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
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
Members of the public:

Julie Palmer, 48 Coolidge Street
Sharon Alge, 25 Columbia Street
Carolyn Rosenbaum, 73 Coolidge Street
Fred Bennett, 32 Coolidge Street
Bernice Rose, 88 Fuller Street
Colm McMahon, 45 Coolidge Street
George Abbott White, 143 Winchester Street,
town meeting member, Precinct 9
Hagen Mauch, 44 Fuller Street
Henry Law
Lynn Rosenberg, 48 Coolidge Street
Irene Sege, 41 Coolidge Street
Caroline Buckley, 45 Coolidge Street
Nancy Bennett, 32 Coolidge Street
Mike Jacobs, 41 Coolidge street
Kayley Bennett, 12 Fuller Street
Mary Howard, 108 Fuller Street
Carolyn Copans, 8 Coolidge Street
Karen, Babcock Street
Sibyl Senters, 73 Fuller Street
MR. GELLER: Hello, everyone. We're going to get started. It's obviously a somewhat tortured venue but, as I understand it, there was no alternative. It is town meeting, and therefore we've been ousted from the main room.

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

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

Tonight is a continued hearing of 420 Harvard Street, and tonight we will have some updates. We will also hear an updated presentation by the applicant. We will provide the public an opportunity to speak. However, again, I want to keep people focused on the substance of this hearing and things that are relevant to what is brought forward today.

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

MS. STEINFELD: I can't promise.

MR. GELLER: Might be a worse room.

Maria, do you want to provide us some updates?

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
10 Look at the streetscape. There are two
11 streetscapes on this corner property: Harvard Street
12 where there's a coherent one-story commercial district,
13 and Fuller Street, which is very residential with
14 landscaping. In particular, pay close attention to
15 that setback to 44 Fuller, which is very impacted.
16 Provide a narrative or explain the parking
17 access and feasibility -- that would include the
18 loading bay -- and the parking plan for the two uses:
19 retail and residential.
20
21 And last, reconcile the needs of the two very
22 different neighborhoods. There's a two-family
23 neighborhood and, again, that commercial district which
24 is a very strong one-story commercial district running
25 from Boston to Route 9.
26
27 We had two staff meetings, one on
September 1st, the other on 9/7. This included the project team with Mr. Sheen and Cliff Boehmer and staff.

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

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

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

I wanted to say that as a result of the two staff meetings, additional materials are requested, which the project team is glad to provide. They will
need to be assessed by the peer reviewer -- the urban
design peer reviewer, the traffic peer reviewer, and
staff, and we just want to emphasize that there is more
to review but the direction is excellent.

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

Do you have any questions?
MR. GELLER: Questions?

(No audible response.)

MR. GELLER: No. Okay. Thank you.

MS. MORELLI: Thank you.

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

MS. STEINFELD: No.

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

MS. STEINFELD: Right.

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

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

MR. GELLER: Who are you?

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

As Maria mentioned, we had two, which we feel were pretty substantial, meetings with Cliff from Davis Square, the peer architect, and staff. We feel we made substantial changes, which we'll outline today. And many of the items that Maria talked through as part of the list of follow-up we've actually incorporated for
today's hearing and we'll be providing copies for that. So just to give a little brief outline so everybody's kind of got their head wrapped around this, starting back in December -- a quick walk-through of the evolution of the project -- we did a preliminary meeting with the planning board. We had our initial design. We brought, actually, a couple designs to them and got some feedback with that. We had our submission to MHP on February 25th. Through that we've had a couple neighborhood meetings, several ZBA hearings, and notably September 1st and 7th were the two working sessions. So tonight we're here on September 13th. Okay. So I'll talk you through the points, and if anybody can't hear, just let me know. But this is summarizing the evolution of the building kind of just holistically and what we've done.

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

(Interruption in the proceedings.)

MR. BROWN: So with that, we had six stories,
72 feet in height. At that point we were proposing just to use the existing curb cut to get to the automated system, and our building gross square footage was around 47,700 square feet.

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

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

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

The building story, we've taken a full story off. I'm calling it five stories, but you'll note I
put four and a half because the fifth story we significantly stepped back. Originally, we were showing a five-foot setback between the fifth and the sixth. Now, between the fifth and fourth, you'll see on the plans we have anywhere up to 20 feet setback to really push that story back. And then that results from our original design to now a 15 foot 10 inch drop in building height.

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

The building gross square footage now is down to 33,450, and we've picked up the 29,000 in 49 Coolidge. So the 33,000 relative to the 44 is about a 30 percent reduction in volume, which I'll show you how we got to.
So I think you know the site well. Again, this is the 420 parcel. This was the added 49 Coolidge. So if everybody can see this, the main changes that were done from the last round to here -- and we'll get through it in some more plans -- is the first change along 44 Fuller, we've now straightened out the building so that from the property line to the building line here, this is a full 15-foot clear all the way down. Before it came in at an angle, and we had an 8-foot distance between the fence -- the property line and our building. And now that's been pulled to 15 feet across the entire project. What that results in is from the edge of 44 Fuller to our building is 21 foot 9 in terms of distance between the two buildings.

You can see here on the curb cut coming off of Fuller, we have just a single ramp now going down, and then coming up we've already started to look at ways of warning people, pedestrians, because we've heard that that's a concern. So on the last structural column here, we are -- we'll work with the traffic engineer, but the idea is to put just a visual sign that lights up to let you know if a car's coming up. It goes off in a censor, and it will caution pedestrians that a car
is coming up. We're assuming right now not to do an audio one because it is in a residential zone, but I think a visual one would be impactful.

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

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

On the back of the space here, we are calling out for a landscaped walkway so residents can bring their bike up and enter into the bike storage room.
Right now we're getting about 30 bike spots. And in the back of the building here, this will become a full landscaped courtyard, which we do have a landscape drawing of.

The existing home is to remain.

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

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

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

And hard to see on this screen here, but lightly hatched, these eight spots would be designated
for the retail. So the idea is that RE/MAX would do the managing of moving out cars themselves, because I know a concern before was how does the residential interact with the retail. So we've designated them to a distinct area. We do have two more called out for here potentially to either provide eight or the ten commercial spots, and then the balance would be for the residential.

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

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

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

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

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

The way that is achieved is all of these units got a little bit bigger to make sure we get the adequate bedroom size and count in addition to -- which
I'll show you in elevation. Beyond this facade, squaring off at the property line and having a 15-foot setback here, what you'll notice on Fuller and Harvard is the main line of the building has been pushed back 6 feet from the retail below. What that does is it brings the building volume down, and it also helps delineate between the retail and the residential.

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

So what we're doing on the fourth floor -- and this is -- addresses part of the elevator overrun and the stair concern in terms of coming up above the roof -- is the fourth and set-back fifth floor are now all duplex units. So once you get to the fourth floor -- I'll go back -- once you come within a unit, this is the last floor that the stairs and the elevator goes to. You come up in your unit and you go up a set of internal stairs to the bedroom level on the upper floors. What that allows us to do is bring the elevator overrun within the fifth floor of the building
so it doesn't have to go beyond the roof. And then the stair -- we only need to bring one stair up. And at the -- on the fifth floor, that would turn into an access hatch to get to the mechanical equipment.

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

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

This diagram here, this round thing would be the elevator exhaust shaft, and that's all held within -- what you'll note is -- I apologize. It's hard to see here -- is a mechanical screen enclosure. So this is a 5-foot tall enclosure that wraps the
building. It's fully modeled in our software. We'll share it with the peer architect. But what we'll see from the perspective is -- because it's so pushed back -- I think from this front along Harvard Street here it's 44 feet back, because you don't see it from the street. And these are some details that kind of make up what this enclosure is in terms of the equipment, the dunnage, the isolation dampers, all of the work with the acoustic engineer to make sure all of that is controlled.

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

Just for the record, I know there was concern around the height of 44 Fuller as modeled in our program. We've always had it modeled as 38 foot 2. I think there was a height diagram that called out for
42, and there is a relative grade change between the
two properties. But in terms of the renderings that
we've shown to date, it's always been 38 foot 2 inches
based on the field measurements I took. So I think,
just to clarify any discrepancies, this is due to the
elevation change between the two grades.

