

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

Volume VII
Pages 1-79

Brookline Zoning Board of Appeals Hearing
420 Harvard Street Comprehensive Permit Application
420 Harvard Associates, LLC
October 19, 2016, at 7:00 p.m.
Brookline Town Hall
333 Washington Street, 6th Floor
Brookline, Massachusetts 02445

Reporter: Kristen C. Krakofsky

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

APPEARANCES

Board Members:

Jesse Geller, Chairman

Lark Palermo

Kate Poverman

Johanna Schneider

Town Staff:

Alison Steinfeld, Planning Director

Maria Morelli, Senior Planner

Traffic Peer Reviewer:

James Fitzgerald, P.E., LEED AP, Director of
Transportation, Environmental Partners Group

Applicant:

Victor Sheen, 420 Harvard Associates, LLC

Dartagnan Brown, Principal, EMBARC Studio, LLC

Bob Engler, President, SEB

Scott Thornton, Vanasse & Associates, Inc.

1 Members of the Public:

2 Tom Gunning, 39 Fuller Street

3 Kailey Bennett, 12 Fuller Street

4 Julie Palmer, 48 Coolidge Street

5 Karen, Babcock Street

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

1 PROCEEDINGS:

2 7:03 p.m.

3 MR. GELLER: Good evening, everyone. We are
4 reconvening our 40B comprehensive permit hearing. This
5 is on 420 Harvard Street. For the record, my name is
6 Jesse Geller. To my immediate left is Kate Poverman,
7 to my immediate right is Johanna Schneider, to
8 Ms. Schneider's right is Lark Palermo.

9 Tonight's hearing will be dedicated to the
10 following: We will hear an update from the applicant.
11 I understand there have been some refinements that you
12 will be sharing with us. We will also have a response
13 from their traffic consultant.

14 There were a number -- if people will recall,
15 at our -- I don't know if it was the last hearing.
16 What was the last hearing?

17 MS. MORELLI: We had traffic.

18 MR. GELLER: We had traffic. Okay.

19 There were a number of questions that were
20 asked by our peer reviewer, and the applicant has
21 responses to the issues that were raised. We will then
22 hear from our peer reviewer, Mr. Fitzgerald, in
23 response. And then we will have an opportunity to hear
24 from the members of the public who want to offer

1 testimony.

2 As I've said in the past, what I would ask you
3 to do is listen to what other people have to say. If
4 you agree with them or don't have anything new to add,
5 just point at them and say you agree with them. If you
6 have something that has not been said before or offered
7 into testimony, please, we do want to hear it. Keep in
8 mind that tonight's purpose for testimony should be
9 limited to the things that we are reviewing tonight,
10 largely traffic.

11 For the record, also, tonight's hearing is
12 being recorded and there is also a transcript that is
13 being taken. Those transcripts are available at the
14 planning department's website as well as submittals by
15 members of the public and other interested parties such
16 as town departments. So if you want to get copies of
17 the record of this hearing from the beginning of time,
18 you're able to do so, and you can also get all the
19 correspondence and other materials. They are also
20 available to you.

21 Any other announcements?

22 No. Okay. Next hearing date?

23 MS. MORELLI: November 2nd.

24 MR. GELLER: So our next hearing date on this

1 matter will be November 2nd, same time, 7:00 p.m. or
2 sort of close to 7:00 p.m.

3 I'd like to call on the applicant now.

4 MR. BROWN: Thank you, Mr. Chairman and
5 members of the board. Dartagnan Brown, architect from
6 EMBARC.

7 So we've brought just a couple slides -- so
8 we've brought a couple of slides with us tonight. What
9 we've done, spending some time with the peer reviewer
10 and staff, is looked at the traffic, specifically how
11 we interact off of Fuller Street.

12 So the main thing to note, what we really
13 focused on, is the ramps coming in and out of Fuller.
14 And part of the slope and the issues we had around kind
15 of the transition points of the ramp coming up was the
16 depth of the basement that we had to get to accommodate
17 the accessible van spots.

18 What we've done, working with Cliff, the peer
19 reviewer, is we thought we could actually take the
20 accessible spot that's required and put it up here off
21 on the side and have the aisle kind of overlapping the
22 loading zone so we still maintain a very clear loading
23 zone. There is an ADA van spot here. This meets the
24 12 by 30 foot for the loading zone. It shares, as we

1 had before, a loading vestibule to the elevator. What
2 that allows us to do is lift the basement slab up about
3 14 inches, and that greatly helps us kind of reshape
4 the pitch of the driveway, which I'll show you in a
5 minute.

6 In addition to that, kind of working with the
7 curbs here, we were able to tighten up the width of the
8 driveway to get it to be 10 foot. We have a 2-foot
9 strip for the building structure above, and then,
10 again, the accessible spots for loading.

11 Things we've noted here -- I'm going to show
12 you in a little more detail -- is talking about the
13 transition across Fuller, the discussion on whether
14 it's all flush with the sidewalk or stepped. I think
15 we all came to the consensus that actually having a
16 change in elevation as you're walking is a clear signal
17 that something is happening. What we -- beyond kind of
18 the signaling lights that we have on either side of the
19 post, we're looking at putting in kind of the yellow,
20 dotted ADA ramps that would work with the slopes so as
21 somebody's walking down, they could either see it,
22 they'd feel it on their foot. So it addresses a lot of
23 that, and then it makes a clear signal for a change
24 happening at this point.

1 We've also noted that we will -- and we've put
2 on the drawings -- that we will heat the driveway to
3 alleviate the concern about snow buildup and a slippery
4 surface coming up during the wintertime.

5 And then something else we're looking at and
6 working with our traffic consultant is do we put in
7 some sort of steep -- or transition strip that as
8 you're pulling up the driveway coming up the slope to
9 exit, there's a designation, you know, to keep traffic
10 slow.

11 And I think if we go to the next slide,
12 Victor -- so down below, what we've done by changing
13 the slope of the ramp and adjusting the building
14 structure is we've allowed for a much greater
15 maneuverability coming into the garage. Scott, our
16 traffic engineer, has worked on all of the clearances
17 required so the building structure has been adjusted to
18 allow a clean turning radius. The middle aisle that
19 extended further down has been pulled back to help add
20 turning radius to that. I think we can share these
21 documents, but the structure has been reflected to
22 accommodate that.

23 There's been some clarifications on the
24 location of the commercial parking; four shaded in the

1 yellow just within this building, and then four other
2 tandem next to 49 Coolidge are the other four spots.

3 And I think the next slide -- so this is --
4 for everybody's benefit, we've just blown up this
5 section of the garage to really look at how that works.
6 So one thing to note is: Before, coming off of Fuller,
7 we had only a 10-foot transition at the 8 percent slope
8 and then it transitioned to the 16 percent and then
9 back to the 8 percent. What we've been able to do, by
10 lifting up the garage height, is actually allow for a
11 20-foot length at the shallow 8 percent.

12 So the thought, again, is that when a car is
13 coming up -- you know, we've denoted midway that
14 there's some sort of speed indicator. When you come up
15 to the top, you've actually got the full length of the
16 car on the shallow ramp. So before, half of it was on
17 16 and half of it was on 8. Now the whole thing is on
18 the 8 percent. So we feel that that helps drop the
19 sight line down, safer to exit. Again, coupled with
20 the heated ramp, we all feel it's kind of working
21 towards getting a better discharge onto the street.

22 Here, as I noted, this is kind of a sample of
23 the yellow ADA bump ramps that would be on either side
24 to help designate the exit.

1 So that was really our update on strategy
2 around that.

3 MR. GELLER: Thank you.

4 Questions?

5 MS. POVERMAN: Why doesn't everybody ask first
6 today.

7 MR. GELLER: I actually do have a few
8 questions. Can you go to the slide that indicates the
9 turnaround -- 180-degree turnaround.

10 So let's assume that there's a vehicle going
11 down, coming up, or that a car needs access to a tandem
12 space, essentially, that you have a queuing issue
13 within the garage. Where do vehicles go?

14 MR. BROWN: Scott, do you want to jump in and
15 help?

16 Because Scott's been studying -- I think he
17 can address the maneuverability. It would be a little
18 bit more sophisticated than myself.

19 MR. THORNTON: For the record, Scott Thornton
20 with Vanasse & Associates.

21 You know, what Dartagnan mentioned
22 regarding pulling the median back in this area helps to
23 improve the maneuverability in here. I think also,
24 something that your peer reviewer mentioned about

1 putting some type of mirror or some other device to
2 alert people that vehicles are coming through this area
3 is going to be -- it's going to assist them in
4 maneuvering through there.

5 The other thing is there's not -- you know,
6 it's -- this isn't a hundred-unit development, so it's
7 kind of like a thousand-year-storm event that you're
8 talking about. I think there's a potential for that
9 type of event to occur, and if so, you may have one
10 vehicle that waits on the ramp to enter while you have
11 another vehicle that gets out of the parking space in
12 question and then circulates through the garage to get
13 out.

14 MR. GELLER: What about a vehicle that is
15 parked within the garage in the tandem spaces on the
16 Fuller Street side? See down -- No. 22, those spaces.
17 So they're going to pull out. And even if you add a
18 mirror at the turn, they're not going to see anything
19 and they'll pull through, right, to the narrow -- to
20 where it narrows. You see where I'm going?

21 MR. BROWN: Yeah. One thing we are looking
22 to -- which we have to just kind of start working with
23 the structural engineer -- is understand this pivot
24 point right here, which we may not need that wall to go

1 all the way down. Because this is going to be a
2 structured deck, we may be able to have a section from
3 here to here be open because at that point you're down
4 at the low end of the ramp. We may have just a curb
5 that prevents cars from slipping off, but the sight
6 line can be open so if you're driving down at this
7 point, you're going to see across this way as well.

8 MR. GELLER: That's exactly the issue.
9 Because you want to be able to -- if there's a car
10 coming down, you want to be able to stop before you get
11 to the pinch point.

12 MR. BROWN: Exactly, right. And I think we'll
13 definitely keep that in the back of our mind as we
14 start getting into structural engineering, just as we
15 did here. Because at this point we felt comfortable
16 pulling back, but this, I think we want to get an
17 engineer involved to see how much of that -- ideally it
18 stops here at this point, and then from here to here
19 it's more of a low curb that helps transition in the
20 ramp to the flat surface but visually open.

21 MR. GELLER: Okay.

22 MS. POVERMAN: So is it anticipated that both
23 up and down of the driveways will be heated?

24 MR. BROWN: Correct.

1 MS. POVERMAN: Okay. And I know there's been
2 a lot of concern about the angles of the driveway.
3 Have you seen or can you point us to examples where
4 there have been similar slopes in driveways that have
5 been successful that could ease some of these concerns?

6 MR. BROWN: I can try to put together a list.
7 I'd have to go measure them. I don't know if -- we
8 talked about, kind of, the traffic standards around
9 what is allowable. So separate of us thinking about
10 that, we spoke to Cliff, the peer reviewer, and he
11 actually felt comfortable doing up to 20 percent
12 himself to this project. So, you know, in talking with
13 Scott, 20 is kind of a max for the mid section. We're
14 at 16 and again we're at 8.

15 So I can certainly -- I'd have to put together
16 a list of buildings. I know typically in more of a
17 downtown garage they are much steeper. We're not
18 trying to replicate that here, but I can -- we can
19 definitely push on trying to get a list of that.

20 MS. POVERMAN: Well, even just a couple of
21 examples reassuring it would be -- yeah, this is not
22 just, you know, creating the most dangerous slope that
23 the world's ever seen but, in fact, it's worked
24 successfully in the past. That would be great.

1 MS. MORELLI: At 111 Boylston Street, we have
2 a hotel that was constructed on Route 9. They have a
3 slope of 19 percent. That's after the 20-foot
4 step-back.

5 MS. POVERMAN: Do they have a similar --

6 MS. MORELLI: Yeah. We could actually give
7 you some plans to show you what that looks like, but
8 our zoning has 8 percent for the first 20 feet, and
9 after that it's 19.

10 MR. BROWN: And this all falls within the
11 allowed slope by code, so we're not trying to bypass
12 that 20. We're again, at 16 percent.

13 MS. SCHNEIDER: Maria, is what you're
14 saying -- what they're proposing right now, since the
15 slope complies with zoning, they don't need a waiver?

16 MS. MORELLI: Yes. The first 20 percent of
17 8 percent does comply with zoning.

18 MR. BROWN: First 20 feet.

19 MS. MORELLI: The first 20 feet at 8 percent
20 complies.

21 MS. POVERMAN: And then what does -- does
22 anything else not comply with zoning in the driveway?

23 MS. MORELLI: The first 20 feet from the
24 property line has to be no greater than 10 percent.

1 That's what the bylaw states. It doesn't say anything
2 after that.

3 MS. POVERMAN: Okay. Great.

4 I have a question based on the slide before
5 this. So I see that there's now a stairway on the
6 Harvard Street side of the building. Is that a little
7 door poking up?

8 MR. BROWN: Yes. And we've had that, I think,
9 previously as well. That was in the full package.

10 MS. POVERMAN: Okay. I think it's great. I'm
11 just asking.

12 MR. BROWN: Yeah. So this is the two
13 residential egresses, so one has to go out to street.
14 And in the prior scheme before, we looked at shifting
15 it back. That is designated on the elevation. That's
16 where we had kind of a sign and the fire tie-in.

17 MS. POVERMAN: So it's mainly an exit, not an
18 entrance?

19 MR. BROWN: Correct.

20 MS. POVERMAN: Okay. That's it. Thank you.

21 MR. GELLER: Thank you.

22 MR. THORNTON: So did you want to hear the
23 project's responses to the initial peer review?

24 MR. GELLER: Do the board members need to hear

1 all of the responses?

2 MS. PALERMO: I've read them.

3 MS. POVERMAN: I've read them, but I have
4 questions about some of the methodology in the Vanasse
5 report.

6 MR. GELLER: That's fine.

7 MS. POVERMAN: As you might expect.

8 MR. GELLER: Let me first ask: Is there
9 anything in particular that, in addition to the
10 materials that we've already read, you want to enter
11 into the record?

12 MR. THORNTON: No, no. I was just thinking
13 about the easiest way to facility the discussion. I
14 didn't know if you wanted to hear our responses to your
15 peer reviewer's initial comments and then hear your
16 peer's comments or responses to our responses to his
17 comments.

18 MR. GELLER: No. We've seen that sort of laid
19 out in our peer reviewer's responses. I think that,
20 just sort of jumping forward, based upon what I assume
21 we're going to hear from peer review, there may be some
22 further discussion that needs to take place at this
23 hearing afterwards to get to some readily available
24 answers or maybe determine that there aren't readily

1 available answers.

2 But I think that if you don't have anything
3 further to add, then we can roll to questions from the
4 members, if they have any, to your portion of the peer
5 review -- or the report.

6 MS. SCHNEIDER: May I just ask one question?
7 Have you received a copy of our peer reviewer's report?

8 MR. THORNTON: Yes.

9 MS. SCHNEIDER: And have you had time to look
10 through it so that if we're talking about these things,
11 we can have a conversation about that tonight?

12 MR. THORNTON: Sure.

13 MS. SCHNEIDER: Okay.

14 MS. POVERMAN: Okay. So tell me if I'm
15 getting the cart before the horse in terms of asking
16 certain things.

17 So again, it's going to be an educational
18 process, and I apologize for the length of time that it
19 may take.

20 So on the first page -- wait. Hold on a
21 minute. My jewelry is really upset about this.

22 Okay. So on Comment 1, you were looking at
23 the data from the police department relating to the
24 accidents that have happened in the neighborhood.

1 MR. THORNTON: Right.

2 MS. POVERMAN: And one of the things I was
3 confused about is that the time period for review --
4 from the original review was, I think, 2010 to 2014,
5 and here the paragraph says that a total of 21 crashes
6 were identified from January 2015 to date. However, if
7 you go to the underlying data, it starts in 2014.
8 Let's see. I guess that's here. So I'm just wondering
9 which is the relevant underlying data.

10 MR. THORNTON: So that's a typo.

11 MS. POVERMAN: Okay.

12 MR. THORNTON: Should have been January 2014.

13 MS. POVERMAN: Okay.

14 MR. THORNTON: And what's readily available to
15 consultants in terms of crash data is data that's been
16 provided by police departments to the Registry of Motor
17 Vehicles. That data is then processed and given to the
18 Mass. Department of Transportation. And that data, we
19 can just go and pick it off of the web. And the issue
20 with that is that they only have -- there's usually a
21 lag. There's usually a one- to two-year lag in the
22 data that's available.

23 Conversely, what we found is that a lot of
24 police departments have the data -- the more recent

1 data readily at their fingertips and they don't have
2 access to the older data. So when we ask for data for
3 that same time period, it -- sometimes it causes issues
4 and it's harder for them to pull that up.

5 So what we did is we just asked for the most
6 recent three years from the town, from the police
7 department, and there was one year in common. That was
8 just 2014. And then the 2015 or 2016 data was new, and
9 that's not in the state files, so that's why there's a
10 difference. And I apologize for the typo.

11 MS. POVERMAN: Why would they not have data on
12 older data -- or access to older data?

13 MR. THORNTON: Sometimes it -- you know,
14 there's a multitude of reasons. Some towns, they put
15 it out to a different vendor, crashdata.com. Sometimes
16 there's translation issues when they're sending that
17 data out and they don't -- they no longer have it in
18 their system. And I don't know that to be the case. I
19 just assumed that rather than -- because we were
20 working under a tight time frame, I just wanted to -- I
21 assumed that they would have access to the most recent
22 three-year period, so that's what I requested.

23 MS. POVERMAN: You didn't ask for the data to
24 cover the period you previously covered from 2010 to

1 '14?

2 MR. THORNTON: No. I thought the 2014 year
3 would be enough of an overlap.

4 MS. POVERMAN. Okay. So going back to the
5 report, your first paragraph -- no. I'm sorry. One
6 problem with going with the peer reviewer and the new
7 original report is ...

8 Okay. So in the first paragraph of your
9 response, you say that a total of twenty-one crashes
10 were identified for -- to date. Only four crashes were
11 significant enough to require an official police
12 report. None of these occurred at the Harvard/Fuller
13 Street intersection, and one occurred at the
14 Harvard/Coolidge Street intersection.

15 Now, you're not saying that there weren't any
16 accidents at those intersections, just that those are
17 the ones that didn't require official police reports;
18 is that correct?

19 MR. THORNTON: That's correct.

20 MS. POVERMAN: Because, in fact, that were
21 seven accidents at the Fuller Street/Harvard Street
22 intersection and five at the Coolidge.

23 MR. THORNTON: Correct. And the difference is
24 that if a police report is filed, that means a police

1 officer -- the damage was deemed significant enough or
2 there happened to be a police officer there and so the
3 police officer responded and filled out a report.

4 The other crashes where there's just abstracts
5 available are when somebody might have observed -- or
6 they might have come out and seen that their car was
7 hit while it was parked, and they've gone to the police
8 department to fill out a report.

9 MS. POVERMAN: Okay, great.

10 Okay. So you say that even with the increase
11 in calculations, the crash-rate calculation remains
12 significantly lower than the statewide and local
13 district averages. What are those?

14 MS. MORELLI: That's Jim's comment. If you
15 look at italics in Jim's report --

16 MS. POVERMAN: Okay.

17 Oh, you know, one thing -- and I apologize if
18 Jim picked this up as well -- is in terms of reviewing
19 the commuting to work, etc., expectation of having the
20 trips for the retail entity at the site, you say your
21 expectation is that the retail use is more of a local
22 attraction with trips made from the neighborhood and
23 adjacent shops and uses, not a long-distance
24 destination requiring a trip via automobile.

1 I can tell you that I live a mile away, and
2 that's a trip for me via automobile. It may not be for
3 everyone, but I'd say the local neighborhood is this
4 group here and very well -- you know, they'll do a lot
5 of walking. But for the rest of Brookline on the other
6 side of Coolidge Corner or whatever, they're going to
7 be driving there, so I'm wondering what sort of factual
8 basis there is to that assumption.

9 MR. THORNTON: One issue that we've found in
10 working with areas where there's a neighborhood retail
11 or commercial is that there's not a lot of data out
12 there that identifies how much of it is just a walking
13 trip, how much of it is a pass-by trip, something
14 that's pulled from traffic that's passing through the
15 area, someone just pulls over. You know, they're on
16 their way to someplace else. They pull over and go in
17 to some shop. Or how many of those trips are just made
18 from -- purely from walking, from someone who lives in
19 the area or someone that works nearby and goes to this
20 site.

