

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 II
Pages 1-64

Brookline Zoning Board of Appeals Hearing
111 Cypress Street
Comprehensive Permit Application
107-111 Cypress Street Realty Trust
March 29, 2017, at 7:00 p.m.
Brookline Town Hall
333 Washington Street, Room 111
Brookline, Massachusetts 02445

Reporter: Kristen C. Krakofsky

1 APPEARANCES

2 Board Members:

3 Mark Zuroff, Chairman

4 Jonathan Book

5 Kate Poverman

6

7 Town Staff:

8 Alison Steinfeld, Planning Director

9 Maria Morelli, Senior Planner

10 Karen Martin, Planner

11

12 Applicant:

13 Mark Bobrowski, Esquire, Blatman, Bobrowski, &

14 Haverty, LLC

15

16 Members of the Public:

17 Chris Dempsey, Town Meeting Member, Precinct 6

18 Abby Swain, Emerson Street

19 Andy Olins, Town Meeting Member, Precinct 5

20

21

22

23

24

1 PROCEEDINGS:

2 7:25 p.m.

3 MR. ZUROFF: Good evening, ladies and
4 gentlemen. My name is Mark Zuroff. I'm sitting as
5 chair tonight. I'm calling to order this meeting of
6 the zoning board of appeals. Tonight our agenda is
7 confined to 111 Cypress Street. Sitting with me on
8 the board to my right is Kate Poverman, to my left
9 is Jonathan Book.

10 So I remind everyone in the room that
11 everything that is said tonight is recorded, so
12 anybody who speaks to the board tonight, please go
13 to the podium, speak into the microphone. We have a
14 transcriber tonight, so everything is public record.

15 To get right to the agenda, we're going to
16 hear from staff and have the staff report, so I'll
17 call Maria.

18 MS. MORELLI: Thank you, Mr. Zuroff.

19 As you know, it's been a while. I think
20 the last hearing was back in December,
21 December 20th, so I'd like to give us a little bit
22 of a recap to get us up to speed.

23 We did have a site visit in January, and
24 since then, the planning board and the preservation

1 commission have reviewed the plans and have
2 submitted comments. We don't have comments from --
3 normally, for this hearing at this juncture, we
4 would hear testimony from the various departments:
5 public health, DPW, fire, and police.

6 There has been some discussion with the
7 project team about revising the site plan, and
8 namely, there's been concern among staff about one
9 of the access points on Cypress Street. A garage
10 access plan and a new curb cut was proposed on the
11 initial plans, and that was something that we really
12 feel strongly about as not appropriate whatsoever.
13 The transportation board hasn't submitted a letter,
14 but certainly staff has said there really won't be
15 any support for that.

16 So the project team, being really
17 proactive, has stated that they would -- they plan
18 to eliminate that access point, and they will be
19 adjusting the site plan to reflect that. And I'm
20 sure that Mr. Bobrowski, who's the attorney for the
21 applicant, will speak to that this evening so that
22 it is on record.

23 However, we don't have those plans.
24 Therefore, that does affect the peer reviews that we

1 planned and some of the other substantive reviews
2 that DPW would be doing. So when we get those
3 plans -- and I'll speak to that schedule -- you can
4 expect more testimony.

5 Regarding the traffic study, even before
6 there was talk of eliminating the Cypress Street
7 access, we -- staff -- encourage any applicant for
8 any project, not just a 40B, to consult with Peter
9 Ditto, who's the director of transportation and
10 engineering. And what Peter does is he will look at
11 a project and he will confirm or recommend a scope.
12 For instance, ensuring that this intersection is
13 included in the scope, and so forth. So a more
14 robust traffic study should be underway, according
15 to Peter Ditto's recommendation.

16 Another piece that might affect the plans
17 regards the stormwater. On the initial plans,
18 infiltration was not provided on the site. And with
19 our stormwater bylaw, that is something that could
20 be waived by Mr. Ditto. However, in his discussions
21 with the project team's civil engineer, he has asked
22 them to consider a compromise, so that's something
23 that we'll need to take a look at. Again, we don't
24 have those plans in yet.

1 Regarding the schedule -- so this is what I
2 discussed with Mr. Bobrowski. I guess, because of
3 some delays or other things that he will speak to,
4 there haven't been plans really finalized yet, so I
5 said we could meet -- have our next hearing
6 May 17th if we got plans in and all the required
7 materials that I will mention in a moment by
8 April 21st.

9 Those materials consist of an updated site
10 plan, the garage plans would also have to show new
11 access points, updated stormwater plans regarding
12 that infiltration issue, the updated traffic study,
13 documentation regarding any site remediation.
14 Recall that there was a gasoline leak from a nearby
15 station that did affect this site in the past.
16 Supposedly that has been all cleaned up. We just
17 want to make sure that the site is appropriate for
18 residential use, so we'd like to see any
19 documentation. And, of course, a 3D model.

20 So that would mean -- that's actually a
21 tight schedule. We would want peer review reports
22 for parking, traffic, and site and building design
23 by May 10th. Okay? And then we could have a ZBA
24 hearing on May 17th, and that would consist of the

1 applicant's updates, the peer reviewers presenting
2 their reports, and staff testimony from the other
3 departments that I mentioned, like public health,
4 fire, police, and so forth.

5 We are recommending -- we mentioned this at
6 the last hearing -- that we would like to contract a
7 licensed site professional regarding that piece
8 concerning any environmental -- the status of the
9 site. That might be scheduled for May 17th, but I'm
10 not really positive yet.

11 So this evening, because it has been such a
12 while since we've seen an overview of the plans, my
13 colleague Karen Martin, whom I meant to introduce at
14 the onset and will introduce now, will give an
15 overview of the plans and also the surrounding
16 context. And then I'll speak on behalf of the
17 planning board to provide a design analysis.

18 I also want to point out that the
19 preservation commission did submit a letter to you.
20 It's up to you if you'd like us to read it into the
21 record.

22 But before we go on, I'm not sure if any of
23 you have worked with Karen. She staffs the planning
24 board primarily. She's been with the planning

1 department for about a year. She comes from
2 Ashland, and before that New York City, so she can
3 handle anything that we throw at her. She's been a
4 wonderful addition to the team and will make a great
5 contribution to the project, so I definitely wanted
6 to welcome Karen aboard.

7 Okay. So I think Mr. Bobrowski might have
8 an update for you, if you have no further questions
9 for me.

10 MR. ZUROFF: Do we want to formally extend
11 the hearing deadline?

12 MS. MORELLI: Yes. Thank you very much. I
13 overlooked that. Because we are meeting -- our next
14 hearing would be May 17th, I strongly urge that we
15 ask the applicant for an extension. Right now I
16 think we're scheduled to close the public hearing
17 October 6th, so at least -- since there is about a
18 six-week gap, at least six to eight weeks.

19 MR. ZUROFF: Should we formally request the
20 applicant to agree to an extension to December 6th?

21 MR. BOBROWSKI: Good evening, Mr. Chairman,
22 members of the board. Mark Bobrowski. My office is
23 in Concord. I represent the applicant.

24 We have no problem with that. I'll send in

1 a letter tomorrow by scan to Maria, and we'll extend
2 the date to close the public hearing to
3 November 6th.

4 MR. ZUROFF: We appreciate that.
5 December 6th.

6 MR. BOBROWSKI: I thought we had
7 November 6th.

8 MS. MORELLI: I actually mentioned earlier
9 November 6th and just want to ask you if you feel
10 maybe six to eight weeks is more appropriate, or if
11 you wanted to --

12 MR. ZUROFF: Not being in charge of
13 scheduling, I can't really say.

14 MS. STEINFELD: I think the planning
15 department would prefer December.

16 MR. ZUROFF: Yeah. I mean, we will finish
17 as quickly as we can, but allowing us to extend to
18 December 6th would give us the latitude.

19 MR. BOBROWSKI: I'm mindful -- I don't have
20 a problem with it, but I'm mindful of the very
21 ambitious schedule that we have before May 17th's
22 hearing. And I know traffic is underway. I spoke
23 with Jeffrey Dirk from Vanasse, and he is well into
24 the project at this point in time. I'm a little bit

1 less -- I think we can get civil up to speed. I'm a
2 little bit more concerned about the architectural
3 redesign by the May 17th meeting.

4 So I'm happy to give you till December 6th.
5 We want to get it right. We don't want to put you
6 under the gun here, and if getting it right means
7 extending it out, I don't see an issue. So I will
8 send a letter to Maria.

9 But I wanted to alert you that that
10 schedule -- I would like to go forward on May 17th,
11 even if we're just talking about the parking and
12 traffic. And as Maria said, we have committed not
13 to continue to propose the Cypress Street direct
14 access, so the next iteration will certainly have
15 that. That shouldn't impede just overall traffic
16 work in terms of -- you can load it in different
17 ways onto the side street because it won't be coming
18 out onto Cypress.

19 MR. ZUROFF: We appreciate that. Thank
20 you. You know, we will deal with what's before us
21 on the 17th, and if we have to schedule another
22 meeting for the other reports, we'll do that.

23 MR. BOBROWSKI: Thank you.

24 MS. MORELLI: All right. So if you don't

1 have any further questions for me, I think what
2 we'll do is I'll turn it over to Karen, and she will
3 begin with her overview of the plans, just to
4 refresh everybody about what the initial proposal
5 was, also the surrounding context. And then after
6 she speaks, I'll just speak on behalf of the
7 planning board.

8 MR. ZUROFF: I just have one question for
9 you. As far as all of the reports that you've cited
10 in your initial overview, is everything in place for
11 those reports to be submitted and reviewed? Do we
12 have to do anything in terms of scheduling those?