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

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

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

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

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

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

And in terms of an updated rendering to show how this is tied into the adjacent context -- so you
can see here, what we're looking to do is really define
the retail so when you're on -- this is, again,
standing across, looking back at the building. But
when you're walking along Harvard on that side of the
street, what you really visualize is -- and actually,
I'll show you on the next thing -- is the kind of
defined retail storefront with the awnings, the blade
signs, you know, potentially two different tenants
within that building, and then as you come around the
corner, kind of the defined residential entry and then
the parking.

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

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

We've updated the section, so in terms of --
this is more of a technical drawing, coming in, coming
down the ramp to the tandem. This would be the
commercial, just making sure we have the clear height
for the van access space and then kind of the center area that would become the courtyard, which I showed on the landscape plan.

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

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

And then if you look, the blue -- and this is the worst case, 6:00 p.m. -- the blue, either here -- right through here is the added shadow from our building. So what you see here is that -- if you look here, the blue is added shadow. There's a sliver of gray which would have been the previous structure that was there. So the most impacted is at 6:00 p.m. in the summertime, and the sun is setting this way. So you can see the old building, there's the existing structure right here. The shadow would have come across here and, for us, the most severe time it's
casting a shadow. Minimal kind of changes at 3:00 p.m., noon, and 9:00 a.m. because the sun is so high.

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

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

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

And then the winter solstice is, I think, the toughest time. 9:00 a.m. in the morning, so you can see that the blue does, at this point, go over the roof of The Butcherie. The Butcherie had some shadow
already coming here, and then it does add a little bit of shadow across on Coolidge.

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

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

And I think, with that, I'll turn it over.

Thank you.

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

MR. BROWN: Yes.

MR. GELLER: Can we get it?

MR. BROWN: Yes.

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

Questions?

MS. PALERMO: I do have a question. I just
want to confirm: The plan now with respect to parking is to have only a space on the grade level for loading and that's it?

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

MS. PALERMO: Okay.

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

MS. POVERMAN: What is the unit mix?

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

MR. GELLER: How many two-bedrooms?

MR. BROWN: 8.

MS. POVERMAN: What is a one-plus?

MR. BROWN: So one plus a den, like an office.

And I can show you.

MS. POVERMAN: Sure.

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

MS. PALERMO: Do you have anything --

(inaudible.)

(Interruption by the court reporter.)

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

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

MR. GELLER: Anything else?

MS. POVERMAN: Not at this point.

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

MR. GELLER: No. Please wait.

Is this a technical question?

MR. MAUCH: A question about the presentation.

The distance of our house from the fence looks like 8 or 9 feet. It's actually only 3 or 4, which really distorts the picture. We're much, much closer
to your fence than shown in your presentation. I encourage you to take a tape measure and measure it.

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

MR. GELLER: Thank you.

Okay. Is there more to your presentation?

MR. BROWN: No.

MR. SHEEN: No.

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

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

MR. GELLER: Are you submitting this formally?

Is this a replacement for the original plan?

MR. SHEEN: Yes. We'll be submitting that in digital form as well as in hard copy.
MS. POVERMAN: I do have one question. You said materials were still to be determined, but what thoughts are there related to materials?

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

MS. POVERMAN: Say that again?

MR. BROWN: An Alucobond metal panel.

MS. POVERMAN: What's that?

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

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

MR. GELLER: Anything else?

(No audible response.)
MR. GELLER: Thank you.

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

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

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

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

MS. PALMER: Julie Palmer, 48 Coolidge Street.
I had just a couple questions and points. I'm concerned about the parking with No. 49 Coolidge Street. I don't really understand the easement that -- you know, he said they have an easement in the back. It looks like the idea is to -- there's a very narrow driveway on the side of the house next to the dumpster of The Butcherie. Usually only two cars are parked there, but I believe him when he says there's enough pavement for three. And then you're talking about putting another one at the very back behind --

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

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

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

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

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

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

MR. BROWN: Thank you.

MR. GELLER: Thank you.

MS. ALGE: Sharon Alge, 25 Columbia Street.

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

MR. BROWN: The loading zone?

MS. ALGE: The loading zone.

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

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

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

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

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

MS. POVERMAN: I can't hear you.

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

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

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

MR. GELLER: Thank you.

MS. ROSENBAUM: Carolyn Rosenbaum,

73 Coolidge.

I've lived there 38 years, and I just want to reiterate what was said. I walk my dog around that corner daily, and it is very busy. And now, since last
week, the Devotion School started. It's just -- I mean, the traffic trying to get there was -- my husband works, actually, at Coolidge Corner, so he sometimes drives and parks at the Centre Street parking lot. And he's sort of given up because, you know, it's faster walking than driving. He typically will drive down Fuller and then onto Centre Street, and it's -- the traffic is just enormous and will just get more so. So that's my concern, as well as the others that were just mentioned.

MR. GELLER: Thank you.

MR. BENNETT: I've got a question.

MR. GELLER: Sure.

MR. BENNETT: Fred Bennett, 32 Coolidge Street.

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

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

So the elevator is located here, which goes up through the building. Can you see this? So a resident
would take the elevator down, come to the basement level, and come off into a little vestibule. And then this is a trash and recycling room, approximately 40 feet deep, about 10 to 14 feet wide, that has blue and green denoted between the trash and recycling. And then the developer will figure out a private service to come pick up the trash. It will get wheeled out here, loaded up in the truck, and taken off.

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

MR. BROWN: We'll relay that back.

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

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

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

MR. SHEEN: The intention is to stay away from those metal dumpsters. I mean, it's really going to be
more residential size. I mean, 24 units is not -- 21
units in this building is not a lot of units. I live
in a 21-unit building in Cambridge. We have five
recycling bins and five trash cans, and it's picked up
once a week by the city.

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

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

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

MR. BROWN: Just one.

MS. POVERMAN: Okay. Thank you.

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

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

MR. BROWN: Correct.

MR. SHAFFER: I'm not an architect. I'm a
firefighter. But it seems me that there was a lot of
work put into this that couldn't possibly have been
done in 36 hours. It seems to me that this was a
Plan B that you had. Let's build the biggest building we could possibly could think of. Everybody will be up in arms. We'll come back with Plan B, which is what our original design would be, and then they'll say, oh, look at what you've done.

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

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

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

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

I think one of the things that we need to provide to the zoning board -- I'm sure the public is interested as well -- is a detailed parking narrative relative to space allocation, relative to operations, relative to assignment. I'm talking about between retail and residential; I'm talking about between affordable and market. That needs to be flushed out.
I think now that the plan is starting to crystallize a little bit, we're in a better position to do that, so some of those questions that you're raising relative to how the tandem is going to work, some of those things, by the next hearing we will endeavor to have specifics and details both in a visual format and a narrative format.

MR. GELLER: Thank you.

Okay. Moving forward from the back.

MR. MCMAHON: Colm McMahon, 45 Coolidge Street.

So certainly we've made a lot of steps in the right direction. We thank you for making those steps. Maria mentioned at the beginning one of the charges that you were given was to remove two floors from the building. You've removed one. I think that extra floor, leaving it as a five-story building, with the mechanicals it's still a 60-foot structure next door to a 13-foot structure. And that height differential, for all of the pictures, it's still going to be very impactful. That height is going to result in persistent severe light and air and shadow problems.

It looks like you're very close to getting something that people could live with. I would
encourage you to look at ways to make the building more compact and see if you can remove that top floor. It's already 4,500 square feet. You have about the same amount of square footage in your expanded retail space. It's a huge retail space. Is there room for some units on the ground floor? Are there ways to remove that? Because with the mechanicals on top, it's still 60 feet.

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

MR. BROWN: Yes, sir.

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

MR. GELLER: Thank you.

MR. WHITE: George Abbott White, 143 Winchester Street, town meeting member, Precinct 9. Could you throw up the slide again that would show our very best friend, The Butcherie, and that passageway that you're interested in putting some cars
MR. BROWN: Oh, the floor plan?

MR. GELLER: The site plan.

