think other than that, the only other

1 comment I would make has to do with the materials. I
2 would be very interested to see the materials as we
3 discussed at the last meeting. You are looking at this
4 building fronting two very different neighborhoods and
5 two very different streetscapes, and I'm curious to see
6 how that ends up being handled so that the Fuller
7 Street facade is reflective of and respectful of the
8 other things going on on Fuller Street. What I'm
9 seeing right now looks like it conforms much better to
10 the streetscape along Harvard and I really appreciate
11 that. I'm wondering -- and I think until we see the
12 materials, we won't know for sure -- how that plays out
13 on Fuller.

14 MR. BROWN: Sure.

15 MR. GELLER: Let me say a couple of things.
16 First of all, I'll be curious to hear what peer review
17 has to say on traffic.

18 And is it also parking? I assume so.

19 MS. STEINFELD: Yes.

20 MR. GELLER: Okay. So I'll be very curious to
21 hear what they have to say, and that would certainly
22 color our discussion about the adequacy or inadequacies
23 of the curb cut, size of it, location of it, conflicts,
24 traffic, all of those kinds of issues.

1 The second thing that I want to say is that
2 the existing bylaw actually has a provision in it for
3 parking -- I won't use the term "waivers," but in our
4 zealous desire to reduce the number of parking spaces,
5 we do have a provision in the existing bylaws that if
6 you have two totally different uses that utilize
7 parking at different times, you're allowed to
8 essentially reduce the number of spaces provided you
9 can establish to the satisfaction, I'm guessing, of the
10 ZBA that those spaces will be used at alternate times
11 and there won't be conflict.

12 So it seems to me that in some sense that's
13 where you're going with these tandem spaces. And while
14 they may or may not suit -- those tandem spaces may or
15 may not suit your commercial purposes, you know,
16 certainly even if they do, they're available for
17 residential after hours.

18 MR. SHEEN: Yeah, absolutely.

19 MR. GELLER: So you can address that issue.

20 MR. SHEEN: We'll respond to that in writing
21 as well. I think there is an existing condition in
22 various other projects that take advantage of shared
23 parking. We'll make that part of our proposal.

24 MR. GELLER: You know, the dynamic of parking

1 is an interesting one. And I think you sort of saw it
2 here, because going back historically, everybody
3 advocated the way you advocate, which is: We've got to
4 have parking. If we don't have parking, we're all in
5 real trouble, so let's make sure we have four times the
6 amount of parking. That sort of thinking has -- that
7 paradigm has really changed. And, in fact, you will
8 come across large segments of the population of
9 Brookline that show up at the ZBA hearings for large
10 projects and they argue the exact opposite: We don't
11 want parking. Brookline doesn't need parking. We
12 don't want more traffic.

13 The point I'm making is: It's a balance.
14 There is this tension, and that's what we sort of
15 struggle with. And we'll rely on peer review and your
16 assistance and their assistance in trying to figure out
17 the balance.

18 With respect to the -- the same thing occurred
19 to me with the access point for the residential units.
20 And although there's a certain logic of moving as much
21 of the action away from Fuller Street, particularly
22 this location because you're coming to the end where
23 it's at the intersection of Harvard, I'm not sure it
24 would wind up a better project or a safer project or a

1 project, frankly, with -- I just don't think it's a
2 better project, necessarily, if you move the entrance
3 to the residential units onto Harvard Street.

4 I think the notion that I sort of run with is
5 that you've got the two streets -- it's basically what
6 we said: It's two street facades. One is commercial,
7 one is residential, and therefore we're placing the
8 commercial on the commercial street and we're placing
9 the residential on the residential street. And there's
10 a certain logic to that.

11 You know, I look at it, and you look at the
12 storefront banding, which they've now accentuated and
13 made it look like if you look at The Butcherie space or
14 you look over -- I think that's the book store to the
15 left, and you look at that banding. The banding
16 actually looks like what you see running along Harvard
17 Street. So I'm not sure you achieve illusion, if you
18 will, if you stick a residential entryway in the
19 middle. So I'll just sort of throw that out.

20 It's not so much -- I don't think the issue on
21 Fuller Street is so much the access to the residential
22 units. If there's an issue on Fuller Street, it's a
23 combination of existing municipal lots, it's being at
24 the end of Fuller where it meets Harvard, the fact that

1 Fuller is a narrow street, and, frankly, the existing
2 curb cut. You know, those are the things that make up
3 the concern, and I don't know that that's going to be
4 alleviated by taking the residential access point off
5 of Fuller.

6 MS. POVERMAN: So here's why I was thinking of
7 that: So here's Harvard Street going into Fuller.
8 There's a space where you can --

9 MR. GELLER: I don't want to upset you, but
10 he's better at drawing.

11 MS. POVERMAN: But not that you want to merge
12 back in, but if you're dropping somebody off at Fuller,
13 you're totally blocking, whereas if you're on Harvard
14 you pull aside --

15 MR. BROWN: There's a pull-off.

16 MR. GELLER: I do think that they have to come
17 up with a number of narratives that would include
18 trash, deliveries. I think the narrative needs to
19 include: What are you going to do about the practical
20 reality of cars pulling up to drop people off? You
21 know, that's a very real concern. And obviously we're
22 going to have peer review.

23 MS. SCHNEIDER: I just want to add a couple of
24 things that came to mind as we were talking about this.

1 I mean, I do think that in the context of evaluating
2 the traffic plan and the parking and all of that, I do
3 think it is helpful to keep in mind what we were
4 reminded of, which is that there could be an
5 11,000-square-foot, by right, commercial property on
6 this site. And I think it's important to keep that in
7 mind when we're talking about the traffic impacts, the
8 parking impacts, the congestion impacts.

9 A 21-unit residential building this close to
10 public transportation that's walkable to a variety of
11 sources is going to have far less impact on this corner
12 and far less impact on this neighborhood from a traffic
13 and parking standpoint than what they could do by right
14 without coming to us for any sort of review. So I --
15 you know --

16 MR. GELLER: Yes and no. They're on a main
17 thoroughfare. They'd always have to come in for design
18 review.

19 But again, if otherwise -- you know, if it
20 otherwise was an as-of-right project, we'd have an
21 extremely hard time saying no.

22 MS. SCHNEIDER: So, I mean, I think that we
23 need to keep that in mind. I mean, I'm not saying that
24 that gets them off the hook with coming up with a

1 traffic and parking plan that works, but I am saying
2 that we should keep that in mind as we're sort of
3 analyzing the alternatives.

4 The other thing I did want to point out to the
5 applicant, and it is an issue I raised at a prior
6 hearing, is having to do with the warning signals for
7 the parking. I think we did hear from one of the
8 neighbors that the visual signals might be not enough.
9 Again, I'm sensitive to the fact that the sound can be
10 disturbing to the neighbors. I wonder if there are
11 times that those could be switched on and off.

12 We've heard a lot from the neighborhood about
13 school children coming through and, you know, certain
14 times of day being more crowded for pedestrian traffic.
15 I wonder if there's a possibility of putting in sound
16 warnings as well but limit them to, you know, certain
17 high-pedestrian or high-vehicular-traffic periods, you
18 know, a.m. peak, p.m. peak, that sort of thing, and
19 then have them switched off at another time so as not
20 to disturb the neighbors in the night, etc.

21 MR. GELLER: You know, frankly, it's a speed
22 bump issue. People love speed bumps; people hate speed
23 bumps. You know, you want them in your neighborhood,
24 but you don't really want them.

1 MS. PALERMO: Fuller could use speed bumps.

2 MR. GELLER: So could Beacon Street.

3 MS. SENTERS: Sibyl Senters, 73 Fuller Street,
4 two houses in from the corner.

5 So four to five months of the year, sometimes
6 six, we have snow, lot's of snow. And already we walk
7 in the middle of Fuller Street to get to the very
8 dangerous intersection. We have to walk into the
9 middle.

10 MR. GELLER: I don't want to open this up to
11 testimony, but I just wanted to get your --

12 MS. SENTERS: So four to five months -- I'm
13 saying that the snow is such that Fuller Street is
14 limited to one lane, and the neighbors walk in the
15 middle of the road because the sidewalks are not
16 cleaned. So it's really bad.

17 And second, the sound -- related to the sound.
18 So we live in a neighborhood where people are very
19 energy conscious, and so we sleep and live with our
20 windows open as much as possible, and so any sounds
21 that would come from the garage will be highly
22 disturbing.

23 UNIDENTIFIED AUDIENCE MEMBER: The height of
24 the building and the parking need -- the top floor is

1 duplexes, so the loss of the top floor does not change
2 the number of units. It does change the amount of
3 square footage, it changes the number of bedrooms, and
4 it changes the demand for parking spaces. So when
5 you're looking at the number of spaces in the building
6 and the impact of traffic on the area, I just want you
7 to think about height, number of bedrooms, and traffic.
8 Thank you.

9 MR. GELLER: Thank you.

10 We're going to roll along. So in terms of
11 direction to the developer -- because I want to be
12 specific. We are on a timeline, as Alison always
13 reminds me.

14 Asks: You want to see -- you want to see what
15 it looks like to have the access point to the
16 residential units on Harvard Street and taken off of
17 Fuller.

18 MS. POVERMAN: Yes. As an option to see -- I
19 guess putting that back, because it's already --

20 MR. GELLER: So Fuller becomes a blank.

21 MS. POVERMAN: I don't know. I don't know.
22 It might be dual. I just want to see what sort of
23 ideas can be created.

24 MR. BROWN: Something like that would come

1 here and then this would go back to there.

2 MS. POVERMAN: I don't know how to do it.

3 MR. BROWN: Well, it's a little bit more than
4 that, but we'll draw it up.

5 MS. POVERMAN: Yeah. So just some sort of --

6 MS. MORELLI: I don't want to interrupt, but I
7 just wanted -- we don't have the benefit of Cliff
8 Boehmer here, our peer reviewer, and I want to just
9 remind you that the Fuller Street streetscape was
10 important to him, and that's why having the residential
11 entrance on Fuller separate from the commercial
12 entrance on Harvard was important, just because we have
13 two different neighborhoods and we have this corner
14 lot. I just wanted to pass that along.

15 MS. POVERMAN: So let me just ask this: Is it
16 possible to have an entrance on Harvard that is sort of
17 more modern or high-tech, not necessarily really
18 residential in terms of what you're used to on a
19 Fuller-type street and still keep the look of Fuller
20 like Fuller? You know what I mean? It's like --

21 MS. SCHNEIDER: Kate, can I ask just a
22 practical question about your concern with this?

23 MS. POVERMAN: Just safety.

24 MS. SCHNEIDER: No, no. I understand that.

1 But, I mean, I just wonder if people can't get dropped
2 off on Harvard and walk a little bit around the corner
3 to get to the residential entrance.

4 MS. POVERMAN: Little old ladies --

5 MS. SCHNEIDER: I'm not sure little old ladies
6 are going to be the ones living in this building, quite
7 candidly.

8 MS. POVERMAN: Okay. If nobody else shares
9 that concern --

10 MS. MORELLI: I think I can help you with
11 that. I think the objective is that -- what you want
12 to know is really what the parking plan is and what
13 happens when people get dropped off to go to the
14 residential. And perhaps it's better to have that
15 addressed in a narrative rather than recommend an
16 architectural change.

17 MS. POVERMAN: That's fine. I have no problem
18 with that.

19 MR. GELLER: Build that into your narrative.

20 MS. SCHNEIDER: I think that the list that
21 Maria read off at the beginning of the hearing in terms
22 of additional information that was requested, I think,
23 at the staff-level meeting pretty much covers
24 everything that I would want to see.

1 MR. GELLER: Okay. I'm not sure that helps.

2 MS. SCHNEIDER: Does it help the applicant at
3 all or staff? I mean, I took down most of it. I can
4 read it out loud.

5 MR. GELLER: Read it out loud.

6 MS. SCHNEIDER: Parking narrative having to do
7 with parking management, TDM tools, plans for the
8 retail space, exterior materials, shadow studies, a
9 trash and recycling management narrative, a narrative
10 with respect to noise from the mechanicals and also for
11 trash, a unit mix, a floor plan, a landscape plan,
12 something showing enhanced fenestration, something that
13 addresses the utility easement, something about the
14 materials for the building, and an update of meetings
15 with neighbors and The Butcherie.