21 What we do know is that the City of Cambridge
22 had done some monitoring survey of retail patrons in
23 the Central Square and Kendall Square area, and what
24 they determined was that there's about a 35 percent

1 portion of traffic that comes from just driving to
2 these -- some of these retail shops in the same area,
3 the same type of area. Maybe a little more built up
4 than the Coolidge Corner area, but similar in nature.
5 So that translates to a 65 percent reduction in retail
6 trips for the trips made outside of an automobile. So
7 it's not a perfect analogy, but it's something that we
8 feel is representative of what could happen here.

9 And I agree with you. I don't think everybody
10 that goes to this type of retail -- because of the size
11 of it, you know, I'm sure some people are going to
12 drive there, but I don't think everyone's going to.

13 MS. POVERMAN: Is it safe to assume that
14 people going to a real estate place would most likely
15 drive there and not just be people living in the
16 neighborhood?

17 MR. THORNTON: Could be.

18 MS. POVERMAN: Okay. Going to your Comment 7
19 that was made about traffic generated by minor retail
20 use is anticipated to peak -- this is page 5 -- on
21 Saturdays, and traffic counts and evaluations of the
22 site-generated traffic were not provided for Saturday
23 mid-day peak hour.

24 And the comparison you made was of evening

1 and a.m. traffic with an intersection showing that the
2 -- which concluded that the mid-day traffic was not as
3 heavy as commuter traffic. But this intersection was
4 at Hammond Street and Route 9. Do you really think
5 that is an apt comparison?

6 MR. THORNTON: Well, it happens to be the most
7 recent data that we were able to find in this area that
8 had all three time periods under consideration.

9 I think the other thing -- we also found some
10 data for another counter in the Brookline area, and
11 basically what it's saying is that the Saturday volume
12 is lower than -- the Saturday mid-day volume is lower
13 than the weekday morning and the weekday evening.

14 So all we're really trying to say is that it's
15 not going to -- the Saturday -- while the retail
16 traffic may peak -- and if you look at the -- on
17 page 3, you've got the breakdown of the trip -- traffic
18 generation for the different possible retail land-use
19 codes, and the difference between Saturday mid-day and
20 the weekday evening is about two trips over the course
21 of an hour.

22 So all we're saying is we don't -- you know,
23 we think that, sure, maybe two trips higher on Saturday
24 mid-day, but it's likely that the street volume is

1 going to be lower, so it's basically a wash. So you're
2 not going to -- so based on that, the evening -- the
3 Saturday mid-day time period and any analysis wouldn't
4 show any different results -- or wouldn't show any
5 worse results than the weekday evening or the weekday
6 morning.

7 MS. POVERMAN: Okay.

8 MR. GELLER: Did you take direct traffic
9 counts on Saturday?

10 MR. THORNTON: No.

11 MS. SCHNEIDER: Can I ask a question? I'm
12 sorry. I don't want to cut you off, but it sounds like
13 some of these questions -- maybe we want Jim to testify
14 first and then --

15 MS. POVERMAN: I don't think Jim addresses it
16 entirely. This is just -- because I did look through
17 both. So I can ask this question and then we can go
18 back to it. But one is -- I'm trying to make sure that
19 the data we're getting is relevant data.

20 MS. SCHNEIDER: I know. But I'm just
21 wondering -- again, I don't want to stop you, and I'll
22 shut up in a second, but I just wonder if having our
23 own peer reviewer weigh in in the context of the
24 questions also might be helpful to us because he knows

1 more about this than any of us.

2 MS. POVERMAN: Okay. Let me ask one more
3 question.

4 MS. SCHNEIDER: You can ask as many questions
5 as you want. He's here, so I just wonder --

6 MS. POVERMAN: I know.

7 So the bottom of page 5 says, "In addition,
8 data from the nearest continuous traffic-volume
9 counter 1 was obtained that indicates Saturday volumes
10 represent approximately 1 percent of the average
11 weekday volume at this location. This information is
12 provided in the appendix."

13 Where was that traffic-volume counter?

14 MR. THORNTON: That was on the Mass. Pike.

15 MS. POVERMAN: So you really think that's
16 relevant to what's happening in this location?

17 MR. THORNTON: Again, it demonstrates the
18 relationship of the Saturday volume in the area to the
19 morning and evening peak hours.

20 MS. POVERMAN: You do know that the Mass. Pike
21 goes straight by this area?

22 MR. THORNTON: I do.

23 MS. POVERMAN: Okay. I would just say it's
24 not a relevant comparison.

1 MR. GELLER: You're not offering testimony.
2 He is.

3 MS. POVERMAN: Well, I'm just saying that I
4 have a problem with the underlying data in his report.
5 Okay. I will stop.

6 MS. SCHNEIDER: But I think this is just one
7 of those places where Jim can tell us, for example, is
8 this industry standard? Is this how a responsible
9 traffic engineer would look at it and --

10 MS. POVERMAN: Okay. That's a very good
11 point.

12 Okay. Thank you.

13 MR. GELLER: Anybody else?

14 (No audible response.)

15 Okay. Thank you.

16 Let's switch over now to Jim Fitzgerald from
17 Environmental Partners who is going to offer his peer
18 review on those responses.

19 MR. FITZGERALD: Thank you. Again, my name is
20 Jim Fitzgerald. I'm with Environmental Partners Group.
21 And so we had gone through Vanasse & Associates'
22 responses to our comments dated October 13, 2016, and
23 I'll just run through the highlights of them.

24 So first of all, having to do with accident

1 data, originally the applicant had provided crash data
2 from MassDOT, which sometimes isn't the most accurate,
3 so, again, they provided additional input from the
4 police department. Based on the years that were
5 provided, there were about three years, almost, of data
6 that were provided showing a slight increase in crashes
7 from what was previously presented.

8 Originally, at Harvard at Fuller, for
9 instance, the crash rate -- there were approximately
10 1.6 crashes per year on average. With the police
11 department data incorporating all types of accidents,
12 minor and major, it increases to about 2.3 accidents
13 per year on average.

14 When you equate the number of crashes to the
15 amount of traffic that travels through the
16 intersection, it continues to show that there are
17 substantially less -- fewer accidents -- a lower crash
18 rate at this intersection than on average throughout
19 the state and district average. So this would indicate
20 that there's not -- the crash data is not necessarily
21 indicating a safety deficiency at the location.

22 The same was the case with the
23 Harvard/Coolidge intersection with actually fewer
24 accidents. So instead of three crashes over five

1 years, we find there are five crashes in three years.
2 Although there is an increase in the crash rate from
3 what was previously presented using the MassDOT crash
4 data, the crash rate is still substantially lower than
5 the district or statewide average.

6 And when I say "lower," at the Harvard/Fuller
7 intersection, the crash rate is practically half, maybe
8 a little higher than half of the statewide average for
9 a signalized intersection of Harvard at Fuller. For
10 Harvard at Coolidge, unsignalized, the crash rate is,
11 again, just over half, maybe two-thirds of the
12 statewide average.

13 We had commented on -- we had questioned how
14 the background traffic was generated in establishing
15 the future no-build scenario. That would be the
16 projected traffic volumes that anticipate no
17 development at this site. And so the applicant had
18 included background growth as well as anticipated
19 volumes from four developments.

20 Our question was: Could we please have that
21 backup to verify this no-build traffic network. And
22 that was provided to us, and it seemed to be somewhat
23 reasonable. If anything, it was conservatively high in
24 that the trips generated by VAI for these developments

1 did not anticipate alternative modes of transportation.
2 In other words, they assume that 100 percent of the
3 trips were going to be in a vehicle and nobody would
4 walk or use transit, etc. So again, those were high,
5 but conservatively so, so were good.

6 When it comes to the reduction used to trip
7 generation relative to the retail component of this
8 development, they originally carried a blanket
9 54.7 percent reduction, as they had with the apartment
10 usage, and so we had questioned that.

11 The additional information that they provided
12 references Kendall Square, finding that, based on
13 Kendall Square, there are even -- there is even a
14 smaller percentage of vehicle trips that are being
15 experienced there, and as a result, that's why we felt
16 that their original assumption that VAI had used, the
17 54.7 percent, seemed to be reasonable for the retail
18 usage.

19 Ultimately, when it comes to the retail trips,
20 that is really a minor component of this development
21 given the -- based on what we understand the square
22 footage of that retail space to be. VAI identified in
23 this response to our comments that the current plan is
24 2,106 square feet of retail space. We don't

1 necessarily see that on the plan, but we're assuming
2 that's still accurate, so that was one of our
3 comments -- or questions.

4 Based on that square footage, VAI has updated
5 the traffic network and reevaluated the two
6 intersections that they had studied, both of which
7 continue to show a negligible difference in operation
8 from the future no-build model to the future build
9 model. There was only a one-second increase in delay
10 during the morning peak hour along the eastbound Fuller
11 Street approach with or without the development.

12 That's not to say that by adding the
13 development, that we're fixing any sort of delays at
14 the intersection of level of service E that we've
15 talked about before along the Fuller Street approach,
16 but bottom line, this development isn't necessarily
17 contributing more than one second during the morning
18 peak hour to it.

19 When it comes to the retail trip generation,
20 we had questioned also how that number was established.
21 We've discussed land-use code 826, which was specialty
22 retail center, which really provided a very limited
23 amount of data. And trying to use that data for this
24 development is likely questionable -- likely

1 inaccurate, but it was the most appropriate description
2 for the square footage, yet the data points that are
3 available in ITE were sparse and were not within the
4 realm of this small scale of 2,106 square feet.

5 So VAI took another look at different ways to
6 calculate the retail trips using land-use code 820,
7 which is shopping center, another land-use code that
8 really does not apply necessarily. The data points
9 don't really fit the scale of this development, but for
10 lack of better information, they've made a comparison
11 and found that it -- using this land-use code would
12 generate approximately the same amount of trips as
13 using land-use code 826. Both land-use codes, again,
14 are not representative of what this square footage
15 would be.

16 It's our opinion, however, that based on what
17 we're seeing for increases in delays at the two subject
18 intersections and the small scale of this 2,000 square
19 feet of retail space and the anticipated walkers or
20 bicyclists or transit users that will not necessarily
21 drive a vehicle to this retail space, that even if it
22 increases the volumes a bit, it might show, perhaps,
23 another second delay, but it would probably not be
24 substantial based on what we're seeing so far.

1 So the next step in identifying the ideal --
2 the exact number of trips anticipated to be generated
3 by this space would be, one, to figure out specifically
4 what the use is going to be in this 2,000 square feet;
5 and then two, find a similar usage and do an extensive
6 traffic study to determine trip generation for that.

7 I feel the outcome would not be any different,
8 though, however, but it will be able to further define
9 exactly what you're looking at for an increased delay,
10 but probably not much different than what you're
11 finding in the report now.

12 Regarding the peak hours on Saturday, again,
13 in an ideal situation, we would have had more time to
14 collect more data -- or they would have had more time
15 to collect data and to analyze what the operations are
16 here on a Saturday.

17 Based on the Hammond Street intersection, for
18 instance, again, as it was identified, the Saturday
19 mid-day peak hour tends to be lower than the weekday
20 morning and evening peak hours. I understand it's not
21 the exact same location, absolutely, but in our
22 opinion, what we're seeing is lower traffic volumes
23 than other areas, small retail usage, still to be
24 determined what that usage exactly is. Additional

1 evaluations could be done to further define what the
2 outcome would be, but we would anticipate that given
3 the way the intersections operate during the
4 weekday a.m., weekday p.m., it would likely be a very
5 similar outcome again. But again, they could further
6 evaluate this to get precise results if time was not an
7 issue.

8 We had talked before about the site design,
9 specifically the sidewalk elevation. What we had
10 identified originally was we actually preferred,
11 instead of depressing the elevation of the sidewalk as
12 they've shown, we would have actually preferred to have
13 had the sidewalk at a higher elevation in order to
14 identify this crossing, this driveway apron, as a
15 driveway apron so that it appears physically to be
16 within the sidewalk and so that the driver is alerted,
17 hey, you're driving on the sidewalk, pedestrians are
18 crossing, as opposed to pedestrians that are not
19 crossing; something more representative of a roadway
20 with wheelchair ramps and tactile paint over on either
21 side.

22 I understand that the elevation and the grades
23 are something to be designed around. The slopes
24 provided along the ramps are far more improved than

1 they were before. And if we were to have a higher
2 sidewalk elevation, the design would have to chase that
3 slope to try to catch up on the other end down at the
4 garage. However, I think that there would be a benefit
5 to making this setting, this feeling, as part of a
6 sidewalk instead of part of a roadway that's being
7 crossed by a pedestrian.

8 We had recommended that considerations be made
9 to provide improved pedestrian crossings at the
10 Harvard/Fuller intersection to provide accessible
11 pedestrian signals. Given the calculations that have
12 been generated and the percentages of -- the high
13 percentages of alternative modes of transportation
14 other than vehicles, we would anticipate a decent
15 amount of pedestrians walking along the roadway that
16 would be added to be crossing these intersections.
17 Whether, in our trip generation, we called it
18 "pedestrian" or "transit," if you think about it, they
19 both are very similar in that people have to walk to
20 access the transit. So in our opinion, there would be
21 a substantial increase of pedestrians here, and
22 therefore it would be safer, more attractive for
23 pedestrians if there were better pedestrian
24 accommodations provided.

1 The parking layout and scenario has changed
2 somewhat dramatically, quite a bit from what was
3 previously presented. The breakdown of parking spaces
4 for commercial uses includes four compact spaces that
5 are tandem spaces within the garage and then four
6 standard tandem spaces along the driveway over at the
7 Coolidge site bringing the total to eight commercial
8 spaces. The use of shared spaces between residential
9 and commercial has been eliminated from the plan.

10 For residential parking, there are nineteen
11 parking spaces: four compact tandem spaces, eight
12 standard tandem spaces, six standard single-row spaces,
13 and one accessible single-row space, bringing the grand
14 total between the Harvard and Coolidge site to twenty-
15 seven spaces.

16 A question that we still have and a concern
17 that we still have has to do with the tandem spaces.
18 Not necessarily the commercial tandem spaces because
19 it's been identified that the commercial tandem spaces
20 are now to be used for employees and not for customers,
21 so finding somebody to remove your car would be
22 somewhat simple in that instance. It really has to do
23 with the residential tandem spaces and how people in
24 the apartments will be able to enter or exit their

1 parking space should another resident from another
2 apartment be blocking them, even if they know who
3 that -- who owns that vehicle. Trying to locate the
4 person if they're away or anything like that would be
5 challenging, so that was one of the concerns that we
6 had.

7 So when it comes to the number of parking
8 spaces, the applicant is proposing that there will be
9 .76 spaces per residential unit, which ideally -- I
10 think originally we were shooting for 1.0, I believe,
11 but .76 seems reasonable provided that all these spaces
12 can be realized and that you can access your parking
13 space if somebody's blocking you in, whatever that
14 system might be.

15 I do want to point out, when it comes to the
16 retail use, customer parking, again, was eliminated
17 from the site, so any customers wishing to access their
18 retail space or the RE/MAX would have to find alternate
19 parking, whether it be on the street or municipal
20 parking lots. So that was -- the customer parking,
21 again, was eliminated from the plan.

22 The opening at the driveway was improved in
23 that the curb corners were shifted back from the
24 driveway opening at least on the northern side of the

1 driveway opening to improve access to the loading zone.
2 However, the curb cut corner on the southern side of
3 the driveway was retained, and we would recommend that
4 that be looked at again because we would anticipate
5 drivers leaving the garage turning right onto Fuller
6 could end up driving over that curb corner.

7 As I mentioned before, there was a substantial
8 improvement on the ramp slope in that the 8 percent
9 slope from the back of sidewalk was extended further to
10 a distance of 20 feet behind the sidewalk and that was
11 followed by 16 percent, so that improves visibility for
12 drivers going up the ramp, approaching the sidewalk,
13 and being able to see pedestrians crossing.

14 At the bottom of the ramp, inside of the
15 garage, the configuration was improved so that vehicles
16 can actually make the turn and -- the 180-degree turn
17 at the bottom of the ramp. It's just enough space to
18 allow, as we pointed out before, one vehicle at a time
19 to make the maneuver, whether that be an entering
20 vehicle or exiting vehicle. There's not enough room
21 there for two vehicles to pass each other concurrently,
22 so certainly breaking -- considering breaking the -- or
23 providing a window or an opening in the wall in that
24 barrier between the entering ramp down into garage and

1 that right turn should certainly help with visibility
2 so that vehicles can wait their turn to get through.

3 Sight distance was also addressed. In the
4 original report there were no speed evaluations
5 performed along Fuller, and as a result, we had just
6 made an assumption of a speed of 30 miles an hour as
7 the 85th percentile speed. Based on follow-up
8 information provided by VAI, we're finding that the
9 travel speeds are substantially lower than our
10 assumption: 21 miles an hour for Fuller Street
11 eastbound, 23 miles an hour for Fuller Street traveling
12 westbound, so as a result, the sight distance
13 requirements are much less.

14 In the end, with the travel speeds that were
15 observed by VAI, there is adequate stopping sight
16 distance. By "stopping sight distance," I mean the
17 distance that a vehicle is required along Fuller to
18 come to a stop if there's an obstruction or, say, a
19 turning vehicle coming from the garage, for instance,
20 entering their path of travel. So that is certainly
21 met.

22 The problem remains, however, that there is a
23 fence located along that southern property line that
24 extends all the way to the back of sidewalk. That

1 fence has vertical boards with decent gaps in between
2 them. It could certainly restrict visibility for
3 oncoming traffic if you look to the right from that
4 driveway ramp. If you were to stop along the back of
5 sidewalk and look to the right, you would be looking
6 primarily at that fence and maybe in between those
7 gaps.

8 So although adequate stopping sight distance
9 is provided so that that vehicle along Fuller can
10 certainly come to a safe stop in order to avoid hitting
11 that vehicle entering, the concern that we continue to
12 have is that drivers -- some drivers may tend to drive
13 on the sidewalk a little bit further in order to have
14 clear visibility of oncoming traffic before they enter
15 into Fuller Street, blocking the sidewalk zone. Not
16 all drivers, but some. So in a perfect world, the
17 fence would be altered, but I understand that the fence
18 is not part of this property. But it would certainly
19 make visibility a lot better if that fence were to be
20 removed.

21 Changes were provided on the layout of the
22 loading zone and turning templates were provided
23 showing that with the new configuration, the widened
24 driveway, the extra parking space that was provided

1 there, more room is provided for a single-unit truck to
2 be able to enter into the space easier. So traveling
3 southbound along Fuller Street, the truck would
4 actually still continue to protrude somewhat into the
5 northbound traffic before backing into the parking
6 space. So again, the truck will still continue to
7 protrude into opposing traffic briefly before backing
8 into the parking space, and for that reason, the
9 loading bay hours will be restricted to off-peak times.

10 And I believe that would be the highlights of
11 the findings.

12 MR. GELLER: Thank you.

13 Questions?

14 MS. POVERMAN: Can I just continue on? You
15 thought you could shut me up.

16 MS. SCHNEIDER: I just wanted you to wait, not
17 to shut up.

18 MS. POVERMAN: Okay. So actually, I don't
19 have that many.

20 So in your response to -- or in Comment 3 when
21 you were talking about the justification for using the
22 54.7 commuting-to-work reduction and VAI cited a
23 planning study conducted for the City of Cambridge
24 relating to trips in Central Square and Kendall Square,

1 what differences and similarities do you see between
2 the community where this is being built and the Central
3 Square/Kendall Square area?

4 MR. FITZGERALD: Well, I think, in my
5 opinion -- and this would be completely opinion. I
6 suspect that the 65 percent would be high for this
7 location, 65 percent reduction would be high. For lack
8 of any other better information, is it the 54.7? Is it
9 56? Is it 50? I don't have any data to back anything
10 up, but it is certainly -- there is certainly some sort
11 of reduction. Some sort of reduction is certainly
12 warranted here for these alternative modes of
13 transportation in the setting. Is that the precise
14 number? I'd say probably not. But given the small
15 percentage of retail usage here, and then after
16 factoring in we'll be eliminating some trips as well,
17 it's probably not going to make enough of a difference
18 to identify an increase in -- a substantial increase in
19 delay.

20 MS. POVERMAN: Right. My understanding of the
21 conclusion -- that basically it's not going to make
22 that much of a difference. But is your conclusion that
23 it would be lower based on a conclusion that the
24 neighborhoods are dissimilar?

1 MR. FITZGERALD: It would be different in that
2 every location is unique. And I don't know how
3 dissimilar they would be without having documentation
4 in front of me to back it up, so there's no way for me
5 to project without having data in front of me. And
6 having Kendall Square/Central Square is one piece of
7 the puzzle, and we could really analyze this a lot
8 further to get a more specific number. So I don't mean
9 to sound vague and fuzzy on this topic, but I can't
10 answer that without actually diving in and collecting
11 other more appropriate information.