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

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

So my question to you is: What kinds of arrangements are you thinking of to make very clear to that other commercial business that -- you know, that that passageway and the disposal of trash and the numerous delivery trucks and customers are not going to adversely impact not only 420, but the Coolidge Street residence that you build? That's a real concern.
And I would also look to Julie, Colm, and others. You need to lose a story here, as it were. It's just too big. It's still too big. It's overwhelming. And I'm not going to say anything about what it looks like. I hate to be disparaging. I spent the weekend in Hyannis. I saw the Kennedy Memorial there and the compound. And again, you called it the "JFK Crossing," if I recall, on the PDF that I downloaded. Is that correct? On the building it says JFK Crossing?

MR. BROWN: Correct.

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

MR. GELLER: Thank you.

Anybody in that row?

MR. MAUCH: Hagen Mauch, 44 Fuller Street. I talked to my neighbors about the new plan and, unfortunately, I'm the only one who represents 44 Fuller Street, as such. They're all concerned that we have additional traffic with the delivery system. So we've got a triple load of extra traffic: the entrance, the exit, and now the delivery. So I think
they're going to be really hard nosed to say that this
is unacceptable, or at least try to see if there are
better ways to cut the traffic down a little bit on
Fuller Street. Thank you.

MR. GELLER: Thank you.

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

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

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

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

MR. GELLER: Do you have your own comment?

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

MR. GELLER: Give us your name.

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

(Interruptuation in the proceedings.)

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

And this intersection -- new intersection, so close to the existing. From design point of view, you have four-way intersection. One way is go with the traffic light, all the traffic, left-turn movement. But you have one so close and the distance so short.
It is not desirable to put another one. Because if you have red light, all you back up to the intersection. So four-way traffic light is not a solution.

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

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

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

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

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

MS. ROSENBERG: Lynn Rosenberg, 48 Coolidge Street.

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

MR. GELLER: Thank you.

MS. SEGE: Irene Sege, 41 Coolidge.

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

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

MR. BROWN: So right now we are going to try
to lay out that building. Each unit is going to be about 950 square feet, so I think we'll get two-bedroom units in there.

MS. SEGE: How many?

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

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

MR. GELLER: Thank you.

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

MR. BROWN: We can get that.

MS. BENNETT: Thank you.

MR. JACOBS: Mike Jacobs, 41 Coolidge. Can you put up the front elevation, please?

No, the front perspective, I'm sorry.

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

MR. GELLER: Thank you.

Anybody else?

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

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

I absolutely agree with the gentleman over here who said that you have this proposed loading dock for the retail space but there is just -- on the other
side of the street there. Also there's a parking lot there that's on Fuller Street as well as the loading dock space for Genki Ya and I think another couple of businesses. So there are -- it's currently a constant flow of traffic with large trucks, 18-wheelers, who are going into those loading dock spaces and I'm very concerned about, as you were saying, the inability for both of those things to happen at the same time.

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

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

And if you are going to have a visual cue to
tell you that there is a car, what kind of visual cue is that? What kind of light? How bright is it? What's it doing? Thank you.

MR. GELLER: Thank you.

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

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

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

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

MR. BROWN: Correct.

MS. HOWARD: So, you know, people have to move those cars out into the middle there in order to get the back one out, and then you have to put them back
in, so there's a huge key issue. And if you do the Coolidge one with four cars, I can't even imagine how anybody's going to survive it. And I'm sure underneath, if the space is small, they're going to be very tight parking spots. And when we had giant cars, we were, like, hitting one another, almost.

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

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

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

MR. BROWN: Thank you.

MS. COPANS: Hi. My name is Carolyn Copans. I live at 8 Coolidge Street. And aside from the fact that I think that this is a building that's way out of
proportion to our neighborhood and out of scale, I am concerned about sort of the fact that we're going to be left with a problem.

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

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

And I think that the number -- the density of this property is way too big for what's existing there. And that street is really narrow. I don't even drive on it. It is -- if there's a fire in this neighborhood, God help anybody -- if somebody's visiting that place and they just happen to go run in
to do an errand or whatever, that's a hazard waiting to happen.

MR. GELLER: Before we get to you --

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

MS. STEINFELD: Yes.

MR. GELLER: Thank you.

KAREN: Hi. I'm Karen of Babcock.

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

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

You know, we as middle income -- middle-aged people are being discriminated against. You have a successful landlord. The landlord says that we're great tenants. They love us. We have a successful mix of people with mixed incomes, which are 38 to 40-plus,
half of which are seniors. And we're being out-zoned. And we should be top priority to live in a place like this. We're good neighbors. We're already your neighbors on Babcock Street.

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

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

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

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

MR. GELLER: Thank you.

Anybody else? Ma'am.
MS. SENTERS: I'm Sibyl Senters, and I'm at 73 Fuller Street, which is across the street on Harvard, and we're two houses in. So there's been a lot of talk about the traffic from trucks and other vehicles on the other side of Harvard Street, on that side, but no one has mentioned, really, what happens on our side, which is the side where Kupel's Bagels is, 4A Coffee, Wulf's Market, if people know those businesses. And we already have a terrible problem, and have had for years. And, you know, the town knows about this because neighbors are constantly calling in about the heavy traffic from trucks -- delivery trucks that come in for those businesses. So not only do you have the traffic from the businesses on the other side of Fuller Street where this building would be located, but you haven't taken into account the traffic that's -- the very, very heavy traffic that's already there on the other side of Harvard Street at the corner -- at that very corner. So I'm a pedestrian, I'm a bicyclist, and I'm an automobile driver. And we try to avoid Harvard Street because of the terrible traffic jams that everybody knows. If you live in this area and you've
been down Harvard Street at various times of the day, you know how that can get backed up.

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

The other thing, you know, that I want to also reiterate is it's too big. It's too big for our neighborhood. I have a brother-in-law who's a renowned architect in Boston who does lots of affordable housing projects. He's won awards for them. He doesn't make a whole lot of money off of each project, but he has always been and is well known for being sensitive to the neighborhood and respectful of what exists in the neighborhood. And I think that that's what we're really talking about. There's a respect for what is there already. And this does not respect what's there already.
If you -- you know, if people working on this need advice on how to bring down, you know, their profits and make it, you know, respectful to the neighborhood, I can give my brother-in-law's name and information. I'm not pushing that, but what I'm supporting is the idea that perhaps what is the crux of the matter is that perhaps the profitability of this project needs to come down a little bit so that it will be a more suitable project for our neighborhood.

MR. GELLER: Thank you.

Anybody else?

(No audible response.)

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

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

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

MR. SHEEN: Victor Sheen. I think a lot of the questions that were brought up were valid questions. They are -- a lot of them are technical in nature, which we have engaged with the peer review consultant on traffic. Our civil engineering team is working with the town engineering, is working out some
site issues, and I fully -- I look forward to hearing their peer review comments, which we believe it's forthcoming in the next hearing.

MR. GELLER: Thank you.

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

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

MR. GELLER: Thank you.

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

MS. POVERMAN: I have one question, which you probably already addressed, but could you get the floor plan of the first floor, please.
So we all know that traffic is a disaster here. So one of the comments which I was thinking of was especially the drop-off of people going into the lobby on Fuller Street. As best I recall, there is no parking on Harvard Street right before 420 -- right in front of 420. Was there any thought given to creating an entrance there going through to the residential building, which might at least give some relief to people going in and some of the traffic on Fuller Street?

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

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

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

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

And I do want to say I think you've made really great progress here, and I'm really pleased with what you've done. And I -- well, I'll get to that in a second.
So, I mean, the traffic is, I see, the biggest issue here, and so it'll be really interesting to see what the peer reviewer says next week. Because this area is just really difficult, and so I think we need to find as many ways of mitigating the traffic as possible.

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

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

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

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

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

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

MR. BROWN: I think that could work well.

MS. POVERMAN: You know, in the best of all possible worlds, I think it would great to have four stories, but I'm also aware of the realities of 40B law. And I think that reducing this to 21 units has been an incredible step. I really do. And I know
that -- you know, I just want to say that, if not
perfect, I think it's a really good step in the right
direction.

MR. BROWN: Thank you.