16 Did I miss anything on that list?

17 MR. GEOFF ENGLER: Maria, is that your list?
18 I wasn't able to write all that.

19 MS. MORELLI: Yes, this is my list. And I'll
20 just put it in writing and submit it to the developer.

21 MR. GELLER: Anything else? Any other --
22 okay. Let me say this because people have specifically
23 commented on it:

24 It is important to me that we have Cliff's

1 final report. Cliff Boehmer is our peer reviewer for
2 design. It is important to me that we obviously have
3 that traffic peer review. It is important to me that
4 we get a report -- and I don't care whether it's in
5 written fashion or whether it's the interim deputy
6 chief -- I forget his name. Apologize for me --
7 whether he shows up here or submits it in writing.
8 What I want to know is that they have full access and
9 that this is a safe building. Or I want to know what
10 issues exist.

11 And the answer to the question that has been
12 asked about what do you do about the remains of that
13 fifth floor to me will depend on all that peer review
14 because that's going to inform me. Okay? I can't
15 speak for anybody else, but nobody else has mentioned
16 it, and I simply want to say that I still need to see
17 further information.

18 MS. POVERMAN: That's fair. I agree.

19 MR. GELLER: I don't want applause, because
20 I'm not telling you that I'm telling them to get rid of
21 it. I'm simply telling you I need to see peer review.
22 Okay?

23 MR. BROWN: Thank you.

24 MR. GELLER: Any administrative details?

1 (No audible response.)

2 MR. GELLER: Our next hearing, as I noted
3 before, is September 26, 2016, at 7:00 p.m. We look
4 forward to seeing you then.

5 MS. STEINFELD: Actually, it will be 7:05,
6 but -- it will be following another public hearing.

7 MR. GELLER: Okay. Thank you, everyone.

8 (Proceedings adjourned at 8:45 p.m.)

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1 I, Kristen C. Krakofsky, court reporter and
2 notary public in and for the Commonwealth of
3 Massachusetts, certify:

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

8 I further certify that I am not a relative
9 or employee of any of the parties, nor am I
10 financially interested in the action.

11 I declare under penalty of perjury that the
12 foregoing is true and correct.

13 Dated this 23rd day of September, 2016.

14 

15 _____
16
17 Kristen Krakofsky, Notary Public

18 My commission expires November 3, 2017.

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1	<p>2015 9:18</p> <p>2016 78:3</p> <p>204 27:4</p> <p>21 10:16 12:14 16:20 18:7 26:15 33:13 37:1 60:23</p> <p>21-unit 37:3 70:9</p> <p>24 37:1 43:14</p> <p>25 32:17 51:16</p> <p>25th 9:9</p> <p>26 37:14 78:3</p> <p>26,000 13:15</p> <p>26th 46:4</p> <p>27 18:10</p> <p>28 10:19</p> <p>29,000 11:21</p> <hr/> <p style="text-align: center;">3</p> <hr/> <p>3 10:16 27:23 47:5</p> <p>30 11:23 14:1 41:5</p> <p>300 63:21</p> <p>32 35:14 47:16</p> <p>33,000 11:22</p> <p>33,450 11:21</p>	<p>34 9:19</p> <p>36 10:6,16 16:20 37:17,24</p> <p>36-unit 9:18</p> <p>38 11:10,13 19:23 20:3,16 34:22 53:24</p> <p>3:00 24:2,14 25:7</p> <p>3D 23:5</p> <hr/> <p style="text-align: center;">4</p> <hr/> <p>4 26:16 27:23 31:12</p> <p>4,000 43:15</p> <p>4,500 40:3</p> <p>4,800-square-foot 61:22</p> <p>40 10:6 36:3 41:5</p> <p>40-plus 53:24</p> <p>40B 58:20,21 60:22</p> <p>41 46:19 47:21</p> <p>42 20:1</p> <p>420 10:16 12:2 15:21 26:15 41:23 59:5,6</p> <p>44 10:12 11:10,22 12:6,13 15:24 18:11 19:5,22 20:8 36:21 42:18,21</p> <p>44,800 10:13</p> <p>45 15:23 39:10 47:8</p>	<p>47,700 10:4</p> <p>48 30:24 46:8</p> <p>48,000 13:15</p> <p>49 10:17 11:22 12:3 15:21 16:7 26:8 31:2 46:23</p> <p>4A 55:8</p> <hr/> <p style="text-align: center;">5</p> <hr/> <p>5 21:17 26:17 31:12</p> <p>5-foot 18:24 27:2</p> <p>56-spot 44:11</p> <p>58-year 38:10</p> <hr/> <p style="text-align: center;">6</p> <hr/> <p>6 17:5,9 20:23 21:14,21 28:4 33:18</p> <p>60 40:7</p> <p>60-foot 39:18</p> <p>64 10:9</p> <p>6:00 23:15,20 24:17</p> <hr/> <p style="text-align: center;">7</p> <hr/> <p>7 18:9</p> <p>72 9:21 10:1</p> <p>73 34:21 55:2 72:3</p>
<p>1.11 10:7</p> <p>1.16 10:21</p> <p>10 11:7,10 18:13 36:4 48:16</p> <p>108 50:6 58:6</p> <p>11 18:13</p> <p>11,000 43:8,13,18</p> <p>11,000-square-foot 70:5</p> <p>12 18:8 48:13</p> <p>13-foot 39:19</p> <p>13th 9:12</p> <p>14 36:4</p> <p>143 40:21</p> <p>15 11:7 12:12 33:12</p> <p>15-foot 12:8 17:2</p> <p>17 31:21,22</p> <p>18-wheelers 49:5</p> <p>1st 9:11 10:14</p> <hr/> <p style="text-align: center;">2</p> <hr/> <p>2 19:23 20:3,16</p> <p>20 11:5 18:9</p>			