13 MS. MORELLI: In terms of the peer review
14 reports?

15 MR. ZUROFF: Right.

16 MS. MORELLI: So a lot of it does depend on
17 what we get by April 21st. And as Mr. Bobrowski
18 said, he felt that the traffic study was well
19 underway. The architectural actually might not be.
20 So I would just have to, you know, work with him
21 about when we can actually schedule Mr. Boehmer, who
22 is the architect reviewing. So it might be that we
23 don't have, on May 17th, Cliff Boehmer presenting.

24 MR. ZUROFF: Okay.

1 MS. MORELLI: And that would affect the
2 schedule, but we're used to working that out.

3 MR. ZUROFF: Fine. As long as we're all
4 aware of that.

5 Karen?

6 MS. MARTIN: Thank you, and good evening,
7 everyone.

8 So as Maria stated, this is going to be
9 a -- hopefully a pretty brief overview of the
10 existing conditions on the site as well as the
11 applicant's proposal.

12 So just to start -- I'm sure everyone is
13 quite familiar by now -- this is the location of the
14 site at 111 Cypress, which is located at the
15 northwest corner of the intersection of Cypress
16 Street and Brington Road. Currently on the site is
17 a two-story cement medical office building with a
18 large parking lot taking up 1/2 of the site.

19 This site context plan shows the -- in a
20 dotted outline -- the existing building overlaid
21 with the proposed building. This shows that the
22 existing building sits on the northern half of the
23 site closest to the MBA tracks that run along that
24 periphery. The proposed building will utilize the

1 entire length of the site along the Cypress Street
2 length with an L-shaped projection that projects out
3 towards the abutting lot on Brington Road. The
4 proposed building will take up this L shape on the
5 site.

6 This diagram also shows the lot shape. So
7 as you can see, it is a bit irregular. It has a
8 small triangular piece at the top that actually goes
9 into a different zoning district. So while the
10 majority of this site is in the L-1.0 local business
11 district, that small triangle on the top is actually
12 located in the T-6, two-family zoning district, and
13 so that extends out and above the abutting parcel,
14 which is a two-family home at 19-21 Brington Road.

15 This is just a more detailed site plan
16 showing some other existing conditions. It shows
17 the parking and the driveway layout currently, which
18 has two curb cuts for one entrance driveway and one
19 exit driveway. The driveway currently goes around
20 the back of this site as well in this direction, and
21 then around to the back. This is all paved area
22 currently. This slope also -- the site grades down
23 from Cypress Street, so there's currently one story
24 of the building on the Cypress Street front but two

1 stories from the back due to the slope that declines
2 down from Cypress Street.

3 This is an easement plan that was provided
4 by the applicant which shows a few different town
5 utility easements as well as a few other key
6 elements. The access easement in pink is a current
7 access easement that is provided that goes towards
8 the parcel that abuts in the rear. It's currently
9 provided. The blue outline is currently the
10 existing easement that provides access to this
11 parcel, but it will be replaced with the pink
12 easement.

13 The dark green small box here is also
14 parking spaces that the abutters at 19-21 Brington
15 Road utilize. They have access from the site as
16 well. That will be preserved through this proposal.

17 So these are just a few photos showing
18 various views. Again, I'm sure everyone's very
19 familiar. This is from the corner looking down
20 Brington Road and north on Cypress Street here.

21 This is heading south on Cypress Street
22 showing the existing building here on the right, the
23 MBA tracks, and the existing four-story brick
24 building across the street.

1 These are all views of the existing
2 building as well from the parking lot viewing the
3 abutting parcel on Brington Road, the facade on
4 Cypress Street, and the view if you were standing at
5 the Brookline Hills T stop looking across the tracks
6 back at the building.

7 Just some other views as well. This is if
8 you're in the paved parking area that goes on the
9 side of the parcel that abuts the two-family home
10 shown in red here at 19-21 Brington Road, again from
11 the parking lot looking toward Cypress Street, and
12 again from the MBTA station.

13 So now I'll switch over to the overview of
14 the applicant's proposal. So again, this is just a
15 site diagram showing the existing building footprint
16 compared to the proposed L-shaped building. The
17 diagram shows the setbacks here -- these key
18 setbacks. The ones in red are the distances between
19 the building and the property line, and the black
20 ones are actually building-to-building setbacks from
21 the abutters at 19-21 Brington Road.

22 This is a rendered drawing of the proposed
23 building from the Cypress Street side, and this is
24 the same in elevation form.

1 So one thing to point out is, as Maria and
2 Mr. Bobrowski were both mentioning, we have been
3 told that this proposed garage entrance on the
4 Cypress Street side will be removed. So even though
5 it's still in the plans that we have -- we don't
6 have revised plans showing it removed, so we won't
7 focus on it too much tonight, even though you will
8 see it on the plans. So due to safety issues, that
9 has been removed.

10 So this side also shows a small pedestrian
11 lobby that will exist on this Cypress Street side
12 facade here. And we can also see that there's six
13 stories from the Cypress side at about 60 feet tall.

14 The next site diagram shows the proposed
15 parking and driveway situation. So basically, what
16 we have are two curb cuts, one entrance drive in,
17 and one exit drive out. They are -- there's two
18 entrances that go into interior garage levels. One
19 thing to note is that each entrance goes to a
20 separate allocated garage level. So this entrance
21 here that we labeled B means that this ramp goes
22 down into a basement garage level. Where we have
23 labeled 1, that just goes into a first-floor garage
24 level.

1 That proposed Cypress Street entrance that
2 we know will not exist does currently enter into yet
3 a third interior garage level, which would be at the
4 second level. It's important to note that the
5 current design does not have any interconnection
6 between these three garage levels. So basically,
7 the one that you drive into, you cannot go up or
8 down different levels once you're on that level. So
9 we know that if the Cypress Street entrance is
10 eliminated, there will have to be some kind of
11 entire reconfiguration of the parking levels so that
12 could be reached even when this entrance is
13 eliminated.

14 This is an elevation from if you were
15 standing in -- or on Brington Road looking across
16 the proposed parking area to what you're going to
17 see back on the building. So you can see that one
18 garage entrance that we just pointed out, as well as
19 the main lobby, main pedestrian entrance for the
20 building will be located in this corner on this
21 interior side of the building.

22 You can also see that from the interior,
23 due to that slope and decline, once you're on the
24 interior side of the building. It's now 70 feet or

1 seven stories as opposed to the six stories that it
2 was on the Cypress Street side. And this is
3 compared to the 35-foot height of the abutting
4 two-family house on Brington Road.

5 This elevation is -- if you were standing
6 in the parking area back towards Cypress Street,
7 this is what you would see on the interior. So
8 again, seven stories, and this is just a section cut
9 showing the lobby, the parking area, and then which
10 floor would be the units.

11 Again, just -- this would be the elevation
12 along -- running along the MBTA Green Line, so
13 basically the rear of the building.

14 And, again, these are just cutout sections
15 that compare the exterior to the interior
16 configurations.

17 Then we have a series of floor plans, so
18 I'll go through these quite quickly. These show the
19 three parking levels. So this is at the basement,
20 the first floor, and then the second floor was a
21 combination of some parking and some units. So
22 again, this is the entrance on Cypress Street that
23 will be eliminated, so presumably there will be
24 significant reconfiguration of this floor.

1 And then the third, fourth, and fifth
2 floors are interior unit floor plans showing the
3 configuration of units. There's a slightly
4 different floor plan on the sixth floor, and a
5 slightly different one at the seventh floor.

6 This is a landscape plan that shows the
7 proposed green areas on the site. You can see the
8 majority of green open space exists on this side of
9 the building running along the MBTA tracks. There's
10 also a few other small areas of landscaped green
11 space, mostly around the periphery and a few areas
12 in the parking area.

13 This is a table I put together that
14 compares the specifications of this project to the
15 zoning requirements for this parcel based on the
16 zoning district that it is in. So very quickly,
17 I'll just run through.

18 The zoning district that most of the parcel
19 takes up is an L.5 zoning district. That zoning
20 district allows for residential use on the ground
21 floor in a business district. It cannot exceed
22 40 percent of the frontage, so obviously, that is
23 one area where this proposal definitely exceeds.
24 The lot area is at 38,965 square feet with a

1 building area of 102,695 square feet, which results
2 in an FAR of 3.3. Trying to reconcile, we've seen a
3 couple different numbers, also 2.6, so we just need
4 to make sure those all match up. By the zoning
5 bylaw, .5 would be the maximum that they are allowed
6 on this site.

7 The maximum building height is 70 feet
8 above grade, and the requirement in our bylaw is for
9 40, which equates to seven stories versus four
10 stories.

11 The number of units will be 99 in total,
12 with 24 of those to be affordable units. The
13 breakdown is currently 12 studios, 40 one-bedrooms,
14 37 two-bedrooms, and 10 three-bedrooms.

15 There are currently 105 parking spaces
16 proposed; 89 of those are in the garage, and 16 are
17 outside on the surface in the parking area. Due to
18 a recent change in the bylaw that did change the
19 number of required parking spaces for new
20 construction near transit stops, about 162 parking
21 spaces would be required under our bylaw.

22 The landscaped open space on the site we've
23 calculated to be about 3.9 percent of the gross
24 floor area of the building, which is how we

1 calculate open space per our bylaw. There's
2 actually no requirement for landscaped open space in
3 is this zoning district.

4 We calculated usable open space, which is a
5 slightly different definition than landscaped open
6 space, to be at about 5.7 percent of the gross floor
7 area. And in this zoning district, about 20 percent
8 would be required.

9 In various parts of the site, the front-
10 yard setback is less than 5 feet when 10 feet is
11 required, and the rear-yard setback, due to the
12 irregularity of the site, ranges from anywhere
13 between 0 to 27 feet. There is a provision in our
14 bylaw that it not be less than 30 feet.

15 So those are just some differences between
16 what's required for this district, and obviously, as
17 we know, 40B projects are not required to follow.
18 But this just offers a comparison to kind of the
19 overall differences.