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

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

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

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

MR. BROWN: Yeah. And it may actually work
because here we wrote "subdividable." I don't think
we've ever had a single 4,800-square-foot tenant. So
if we broke it out this way, it may get us two
equitable spaces. That would actually work with the
tenant need and get the residential onto Harvard, which we'll gladly take a look at.

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

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

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

MS. PALERMO: I mean, there are clearly a lot of options. And I'm going say one that I know won't
make everyone happy, but I'm going to say it anyway.

You've got a large landscaped courtyard behind the
house which can provide parking so that people can
drive out of the driveway. I'm not suggesting you do
that, but you've got a fair amount of space to play
with there, and I think safety is, frankly, of the
utmost concern. There are children walking to school
down both streets, and there are pedestrians walking up
and down the retail establishments on Harvard Street,
and that is really of primary importance.

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

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

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

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

MR. GELLER: Let's finish our conversation.

MS. SCHNEIDER: I appreciate how -- I
appreciate the applicant's efforts to make this a more sensitive project, to make it fit better to this site. I think you guys have made tremendous progress, and I think what you're hearing is that we all really appreciate it.

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

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

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

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

MR. BROWN: Sure.

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

And is it also parking? I assume so.

MS. STEINFELD: Yes.

MR. GELLER: Okay. So I'll be very curious to
hear what they have to say, and that would certainly
color our discussion about the adequacy or inadequacies
of the curb cut, size of it, location of it, conflicts,
traffic, all of those kinds of issues.
The second thing that I want to say is that the existing bylaw actually has a provision in it for parking -- I won't use the term "waivers," but in our zealous desire to reduce the number of parking spaces, we do have a provision in the existing bylaws that if you have two totally different uses that utilize parking at different times, you're allowed to essentially reduce the number of spaces provided you can establish to the satisfaction, I'm guessing, of the ZBA that those spaces will be used at alternate times and there won't be conflict.

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

MR. SHEEN: Yeah, absolutely.

MR. GELLER: So you can address that issue.

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

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

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

With respect to the -- the same thing occurred to me with the access point for the residential units. And although there's a certain logic of moving as much of the action away from Fuller Street, particularly this location because you're coming to the end where it's at the intersection of Harvard, I'm not sure it would wind up a better project or a safer project or a
project, frankly, with -- I just don't think it's a
better project, necessarily, if you move the entrance
to the residential units onto Harvard Street.

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

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

It's not so much -- I don't think the issue on
Fuller Street is so much the access to the residential
units. If there's an issue on Fuller Street, it's a
combination of existing municipal lots, it's being at
the end of Fuller where it meets Harvard, the fact that
Fuller is a narrow street, and, frankly, the existing curb cut. You know, those are the things that make up the concern, and I don't know that that's going to be alleviated by taking the residential access point off of Fuller.

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

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

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

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

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

MS. SCHNEIDER: I just want to add a couple of things that came to mind as we were talking about this.
I mean, I do think that in the context of evaluating the traffic plan and the parking and all of that, I do think it is helpful to keep in mind what we were reminded of, which is that there could be an 11,000-square-foot, by right, commercial property on this site. And I think it's important to keep that in mind when we're talking about the traffic impacts, the parking impacts, the congestion impacts.

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

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

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

MS. SCHNEIDER: So, I mean, I think that we need to keep that in mind. I mean, I'm not saying that that gets them off the hook with coming up with a
traffic and parking plan that works, but I am saying
that we should keep that in mind as we're sort of
analyzing the alternatives.

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

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

MR. GELLER: You know, frankly, it's a speed
bump issue. People love speed bumps; people hate speed
bumps. You know, you want them in your neighborhood,
but you don't really want them.
MS. PALERMO: Fuller could use speed bumps.

MR. GELLER: So could Beacon Street.

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

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

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

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

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

UNIDENTIFIED AUDIENCE MEMBER: The height of the building and the parking need -- the top floor is
duplexes, so the loss of the top floor does not change
the number of units. It does change the amount of
square footage, it changes the number of bedrooms, and
it changes the demand for parking spaces. So when
you're looking at the number of spaces in the building
and the impact of traffic on the area, I just want you
to think about height, number of bedrooms, and traffic.
Thank you.

MR. GELLER: Thank you.

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

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

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

MR. GELLER: So Fuller becomes a blank.

MS. POVERMAN: I don't know. I don't know.

It might be dual. I just want to see what sort of
ideas can be created.

MR. BROWN: Something like that would come
here and then this would go back to there.

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

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

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

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

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

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

MS. POVERMAN: Just safety.

MS. SCHNEIDER: No, no. I understand that.
But, I mean, I just wonder if people can't get dropped off on Harvard and walk a little bit around the corner to get to the residential entrance.

MS. POVERMAN: Little old ladies --

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

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

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

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

MR. GELLER: Build that into your narrative.

MS. SCHNEIDER: I think that the list that Maria read off at the beginning of the hearing in terms of additional information that was requested, I think, at the staff-level meeting pretty much covers everything that I would want to see.
MR. GELLER: Okay. I'm not sure that helps.

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

MR. GELLER: Read it out loud.

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

Did I miss anything on that list?

MR. GEOFF ENGLER: Maria, is that your list?

I wasn't able to write all that.

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

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

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

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

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

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

MR. BROWN: Thank you.

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

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

MR. GELLER: Okay. Thank you, everyone.

(Proceedings adjourned at 8:45 p.m.)
I, Kristen C. Krakofsky, court reporter and notary public in and for the Commonwealth of Massachusetts, certify:

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

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

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

Dated this 23rd day of September, 2016.