<p>7:00 78:3</p> <p>7:05 78:5</p> <p>7th 9:11</p> <hr/> <p style="text-align: center;">8</p> <hr/> <p>8 21:13 26:15,16,19 27:23 28:4 33:10 51:23</p> <p>8-foot 12:10</p> <p>88 38:9</p> <p>8:45 78:8</p> <hr/> <p style="text-align: center;">9</p> <hr/> <p>9 12:14 27:23 40:21</p> <p>94 9:19</p> <p>940 27:4</p> <p>950 47:2</p> <p>9:00 24:2,5,22</p> <hr/> <p style="text-align: center;">A</p> <hr/> <p>a.m. 24:2,5,22 71:18</p> <p>abandoning 11:14</p> <p>Abbott 40:20</p> <p>ability 30:10</p> <p>able 13:14,20 50:14 76:18</p> <p>absolute 49:17</p>	<p>absolutely 48:22 66:18</p> <p>abundance 33:8</p> <p>abutters 15:23 21:12</p> <p>accentuated 68:12</p> <p>acceptable 46:15</p> <p>access 11:12 13:17 14:16 18:4, 18 21:9 23:1 31:12 67:19 68:21 69:4 73:15 77:8</p> <p>accessible 14:14,15 27:2</p> <p>account 55:17</p> <p>achieve 68:17</p> <p>achieved 16:22</p> <p>acknowledge 63:14</p> <p>acoustic 19:9</p> <p>action 67:21</p> <p>activity 43:20</p> <p>add 14:7 25:1 27:1,15 32:8, 10 63:12 69:23</p> <p>added 12:2 23:16,18 24:9,16 25:8,9</p> <p>addition 16:24 49:9</p> <p>additional 24:19 31:16 36:19 42:22 75:22</p> <p>address 28:17 30:15 57:17 66:19</p>	<p>addressed 58:23 75:15</p> <p>addresses 17:15 76:13</p> <p>adequacy 65:22</p> <p>adequate 16:24</p> <p>adjacent 21:24</p> <p>adjourned 78:8</p> <p>administrative 77:24</p> <p>advantage 66:22</p> <p>adversely 41:23</p> <p>advice 57:2</p> <p>advocate 67:3</p> <p>advocated 67:3</p> <p>affordable 38:24 56:16</p> <p>aging 41:16</p> <p>ago 44:8</p> <p>agree 30:5,6 46:20 48:22 77:18</p> <p>agrees 38:6</p> <p>air 39:22 54:10</p> <p>aisle 11:13 14:15</p> <p>Alge 32:17 33:3,7 34:2,7</p> <p>alignment 17:11</p> <p>Alison</p>	<p>53:4 73:12</p> <p>allergens 54:12</p> <p>alleviate 64:16</p> <p>alleviated 69:4</p> <p>allocation 38:21</p> <p>allowable 14:12 51:16</p> <p>allowed 43:17 66:7</p> <p>allows 17:23</p> <p>alternate 66:10</p> <p>alternative 45:6</p> <p>alternatives 71:3</p> <p>Alucobond 29:5,8</p> <p>amount 40:4 63:5 67:6 73:2</p> <p>analyzing 71:3</p> <p>angle 12:9</p> <p>answer 51:13 77:11</p> <p>anybody 9:14 38:12 42:17 48:11 52:23 54:24 57:11 77:15</p> <p>anybody's 51:3</p> <p>anyway 63:1</p> <p>apologize 18:22 77:6</p> <p>apparent 28:15</p> <p>applause</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>77:19 applicant 8:12 28:20 71:5 76:2 applicant's 64:1 appreciate 28:18 63:24 64:1,5 65:10 approximately 10:13 36:3 architect 8:18,21 16:14 19:2 37:21 56:16 architectural 75:16 architecture 20:24 area 15:5 23:2 27:5 32:19 50:10 55:24 60:4 73:6 areas 53:15 aren't 50:13 argue 67:10 arms 38:3 arrange 14:22 arrangements 41:19 articulation 20:20 48:4 as-of-right 70:20 aside 51:23 69:14 asked 57:17 77:12 Asks 73:14 assigned 62:17</p>	<p>assignment 38:22 assistance 67:16 assume 65:18 assuming 13:1 audible 8:2 29:24 57:12 78:1 AUDIENCE 72:23 audio 13:2 August 10:8 automated 9:20 10:3,8,20 automobile 55:22 available 25:16 66:16 Ave 49:13 avoid 45:23 55:22 awards 56:17 aware 60:22 63:15 awning 19:18 29:13 awnings 22:7</p> <hr/> <p style="text-align: center;">B</p> <hr/> <p>Babcock 53:8 54:4 back 9:4,17 10:8 11:2,6 13:14,18,22 14:2 17:4, 10,13,19 18:6,12 19:4,5 20:23 21:13,14,17,22 22:3,15,17,20 23:5 30:18,21,23 31:4,10</p>	<p>36:15 37:18 38:3 39:9 40:15 45:2 46:6 50:24 59:20 60:7 61:15 62:9 67:2 69:12 73:19 74:1 backed 56:2 bad 34:11 72:16 Bagels 55:8 balance 15:7 67:13,17 banding 68:12,15 base 29:4 based 20:4 43:12 basement 14:8 15:10 16:12 36:1 37:8 50:16 basically 68:5 bay 20:20 21:4 Beacon 72:2 bed 16:6 bedroom 16:24 17:22 46:23 bedrooms 26:16 27:7 73:3,7 beginning 35:20 37:17 39:14 75:21 believe 16:8 31:8 50:13 58:2 belong 53:14 benefit 74:7 Bennett 35:12,14 36:9 47:16,20 48:12</p>	<p>Bernice 38:9 best 30:13 40:23 59:4 60:20 bet 43:12 better 19:12 39:2 43:3 46:12 48:9 64:2 65:9 67:24 68:2 69:10 75:14 beyond 17:1 18:1 bicyclist 55:21 big 42:3 52:20 56:14 bigger 16:23 53:10 biggest 38:1 60:1 bike 13:24 14:1 bins 14:19,20 37:4 birch 16:8 bit 13:5 14:13 16:23 18:6 24:8 25:1 39:2 43:3 57:8 74:3 75:2 black 29:13 blade 19:18 22:7 29:14 Blair 15:16 blank 73:20 blind 49:18 block 34:11 blocking 36:11 45:21 69:13</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>blue 23:14,15,18 24:9,16,23 25:8 36:4</p> <p>board 8:14 9:6 38:19 58:15</p> <p>Boehmer 74:8 77:1</p> <p>book 68:14</p> <p>Boston 53:14 56:16</p> <p>bothering 38:14</p> <p>branding 42:12</p> <p>break 13:20 21:6 58:12</p> <p>break-up 16:19</p> <p>brief 9:2</p> <p>bright 50:2</p> <p>bring 13:23 17:23 18:2 29:22 33:5 49:22 57:2</p> <p>brings 17:6</p> <p>broke 61:23</p> <p>broken 13:17 59:14</p> <p>Brookline 15:17 53:10 67:9,11</p> <p>brother-in-law 56:15</p> <p>brother-in-law's 57:4</p> <p>brought 9:7 54:6 57:20</p> <p>Brown 8:13,17 9:24 25:18,20 26:4,8,14,19,21,24 27:14 28:3,8 29:4,8,10 31:11 32:7,15 33:2,4,16</p>	<p>35:21 36:15 37:8,12,20 40:11 41:2 42:11 46:24 47:5,19 50:21 51:12,21 59:11,13 60:7,15,19 61:4,17,20 65:14 69:15 73:24 74:3 77:23</p> <p>Buckley 47:7</p> <p>build 15:14 38:1 41:24 43:8 75:19</p> <p>building 9:15,18,21 10:3,12,23 11:8,20 12:7,8,11,14 13:7 14:2,17 16:16,21 17:4,6,8,24 18:10,11, 16,18 19:1 20:10,12,15 21:13,14,19,22 22:3,9, 14,20 23:12,17,22 24:9 29:5,15,21 32:6 34:9,16 35:24 37:2,3 38:1 39:16,17 40:1 42:9 45:19,20 47:1,10 48:1,2 49:10 51:24 54:5,8,9 55:16 59:8 63:17,21 64:23 65:4 70:9 72:24 73:5 75:6 76:14 77:9</p> <p>building's 20:23</p> <p>buildings 12:15</p> <p>built 52:4</p> <p>bump 71:22</p> <p>bumps 71:22,23 72:1</p> <p>business 41:20 64:21</p> <p>businesses 49:4 55:9,14,15</p> <p>businessman 53:14</p> <p>busy 33:12 34:24 48:20</p> <p>Butcherie 11:17 18:13,14 20:17, 18 24:11,24 25:4 31:7, 13 40:23 63:14 68:13</p>	<p>76:15</p> <p>buying 33:8,13</p> <p>bylaw 66:2</p> <p>bylaws 66:5</p> <hr/> <p style="text-align: center;">C</p> <hr/> <p>call 8:11</p> <p>called 15:5 19:24 29:17 33:1 42:7</p> <p>calling 10:24 13:22 27:4,8 32:24 55:12</p> <p>Cambridge 37:3</p> <p>can't 9:14 34:6 37:10 51:2 52:13 75:1 77:14</p> <p>candidly 75:7</p> <p>cans 35:18 37:4</p> <p>car 12:24 38:12,14 49:21 50:1 62:10</p> <p>car's 12:23</p> <p>care 14:21 52:16 77:4</p> <p>carefully 45:15,16</p> <p>Caroline 47:7</p> <p>Carolyn 34:20 51:22</p> <p>carrying 22:19</p> <p>cars 15:2 31:7 32:1 40:24 43:19 49:9 50:23 51:2,6 56:9 62:8 69:20</p>	<p>case 23:15</p> <p>cast 25:7</p> <p>casting 24:1</p> <p>caution 12:24</p> <p>cancel 12:24</p> <p>center 18:17 23:1 52:4,7,8,14</p> <p>Centre 35:4,7 56:4</p> <p>century 54:8</p> <p>certain 67:20 68:10 71:13,16</p> <p>certainly 39:12 40:17 62:3 65:21 66:16</p> <p>Chairman 8:13</p> <p>challenging 61:15</p> <p>change 12:6 20:1,6 73:1,2 75:16</p> <p>changed 19:13 67:7</p> <p>changes 8:22 10:15 12:4 24:1 73:3,4</p> <p>charges 39:15</p> <p>charging 63:16</p> <p>chief 77:6</p> <p>children 63:7 71:13</p> <p>choose 54:19</p> <p>city 37:5 56:5</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>civil 57:23</p> <p>clarification 62:12</p> <p>clarify 20:5</p> <p>cleaned 72:16</p> <p>clear 12:8 22:24 41:19 58:16</p> <p>clearly 30:14 62:23</p> <p>client 11:16 33:20</p> <p>Cliff 8:20 74:7 77:1</p> <p>Cliff's 76:24</p> <p>clogged 41:10</p> <p>close 39:23 44:21,24 47:10 70:9</p> <p>closely 21:6</p> <p>closer 27:24</p> <p>cluster 16:8</p> <p>code 13:21 14:11</p> <p>Coffee 55:8</p> <p>Colm 39:10 42:1</p> <p>color 65:22</p> <p>Columbia 32:17</p> <p>column 12:20</p> <p>combination 68:23</p> <p>come</p>	<p>14:18 17:19,21 21:19 22:9 23:23 33:22 34:15 36:1,2,7 38:3 45:18 52:15 55:14 56:6 57:8 67:8 69:16 70:17 72:21 73:24</p> <p>comes 24:14 31:12</p> <p>coming 12:16,18,23 13:1,4,7 14:10,11,17 17:16 19:17 20:7 21:7 22:12, 22 24:10 25:1 36:10 51:20 56:10 62:6 67:22 70:14,24 71:13</p> <p>comment 15:10 24:12 31:20 44:4, 5,6 51:11 62:11 65:1</p> <p>commented 76:23</p> <p>comments 28:12,14,15 58:2 59:2</p> <p>commercial 15:7 22:24 25:10,12 41:20 43:8,10,14,15 59:17 62:17 64:9,16 66:15 68:6,8 70:5 74:11</p> <p>community 63:18</p> <p>compact 40:2 51:15</p> <p>comparable 58:9</p> <p>comparison 21:11</p> <p>completely 10:19</p> <p>compliant 14:12</p> <p>complies 15:13 16:19</p> <p>component 13:13</p> <p>compound 42:7</p> <p>computer 20:21</p>	<p>concern 12:20 15:3 17:16 19:21 32:18 35:9 36:9 41:24 63:7 69:3,21 74:22 75:9</p> <p>concerned 31:2 42:21 49:7 52:2</p> <p>concerns 28:17 43:23 48:14 58:17 62:5</p> <p>condition 66:21</p> <p>conditioning 54:10</p> <p>conductive 46:16</p> <p>confined 30:12</p> <p>confirm 26:1</p> <p>conflict 44:15,18 53:12 66:11</p> <p>conflicts 65:23</p> <p>conforms 58:20 65:9</p> <p>congestion 70:8</p> <p>conscious 30:11 72:19</p> <p>consequences 52:18</p> <p>constant 49:4</p> <p>constantly 55:12</p> <p>consultant 43:13 45:17 57:23</p> <p>contained 13:9</p> <p>context 21:7,24 24:13 43:24 48:8 70:1</p> <p>contextually 43:7</p>	<p>continue 44:3 58:15</p> <p>continuous 21:3</p> <p>controlled 19:10 54:11</p> <p>controlling 54:12</p> <p>conversation 58:15,16 63:23</p> <p>Coolidge 10:17 11:15,22 12:3 15:21 16:7 25:2,7 30:24 31:2,21 34:21 35:3,14 37:14 39:10 40:17 41:23 46:8,19,23 47:8, 16,21 51:2,23 52:10 62:6 63:12 64:8</p> <p>Copans 51:22</p> <p>copies 9:1 23:9</p> <p>copy 28:24</p> <p>corner 16:10 20:20 21:12,19 22:10,12 27:6 34:24 35:3 41:8,9 43:21 55:20 70:11 72:4 74:13 75:2</p> <p>cornice 22:15</p> <p>corralled 52:11</p> <p>correct 26:4 31:11 37:19,20 42:9,11 50:20,21</p> <p>correspondence 53:4</p> <p>couldn't 37:23 49:20 59:12</p> <p>count 14:9 16:24</p> <p>counter 32:13</p> <p>couple 9:7,10 15:14 27:5 31:1</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>49:3 65:15 69:23</p> <p>court 27:11</p> <p>courtyard 14:3 15:21 16:1 23:2 63:2</p> <p>covers 75:23</p> <p>cramping 64:17</p> <p>create 13:14 15:18,20 21:5 33:24 45:11</p> <p>created 23:13 73:23</p> <p>creates 44:17</p> <p>creating 33:20 59:6</p> <p>Crossing 42:8,10</p> <p>crowded 71:14</p> <p>crux 57:6</p> <p>crystallize 39:2</p> <p>cue 49:15,16,24 50:1</p> <p>cues 49:19</p> <p>curb 10:2,10,12 11:9 12:16 61:8 65:23 69:2</p> <p>curious 38:11 65:5,16,20</p> <p>current 48:16 53:17</p> <p>currently 49:4 64:10</p> <p>customers 41:11,22</p> <p>cut 10:2 12:16 43:3 61:9 65:23 69:2</p>	<p>cuts 10:10</p> <p>cutting 59:15</p> <hr/> <p style="text-align: center;">D</p> <hr/> <p>daily 34:24</p> <p>dampers 19:8</p> <p>dangerous 62:8 72:8</p> <p>dark 29:13</p> <p>darker 29:18</p> <p>Dartagnan 8:17 37:6</p> <p>date 20:3</p> <p>Davis 8:20</p> <p>day 33:11 40:13 45:22 48:17 56:1 62:19 71:14</p> <p>December 9:4,17</p> <p>decent 46:17</p> <p>decision 58:21</p> <p>deck 15:11</p> <p>deep 36:4</p> <p>define 19:14 22:1</p> <p>defined 19:19 22:7,10</p> <p>definitely 60:7</p> <p>delineate 17:7</p>	<p>deliveries 69:18</p> <p>delivering 61:11</p> <p>delivery 41:10,22 42:22,24 55:13</p> <p>delta 11:12</p> <p>delta's 21:21</p> <p>demand 73:4</p> <p>demanding 56:11</p> <p>den 26:21 27:8</p> <p>den/office 27:5,7</p> <p>denoted 36:5</p> <p>denotes 16:6</p> <p>density 52:19</p> <p>department 45:16 53:5</p> <p>depend 77:13</p> <p>depending 64:11</p> <p>depicting 27:12</p> <p>deputy 77:5</p> <p>derived 28:4</p> <p>design 9:7 11:7 38:4 42:13 