20 This is just a quick diagram that shows
21 when we are talking about the different setbacks.
22 Due to the irregularity of the lot, there's actually
23 a lot of different requirements for different sides
24 because there are different types of yards, so we

1 just labeled each one. There's a front -- there's
2 multiple fronts, one front here, one front here.
3 This will actually also count as a front yard. And
4 then various other sides of the parcel count as rear
5 yards. So just to compare to the bylaw
6 requirements.

7 And then this is just another quick diagram
8 we put tonight indicating where the open space on
9 this site is and kind of how much each area is. So
10 that square footage is labeled. Those are the
11 numbers that I have referred to before where we
12 calculated about 3.2 percent of landscaped open
13 space and 5.7 percent of usable open space.

14 So just a quick run-through of the
15 surrounding context, again, just to give you an idea
16 of how we're looking at the proposal in the context
17 of surrounding buildings and surrounding conditions.
18 This is the assessor's map that shows the parcel.
19 The red lines indicate various zoning districts. So
20 as I definitely stated, it's in an L-1.0 zoning
21 direct. The exception would be the boundary running
22 through the parcel in the upper corner.

23 This is an aerial shot just showing
24 111 Cypress compared to Brington Road and the

1 residential houses that sit on that street, the MBTA
2 Green Line, the Brookline Hills T stop, Brookline
3 High School in the rear, Route 9, various
4 businesses, and some other more multiunit
5 condominium buildings here.

6 These are just shots going -- heading down
7 Brington Road showing the more residential context
8 of this side of the site. Brington Road is a quiet,
9 residential street consisting of single-family and
10 two-family homes. And this is Brington Road heading
11 back out toward Cypress Street.

12 This is a view of Route 9 at the corner
13 intersection with Cypress Street. On the left is a
14 multistory commercial building known as the Madras
15 Building, on the right is an existing gas station.

16 This is just another view there where we
17 can see the building on the left and a gas station
18 on the right. This building in the rear is the
19 Cypress Lofts, which actually has a front on
20 Boylston Street, but also a front facade on Cypress
21 Street across from 111, which is this building here
22 that we see. So if our site is here, the four-story
23 condominium building are the Cypress Lofts.

24 And again, another view of the Cypress

1 Lofts, the one-story commercial building almost
2 directly across the street on the other side of
3 Cypress, and this is the front of the Cypress Lofts
4 but on the Boylston Street side. So just another
5 view of this five-story building from a little
6 further away.

7 And now I'm going to turn it over to Maria,
8 who is going to go over a few issues and questions
9 and an analysis kind of initiated by the planning
10 department and the planning board.

11 MR. ZUROFF: Thank you, Karen.

12 MS. MORELLI: Thank you, Karen. That was
13 extremely well done.

14 So this design analysis is really
15 consistent with the planning board letter, which you
16 have. Now, the planning board met in -- back in
17 January -- January 23rd, I believe. We had a great
18 outpouring of residents in the area, so there was a
19 lot of really good interactive discussion, and we
20 got a lot of great feedback from the abutters,
21 mainly on Brington Road, who participated at that
22 meeting.

23 The planning board, in general, feels that
24 the site can sustain more density. However, they

1 were really -- they provided a very long, detailed
2 letter, so there are key areas that they feel do
3 need to be addressed to better integrate this site
4 into the surrounding context.

5 Now, before I really get into, say, like,
6 massing and elevation, I usually start with the site
7 plan. And the reason for starting with the site
8 plan is that, number one, we do want to address,
9 really broadly, issues of safety and access.
10 Anything that could affect the footprint of the
11 building is really going to be dictated by the site
12 plan, and that's really why we start there. That
13 will have some bearing on the footprint and the
14 setbacks.

15 So this is the existing configuration of
16 the site. And as Karen mentioned, half the site is
17 the footprint of the building, and half of that is
18 the surface parking. The entrances closer to
19 Cypress is exit -- you're existing out, and then
20 you're entering in further -- there's a dedicated
21 entrance in.

22 Now, this configuration is still more than
23 half the site. Slightly more than half the site is
24 devoted to the building footprint, but it's mostly

1 lengthwise. So all of that massing is really, like,
2 away from the two-family district. Nonetheless, we
3 still have a really commercial feel here, mainly
4 because there's so much surface parking. So even
5 though there's a change in residential use, we still
6 have a really commercial feel with this.

7 Now, I can certainly appreciate that the
8 architect and project team wanted to increase the
9 setback as much as possible from the two-family
10 abutters, and that's certainly a plus, and I still
11 think we can, you know, respect that. But we would
12 want to minimize that surface parking. We feel, in
13 general, that the parking ratio doesn't have to be
14 as high as it is. Even though it is below what our
15 minimum requirements are per the bylaw, we feel in a
16 transit-oriented district, especially where you have
17 the Brookline Hills T stop right next to the site,
18 that this site could sustain a much lower parking
19 ratio.

20 As Karen mentioned, there were formerly
21 three entrances to the garage. Now, we'd like to
22 see, actually, what the revised plans will show. As
23 Karen mentioned, there is no internal circulation,
24 so there's going to have to be -- it might affect --

1 the architect might actually have to change the
2 footprint to allow for ramping so that the
3 circulation is done internally, so that remains to
4 be seen.

5 Currently, we have the entrance -- it's
6 actually reversed, so instead of exiting and
7 entering, that's actually -- that direction has been
8 reversed and the first curb cut is actually a little
9 bit lower, further away from Cypress Street.

10 One thing you'll notice is this is a narrow
11 street, Brington Road. There's also some issues
12 with traffic calming. If you've been on that road,
13 you've seen signs that say, "Please slow down."
14 It's a very family-oriented, quiet, residential
15 neighborhood. There are some traffic calming
16 bump-outs that you'll see on some other plans.
17 That's another thing that we're going to want to
18 look at, especially with the traffic study. We'll
19 want to see some kind of radii just because of the
20 nature and the shape of that street.

21 Okay. So I'm not going to spend time
22 talking about why the Cypress Street entrance was
23 such a bad idea, but this is just there for the
24 record. We did have some issues with the sight

1 distance, driver visibility. There's a change in
2 grade which also affects stopping sight distances.
3 It's a very active street in terms of pedestrians,
4 high school students, residents, there's a bike
5 path, there's parking on the opposite side, and
6 there's potential -- there could be potential
7 queuing. It's not a very deep driveway before you
8 get to the garage entrance.

9 And any time there is a curb cut -- just to
10 provide some context because that will be an issue
11 on Brington Road -- the Shade Tree Act under
12 Mass. General Law 87 comes into play, and it's not
13 within the purview of the ZBA.

14 So it's good news. And it's great that the
15 project team was so responsive. Nonetheless, that
16 does mean that the entrance and access points would
17 be concentrated to Brington Road, and we still take
18 that very seriously, and that's why the site plan
19 should be updated. The traffic study really takes a
20 very thorough look at that. For the reasons I've
21 mentioned before, we are concerned about the nature
22 and shape of that street. And normally, residential
23 doesn't throw off a lot of volume, but we do know
24 that Cypress Street does have a lot of congestion,

1 especially at that intersection, so a lot of care
2 has to be given to that configuration.

3 So just to orient us, this is Brington
4 Road, and this is Cypress Street, and this is the
5 railroad tracks right here, and the abutter at 19-21
6 is here.

7 Again, we have this really expansive
8 surface parking with a commercial feel. There are
9 no pedestrian pathways that we saw. Again, these
10 are conceptual plans but, you know, it's really
11 taken up with surface parking and building
12 footprint, so we do question where you would put
13 pedestrian pathways.

14 There is an entrance to the building, not
15 just here where there's a small lobby, but there's
16 also an entrance to the building for pedestrians in
17 this corner. Now, this is a 220-foot-long building.
18 It's about 135 feet wide here. So that's a long way
19 to walk if you're, you know, coming from this area
20 with no pathways.

21 In addition, if you do have separate
22 entrances to each garage level, there's going to be
23 a lot of activity, almost double the activity you
24 normally would have with just an in and out, one

1 garage entrance. So not only is that a lot of
2 activity and a little extra noise for the
3 residential neighborhood, but it also makes it a
4 little bit more, I think, dangerous for occupants of
5 the site walking there.

6 We talked a little bit about the turning
7 radii here where there is a little bit of a pinch
8 point because of the bump-out -- the traffic-calming
9 bump-out.

10 In addition, not only is the surface
11 parking perhaps not needed, if this were to be
12 eliminated, this driveway could be configured in a
13 way that does allow for in and out loops and
14 turn-arounds on the site, which is good. But it
15 would also allow for more pockets of open space,
16 which would be a good thing. This really -- you
17 could say, okay, there are parks in the
18 neighborhood. Isn't that enough? You know, it's
19 always nice to carry over what we experience in the
20 abutting residential districts -- to carry over some
21 of that open space. It's certainly great for the
22 people who live there to have some open space on the
23 site. And certainly, there's probably way more
24 surface parking and paved areas than are needed.

1 One thing that we're concerned about in
2 terms of impact is the loading zone here abutting
3 this property line. We feel that's really
4 intrusive, and we would like to have the project
5 team look at another area of the site where loading
6 wouldn't be docked there.

7 I'm not going to spend time looking at the
8 floor plans because we are going to have that
9 Cypress Street entrance eliminated.

10 One thing that I should actually point out,
11 because we haven't seen plans, we don't know if the
12 architect is going to be keeping surface -- excuse
13 me -- a level of parking on this second floor, which
14 is here, which would still be facing and affecting
15 the Cypress Street streetscape. As I'll get into a
16 little bit later, the planning board was really
17 adamant about not having that parking level define
18 the Cypress Street streetscape. It really does
19 deactivate that entire block. So even if we were to
20 eliminate the Cypress Street garage entrance, we'd
21 go a step further and say just eliminate the garage
22 parking at that level.