______________________________
Kristen Krakofsky, Notary Public

<table>
<thead>
<tr>
<th>2015</th>
<th>9:18</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>78:3</td>
</tr>
<tr>
<td>204</td>
<td>27:4</td>
</tr>
<tr>
<td>21-unit</td>
<td>37:3 70:9</td>
</tr>
<tr>
<td>24</td>
<td>37:1 43:14</td>
</tr>
<tr>
<td>25</td>
<td>32:17 51:16</td>
</tr>
<tr>
<td>25th</td>
<td>9:9</td>
</tr>
<tr>
<td>26</td>
<td>37:14 78:3</td>
</tr>
<tr>
<td>26,000</td>
<td>13:15</td>
</tr>
<tr>
<td>26th</td>
<td>46:4</td>
</tr>
<tr>
<td>27</td>
<td>18:10</td>
</tr>
<tr>
<td>28</td>
<td>10:19</td>
</tr>
<tr>
<td>29,000</td>
<td>11:21</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>34</th>
<th>9:19</th>
</tr>
</thead>
<tbody>
<tr>
<td>36</td>
<td>10:6,16 16:20 37:17,24</td>
</tr>
<tr>
<td>36-unit</td>
<td>9:18</td>
</tr>
<tr>
<td>38</td>
<td>11:10,13 19:23 20:3,16 34:22 53:24</td>
</tr>
<tr>
<td>3:00</td>
<td>24:2,14 25:7</td>
</tr>
<tr>
<td>3D</td>
<td>23:5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>47,700</th>
<th>10:4</th>
</tr>
</thead>
<tbody>
<tr>
<td>48</td>
<td>30:24 46:8</td>
</tr>
<tr>
<td>48,000</td>
<td>13:15</td>
</tr>
<tr>
<td>4A</td>
<td>55:8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5</th>
<th>21:17 26:17 31:12</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-foot</td>
<td>18:24 27:2</td>
</tr>
<tr>
<td>56-spot</td>
<td>44:11</td>
</tr>
<tr>
<td>58-year</td>
<td>38:10</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6</th>
<th>17:5,9 20:23 21:14,21 28:4 33:18</th>
</tr>
</thead>
<tbody>
<tr>
<td>60</td>
<td>40:7</td>
</tr>
<tr>
<td>60-foot</td>
<td>39:18</td>
</tr>
<tr>
<td>64</td>
<td>10:9</td>
</tr>
<tr>
<td>6:00</td>
<td>23:15,20 24:17</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7</th>
<th>18:9</th>
</tr>
</thead>
<tbody>
<tr>
<td>72</td>
<td>9:21 10:1</td>
</tr>
<tr>
<td>73</td>
<td>34:21 55:2 72:3</td>
</tr>
<tr>
<td>applicant</td>
<td>8:12 28:20 71:5 76:2</td>
</tr>
<tr>
<td>----------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>applicant's</td>
<td>64:1</td>
</tr>
<tr>
<td>appreciate</td>
<td>28:18 63:24 64:1,5</td>
</tr>
<tr>
<td></td>
<td>65:10</td>
</tr>
<tr>
<td>approximately</td>
<td>10:13 36:3</td>
</tr>
<tr>
<td>architect</td>
<td>8:18,21 16:14 19:2</td>
</tr>
<tr>
<td></td>
<td>37:21 56:16</td>
</tr>
<tr>
<td>architectural</td>
<td>75:16</td>
</tr>
<tr>
<td>architecture</td>
<td>20:24</td>
</tr>
<tr>
<td>area</td>
<td>15:5 23:2 27:5 32:19</td>
</tr>
<tr>
<td></td>
<td>50:10 55:24 60:4 73:6</td>
</tr>
<tr>
<td>areas</td>
<td>53:15</td>
</tr>
<tr>
<td>aren't</td>
<td>50:13</td>
</tr>
<tr>
<td>argue</td>
<td>67:10</td>
</tr>
<tr>
<td>arms</td>
<td>38:3</td>
</tr>
<tr>
<td>arrange</td>
<td>14:22</td>
</tr>
<tr>
<td>arrangements</td>
<td>41:19</td>
</tr>
<tr>
<td>articulation</td>
<td>20:20 48:4</td>
</tr>
<tr>
<td>as-of-right</td>
<td>70:20</td>
</tr>
<tr>
<td>aside</td>
<td>51:23 69:14</td>
</tr>
<tr>
<td>asked</td>
<td>57:17 77:12</td>
</tr>
<tr>
<td>Asks</td>
<td>73:14</td>
</tr>
<tr>
<td>assigned</td>
<td>62:17</td>
</tr>
<tr>
<td>assignment</td>
<td>38:22</td>
</tr>
<tr>
<td>assistance</td>
<td>67:16</td>
</tr>
<tr>
<td>assume</td>
<td>65:18</td>
</tr>
<tr>
<td>assuming</td>
<td>13:1</td>
</tr>
<tr>
<td>audible</td>
<td>8:2 29:24 57:12 78:1</td>
</tr>
<tr>
<td>AUDIENCE</td>
<td>72:23</td>
</tr>
<tr>
<td>audio</td>
<td>13:2</td>
</tr>
<tr>
<td>August</td>
<td>10:8</td>
</tr>
<tr>
<td>automated</td>
<td>9:20 10:3,8,20</td>
</tr>
<tr>
<td>automobile</td>
<td>55:22</td>
</tr>
<tr>
<td>available</td>
<td>25:16 66:16</td>
</tr>
<tr>
<td>Ave</td>
<td>49:13</td>
</tr>
<tr>
<td>avoid</td>
<td>45:23 55:22</td>
</tr>
<tr>
<td>awards</td>
<td>56:17</td>
</tr>
<tr>
<td>aware</td>
<td>60:22 63:15</td>
</tr>
<tr>
<td>awning</td>
<td>19:18 29:13</td>
</tr>
<tr>
<td>awnings</td>
<td>22:7</td>
</tr>
<tr>
<td>Babcock</td>
<td>53:8 54:4</td>
</tr>
<tr>
<td>back</td>
<td>9:4,17 10:8 11:2,6</td>
</tr>
<tr>
<td></td>
<td>13:14,18,22 14:2 17:4,</td>
</tr>
<tr>
<td></td>
<td>10:13,19 18:6,12 19:4,5</td>
</tr>
<tr>
<td></td>
<td>20:23 21:13,14,17,22</td>
</tr>
<tr>
<td></td>
<td>22:3,15,17,20 23:5</td>
</tr>
<tr>
<td></td>
<td>30:18,21,23 31:4,10</td>
</tr>