12 MS. POVERMAN: Right. You're a numbers man.

13 MR. FITZGERALD: I am a numbers man. I'm an
14 engineer.

15 MS. POVERMAN: I'd say, oh, my goodness. This
16 is much more urban. But you need the numbers. I
17 understand that. Okay.

18 So going back to just the conclusion about --
19 actually, the comparison leading to the conclusion that
20 Saturday morning peak hours are not going to be greater
21 than those of weekday peak hours or weekend -- or
22 excuse me. Based on this, on a comparison -- or excuse
23 me -- a study done of traffic at Heath Street, Hammond
24 Street, and Route 9, given the information that Route 9

1 is a major artery of commuting from the suburbs to
2 Boston which handles thousands of cars a day, would
3 that affect your conclusion as to whether or not this
4 was an appropriate comparable site to use as a study?

5 MR. FITZGERALD: It's probably not exact. I
6 agree with what you're saying. It is a different
7 setting, being so close to Route 9. I do think that
8 there is a high amount of commuter traffic along
9 Harvard Street as well. What is that number? I don't
10 know.

11 MS. POVERMAN: 1,000.

12 MR. FITZGERALD: Well, commuters verses people
13 who live in the region.

14 MS. POVERMAN: Right. But if we look at the
15 numbers, I mean, going on peak hours, it's 530 one way,
16 5-something the other way, so it's about that.

17 MR. FITZGERALD: Correct. But I guess the
18 question remains: Are those people who live in the
19 vicinity, or are they just cut-through traffic?

20 MS. POVERMAN: But does it make a difference
21 with that volume of traffic going through?

22 MR. FITZGERALD: The numbers that we're
23 looking at, for instance, the Hammond at Heath Street
24 intersection, is not Route 9. It's on the side street.

1 It's true that it connects to Route 9 very nearby.
2 However, it's not -- we're not necessarily saying that
3 it's out of the realm of possibility that these numbers
4 might represent Saturday. Again, in a perfect world --
5 I am a numbers person. I would rather have a count in
6 my hand to be able to tell you exactly what those
7 numbers are, but I don't have that luxury.

8 MS. POVERMAN: Where from this can I tell that
9 it is not -- does not include Route 9?

10 MR. FITZGERALD: The Hammond Street and Heath
11 Street intersection vehicles per hour, 1,390, Table 2.

12 MS. POVERMAN: Yeah.

13 MR. FITZGERALD: So that's the peak hour
14 traffic traveling through that intersection as opposed
15 to Boylston Street just to the right.

16 MS. POVERMAN: So Boylston Street would be at
17 the top if it were Boylston Street being counted?

18 MR. FITZGERALD: Right. So Hammond Street at
19 Boylston Street. This is the intersection with
20 Route 9.

21 MS. POVERMAN: Right.

22 MR. FITZGERALD: That would be the 3,889.

23 MS. POVERMAN: Okay. So then going to the
24 analysis done including peak hour volume comparisons

1 including the nearest continuous traffic volume
2 Counter 1 which indicated that Saturday volumes
3 represent approximately 81 percent of the average
4 weekday volume --

5 MR. FITZGERALD: Yes.

6 MS. POVERMAN: And it's based on analyses from
7 the Mass. Pike which, based on the appendix, had about
8 tens of thousands of cars going.

9 MR. FITZGERALD: Right. Quite honestly, I did
10 not even consider that. I was basing everything off of
11 the Hammond Street/Heath Street intersection.

12 MS. POVERMAN: Do you think that that is a
13 valid comparison to use?

14 MR. FITZGERALD: For the Mass. Pike?

15 MS. POVERMAN: Yes.

16 MR. FITZGERALD: Probably not.

17 MS. POVERMAN: Okay. Thank you.

18 Oh, and just a question. People have been
19 talking -- can the town say, upgrade this intersection?

20 MR. GELLER: Can the town tell this --

21 MS. POVERMAN: Yeah. I mean --

22 MR. GELLER: No. If they filed under 40A --
23 if they were under 40A, we do it all the time in these
24 hearings. This is 40B context.

1 MR. ENGLER: Can I answer that question? I've
2 been waiting to say something.

3 All this background information ended up with
4 a one-second change. It's a lot of work with very
5 little result, and we're paying for it. I want to be
6 clear on that. And we are not responsible under 40B
7 for existing off-site traffic issues, whether they're
8 great, they're medium, or they're really bad. That's
9 existing, and that's an issue with enforcement or the
10 town or the warrant articles or whatever. We are
11 responsible for the incremental changes and the
12 negative way that we bring to something like that.

13 So the issue is really sight line visibility.
14 We have 24 units. The state says if you have 20 units,
15 you don't have to do a traffic study. We're doing all
16 this work for 24 units and some retail. It ends up
17 with a second change. I just want to say that there's
18 nothing going on here that's affecting what we're
19 doing -- or we're not going to be affecting what's
20 going on. I should put it that way. So we are not
21 responsible for any of those things. If we're bringing
22 a lot of pedestrian traffic to the area, maybe we
23 should look at that. But in terms of cars, I don't see
24 us influencing anything that's going on. Thank you.

1 MR. GELLER: Thank you.

2 MS. POVERMAN: Similarly, can the town reduce
3 the speed on a safety matter? Say, okay, the speed
4 limit on Fuller Street is 25 miles or 20 miles an hour?

5 MR. FITZGERALD: You can't do that. You need
6 a special speed regulation filed with MassDOT based on
7 a study.

8 MS. POVERMAN: That's a bummer.
9 I am through.

10 MR. GELLER: Okay. Other questions?

11 MS. SCHNEIDER: I have just a couple.

12 This is in relation to Comment 11. You
13 mentioned that there's going to be a substantial
14 increase in pedestrians, and I think that you were
15 suggesting that maybe some upgrades be made to the
16 intersection to improve the walking environment for the
17 pedestrians.

18 I guess I'm wondering what you're deeming as
19 "substantial increase." I mean, as the consultant just
20 pointed out, this is like a 23-unit project, and I'm
21 just wondering what, in your mind, is a substantial
22 increase in pedestrians. Is it 40 people suddenly
23 there, that that's a substantial increase over what's
24 there now? How do we judge that this is a substantial

1 increase in pedestrians from this project?

2 MR. FITZGERALD: I should clarify that. I did
3 not calculate number of pedestrians anticipated. My
4 statement was just based on the fact that we're
5 anticipating vehicular trips that have been reduced
6 substantially from -- again, substantially. 55 percent
7 is substantial in order to reduce the traffic volumes,
8 which makes sense.

9 But it should also be recognized that they
10 just don't go away, that there are pedestrians walking
11 the site or walking to transit, and ideally some sort
12 of improvement for those pedestrians at the
13 intersection immediately adjacent to the site would be
14 a good improvement to that location.

15 MS. SCHNEIDER: Okay. My next question has to
16 do with Comment No. 12, and I think this is the tandem
17 spaces in the garage. And it sounds like the applicant
18 has made a lot of progress in terms of rearranging the
19 spaces and changing the use of some of the spaces and
20 that you're feeling more comfortable with this. Your
21 comment still talks about, you know, without full-time
22 attendants, it's unclear if cars -- you know, it's
23 unclear if the system is going to work, even with the
24 reduction.

1 So I guess my question is -- and I think I
2 asked you a very similar question the last time when
3 there were more parking spaces and potentially a few
4 more trips being generated here -- how much of this is
5 a safety issue, i.e., spilling over to, you know, a
6 queuing issue creating additional congestion on the
7 street, and how much of it is just, like, a
8 marketability issue for the project owner who needs to
9 tell residents, hey, this is your neighbor. Exchange
10 keys with them. And maybe some people find that
11 unpalatable.

12 MR. FITZGERALD: I feel as if it probably is
13 not a safety issue in that if a driver is entering into
14 the garage -- a resident is entering into the garage
15 and is blocked by a vehicle, that they could probably
16 pull over somewhere, albeit double parking illegally
17 or -- not a valid parking space. I'll put it to you
18 that way. That would be a substantial inconvenience.

19 When it comes to adding parking spaces that
20 are in tandem, my question really has to do with how
21 feasible is this? How would this operate so that all
22 those all spaces are actually realized? If they all
23 exist and we have a parking ratio of .75 or whatever
24 the number exactly was, great. If it's a system that

1 isn't working and residents are deterred from using the
2 parking within the building and they want to use up the
3 on-street parking or, say, the municipal supply, that's
4 more of what my question was geared to.

5 MS. SCHNEIDER: Okay. My last question I
6 think is sort of related to that in relation to
7 Comment 13. You note that the retail parking has been
8 designated as employee parking and that you're somewhat
9 concerned that this is going to cause customers of the
10 retail use to be taking up, you know, street and other
11 spaces in the neighborhood. I don't remember -- and
12 maybe you don't off the top of your head either. Maybe
13 the applicant can tell us -- how many customer spaces
14 there were previously.

15 MR. FITZGERALD: The parking spaces I believe
16 were the shared spaces for the customers.

17 MS. SCHNEIDER: Do you guys know how many
18 customer spaces you had designated previously?

19 MR. SHEEN: Previously?

20 MS. SCHNEIDER: Yeah. Because I think Jim's
21 comment was that --

22 MR. GELLER: Earlier in their project or what
23 exists now?

24 MS. SCHNEIDER: Earlier in their project

1 because his comment says the retail on-site parking has
2 been designated as employee parking. Maybe I'm
3 misunderstanding the comment.

4 MR. GELLER: I didn't think any of it --

5 MS. SCHNEIDER: I didn't think so either, so
6 maybe I'm just misunderstanding what I'm reading here.

7 MR. GELLER: Was any of the parking in your
8 prior iteration -- the commercial parking, was any of
9 it for customers?

10 MR. BROWN: No.

11 MR. SHEEN: We didn't designate commercial --

12 MS. SCHNEIDER: Okay. Then I was just
13 misreading his comments.

14 Thank you. That's all I have.

15 MR. GELLER: I really have -- my first
16 question is really for Vanasse & Associates, which is:
17 Is there a reason that the suggested offset on the
18 southern side of the curb cuts was not made, or was
19 that just an oversight? Is this an issue or --

20 MR. THORNTON: I think -- we can go back and
21 look at that. I thought that it was clearly needed on
22 the northern side, but we can go back and look at it on
23 the southern side as well.

24 MR. GELLER: Okay. The heating elements that

1 you've introduced into the ramp, is it -- there had
2 been a suggestion, Jim, I think in your report that
3 they needed to do it on both ramps or both sections of
4 ramp?

5 MR. FITZGERALD: Yes.

6 MR. GELLER: And is that now being done or --

7 MR. FITZGERALD: I believe earlier it was
8 mentioned that --

9 MR. BROWN: Yes.

10 MR. GELLER: So you've agreed to do that?

11 MR. BROWN: Yes.

12 MR. GELLER: Okay. So that's resolved.

13 Okay. I'm going to now sort of jump back to
14 broad brush-stroke questions that I asked you before,
15 which is -- you've now seen their responses to the good
16 questions that you asked and you've seen additional
17 information. Is their methodology correct --

18 MR. FITZGERALD: Yes.

19 MR. GELLER: -- from what you've reviewed?
20 Okay.

21 And their conclusions are correct from what
22 you've reviewed?

23 MR. FITZGERALD: Yes.

24 MR. GELLER: And based on your review, your

1 conclusion is that -- and I hate to agree with
2 Mr. Engler about that incremental piece, but had he
3 been at the last hearing, he would have heard me say
4 the same thing. This project, does -- this project and
5 whatever traffic it creates, does it create -- keep in
6 mind I'm trying to dumb this down -- does it create
7 queuing problems at the intersections studied? Does it
8 have any loss, any lesser --

9 MR. FITZGERALD: It's not noteworthy.
10 Negligible.

11 MR. GELLER: Okay. Have they addressed -- and
12 obviously you've had some comments such as with the
13 height of the sidewalk. Have they addressed any issues
14 that you've raised with respect to safety to your
15 satisfaction now? Are there any outstanding issues
16 other than --

17 MR. FITZGERALD: There are no outstanding
18 deficiencies.

19 MR. GELLER: Thank you. Okay. I think that's
20 it.

21 Anyone else?

22 (No audible response.)

23 MR. GELLER: Okay. Thank you. We may have
24 more for you, but hang in there.

1 Okay. What I'd like to do now is we're going
2 to invite the public to offer testimony on the subject
3 of tonight's hearing, what we've heard both from the
4 applicant's traffic consultant as well as if you want
5 to relay any testimony that pertains to comments we've
6 heard from our own peer reviewer.

7 Here's what I would ask: Again, listen to
8 what other people have to say. If you agree with them
9 but don't have anything new to add, point at them and
10 say you agree with them. Again, keep your focus on the
11 substance of this hearing.

12 I want to thank members of the public who did
13 submit materials in advance of the hearing. In
14 particular, I want to thank Mr. Gunning who submitted a
15 fairly lengthy -- photographs as well as written
16 materials. They are greatly appreciated. You clearly
17 worked very hard on them. The one thing I would ask
18 is -- it's a lot of material.

19 MR. GUNNING: I'll go fast. I'll go very
20 fast.

21 MR. GELLER: Here's what I really want you to
22 focus on, and you can articulate it any way you want.
23 But the things that we really want to focus on are how
24 is this project, okay -- what are the negative impacts

1 of this project?

2 As you've heard, Mr. Engler maybe isn't the
3 best messenger.

4 You'll forgive me, Mr. Engler.

5 But he's right. Existing conditions are sort
6 of outside our scope.

7 So with that, I assume you're number one.

8 MR. GUNNING: So I just want to note --

9 MR. GELLER: Tell us who you are.

10 MR. GUNNING: Tom Gunning, 39 Fuller Street.

11 I just want to note on this speed study -- and
12 I'm no expert on these things, but it looks like it was
13 done at 9:00 a.m. on a Thursday. So at 9:00 a.m. on a
14 Thursday, cars have a very hard time speeding. The
15 speed issue at the intersection is when you round the
16 corner on Centre and that light is green and the
17 intersection is clearing, people fly down the street.
18 So it's not when the cars are all backed up. So I
19 don't think 9:00 a.m. on a Thursday is maybe the best
20 time to measure.

21 Okay. So I took a lot of pictures. We can
22 take more. And I'll just present a sample. And it's
23 really from three business days, I would say, the
24 picture comes. I'll try to explain the issues -- the

1 incremental issues based on pictures, not on these
2 words, and maybe this is the place to start.

3 The issues will be compounded by the project,
4 in particular the left turn out of the project where
5 there's very little traffic. There will be much more.
6 And we'll have two sidewalks blocked rather than one.
7 I would pass my requests -- if have standing, the
8 developer should assume I'm going to challenge or
9 intend to.

10 So what does the data show us? Three times as
11 many accidents at Fuller versus Coolidge. At least as
12 I understand it, the level of service measure at E
13 includes safety. E for the intersection in question,
14 as I understand this data, means an 86-foot queue on
15 average at Fuller and Harvard and 162 at the 95th
16 percentile, so an E. It's a little less at night but
17 still a big queue -- just the definition of what E
18 means. Pretty stinky I think is what we called it at
19 the last meeting.

20 These lines are, for sure, not precise, but
21 they're intended to give a rough accuracy of what it
22 means to be 86 feet and what it means to be 162 feet
23 from that intersection measured from the stop line. At
24 86 feet, when I measured, that's right in the middle of

1 the entrance and exit of the project. That means any
2 car trying to take a left-hand turn out of the project
3 on average won't be able to. You go to 95 and it's
4 clearly blocked. There's no possible way to take a
5 left-hand turn and go down Fuller. Coming the other
6 way, if you want to take a right into the parking lot,
7 you can't. So you're going to have backups both ways.
8 Clearly people can't get home with that kind of a
9 queue. So incrementally, that left-hand turn out of
10 the 420 is going to cause problems.

11 So here -- I don't have my glasses, and I can
12 hardly see my pictures, but I think this is one where
13 people are trying to make left-hand turns and you can
14 see cars backing up onto Fuller. Another picture.

15 So the queue -- I don't know. This must be
16 the thousand-year flood, but it goes around the corner
17 and onto Centre Street. So here's a truck trying to
18 make its turn onto Fuller Street, the parking lot. You
19 can see traffic backs up -- backs up onto Harvard,
20 including, if you look in the background, the school
21 bus.

22 So what does it look like on Coolidge, since
23 we have another option? It's a C with a zero queue on
24 average -- a zero queue on average, 18 feet at 95

1 percent. C service means average delays, minor
2 traffic. That's a picture of what a zero queue looks
3 like on Coolidge Street.

4 So here in the review notes it says, look,
5 we're going to have cars cutting in from the left-hand
6 turn. They'll do it just like they do it today. There
7 are very, very few cars doing it today. And this is --
8 you can see this car sitting in the parking lot, the
9 black car. You can see what it means to cut into the
10 parking lot after you wait for a while. So they drive
11 down head-on into traffic to merge in a very short
12 frame into the traffic.

13 So the line of sight: The line of sight in
14 one report I read said, well, you can see without
15 protruding. This was taken from the sidewalk, and in
16 my mind, if I can't see the driver, then the driver
17 can't see me. So I just think with C you're going to
18 have to go onto the sidewalk, which means you'll have
19 both sidewalks blocked.

20 The loading zone: So the loading zone, trucks
21 are swinging into the lane. We have in the traffic
22 report that they'll swing into one lane. All I'm doing
23 here is showing, well, they're already swinging into
24 the other lane when they exit Fuller Street, so you're

1 going to add trucks swinging into both lanes in the
2 same place if you have a loading zone set where it's
3 intended. So every truck that exits the Fuller Street
4 parking lot -- and there are many, many -- swings out
5 into the other lane's traffic.

6 So I won't spend a lot of time on this. It
7 seems to me at one point the option of Coolidge was
8 open. And it was not moved to Fuller for the
9 residential parking and entrance and exit because of
10 parking spots, because of construction costs, but it
11 was moved because the neighbors on Coolidge Street
12 preferred it. And at least the testimony from the
13 developer was that they preferred it because they don't
14 have traffic in parking lots now, Fuller does, so let's
15 put it all on one street.

16 So comparative safety, Coolidge -- it just
17 seems to me logically to be a better option. There are
18 fewer accidents, there's no queue, there isn't a
19 parking lot already that cuts the sidewalk to be --
20 have another parking lot across the street that will
21 also be cut by a parking lot.

22 I think that things will get worse with the
23 other projects. 384 is close by and will use the
24 Fuller Street parking lot. The Centre Street project

1 will feed Fuller. I just think it's very hard to make
2 comparisons. And yes, I'm not minimizing that there
3 are issues on Coolidge, but there are two sidewalks,
4 and the fact that there are a lot of cars parked on the
5 street does not expose people to anybody unless they're
6 in the street.

7 I just want to do a reminder on the
8 construction management plan. Given the traffic
9 situation at Fuller in those pictures, incremental and
10 not incremental, I don't know where construction
11 vehicles are going to go if they're on Fuller Street.
12 They need to be on the property, or they need to come
13 in and use the owned property at 49 Coolidge to do
14 construction.

15 So I'll try to go quickly through these
16 pictures. This really just shows many, many days, all
17 times of the day. You cannot exit 402 Harvard, and you
18 can't get into the parking lot. So these are just
19 different days and times.

20 Okay. So then we've seen this. This is the
21 left-hand turn. The left-hand turn into the parking
22 lot is difficult. I don't see how you can get out or
23 into that place when you have a backup going into
24 Fuller -- Fuller Street parking lot.

1 Okay. This is -- the drivers are coming out
2 of 420 driving into oncoming traffic. It's almost a
3 necessity.

4 Okay. And then in terms of my house at 39,
5 again, just different times of the day. The driveway
6 is blocked. It was blocked this morning when I came to
7 bring the thumb drive down.

8 You've seen this one, goes around the corner,
9 sidewalk. So the sidewalk on the other side will be
10 blocked. It will be blocked. There's no way on the
11 line of sight to see down that street without blocking
12 that sidewalk, so they'll be blocked on both sides.

13 We didn't tug on heart strings by putting all
14 the older people who were walking down the street. We
15 just picked cars, day and night. So again, the limited
16 line of sight in these two pictures are pictures of
17 just getting out of the Fuller Street parking lot.
18 Again, blocked just on a normal -- normal exit.

19 So we've seen these. There's the school bus
20 back on Harvard, the trucks coming in and out of the
21 parking lot and the maneuvers they make, always in both
22 lanes. I just don't see how you could put a loading
23 zone in the middle of this mess, again, when another
24 option is available.