44:21 45:17 51:13 70:17 77:2</p> <p>designated 14:24 15:4 52:12</p> <p>designed 51:15</p>	<p>designs 9:7</p> <p>desirable 45:1</p> <p>desire 66:4</p> <p>detailed 38:20</p> <p>details 19:6 21:5 29:21 39:6 45:9 77:24</p> <p>determined 29:2</p> <p>developer 14:21 24:6 36:6 43:17 45:10,14 57:14 58:18 73:11 76:20</p> <p>development 38:7</p> <p>Devotion 35:1</p> <p>diagram 18:20 19:24 20:21 21:10</p> <p>didn't 44:11</p> <p>difference 21:15,21 25:8</p> <p>different 22:8 23:11 31:23 33:11 65:4,5 66:6,7 74:13</p> <p>differential 39:20</p> <p>differentiate 16:4</p> <p>differentiated 13:12</p> <p>difficult 30:12 49:12 51:9 60:4 62:7</p> <p>digital 28:24</p> <p>dimensions 54:9</p> <p>direct</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>45:8 53:4</p> <p>direction 39:13 58:18 61:3 73:11</p> <p>directions 50:10</p> <p>directly 20:13</p> <p>Director 8:5</p> <p>disappointed 53:10</p> <p>disaster 59:1 63:13</p> <p>discrepancies 20:5</p> <p>discriminated 53:21 54:14</p> <p>discussed 65:3</p> <p>discussion 58:14 65:22</p> <p>disparaging 42:5</p> <p>disposal 41:21</p> <p>distance 12:10,14 27:22 44:24</p> <p>distinct 15:5</p> <p>distorts 27:24</p> <p>disturb 71:20</p> <p>disturbing 71:10 72:22</p> <p>dock 48:23 49:3,6 50:9 61:10</p> <p>doesn't 18:1 34:18 56:17 67:11</p> <p>dog 34:23</p> <p>doing 14:11 17:14 32:5 36:13 50:3</p>	<p>don't 19:5 30:22 31:3 35:16, 21 38:11 41:5 45:8 52:7,9,16,21 53:13,14 54:15,16 60:9 61:21 62:10 63:19 64:8,12 67:4,10,12 68:1,20 69:3,9 71:24 72:10 73:21 74:2,6,7 77:4,19</p> <p>door 16:7 39:19</p> <p>doors 13:19</p> <p>double 10:10 41:11</p> <p>downloaded 42:9</p> <p>draw 74:4</p> <p>drawing 14:4 22:22 69:10</p> <p>drawn 18:15 20:15</p> <p>drive 11:12 35:6 38:12 52:21 63:4</p> <p>drive-aisle 51:17</p> <p>driver 55:22</p> <p>drives 35:4</p> <p>driveway 31:6 44:17 50:17 62:9 63:4</p> <p>driving 35:6</p> <p>drop 11:7 45:5 69:20</p> <p>drop-off 33:21 34:1 59:3</p> <p>dropped 14:13 16:20 34:5,11 75:1,13</p> <p>dropping 61:12 69:12</p>	<p>dual 73:22</p> <p>due 20:5</p> <p>dump 52:16</p> <p>dumpster 31:6</p> <p>dumpsters 36:24</p> <p>dunnage 19:8</p> <p>duplex 17:18</p> <p>duplexes 73:1</p> <p>dynamic 66:24</p> <hr/> <p style="text-align: center;">E</p> <hr/> <p>earlier 18:5 59:13</p> <p>early 32:12 40:15</p> <p>easement 26:9 31:3,4,12 76:13</p> <p>easier 23:10 64:18</p> <p>echo 64:6</p> <p>edge 12:13 18:7,8,11,14</p> <p>efficient 30:8</p> <p>effort 61:6</p> <p>efforts 64:1</p> <p>egress 13:20 15:9</p> <p>eight 14:24 15:6</p> <p>either 15:6 23:15 54:15</p>	<p>elevation 13:11 16:4 17:1 20:6,9 47:22</p> <p>elevations 19:11 20:19</p> <p>elevator 13:9 14:18 17:15,20,24 18:21 35:23 36:1 61:19</p> <p>eliminated 10:19</p> <p>eliminating 61:9</p> <p>else's 38:12</p> <p>employees 64:12</p> <p>enclosure 18:23,24 19:7</p> <p>encourage 28:2 40:1 42:14</p> <p>endeavor 39:5</p> <p>ended 59:17</p> <p>ends 65:6</p> <p>energy 72:19</p> <p>engaged 15:18 57:22</p> <p>engineer 12:21 19:9 62:16</p> <p>engineering 57:23,24</p> <p>Engler 38:16,17 43:6 76:17</p> <p>enhance 16:9</p> <p>enhanced 76:12</p> <p>enormous 35:8</p> <p>enter 13:24</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>entering 43:20</p> <p>entire 12:12 36:12</p> <p>entrance 34:8 42:24 59:7 68:2 74:11,12,16 75:3</p> <p>entry 16:6 19:19,20 21:8 22:10 60:9</p> <p>entryway 68:18</p> <p>equinox 24:4</p> <p>equipment 18:4 19:8</p> <p>equitable 61:24</p> <p>errand 53:1</p> <p>especially 59:3</p> <p>essentially 66:8</p> <p>establish 66:9</p> <p>establishments 63:9</p> <p>evaluating 70:1</p> <p>evening 8:13</p> <p>everybody 12:3 30:12 38:2 55:24 56:7 63:12 67:2</p> <p>everybody's 9:3 30:10 33:8</p> <p>evolution 9:5,15</p> <p>exact 67:10</p> <p>example 26:24 62:18</p> <p>exhaust 18:21</p>	<p>exist 77:10</p> <p>existing 10:2 14:5,6 16:12 23:13,22 24:8,15,20 25:8,10,11 26:9 31:14 44:17,21 52:20 66:2,5, 21 68:23 69:1</p> <p>exists 56:12,20</p> <p>exit 42:24 49:18 56:5</p> <p>exiting 43:20</p> <p>expanded 24:11 40:4</p> <p>expanding 24:12</p> <p>experience 43:12</p> <p>exploring 62:4</p> <p>exposure 27:7</p> <p>extend 26:10 31:14</p> <p>exterior 76:8</p> <p>extra 13:5 33:18,23 39:17 42:23 63:17,20</p> <p>extremely 62:7 70:21</p> <hr/> <p style="text-align: center;">F</p> <hr/> <p>fabric 29:12,13</p> <p>facade 13:19 17:1,11 18:13 19:13 20:8 21:1 65:7</p> <p>facades 68:6</p> <p>faces 20:8</p>	<p>fact 51:23 52:2 61:10 67:7 68:24 71:9</p> <p>fair 63:5 77:18</p> <p>fall 24:4,17</p> <p>families 31:23 41:15</p> <p>family 33:10</p> <p>far 24:12 47:10 49:10 70:11,12</p> <p>fashion 25:16 77:5</p> <p>faster 35:5</p> <p>feasibility 64:7</p> <p>February 9:9</p> <p>Fedex 33:14</p> <p>feedback 9:8</p> <p>feel 8:19,21 54:13</p> <p>feels 51:9</p> <p>feet 9:21 10:1,4,9,12,13 11:5,13 12:12 13:15 17:5 18:7,8,11 19:5 20:23 21:13,14,17 27:4, 23 33:18 36:4 40:3,8 43:8,13,15,18 47:2</p> <p>fellow 60:17</p> <p>fence 12:10 27:22 28:1,5</p> <p>fenestration 76:12</p> <p>field 20:4</p>	<p>fifth 11:1,3,4 17:17,24 18:3, 6 19:16 48:3 77:13</p> <p>figure 36:6 47:6 67:16</p> <p>filing 9:17</p> <p>final 77:1</p> <p>find 60:5</p> <p>fine 75:17</p> <p>finish 63:23</p> <p>fire 52:22 53:5</p> <p>firefighter 37:22</p> <p>first 9:18 12:6 16:17 37:7,9 58:24 65:16</p> <p>fit 64:2</p> <p>fits 48:8</p> <p>fitting 48:5</p> <p>five 10:24 37:3,4 72:5,12</p> <p>five-foot 11:3</p> <p>five-story 39:17</p> <p>floor 17:9,14,17,19,20,24 18:3,6,12 19:16 37:9 39:17 40:2,6 41:2 46:14,21 47:11 48:3,7 50:8 54:5,9 58:23,24 72:24 73:1 76:11 77:13</p> <p>floors 17:23 39:15</p> <p>flow 49:5</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>flush 62:15</p> <p>flushed 38:24</p> <p>focus 30:4 48:3</p> <p>focusing 48:7</p> <p>follow-up 8:24</p> <p>following 78:6</p> <p>foot 11:7 12:14 17:9 18:9,13 19:23 20:3,16 21:21 28:4 31:12</p> <p>footage 10:3 11:20 40:4 73:3</p> <p>forget 77:6</p> <p>form 28:24</p> <p>formally 28:20,21</p> <p>format 39:6,7</p> <p>forthcoming 58:3</p> <p>forward 30:23 32:23 39:9 43:17 46:6 58:1 78:4</p> <p>four 11:1 14:7 23:11 31:23 48:5,8 51:2 60:21 62:5, 14,16 64:7 67:5 72:5,12</p> <p>four-story 48:1</p> <p>four-way 44:17,22 45:3</p> <p>fourth 11:4 17:14,17,18 26:10 62:10</p> <p>frankly 48:20 63:6 68:1 69:1 71:21</p>	<p>Fred 35:14</p> <p>frequency 36:19</p> <p>freshmen 54:15</p> <p>friend 40:23</p> <p>front 16:7 18:8 19:4 21:1,19 22:20 30:18 47:22,23 59:6</p> <p>fronting 65:4</p> <p>full 10:23 12:8 13:4 14:2 16:5 21:15 77:8</p> <p>Fuller 10:11 11:14 12:6,13,17 16:10 17:3 18:11 19:17, 22 20:8 22:13 26:4 34:4,7 35:7 36:21 38:9 41:9 42:18,21 43:4 45:5,20 48:13,17,18 49:2,11,12 50:6 55:2,16 56:3 58:6 59:4,9,16 65:6,8,13 67:21 68:21, 22,24 69:1,5,7,12 72:1, 3,7,13 73:17,20 74:9, 11,19,20</p> <p>Fuller-type 74:19</p> <p>fully 9:20 18:15 19:1 27:2 58:1</p> <p>further 57:15 77:17</p> <hr/> <p style="text-align: center;">G</p> <hr/> <p>garage 11:12 14:10 19:20 36:12 49:16 50:19 62:20 64:10,17 72:21</p> <p>GELLER 8:1,3,5,8,11,16 25:15, 19,21 26:18 27:16,19 28:6,10,21 29:23 30:1 32:16 34:19 35:11,13</p>	<p>39:8 40:19 41:3 42:16 43:5 44:5,9 46:1,18 47:15 48:10 50:4 53:3,7 54:23 57:10,13,18 58:4, 13 63:23 65:15,20 66:19,24 69:9,16 70:16 71:21 72:2,10 73:9,20 75:19 76:1,5,21 77:19, 24 78:2,7</p> <p>general 24:11</p> <p>generally 16:18</p> <p>generated 47:18</p> <p>generates 43:10,14</p> <p>generation 43:10</p> <p>Genki 49:3</p> <p>gentleman 44:6,7 48:22</p> <p>Geoff 38:16 43:6 76:17</p> <p>George 40:20</p> <p>getting 14:1 34:4,10 36:10 39:23 48:7 49:12 53:10 63:12,13</p> <p>giant 51:6</p> <p>give 9:2 42:15 44:9 57:4 58:17 59:8</p> <p>given 35:5 39:15 59:6</p> <p>giving 30:14</p> <p>gladly 62:2</p> <p>glazed 29:12</p> <p>go 13:8 17:13,19,21 18:1</p>	<p>24:23 32:4 37:15 40:16 44:22 45:14 50:8,15 52:24 56:4 58:18 59:20 60:7 74:1 75:13</p> <p>goal 16:10 29:18,20 58:19</p> <p>God 52:23</p> <p>goes 12:23 16:12 17:21 32:14 35:23 40:15</p> <p>going 11:16,18 12:17 22:12 23:5 30:2 32:22 34:3,7, 9,11,15 36:24 39:4,20, 21 41:13,16,22 42:4 43:1 45:9,13 46:24 47:1 48:15 49:6,24 50:7,12, 13 51:3,5 52:2,18 54:20 59:3,7,9 62:24 63:1 65:8 66:13 67:2 69:3,7, 19,22 70:11 73:10 75:6 77:14</p> <p>good 8:13 33:17 46:2,13 54:3 61:2,8 63:11</p> <p>gotten 60:11</p> <p>grade 20:1 26:2</p> <p>grades 20:6</p> <p>gravel 16:1</p> <p>gray 23:12,19 24:8,15 25:8 29:13</p> <p>great 53:23 54:11 59:22 60:21</p> <p>greatest 24:7</p> <p>green 16:2 36:5</p> <p>grid 15:13</p> <p>gross</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>10:3,13 11:20</p> <p>ground 40:6</p> <p>group 10:5</p> <p>guess 49:18 59:19 73:19</p> <p>guessing 66:9</p> <p>guest 34:3,14</p> <p>guests 34:10</p> <p>guide 58:19</p> <p>guidelines 51:14</p> <p>guys 37:18 64:3</p> <hr/> <p style="text-align: center;">H</p> <hr/> <p>Hagen 42:18</p> <p>half 11:1 36:13 54:1</p> <p>hand 30:22 64:12,15</p> <p>handled 65:6</p> <p>happen 49:8 52:24 53:2</p> <p>happens 52:15 55:7 58:9 75:13</p> <p>happy 15:22 23:9 28:5 29:19 63:1</p> <p>hard 14:23 18:23 28:11,24 43:1 45:8 70:21</p> <p>Harvard 10:16 16:11 17:3 19:4 22:4 24:15 25:4 26:15 32:14 40:18 49:11,12 55:3,6,19,22 56:1 59:5, 17 62:1 63:9 65:10</p>	<p>67:23 68:3,16,24 69:7, 13 73:16 74:12,16 75:2</p> <p>hatch 18:4,18</p> <p>hatched 14:24</p> <p>hate 42:5 71:22</p> <p>haven't 55:17</p> <p>hazard 53:1</p> <p>he's 15:18 35:5 56:17 69:10</p> <p>head 9:3 57:14</p> <p>hear 9:14 30:10,13 34:6 65:16,21 71:7</p> <p>heard 12:19 35:16 71:12</p> <p>hearing 9:1 30:4 39:5 46:3 58:1, 3 64:4 71:6 75:21 78:2, 6</p> <p>hearings 9:10 67:9</p> <p>heat 54:10</p> <p>heavy 55:13,18</p> <p>height 9:22 10:1 11:8 14:13,14 19:22,24 22:24 25:10 39:19,21 72:23 73:7</p> <p>held 18:21</p> <p>help 31:15 52:23 75:10 76:2</p> <p>helpful 25:21 70:3</p> <p>helps 17:6 76:1</p> <p>Henry 44:3,10</p>	<p>here's 69:6,7</p> <p>Hi 51:22 53:8</p> <p>hiding 48:3</p> <p>high 24:3</p> <p>high-pedestrian 71:17</p> <p>high-tech 74:17</p> <p>high-vehicular-traffic 71:17</p> <p>highly 72:21</p> <p>Hines 15:16</p> <p>historically 67:2</p> <p>hitting 51:6</p> <p>holistically 9:16</p> <p>home 14:5 31:17</p> <p>homes 32:21</p> <p>hone 29:20</p> <p>hook 70:24</p> <p>hope 40:12</p> <p>hour 36:13,14 45:7</p> <p>hours 37:17,24 40:15 66:17</p> <p>house 20:13 27:22 28:5 31:6, 20,24 32:11 36:22 40:16 49:17 63:3</p> <p>houses 55:3 72:4</p>	<p>housing 54:18 56:16</p> <p>Howard 50:5,22 51:18 58:5,6</p> <p>huge 40:5 51:1</p> <p>husband 35:2</p> <p>Hyannis 42:6</p> <hr/> <p style="text-align: center;">I</p> <hr/> <p>I'd 8:11 28:19 30:3</p> <p>I'll 9:13 11:11,23 13:11 16:3 17:1,19 22:6 25:13 33:19 43:12 59:23 60:7 65:16,20 68:19 76:19</p> <p>I'm 10:24 28:5,12 30:13 31:1 32:23 37:21 38:11, 19,22,23 41:13 42:4,12, 20 43:23 47:7,23 49:6 50:20 51:4 53:8 55:1,21 57:5 59:19,22 60:22 61:13 62:24 63:1,4 65:5,8,11 66:9 67:13,23 68:17 70:23 71:9 72:12 75:5 76:1 77:20,21</p> <p>I've 31:20,22 32:20 34:22 35:12,16 52:5 53:13</p> <p>idea 11:14 12:22 15:1,20,24 31:5,15 32:14 57:6 60:13,18</p> <p>ideas 62:15 73:23</p> <p>identify 58:17</p> <p>illusion 68:17</p> <p>imagine 51:2</p> <p>impact 24:7,9 25:4 35:19 41:23</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