<tr>
<td>backed</td>
<td>36:15 37:18 38:3 39:9</td>
</tr>
<tr>
<td></td>
<td>40:15 45:2 46:6 50:24</td>
</tr>
<tr>
<td></td>
<td>59:20 60:7 61:15 62:9</td>
</tr>
<tr>
<td></td>
<td>67:2 69:12 73:19 74:1</td>
</tr>
<tr>
<td>bad</td>
<td>56:2</td>
</tr>
<tr>
<td>bag</td>
<td>34:11 72:16</td>
</tr>
<tr>
<td>bagels</td>
<td>55:8</td>
</tr>
<tr>
<td>balance</td>
<td>15:7 67:13,17</td>
</tr>
<tr>
<td>banding</td>
<td>68:12,15</td>
</tr>
<tr>
<td>base</td>
<td>29:4</td>
</tr>
<tr>
<td>based</td>
<td>20:4 43:12</td>
</tr>
<tr>
<td>basement</td>
<td>14:8 15:10 16:12 36:1</td>
</tr>
<tr>
<td></td>
<td>37:8 50:16</td>
</tr>
<tr>
<td>basically</td>
<td>68:5</td>
</tr>
<tr>
<td>bay</td>
<td>20:20 21:4</td>
</tr>
<tr>
<td>Beacon</td>
<td>72:2</td>
</tr>
<tr>
<td>bed</td>
<td>16:6</td>
</tr>
<tr>
<td>bedroom</td>
<td>16:24 17:22 46:23</td>
</tr>
<tr>
<td>bedrooms</td>
<td>26:16 27:7 73:3,7</td>
</tr>
<tr>
<td>beginning</td>
<td>35:20 37:17 39:14</td>
</tr>
<tr>
<td></td>
<td>75:21</td>
</tr>
<tr>
<td>believe</td>
<td>16:8 31:8 50:13 58:2</td>
</tr>
<tr>
<td>belong</td>
<td>53:14</td>
</tr>
<tr>
<td>benefit</td>
<td>74:7</td>
</tr>
<tr>
<td>Bennett</td>
<td>35:12,14 36:9 47:16,20</td>
</tr>
<tr>
<td></td>
<td>48:12</td>
</tr>
<tr>
<td>Bernice</td>
<td>38:9</td>
</tr>
<tr>
<td>best</td>
<td>30:13 40:23 59:4 60:20</td>
</tr>
<tr>
<td>bet</td>
<td>43:12</td>
</tr>
<tr>
<td>better</td>
<td>19:12 39:2 43:3 46:12</td>
</tr>
<tr>
<td></td>
<td>48:9 64:2 65:9 67:24</td>
</tr>
<tr>
<td></td>
<td>68:2 69:10 75:14</td>
</tr>
<tr>
<td>beyond</td>
<td>17:1 18:1</td>
</tr>
<tr>
<td>bicyclist</td>
<td>55:21</td>
</tr>
<tr>
<td>big</td>
<td>42:3 52:20 56:14</td>
</tr>
<tr>
<td>bigger</td>
<td>16:23 53:10</td>
</tr>
<tr>
<td>biggest</td>
<td>38:1 60:1</td>
</tr>
<tr>
<td>bike</td>
<td>13:24 14:1</td>
</tr>
<tr>
<td>bins</td>
<td>14:19,20 37:4</td>
</tr>
<tr>
<td>birch</td>
<td>16:8</td>
</tr>
<tr>
<td>bit</td>
<td>13:5 14:13 16:23 18:6</td>
</tr>
<tr>
<td></td>
<td>24:8 25:1 39:2 43:3</td>
</tr>
<tr>
<td></td>
<td>57:8 74:3 75:2</td>
</tr>
<tr>
<td>black</td>
<td>29:13</td>
</tr>
<tr>
<td>blade</td>
<td>19:18 22:7 29:14</td>
</tr>
<tr>
<td>Blair</td>
<td>15:16</td>
</tr>
<tr>
<td>blank</td>
<td>73:20</td>
</tr>
<tr>
<td>blind</td>
<td>49:18</td>
</tr>
<tr>
<td>block</td>
<td>34:11</td>
</tr>
<tr>
<td>blocking</td>
<td>36:11 45:21 69:13</td>
</tr>
<tr>
<td>blue</td>
<td>23:14,15,18 24:9,16,23 25:8 36:4</td>
</tr>
<tr>
<td>board</td>
<td>8:14 9:6 38:19 58:15</td>
</tr>
<tr>
<td>Boehmer</td>
<td>74:8 77:1</td>
</tr>
<tr>
<td>book</td>
<td>68:14</td>
</tr>
<tr>
<td>Boston</td>
<td>53:14 56:16</td>
</tr>
<tr>
<td>bothering</td>
<td>38:14</td>
</tr>
<tr>
<td>branding</td>
<td>42:12</td>
</tr>
<tr>
<td>break</td>
<td>13:20 21:6 58:12</td>
</tr>
<tr>
<td>break-up</td>
<td>16:19</td>
</tr>
<tr>
<td>brief</td>
<td>9:2</td>
</tr>
<tr>
<td>bright</td>
<td>50:2</td>
</tr>
<tr>
<td>brings</td>
<td>17:6</td>
</tr>
<tr>
<td>broke</td>
<td>61:23</td>
</tr>
<tr>
<td>broken</td>
<td>13:17 59:14</td>
</tr>
<tr>
<td>Brookline</td>
<td>15:17 53:10 67:9,11</td>
</tr>
<tr>
<td>brother-in-law</td>
<td>56:15</td>
</tr>
<tr>
<td>brother-in-law’s</td>
<td>57:4</td>
</tr>
<tr>
<td>brought</td>
<td>9:7 54:6 57:20</td>
</tr>
<tr>
<td>case</td>
<td>23:15</td>
</tr>
<tr>
<td>cast</td>
<td>25:7</td>
</tr>
<tr>
<td>casting</td>
<td>24:1</td>
</tr>
<tr>
<td>caution</td>
<td>12:24</td>
</tr>
<tr>
<td>censor</td>
<td>12:24</td>
</tr>
<tr>
<td>center</td>
<td>18:17 23:1 52:4,7,8,14</td>
</tr>
<tr>
<td>Centre</td>
<td>35:4,7 56:4</td>
</tr>
<tr>
<td>century</td>
<td>54:8</td>
</tr>
<tr>
<td>certain</td>
<td>67:20 68:10 71:13,16</td>
</tr>
<tr>
<td>Chairman</td>
<td>8:13</td>
</tr>
<tr>
<td>challenging</td>
<td>61:15</td>
</tr>
<tr>
<td>change</td>
<td>12:6 20:1,6 73:1,2 75:16</td>
</tr>
<tr>
<td>changed</td>
<td>19:13 67:7</td>
</tr>
<tr>
<td>changes</td>
<td>8:22 10:15 12:4 24:1 73:3,4</td>
</tr>
<tr>
<td>charges</td>
<td>39:15</td>
</tr>
<tr>
<td>charging</td>
<td>63:16</td>
</tr>
<tr>
<td>chief</td>
<td>77:6</td>
</tr>
<tr>
<td>children</td>
<td>63:7 71:13</td>
</tr>
<tr>
<td>choose</td>
<td>54:19</td>
</tr>
<tr>
<td>city</td>
<td>37:5 56:5</td>
</tr>
</tbody>
</table>