1 I promised pictures. Next we'll set an
2 Instagram account so that everybody can continue to see
3 the pictures, and we'll keep the Instagram going.
4 We'll post 20 pages of pictures a day until the process
5 is over so everybody can see that this is a problem.
6 And I do understand the incremental point. I also
7 clearly see there is another option and a viable
8 option. So incremental, one issue; other option is
9 really just in front of you guys. Thank you.

10 MR. GELLER: I want to thank you for what is
11 clearly -- you put a major effort into this, and I
12 appreciate that.

13 MR. GUNNING: It was fun.

14 MR. GELLER: I'm not sure I'd use the word
15 "fun," but thank you.

16 Anybody else?

17 MS. BENNETT: My name is Kailey Bennett, and I
18 live at 12 Fuller Street.

19 So I've brought this up before, and I feel
20 like these pictures really help visualize it, the fact
21 that this is the parking lot on Fuller Street which is
22 also used as a loading zone for the businesses there.
23 There's Genki Ya, there's the Jewish book store. So
24 you have a flow of traffic, of commercial traffic --

1 sized traffic, big trucks going into here.

2 With the proposed site, which is here, as we
3 all know, that's also going to be commercial traffic,
4 so we are recognizing that there's an issue that
5 there's already traffic problems at the current
6 location because -- especially, like, in this scenario
7 where you have things that are trying to go out and
8 come in. But this new development would compound that
9 by having an additional side of the street where you're
10 going to have commercial traffic. At least that's how
11 I understand it.

12 So as someone who is constantly walking down
13 this exact route because this is where I live, that's a
14 concern for me. And I think that there's a gentleman
15 who's been also trying to say that every week, that how
16 do you have two commercial loading zones basically
17 right next to each other on opposite sides of the
18 street?

19 I also would like to reiterate about the sight
20 line. I had a question for the traffic reviewer. When
21 you took the pictures that you have in your traffic
22 review, were you taking that standing or were you in a
23 vehicle?

24 MR. THORNTON: So when we took that picture,

1 the -- there's a requirement for -- to represent the
2 line of sight of a driver in a car, and you're taking
3 that measurement from a height of three and a half
4 feet.

5 MS. BENNETT: Okay. That makes sense.
6 Because my question was -- I went there today. I was
7 walking home from work and stood where that car is,
8 trying to position myself how I would see up the street
9 on Fuller if I was in a vehicle. Because the picture
10 that was in the study didn't seem to make sense because
11 it did show a much longer sight range. But if you --
12 if the car is not on the curb, which is something we've
13 discussed tonight, I don't think that you -- you can't
14 see up the street in the same way as the picture that
15 was attached to the review showed. It showed a longer
16 sight line. But if you're back off the curb, that
17 sight line is different.

18 MR. THORNTON: Can I respond?

19 MS. BENNETT: Yes.

20 MR. THORNTON: And I don't know how -- if you
21 want me to keep responding or you want me to save
22 everything all at once.

23 MR. GELLER: Respond to this. We'll play it
24 by ear.

1 MR. THORNTON: Okay. So the viewpoint -- we
2 had someone at three and a half feet at the back of the
3 sidewalk here, actually a little bit west of south,
4 representing the location of the exit driver where it's
5 proposed. And then we looked -- we had another person
6 that went back as far as they could where they could
7 still see that one person at the three-and-a-half-foot
8 height and that distance was 400 feet. And that
9 represents -- this picture is misleading because you're
10 not able to see at an angle. This is taken from -- it
11 looks like about the middle of the sidewalk, whereas
12 the closer you get to the curb line in the street, the
13 more of that vehicle on the right you can see. And as
14 you get into the other side, the other lane of the
15 traffic that's approaching, you have an even greater
16 angle and greater distance to see that vehicle that's
17 exiting.

18 MS. BENNETT: But what if you're not a car?
19 What if you're a pedestrian? So this would be a
20 pedestrian view, correct, not a car's view? So this
21 white car could see a car going towards Harvard Avenue,
22 would probably be able to see it, but it wouldn't be
23 able to see a pedestrian.

24 MR. THORNTON: Right. But a pedestrian -- so

1 there's two different things going on here. But the
2 motorist that's coming out would be able to see a
3 pedestrian. They'll be stopping at the back of the
4 curb -- back of the sidewalk. And if there's
5 pedestrians on the sidewalk, then they yield to them.
6 So the issue with the sight distance for vehicles
7 approaching on Fuller Street is if they have sufficient
8 sight distance to see somebody exiting.

9 MS. BENNETT: Okay. Thank you. Mostly I
10 wanted to reiterate the point about the two loading
11 zones because I think that's the biggest issue.

12 MR. GELLER: Thank you.

13 MS. SCHNEIDER: Jim, would you mind jumping up
14 and addressing her question/comment about the two
15 commercial loading zones across the street from each
16 other.

17 MR. GELLER: Or even more broadly, you know,
18 you've got potentially two -- yeah, you've got egresses
19 approximate to each other, though across the street.

20 MS. SCHNEIDER: Is it a safety issue, I guess?

21 MR. GELLER: Is it a safety issue?

22 MR. FITZGERALD: So can I first address her
23 topic -- her question having to do with visibility?

24 So I believe the photo that she was referring

1 to was intended to be stopping sight distance. There
2 was a photo that was included in the supplemental
3 report that was taken along -- by the back of sidewalk
4 showing clear visibility up Fuller. And what that was
5 intended to show was that if that driver coming out
6 from the exit of the garage were to start protruding
7 into the sidewalk, into the street, that the vehicle
8 along Fuller would have plenty of visibility to see
9 that bumper and have adequate distance to stop. So
10 that's really what that photo was. It wasn't
11 necessarily -- correct me if I'm wrong. I don't think
12 it was necessarily intended to be the eye of the driver
13 leaving the garage. So that showed clear visibility.
14 So that would be what it would look like if you were
15 stopped on the sidewalk looking down the street and the
16 fence is way behind you.

17 So further back, it would be a little bit
18 different and probably not to that extent because you
19 would literally -- at that point, the car would be
20 almost protruding into the street further, so ...

21 So as far as the question having to do with
22 the offset driveways and the loading bays, again,
23 the -- I don't know what the requirements are for the
24 loading on the municipal parking lot on the other side

1 of the street, but this one, again, is intended to be
2 during off-peak periods.

3 It is possible that if there are maneuvers
4 coming in at the same time, will there be a bit of a
5 traffic jam, one having to wait for the other truck to
6 maneuver and get out? It is possible. I don't
7 anticipate -- I don't know if there are numbers that
8 identify how much truck traffic is anticipated to be
9 using those loading docks at this development.
10 However, I don't believe that it would be substantial.

11 Do you have any sort of numbers to --

12 MR. THORNTON: No. It would be -- it's a
13 residential development, so one every couple days,
14 depending on the trash pickup.

15 MR. ENGLER: FedEx every day.

16 MR. FITZGERALD: And the RE/MAX would have
17 some use there too.

18 So I don't necessarily think it's a safety
19 issue as much as a logistics issue of vehicles having
20 to stop and wait for another truck to get out of the
21 way.

22 MR. GELLER: Thank you.

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

1 I've come to all of these meetings, except the
2 last one when I was away, and thought about it a lot.
3 And my conclusion is that, you know, this would create
4 really huge additional problems on Fuller Street as
5 well as if things would change and, you know, we move
6 to Coolidge Street. It would be the same thing. Right
7 now we're hearing everything about Fuller Street
8 because the plan right now is to have the in and out on
9 Fuller Street.

10 And it is -- for those of us -- I've lived
11 there 17 years, on that end of Coolidge Street, and
12 it's just, you know, barely -- everything is working
13 right now, but barely, with the school children, the
14 older people, The Butcherie, and everything. And it's
15 working and it's a -- you know, it's a very nice
16 neighborhood. But we saw the backups on Fuller Street.
17 It's already pretty bad. And most of us never drive
18 down there because we know what it's going to be like.
19 So we -- you know, we go up Winchester and all of that.

20 So, you know, it just -- the problem the last
21 person brought up I think is a huge one with the
22 loading zones. You know, I'm only sorry that my
23 neighbor back there took this approach of Fuller versus
24 Coolidge. Not very friendly, but if we -- I understand

1 it's not being considered by the developer to have the
2 entrance and egress on Coolidge. And, of course, I'm
3 happy -- I live directly across the street -- that my
4 neighbor wants that torn down. But we could certainly
5 provide you with 150 photos of what it looks like on
6 Coolidge. And I think some of you go down enough to
7 know.

8 I'll just mention that the largest problem
9 would be the loading zone at The Butcherie, which is --
10 contrary to what my neighbor said, the deliveries are
11 not all done before 7:00 a.m. Since I called the
12 police last year when they were being delivered before
13 7:00 a.m. across from my house, they do deliver before
14 7:00 a.m. down on Harvard Street. It's all unloaded
15 onto the sidewalk, and then right after 7:00 they get
16 the little truck and move it around. But then all day
17 long there are big trucks there delivering, you know,
18 all day.

19 So unfortunately, it's not going to help
20 things to move to the other side. I really think
21 that -- you know, I know no one likes to take a step
22 back when they have an idea, but it doesn't work. This
23 development just does not work in this neighborhood.
24 We've tried everything. You know, everyone in this

1 room has tried to make it work. And I just beg you to
2 recommended to the state that this is not appropriate
3 for 40B.

4 MS. SCHNEIDER: There are just a couple of
5 things I just want to say in response to that. I mean,
6 I think I speak for all of the members of this board
7 when I say that we greatly appreciate all of the
8 neighborhood feedback and we also appreciate the
9 efforts of the neighbors and the developer to try to
10 work together to come up with something.

11 In terms of process, I just want to make clear
12 that we are working under the statutory mandate of
13 Chapter 40B of the general laws and regulations. We
14 don't make a recommendation to the state as to whether
15 or not this is an appropriate site for a 40B or for
16 this development in particular.

17 Our responsibility is to carry out the rules
18 and the regulations of 40B and to make a decision as
19 the zoning board, as the permitting authority for this
20 project, whether or not this project complies with the
21 rules and regulations. We're not making a
22 recommendation. At the end of the day, we will vote
23 either to approve this project as it is presented, to
24 deny the project, or to approve the project subject to

1 conditions that we think are important to be adequately
2 protective of the neighborhood but also consistent with
3 what we are required to do under the statute and
4 regulations.

5 MR. GELLER: Let me also add to that, and
6 we've said this also in the past. We don't design the
7 project. They do. And they come in and they propose
8 what the project is, where they want their entrance,
9 where they want their egress. And when they present
10 it, we review that project. We don't design their
11 project. Okay? So I just want to be clear. And I
12 want to thank Johanna for just clarifying what our role
13 is under 40B.

14 KAREN: Hi. I'm Karen of Babcock. And I
15 wanted to say the reason why this would be my choice to
16 live here is because it's -- you know, it's very
17 pleasant and it has a lot of transit.

18 As far as the traffic, well, anything goes in
19 Boston. And that's really where your problem is coming
20 from, is that, you know, triple expansion from Boston
21 University with no parking included. They've displaced
22 me and now they've made traffic a nightmare for you as
23 well. They don't follow any of the traffic signs when
24 it says don't make a turn and they do anyway. And, you

1 know, it's -- that's where all the traffic is.

2 I've seen many of the cars that go through
3 Brookline. They go to BU or they go around BU and then
4 they live in Brookline. I mean, how can you dump in
5 one area and live in another? It's really unfair, and
6 that's what you have here. That's where all your cars
7 are coming from.

8 Because the other parts of the state are not
9 required to do anything that Brookline does. They
10 never provide parking. They omit parking the minute
11 they decide to build something.

12 And so comparing all these slides, as bad as
13 they may be, they're not even a tenth as bad as they
14 are near Commonwealth Avenue where anything goes. And
15 I've seen many of these cars from my neighborhood drive
16 into the border of Brookline and then take their nice
17 little key and get into their apartment.

18 And I wanted to also say that Trader Joe's,
19 being the good neighbor as opposed to the bad neighbor,
20 they also have deliveries -- a schedule where they
21 don't accept deliveries if they're before a certain
22 time or after a certain time, which, you know, could
23 also be more enforced.

24 And I really feel that, you know, I know -- I

1 understand that you don't want any new people in
2 Brookline or in Brookline proper. I mean, I -- you
3 know, I feel sort of the same as you do, that
4 everything is expanding, and I think --

5 MR. GELLER: Karen, let's focus on traffic.

6 KAREN: All right. Well, I just wanted to say
7 that I just feel that people without cars are being
8 punished for the misdeeds of everyone else. I don't
9 have a car. I don't plan to have a car.

10 And I also live in a perfect --
11 architecturally perfect building when you get upstairs,
12 and it could be modeled after that.

13 And don't forget your corporate social
14 responsibility. You know, we want places that we can
15 actually live. And you owe us because you'll be making
16 a lot of money, so -- in terms of the design of the
17 apartment and giving back to the community. Thank you.

18 MR. GELLER: Thank you.

19 MR. ENGLER: Could I clarify something? We've
20 been accused of having a mindset that isn't true, so --

21 MS. SCHNEIDER: Can I just clarify something
22 first?

23 Karen, thank you for your comments, but I do
24 want to just make clear that the board and the Town of

1 Brookline are not benefiting from any of this.

2 MR. GELLER: Did you interpret that from --

3 MS. SCHNEIDER: I did.

4 KAREN: But you should know where the cars are
5 coming from, because that's the problem.

6 MR. ENGLER: Just one sentence.

7 MR. GELLER: One sentence? Sure. Does it
8 have a subject and a predicate?

9 MR. ENGLER: I'll try a parenthetical phrase.

10 In August we were asked by the town to show
11 two plans. One was really a plan that was evolving.
12 It was not a serious plan. Unfortunately, that's
13 caused a lot of problems. We never intended to come
14 out on Coolidge. It's millions of dollars more to do
15 that. The plan, again, is the one we have.

16 So we didn't pit the neighbors against each
17 other. We didn't kowtow to one street versus the
18 other. We made a plan that has realty to us and
19 financial feasibility, and that's what we've shown
20 here. So I'm sorry that people think we have another
21 real option, which we didn't. I just want to make that
22 clear.

23 MR. GELLER: Thank you.

24 Anybody else want to speak?

1 (No audible response.)

2 MR. GELLER: No. Okay.

3 Our next hearing is November --

4 MS. POVERMAN: Can I say one thing?

5 MR. GELLER: Oh, Kate has something to say.

6 She doesn't want to leave before 9:00.

7 MS. POVERMAN: I will talk for 25 minutes.

8 I think it might have been Mr. Gunning or
9 somebody else we got communication from who made a
10 suggestion, which I thought was brilliant, which is to
11 have a right turn only out of the -- not the project.
12 But that way you would avoid having traffic come and
13 try to break in on the left-hand side, which I think is
14 the biggest problem which is going to be proposed -- or
15 caused by the project. You know, it's not that hard to
16 go just zipping around the block in that area. I think
17 it would just solve a myriad of problems.

18 MR. GELLER: Well, let's --

19 MS. POVERMAN: -- let that sink in.

20 MR. GELLER: Yeah. I don't think we need to
21 talk about that now. I think it's -- you know, I think
22 it's a fair suggestion. I hadn't thought about it. I
23 don't know whether it resonates with me. You can
24 certainly raise it again in a context --

1 MR. GUNNING: I just want to say it was in the
2 very first email I wrote.

3 MR. GELLER: I think at this point we don't
4 have to discuss it.

5 MS. POVERMAN: But anyway, if people would
6 think about it and --

7 MR. GELLER: They don't have to think about
8 it.

9 MS. POVERMAN: I know. Let it percolate.

10 MR. GELLER: I think that's it. So
11 November --

12 MS. MORELLI: November 2nd.

13 MR. GELLER: -- 2nd, 7:00 p.m., and --

14 MS. MORELLI: Cliff Boehmer.

15 MR. GELLER: Cliff Boehmer who is our design
16 peer reviewer.

17 I want to thank everybody for their testimony
18 and information. Have a good evening.

19 (Proceedings adjourned at 8:56 p.m.)
20
21
22
23
24

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

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

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

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

13 Dated this 31st day of October, 2016.

14

15

16

17

18

19

20

21

22

23

24



Kristen Krakofsky, Notary Public
My commission expires November 3, 2017.

1	2	24:17 41:20	55
1 17:22 26:9,10 46:2	2 45:11	3,889 45:22	49:6
1,000 44:11	2,000 32:18 33:4	30 6:24 39:6	56 42:9
1,390 45:11	2,106 30:24 32:4	35 22:24	6
1.0 37:10	2-foot 7:8	384 60:23	65 23:5 42:6,7
1.6 28:10	2.3 28:12	39 56:10 62:4	7
10 7:8 14:24	20 13:11,13 14:8,12,16,18, 19,23 38:10 47:14 48:4 63:4	4	7 23:18
10-foot 9:7	20-foot 9:11 14:3	40 48:22	75 50:23
100 30:2	2010 18:4 19:24	400 66:8	76 37:9,11
11 48:12	2014 18:4,7,12 19:8 20:2	402 61:17	7:00 6:1,2 71:11,13,14,15 78:13
111 14:1	2015 18:6 19:8	40A 46:22,23	7:03 4:2
12 6:24 49:16 63:18	2016 19:8 27:22	40B 4:4 46:24 47:6 72:3,13, 15,18 73:13	8
13 27:22 51:7	21 18:5 39:10	420 4:5 58:10 62:2	8 9:7,9,11,17,18 13:14 14:8,17,19 38:8
14 7:3 20:1	22 11:16	48 69:23	81 46:3
150 71:5	23 39:11	49 9:2 61:13	820 32:6
16 9:8,17 13:14 14:12 38:11	23-unit 48:20	5	826 31:21 32:13
162 57:15,22	24 47:14,16	5 23:20 26:7	85th 39:7
17 70:11	25 48:4 77:7	5-something 44:16	86 57:22,24
18 58:24	2nd 5:23 6:1 78:12,13	50 42:9	86-foot 57:14
180-degree 10:9 38:16	3	530 44:15	8:56 78:19
19 14:3,9	3	54.7 30:9,17 41:22 42:8	

9	accuracy 57:21	agree 5:4,5 23:9 44:6 54:1 55:8,10	announcements 5:21
9 14:2 24:4 43:24 44:7,24 45:1,9,20	accurate 28:2 31:2	agreed 53:10	answer 43:10 47:1
95 58:3,24	accused 75:20	aisle 6:21 8:18	answers 16:24 17:1
95th 57:15	ADA 6:23 7:20 9:23	albeit 50:16	anticipate 29:16 30:1 34:2 35:14 38:4 69:7
9:00 56:13,19 77:6	add 5:4 8:19 11:17 17:3 55:9 60:1 73:5	alert 11:2	anticipated 12:22 23:20 29:18 32:19 33:2 49:3 69:8
A	added 35:16	alerted 34:16	anticipating 49:5
a.m. 24:1 34:4 56:13,19 71:11,13,14	adding 31:12 50:19	alleviate 8:3	anybody 27:13 61:5 63:16 76:24
able 5:18 7:7 9:9 12:2,9,10 24:7 33:8 36:24 38:13 41:2 45:6 58:3 66:10, 22,23 67:2	addition 7:6 16:9 26:7	allow 8:18 9:10 38:18	anyway 73:24 78:5
absolutely 33:21	additional 28:3 30:11 33:24 50:6 53:16 64:9 70:4	allowable 13:9	apartment 30:9 37:2 74:17 75:17
abstracts 21:4	address 10:17 67:22	allowed 8:14 14:11	apartments 36:24
accept 74:21	addressed 39:3 54:11,13	allows 7:2	apologize 17:18 19:10 21:17
access 10:11 19:2,12,21 35:20 37:12,17 38:1	addresses 7:22 25:15	altered 40:17	appears 34:15
accessible 6:17,20 7:10 35:10 36:13	addressing 67:14	alternate 37:18	appendix 26:12 46:7
accident 27:24	adequate 39:15 40:8 68:9	alternative 30:1 35:13 42:12	applicant 4:10,20 6:3 28:1 29:17 37:8 49:17 51:13
accidents 17:24 20:16,21 28:11, 12,17,24 57:11 60:18	adequately 73:1	amount 28:15 31:23 32:12 35:15 44:8	applicant's 55:4
accommodate 6:16 8:22	adjacent 21:23 49:13	analogy 23:7	applicate 63:12
accommodations 35:24	adjourned 78:19	analyses 46:6	apply 32:8
account 63:2	adjusted 8:17	analysis 25:3 45:24	appreciate 72:7,8
	adjusting 8:13	analyze 33:15 43:7	appreciated 55:16
	advance 55:13	angle 66:10,16	approach 31:11,15 70:23
	affect 44:3	angles 13:2	approaching 38:12 66:15 67:7