56:11 64:22 70:11,12 73:6	inform 77:14	isolation 19:8	<hr/> K <hr/>
impacted 23:20	information 30:7 47:17 57:5 75:22 77:17	issue 41:12 51:1 60:2 61:8 66:19 68:20,22 71:5,22	Karen 53:8 63:16,21
impactful 13:3 39:21	inherit 45:11	issues 58:1,17 65:24 77:10	Kate 74:21
impacts 70:7,8	initial 9:6,17	it'll 60:2	Kayley 48:12
importance 63:10	inside 64:17	it's 15:19 16:13 18:8,22 19:1,3,5 20:3 21:17 23:24 24:10,13 26:16 27:23 28:14 29:10,11, 17 31:12,23 33:10 35:1, 5,7 36:20,21,24 37:4 39:18,20 40:2,5,7 42:3, 14 43:7,22 44:1 45:18 47:11,12 48:20 49:4 56:7,14 58:2 61:2 62:3, 10 64:20,21 67:13,23 68:1,5,6,20,22,23 70:6 71:21 72:16 73:19 74:3, 20 75:14 77:4,5	keep 16:9 30:8 38:13 70:3,6, 23 71:2 74:19
important 40:15 43:7,22 44:1 54:21 70:6 74:10,12 76:24 77:2,3	intention 36:23	items 8:23	Kennedy 42:6
impossible 30:17	interact 15:4	iteration 10:5	key 31:17 33:22 51:1
inability 49:7	interest 53:12	its 58:15	keys 50:18
inadequacies 65:22	interested 38:20 40:24 65:2	<hr/> J <hr/>	kids 54:17
inaudible 27:10	interesting 60:2 67:1	Jacobs 47:21	kind 9:3,15 13:12 15:20 16:4,14 19:6 20:24 22:6,10 23:1 24:1 27:5 29:20 35:18,19 41:10 42:13 50:1,2 61:16
inch 11:7	interim 77:5	jam 41:17	kinds 41:18 65:24
inches 20:3 31:13	interior 27:13	jams 45:22 55:23	know 9:14 12:1,23 15:3,10, 17,22 19:17,21 20:7 22:8 24:12 28:12 29:18 31:4,15,21 32:12,13 33:9 34:17 35:5 41:5,20 49:21 50:22 51:10 52:6, 16 53:9,16,20 54:13,19 55:9,11 56:2,13 57:1,2, 3,13 59:1 60:18,20,24 61:1 62:14,24 64:10,12 65:12 66:15,24 68:11 69:2,3,21 70:15,19 71:13,16,18,21,23 73:21 74:2,20 75:12 77:8,9
include 69:17,19	internal 15:24 17:22	JFK 42:8,10,12	knowing 43:11
included 24:13	interrupt 74:6	job 36:13 61:8	known 54:7 56:19
includes 54:10	interruption 9:23 27:11 44:14	Julie 30:24 42:1	
including 61:11	intersection 34:12 44:18,20,22 45:2 49:10 67:23 72:8	jumping 17:12	
inclusive 40:10	invite 30:2		
income 53:20	inviting 15:18		
incomes 53:24	Irene 46:19 47:8		
incorporated 8:24	isn't 23:6 41:10 43:16		
incredible 60:24	isolated 18:17		