23 Okay. So a little bit more about the
24 relationship to the surrounding context. So this is

1 a corner lot, as you know, and -- actually, backing
2 up just a little bit -- what we've seen with a lot
3 of 40B proposals is that they happen to be situated
4 at the same line where two zoning districts meet.
5 And so not only is it a challenge to better
6 integrate a project into that particular zoning
7 district, but then you have two abutting zoning
8 districts that might have different needs. And
9 reconciling those priorities is often challenging,
10 and that's certainly the issue here.

11 We have Brington Road, quieter,
12 residential, single- and two-families. We do have a
13 residential district further down on Cypress, but
14 it's more activated, and we certainly don't want it
15 to be quiet. We do want it to feel animated and
16 activated. But we're going to have to balance and
17 reconcile those two priorities as we look at how
18 this site, this project could evolve.

19 Furthermore, it doesn't have any rear
20 facades. There's really no place to hide a rear
21 facade, and that's another, I guess, impetus. We're
22 really looking at how best to integrate this project
23 with the buildings that are all around it. It's
24 also just about a block away from a really prominent

1 intersection.

2 Okay. So regarding the Cypress Street
3 elevation, just some comments about the massing and
4 elevation. The preservation commission actually
5 liked the bays, and I recognize that bays can
6 actually break up the massing.

7 In this case, because there really isn't
8 much of a setback at all on Cypress, you really get
9 the sense that there's a really vertical feel. And
10 when we look at the Cypress Street elevation, just
11 keep in mind that that ground level begins at the
12 second floor. Okay? So what you're seeing is
13 maybe, you know, six stories from Cypress Street.
14 As the site slopes down toward Brington Road, the
15 Brington Road folks are going to see, actually, more
16 of the full seven stories and probably part of that
17 basement level.

18 So just to go on the record, the planning
19 board feels that this project could lose one floor
20 right off the bat, and it could be that some of the
21 massing could be reconfigured in maybe bumping out
22 the footprint a little bit more.

23 Another aspect about seven stories is that
24 you do need more expensive construction, so you have

1 a steel or concrete construction rather than a more
2 typical five stories with wood frame over podium,
3 which would be less expensive. So there are,
4 actually, you know, economic reasons for the project
5 team to consider a six-story building.

6 Okay. So just to get back to the site
7 plan, because I'd like to talk about setbacks just a
8 little bit. So back early on -- I'll get there
9 later. If you look at the Cypress Street -- the
10 Cypress Lofts that are on Boylston Street, the
11 setback on that -- even though it was Boylston
12 Street -- is a little bit deeper to allow more of a
13 sidewalk. We have a really narrow sidewalk here.
14 And then having that building, which is so tall,
15 right on the streetscape is not a great pedestrian
16 experience.

17 MS. POVERMAN: Could you show those Lofts
18 again?

19 MS. MORELLI: Yeah, sure. I'll show you
20 the slide that I really want. It's right here. So
21 this is the Cypress Lofts, okay, and what you're
22 seeing here is Boylston Street. You can see where
23 the awnings are, presumably going over the portion
24 of the -- of that property. That's actually part of

1 the residences. That ground level is probably --
2 they're medical office or retail, so there's another
3 reason for actually making that sidewalk deeper. It
4 actually would be a nice thing. Even though
5 111 Cypress is not a mixed use, we do feel that
6 there are a number of reasons why having a deeper
7 setback would be beneficial, and one of them is to
8 just create a better pedestrian experience.

9 So just a little more about the setbacks.
10 One of the things that we have here -- I'm not sure
11 if it's clearly shown, but it's an easement shared
12 with an abutter who abuts, actually, 19-21. This is
13 actually access to their parking area on their
14 property. Okay? Now, the way this footprint of
15 this building is configured, we're actually a little
16 concerned that access in that area doesn't really
17 allow for unencumbered access. We just feel that
18 the setbacks here, just for practical reasons, have
19 to be pulled back a little bit, just to make sure
20 that the vehicles going there can actually pass.
21 And I already spoke about increasing the setback
22 along Cypress Street.

23 And then here we have -- actually, we're on
24 Brington Road. We strongly feel that increasing the

1 setback on Brington Road would be good for a number
2 of reasons. One being that you have something of a
3 front yard. It's kind of an extension. It just
4 borrows from the theme that you have on Brington.
5 You have front yards. You have opportunities for
6 green space. It just says residential. And I think
7 that's an aspect -- that's an opportunity we don't
8 want to lose here, is to make portions of that
9 building just read more residential than commercial.

10 Another thing that would actually be
11 helpful -- and this is actually -- is creating a
12 sense of safety. One of the comments that came out
13 of the planning board discussions was -- one woman
14 said, you know, I live on Brington Road, and I'm
15 walking from the T at night. And as I'm walking
16 along Cypress, I can see my street, maybe see my
17 house. I like knowing that there's a viewshed. It
18 just makes me feel safe when I know what's around
19 the corner. And that's actually a really astute
20 observation and not a small thing at all. That's
21 another reason why we'd like to see an 8- to 10-foot
22 setback at that corner.

23 Another thing that we could do, because
24 there's just so much of this monolithic building

1 that's exposed, this is an opportunity to actually
2 bump-out very slightly and create that node here.
3 That would be analogous to what you see here. This
4 would be coming back a little bit, creating almost
5 like a U-shaped effect, you know, eliminating that
6 surface parking.

7 There are opportunities for maybe, like, a
8 courtyard area, more greenery, more vegetative
9 buffering here, certainly for sight and sound
10 buffering. This node is -- we don't want to be too
11 restrictive, but I guess I just want to illustrate
12 that here's an opportunity -- if this node were
13 actually a little lower in height, maybe like 40, 45
14 feet, this scale would just relate so much better to
15 the single- and two-family homes that are on
16 Brington combined with that deeper setback allowing
17 for more vegetative buffering.

18 Okay. So now this is if you can just
19 imagine that you're on Brington Road. You're at
20 19-21. You're on that property, and you're looking
21 toward the building across that parking lot and the
22 driveway. This is what you'll see. Now, the grade
23 changes. As you go from Cypress toward Brington
24 Road, it declines. The slope declines, which means

1 you're going to see more of that building exposed.
2 You're certainly going to see those garage
3 entrances. So that's also -- that basement-level
4 garage is actually going to be exposed as well.

5 As you can sense, there's really not
6 much -- the massing itself, the height, the roof
7 line, there's not much change there. We'd like to
8 see some change stepping down at the roof line.
9 That's one way to carve out the massing. We'd also
10 like to see more articulation on the -- this west
11 facade so that you have more opportunities, maybe,
12 for just terraces, open spaces, and balconies that
13 allow the occupants of that site to really enjoy the
14 open space.

15 Again, we talked about this node here. If
16 it were to come out just a little bit more and maybe
17 a little bit stepped down in height, that's another
18 way of providing some relief, keeping in mind this
19 is a 220-foot-long building. That really takes up
20 all of that site. There's just no relief. So some
21 kind of articulation, not just on the facades
22 themselves, but at the roof line would be really
23 helpful. And I think also, one thing that really, I
24 think, contributes to that sense of verticality is a

1 very regimented fenestration.

2 Okay. So, again, let's just look for
3 inspiration in what's around us. There are some
4 curved lots, and you see some curved buildings. The
5 Madras Building is curved, the Cypress Lofts, which
6 again start with the Ritchie Building, which is that
7 four-story brick building that Karen pointed out.
8 That's in the National Register. I don't have that
9 shown here, but I think you'll recall that.

10 The Cypress Lofts are actually a good model
11 for a six-story building, residential building,
12 mixed use that works well in the area. And I say
13 that because you can see with the articulation how
14 they carved up that top level, and it's really
15 stepped back probably a good 10 feet. You can see
16 what articulation can do to provide some actual
17 visual relief.

18 Okay. Now, just the parking. So the
19 parking ratio you see here, that reflects our most
20 recent amendment to the bylaw, and that's how we get
21 the 162 spaces required, which probably seems
22 phenomenal, but there are a lot of two-beds.

23 And, you know, I'll just have to give
24 you -- you might not remember, but we've had some

1 traffic and parking peer review of -- maybe you
2 remember Walker Consulting weighing in on parking
3 ratios in transit-oriented districts, most recently
4 40 Centre, which is in a transit-oriented district
5 in Coolidge Corner. And they were actually
6 recommending lower parking ratios for studios, like
7 around .5.

8 Certainly, we don't get involved in unit
9 mix. That's really not a purview of the ZBA. But
10 you can see how that site and project probably could
11 sustain more studios, and therefore lower parking
12 ratios. We just feel that even with a ratio of 1,
13 that's still probably more than this site needs, and
14 that certainly would reduce some of the impact.
15 We're really concerned about congestion on Cypress.
16 We are concerned about the fact that Brington Road
17 really can't handle a lot of volume. Although
18 you'll hear more directly from peer reviewers,
19 that's just our feeling. We would be happier with a
20 lower parking ratio.

21 MS. POVERMAN: Is this spot in the Coolidge
22 Corner Overlay District that the parking reduction
23 applied to? I don't think so.

24 MS. MORELLI: Actually, I think you're

1 right. That actually pertains just to Coolidge
2 Corner. Because I did this in January, I might have
3 done this for illustrative purposes, so I'll
4 actually revise it. So hold on. It would be
5 around -- 2 would be the ratio. It would actually
6 be even higher.

7 MS. POVERMAN: Right. So it would be much
8 more of a zoning difference.

9 MS. MORELLI: Exactly.

10 MS. POVERMAN: And I just want to comment
11 that we also need to keep in mind that Brington is
12 tiny, and there's no parking on Brington. So there
13 has to be recognition of both needs.