<p>appropriate 32:1 43:11 44:4 72:2,15</p> <p>approve 72:23,24</p> <p>approximate 67:19</p> <p>approximately 26:10 28:9 32:12 46:3</p> <p>apron 34:14,15</p> <p>apt 24:5</p> <p>architect 6:5</p> <p>architecturally 75:11</p> <p>area 10:22 11:2 22:15,19,23 23:2,3,4 24:7,10 26:18, 21 42:3 47:22 74:5 77:16</p> <p>areas 22:10 33:23</p> <p>aren't 16:24</p> <p>artery 44:1</p> <p>articles 47:10</p> <p>articulate 55:22</p> <p>asked 4:20 19:5 50:2 53:14,16 76:10</p> <p>asking 15:11 17:15</p> <p>assist 11:3</p> <p>Associates 10:20 52:16</p> <p>Associates' 27:21</p> <p>assume 10:10 16:20 23:13 30:2 56:7 57:8</p>	<p>assumed 19:19,21</p> <p>assuming 31:1</p> <p>assumption 22:8 30:16 39:6,10</p> <p>attached 65:15</p> <p>attendants 49:22</p> <p>attraction 21:22</p> <p>attractive 35:22</p> <p>audible 27:14 54:22 77:1</p> <p>August 76:10</p> <p>authority 72:19</p> <p>automobile 21:24 22:2 23:6</p> <p>available 5:13,20 16:23 17:1 18:14,22 21:5 32:3 62:24</p> <p>Avenue 66:21 74:14</p> <p>average 26:10 28:10,13,18,19 29:5,8,12 46:3 57:15 58:3,24 59:1</p> <p>averages 21:13</p> <p>avoid 40:10 77:12</p> <hr/> <p style="text-align: center;">B</p> <hr/> <p>Babcock 73:14</p> <p>back 8:19 9:9 10:22 12:13,16 15:15 20:4 25:18 37:23 38:9 39:24 40:4 42:9 43:4,18 52:20,22 53:13</p>	<p>62:20 65:16 66:2,6 67:3,4 68:3,17 70:23 71:22 75:17</p> <p>backed 56:18</p> <p>background 29:14,18 47:3 58:20</p> <p>backing 41:5,7 58:14</p> <p>backs 58:19</p> <p>backup 29:21 61:23</p> <p>backups 58:7 70:16</p> <p>bad 47:8 70:17 74:12,13,19</p> <p>barely 70:12,13</p> <p>barrier 38:24</p> <p>based 15:4 16:20 25:2 28:4 30:12,21 31:4 32:16,24 33:17 39:7 42:23 43:22 46:6,7 48:6 49:4 53:24 57:1</p> <p>basement 6:16 7:2</p> <p>basically 24:11 25:1 42:21 64:16</p> <p>basing 46:10</p> <p>basis 22:8</p> <p>bay 41:9</p> <p>bays 68:22</p> <p>beg 72:1</p> <p>beginning 5:17</p> <p>believe 37:10 41:10 51:15 53:7</p>	<p>67:24 69:10</p> <p>benefit 9:4 35:4</p> <p>benefiting 76:1</p> <p>Bennett 63:17 65:5,19 66:18 67:9</p> <p>best 56:3,19</p> <p>better 9:21 32:10 35:23 40:19 42:8 60:17</p> <p>beyond 7:17</p> <p>bicyclists 32:20</p> <p>big 57:17 64:1 71:17</p> <p>biggest 67:11 77:14</p> <p>bit 10:18 32:22 36:2 40:13 66:3 68:17 69:4</p> <p>black 59:9</p> <p>blanket 30:8</p> <p>block 77:16</p> <p>blocked 50:15 57:6 58:4 59:19 62:6,10,12,18</p> <p>blocking 37:2,13 40:15 62:11</p> <p>blown 9:4</p> <p>board 6:5 15:24 72:6,19 75:24</p> <p>boards 40:1</p> <p>Boehmer 78:14,15</p> <p>book 63:23</p>
--	--	---	--

<p>border 74:16</p> <p>Boston 44:2 73:19,20</p> <p>bottom 26:7 31:16 38:14,17</p> <p>Boylston 14:1 45:15,16,17,19</p> <p>break 77:13</p> <p>breakdown 24:17 36:3</p> <p>breaking 38:22</p> <p>briefly 41:7</p> <p>brilliant 77:10</p> <p>bring 47:12 62:7</p> <p>bringing 36:7,13 47:21</p> <p>broad 53:14</p> <p>broadly 67:17</p> <p>Brookline 22:5 24:10 74:3,4,9,16 75:2 76:1</p> <p>brought 6:7,8 63:19 70:21</p> <p>Brown 6:4,5 10:14 11:21 12:12,24 13:6 14:10,18 15:8,12,19 52:10 53:9, 11</p> <p>brush-stroke 53:14</p> <p>BU 74:3</p> <p>build 31:8 74:11</p> <p>building 7:9 8:13,17 9:1 15:6 51:2 75:11</p>	<p>buildings 13:16</p> <p>buildup 8:3</p> <p>built 23:3 42:2</p> <p>bummer 48:8</p> <p>bump 9:23</p> <p>bumper 68:9</p> <p>bus 58:21 62:19</p> <p>business 56:23</p> <p>businesses 63:22</p> <p>Butcherie 70:14 71:9</p> <p>bylaw 15:1</p> <p>bypass 14:11</p> <hr/> <p style="text-align: center;">C</p> <hr/> <p>calculate 32:6 49:3</p> <p>calculation 21:11</p> <p>calculations 21:11 35:11</p> <p>call 6:3</p> <p>called 35:17 57:18 71:11</p> <p>Cambridge 22:21 41:23</p> <p>can't 43:9 48:5 58:7,8 59:16, 17 61:18 65:13</p> <p>car 9:12,16 10:11 12:9 21:6 36:21 58:2 59:8,9 65:2,</p>	<p>7,12 66:18,21 68:19 75:9</p> <p>car's 66:20</p> <p>carried 30:8</p> <p>carry 72:17</p> <p>cars 12:5 44:2 46:8 47:23 49:22 56:14,18 58:14 59:5,7 61:4 62:15 74:2, 6,15 75:7 76:4</p> <p>cart 17:15</p> <p>case 19:18 28:22</p> <p>catch 35:3</p> <p>cause 51:9 58:10</p> <p>caused 76:13 77:15</p> <p>causes 19:3</p> <p>center 31:22 32:7</p> <p>Central 22:23 41:24 42:2</p> <p>Centre 56:16 58:17 60:24</p> <p>certain 17:16 74:21,22</p> <p>certainly 13:15 38:22 39:1,20 40:2,10,18 42:10,11 71:4 77:24</p> <p>Chairman 6:4</p> <p>challenge 57:8</p> <p>challenging 37:5</p> <p>change 7:16,23 47:4,17 70:5</p>	<p>changed 36:1</p> <p>changes 40:21 47:11</p> <p>changing 8:12 49:19</p> <p>Chapter 72:13</p> <p>chase 35:2</p> <p>children 70:13</p> <p>choice 73:15</p> <p>circulates 11:12</p> <p>cited 41:22</p> <p>City 22:21 41:23</p> <p>clarifications 8:23</p> <p>clarify 49:2 75:19,21</p> <p>clarifying 73:12</p> <p>clean 8:18</p> <p>clear 6:22 7:16,23 40:14 47:6 68:4,13 72:11 73:11 75:24 76:22</p> <p>clearances 8:16</p> <p>clearing 56:17</p> <p>clearly 52:21 55:16 58:4,8 63:7,11</p> <p>Cliff 6:18 13:10 78:14,15</p> <p>close 6:2 44:7 60:23</p> <p>closer 66:12</p>
---	--	--	---

<p>code 14:11 31:21 32:6,7,11, 13</p> <p>codes 24:19 32:13</p> <p>collect 33:14,15</p> <p>collecting 43:10</p> <p>come 9:14 21:6 39:18 40:10 61:12 64:8 70:1 72:10 73:7 76:13 77:12</p> <p>comes 23:1 30:6,19 31:19 37:7,15 50:19 56:24</p> <p>comfortable 12:15 13:11 49:20</p> <p>coming 6:13,15 8:4,8,15 9:6,13 10:11 11:2 12:10 39:19 58:5 62:1,20 67:2 68:5 69:4 73:19 74:7 76:5</p> <p>comment 17:22 21:14 23:18 41:20 48:12 49:16,21 51:7,21 52:1,3</p> <p>commented 29:13</p> <p>comments 16:15,16,17 27:22 30:23 31:3 52:13 54:12 55:5 75:23</p> <p>commercial 8:24 22:11 36:4,7,9,18, 19 52:8,11 63:24 64:3, 10,16 67:15</p> <p>common 19:7</p> <p>Commonwealth 74:14</p> <p>communication 77:9</p> <p>community 42:2 75:17</p> <p>commuter 24:3 44:8</p>	<p>commuters 44:12</p> <p>commuting 21:19 44:1</p> <p>commuting-to-work 41:22</p> <p>compact 36:4,11</p> <p>comparable 44:4</p> <p>comparative 60:16</p> <p>comparing 74:12</p> <p>comparison 23:24 24:5 26:24 32:10 43:19,22 46:13</p> <p>comparisons 45:24 61:2</p> <p>completely 42:5</p> <p>complies 14:15,20 72:20</p> <p>comply 14:17,22</p> <p>component 30:7,20</p> <p>compound 64:8</p> <p>compounded 57:3</p> <p>comprehensive 4:4</p> <p>concern 8:3 13:2 36:16 40:11 64:14</p> <p>concerned 51:9</p> <p>concerns 13:5 37:5</p> <p>concluded 24:2</p> <p>conclusion 42:21,22,23 43:18,19 44:3 54:1 70:3</p>	<p>conclusions 53:21</p> <p>concurrently 38:21</p> <p>conditions 56:5 73:1</p> <p>conducted 41:23</p> <p>configuration 38:15 40:23</p> <p>confused 18:3</p> <p>congestion 50:6</p> <p>connects 45:1</p> <p>consensus 7:15</p> <p>conservatively 29:23 30:5</p> <p>consider 46:10</p> <p>consideration 24:8</p> <p>considerations 35:8</p> <p>considered 71:1</p> <p>considering 38:22</p> <p>consistent 73:2</p> <p>constantly 64:12</p> <p>constructed 14:2</p> <p>construction 60:10 61:8,10,14</p> <p>consultant 4:13 8:6 48:19 55:4</p> <p>consultants 18:15</p> <p>context 25:23 46:24 77:24</p>	<p>continue 31:7 40:11 41:4,6,14 63:2</p> <p>continues 28:16</p> <p>continuous 26:8 46:1</p> <p>contrary 71:10</p> <p>contributing 31:17</p> <p>conversation 17:11</p> <p>Conversely 18:23</p> <p>Coolidge 9:2 20:22 22:6 23:4 29:10 36:7,14 57:11 58:22 59:3 60:7,11,16 61:3,13 69:23 70:6,11, 24 71:2,6 76:14</p> <p>copies 5:16</p> <p>copy 17:7</p> <p>corner 22:6 23:4 38:2,6 56:16 58:16 62:8</p> <p>corners 37:23</p> <p>corporate 75:13</p> <p>correct 12:24 15:19 20:18,19, 23 44:17 53:17,21 66:20 68:11</p> <p>correspondence 5:19</p> <p>costs 60:10</p> <p>count 45:5</p> <p>counted 45:17</p> <p>counter 24:10 26:9,13 46:2</p>
--	---	---	--

<p>counts 23:21 25:9</p> <p>couple 6:7,8 13:20 48:11 69:13 72:4</p> <p>coupled 9:19</p> <p>course 24:20 71:2</p> <p>cover 19:24</p> <p>covered 19:24</p> <p>crash 18:15 28:1,9,17,20 29:2,3,4,7,10</p> <p>crash-rate 21:11</p> <p>crashdata.com. 19:15</p> <p>crashes 18:5 20:9,10 21:4 28:6, 10,14,24 29:1</p> <p>create 54:5,6 70:3</p> <p>creates 54:5</p> <p>creating 13:22 50:6</p> <p>crossed 35:7</p> <p>crossing 34:14,18,19 35:16 38:13</p> <p>crossings 35:9</p> <p>curb 12:4,19 37:23 38:2,6 52:18 65:12,16 66:12 67:4</p> <p>curbs 7:7</p> <p>current 30:23 64:5</p> <p>customer</p>	<p>37:16,20 51:13,18</p> <p>customers 36:20 37:17 51:9,16 52:9</p> <p>cut 25:12 38:2 59:9 60:21</p> <p>cut-through 44:19</p> <p>cuts 52:18 60:19</p> <p>cutting 59:5</p> <hr/> <p style="text-align: center;">D</p> <hr/> <p>damage 21:1</p> <p>dangerous 13:22</p> <p>Dartagnan 6:5 10:21</p> <p>data 17:23 18:7,9,15,17,18, 22,24 19:1,2,8,11,12, 17,23 22:11 24:7,10 25:19 26:8 27:4 28:1,5, 11,20 29:4 31:23 32:2,8 33:14,15 42:9 43:5 57:10,14</p> <p>date 5:22,24 18:6 20:10</p> <p>dated 27:22</p> <p>day 44:2 61:17 62:5,15 63:4 69:15 71:16,18 72:22</p> <p>days 56:23 61:16,19 69:13</p> <p>decent 35:14 40:1</p> <p>decide 74:11</p> <p>decision 72:18</p> <p>deck 12:2</p>	<p>dedicated 4:9</p> <p>deemed 21:1</p> <p>deeming 48:18</p> <p>deficiencies 54:18</p> <p>deficiency 28:21</p> <p>define 33:8 34:1</p> <p>definitely 12:13 13:19</p> <p>definition 57:17</p> <p>delay 31:9 32:23 33:9 42:19</p> <p>delays 31:13 32:17 59:1</p> <p>deliver 71:13</p> <p>delivered 71:12</p> <p>deliveries 71:10 74:20,21</p> <p>delivering 71:17</p> <p>demonstrates 26:17</p> <p>denoted 9:13</p> <p>deny 72:24</p> <p>department 17:23 18:18 19:7 21:8 28:4,11</p> <p>department's 5:14</p> <p>departments 5:16 18:16,24</p> <p>depending 69:14</p> <p>depressing</p>	<p>34:11</p> <p>depth 6:16</p> <p>description 32:1</p> <p>design 34:8 35:2 73:6,10 75:16 78:15</p> <p>designate 9:24 52:11</p> <p>designated 15:15 51:8,18 52:2</p> <p>designation 8:9</p> <p>designed 34:23</p> <p>destination 21:24</p> <p>detail 7:12</p> <p>determine 16:24 33:6</p> <p>determined 22:24 33:24</p> <p>deterred 51:1</p> <p>developer 57:8 60:13 71:1 72:9</p> <p>development 11:6 29:17 30:8,20 31:11,13,16,24 32:9 64:8 69:9,13 71:23 72:16</p> <p>developments 29:19,24</p> <p>device 11:1</p> <p>didn't 16:14 19:23 20:17 52:4, 5,11 62:13 65:10 76:16, 17,21</p> <p>difference 19:10 20:23 24:19 31:7 42:17,22 44:20</p> <p>differences</p>
--	--	--	--

<p>42:1</p> <p>different 19:15 24:18 25:4 32:5 33:7,10 43:1 44:6 61:19 62:5 65:17 67:1 68:18</p> <p>difficult 61:22</p> <p>direct 25:8</p> <p>directly 71:3</p> <p>discharge 9:21</p> <p>discuss 78:4</p> <p>discussed 31:21 65:13</p> <p>discussion 7:13 16:13,22</p> <p>displaced 73:21</p> <p>dissimilar 42:24 43:3</p> <p>distance 38:10 39:3,12,16,17 40:8 66:8,16 67:6,8 68:1,9</p> <p>district 21:13 28:19 29:5</p> <p>diving 43:10</p> <p>docks 69:9</p> <p>documentation 43:3</p> <p>documents 8:21</p> <p>doesn't 10:5 15:1 71:22 77:6</p> <p>doing 13:11 47:15,19 59:7,22</p> <p>dollars 76:14</p> <p>don't 4:15 5:4 13:7 14:15</p>	<p>17:2 19:1,17,18 23:9,12 24:22 25:12,15,21 30:24 32:9 41:18 42:9 43:2,8 44:9 45:7 47:15, 23 49:10 51:11,12 55:9 56:19 58:11,15 60:13 61:10,22 62:22 65:13, 20 68:11,23 69:6,7,10, 18 72:14 73:6,10,23,24 74:21 75:1,8,9,13 77:20,23 78:3,7</p> <p>door 15:7</p> <p>dotted 7:20</p> <p>double 50:16</p> <p>downtown 13:17</p> <p>dramatically 36:2</p> <p>drawings 8:2</p> <p>drive 23:12,15 32:21 40:12 59:10 62:7 70:17 74:15</p> <p>driver 34:16 50:13 59:16 65:2 66:4 68:5,12</p> <p>drivers 38:5,12 40:12,16 62:1</p> <p>driveway 7:4,8 8:2,8 13:2 14:22 34:14,15 36:6 37:22,24 38:1,3 40:4,24 62:5</p> <p>driveways 12:23 13:4 68:22</p> <p>driving 12:6 22:7 23:1 34:17 38:6 62:2</p> <p>drop 9:18</p> <p>dumb 54:6</p> <p>dump 74:4</p>	<hr/> <p style="text-align: center;">E</p> <hr/> <p>ear 65:24</p> <p>earlier 51:22,24 53:7</p> <p>ease 13:5</p> <p>easier 41:2</p> <p>easiest 16:13</p> <p>eastbound 31:10 39:11</p> <p>educational 17:17</p> <p>effort 63:11</p> <p>efforts 72:9</p> <p>egress 71:2 73:9</p> <p>egresses 15:13 67:18</p> <p>eight 36:7,11</p> <p>either 7:18,21 9:23 34:20 51:12 52:5 72:23</p> <p>elements 52:24</p> <p>elevation 7:16 15:15 34:9,11,13, 22 35:2</p> <p>elevator 7:1</p> <p>eliminated 36:9 37:16,21</p> <p>eliminating 42:16</p> <p>email 78:2</p> <p>EMBARC 6:6</p>	<p>employee 51:8 52:2</p> <p>employees 36:20</p> <p>ended 47:3</p> <p>ends 47:16</p> <p>enforced 74:23</p> <p>enforcement 47:9</p> <p>engineer 8:16 11:23 12:17 27:9 43:14</p> <p>engineering 12:14</p> <p>Engler 47:1 54:2 56:2,4 69:15 75:19 76:6,9</p> <p>enter 11:10 16:10 36:24 40:14 41:2</p> <p>entering 38:19,24 39:20 40:11 50:13,14</p> <p>entirely 25:16</p> <p>entity 21:20</p> <p>entrance 15:18 58:1 60:9 71:2 73:8</p> <p>environment 48:16</p> <p>Environmental 27:17,20</p> <p>equate 28:14</p> <p>especially 64:6</p> <p>essentially 10:12</p> <p>established 31:20</p>
--	---	--	---