<p>knows 55:11,24</p> <p>Kupel's 55:8</p> <hr/> <p style="text-align: center;">L</p> <hr/> <p>ladies 75:4,5</p> <p>laid 17:9</p> <p>landlord 53:22</p> <p>landscape 14:3 15:19 16:13 21:8 23:3 76:11</p> <p>landscaped 13:23 14:3 15:21 16:5 63:2</p> <p>lane 45:4,5 48:20 72:14</p> <p>lanes 45:5 48:19</p> <p>large 49:5 63:2 67:8,9</p> <p>large-format 29:16</p> <p>lastly 23:8</p> <p>late 35:20</p> <p>law 44:3,6,10,15 60:23</p> <p>lay 47:1</p> <p>laying 16:17 20:11</p> <p>lead-in 46:2</p> <p>leads 50:13</p> <p>leave 59:16</p> <p>leaving 39:17 49:15</p>	<p>left 37:16 46:11 52:3 63:20 68:15</p> <p>left-turn 44:23 45:4</p> <p>length 10:12 11:9</p> <p>let's 38:1 58:14 63:23 67:5</p> <p>level 17:22 26:2 36:2</p> <p>levels 37:11</p> <p>liability 38:12</p> <p>life 46:17</p> <p>light 29:19 39:22 44:23 45:2, 3 47:13 50:2</p> <p>lighting 21:6</p> <p>lightly 14:24</p> <p>lights 12:22 29:14</p> <p>limit 71:16</p> <p>limited 72:14</p> <p>line 12:7,8,11 17:2,4,12 18:7,10,14 22:15 31:13</p> <p>lined 44:16</p> <p>list 8:24 75:20 76:16,17,19</p> <p>listened 28:12</p> <p>listening 28:15</p> <p>literally 47:6</p> <p>little 9:2 13:5 14:13 16:23</p>	<p>25:1 36:2 39:2 43:3 57:8 74:3 75:2,4,5</p> <p>live 32:19 34:4,10,16 37:2 39:24 47:7 48:12,17 50:5 51:23 54:2,15,16 55:24 72:18,19</p> <p>lived 31:20,21 32:20 34:22 41:5 50:16</p> <p>living 54:6 75:6</p> <p>load 13:7 33:6 42:23</p> <p>loaded 36:8</p> <p>loading 11:13 13:5,8,17 26:2,5, 11 33:2,3,17,24 48:23 49:2,6 50:9 61:9</p> <p>lobby 13:12,18 33:24 50:12 59:4,15 61:14</p> <p>located 20:11 35:23 55:16</p> <p>location 65:23 67:22</p> <p>log 41:17</p> <p>logic 67:20 68:10</p> <p>longer 31:22</p> <p>look 12:18 23:14,17 32:7 33:19,20 36:18 38:5 40:1 42:1,15 45:15,16, 17 58:1 60:14,15 62:2, 14,22 68:11,13,14,15 74:19 78:3</p> <p>looking 22:1,3,13 29:5 48:8 60:8 65:3 73:5</p> <p>looks 27:22 31:5 39:23 42:5 46:12 65:9 68:16 73:15</p>	<p>lose 42:2 46:14 47:10</p> <p>loss 47:13 73:1</p> <p>lot 15:17 21:18 25:3 32:18, 19,20 35:4 37:2,22 39:12 43:14,16,19,20 44:11,12,17 47:24 49:1, 9 50:7,12 55:4 56:8,18 57:16,19,21 58:11 62:23 71:12 74:14</p> <p>lot's 72:6</p> <p>lots 31:21 56:8,16 68:23</p> <p>loud 36:21 76:4,5</p> <p>loudly 30:14</p> <p>love 53:23 54:6 71:22</p> <p>lovely 34:17</p> <p>low 24:18</p> <p>lower 10:10</p> <p>lowering 21:15</p> <p>Lynn 46:8</p> <hr/> <p style="text-align: center;">M</p> <hr/> <p>ma'am 46:7 54:24</p> <p>main 12:3 17:4 19:15 20:22 21:14 45:19 70:16</p> <p>maintain 13:20 16:11</p> <p>maintained 20:24</p> <p>making 15:10 22:24 39:13 61:6</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>67:13 manage 62:7 management 62:13 76:7,9 managing 15:2 64:19 Maria 8:15,19,23 20:7 39:14 75:21 76:17 market 38:24 55:9 63:16 marketability 64:22 Mary 50:5 58:6 Massachusetts 53:19 massing 61:7 material 29:22 materials 19:13 29:2,3 65:1,2,12 76:8,14 matrix 16:18 matter 57:7 Mauch 27:18,21 42:18 McMahon 39:10 40:12 mean 35:2 36:20,24 37:1 60:1 61:17,18 62:23 64:11 70:1,22,23 74:20 75:1 76:3 means 15:9 measure 28:2 measured 28:3</p>	<p>measurements 20:4 mechanical 18:4,16,23 23:4 mechanicals 39:18 40:7,9,10 47:18 76:10 meet 28:5 meeting 9:6 37:18 40:21 48:15 58:8 65:3 75:23 meetings 8:20 9:10 52:5 76:14 meets 68:24 member 40:21 72:23 members 8:14 25:17 28:13,16 30:2 Memorial 42:6 mentioned 8:15,19 18:5 20:7 21:16 35:10 39:14 41:12 49:14 55:7 77:15 mentioning 33:17 merge 69:11 metal 29:6,8,10,11 36:24 MHP 9:9 mid-tone 29:19 midday 24:10 middle 50:23 53:20 68:19 72:7, 9,15 middle-aged 53:20 54:14 Mike</p>	<p>47:21 mind 35:22 69:24 70:3,7,23 71:2 Minimal 24:1 missed 35:20 58:5 mitigating 60:5,13 mix 26:13 46:23 53:23 76:11 mixed 44:16 53:24 modeled 19:1,22,23 23:5,12 modern 74:17 moment 11:14 58:5 money 45:9,14 56:18 month 44:8 months 72:5,12 MORELLI 8:4 74:6 75:10 76:19 morning 24:7,22 28:4 32:12 40:15 41:8,9 move 30:16 50:14,22 51:11 68:2 moved 24:14 movement 44:23 moving 15:2 16:16 17:8 19:11 33:5,6 39:9 50:18 61:14 67:20 multiple 13:19 33:14</p>	<p>municipal 68:23 <hr/> <p style="text-align: center;">N</p> <hr/> name 30:14 44:9 50:5 51:22 57:4 77:6 Nancy 47:16 narrative 38:20 39:7 69:18 75:15, 19 76:6,9 narratives 69:17 narrow 31:5 52:21 69:1 nature 57:22 necessarily 68:2 74:17 need 18:2 32:3 36:18 38:18 42:2 52:9,11 57:2 60:4 62:1,15 64:9 67:11 70:23 72:24 77:16,21 needed 15:13 needs 38:24 46:14 47:10 57:8 69:18 neighbor 46:10 54:20 neighborhood 9:10 21:7 32:21 38:6,8 46:17 47:12 48:6,9 52:1,13,16,23 56:6,15, 20,21 57:4,9 70:12 71:12,23 72:18 neighborhoods 65:4 74:13 neighboring 52:10 neighbors 33:9 40:17 42:19 46:16, 20 47:9 48:2 54:3,4,8 55:12 71:8,10,20 72:14</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>76:15 neighbors' 47:13 never 53:18 new 30:7 42:19 44:20 54:16 nice 15:20 Nichia 29:17 night 71:20 nightmare 50:18 nit-picky 49:22 noise 36:20 47:17 76:10 noon 24:2 25:3 nosed 43:1 notably 9:11 note 10:24 18:5,22 20:22 23:4 27:1 43:7 noted 20:18 51:13 78:2 notice 17:3 24:5 notion 61:14 68:4 nowadays 33:9 number 10:21 52:19 56:9 61:7 64:16 66:4,8 69:17 73:2,3,5,7 numerous 41:22</p>	<hr/> <p>O</p> <hr/> <p>objective 75:11 obstructionists 41:16 obviously 30:12 61:6 69:21 77:2 occupied 31:23 occurred 67:18 occurs 17:10 offer 30:3,7 offering 30:6 office 26:21 offset 20:12,15 oh 8:17 38:4 41:2 52:6 okay 8:3,8 9:13 26:7 28:7,10 30:22 37:13 39:9 40:12 41:4 51:18 57:13 60:16 65:20 75:8 76:1,22 77:14,22 78:7 old 23:22 75:4,5 once 17:18,19 36:16 37:5 one- 26:15 one-bedroom 27:4 one-plus 26:16,20 one-story 22:19 one-way 48:21</p>	<p>ones 75:6 online 33:8,13 open 72:10,20 operations 38:21 opportunity 54:19 opposite 20:13 67:10 option 73:18 options 62:24 order 50:23 51:10 ordinance 51:14 original 11:7 28:22 38:4 46:11 Originally 11:2 ought 54:17 out-zoned 54:1 outline 8:22 9:2 51:17 outlined 20:10,14 overrun 17:15,24 overwhelming 42:4 owner 38:10 43:7</p> <hr/> <p style="text-align: center;">P</p> <hr/> <p>p.m. 23:15,20 24:2,14,17 25:7 71:18 78:3,8</p>	<p>package 33:20,22 60:18 packages 33:10 61:12 PALERMO 25:24 26:7 27:9,12 36:16,20 61:5,18 62:3, 23 72:1 Palmer 30:24 31:19 32:8 panel 29:6,8,10,11,16,17 paradigm 67:7 parcel 12:2 34:1 parcels 33:21 park 34:15 52:8,9,13 parked 31:7 parking 9:19,20 10:6,10,11,19, 20 21:9 22:11 26:1,12 31:2,14 32:4,9 34:3,14 35:4 36:12 37:11 38:11, 15,20 41:11 44:11,17 48:20 49:1,9,16 50:8, 11,15,17,20 51:5,13 52:5,10,12 59:5 61:9 62:13,19 63:3,17 64:13, 19 65:18 66:3,4,7,23,24 67:4,6,11 70:2,8,13 71:1,7 72:24 73:4 75:12 76:6,7 parks 35:4 part 8:23 17:15 24:5 29:15 62:12,13 66:23 particularly 67:21 parting 37:15 pass 9:18 15:19 16:17 74:14</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>passageway 40:24 41:21</p> <p>patience 56:9</p> <p>pavement 31:9</p> <p>paving 16:1</p> <p>pay 45:10,13,24</p> <p>PDF 42:8</p> <p>peak 71:18</p> <p>pedestrian 48:19 55:21 71:14</p> <p>pedestrians 12:19,24 63:8</p> <p>peer 8:21 19:2 46:4 57:22 58:2 60:3 65:16 67:15 69:22 74:8 77:1,3,13,21</p> <p>penthouse 22:17</p> <p>people 12:19 30:16,17,21 31:21 33:13 34:3,4,10, 15,16 39:24 41:14,15 43:9 45:20 50:13,22 52:7,8,13,15 53:21,24 54:14,17 55:9 56:5,9 57:1 59:3,9 61:12 63:3, 22 69:20 71:22 72:18 75:1,13 76:22</p> <p>percent 11:23 51:16</p> <p>perfect 54:5 61:2</p> <p>periods 71:17</p> <p>permit 43:19</p> <p>persistent 39:22</p> <p>person 49:20</p>	<p>perspective 19:3,13 47:23 49:20</p> <p>physically 15:14</p> <p>pick 36:7,14</p> <p>picked 11:21 24:6 34:5 37:4</p> <p>picking 36:11 61:12</p> <p>pickup 35:17</p> <p>picture 27:24</p> <p>pictures 39:20</p> <p>pile 63:13</p> <p>pillars 21:5</p> <p>pink 33:1</p> <p>place 51:20 52:7,9,24 54:2</p> <p>placing 68:7,8</p> <p>plan 8:12 11:11 23:3 26:1 28:22 37:19 38:1,3 39:1 41:2,3 42:19 46:11,13, 14 54:9 58:24 62:13 70:2 71:1 75:12 76:11</p> <p>planning 8:5 9:6</p> <p>plans 11:5 12:5 46:22 54:6 76:7</p> <p>planters 16:2 21:8</p> <p>planting 16:6,9</p> <p>plantings 16:1</p> <p>platform 15:11</p>	<p>play 63:5</p> <p>played 21:4</p> <p>plays 65:12</p> <p>please 27:19 47:22 58:24</p> <p>pleased 59:22 61:13</p> <p>plenty 14:19</p> <p>plus 14:7 21:14 26:21 27:5 48:19</p> <p>point 9:20 10:1 21:14 24:17, 23 27:17 30:6 33:17 34:2 44:21 59:11 63:11 67:13,19 69:4 71:4 73:15</p> <p>points 9:13 31:1</p> <p>police 45:7</p> <p>population 67:8</p> <p>position 39:2</p> <p>possibility 71:15</p> <p>possible 30:9 60:6,21 72:20 74:16</p> <p>possibly 37:23 38:2</p> <p>potential 21:5</p> <p>potentially 15:6 22:8 62:8,16</p> <p>POVERMAN 26:13,20,23 27:17 29:1, 7,9 34:6 37:6,10,13 58:22 59:12,19 60:12, 16,20 63:11,19 69:6,11 73:18,21 74:2,5,15,23</p>	<p>75:4,8,17 77:18</p> <p>practical 69:19 74:22</p> <p>Precinct 40:21</p> <p>predecessor 30:5</p> <p>preliminary 9:5 15:19</p> <p>presence 59:14</p> <p>present 8:12</p> <p>presentation 25:15 27:21 28:1,7 35:17</p> <p>presented 30:4</p> <p>pretty 8:20 36:12 75:23</p> <p>previous 23:19</p> <p>previously 16:20 40:14</p> <p>primary 63:10</p> <p>prior 10:7 71:5</p> <p>priority 54:2</p> <p>privacy 15:23</p> <p>private 14:21 36:6</p> <p>probably 29:5 46:15 48:21 58:23</p> <p>problem 45:12,23 52:3 55:10 75:17</p> <p>problematic 51:19</p> <p>problems 39:22</p> <p>proceedings</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>9:23 44:14 78:8</p> <p>process 30:8,19</p> <p>product 29:17</p> <p>profit 52:17</p> <p>profitability 57:7</p> <p>profits 57:3</p> <p>program 19:23</p> <p>programmed 64:11</p> <p>progress 59:22 64:3</p> <p>project 9:5 11:19 12:12 26:12 34:17 56:18 57:8,9 58:19 64:2 67:24 68:1,2 70:20</p> <p>projects 56:17 66:22 67:10</p> <p>properties 20:2 47:13</p> <p>property 11:16 12:7,11 17:2,10, 12 18:7,9,14 31:13 48:16 52:20 70:5</p> <p>proportion 52:1</p> <p>proposal 66:23</p> <p>proposed 44:1 48:23 49:10</p> <p>proposing 10:1 19:18</p> <p>provide 15:6 23:9 38:19 63:3</p> <p>provided 24:19 66:8</p> <p>providing 9:1 29:21</p>	<p>provision 66:2,5</p> <p>public 23:10 28:16 30:3 38:19 54:18 70:10 78:6</p> <p>pull 13:14 33:16 34:3 69:14</p> <p>pull-in 50:11</p> <p>pull-off 69:15</p> <p>pulled 12:12 18:6 21:13 22:14, 16</p> <p>pulling 69:20</p> <p>purpose 58:16</p> <p>purposes 61:11 66:15</p> <p>pursuant 58:20</p> <p>push 11:6 21:21</p> <p>pushed 17:4 19:3 20:23</p> <p>pushing 22:20 57:5</p> <p>put 11:1 12:22 18:10 31:16 37:23 45:1,4,7,9,20 47:22 50:24 76:20</p> <p>putting 11:15 31:10 40:24 71:15 73:19</p> <hr/> <p style="text-align: center;">Q</p> <hr/> <p>quality 42:13 46:17</p> <p>question 25:24 27:18,20,21 29:1 33:7 35:12 41:18 46:22 49:14 58:22 60:8 74:22 77:11</p> <p>questions</p>	<p>8:1 25:23 31:1 39:3 57:17,20,21</p> <p>quick 9:4 43:6 62:11</p> <p>quickly 35:21 51:12</p> <p>quit 50:17</p> <p>quite 18:6 21:21 28:11 64:9 75:6</p> <hr/> <p style="text-align: center;">R</p> <hr/> <p>radius 27:2</p> <p>raise 30:22 60:8</p> <p>raised 71:5</p> <p>raising 39:3</p> <p>ramp 12:17 14:11 22:23 36:10 44:16</p> <p>rate 63:16</p> <p>ratio 9:19 10:7,20</p> <p>RE/MAX 15:1 62:18</p> <p>read 75:21 76:4,5</p> <p>real 25:9 41:24 43:6 67:5 69:21</p> <p>realities 60:22</p> <p>reality 69:20</p> <p>realize 53:13</p> <p>really 11:6 15:20 21:5 22:1,5 25:6 27:24 31:3 32:4 34:11 36:24 41:16 43:1</p>	<p>46:14 48:2,6,18 51:9 52:21 55:7 56:22 59:22 60:2,4,24 61:2 63:10 64:4 65:10 67:7 71:24 72:16 74:17 75:12</p> <p>reason 24:6</p> <p>recall 42:8 59:4</p> <p>recommend 75:15</p> <p>record 19:21 38:16 58:11</p> <p>recycle 14:20</p> <p>recycling 14:19 36:3,5 37:4 76:9</p> <p>red 20:11 45:2</p> <p>reduce 61:6 66:4,8</p> <p>reduced 10:18 14:13 22:16</p> <p>reducing 60:23</p> <p>reduction 11:23 21:11 64:15</p> <p>reflective 65:7</p> <p>refuse 35:17</p> <p>reiterate 34:23 48:14 56:14</p> <p>related 29:3 72:17</p> <p>relative 10:21 11:22 20:1,15 38:21,22 39:4</p> <p>relay 36:15</p> <p>relief 59:8</p> <p>rely 11:18 67:15</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