14 MS. MORELLI: Yes. There is no overnight
15 parking, and there's no opportunity for overflow.

16 MS. POVERMAN: Unlike -- I mean, in all the
17 projects we look at, we're very cognizant of the --
18 both populations in analyzing parking.

19 MS. MORELLI: Uh-huh, yes.

20 Okay. So, you know, everything is
21 compressed in a 40B project. And so you might think
22 it's a little premature to be looking at, you know,
23 rubbish and lighting. It actually isn't.

24 Remember, we want to hear testimony from

1 public health because the size of the trash room is
2 important. If it's just too small to handle that
3 intensity of use, we need to know that because it
4 can affect the size of the footprint and the
5 setbacks. So the size of the trash room, will there
6 be a trash compactor, how will that noise be
7 managed? We do not want to make any assumptions
8 about outdoor dumpsters, so we'll come out and say
9 no outdoor dumpsters. This is really too close to
10 residential -- a small residential district. With
11 all of these 40Bs we tend to recommend this be
12 private trash pickup.

13 We do want to know early on the location of
14 the mechanicals. And, as you know, our bylaw does
15 prohibit any glare from sight lighting or headlights
16 onto abutting properties. So as the plan evolves,
17 we do want to see these things addressed.

18 Okay. And just to sum up, a robust traffic
19 study is presumably on the way because Peter Ditto
20 did weigh in about the scope. We are expecting a
21 specialized parking demand analysis as part of that.

22 Access and parking design is going to be a
23 part of peer review, as is site and building design.

24 Stormwater management is a general bylaw,

1 Article 8.26, that concerns runoff onto abutting
2 properties. That is the rate, not the volume of
3 runoff, and we never grant waivers to that. And I
4 don't believe that the -- I'm not sure if the
5 applicant did request a waiver, but that's part of
6 why the discussion of stormwater is taking place so
7 early. Okay? There is concern right now, because
8 of the declining slope, with flooding basements.

9 As I mentioned, an environmental review,
10 because there was a gasoline leak early on; a 3D
11 model with surrounding context is nonnegotiable;
12 site sections with context and shadow studies.

13 And, again, this just wraps up, on the next
14 two pages, the recommendations, which I just won't
15 go through again because you have it in the letter
16 and I've provided that.

17 So any questions about planning board
18 comments? The preservation commission's letter?

19 MS. POVERMAN: You made a reference to
20 something I didn't understand in the outside
21 parking. You referred to "in and out loops and
22 pocket spaces," and I didn't know --

23 MS. MORELLI: Okay. So let's look at that
24 site -- okay. I marked this up. I could have

1 better explained what I meant.

2 So if this were -- if you could just
3 imagine getting rid of the surface parking. So now
4 we can bring the legs of this driveway closer to
5 each other. You could still be able to, you know,
6 do a U-turn if you had a truck making deliveries.
7 It's great that they can come on the site and are
8 not parking out on the street looking for a de facto
9 loading zone, just double parking. So they can make
10 deliveries on the site. We still want them to do
11 that.

12 But if you don't have this much depth of
13 paving, then you might be able to have a nice pocket
14 of open space, like, right here. Remember, if this
15 building -- we're just suggesting. It doesn't have
16 to be this way. But if it were just a little more
17 U-shaped, there could be a nice opportunity for
18 green space here. So it's just -- how you configure
19 that driveway would allow that.

20 MS. POVERMAN: Okay.

21 MR. ZUROFF: I have no questions, and I
22 appreciate the planning board's input. Hopefully
23 the developer has read this as well, and hopefully
24 we'll see some changes. But, of course, we can't

1 make any recommendations until we see the new
2 iteration.

3 MS. MORELLI: Correct.

4 MR. ZUROFF: Do we have to read the
5 preservation report into the record, or --

6 MS. MORELLI: We don't. We're going to
7 post it on our -- if we haven't already, we'll be
8 posting it on the website.

9 MR. ZUROFF: Okay. So it'll be available
10 to the public. It doesn't need to be read into the
11 record.

12 MS. MORELLI: Correct.

13 MR. ZUROFF: I have no further questions or
14 comments. Thank you, Maria.

15 MS. MORELLI: You're welcome.

16 MR. ZUROFF: So we have now heard from the
17 planning board and from the -- Maria's department,
18 the staff.

19 So if the applicant would like to address
20 us, we'd be happy to hear from you.

21 BY MR. BOBROWSKI: Thank you, Mr. Chairman.
22 We value the opinion of both the committees that
23 have responded to date.

24 We focused on traffic and parking because

1 we think parking is going to be the driver here.
2 And I would alert you that after talking with staff,
3 we're going to be seeking an aggressive parking
4 reduction, and we think that's important. We'll
5 bound it by our marketing strategy, and we can't
6 avoid that consideration. But we do want to be
7 aggressive on reducing the number of spaces and are
8 mindful of the project on Canal Street in which
9 Boston has approved a project with 0 parking spaces.
10 So somewhere between 0 and 109 is our goal, and the
11 provision of enough units to make this a financially
12 viable project.

13 This is great information for us to take
14 back to the team. Once the parking and the traffic
15 study is done, I think that we'll be able to flow
16 into the architectural issues that result.

17 The civil engineering issues, I hope to
18 have a response to that by the May 17th meeting in
19 time for the peer review for that, so we look
20 forward to that opportunity to respond. Thank you.

21 MR. ZUROFF: And we look forward to seeing
22 your reiteration of the project.

23 MR. BOBROWSKI: It will be substantially
24 different, I think.

1 MR. ZUROFF: Good. We have moved on to --
2 now, normally I would -- and I will allow public
3 comments. For those of you who wish to address the
4 board, we will hear from you. It's a little early
5 in the process, and we expect to see a reiteration
6 of the project. So if you would like to address the
7 board and express concerns that haven't already been
8 expressed or if you want to add things to the
9 planning board's report, we'd be happy to hear from
10 you. Otherwise, there will be other opportunities
11 for you to address us.

12 MR. DEMPSEY: Thank you for the opportunity
13 to address you briefly. My name is Chris Dempsey.
14 I'm a town meeting member from Precinct 6, which is
15 this precinct.

16 I grew up on Brington Road, and I currently
17 live in Brookline Village. I've probably walked
18 through the parking lot of what I still call the
19 Advantage Travel Building thousands of times in my
20 life.

21 One item that I haven't heard discussed
22 tonight -- and I thought Karen and Maria's
23 presentations were both excellent and very
24 informative. This is the first time I've had the

1 chance to hear this presentation. But the potential
2 pedestrian connection between Brington Road and the
3 MBTA stop, I think it's critical that that question
4 is raised by town staff going forward and that the
5 ZBA and other boards that interact with this project
6 are raising that as a possibility.

7 I'll note that it is a significant
8 potential benefit for residents of Brington Road,
9 but also for residents on the south side of Route 9
10 who want to connect to that station. And so it will
11 be much better accessed as a neighborhood amenity.

12 But I think most importantly -- and it's
13 great to have a representative of the developer here
14 tonight -- I want to make the case that it is the
15 single best amenity that the developer can add for
16 the potential residents of the development. And
17 I'll talk a little bit more about that.

18 But as the developer is looking -- and I
19 know it's a 40B project, so you don't need quite as
20 much public support for the project to go forward.
21 But as the developer is looking for advocates and
22 allies in the community who are interested in
23 supporting lower parking minimums -- and I'm someone
24 that would support a number between 0 and 106, as

1 you put it, and I think there are many others in the
2 neighborhood that are like-minded in that sense. As
3 the developer is looking for allies like that, it
4 needs to make this project much more oriented
5 towards transit.

6 We talk about it as a transit-oriented
7 project because it happens to sit abutting an MBTA
8 station. But if you think about the design of this
9 project, it is actually oriented away from the
10 station, not towards that transit. If you think
11 about the front entrance for a pedestrian on this
12 project, it's actually about as far away as you can
13 get from the MBTA station and still be part of this
14 plan.

15 You have to walk out of that main entrance,
16 you have to cross that first parking entrance on the
17 left, walk all the way down the sidewalk that's part
18 of the parcel, walk along Brington Road, walk along
19 Cypress Street, and then walk down Common Street to
20 get to the station. That is somewhere around 700 or
21 800 feet that you have to walk, compared to a
22 potential pedestrian accommodation from that same
23 front door walking, in this diagram, up toward the
24 station and then right and then right into a

1 potential new connection for pedestrians. That's
2 somewhere between 200 and 300 feet.

3 So you're talking about basically the
4 distance of roughly two football fields that you're
5 adding for the potential new residents of this
6 development, making them walk that every day
7 multiple times a day for not really any good reason,
8 as far as many of the neighbors can tell.

9 And, you know, a couple football fields for
10 someone like me is not that big a deal. I'm 34
11 years old. I'm able to walk a couple of football
12 fields pretty easily. But let's think of a
13 potential elderly resident that's wanting to live in
14 this building and that has to walk on that
15 elevation, or let's talk about someone that's
16 walking, that's coming home with handfulls of Trader
17 Joe's bags filled with groceries and it's raining
18 out, or someone who's pushing a stroller or trying
19 to walk with a four-year-old, adding elevation to
20 their trip home and adding two football fields of
21 distance when you have the opportunity with some
22 creative design to make a connection there.

23 I've heard secondhand -- not directly from
24 the developer's representative, but I've heard

1 secondhand that the reason why that connection
2 hasn't been currently contemplated -- and I strongly
3 hope that it will be contemplated in the next
4 version of this -- it is, quote, that the MBTA would
5 never go for it. And I do not believe that to be
6 true, as a former MassDOT employee and someone who
7 works very closely with MassDOT and the MBTA today.

8 But what that answer -- and, again, I
9 haven't heard that directly, but I've heard that
10 said, is that the developer hasn't even asked. To
11 say the MBTA would never go for it is a recognition
12 that we actually haven't asked the MBTA if they
13 would go for it.