**PROCEEDINGS** - 09/13/2016

**C**

<p>| call     | 8:11 |
| called   | 15:5 19:24 29:17 33:1 42:7 |
| Cambridge| 37:3 |
| can’t    | 9:14 34:6 37:10 51:2 52:13 75:1 77:14 |
| candidly | 75:7 |
| cans     | 35:18 37:4 |
| car      | 12:24 38:12,14 49:21 50:1 62:10 |
| car’s    | 12:23 |
| care     | 14:21 52:16 77:4 |
| carefully| 45:15,16 |
| Caroline | 47:7 |
| Carolyn  | 34:20 51:22 |
| carrying | 22:19 |</p>
<table>
<thead>
<tr>
<th>Word</th>
<th>Page Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>direction</td>
<td>39:13 58:18 61:3 73:11</td>
</tr>
<tr>
<td>directions</td>
<td>50:10</td>
</tr>
<tr>
<td>directly</td>
<td>20:13</td>
</tr>
<tr>
<td>Director</td>
<td>8:5</td>
</tr>
<tr>
<td>disappointed</td>
<td>53:10</td>
</tr>
<tr>
<td>disaster</td>
<td>59:1 63:13</td>
</tr>
<tr>
<td>discrepancies</td>
<td>20:5</td>
</tr>
<tr>
<td>discriminated</td>
<td>53:21 54:14</td>
</tr>
<tr>
<td>discussed</td>
<td>65:3</td>
</tr>
<tr>
<td>discussion</td>
<td>58:14 65:22</td>
</tr>
<tr>
<td>disparaging</td>
<td>42:5</td>
</tr>
<tr>
<td>disposal</td>
<td>41:21</td>
</tr>
<tr>
<td>distance</td>
<td>12:10,14 27:22 44:24</td>
</tr>
<tr>
<td>distinct</td>
<td>15:5</td>
</tr>
<tr>
<td>distorts</td>
<td>27:24</td>
</tr>
<tr>
<td>disturb</td>
<td>71:20</td>
</tr>
<tr>
<td>disturbing</td>
<td>71:10 72:22</td>
</tr>
<tr>
<td>dock</td>
<td>48:23 49:3,6 50:9 61:10</td>
</tr>
<tr>
<td>doesn't</td>
<td>18:1 34:18 56:17 67:11</td>
</tr>
<tr>
<td>dog</td>
<td>34:23</td>
</tr>
<tr>
<td>doing</td>
<td>14:11 17:14 32:5 36:13 50:3</td>
</tr>
<tr>
<td>dual</td>
<td>73:22</td>
</tr>
<tr>
<td>due</td>
<td>20:5</td>
</tr>
<tr>
<td>dump</td>
<td>52:16</td>
</tr>
<tr>
<td>dumpster</td>
<td>31:6</td>
</tr>
<tr>
<td>dumpsters</td>
<td>36:24</td>
</tr>
<tr>
<td>dunnage</td>
<td>19:8</td>
</tr>
<tr>
<td>duplex</td>
<td>17:18</td>
</tr>
<tr>
<td>duplexes</td>
<td>73:1</td>
</tr>
<tr>
<td>dynamic</td>
<td>66:24</td>
</tr>
<tr>
<td>earlier</td>
<td>18:5 59:13</td>
</tr>
<tr>
<td>early</td>
<td>32:12 40:15</td>
</tr>
<tr>
<td>easement</td>
<td>26:9 31:3,4,12 76:13</td>
</tr>
<tr>
<td>easier</td>
<td>23:10 64:18</td>
</tr>
<tr>
<td>echo</td>
<td>64:6</td>
</tr>
<tr>
<td>edge</td>
<td>12:13 18:7,8,11,14</td>
</tr>
<tr>
<td>efficient</td>
<td>30:8</td>
</tr>
<tr>
<td>effort</td>
<td>61:6</td>
</tr>
<tr>
<td>efforts</td>
<td>64:1</td>
</tr>
<tr>
<td>egress</td>
<td>13:20 15:9</td>
</tr>
<tr>
<td>eight</td>
<td>14:24 15:6</td>
</tr>
<tr>
<td>either</td>
<td>15:6 23:15 54:15</td>
</tr>
<tr>
<td>elevation</td>
<td>13:11 16:4 17:1 20:6,9 47:22</td>
</tr>
<tr>
<td>elevations</td>
<td>19:11 20:19</td>
</tr>
<tr>
<td>eliminated</td>
<td>10:19</td>
</tr>
<tr>
<td>eliminating</td>
<td>61:9</td>
</tr>
<tr>
<td>else's</td>
<td>38:12</td>
</tr>
<tr>
<td>employees</td>
<td>64:12</td>
</tr>
<tr>
<td>enclosure</td>
<td>18:23,24 19:7</td>
</tr>
<tr>
<td>encourage</td>
<td>28:2 40:1 42:14</td>
</tr>
<tr>
<td>endeavor</td>
<td>39:5</td>
</tr>
<tr>
<td>ended</td>
<td>59:17</td>
</tr>
<tr>
<td>ends</td>
<td>65:6</td>
</tr>
<tr>
<td>energy</td>
<td>72:19</td>
</tr>
<tr>
<td>engaged</td>
<td>15:18 57:22</td>
</tr>
<tr>
<td>engineer</td>
<td>12:21 19:9 62:16</td>
</tr>
<tr>
<td>engineering</td>
<td>57:23,24</td>
</tr>
<tr>
<td>Engler</td>
<td>38:16,17 43:6 76:17</td>
</tr>
<tr>
<td>enhance</td>
<td>16:9</td>
</tr>
<tr>
<td>enhanced</td>
<td>76:12</td>
</tr>
<tr>
<td>enormous</td>
<td>35:8</td>
</tr>
<tr>
<td>enter</td>
<td>13:24</td>
</tr>
</tbody>
</table>
entering 43:20
entire 12:12 36:12
entrance 34:8 42:24 59:7 68:2 74:11,12,16 75:3
entry 16:6 19:19,20 21:8 22:10 60:9
entryway 68:18
equinox 24:4
equipment 18:4 19:8
equitable 61:24
errand 53:1
especially 59:3
essentially 66:8
establish 66:9
establishments 63:9
evaluating 70:1
evening 8:13
everybody’s 9:3 30:10 33:8
evolution 9:5,15
exact 67:10
example 26:24 62:18
exhaust 18:21
exist 77:10
exists 56:12,20
exit 42:24 49:18 56:5
exiting 43:20
expanded 24:11 40:4
expanding 24:12
experience 43:12
exploring 62:4
exposure 27:7
extend 26:10 31:14
exterior 76:8
extremely 62:7 70:21
fabric 29:12,13
facades 68:6
faces 20:8
fair 63:5 77:18
fall 24:4,17
families 31:23 41:15
family 33:10
far 24:12 47:10 49:10 70:11,12
fashion 25:16 77:5
faster 35:5
feasibility 64:7
February 9:9
Fedex 33:14
feedback 9:8
feel 8:19,21 54:13
feels 51:9
fellow 60:17
fence 12:10 27:22 28:1,5
fenestration 76:12
field 20:4
fifth 11:1,3,4 17:17,24 18:3, 6 19:16 48:3 77:13
figure 36:6 47:6 67:16
filing 9:17
final 77:1
find 60:5
fine 75:17
finish 63:23
fire 52:22 53:5
firefighter 37:22
fit 64:2
fits 48:8
fitting 48:5
five 10:24 37:3,4 72:5,12
five-foot 11:3
five-story 39:17
floors 17:23 39:15
flow 49:5
<table>
<thead>
<tr>
<th>Word</th>
<th>Page Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>flush</td>
<td>62:15</td>
</tr>
<tr>
<td>flushed</td>
<td>38:24</td>
</tr>
<tr>
<td>focus</td>
<td>30:4, 48:3</td>
</tr>
<tr>
<td>focusing</td>
<td>48:7</td>
</tr>
<tr>
<td>follow-up</td>
<td>8:24</td>
</tr>
<tr>
<td>following</td>
<td>78:6</td>
</tr>
<tr>
<td>footage</td>
<td>10:3, 11:20, 40:4, 73:3</td>
</tr>
<tr>
<td>forget</td>
<td>77:6</td>
</tr>
<tr>
<td>form</td>
<td>28:24</td>
</tr>
<tr>
<td>formally</td>
<td>28:20, 21</td>
</tr>
<tr>
<td>format</td>
<td>39:6, 7</td>
</tr>
<tr>
<td>forthcoming</td>
<td>58:3</td>
</tr>
<tr>
<td>forward</td>
<td>30:23, 32:23, 39:9, 43:17, 46:6, 58:1, 78:4</td>
</tr>
<tr>
<td>four-story</td>
<td>48:1</td>
</tr>
<tr>
<td>four-way</td>
<td>44:17, 22, 45:3</td>
</tr>
<tr>
<td>fourth</td>
<td>11:4, 17:14, 17:18, 26:10, 62:10</td>
</tr>
<tr>
<td>frankly</td>
<td>48:20, 63:6, 68:1, 69:1, 71:21</td>
</tr>
<tr>
<td>Fred</td>
<td>35:14</td>
</tr>
<tr>
<td>frequency</td>
<td>36:19</td>
</tr>
<tr>
<td>freshmen</td>
<td>54:15</td>
</tr>
<tr>
<td>friend</td>
<td>40:23</td>
</tr>
<tr>
<td>fronting</td>
<td>65:4</td>
</tr>
<tr>
<td>full</td>
<td>10:23, 12:8, 13:4, 14:2, 16:5, 21:15, 77:8</td>
</tr>
<tr>
<td>Fuller-type</td>
<td>74:19</td>
</tr>
<tr>
<td>fully</td>
<td>9:20, 18:15, 19:1, 27:2, 58:1</td>
</tr>
<tr>
<td>further</td>
<td>57:15, 77:17</td>
</tr>
<tr>
<td>G</td>
<td></td>
</tr>
<tr>
<td>garage</td>
<td>11:12, 14:10, 19:20, 36:12, 49:16, 50:19, 62:20, 64:10, 17, 72:21</td>
</tr>
<tr>
<td>given</td>
<td>35:5, 39:15, 59:6</td>
</tr>
<tr>
<td>giving</td>
<td>30:14</td>
</tr>
<tr>
<td>gladly</td>
<td>62:2</td>
</tr>
<tr>
<td>glazed</td>
<td>29:12</td>
</tr>
<tr>
<td>go</td>
<td>13:8, 17:13, 19:21, 18:1</td>
</tr>
<tr>
<td>goal</td>
<td>16:10, 29:18, 20, 58:19</td>
</tr>
<tr>
<td>God</td>
<td>52:23</td>
</tr>
<tr>
<td>goes</td>
<td>12:23, 16:12, 17:21, 32:14, 35:23, 40:15</td>
</tr>
<tr>
<td>good</td>
<td>8:13, 33:17, 46:2, 13, 54:3, 61:2, 8, 63:11</td>
</tr>
<tr>
<td>gotten</td>
<td>60:11</td>
</tr>
<tr>
<td>grade</td>
<td>20:1, 26:2</td>
</tr>
<tr>
<td>grades</td>
<td>20:6</td>
</tr>
<tr>
<td>gravel</td>
<td>16:1</td>
</tr>
<tr>
<td>gray</td>
<td>23:12, 19, 24:8, 15, 25:8, 29:13</td>
</tr>
<tr>
<td>great</td>
<td>53:23, 54:11, 59:22, 60:21</td>
</tr>
<tr>
<td>greatest</td>
<td>24:7</td>
</tr>
<tr>
<td>green</td>
<td>16:2, 36:5</td>
</tr>
<tr>
<td>grid</td>
<td>15:13</td>
</tr>
<tr>
<td>gross</td>
<td></td>
</tr>
</tbody>
</table>
H