remain 14:5	51:16	59:14 60:9 63:9 76:8	ruling 60:10
remaining 17:11	requirements 58:20	review 46:4 57:22 58:2 65:16 67:15 69:22 70:14,18 77:3,13,21	run 52:17,24 68:4
remains 77:12	requires 56:8	reviewer 60:3 74:8 77:1	running 68:16
remember 37:10 59:12	residence 41:24	revised 8:12	rush 45:7
remind 74:9	resident 14:17 35:24 38:10	rhythm 21:6	<hr/> S <hr/>
reminded 70:4	residential 10:22 13:2,12 15:3,8 16:3,5,6 17:7 19:15,16, 19 21:8 22:10 33:4 34:8 37:1 38:23 43:11,15 59:7,16 60:9 61:15 62:1,19 64:17 66:17 67:19 68:3,7,9,18,21 69:4 70:9 73:16 74:10, 18 75:3,14	ribbon 21:3	safe 48:18 49:19 77:9
reminds 73:13	residents 13:6,23 51:19 53:14 64:14	rid 77:20	safer 67:24
remove 39:15 40:2,6	resolve 44:19	right 8:10 13:1,4,8,14 14:1 23:16,23 26:4,15 34:8 36:21 38:14 39:13 43:9, 17,18 44:16 45:23 46:24 59:5 61:2,17 65:9 70:5,13	safety 41:13 63:6 74:23
removed 39:16	respect 26:1 56:22,23 67:18 76:10	road 72:15	samples 29:22
rendering 21:23 22:18	respectful 56:20 57:3 65:7	roll 73:10	satisfaction 66:9
renderings 20:2	respond 66:20	roof 17:17 18:1 24:23	save 16:14
renovations 32:21	response 8:2 29:24 57:12 62:22 78:1	room 13:24 14:19 30:11,17 33:21 34:1 36:3 38:13 40:5 60:18	saw 32:13 42:6 67:1
renowned 56:15	rest 32:5 63:18	rooms 15:15	saying 43:23 44:7 49:7 52:6 70:21,23 71:1 72:13
rent 53:19	result 39:21 45:18	roots 16:15	says 31:8 42:9 53:22 60:3
renting 63:18	resultant 10:18	Rose 38:9	scale 47:11 52:1
repeat 47:8	results 11:6 12:13	Rosenbaum 34:20	scheduled 46:4
replacement 28:22	retail 13:13,15,18 15:1,4 16:5 17:5,7 19:14,17 20:24 21:20 22:2,7,19 32:24 33:4 38:23 40:4,5 48:24	Rosenberg 46:8	SCHNEIDER 63:24 69:23 70:22 74:21,24 75:5,20 76:2,6
report 44:8 77:1,4		round 10:7 11:10 12:4 18:20	school 35:1 63:7 71:13
reporter 27:11		row 30:23 42:17	screen 14:23 18:23
represents 42:20			screening 15:23
requested 75:22			seasons 23:11
required 14:15 18:16 33:23			