<p>establishing 29:14</p> <p>estate 23:14</p> <p>evaluate 34:6</p> <p>evaluations 23:21 34:1 39:4</p> <p>evening 4:3 23:24 24:13,20 25:2,5 26:19 33:20 78:18</p> <p>event 11:7,9</p> <p>everybody 10:5 23:9 63:2,5 78:17</p> <p>everybody's 9:4</p> <p>everyone's 23:12</p> <p>evolving 76:11</p> <p>exact 33:2,21 44:5 64:13</p> <p>exactly 12:8,12 33:9,24 45:6 50:24</p> <p>example 27:7</p> <p>examples 13:3,21</p> <p>Exchange 50:9</p> <p>excuse 43:22</p> <p>exist 50:23</p> <p>existing 47:7,9 56:5</p> <p>exists 51:23</p> <p>exit 8:9 9:19,24 15:17 36:24 58:1 59:24 60:9 61:17 62:18 66:4 68:6</p>	<p>exiting 38:20 66:17 67:8</p> <p>exits 60:3</p> <p>expanding 75:4</p> <p>expansion 73:20</p> <p>expect 16:7</p> <p>expectation 21:19,21</p> <p>experienced 30:15</p> <p>expert 56:12</p> <p>explain 56:24</p> <p>expose 61:5</p> <p>extended 8:19 38:9</p> <p>extends 39:24</p> <p>extensive 33:5</p> <p>extent 68:18</p> <p>extra 40:24</p> <p>eye 68:12</p> <hr/> <p style="text-align: center;">F</p> <hr/> <p>facility 16:13</p> <p>fact 13:23 20:20 49:4 61:4 63:20</p> <p>factoring 42:16</p> <p>factual 22:7</p>	<p>fair 77:22</p> <p>fairly 55:15</p> <p>falls 14:10</p> <p>far 32:24 34:24 66:6 68:21 73:18</p> <p>fast 55:19,20</p> <p>feasibility 76:19</p> <p>feasible 50:21</p> <p>Fedex 69:15</p> <p>feed 61:1</p> <p>feedback 72:8</p> <p>feel 7:22 9:18,20 23:8 33:7 50:12 63:19 74:24 75:3, 7</p> <p>feeling 35:5 49:20</p> <p>feet 14:8,18,19,23 30:24 32:4,19 33:4 38:10 57:22,24 58:24 65:4 66:2,8</p> <p>felt 12:15 13:11 30:15</p> <p>fence 39:23 40:1,6,17,19 68:16</p> <p>fewer 28:17,23 60:18</p> <p>figure 33:3</p> <p>filed 20:24 46:22 48:6</p> <p>files 19:9</p>	<p>fill 21:8</p> <p>filled 21:3</p> <p>financial 76:19</p> <p>find 24:7 29:1 33:5 37:18 50:10</p> <p>finding 30:12 33:11 36:21 39:8</p> <p>findings 41:11</p> <p>fine 16:6</p> <p>fingertips 19:1</p> <p>fire 15:16</p> <p>first 10:5 14:8,16,18,19,23 16:8 17:20 20:5,8 25:14 27:24 52:15 67:22 75:22 78:2</p> <p>fit 32:9</p> <p>Fitzgerald 4:22 27:16,19,20 42:4 43:1,13 44:5,12,17,22 45:10,13,18,22 46:5,9, 14,16 48:5 49:2 50:12 51:15 53:5,7,18,23 54:9,17 67:22 69:16</p> <p>five 20:22 28:24 29:1</p> <p>fixing 31:13</p> <p>flat 12:20</p> <p>flood 58:16</p> <p>flow 63:24</p> <p>flush 7:14</p>
---	--	--	---

<p>fly 56:17</p> <p>focus 55:10,22,23 75:5</p> <p>focused 6:13</p> <p>follow 73:23</p> <p>follow-up 39:7</p> <p>followed 38:11</p> <p>following 4:10</p> <p>foot 6:24 7:8,22</p> <p>footage 30:22 31:4 32:2,14</p> <p>forget 75:13</p> <p>forgive 56:4</p> <p>forward 16:20</p> <p>found 18:23 22:9 24:9 32:11</p> <p>four 8:24 9:1,2 20:10 29:19 36:4,5,11</p> <p>frame 19:20 59:12</p> <p>friendly 70:24</p> <p>front 43:4,5 63:9</p> <p>full 9:15 15:9</p> <p>full-time 49:21</p> <p>Fuller 6:11,13 7:13 9:6 11:16 20:21 28:8 29:9 31:10, 15 38:5 39:5,10,11,17 40:9,15 41:3 48:4 56:10 57:11,15 58:5,14,18</p>	<p>59:24 60:3,8,14,24 61:1,9,11,24 62:17 63:18,21 65:9 67:7 68:4,8 70:4,7,9,16,23</p> <p>fun 63:13,15</p> <p>further 8:19 16:22 17:3 33:8 34:1,5 38:9 40:13 43:8 68:17,20</p> <p>future 29:15 31:8</p> <p>fuzzy 43:9</p> <hr/> <p style="text-align: center;">G</p> <hr/> <p>gaps 40:1,7</p> <p>garage 8:15 9:5,10 10:13 11:12,15 13:17 35:4 36:5 38:5,15,24 39:19 49:17 50:14 68:6,13</p> <p>geared 51:4</p> <p>Geller 4:3,6,18 5:24 10:3,7 11:14 12:8,21 15:21,24 16:6,8,18 25:8 27:1,13 41:12 46:20,22 48:1,10 51:22 52:4,7,15,24 53:6,10,12,19,24 54:11, 19,23 55:21 56:9 63:10, 14 65:23 67:12,17,21 69:22 73:5 75:5,18 76:2,7,23 77:2,5,18,20 78:3,7,10,13,15</p> <p>general 72:13</p> <p>generate 32:12</p> <p>generated 23:19 29:14,24 33:2 35:12 50:4</p> <p>generation 24:18 30:7 31:19 33:6 35:17</p>	<p>Genki 63:23</p> <p>gentleman 64:14</p> <p>get all 5:18</p> <p>getting 9:21 12:14 17:15 25:19 62:17</p> <p>give 14:6 57:21</p> <p>given 18:17 30:21 34:2 35:11 42:14 43:24 61:8</p> <p>giving 75:17</p> <p>glasses 58:11</p> <p>go 8:11 10:8,13 11:24 13:7 15:13 18:7,19 22:16 25:17 49:10 52:20,22 55:19 58:3,5 59:18 61:11,15 64:7 70:19 71:6 74:2,3 77:16</p> <p>goes 22:19 23:10 26:21 58:16 62:8 73:18 74:14</p> <p>going 7:11 10:10 11:3,17,18, 20 12:1,7 16:21 17:17 20:4,6 22:6 23:11,12, 14,18 24:15 25:1,2 27:17 30:3 33:4 38:12 42:17,21 43:18,20 44:15,21 45:23 46:8 47:18,19,20,24 48:13 49:23 51:9 53:13 55:1 57:8 58:7,10 59:5,17 60:1 61:11,23 63:3 64:1,3,10 66:21 67:1 70:18 71:19 77:14</p> <p>good 4:3 27:10 30:5 49:14 53:15 74:19 78:18</p> <p>goodness 43:15</p> <p>grades 34:22</p>	<p>grand 36:13</p> <p>great 13:24 15:3,10 21:9 47:8 50:24</p> <p>greater 8:14 14:24 43:20 66:15, 16</p> <p>greatly 7:3 55:16 72:7</p> <p>green 56:16</p> <p>group 22:4 27:20</p> <p>growth 29:18</p> <p>guess 18:8 44:17 48:18 50:1 67:20</p> <p>Gunning 55:14,19 56:8,10 63:13 77:8 78:1</p> <p>guys 51:17 63:9</p> <hr/> <p style="text-align: center;">H</p> <hr/> <p>hadn't 77:22</p> <p>half 9:16,17 29:7,8,11 65:3 66:2</p> <p>Hammond 24:4 33:17 43:23 44:23 45:10,18 46:11</p> <p>hand 45:6</p> <p>handles 44:2</p> <p>hang 54:24</p> <p>happen 23:8</p> <p>happened 17:24 21:2</p>
--	---	---	--

<p>happening 7:17,24 26:16</p> <p>happens 24:6</p> <p>happy 71:3</p> <p>hard 55:17 56:14 61:1 77:15</p> <p>harder 19:4</p> <p>Harvard 4:5 15:6 28:8 29:9,10 36:14 44:9 57:15 58:19 61:17 62:20 66:21 71:14</p> <p>Harvard/coolidge 20:14 28:23</p> <p>Harvard/fuller 20:12 29:6 35:10</p> <p>hate 54:1</p> <p>he's 26:5 56:5</p> <p>head 51:12</p> <p>head-on 59:11</p> <p>hear 4:10,22,23 5:7 15:22,24 16:14,15,21</p> <p>heard 54:3 55:3,6 56:2</p> <p>hearing 4:4,9,15,16 5:11,17,22, 24 16:23 54:3 55:3,11, 13 70:7 77:3</p> <p>hearings 46:24</p> <p>heart 62:13</p> <p>heat 8:2</p> <p>heated 9:20 12:23</p> <p>Heath</p>	<p>43:23 44:23 45:10</p> <p>heating 52:24</p> <p>heavy 24:3</p> <p>height 9:10 54:13 65:3 66:8</p> <p>help 8:19 9:24 10:15 39:1 63:20 71:19</p> <p>helpful 25:24</p> <p>helps 7:3 9:18 10:22 12:19</p> <p>here's 55:7,21 58:17</p> <p>hey 34:17 50:9</p> <p>Hi 69:23 73:14</p> <p>high 29:23 30:4 35:12 42:6,7 44:8</p> <p>higher 24:23 29:8 34:13 35:1</p> <p>highlights 27:23 41:10</p> <p>hit 21:7</p> <p>hitting 40:10</p> <p>Hold 17:20</p> <p>home 58:8 65:7</p> <p>honestly 46:9</p> <p>horse 17:15</p> <p>hotel 14:2</p> <p>hour 23:23 24:21 31:10,18 33:19 39:6,10,11 45:11, 13,24 48:4</p>	<p>hours 26:19 33:12,20 41:9 43:20,21 44:15</p> <p>house 62:4 71:13</p> <p>huge 70:4,21</p> <p>hundred-unit 11:6</p> <hr/> <p style="text-align: center;">I</p> <hr/> <p>I'd 6:3 13:7,15 22:3 42:14 43:15 55:1 63:14</p> <p>I'll 7:4 25:21 27:23 50:17 55:19 56:22,24 61:15 71:8 76:9</p> <p>I'm 7:11 11:20 15:10 17:14 18:8 20:5 22:7 23:11 25:11,18,20 27:3,20 43:13 48:18,20 52:2,6 53:13 54:6 56:12 57:8 59:22 61:2 63:14 68:11 70:22 71:2 73:14 76:20</p> <p>I've 5:2 16:2,3 47:1 63:19 70:1,10 74:2,15</p> <p>i.e. 50:5</p> <p>idea 71:22</p> <p>ideal 33:1,13</p> <p>ideally 12:17 37:9 49:11</p> <p>identified 18:6 20:10 30:22 33:18 34:10 36:19</p> <p>identifies 22:12</p> <p>identify 34:14 42:18 69:8</p> <p>identifying 33:1</p>	<p>illegally 50:16</p> <p>immediate 4:6,7</p> <p>immediately 49:13</p> <p>impacts 55:24</p> <p>important 73:1</p> <p>improve 10:23 38:1 48:16</p> <p>improved 34:24 35:9 37:22 38:15</p> <p>improvement 38:8 49:12,14</p> <p>improves 38:11</p> <p>inaccurate 32:1</p> <p>inches 7:3</p> <p>include 45:9</p> <p>included 29:18 68:2 73:21</p> <p>includes 36:4 57:13</p> <p>including 45:24 46:1 58:20</p> <p>inconvenience 50:18</p> <p>incorporating 28:11</p> <p>increase 21:10 28:6 29:2 31:9 35:21 42:18 48:14,19, 22,23 49:1</p> <p>increased 33:9</p> <p>increases 28:12 32:17,22</p> <p>incremental 47:11 54:2 57:1 61:9,10 63:6,8</p>
---	--	---	---

<p>incrementally 58:9</p> <p>indicate 28:19</p> <p>indicated 46:2</p> <p>indicates 10:8 26:9</p> <p>indicating 28:21</p> <p>indicator 9:14</p> <p>industry 27:8</p> <p>influencing 47:24</p> <p>information 26:11 30:11 32:10 39:8 42:8 43:11,24 47:3 53:17 78:18</p> <p>initial 15:23 16:15</p> <p>input 28:3</p> <p>inside 38:14</p> <p>Instagram 63:2,3</p> <p>instance 28:9 33:18 36:22 39:19 44:23</p> <p>intend 57:9</p> <p>intended 57:21 60:3 68:1,5,12 69:1 76:13</p> <p>interact 6:11</p> <p>interested 5:15</p> <p>interpret 76:2</p> <p>intersection 20:13,14,22 24:1,3 28:16,18,23 29:7,9</p>	<p>31:14 33:17 35:10 44:24 45:11,14,19 46:11,19 48:16 49:13 56:15,17 57:13,23</p> <p>intersections 20:16 31:6 32:18 34:3 35:16 54:7</p> <p>introduced 53:1</p> <p>invite 55:2</p> <p>involved 12:17</p> <p>isn't 11:6 28:2 31:16 51:1 56:2 60:18 75:20</p> <p>issue 10:12 12:8 18:19 22:9 34:7 47:9,13 50:5,6,8, 13 52:19 56:15 63:8 64:4 67:6,11,20,21 69:19</p> <p>issues 4:21 6:14 19:3,16 47:7 54:13,15 56:24 57:1,3 61:3</p> <p>it's 7:14 9:20 11:3,6 12:19 13:23 14:9 15:10,17 17:17 19:4 23:7 24:11, 14,24 25:1 26:23 32:16 33:20 36:19 38:17 42:17,21 44:5,15,16,24 45:1,2,3 46:6 47:4 49:22 50:24 54:9 55:18 56:18,22 57:16 58:3,23 60:2 61:1 62:2 66:4 69:12,18 70:12,14,15, 17,18 71:1,14,19 73:16 74:1,5 76:14 77:15,21, 22</p> <p>italics 21:15</p> <p>ITE 32:3</p> <p>iteration 52:8</p> <p>its 58:18</p>	<hr/> <p>J</p> <hr/> <p>jam 69:5</p> <p>January 18:6,12</p> <p>Jesse 4:6</p> <p>jewelry 17:21</p> <p>Jewish 63:23</p> <p>Jim 21:18 25:13,15 27:7,16, 20 53:2 67:13</p> <p>Jim's 21:14,15 51:20</p> <p>Joe's 74:18</p> <p>Johanna 4:7 73:12</p> <p>judge 48:24</p> <p>Julie 69:23</p> <p>jump 10:14 53:13</p> <p>jumping 16:20 67:13</p> <p>justification 41:21</p> <hr/> <p>K</p> <hr/> <p>Kailey 63:17</p> <p>Karen 73:14 75:5,6,23 76:4</p> <p>Kate 4:6 77:5</p> <p>keep 5:7 8:9 12:13 54:5 55:10 63:3 65:21</p> <p>Kendall</p>	<p>22:23 30:12,13 41:24 43:6</p> <p>key 74:17</p> <p>keys 50:10</p> <p>kind 6:14,21 7:3,6,17,19 9:20,22 11:7,22 13:8,13 15:16 58:8</p> <p>know 4:15 8:9 9:13 10:21 11:5 13:1,7,12,16,22 16:14 19:13,18 21:17 22:4,15,21 23:11 24:22 25:20 26:6,20 37:2 43:2 44:10 49:21,22 50:5 51:10,17 58:15 61:10 64:3 65:20 67:17 68:23 69:7 70:3,5,12,15,18, 19,20,22 71:7,17,21,24 73:16,20 74:1,22,24 75:3,14 76:4 77:15,21, 23 78:9</p> <p>knows 25:24</p> <p>kowtow 76:17</p> <hr/> <p style="text-align: center;">L</p> <hr/> <p>lack 32:10 42:7</p> <p>lag 18:21</p> <p>laid 16:18</p> <p>land-use 24:18 31:21 32:6,7,11, 13</p> <p>lane 59:21,22,24 66:14</p> <p>lane's 60:5</p> <p>lanes 60:1 62:22</p> <p>largely 5:10</p>
--	---	--	---

<p>largest 71:8</p> <p>Lark 4:8</p> <p>laws 72:13</p> <p>layout 36:1 40:21</p> <p>leading 43:19</p> <p>leave 77:6</p> <p>leaving 38:5 68:13</p> <p>left 4:6 57:4</p> <p>left-hand 58:2,5,9,13 59:5 61:21 77:13</p> <p>length 9:11,15 17:18</p> <p>lengthy 55:15</p> <p>lesser 54:8</p> <p>let's 10:10 18:8 27:16 60:14 75:5 77:18</p> <p>level 31:14 57:12</p> <p>lift 7:2</p> <p>lifting 9:10</p> <p>light 56:16</p> <p>lights 7:18</p> <p>likes 71:21</p> <p>limit 48:4</p> <p>limited 5:9 31:22 62:15</p>	<p>line 9:19 12:6 14:24 31:16 39:23 47:13 57:23 59:13 62:11,16 64:20 65:2,16,17 66:12</p> <p>lines 57:20</p> <p>list 13:6,16,19</p> <p>listen 5:3 55:7</p> <p>literally 68:19</p> <p>little 7:12 10:17 15:6 23:3 29:8 40:13 47:5 57:5,16 66:3 68:17 71:16 74:17</p> <p>live 22:1 44:13,18 63:18 64:13 71:3 73:16 74:4,5 75:10,15</p> <p>lived 70:10</p> <p>lives 22:18</p> <p>living 23:15</p> <p>loading 6:22,24 7:1,10 38:1 40:22 41:9 59:20 60:2 62:22 63:22 64:16 67:10,15 68:22,24 69:9 70:22 71:9</p> <p>local 21:12,21 22:3</p> <p>locate 37:3</p> <p>located 39:23</p> <p>location 8:24 26:11,16 28:21 33:21 42:7 43:2 49:14 64:6 66:4</p> <p>logically 60:17</p> <p>logistics 69:19</p>	<p>long 71:17</p> <p>long-distance 21:23</p> <p>longer 19:17 65:11,15</p> <p>look 9:5 17:9 21:15 24:16 25:16 27:9 32:5 40:3,5 44:14 47:23 52:21,22 58:20,22 59:4 68:14</p> <p>looked 6:10 15:14 38:4 66:5</p> <p>looking 7:19 8:5 11:21 17:22 33:9 40:5 44:23 68:15</p> <p>looks 14:7 56:12 59:2 66:11 71:5</p> <p>loss 54:8</p> <p>lot 7:22 13:2 18:23 22:4,11 40:19 43:7 47:4,22 49:18 55:18 56:21 58:6, 18 59:8,10 60:4,6,19, 20,21,24 61:4,18,22,24 62:17,21 63:21 68:24 70:2 73:17 75:16 76:13</p> <p>lots 37:20 60:14</p> <p>low 12:4,19</p> <p>lower 21:12 24:12 25:1 28:17 29:4,6 33:19,22 39:9 42:23</p> <p>luxury 45:7</p> <hr/> <p style="text-align: center;">M</p> <hr/> <p>main 6:12</p> <p>maintain 6:22</p> <p>major</p>	<p>28:12 44:1 63:11</p> <p>making 35:5 72:21 75:15</p> <p>man 43:12,13</p> <p>management 61:8</p> <p>mandate 72:12</p> <p>maneuver 38:19 69:6</p> <p>maneuverability 8:15 10:17,23</p> <p>maneuvering 11:4</p> <p>maneuvers 62:21 69:3</p> <p>Maria 14:13</p> <p>marketability 50:8</p> <p>Mass 18:18 26:14,20 46:7,14</p> <p>Massdot 28:2 29:3 48:6</p> <p>material 55:18</p> <p>materials 5:19 16:10 55:13,16</p> <p>matter 6:1 48:3</p> <p>max 13:13</p> <p>mean 39:16 43:8 44:15 46:21 48:19 72:5 74:4 75:2</p> <p>means 20:24 57:14,18,22 58:1 59:1,9,18</p> <p>measure 13:7 56:20 57:12</p> <p>measured 57:23,24</p> <p>measurement</p>
---	---	---	--

<p>65:3 median 10:22 medium 47:8 meeting 57:19 meetings 70:1 meets 6:23 members 4:24 5:15 6:5 15:24 17:4 55:12 72:6 mention 71:8 mentioned 10:21,24 38:7 48:13 53:8 merge 59:11 mess 62:23 messenger 56:3 met 39:21 methodology 16:4 53:17 mid 13:13 mid-day 23:23 24:2,12,19,24 25:3 33:19 middle 8:18 57:24 62:23 66:11 midway 9:13 mile 22:1 miles 39:6,10,11 48:4 millions 76:14</p>	<p>mind 5:8 12:13 48:21 54:6 59:16 67:13 mindset 75:20 minimizing 61:2 minor 23:19 28:12 30:20 59:1 minute 7:5 17:21 74:10 minutes 77:7 mirror 11:1,18 misdeeds 75:8 misleading 66:9 misreading 52:13 misunderstanding 52:3,6 model 31:8,9 modeled 75:12 modes 30:1 35:13 42:12 money 75:16 monitoring 22:22 MORELLI 4:17 5:23 14:1,6,16,19, 23 21:14 78:12,14 morning 24:13 25:6 26:19 31:10, 17 33:20 43:20 62:6 Motor 18:16 motorist 67:2 move 70:5 71:16,20</p>	<p>moved 60:8,11 multitude 19:14 municipal 37:19 51:3 68:24 myriad 77:17</p> <hr/> <p style="text-align: center;">N</p> <hr/> <p>name 4:5 27:19 63:17 narrow 11:19 narrows 11:20 nature 23:4 near 74:14 nearby 22:19 45:1 nearest 26:8 46:1 necessarily 28:20 31:1,16 32:8,20 36:18 45:2 68:11,12 69:18 necessity 62:3 need 11:24 14:15 15:24 43:16 48:5 61:12 77:20 needed 52:21 53:3 needs 10:11 16:22 50:8 negative 47:12 55:24 negligible 31:7 54:10 neighbor 50:9 70:23 71:4,10 74:19</p>	<p>neighborhood 17:24 21:22 22:3,10 23:16 51:11 70:16 71:23 72:8 73:2 74:15 neighborhoods 42:24 neighbors 60:11 72:9 76:16 network 29:21 31:5 never 70:17 74:10 76:13 new 5:4 19:8 20:6 40:23 55:9 64:8 75:1 nice 70:15 74:16 night 57:16 62:15 nightmare 73:22 nineteen 36:10 no-build 29:15,21 31:8 normal 62:18 northbound 41:5 northern 37:24 52:22 note 6:12 9:6 51:7 56:8,11 noted 7:11 8:1 9:22 notes 59:4 noteworthy 54:9 November 5:23 6:1 77:3 78:11,12 number 4:14,19 28:14 31:20 33:2 37:7 42:14 43:8 44:9 49:3 50:24 56:7</p>
---	--	--	--