14 So I strongly, strongly encourage the
15 developer to ask that question and to ask for
16 support from the town in asking the MBTA that
17 question. I think it would be a dramatic
18 improvement for the neighborhood. I think it would
19 be an opportunity to build much more good will for
20 the project in the neighborhood, more good will for
21 advocates that would be comfortable with a lower
22 parking minimum, which will be a dramatic cost
23 savings for the developer. But most importantly, it
24 will be a very much needed and appreciated amenity

1 for the potential residents of this building who
2 will save a significant amount of time and hassle by
3 being able to walk 200 feet without an elevation
4 versus 7- or 800 feet with a elevation. Thank you.

5 MR. ZUROFF: Thank you.

6 I believe that issue has been discussed,
7 but, Alison or Maria, do you have any comment on
8 that?

9 MS. MORELLI: I do want to acknowledge
10 Mr. Dempsey's remarks, and that was an oversight on
11 my part. Certainly, at the planning board meeting,
12 that did come up, and we acknowledge it as an ask
13 from the community.

14 I just want to point out, there are several
15 easements on the site, and we just have to ask --
16 you know, in some respects, it is a civil matter. I
17 want to be cognizant of the fact that there are
18 several easements. One is with a -- you know, a
19 private -- you know, an abutter there to give them
20 access to their driveway. Granting access to the
21 public through the site, there could be some safety
22 issues.

23 Our first order of business, to be quite
24 honest, was that we did not see any safe access for

1 pedestrians or occupants who live at the site. So
2 it's not that we really had very strong feelings
3 either way about giving the public access. We just
4 felt the first order of business was to really
5 ensure that occupants of the site, you know, just
6 would have a pedestrian pathway and could get to the
7 T.

8 The matter of opening it up, I personally
9 recognize, you know, does have some liabilities for
10 the applicant, and that just has to be carefully
11 thought out. Certainly, it's important to have that
12 discussion. Abutters should feel -- even in
13 general, feel free to go directly to the developer
14 with their asks. We always encourage that. But
15 keep in mind that there might be just some legal
16 reasons that make it difficult for the applicant to
17 actually provide that amenity.

18 MR. ZUROFF: Thank you.

19 MS. POVERMAN: Who would be the party in
20 the best position in terms of, you know, weight
21 given to the ask to look into this? Is it, as Chris
22 was saying, the developer with the town's weight
23 behind it, or a joint ask?

24 MS. MORELLI: Well, like I said, you know,

1 I do not speak for, you know, the planning board or
2 the board of selectmen. We're aware that it is an
3 ask. Any time the public does, you know, speak out
4 about how they want to use -- how the site functions
5 and how it would be easier to actually work with
6 that site, we take that seriously.

7 We just don't have enough information
8 regarding how the applicant feels, especially where
9 there are other easements. It's not just -- you
10 know, where would they provide that access, and how
11 does the abutter, who has the easement already with
12 this owner -- you know, that would have to be, I'm
13 assuming, off limits to the public because that's
14 already an easement agreement that's in place.
15 We're not saying it can't be done. I'm just saying
16 I personally don't have enough information.

17 MS. POVERMAN: Is it a state decision as to
18 whether or not access can be given? I mean just
19 getting down into the MBTA area -- getting access
20 once you get to the land.

21 Yes, Alison.

22 MS. STEINFELD: Alison Steinfeld, planning
23 director.

24 I think it's perfectly appropriate for the

1 zoning board of appeals to request the applicant to
2 explore the possibility. And if there is a
3 legitimate possibility, I'm sure the town would be
4 very anxious to work with them.

5 MS. POVERMAN: That would be fantastic.

6 Developer, would you look into that
7 possibility?

8 MR. BOBROWSKI: Yes, we will. I'll look at
9 the easement to see whether it's exclusive or
10 whether or not it's available for a portioning so
11 that the public has rights.

12 I'm more concerned about Maria's second
13 question: the issue of indemnification when the
14 public is allowed to come onto the property. But
15 we'll take a look at that.

16 And I haven't reached the question of
17 whether the T would be happy to work with us on
18 that.

19 MR. ZUROFF: Just because you open access,
20 doesn't mean the T will allow it.

21 MR. BOBROWSKI: Right. Let me look at the
22 first two threshold questions first, and I'll be
23 ready to report back when we see each other.

24 MR. ZUROFF: Very good. Thank you.

1 Is there anyone else that would like to
2 address us this evening? Please step up to the
3 podium.

4 MS. SWAIN: Hi. My name is Abby Swain, and
5 I come here as a neighbor on Emerson Street. I
6 wanted to support Chris Dempsey's statements because
7 I'm also the chair of the public transportation
8 advisory committee, and we've heard requests for
9 that same kind of access across the MBTA platform
10 there to Brington Road in other contexts for other
11 possible uses of the site. So I think there's a
12 fair amount of community interest in that, and we do
13 have some contacts at the MBTA we could provide to
14 you, if you'd like to start there.

15 I just wanted to observe very simply that
16 as someone who's been attending a lot of the BHS
17 expansion meetings, we are looking for the current
18 population of 2,000 students and support staff and
19 faculty to ramp up over the next nine years to 2,700
20 students plus faculty and staff. And so the sort of
21 intense drop-off flows that we see at school opening
22 times in the morning are probably going to get even
23 more intense over the coming years.

24 So I think the intersection of Tappan and

1 Cypress is going to be pretty much gridlocked unless
2 we can figure out something to do to better
3 coordinate the Tappan and Davis lights on Cypress.
4 As it is, there's often, you know, very sudden
5 braking. People blow lights because they're looking
6 at the next light rather than the one that they're
7 just approaching. And I think given the volumes
8 we've already acknowledged of students coming up
9 Cypress and also crossing at Tappan and at Davis,
10 there could be a level of chaos there.

11 And I'm sure Peter Ditto's traffic analysis
12 will take that into account, but I just wanted to
13 put the germ in your mind of that degree of
14 expansion of the BHS population.

15 MR. ZUROFF: Thank you.

16 Anyone else?

17 MR. OLINS: Good evening. I'm Andy Olins.
18 I'm a town meeting member from Precinct 5 and a
19 long-time resident of this town.

20 I have spoken about this project in the
21 past, and I find it a very troubling project. I'm
22 surprised at the schedule that was put up by the
23 planning department showing the gross differences
24 between what is allowed and what's being proposed

1 here in terms of FAR, of height, of usable open
2 space, and front-yard setback, just to begin with.

3 I'm interested in the fact that the
4 developer has acquiesced and decided to close the
5 Cypress Street garage entrance. But given that and
6 given the other suggestions that the planning
7 department has made -- or the planning board made --
8 it's pretty clear that this building is going to
9 have to undergo a rather dramatic redesign. If you
10 really want to get access to three levels of parking
11 from one entranceway, there's got to be interior
12 ramps, and that's going to change a lot of the
13 configuration of this building.

14 So given the fact that the building is
15 going to require this, and it is so negligent in
16 meeting other important requirements of the zoning
17 code, I would like to propose a rather radical
18 rethinking, if we might. And maybe this isn't the
19 right place. But I hope to plant the seed, and it
20 might take root.

21 The great unspoken presence is the high
22 school expansion. And to my mind, that's the most
23 important thing for the town. I'm not going to
24 quarrel with the projections of high school

1 enrollment. I have to agree with what those folks
2 say. But if there was ever a site that is the
3 perfect site for the expansion of the high school,
4 it's this one, which leads to the suggestion,
5 perhaps, of trying a mixed-use building on this
6 site. And I know that puts the developer back to
7 point zero, but otherwise, I rather expect there's
8 going to be some rather intensive litigation about
9 this proposal, perhaps even an ultimate taking by
10 the town. Maybe that economically works for the
11 developer, but it doesn't work very well for the
12 town.

13 So somehow or other I would like to put
14 into the record the concept of a mixed-use
15 development that might have ground-floor commercial
16 space on Cypress Street to bring some life to
17 Cypress Street that allows a couple of floors for
18 the high school and then floors above for the
19 apartments as proposed here.

20 What's before you now doesn't work for the
21 town, and I would hope somewhere along the way, some
22 logic and some rational discussion can occur about
23 creating something that both works for the developer
24 and for the town.

1 Thank you for the opportunity to speak.

2 MR. ZUROFF: Thank you, sir.

3 Anyone else?

4 MR. BOBROWSKI: May I just address that?

5 MR. ZUROFF: Of course.

6 MR. BOBROWSKI: I want to be clear that we
7 brought this proposal to the town and had
8 preliminary conversations with several officials at
9 the time about considering use of some of the space
10 as available for the high school. We're well aware
11 of the fact that the high school is jam packed.

12 And we faced a lack of response, to be
13 honest, that forced us to play our cards
14 appropriately and applied to MassHousing for the
15 project eligibility letter. We just couldn't wait
16 anymore. But to some extent, that conversation is
17 still something that we might have, but we need to
18 have it with somebody. And so we're here.

19 MR. ZUROFF: Understood. Thank you for
20 your comments.

21 All right, then. I don't have to reiterate
22 what Maria has said about the recommendations to the
23 developer in terms of submissions.

24 We are going to continue this meeting to

1 May 17th, at which point we will consider what is
2 being submitted by the developer, and hopefully
3 we'll have some comments from the transportation
4 department. And so without further adieu -- sorry.

5 MS. STEINFELD: Just one comment, because
6 I'm confused on something. I'm not 100 percent
7 clear if the zoning board of appeals has actually
8 instructed the developer to reduce the number of
9 parking spaces or reduce the parking ratio. I
10 believe the developer may think that he received
11 that charge. I'm not sure if you have done so.