<p>SEB 38:17</p> <p>second 15:15 17:13 46:10 54:13 56:10 59:24 66:1 72:17</p> <p>section 22:21</p> <p>see 11:4,17 12:3,16 14:23 15:12 18:23 19:2,5,12 20:10,14,17,22 21:20 22:1 23:17,22 24:7,14, 23 25:3 35:24 40:2,12 43:2 45:18 46:21 49:20 50:19 60:1,2,16 61:10, 13,15 64:8 65:2,5,11 68:16 73:14,18,22 75:24 77:16,21</p> <p>seeing 65:9 78:4</p> <p>seen 10:5 40:14</p> <p>Sege 46:19 47:4</p> <p>segments 67:8</p> <p>senior 52:4,7,8,14</p> <p>seniors 54:1</p> <p>sense 34:18 49:17 66:12</p> <p>sensible 38:7</p> <p>sensitive 56:19 64:2 71:9</p> <p>Senters 55:1 72:3,12</p> <p>separate 74:11</p> <p>September 9:11,12 10:14 46:4 78:3</p> <p>serious 61:6</p> <p>serve</p>	<p>26:11,12 44:13</p> <p>service 14:21 36:6</p> <p>session 10:15 21:3</p> <p>sessions 9:12</p> <p>set 15:15 17:21 21:14,17</p> <p>set-back 17:17</p> <p>setback 11:3,5 17:3,10 19:16 21:16</p> <p>setting 23:21</p> <p>severe 23:24 25:6 39:22</p> <p>shadow 23:16,18,23 24:1,13,19, 20,24 25:2,9,11 32:13 39:22 40:10,13,14 76:8</p> <p>shadows 23:13 32:11 40:16 47:13</p> <p>Shaffer 37:14,21</p> <p>shaft 18:21</p> <p>share 19:2</p> <p>shared 66:22</p> <p>shares 75:8</p> <p>sharing 31:17</p> <p>Sharon 32:17</p> <p>Sheen 28:9,23 36:18,23 57:16, 19 60:14 62:11 66:18, 20</p> <p>shook 57:13</p>	<p>shopping 32:18,20</p> <p>short 44:24</p> <p>shot 37:15</p> <p>show 11:11,23 13:11 16:3 17:1 21:23 22:6 26:22 35:22 40:13,16,23 44:11 67:9</p> <p>showed 23:2</p> <p>showing 11:3 23:6 76:12</p> <p>shown 20:3 28:1</p> <p>shows 21:10 48:4 50:8 77:7</p> <p>Sibyl 55:1 72:3</p> <p>side 18:9 20:17 22:4 31:6 48:17 49:1 55:6,7,8,15, 19</p> <p>sides 17:11</p> <p>sidewalks 72:15</p> <p>sign 12:22</p> <p>signage 19:18</p> <p>signals 71:6,8</p> <p>significantly 11:2</p> <p>signs 22:8 29:14</p> <p>similar 18:12</p> <p>simply 77:16,21</p> <p>single 11:11 12:17 61:22</p>	<p>64:18</p> <p>single-family 31:24</p> <p>sir 40:11</p> <p>site 12:1 24:6 41:3 44:10 58:1 64:2 70:6</p> <p>situation 56:12</p> <p>six 9:24 10:9 72:6</p> <p>six-story 9:21</p> <p>sixth 11:4</p> <p>size 16:24 29:21 36:9 37:1 65:23</p> <p>slab 14:13</p> <p>sleep 72:19</p> <p>slide 40:22</p> <p>sliver 23:18</p> <p>slopes 14:12</p> <p>small 51:5</p> <p>snow 72:6,13</p> <p>software 19:1 23:5</p> <p>solid 29:11</p> <p>solstice 24:21 32:12</p> <p>solution 45:3</p> <p>solved 45:12</p> <p>somebody</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>33:5 69:12</p> <p>somebody's 52:23</p> <p>somewhat 30:11</p> <p>sorry 8:17 47:23</p> <p>sort 35:5 48:6 52:2 62:20,21 67:1,6,14 68:4,19 70:14 71:2,18 73:22 74:5,16</p> <p>sound 49:16,19 71:9,15 72:17</p> <p>sounds 34:17 72:20</p> <p>sources 70:11</p> <p>space 13:5,13,18,20,22 23:1 26:2 31:14 32:24 33:1, 18,23 38:21 40:4,5 43:8 48:24 49:3 51:4 63:5 64:11,13,18 68:13 69:8 76:8</p> <p>spaces 9:19 10:6,19 34:15 49:6 51:14 52:12 61:24 62:6, 14,17 64:7,9,13,16,18, 22 66:4,8,10,13,14 73:4,5</p> <p>speak 8:6 30:13,20,21 77:15</p> <p>special 43:18</p> <p>specific 58:17 73:12</p> <p>specifically 76:22</p> <p>specifics 39:6</p> <p>speed 71:21,22 72:1</p> <p>spent 42:5 53:18</p> <p>splitting 62:21</p>	<p>spot 32:9 34:18</p> <p>spots 10:21 14:1,6,15,24 15:7 26:8 32:4 51:5</p> <p>spring 24:4,18</p> <p>square 8:21 10:3,4,13 11:20 13:15 27:4 40:3,4 43:8, 13,15,18 47:2 73:3</p> <p>squaring 17:2</p> <p>staff 8:21 76:3</p> <p>staff-level 75:23</p> <p>stair 17:16 18:2,18</p> <p>stairs 15:15 17:20,22</p> <p>stand 30:18 57:18</p> <p>standard 51:15</p> <p>standing 22:3</p> <p>standpoint 70:13</p> <p>stands 48:18</p> <p>start 29:21 30:14,22</p> <p>started 12:18 35:1</p> <p>starting 9:4,17 10:14 24:5 39:1</p> <p>starts 48:5,8</p> <p>stay 36:23 62:19</p> <p>STEINFELD 8:7,10 28:19 53:6 65:19 78:5</p>	<p>step 60:24 61:2</p> <p>stepped 11:2</p> <p>steps 39:12,13</p> <p>Steve 37:14 46:10</p> <p>stick 68:18</p> <p>stop 34:7,9</p> <p>stopping 33:15</p> <p>stops 33:14</p> <p>storage 13:24 15:14</p> <p>store 68:14</p> <p>storefront 21:4 22:7 25:12 29:12 68:12</p> <p>stories 9:24 10:9,24 48:5,8 60:22</p> <p>storm 29:16</p> <p>storm-like 29:17</p> <p>story 10:23 11:1,6 21:15 42:2</p> <p>straight 21:20</p> <p>straightened 12:6</p> <p>street 19:4,6 22:5,13 24:15 25:5,7 30:24 31:3,22 32:14,17 34:8 35:4,7,15 36:21 38:9 39:11 40:18, 21 41:23 42:18,21 43:4 44:12 45:5,20 46:9 47:8 48:17,18,21 49:1,2 50:16 51:10,23 52:10, 21 54:4 55:2,6,16,19,23</p>	<p>56:1,3,4 58:6 59:4,5,10 63:9 64:13 65:7,8 67:21 68:3,6,8,9,17,21,22 69:1,7 72:2,3,7,13 73:16 74:9,19</p> <p>streets 52:11 63:8 68:5</p> <p>streetscape 65:10 74:9</p> <p>streetscapes 65:5</p> <p>structural 12:20 15:12</p> <p>structure 15:11 23:19,23 26:11 31:18 39:18,19</p> <p>structures 15:11</p> <p>struggle 67:15</p> <p>students 58:12</p> <p>studies 40:10,13 76:8</p> <p>study 24:13 40:14 58:7</p> <p>stuff 35:18 50:7,12</p> <p>subdividable 13:16 61:21</p> <p>submission 9:8</p> <p>submit 28:20 44:7 76:20</p> <p>submits 77:7</p> <p>submitting 25:16 28:21,23</p> <p>substantial 8:20,22</p> <p>successful 53:22,23</p> <p>suffer 52:18</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>sufficient 45:9</p> <p>suggesting 63:4</p> <p>suit 66:14,15</p> <p>suitable 57:9</p> <p>summarizing 9:15</p> <p>summer 58:8</p> <p>summertime 23:21</p> <p>sun 23:21 24:2,7,18 32:12</p> <p>superimposed 20:9</p> <p>support 53:17,19</p> <p>supporting 53:16 57:6</p> <p>supposed 49:21</p> <p>sure 14:14 15:10 16:14,23 19:9 22:24 26:23 28:12 30:13 35:13 38:19 42:13 51:4 60:15 65:12, 14 67:5,23 68:17 75:5 76:1</p> <p>surface 10:11 28:4 61:9 62:21</p> <p>surrounding 53:15</p> <p>survey 27:15</p> <p>survive 51:3</p> <p>switched 71:11,19</p> <p>system 9:20 10:3,8,20 29:6,10, 12 42:22</p>	<hr/> <p>T</p> <hr/>	<p>take 28:2 32:7 36:1 52:9 59:16 62:2 66:22</p> <p>taken 10:23 14:20 16:17 22:15 36:8 46:21 55:17 73:16</p> <p>takes 36:13,14 56:4</p> <p>talk 9:13 11:17 33:19 53:15 55:4</p> <p>talked 8:23 42:19</p> <p>talking 31:9 32:11 38:22,23 41:8,14,15 44:7 56:22 69:24 70:7</p> <p>tall 18:24</p> <p>tandem 14:6 22:23 38:11,15 39:4 50:17,19 51:8,18 62:5,14 64:7,22 66:13, 14</p> <p>tape 28:2</p> <p>tax 53:15,16</p> <p>taxpayers 45:13 53:16</p> <p>TDM 76:7</p> <p>team 57:23</p> <p>technical 22:22 27:20 57:21</p> <p>teeny 51:9</p> <p>tell 50:1 57:18</p> <p>telling 77:20,21</p>	<p>ten 15:6</p> <p>tenant 33:22 54:11 61:22 62:1</p> <p>tenants 22:8 53:23</p> <p>tension 67:14</p> <p>term 66:3</p> <p>terms 12:14 13:6,19 15:23 17:16 19:7 20:2 21:11, 23 22:14,21 25:9 30:10 40:9 54:5 73:10 74:18 75:21</p> <p>terrible 46:11 55:10,23</p> <p>testimony 30:3,6 53:5 72:11</p> <p>thank 8:3,4,14 25:14,21 28:6, 10 30:1 32:15,16 34:19 35:11 37:13 39:8,13 40:19 42:15,16 43:4,5 46:1,17,18 47:14,15,20 48:9,10 50:3,4 51:21 53:7 54:22,23 57:10 58:4,13 61:4,5 73:8,9 77:23 78:7</p> <p>there's 14:18 16:7 19:19 23:18, 22 24:8 29:16 31:5,8,24 33:7 34:2 41:7,9 43:23 48:15 49:1,21 50:7,12 51:1 52:22 53:12 55:4 56:8,22 58:11 67:20 68:9,22 69:8,15 71:15</p> <p>they'd 13:7 16:8 70:17</p> <p>they'll 38:4</p> <p>they're 20:12 34:7,9 36:12 42:21 43:1,23 51:5 52:6,17 66:16 70:16</p> <p>they've 59:14 68:12</p>	<p>thing 15:19 18:20 22:6 38:14 45:19 56:13 66:1 67:18 71:4,18</p> <p>things 18:5 20:22 21:2 38:18 39:5 49:8 65:8,15 69:2, 24</p> <p>think 11:16 12:1 13:3 15:16 16:13 18:8 19:4,24 20:4 23:9 24:21 25:6,13 28:14,16 29:20 30:16, 18 31:12 32:3 33:17,18 35:16 38:2,18 39:1,16 40:14 41:6 42:24 43:6 44:1,8,10,15 45:15 47:2,9,24 48:6 49:3 50:7,12 51:12,24 52:19 53:10 54:22 56:21 57:16,19 59:15,21 60:4, 9,10,12,17,19,21,23 61:2,7,21 62:3,10,12 63:6,19 64:3,4,6,10,24 65:11 66:21 67:1 68:1, 4,14,20 69:16,18 70:1, 3,6,22 71:7 73:7 75:10, 11,20,22</p> <p>thinking 13:16 29:16 41:19 59:2 67:6 69:6</p> <p>Third 45:7</p> <p>thoroughfare 70:17</p> <p>thought 26:10 34:13 59:6,15</p> <p>thoughts 29:3</p> <p>three 14:6 19:15 31:9,14 32:4,22 50:16 62:8</p> <p>three-bedroom 26:17</p> <p>three-family 32:3</p> <p>throughway 41:7</p> <p>throw</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>40:22 68:19</p> <p>throwing 47:12</p> <p>tie 21:6</p> <p>tied 21:24</p> <p>tight 51:5 56:7</p> <p>time 8:14 23:24 24:22 27:18 30:2 45:8 49:8 53:18 64:19 70:21 71:19</p> <p>timeline 73:12</p> <p>times 33:11 36:17 40:13 48:16 56:1 66:7,10 67:5 71:11,14</p> <p>today 8:22 20:22 31:15</p> <p>today's 9:1</p> <p>told 53:13</p> <p>tone 29:19</p> <p>tonight 8:15 9:12 35:17</p> <p>tools 76:7</p> <p>top 18:12 40:2,7,9 47:18 54:2 72:24 73:1</p> <p>totally 66:6 69:13</p> <p>tough 56:12</p> <p>toughest 24:22</p> <p>town 40:21 45:11,15 52:5 55:11 57:24</p> <p>traffic 12:21 35:2,8,19 42:22,</p>	<p>23 43:3,9,10,13,14 44:13,23 45:3,8,11,16, 17,18,19,21,22 46:5 48:19 49:5,11,15 51:19 55:5,13,15,17,18,23 56:8 57:23 58:7,11 59:1,9 60:1,5 62:16 65:17,24 67:12 70:2,7, 12 71:1,14 73:6,7 77:3</p> <p>transportation 70:10</p> <p>trash 14:19 35:18 36:3,5,7, 11,14 37:4,7 41:21 69:18 76:9,11</p> <p>tree 16:11,14</p> <p>trees 16:8</p> <p>tremendous 64:3</p> <p>trend 53:17 54:16</p> <p>trip 43:9</p> <p>triple 41:11 42:23</p> <p>trouble 67:5</p> <p>truck 33:6 36:8</p> <p>trucks 13:6 33:14 41:22 44:18 49:5 55:5,13 63:13</p> <p>try 43:2 46:24 55:22</p> <p>trying 27:15 28:17 30:16 35:2 47:6 48:1,2 67:16</p> <p>turn 18:3 25:13 32:2</p> <p>turning 27:2</p> <p>twenty-eight 14:8</p> <p>twenty-four</p>	<p>14:8</p> <p>two 8:19 9:11 12:15 14:15 15:5,9 20:2,6 22:8 27:1, 7 31:7 32:1,22 39:15 45:5 48:19 50:10 55:3 61:23 65:4,5 66:6 68:5, 6 72:4 74:13</p> <p>two-bedroom 26:17 47:2</p> <p>two-bedrooms 26:18 47:5</p> <p>two-plus 27:8</p> <p>type 49:19</p> <p>typical 17:8</p> <p>typically 35:6</p> <hr/> <p style="text-align: center;">U</p> <hr/> <p>unacceptable 43:2 47:12</p> <p>underestimating 41:7</p> <p>undergraduates 53:18</p> <p>underground 62:20</p> <p>underneath 36:11 51:4</p> <p>understand 31:3 32:2 43:9,22,23 44:2 48:15 74:24</p> <p>understanding 46:3</p> <p>unfortunate 53:11</p> <p>unfortunately 42:20</p> <p>UNIDENTIFIED 72:23</p> <p>unit 13:9 16:19 17:19,21</p>	<p>26:13,24 27:3,4,6 33:6 46:23 47:1 76:11</p> <p>units 10:6,16,22 16:18,20,22 17:18 18:16 26:15,17 27:1,6 33:13 37:1,2 40:5 43:14 47:3 60:23 61:7 67:19 68:3,22 73:2,16</p> <p>unload 34:4,9</p> <p>unloading 13:6</p> <p>update 76:14</p> <p>updated 16:18 21:23 22:18,21</p> <p>upper 17:22 29:15</p> <p>UPS 33:14</p> <p>upset 69:9</p> <p>upstairs 33:9</p> <p>urge 32:8</p> <p>use 10:2 62:18 64:14 66:3 72:1</p> <p>uses 66:6</p> <p>Usually 31:7</p> <p>utility 15:15 76:13</p> <p>utilize 66:6</p> <p>utmost 63:7</p> <hr/> <p style="text-align: center;">V</p> <hr/> <p>vacant 43:16</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>valid 43:24 57:20</p> <p>van 14:14 23:1</p> <p>variety 61:11 70:10</p> <p>various 16:1 56:1 66:22</p> <p>vehicles 36:10 49:18 55:5</p> <p>versus 62:21</p> <p>vestibule 13:8 36:2</p> <p>Victor 57:19</p> <p>view 23:7,10 44:21</p> <p>visit 34:16 52:8</p> <p>visiting 52:24</p> <p>visual 12:22 13:3 39:6 49:15, 24 50:1 71:8</p> <p>visualize 22:5</p> <p>volume 11:23 17:6 20:22 21:11 22:14</p> <p>volumes 19:15</p> <hr/> <p style="text-align: center;">W</p> <hr/> <p>wait 27:19</p> <p>waiting 53:1</p> <p>waivers 66:3</p> <p>walk 34:23 48:16 72:6,8,14 75:2</p> <p>walk-through</p>	<p>9:4</p> <p>walkable 70:10</p> <p>walking 22:4,13 35:6 63:7,8</p> <p>walkway 13:23</p> <p>walls 16:2</p> <p>want 8:5,6 26:1 28:10,13 30:7,21 34:22 38:7,12 44:3 46:6,10 47:8 48:14 51:8 53:9 54:15,16 56:13 57:14 58:10,14, 15 59:21 61:1,5 63:11, 14 64:12 66:1 67:11,12 69:9,11,23 71:4,23,24 72:10 73:6,11,14,22 74:6,8 75:11,24 77:8,9, 16,19</p> <p>wanted 8:9 31:19 32:10,13 37:15 49:22 72:11 74:7, 14</p> <p>wants 28:20 30:20</p> <p>warning 12:19 71:6</p> <p>warnings 71:16</p> <p>wasn't 76:18</p> <p>way 12:9 16:22 23:21 43:10 44:7,22 51:24 52:20 56:3 60:13 61:23 67:3</p> <p>ways 12:18 40:1,6 43:3 60:5</p> <p>we'd 14:7 30:8 70:20</p> <p>we'll 8:22 9:1 12:5,21 15:24 16:13 19:1,2 27:1 28:23 29:19,21,22 30:19,23 32:7 36:15 38:3 47:2 60:14,15 62:2,14,21,22 66:20,23 67:15 74:4</p>	<p>we're 9:12 11:14,15,18 13:1 14:1,10,11 15:22 17:14 19:17 20:21 22:1 23:9 27:3,8,14,24 29:5,15 30:2 38:6 39:2 41:13, 14,15 47:6 48:6 52:2 53:22 54:1,3,14 55:3 56:21 60:10 63:21 67:4 68:7,8 69:21 70:7 71:2 73:10</p> <p>we've 8:24 9:9,16 10:15,18, 19,23 11:9,10,21 12:6, 18,19 13:12,14 14:12, 14 15:4,12 16:19 18:17 19:12,13,23 20:3,9,12, 18,23 21:2,4,13 22:14, 16,21 23:8,11 26:16 39:12 40:14 41:8 42:23 51:13 54:7 60:10 61:22 67:3 71:12</p> <p>week 33:11,12 35:1 36:14,16, 17 37:5 60:3</p> <p>weekend 42:6</p> <p>went 43:17</p> <p>west 56:5</p> <p>what's 29:9 30:4 33:1 36:19 44:1 45:18 50:3 52:20 56:23</p> <p>whatsoever 43:19</p> <p>wheelchair 27:3</p> <p>wheeled 36:7</p> <p>white 33:19 40:20 41:4 42:12</p> <p>who's 30:5 45:12 56:15</p> <p>who've 53:18</p> <p>wide 36:4</p>	<p>width 33:23</p> <p>widths 51:17</p> <p>willing 45:10,24</p> <p>Winchester 40:21 56:4</p> <p>wind 67:24</p> <p>window 20:19</p> <p>windows 20:11,12,13,14,15 72:20</p> <p>winter 24:21</p> <p>witnessed 52:4</p> <p>won 56:17</p> <p>won't 62:24 65:12 66:3,11</p> <p>wonder 41:6 64:8,20,21 71:10, 15 75:1</p> <p>wondering 32:23 34:12 59:19 65:11</p> <p>work 12:21 14:12 15:17,18, 22 16:13 19:9 30:23 37:23 39:4 46:6 47:24 52:7 60:19 61:20,24</p> <p>worked 15:12 20:19 21:2 28:11</p> <p>working 9:11 10:14 15:16 21:2 27:14 30:18 57:1,24</p> <p>works 35:3 64:8 71:1</p> <p>worlds 60:21</p> <p>worse 49:13</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>worst 23:15</p> <p>worth 42:14 62:3</p> <p>wouldn't 32:3 49:19</p> <p>wrapped 9:3</p> <p>wrapping 20:19</p> <p>wraps 18:24 19:17</p> <p>write 76:18</p> <p>writing 66:20 76:20 77:7</p> <p>written 25:16 62:22 77:5</p> <p>wrong 50:20</p> <p>wrote 61:21</p> <p>Wulf's 55:8</p> <hr/> <p style="text-align: center;">Y</p> <hr/> <p>Ya 49:3</p> <p>yeah 31:19 44:6 54:22 60:12, 14 61:18,20 63:14 66:18 74:5</p> <p>year 32:22 58:10 72:5</p> <p>years 31:21,22 34:22 41:5 55:11</p> <p>you'd 43:20</p> <p>you'll 10:24 11:4 17:3 18:22 19:12 20:17</p> <p>you're 22:2,4 28:17 31:9 32:5, 23 33:17 39:3,23 40:24</p>	<p>41:6 42:12 45:24 64:4 66:7,13 67:22 69:12,13 73:5 74:18</p> <p>you've 28:11 38:5 39:16 47:24 55:24 59:21,23 61:7,18 62:8 63:2,5 68:5</p> <p>young 33:10 41:14,15</p> <hr/> <p style="text-align: center;">Z</p> <hr/> <p>ZBA 9:10 25:17 28:13,16 58:21 66:10 67:9</p> <p>ZBAERS 60:17</p> <p>zealous 66:4</p> <p>zone 11:13 13:2,5,17 26:5,11 33:2,3,17,19,24</p> <p>zoning 38:19 51:17 54:21</p>	
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--