<p>numbers 43:12,13,16 44:15,22 45:3,5,7 69:7,11</p> <hr/> <p style="text-align: center;">O</p> <hr/> <p>observed 21:5 39:15</p> <p>obstruction 39:18</p> <p>obtained 26:9</p> <p>obviously 54:12</p> <p>occur 11:9</p> <p>occurred 20:12,13</p> <p>October 27:22</p> <p>off-peak 41:9 69:2</p> <p>off-site 47:7</p> <p>offer 4:24 27:17 55:2</p> <p>offered 5:6</p> <p>offering 27:1</p> <p>officer 21:1,2,3</p> <p>official 20:11,17</p> <p>offset 52:17 68:22</p> <p>oh 21:17 43:15 46:18 77:5</p> <p>okay 4:18 5:22 12:21 13:1 15:3,10,20 17:13,14,22 18:11,13 20:4,8 21:9, 10,16 23:18 25:7 26:2, 23 27:5,10,12,15 41:18 43:17 45:23 46:17 48:3, 10 49:15 51:5 52:12,24</p>	<p>53:12,13,20 54:11,19, 23 55:1,24 56:21 61:20 62:1,4 65:5 66:1 67:9 73:11 77:2</p> <p>older 19:2,12 62:14 70:14</p> <p>omit 74:10</p> <p>on-site 52:1</p> <p>on-street 51:3</p> <p>once 65:22</p> <p>oncoming 40:3,14 62:2</p> <p>one- 18:21</p> <p>one-second 31:9 47:4</p> <p>ones 20:17</p> <p>open 12:3,6,20 60:8</p> <p>opening 37:22,24 38:1,23</p> <p>operate 34:3 50:21</p> <p>operation 31:7</p> <p>operations 33:15</p> <p>opinion 32:16 33:22 35:20 42:5</p> <p>opportunity 4:23</p> <p>opposed 34:18 45:14 74:19</p> <p>opposing 41:7</p> <p>opposite 64:17</p> <p>option 58:23 60:7,17 62:24 63:7,8 76:21</p>	<p>order 34:13 40:10,13 49:7</p> <p>original 18:4 20:7 30:16 39:4</p> <p>originally 28:1,8 30:8 34:10 37:10</p> <p>outcome 33:7 34:2,5</p> <p>outside 23:6 56:6</p> <p>outstanding 54:15,17</p> <p>overlap 20:3</p> <p>overlapping 6:21</p> <p>oversight 52:19</p> <p>owe 75:15</p> <p>owned 61:13</p> <p>owner 50:8</p> <p>owns 37:3</p> <hr/> <p style="text-align: center;">P</p> <hr/> <p>p.m. 4:2 6:1,2 34:4 78:13,19</p> <p>package 15:9</p> <p>page 17:20 23:20 24:17 26:7</p> <p>pages 63:4</p> <p>paint 34:20</p> <p>Palermo 4:8 16:2</p> <p>Palmer 69:23</p> <p>paragraph 18:5 20:5,8</p>	<p>parenthetical 76:9</p> <p>parked 11:15 21:7 61:4</p> <p>parking 8:24 11:11 36:1,3,10,11 37:1,7,12,16,19,20 40:24 41:5,8 50:3,16, 17,19,23 51:2,3,7,8,15 52:1,2,7,8 58:6,18 59:8, 10 60:4,9,10,14,19,20, 21,24 61:18,21,24 62:17,21 63:21 68:24 73:21 74:10</p> <p>part 6:14 35:5,6 40:18</p> <p>particular 16:9 55:14 57:4 72:16</p> <p>parties 5:15</p> <p>Partners 27:17,20</p> <p>parts 74:8</p> <p>pass 38:21 57:7</p> <p>pass-by 22:13</p> <p>passing 22:14</p> <p>path 39:20</p> <p>patrons 22:22</p> <p>paying 47:5</p> <p>peak 23:20,23 24:16 26:19 31:10,18 33:12,19,20 43:20,21 44:15 45:13, 24</p> <p>pedestrian 35:7,9,11,18,23 47:22 66:19,20,23,24 67:3</p> <p>pedestrians 34:17,18 35:15,21,23 38:13 48:14,17,22 49:1,</p>
---	--	---	---

<p>3,10,12 67:5</p> <p>peer 4:20,22 6:9,18 10:24 13:10 15:23 16:15,19, 21 17:4,7 20:6 25:23 27:17 55:6 78:16</p> <p>peer's 16:16</p> <p>people 4:14 5:3 11:2 23:11,14, 15 35:19 36:23 44:12, 18 46:18 48:22 50:10 55:8 56:17 58:8,13 61:5 62:14 70:14 75:1,7 76:20 78:5</p> <p>percent 9:7,8,9,11,18 13:11 14:3,8,12,16,17,19,24 22:24 23:5 26:10 30:2, 9,17 38:8,11 42:6,7 46:3 49:6 59:1</p> <p>percentage 30:14 42:15</p> <p>percentages 35:12,13</p> <p>percentile 39:7 57:16</p> <p>percolate 78:9</p> <p>perfect 23:7 40:16 45:4 75:10, 11</p> <p>performed 39:5</p> <p>period 18:3 19:3,22,24 25:3</p> <p>periods 24:8 69:2</p> <p>permit 4:4</p> <p>permitting 72:19</p> <p>person 37:4 45:5 66:5,7 70:21</p> <p>pertains 55:5</p>	<p>photo 67:24 68:2,10</p> <p>photographs 55:15</p> <p>photos 71:5</p> <p>phrase 76:9</p> <p>physically 34:15</p> <p>pick 18:19</p> <p>picked 21:18 62:15</p> <p>pickup 69:14</p> <p>picture 56:24 58:14 59:2 64:24 65:9,14 66:9</p> <p>pictures 56:21 57:1 58:12 61:9, 16 62:16 63:1,3,4,20 64:21</p> <p>piece 43:6 54:2</p> <p>Pike 26:14,20 46:7,14</p> <p>pinch 12:11</p> <p>pit 76:16</p> <p>pitch 7:4</p> <p>pivot 11:23</p> <p>place 16:22 23:14 57:2 60:2 61:23</p> <p>places 27:7 75:14</p> <p>plan 30:23 31:1 36:9 37:21 61:8 70:8 75:9 76:11, 12,15,18</p> <p>planning</p>	<p>5:14 41:23</p> <p>plans 14:7 76:11</p> <p>play 65:23</p> <p>pleasant 73:17</p> <p>please 5:7 29:20</p> <p>plenty 68:8</p> <p>point 5:5 7:24 11:24 12:3,7, 11,15,18 13:3 27:11 37:15 55:9 60:7 63:6 67:10 68:19 78:3</p> <p>pointed 38:18 48:20</p> <p>points 6:15 32:2,8</p> <p>poking 15:7</p> <p>police 17:23 18:16,24 19:6 20:11,17,24 21:2,3,7 28:4,10 71:12</p> <p>portion 17:4 23:1</p> <p>position 65:8</p> <p>possibility 45:3</p> <p>possible 24:18 58:4 69:3,6</p> <p>post 7:19 63:4</p> <p>potential 11:8</p> <p>potentially 50:3 67:18</p> <p>Poverman 4:6 10:5 12:22 13:1,20 14:5,21 15:3,10,17,20 16:3,7 17:14 18:2,11,13 19:11,23 20:4,20 21:9, 16 23:13,18 25:7,15</p>	<p>26:2,6,15,20,23 27:3,10 41:14,18 42:20 43:12, 15 44:11,14,20 45:8,12, 16,21,23 46:6,12,15,17, 21 48:2,8 77:4,7,19 78:5,9</p> <p>practically 29:7</p> <p>precise 34:6 42:13 57:20</p> <p>predicate 76:8</p> <p>preferred 34:10,12 60:12,13</p> <p>present 56:22 73:9</p> <p>presented 28:7 29:3 36:3 72:23</p> <p>pretty 57:18 70:17</p> <p>prevents 12:5</p> <p>previously 15:9 19:24 28:7 29:3 36:3 51:14,18,19</p> <p>primarily 40:6</p> <p>prior 15:14 52:8</p> <p>probably 32:23 33:10 42:14,17 44:5 46:16 50:12,15 66:22 68:18</p> <p>problem 20:6 27:4 39:22 63:5 70:20 71:8 73:19 76:5 77:14</p> <p>problems 54:7 58:10 64:5 70:4 76:13 77:17</p> <p>proceedings 4:1 78:19</p> <p>process 17:18 63:4 72:11</p> <p>processed 18:17</p>
--	---	---	--

<p>progress 49:18</p> <p>project 13:12 43:5 48:20 49:1 50:8 51:22,24 54:4 55:24 56:1 57:3,4 58:1, 2 60:24 72:20,23,24 73:7,8,10,11 77:11,15</p> <p>project's 15:23</p> <p>projected 29:16</p> <p>projects 60:23</p> <p>promised 63:1</p> <p>proper 75:2</p> <p>property 14:24 39:23 40:18 61:12,13</p> <p>propose 73:7</p> <p>proposed 64:2 66:5 77:14</p> <p>proposing 14:14 37:8</p> <p>protective 73:2</p> <p>protrude 41:4,7</p> <p>protruding 59:15 68:6,20</p> <p>provide 35:9,10 71:5 74:10</p> <p>provided 18:16 23:22 26:12 28:1, 3,5,6 29:22 30:11 31:22 34:24 35:24 37:11 39:8 40:9,21,22,24 41:1</p> <p>providing 38:23</p> <p>public 4:24 5:15 55:2,12</p> <p>pull 11:17,19 19:4 22:16</p>	<p>50:16</p> <p>pulled 8:19 22:14</p> <p>pulling 8:8 10:22 12:16</p> <p>pulls 22:15</p> <p>punished 75:8</p> <p>purely 22:18</p> <p>purpose 5:8</p> <p>push 13:19</p> <p>put 6:20 8:1,6 13:6,15 19:14 47:20 50:17 60:15 62:22 63:11</p> <p>putting 7:19 11:1 62:13</p> <p>puzzle 43:7</p> <hr/> <p style="text-align: center;">Q</p> <hr/> <p>question 11:12 15:4 17:6 25:11, 17 26:3 29:20 36:16 44:18 46:18 47:1 49:15 50:1,2,20 51:4,5 52:16 57:13 64:20 65:6 67:23 68:21</p> <p>question/comment 67:14</p> <p>questionable 31:24</p> <p>questioned 29:13 30:10 31:20</p> <p>questions 4:19 10:4,8 16:4 17:3 25:13,24 26:4 31:3 41:13 48:10 53:14,16</p> <p>queue 57:14,17 58:9,15,23,24 59:2 60:18</p>	<p>queuing 10:12 50:6 54:7</p> <p>quickly 61:15</p> <p>quite 36:2 46:9</p> <hr/> <p style="text-align: center;">R</p> <hr/> <p>radius 8:18,20</p> <p>raise 77:24</p> <p>raised 4:21 54:14</p> <p>ramp 6:15 8:13 9:16,20 11:10 12:4,20 38:8,12,14,17, 24 40:4 53:1,4</p> <p>ramps 6:13 7:20 9:23 34:20,24 53:3</p> <p>range 65:11</p> <p>rate 28:9,18 29:2,4,7,10</p> <p>ratio 50:23</p> <p>RE/MAX 37:18 69:16</p> <p>read 16:2,3,10 59:14</p> <p>readily 16:23,24 18:14 19:1</p> <p>reading 52:6</p> <p>real 23:14 76:21</p> <p>realized 37:12 50:22</p> <p>really 6:12 9:5 10:1 17:21 24:4,14 26:15 30:20 31:22 32:8,9 36:22 43:7 47:8,13 50:20 52:15,16 55:21,23 56:23 61:16</p>	<p>63:9,20 68:10 70:4 71:20 73:19 74:5,24 76:11</p> <p>realm 32:4 45:3</p> <p>realty 76:18</p> <p>rearranging 49:18</p> <p>reason 41:8 52:17 73:15</p> <p>reasonable 29:23 30:17 37:11</p> <p>reasons 19:14</p> <p>reassuring 13:21</p> <p>recall 4:14</p> <p>received 17:7</p> <p>recognized 49:9</p> <p>recognizing 64:4</p> <p>recommend 38:3</p> <p>recommendation 72:14,22</p> <p>recommended 35:8 72:2</p> <p>reconvening 4:4</p> <p>record 4:5 5:11,17 10:19 16:11</p> <p>recorded 5:12</p> <p>reduce 48:2 49:7</p> <p>reduced 49:5</p> <p>reduction 23:5 30:6,9 41:22 42:7, 11 49:24</p>
--	---	---	--

<p>reevaluated 31:5</p> <p>references 30:12</p> <p>referring 67:24</p> <p>refinements 4:11</p> <p>reflected 8:21</p> <p>regarding 10:22 33:12</p> <p>region 44:13</p> <p>Registry 18:16</p> <p>regulation 48:6</p> <p>regulations 72:13,18,21 73:4</p> <p>reiterate 64:19 67:10</p> <p>related 51:6</p> <p>relating 17:23 41:24</p> <p>relation 48:12 51:6</p> <p>relationship 26:18</p> <p>relative 30:7</p> <p>relay 55:5</p> <p>relevant 18:9 25:19 26:16,24</p> <p>remains 21:11 39:22 44:18</p> <p>remember 51:11</p> <p>reminder 61:7</p> <p>remove 36:21</p>	<p>removed 40:20</p> <p>replicate 13:18</p> <p>report 16:5 17:5,7 20:5,7,12, 24 21:3,8,15 27:4 33:11 39:4 53:2 59:14,22 68:3</p> <p>reports 20:17</p> <p>represent 26:10 45:4 46:3 65:1</p> <p>representative 23:8 32:14 34:19</p> <p>representing 66:4</p> <p>represents 66:9</p> <p>requested 19:22</p> <p>requests 57:7</p> <p>require 20:11,17</p> <p>required 6:20 8:17 39:17 73:3 74:9</p> <p>requirement 65:1</p> <p>requirements 39:13 68:23</p> <p>requiring 21:24</p> <p>reshape 7:3</p> <p>resident 37:1 50:14</p> <p>residential 15:13 36:8,10,23 37:9 60:9 69:13</p> <p>residents 50:9 51:1</p> <p>resolved 53:12</p>	<p>resonates 77:23</p> <p>respect 54:14</p> <p>respond 65:18,23</p> <p>responded 21:3</p> <p>responding 65:21</p> <p>response 4:12,23 20:9 27:14 30:23 41:20 54:22 72:5 77:1</p> <p>responses 4:21 15:23 16:1,14,16, 19 27:18,22 53:15</p> <p>responsibility 72:17 75:14</p> <p>responsible 27:8 47:6,11,21</p> <p>rest 22:5</p> <p>restrict 40:2</p> <p>restricted 41:9</p> <p>result 30:15 39:5,12 47:5</p> <p>results 25:4,5 34:6</p> <p>retail 21:20,21 22:10,22 23:2, 5,10,19 24:15,18 30:7, 17,19,22,24 31:19,22 32:6,19,21 33:23 37:16, 18 42:15 47:16 51:7,10 52:1</p> <p>retained 38:3</p> <p>review 15:23 16:21 17:5 18:3,4 27:18 53:24 59:4 64:22 65:15 73:10</p> <p>reviewed 53:19,22</p>	<p>reviewer 4:20,22 6:9,19 10:24 13:10 20:6 25:23 55:6 64:20 78:16</p> <p>reviewer's 16:15,19 17:7</p> <p>reviewing 5:9 21:18</p> <p>right 4:7,8 11:19,24 12:12 14:14 18:1 38:5 39:1 40:3,5 42:20 43:12 44:14 45:15,18,21 46:9 56:5 57:24 58:6 64:17 66:13,24 70:6,8,13 71:15 75:6 77:11</p> <p>roadway 34:19 35:6,15</p> <p>role 73:12</p> <p>roll 17:3</p> <p>room 38:20 41:1 72:1</p> <p>rough 57:21</p> <p>round 56:15</p> <p>route 14:2 24:4 43:24 44:7,24 45:1,9,20 64:13</p> <p>rules 72:17,21</p> <p>run 27:23</p> <hr/> <p style="text-align: center;">S</p> <hr/> <p>safe 23:13 40:10</p> <p>safer 9:19 35:22</p> <p>safety 28:21 48:3 50:5,13 54:14 57:13 60:16 67:20,21 69:18</p>
---	--	---	--

<p>sample 9:22 56:22</p> <p>satisfaction 54:15</p> <p>Saturday 23:22 24:11,12,15,19, 23 25:3,9 26:9,18 33:12,16,18 43:20 45:4 46:2</p> <p>Saturdays 23:21</p> <p>save 65:21</p> <p>saw 70:16</p> <p>saying 14:14 20:15 24:11,22 27:3 44:6 45:2</p> <p>says 18:5 26:7 47:14 52:1 59:4 73:24</p> <p>scale 32:4,9,18</p> <p>scenario 29:15 36:1 64:6</p> <p>schedule 74:20</p> <p>scheme 15:14</p> <p>Schneider 4:7 14:13 17:6,9,13 25:11,20 26:4 27:6 41:16 48:11 49:15 51:5, 17,20,24 52:5,12 67:13, 20 72:4 75:21 76:3</p> <p>Schneider's 4:8</p> <p>school 58:20 62:19 70:13</p> <p>scope 56:6</p> <p>Scott 8:15 10:14,19 13:13</p> <p>Scott's 10:16</p>	<p>second 25:22 31:17 32:23 47:17</p> <p>section 9:5 12:2 13:13</p> <p>sections 53:3</p> <p>see 7:21 11:16,18,20 12:7, 17 15:5 18:8 31:1 38:13 42:1 47:23 58:12,14,19 59:8,9,14,16,17 61:22 62:11,22 63:2,5,7 65:8, 14 66:7,10,13,16,21,22, 23 67:2,8 68:8</p> <p>seeing 32:17,24 33:22</p> <p>seen 13:3,23 16:18 21:6 53:15,16 61:20 62:8,19 74:2,15</p> <p>sending 19:16</p> <p>sense 49:8 65:5,10</p> <p>sentence 76:6,7</p> <p>separate 13:9</p> <p>serious 76:12</p> <p>service 31:14 57:12 59:1</p> <p>set 60:2 63:1</p> <p>setting 35:5 42:13 44:7</p> <p>seven 20:21 36:15</p> <p>shaded 8:24</p> <p>shallow 9:11,16</p> <p>share 8:20</p>	<p>shared 36:8 51:16</p> <p>shares 6:24</p> <p>sharing 4:12</p> <p>SHEEN 51:19 52:11</p> <p>shifted 37:23</p> <p>shifting 15:14</p> <p>shooting 37:10</p> <p>shop 22:17</p> <p>shopping 32:7</p> <p>shops 21:23 23:2</p> <p>short 59:11</p> <p>show 7:4,11 14:7 25:4 28:16 31:7 32:22 57:10 65:11 68:5 76:10</p> <p>showed 65:15 68:13</p> <p>showing 24:1 28:6 40:23 59:23 68:4</p> <p>shown 34:12 76:19</p> <p>shows 61:16</p> <p>shut 25:22 41:15,17</p> <p>side 6:21 7:18 9:23 11:16 15:6 22:6 34:21 37:24 38:2 44:24 52:18,22,23 62:9 64:9 66:14 68:24 71:20 77:13</p> <p>sides 62:12 64:17</p>	<p>sidewalk 7:14 34:9,11,13,16,17 35:2,6 38:9,10,12 39:24 40:5,13,15 54:13 59:15, 18 60:19 62:9,12 66:3, 11 67:4,5 68:3,7,15 71:15</p> <p>sidewalks 57:6 59:19 61:3</p> <p>sight 9:19 12:5 39:3,12,15,16 40:8 47:13 59:13 62:11, 16 64:19 65:2,11,16,17 67:6,8 68:1</p> <p>sign 15:16</p> <p>signal 7:16,23</p> <p>signaling 7:18</p> <p>signalized 29:9</p> <p>signals 35:11</p> <p>significant 20:11 21:1</p> <p>significantly 21:12</p> <p>signs 73:23</p> <p>similar 13:4 14:5 23:4 33:5 34:5 35:19 50:2</p> <p>similarities 42:1</p> <p>Similarly 48:2</p> <p>simple 36:22</p> <p>single-row 36:12,13</p> <p>single-unit 41:1</p> <p>sink 77:19</p>
---	--	---	--