12 MR. ZUROFF: We haven't, but --

13 MS. POVERMAN: No. I don't want to at this
14 time. Reduction of parking can come around in
15 various ways, and I do not want to reduce the ratio.
16 I am not personally in favor of that. I think
17 parking is a big issue.

18 MR. ZUROFF: I don't know that we're going
19 to actually make a recommendation at this point
20 because we haven't seen the reiteration of the
21 building. What I will say is I think that it is
22 something that the board will consider based on the
23 recommendations of the planning board. And in the
24 past, this board has agreed to reduce parking ratios

1 in order to accommodate the project properly. We do
2 recognize that this is a public-transportation-
3 oriented project, being that it's located on the T,
4 and I hope that the developer will take that into
5 consideration. But I don't think we want to vote on
6 it, but I would recommend that you consider it as
7 part of your reiteration.

8 Maria?

9 MS. MORELLI: Yeah. I just want to make it
10 really clear that there was no recommendation from
11 staff, and it's pretty clear that staff does not
12 speak for the ZBA. I was just speaking for the
13 planning board, that they were encouraging. But,
14 again, it is understood that the ZBA acts for local
15 boards.

16 I did make available peer review reports
17 that Walker has provided that are public record that
18 were for projects in transit-oriented developments
19 for your reference only. But it's very clear, I do
20 not speak for the ZBA.

21 MS. STEINFELD: I certainly didn't mean to
22 imply...

23 MR. ZUROFF: Well, let me ask you, Alison.
24 Are you asking the board to make a recommendation at

1 this point?

2 MS. STEINFELD: No. Not at all. I just
3 thought the developer may have deduced that you
4 were, in fact, suggesting.

5 MR. BOBROWSKI: No. Let me be clear. I'm
6 telling you right now. Expect us to ask for an
7 aggressive parking reduction. And I'm confident
8 that my traffic engineer, who's very good, will
9 match wits with your parking consultant, who I've
10 worked with before at Legacy Place in Dedham, and
11 they're good. And the right answer is in there
12 somewhere.

13 MR. ZUROFF: All right. I think that we
14 don't want to take a vote on a recommendation. I
15 think I want to see the reiteration of the project,
16 and then we'll consider whatever reduction you are
17 asking us to consider.

18 MR. BOBROWSKI: Thank you.

19 MR. ZUROFF: All right. So that being
20 said, this meeting is adjourned. We are continuing,
21 and we'll see you on May 17th. And hopefully you'll
22 meet the deadlines for submission of material as
23 close as you can. Thank you.

24 (Proceedings adjourned at 8:43 p.m.)

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 10th day of April, 2017.

14 

15 Kristen Krakofsky, Notary Public

16 My commission expires November 3, 2017.

17
18
19
20
21
22
23
24

<p>0</p> <hr/> <p>0 21:13 46:9,10 48:24</p> <hr/> <p>1</p> <hr/> <p>1 16:23 40:12</p> <p>1/2 12:18</p> <p>10 20:14 21:10 39:15</p> <p>10-foot 36:21</p> <p>100 61:6</p> <p>102,695 20:1</p> <p>105 20:15</p> <p>106 48:24</p> <p>109 46:10</p> <p>10th 6:23</p> <p>111 3:7 12:14 22:24 23:21 35:5</p> <p>12 20:13</p> <p>135 29:18</p> <p>16 20:16</p> <p>162 20:20 39:21</p> <p>17th 6:6,24 7:9 8:14 10:3,10, 21 11:23 46:18 61:1 63:21</p> <p>17th's 9:21</p>	<p>19-21 13:14 14:14 15:10,21 29:5 35:12 37:20</p> <hr/> <p>2</p> <hr/> <p>2 41:5</p> <p>2,000 56:18</p> <p>2,700 56:19</p> <p>2.6 20:3</p> <p>20 21:7</p> <p>200 50:2 52:3</p> <p>20th 3:21</p> <p>21st 6:8 11:17</p> <p>220-foot-long 29:17 38:19</p> <p>23rd 24:17</p> <p>24 20:12</p> <p>27 21:13</p> <hr/> <p>3</p> <hr/> <p>3.2 22:12</p> <p>3.3 20:2</p> <p>3.9 20:23</p> <p>30 21:14</p> <p>300 50:2</p> <p>34 50:10</p>	<p>35-foot 18:3</p> <p>37 20:14</p> <p>38,965 19:24</p> <p>3D 6:19 43:10</p> <hr/> <p>4</p> <hr/> <p>40 19:22 20:9,13 37:13 40:4</p> <p>40B 5:8 21:17 32:3 41:21 48:19</p> <p>40bs 42:11</p> <p>45 37:13</p> <hr/> <p>5</p> <hr/> <p>5 20:5 21:10 40:7 57:18</p> <p>5.7 21:6 22:13</p> <hr/> <p>6</p> <hr/> <p>6 47:14</p> <p>60 16:13</p> <p>6th 8:17,20 9:3,5,7,9,18 10:4</p> <hr/> <p>7</p> <hr/> <p>7- 52:4</p> <p>70 17:24 20:7</p> <p>700 49:20</p>	<p>7:25 3:2</p> <hr/> <p>8</p> <hr/> <p>8- 36:21</p> <p>8.26 43:1</p> <p>800 49:21 52:4</p> <p>87 28:12</p> <p>89 20:16</p> <p>8:43 63:24</p> <hr/> <p>9</p> <hr/> <p>9 23:3,12 48:9</p> <p>99 20:11</p> <hr/> <p>A</p> <hr/> <p>Abby 56:4</p> <p>able 44:5,13 46:15 50:11 52:3</p> <p>aboard 8:6</p> <p>abuts 14:8 15:9 35:12</p> <p>abutter 29:5 35:12 52:19 54:11</p> <p>abutters 14:14 15:21 24:20 26:10 53:12</p> <p>abutting 13:3,13 15:3 18:3 30:20 31:2 32:7 42:16 43:1 49:7</p> <p>access</p>
---	---	---	--

<p>4:9,10,18 5:7 6:11 10:14 14:6,7,10,15 25:9 28:16 35:13,16,17 42:22 52:20,24 53:3 54:10,18,19 55:19 56:9 58:10</p> <p>accessed 48:11</p> <p>accommodate 62:1</p> <p>accommodation 49:22</p> <p>account 57:12</p> <p>acknowledge 52:9,12</p> <p>acknowledged 57:8</p> <p>acquiesced 58:4</p> <p>Act 28:11</p> <p>activated 32:14,16</p> <p>active 28:3</p> <p>activity 29:23 30:2</p> <p>acts 62:14</p> <p>actual 39:16</p> <p>adamant 31:17</p> <p>add 47:8 48:15</p> <p>adding 50:5,19,20</p> <p>addition 8:4 29:21 30:10</p> <p>address 25:8 45:19 47:3,6,11,13 56:2 60:4</p> <p>addressed 25:3 42:17</p>	<p>adieu 61:4</p> <p>adjourned 63:20,24</p> <p>adjusting 4:19</p> <p>Advantage 47:19</p> <p>advisory 56:8</p> <p>advocates 48:21 51:21</p> <p>aerial 22:23</p> <p>affect 4:24 5:16 6:15 12:1 25:10 26:24 42:4</p> <p>affordable 20:12</p> <p>agenda 3:6,15</p> <p>aggressive 46:3,7 63:7</p> <p>agree 8:20 59:1</p> <p>agreed 61:24</p> <p>agreement 54:14</p> <p>alert 10:9 46:2</p> <p>Alison 52:7 54:21,22 62:23</p> <p>allies 48:22 49:3</p> <p>allocated 16:20</p> <p>allow 27:2 30:13,15 34:12 35:17 38:13 44:19 47:2 55:20</p> <p>allowed 20:5 55:14 57:24</p> <p>allowing 9:17 37:16</p>	<p>allows 19:20 59:17</p> <p>ambitious 9:21</p> <p>amendment 39:20</p> <p>amenity 48:11,15 51:24 53:17</p> <p>amount 52:2 56:12</p> <p>analogous 37:3</p> <p>analysis 7:17 24:9,14 42:21 57:11</p> <p>analyzing 41:18</p> <p>Andy 57:17</p> <p>animated 32:15</p> <p>answer 51:8 63:11</p> <p>anxious 55:4</p> <p>anybody 3:12</p> <p>anymore 60:16</p> <p>apartments 59:19</p> <p>appeals 3:6 55:1 61:7</p> <p>applicant 4:21 5:7 8:15,20,23 14:4 43:5 45:19 53:10, 16 54:8 55:1</p> <p>applicant's 7:1 12:11 15:14</p> <p>applied 40:23 60:14</p> <p>appreciate 9:4 10:19 26:7 44:22</p> <p>appreciated 51:24</p>	<p>approaching 57:7</p> <p>appropriate 4:12 6:17 9:10 54:24</p> <p>appropriately 60:14</p> <p>approved 46:9</p> <p>April 6:8 11:17</p> <p>architect 11:22 26:8 27:1 31:12</p> <p>architectural 10:2 11:19 46:16</p> <p>area 13:21 15:8 17:16 18:6,9 19:12,23,24 20:1,17,24 21:7 22:9 24:18 29:19 31:5 35:13,16 37:8 39:12 54:19</p> <p>areas 19:7,10,11 25:2 30:24</p> <p>Article 43:1</p> <p>articulation 38:10,21 39:13,16</p> <p>Ashland 8:2</p> <p>asked 5:21 51:10,12</p> <p>asking 51:16 62:24 63:17</p> <p>asks 53:14</p> <p>aspect 33:23 36:7</p> <p>assessor's 22:18</p> <p>assuming 54:13</p> <p>assumptions 42:7</p> <p>astute 36:19</p>
--	---	--	---