Hagen
42:18

half
11:1 36:13 54:1

hand
30:22 64:12,15

handled
65:6

happen
49:8 52:24 53:2

happens
52:15 55:7 58:9 75:13

happy
15:22 23:9 28:5 29:19 63:1

hard
14:23 18:23 28:11,24 43:1 45:8 70:21

Harvard

hatch
18:4,18

hatched
14:24

hate
42:5 71:22

haven't
55:17

hazard
53:1

he's
15:18 35:5 56:17 69:10

head
9:3 57:14

hear

heard
12:19 35:16 71:12

hearing
9:1 30:4 39:5 46:3 58:1,3 64:4 71:6 75:21 78:2,6

hearings
9:10 67:9

heat
54:10

heavy
55:13,18

height

held
18:21

help
31:15 52:23 75:10 76:2

helpful
25:21 70:3

helps
17:6 76:1

Henry
44:3,10

here's
69:6,7

Hi
51:22 53:8

hiding
48:3

high
24:3

high-pedestrian
71:17

high-tech
74:17

high-vehicular-traffic
71:17

historically
67:2

hitting
51:6

holistically
9:16

home
14:5 31:17

homes
32:21

hone
29:20

hook
70:24

hope
40:12

hour
36:13,14 45:7

hours
37:17,24 40:15 66:17

house

houses
55:3 72:4

housing
54:18 56:16

Howard
50:5,22 51:18 58:5,6

huge
40:5 51:1

husband
35:2

Hyannis
42:6

I

I'd
8:11 28:19 30:3

I'll

I'm

I've
31:20,22 32:20 34:22 35:12,16 52:5 53:13

idea

ideas
62:15 73:23

identify
58:17

illusion
68:17

imagine
51:2

impact
24:7,9 25:4 35:19 41:23
inform 77:14
information 30:7 47:17 57:5 75:22 77:17
inherit 45:11
initial 9:6,17
inside 64:17
intention 36:23
interact 15:4
interest 53:12
interested 38:20 40:24 65:2
interesting 60:2 67:1
interim 77:5
interior 27:13
internal 15:24 17:22
interrupt 74:6
interruption 9:23 27:11 44:14
intersection 34:12 44:18,20,22 45:2 49:10 67:23 72:8
invite 30:2
inviting 15:18
Irene 46:19 47:8
isn’t 23:6 41:10 43:16
isolated 18:17
isolation 19:8
issue 41:12 51:1 60:2 61:8 66:19 68:20,22 71:5,22
issues 58:1,17 65:24 77:10
it’ll 60:2
items 8:23
iteration 10:5
its 58:15

J
Jacobs 47:21
jam 41:17
jams 45:22 55:23
JFK 42:8,10,12
job 36:13 61:8
Julie 30:24 42:1
jumping 17:12

K
Karen 53:8 63:16,21
Kate 74:21
Kayley 48:12
keep 16:9 30:8 38:13 70:3,6,23 71:2 74:19
Kennedy 42:6
key 31:17 33:22 51:1
keys 50:18
kids 54:17
kinds 41:18 65:24
knowing 43:11
known 54:7 56:19
<table>
<thead>
<tr>
<th>O</th>
<th>P</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>neighbors'</strong></td>
<td><strong>package</strong></td>
</tr>
<tr>
<td>47:13</td>
<td>33:20,22 60:18</td>
</tr>
<tr>
<td><strong>never</strong></td>
<td><strong>packages</strong></td>
</tr>
<tr>
<td>53:18</td>
<td>33:10 61:12</td>
</tr>
<tr>
<td><strong>new</strong></td>
<td><strong>PALERMO</strong></td>
</tr>
<tr>
<td><strong>nice</strong></td>
<td>36:16,20 61:5,18 62:3,</td>
</tr>
<tr>
<td>15:20</td>
<td>23 72:1</td>
</tr>
<tr>
<td><strong>Nichia</strong></td>
<td><strong>Palmer</strong></td>
</tr>
<tr>
<td>29:17</td>
<td>30:24 31:19 32:8</td>
</tr>
<tr>
<td><strong>night</strong></td>
<td><strong>panel</strong></td>
</tr>
<tr>
<td>71:20</td>
<td>29:6,8,10,11,16,17</td>
</tr>
<tr>
<td><strong>nightmare</strong></td>
<td><strong>paradigm</strong></td>
</tr>
<tr>
<td>50:18</td>
<td>67:7</td>
</tr>
<tr>
<td><strong>nit-picky</strong></td>
<td><strong>parcel</strong></td>
</tr>
<tr>
<td>49:22</td>
<td>12:2 34:1</td>
</tr>
<tr>
<td><strong>noise</strong></td>
<td><strong>parcels</strong></td>
</tr>
<tr>
<td>36:20 47:17 76:10</td>
<td>33:21</td>
</tr>
<tr>
<td><strong>noon</strong></td>
<td><strong>park</strong></td>
</tr>
<tr>
<td>24:2 25:3</td>
<td>34:15 52:8,9,13</td>
</tr>
<tr>
<td><strong>nosed</strong></td>
<td><strong>parked</strong></td>
</tr>
<tr>
<td>43:1</td>
<td>31:7</td>
</tr>
<tr>
<td><strong>notably</strong></td>
<td><strong>parking</strong></td>
</tr>
<tr>
<td>9:11</td>
<td>9:19,20 10:6,10,11,19,</td>
</tr>
<tr>
<td><strong>note</strong></td>
<td>20 21:9 22:11 26:1,12</td>
</tr>
<tr>
<td>10:24 18:5,22 20:22</td>
<td>31:2,14 32:4,9 34:3,14</td>
</tr>
<tr>
<td>23:4 27:1 43:7</td>
<td>35:4 36:12 37:11 38:11,</td>
</tr>
<tr>
<td><strong>noted</strong></td>
<td>15:20 41:11 44:11,17</td>
</tr>
<tr>
<td>20:18 51:13 78:2</td>
<td>48:20 49:1,9,16 50:8,</td>
</tr>
<tr>
<td><strong>notice</strong></td>
<td>11,15,17,20 51:5,13</td>
</tr>
<tr>
<td>17:3 24:5</td>
<td>52:5,10,12 59:5 61:9</td>
</tr>
<tr>
<td><strong>notion</strong></td>
<td>62:13,19 63:3,17 64:13,</td>
</tr>
<tr>
<td><strong>nowadays</strong></td>
<td>67:4,6,11 70:2,8,13</td>
</tr>
<tr>
<td>33:9</td>
<td>71:1,7 72:24 73:4 75:12</td>
</tr>
<tr>
<td><strong>number</strong></td>
<td>76:6,7</td>
</tr>
<tr>
<td>10:21 52:19 56:9 61:7</td>
<td><strong>parks</strong></td>
</tr>
<tr>
<td>64:16 66:4,8 69:17</td>
<td>35:4</td>
</tr>
<tr>
<td>73:2,3,5,7</td>
<td><strong>part</strong></td>
</tr>
<tr>
<td><strong>numerous</strong></td>
<td>8:23 17:15 24:5 29:15</td>
</tr>
<tr>
<td>41:22</td>
<td>62:12,13 66:23</td>
</tr>
<tr>
<td><strong>ones</strong></td>
<td>particularly</td>
</tr>
<tr>
<td>75:6</td>
<td>67:21</td>
</tr>
<tr>
<td><strong>online</strong></td>
<td><strong>parting</strong></td>
</tr>
<tr>
<td>33:8,13</td>
<td>37:15</td>
</tr>
<tr>
<td><strong>open</strong></td>
<td><strong>pass</strong></td>
</tr>
<tr>
<td><strong>operations</strong></td>
<td></td>
</tr>
</tbody>
</table>
throwing 47:12
tie 21:6
tied 21:24
tight 51:5 56:7
time 8:14 23:24 24:22 27:18
30:2 45:8 49:8 53:18
64:19 70:21 71:19
timeline 73:12
times 33:11 36:17 40:13
48:16 56:1 66:7 10 67:5
71:11,14
today 8:22 20:22 31:15
today's 9:1
told 53:13
tone 29:19
tonight 8:15 9:12 35:17
tools 76:7
top 18:12 40:2,7,9 47:18
54:2 72:24 73:1
totally 66:6 69:13
tough 56:12
toughest 24:22
town 40:21 45:11,15 52:5
55:11 57:24
traffic 12:21 35:2,8,19 42:22,
worst
23:15

worth
42:14 62:3

wouldn't
32:3 49:19

wrapped
9:3

wrapping
20:19

wraps
18:24 19:17

write
76:18

writing
66:20 76:20 77:7

written
25:16 62:22 77:5

wrong
50:20

wrote
61:21

Wulf's
55:8

Y

Ya
49:3

yeah
31:19 44:6 54:22 60:12,
14 61:18,20 63:14
66:18 74:5

year
32:22 58:10 72:5

years
31:21,22 34:22 41:5
55:11

you'd
43:20

you'll
10:24 11:4 17:3 18:22
19:12 20:17

you're
22:2,4 28:17 31:9 32:5,
23 33:17 39:3,23 40:24

41:6 42:12 45:24 64:4
66:7,13 67:22 69:12,13
73:5 74:18

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

young
33:10 41:14,15

Z

ZBA
9:10 25:17 28:13,16
58:21 66:10 67:9

ZBAERS
60:17

zealous
66:4

zone
11:13 13:2,5,17 26:5,11
33:2,3,17,19,24

zoning
38:19 51:17 54:21