<p>site 21:20 22:20 29:17 34:8 36:7,14 37:17 44:4 49:11,13 64:2 72:15</p> <p>site-generated 23:22</p> <p>sitting 59:8</p> <p>situation 33:13 61:9</p> <p>six 36:12</p> <p>size 23:10</p> <p>sized 64:1</p> <p>slab 7:2</p> <p>slide 8:11 9:3 10:8 15:4</p> <p>slides 6:7,8 74:12</p> <p>slight 28:6</p> <p>slippery 8:3</p> <p>slipping 12:5</p> <p>slope 6:14 8:8,13 9:7 13:22 14:3,11,15 35:3 38:8,9</p> <p>slopes 7:20 13:4 34:23</p> <p>slow 8:10</p> <p>small 32:4,18 33:23 42:14</p> <p>smaller 30:14</p> <p>snow 8:3</p> <p>social 75:13</p> <p>solve 77:17</p>	<p>somebody 21:5 36:21 67:8 77:9</p> <p>somebody's 7:21 37:13</p> <p>someplace 22:16</p> <p>somewhat 29:22 36:2,22 41:4 51:8</p> <p>sophisticated 10:18</p> <p>sorry 20:5 25:12 70:22 76:20</p> <p>sort 6:2 8:7 9:14 16:18,20 22:7 31:13 42:10,11 49:11 51:6 53:13 56:5 69:11 75:3</p> <p>sound 43:9</p> <p>sounds 25:12 49:17</p> <p>south 66:3</p> <p>southbound 41:3</p> <p>southern 38:2 39:23 52:18,23</p> <p>space 10:12 11:11 30:22,24 32:19,21 33:3 36:13 37:1,13,18 38:17 40:24 41:2,6,8 50:17</p> <p>spaces 11:15,16 36:3,4,5,6,8, 11,12,15,17,18,19,23 37:8,9,11 49:17,19 50:3,19,22 51:11,13,15, 16,18</p> <p>sparse 32:3</p> <p>speak 72:6 76:24</p> <p>special 48:6</p> <p>specialty 31:21</p>	<p>specific 43:8</p> <p>specifically 6:10 33:3 34:9</p> <p>speed 9:14 39:4,6,7 48:3,6 56:11,15</p> <p>speeding 56:14</p> <p>speeds 39:9,14</p> <p>spend 60:6</p> <p>spending 6:9</p> <p>spilling 50:5</p> <p>spoke 13:10</p> <p>spot 6:20,23</p> <p>spots 6:17 7:10 9:2 60:10</p> <p>square 22:23 30:12,13,21,24 31:4 32:2,4,14,18 33:4 41:24 42:3 43:6</p> <p>Square/central 43:6</p> <p>Square/kendall 42:3</p> <p>staff 6:10</p> <p>stairway 15:5</p> <p>standard 27:8 36:6,12</p> <p>standards 13:8</p> <p>standing 57:7 64:22</p> <p>start 11:22 12:14 57:2 68:6</p> <p>starts 18:7</p>	<p>state 19:9 28:19 47:14 72:2, 14 74:8</p> <p>statement 49:4</p> <p>states 15:1</p> <p>statewide 21:12 29:5,8,12</p> <p>statute 73:3</p> <p>statutory 72:12</p> <p>steep 8:7</p> <p>steeper 13:17</p> <p>step 33:1 71:21</p> <p>step-back 14:4</p> <p>stepped 7:14</p> <p>stinky 57:18</p> <p>stood 65:7</p> <p>stop 12:10 25:21 27:5 39:18 40:4,10 57:23 68:9 69:20</p> <p>stopped 68:15</p> <p>stopping 39:15,16 40:8 67:3 68:1</p> <p>stops 12:18</p> <p>store 63:23</p> <p>straight 26:21</p> <p>strategy 10:1</p> <p>street 4:5 6:11 9:21 11:16</p>
---	--	---	--

<p>14:1 15:6,13 20:13,14, 21 24:4,24 31:11,15 33:17 37:19 39:10,11 40:15 41:3 43:23,24 44:9,23,24 45:10,11,15, 16,17,18,19 46:11 48:4 50:7 51:10 56:10,17 58:17,18 59:3,24 60:3, 11,15,20,24 61:5,6,11, 24 62:11,14,17 63:18, 21 64:9,18 65:8,14 66:12 67:7,15,19 68:7, 15,20 69:1,24 70:4,6,7, 9,11,16 71:3,14 76:17</p> <p>Street/harvard 20:21</p> <p>Street/heath 46:11</p> <p>strings 62:13</p> <p>strip 7:9 8:7</p> <p>structural 11:23 12:14</p> <p>structure 7:9 8:14,17,21</p> <p>structured 12:2</p> <p>studied 31:6 54:7</p> <p>study 33:6 41:23 43:23 44:4 47:15 48:7 56:11 65:10</p> <p>studying 10:16</p> <p>subject 32:17 55:2 72:24 76:8</p> <p>submit 55:13</p> <p>submittals 5:14</p> <p>submitted 55:14</p> <p>substance 55:11</p> <p>substantial 32:24 35:21 38:7 42:18</p>	<p>48:13,19,21,23,24 49:7 50:18 69:10</p> <p>substantially 28:17 29:4 39:9 49:6</p> <p>suburbs 44:1</p> <p>successful 13:5</p> <p>successfully 13:24</p> <p>suddenly 48:22</p> <p>sufficient 67:7</p> <p>suggested 52:17</p> <p>suggesting 48:15</p> <p>suggestion 53:2 77:10,22</p> <p>supplemental 68:2</p> <p>supply 51:3</p> <p>sure 17:12 23:11 24:23 25:18 57:20 63:14 76:7</p> <p>surface 8:4 12:20</p> <p>survey 22:22</p> <p>suspect 42:6</p> <p>swing 59:22</p> <p>swinging 59:21,23 60:1</p> <p>swings 60:4</p> <p>switch 27:16</p> <p>system 19:18 37:14 49:23 50:24</p>	<p style="text-align: center;">T</p> <hr/> <p>Table 45:11</p> <p>tactile 34:20</p> <p>take 6:19 16:22 17:19 25:8 56:22 58:2,4,6 71:21 74:16</p> <p>taken 5:13 59:15 66:10 68:3</p> <p>talk 77:7,21</p> <p>talked 13:8 31:15 34:8</p> <p>talking 7:12 11:8 13:12 17:10 41:21 46:19</p> <p>talks 49:21</p> <p>tandem 9:2 10:11 11:15 36:5,6, 11,12,17,18,19,23 49:16 50:20</p> <p>tell 17:14 22:1 27:7 45:6,8 46:20 50:9 51:13 56:9</p> <p>templates 40:22</p> <p>tend 40:12</p> <p>tends 33:19</p> <p>tens 46:8</p> <p>tenth 74:13</p> <p>terms 17:15 18:15 21:18 47:23 49:18 62:4 72:11 75:16</p> <p>testify 25:13</p> <p>testimony</p>	<p>5:1,7,8 27:1 55:2,5 60:12 78:17</p> <p>thank 6:4 10:3 15:20,21 27:12,15,19 41:12 46:17 47:24 48:1 52:14 54:19,23 55:12,14 63:9, 10,15 67:9,12 69:22 73:12 75:17,18,23 76:23 78:17</p> <p>there's 8:9,23 9:14 10:10 11:5, 8 12:9 13:1 15:5 18:20, 21 19:9,14,16 21:4 22:10,11,24 28:20 38:20 39:18 43:4 47:17 48:13 57:5 58:4 60:18 62:10,19 63:23 64:4,5, 14 65:1 67:1,4</p> <p>they'd 7:22</p> <p>they'll 11:19 22:4 59:6,22 62:12 67:3</p> <p>they're 11:17,18 14:14 19:16 22:6,15 37:4 47:7,8 57:21 59:23 61:5,11 74:13,21</p> <p>they've 21:7 32:10 34:12 73:21, 22</p> <p>thing 6:12 9:6,17 11:5,21 21:17 24:9 54:4 55:17 70:6 77:4</p> <p>things 5:9 7:11 17:10,16 18:2 47:21 55:23 56:12 60:22 64:7 67:1 70:5 71:20 72:5</p> <p>think 7:14 8:11,20 9:3 10:16, 23 11:8 12:12,16 15:8, 10 16:19 17:2 18:4 23:9,12 24:4,9,23 25:15 26:15 27:6 35:4,18 37:10 42:4 44:7 46:12 48:14 49:16 50:1 51:6, 20 52:4,5,20 53:2 54:19 56:19 57:18 58:12</p>
---	--	--	--

<p>59:17 60:22 61:1 64:14 65:13 67:11 68:11 69:18 70:21 71:6,20 72:6 73:1 75:4 76:20 77:8,13,16,20,21 78:3, 6,7,10</p> <p>thinking 13:9 16:12</p> <p>Thornton 10:19 15:22 16:12 17:8, 12 18:1,10,12,14 19:13 20:2,19,23 22:9 23:17 24:6 25:10 26:14,17,22 52:20 64:24 65:18,20 66:1,24 69:12</p> <p>thought 6:19 9:12 20:2 41:15 52:21 70:2 77:10,22</p> <p>thousand-year 58:16</p> <p>thousand-year-storm 11:7</p> <p>thousands 44:2 46:8</p> <p>three 19:6 24:8 28:5,24 29:1 56:23 57:10 65:3 66:2</p> <p>three-and-a-half-foot 66:7</p> <p>three-year 19:22</p> <p>thumb 62:7</p> <p>Thursday 56:13,14,19</p> <p>tie-in 15:16</p> <p>tight 19:20</p> <p>tighten 7:7</p> <p>time 5:17 6:1,9 17:9,18 18:3 19:3,20 24:8 25:3 33:13,14 34:6 38:18 46:23 50:2 56:14,20 60:6 69:4 74:22</p>	<p>times 41:9 57:10 61:17,19 62:5</p> <p>today 10:6 59:6,7 65:6</p> <p>Tom 56:10</p> <p>tonight 5:9 6:8 17:11 65:13</p> <p>tonight's 4:9 5:8,11 55:3</p> <p>top 9:15 45:17 51:12</p> <p>topic 43:9 67:23</p> <p>torn 71:4</p> <p>total 18:5 20:9 36:7,14</p> <p>town 5:16 19:6 46:19,20 47:10 48:2 75:24 76:10</p> <p>towns 19:14</p> <p>Trader 74:18</p> <p>traffic 4:13,17,18 5:10 6:10 8:6,9,16 13:8 22:14 23:1,19,21,22 24:1,2,3, 16,17 25:8 27:9 28:15 29:14,16,21 31:5 33:6, 22 40:3,14 41:5,7 43:23 44:8,19,21 45:14 46:1 47:7,15,22 49:7 54:5 55:4 57:5 58:19 59:2, 11,12,21 60:5,14 61:8 62:2 63:24 64:1,3,5,10, 20,21 66:15 69:5,8 73:18,22,23 74:1 75:5 77:12</p> <p>traffic-volume 26:8,13</p> <p>transcript 5:12</p> <p>transcripts 5:13</p>	<p>transit 30:4 32:20 35:18,20 49:11 73:17</p> <p>transition 6:15 7:13 8:7 9:7 12:19</p> <p>transitioned 9:8</p> <p>translates 23:5</p> <p>translation 19:16</p> <p>transportation 18:18 30:1 35:13 42:13</p> <p>trash 69:14</p> <p>travel 39:9,14,20</p> <p>traveling 39:11 41:2 45:14</p> <p>travels 28:15</p> <p>tried 71:24 72:1</p> <p>trip 21:24 22:2,13 24:17 30:6 31:19 33:6 35:17</p> <p>triple 73:20</p> <p>trips 21:20,22 22:17 23:6 24:20,23 29:24 30:3,14, 19 32:6,12 33:2 41:24 42:16 49:5 50:4</p> <p>truck 41:1,3,6 58:17 60:3 69:5,8,20 71:16</p> <p>trucks 59:20 60:1 62:20 64:1 71:17</p> <p>true 45:1 75:20</p> <p>try 13:6 35:3 56:24 61:15 72:9 76:9 77:13</p> <p>trying 13:18,19 14:11 24:14</p>	<p>25:18 31:23 37:3 54:6 58:2,13,17 64:7,15 65:8</p> <p>tug 62:13</p> <p>turn 11:18 38:16 39:1,2 57:4 58:2,5,9,18 59:6 61:21 73:24 77:11</p> <p>turnaround 10:9</p> <p>turning 8:18,20 38:5 39:19 40:22</p> <p>turns 58:13</p> <p>twenty- 36:14</p> <p>twenty-one 20:9</p> <p>two 15:12 24:20,23 31:5 32:17 33:5 38:21 57:6 61:3 62:16 64:16 67:1, 10,14,18 76:11</p> <p>two-thirds 29:11</p> <p>two-year 18:21</p> <p>type 11:1,9 23:3,10</p> <p>types 28:11</p> <p>typically 13:16</p> <p>typo 18:10 19:10</p> <hr/> <p style="text-align: center;">U</p> <hr/> <p>Ultimately 30:19</p> <p>unclear 49:22,23</p> <p>underlying 18:7,9 27:4</p>
---	---	--	---

<p>understand 4:11 11:23 30:21 33:20 34:22 40:17 43:17 57:12,14 63:6 64:11 70:24 75:1</p> <p>understanding 42:20</p> <p>unfair 74:5</p> <p>unfortunately 71:19 76:12</p> <p>unique 43:2</p> <p>unit 37:9</p> <p>units 47:14,16</p> <p>University 73:21</p> <p>unloaded 71:14</p> <p>unpalatable 50:11</p> <p>unsignalized 29:10</p> <p>update 4:10 10:1</p> <p>updated 31:4</p> <p>upgrade 46:19</p> <p>upgrades 48:15</p> <p>upset 17:21</p> <p>upstairs 75:11</p> <p>urban 43:16</p> <p>usage 30:10,18 33:5,23,24 42:15</p> <p>use 21:21 23:20 30:4 31:23 33:4 36:8 37:16 44:4</p>	<p>46:13 49:19 51:2,10 60:23 61:13 63:14 69:17</p> <p>users 32:20</p> <p>uses 21:23 36:4</p> <p>usually 18:20,21</p> <hr/> <p style="text-align: center;">V</p> <hr/> <p>vague 43:9</p> <p>VAI 29:24 30:16,22 31:4 32:5 39:8,15 41:22</p> <p>valid 46:13 50:17</p> <p>van 6:17,23</p> <p>Vanasse 10:20 16:4 27:21 52:16</p> <p>vehicle 10:10 11:10,11,14 30:3, 14 32:21 37:3 38:18,20 39:17,19 40:9,11 50:15 64:23 65:9 66:13,16 68:7</p> <p>vehicles 10:13 11:2 18:17 35:14 38:15,21 39:2 45:11 61:11 67:6 69:19</p> <p>vehicular 49:5</p> <p>vendor 19:15</p> <p>verify 29:21</p> <p>verses 44:12</p> <p>versus 57:11 70:23 76:17</p> <p>vertical 40:1</p> <p>vestibule</p>	<p>7:1</p> <p>viable 63:7</p> <p>vicinity 44:19</p> <p>Victor 8:12</p> <p>view 66:20</p> <p>viewpoint 66:1</p> <p>visibility 38:11 39:1 40:2,14,19 47:13 67:23 68:4,8,13</p> <p>visualize 63:20</p> <p>visually 12:20</p> <p>volume 24:11,12,24 26:11,18 44:21 45:24 46:1,4</p> <p>volumes 26:9 29:16,19 32:22 33:22 46:2 49:7</p> <p>vote 72:22</p> <hr/> <p style="text-align: center;">W</p> <hr/> <p>wait 17:20 39:2 41:16 59:10 69:5,20</p> <p>waiting 47:2</p> <p>waits 11:10</p> <p>waiver 14:15</p> <p>walk 30:4 35:19</p> <p>walkers 32:19</p> <p>walking 7:16,21 22:5,12,18 35:15 48:16 49:10,11 62:14 64:12 65:7</p>	<p>wall 11:24 38:23</p> <p>want 4:24 5:7,16 10:14 12:9, 10,16 15:22 16:10 25:12,13,21 26:5 37:15 47:5,17 51:2 55:4,12, 14,21,22,23 56:8,11 58:6 61:7 63:10 65:21 72:5,11 73:8,9,11,12 75:1,14,24 76:21,24 77:6 78:1,17</p> <p>wanted 16:14 19:20 41:16 67:10 73:15 74:18 75:6</p> <p>wants 71:4</p> <p>warrant 47:10</p> <p>warranted 42:12</p> <p>wash 25:1</p> <p>wasn't 68:10</p> <p>way 12:1,7 16:13 22:16 34:3 39:24 43:4 44:15,16 47:12,20 50:18 55:22 58:4,6 62:10 65:14 68:16 69:21 77:12</p> <p>ways 32:5 58:7</p> <p>we'll 12:12 42:16 57:6 63:1, 3,4 65:23</p> <p>we're 7:19 8:5 13:13,14,17 14:11,12 16:21 17:10 24:14,22 25:19 31:1,13 32:17,24 33:22 39:8 44:22 45:2 47:5,15,18, 19,21 49:4 55:1 59:5 70:7 72:21</p> <p>we've 6:7,8,9,18 7:11 8:1,12, 14 9:4,9,13 15:8 16:10, 18 22:9 31:14,21 55:3,5 61:20 62:19 65:12</p>
--	---	--	--

<p>71:24 73:6 75:19 76:19</p> <p>web 18:19</p> <p>website 5:14</p> <p>week 64:15</p> <p>weekday 24:13,20 25:5 26:11 33:19 34:4 43:21 46:4</p> <p>weekend 43:21</p> <p>weigh 25:23</p> <p>went 65:6 66:6</p> <p>weren't 20:15</p> <p>west 66:3</p> <p>westbound 39:12</p> <p>what's 18:14 26:16 47:19 48:23</p> <p>wheelchair 34:20</p> <p>white 66:21</p> <p>who's 64:15</p> <p>widened 40:23</p> <p>width 7:7</p> <p>Winchester 70:19</p> <p>window 38:23</p> <p>wintertime 8:4</p> <p>wishing 37:17</p> <p>won't</p>	<p>58:3 60:6</p> <p>wonder 25:22 26:5</p> <p>wondering 18:8 22:7 25:21 48:18, 21</p> <p>word 63:14</p> <p>words 30:2 57:2</p> <p>work 7:20 21:19 47:4,16 49:23 65:7 71:22,23 72:1,10</p> <p>worked 8:16 13:23 55:17</p> <p>working 6:18 7:6 8:6 9:20 11:22 19:20 22:10 51:1 70:12, 15 72:12</p> <p>works 9:5 22:19</p> <p>world 40:16 45:4</p> <p>world's 13:23</p> <p>worse 25:5 60:22</p> <p>wouldn't 25:3,4 66:22</p> <p>written 55:15</p> <p>wrong 68:11</p> <p>wrote 78:2</p> <hr/> <p style="text-align: center;">Y</p> <hr/> <p>Ya 63:23</p> <p>yeah 11:21 13:21 14:6 15:12 45:12 46:21 51:20 67:18 77:20</p>	<p>year 19:7 20:2 28:10,13 71:12</p> <p>years 19:6 28:4,5 29:1 70:11</p> <p>yellow 7:19 9:1,23</p> <p>yield 67:5</p> <p>you'll 56:4 59:18 75:15</p> <p>you're 5:18 7:16 8:8 11:7 12:3, 6,7 14:13 20:15 25:1 27:1 33:9,10 34:17 43:12 44:6 48:18 49:20 51:8 56:7 58:7 59:17,24 64:9 65:2,16 66:9,18,19</p> <p>you've 9:15 24:17 53:1,10,15, 16,19,22 54:12,14 56:2 62:8 67:18</p> <hr/> <p style="text-align: center;">Z</p> <hr/> <p>zero 58:23,24 59:2</p> <p>zipping 77:16</p> <p>zone 6:22,23,24 38:1 40:15, 22 59:20 60:2 62:23 63:22 71:9</p> <p>zones 64:16 67:11,15 70:22</p> <p>zoning 14:8,15,17,22 72:19</p>
---	--	---