<p>attending 56:16</p> <p>attorney 4:20</p> <p>available 45:9 55:10 60:10 62:16</p> <p>avoid 46:6</p> <p>aware 12:4 54:2 60:10</p> <p>awnings 34:23</p> <hr/> <p style="text-align: center;">B</p> <hr/> <p>back 3:20 13:20,21 14:1 15:6 17:17 18:6 23:11 24:16 34:6,8 35:19 37:4 39:15 46:14 55:23 59:6</p> <p>backing 32:1</p> <p>bad 27:23</p> <p>bags 50:17</p> <p>balance 32:16</p> <p>balconies 38:12</p> <p>based 19:15 61:22</p> <p>basement 16:22 18:19 33:17</p> <p>basement-level 38:3</p> <p>basements 43:8</p> <p>basically 16:15 17:6 18:13 50:3</p> <p>bat 33:20</p> <p>bays 33:5</p> <p>bearing</p>	<p>25:13</p> <p>begins 33:11</p> <p>behalf 7:16 11:6</p> <p>believe 24:17 43:4 51:5 52:6 61:10</p> <p>beneficial 35:7</p> <p>benefit 48:8</p> <p>best 32:22 48:15 53:20</p> <p>better 25:3 32:5 35:8 37:14 44:1 48:11 57:2</p> <p>BHS 56:16 57:14</p> <p>big 50:10 61:17</p> <p>bike 28:4</p> <p>bit 3:21 9:24 10:2 13:7 27:9 30:4,6,7 31:16,23 32:2 33:22 34:8,12 35:19 37:4 38:16,17 48:17</p> <p>black 15:19</p> <p>block 31:19 32:24</p> <p>blow 57:5</p> <p>blue 14:9</p> <p>board 3:6,8,12,24 4:13 7:17, 24 8:22 11:7 24:10,15, 16,23 31:16 33:19 36:13 43:17 45:17 47:4, 7 52:11 54:1,2 55:1 58:7 61:7,22,23,24 62:13,24</p> <p>board's</p>	<p>44:22 47:9</p> <p>boards 48:5 62:15</p> <p>Bobrowski 4:20 6:2 8:7,21,22 9:6, 19 10:23 11:17 16:2 45:21 46:23 55:8,21 60:4,6 63:5,18</p> <p>Boehmer 11:21,23</p> <p>Book 3:9</p> <p>borrows 36:4</p> <p>Boston 46:9</p> <p>bound 46:5</p> <p>boundary 22:21</p> <p>box 14:13</p> <p>Boylston 23:20 24:4 34:10,11,22</p> <p>braking 57:5</p> <p>break 33:6</p> <p>breakdown 20:13</p> <p>brick 14:23 39:7</p> <p>brief 12:9</p> <p>briefly 47:13</p> <p>bring 44:4 59:16</p> <p>Brington 12:16 13:3,14 14:14,20 15:3,10,21 17:15 18:4 22:24 23:7,8,10 24:21 27:11 28:11,17 29:3 32:11 33:14,15 35:24 36:1,4,14 37:16,19,23 40:16 41:11,12 47:16</p>	<p>48:2,8 49:18 56:10</p> <p>broadly 25:9</p> <p>Brookline 15:5 23:2 26:17 47:17</p> <p>brought 60:7</p> <p>buffering 37:9,10,17</p> <p>build 51:19</p> <p>building 6:22 12:17,20,21,22,24 13:4,24 14:22,24 15:2, 6,15,16,19,23 17:17,20, 21,24 18:13 19:9 20:1, 7,24 23:14,15,17,18,21, 23 24:1,5 25:11,17,24 29:11,14,16,17 34:5,14 35:15 36:9,24 37:21 38:1,19 39:5,6,7,11 42:23 44:15 47:19 50:14 52:1 58:8,13,14 59:5 61:21</p> <p>building-to-building 15:20</p> <p>buildings 22:17 23:5 32:23 39:4</p> <p>bump-out 30:8,9 37:2</p> <p>bump-outs 27:16</p> <p>bumping 33:21</p> <p>business 13:10 19:21 52:23 53:4</p> <p>businesses 23:4</p> <p>bylaw 5:19 20:5,8,18,21 21:1, 14 22:5 26:15 39:20 42:14,24</p> <hr/> <p style="text-align: center;">C</p> <hr/> <p>calculate 21:1</p>
--	---	--	--

<p>calculated 20:23 21:4 22:12</p> <p>call 3:17 47:18</p> <p>calling 3:5</p> <p>calming 27:12,15</p> <p>can't 9:13 40:17 44:24 46:5 54:15</p> <p>Canal 46:8</p> <p>cards 60:13</p> <p>care 29:1</p> <p>carefully 53:10</p> <p>carry 30:19,20</p> <p>carve 38:9</p> <p>carved 39:14</p> <p>case 33:7 48:14</p> <p>cement 12:17</p> <p>Centre 40:4</p> <p>certainly 4:14 10:14 26:7,10 30:21,23 32:10,14 37:9 38:2 40:8,14 52:11 53:11 62:21</p> <p>chair 3:5 56:7</p> <p>Chairman 8:21 45:21</p> <p>challenge 32:5</p> <p>challenging 32:9</p>	<p>chance 48:1</p> <p>change 20:18 26:5 27:1 28:1 38:7,8 58:12</p> <p>changes 37:23 44:24</p> <p>chaos 57:10</p> <p>charge 9:12 61:11</p> <p>Chris 47:13 53:21 56:6</p> <p>circulation 26:23 27:3</p> <p>cited 11:9</p> <p>City 8:2</p> <p>civil 5:21 10:1 46:17 52:16</p> <p>cleaned 6:16</p> <p>clear 58:8 60:6 61:7 62:10, 11,19 63:5</p> <p>clearly 35:11</p> <p>Cliff 11:23</p> <p>close 8:16 9:2 42:9 58:4 63:23</p> <p>closely 51:7</p> <p>closer 25:18 44:4</p> <p>closest 12:23</p> <p>code 58:17</p> <p>cognizant 41:17 52:17</p> <p>colleague 7:13</p>	<p>combination 18:21</p> <p>combined 37:16</p> <p>come 38:16 42:8 44:7 52:12 55:14 56:5 61:14</p> <p>comes 8:1 28:12</p> <p>comfortable 51:21</p> <p>coming 10:17 29:19 37:4 50:16 56:23 57:8</p> <p>comment 41:10 52:7 61:5</p> <p>comments 4:2 33:3 36:12 43:18 45:14 47:3 60:20 61:3</p> <p>commercial 23:14 24:1 26:3,6 29:8 36:9 59:15</p> <p>commission 4:1 7:19 33:4</p> <p>commission's 43:18</p> <p>committed 10:12</p> <p>committee 56:8</p> <p>committees 45:22</p> <p>Common 49:19</p> <p>community 48:22 52:13 56:12</p> <p>compactor 42:6</p> <p>compare 18:15 22:5</p> <p>compared 15:16 18:3 22:24 49:21</p> <p>compares 19:14</p>	<p>comparison 21:18</p> <p>compressed 41:21</p> <p>compromise 5:22</p> <p>concentrated 28:17</p> <p>concept 59:14</p> <p>conceptual 29:10</p> <p>concern 4:8 43:7</p> <p>concerned 10:2 28:21 31:1 35:16 40:15,16 55:12</p> <p>concerning 7:8</p> <p>concerns 43:1 47:7</p> <p>Concord 8:23</p> <p>concrete 34:1</p> <p>conditions 12:10 13:16 22:17</p> <p>condominium 23:5,23</p> <p>confident 63:7</p> <p>configuration 19:3 25:15,22 29:2 58:13</p> <p>configurations 18:16</p> <p>configure 44:18</p> <p>configured 30:12 35:15</p> <p>confined 3:7</p> <p>confirm 5:11</p>
---	--	--	---

<p>confused 61:6</p> <p>congestion 28:24 40:15</p> <p>connect 48:10</p> <p>connection 48:2 50:1,22 51:1</p> <p>consider 5:22 34:5 61:1,22 62:6 63:16,17</p> <p>consideration 46:6 62:5</p> <p>considering 60:9</p> <p>consist 6:9,24</p> <p>consistent 24:15</p> <p>consisting 23:9</p> <p>construction 20:20 33:24 34:1</p> <p>consult 5:8</p> <p>consultant 63:9</p> <p>Consulting 40:2</p> <p>contacts 56:13</p> <p>contemplated 51:2,3</p> <p>context 7:16 11:5 12:19 22:15, 16 23:7 25:4 28:10 31:24 43:11,12</p> <p>contexts 56:10</p> <p>continue 10:13 60:24</p> <p>continuing 63:20</p> <p>contract 7:6</p>	<p>contributes 38:24</p> <p>contribution 8:5</p> <p>conversation 60:16</p> <p>conversations 60:8</p> <p>Coolidge 40:5,21 41:1</p> <p>coordinate 57:3</p> <p>corner 12:15 14:19 17:20 22:22 23:12 29:17 32:1 36:19,22 40:5,22 41:2</p> <p>Correct 45:3,12</p> <p>cost 51:22</p> <p>couldn't 60:15</p> <p>count 22:3,4</p> <p>couple 20:3 50:9,11 59:17</p> <p>course 6:19 44:24 60:5</p> <p>courtyard 37:8</p> <p>create 35:8 37:2</p> <p>creating 36:11 37:4 59:23</p> <p>creative 50:22</p> <p>critical 48:3</p> <p>cross 49:16</p> <p>crossing 57:9</p> <p>curb 4:10 13:18 16:16 27:8 28:9</p>	<p>current 14:6 17:5 56:17</p> <p>currently 12:16 13:17,19,22,23 14:8,9 17:2 20:13,15 27:5 47:16 51:2</p> <p>curved 39:4,5</p> <p>cut 4:10 18:8 27:8 28:9</p> <p>cutout 18:14</p> <p>cuts 13:18 16:16</p> <p>Cypress 3:7 4:9 5:6 10:13,18 12:14,15 13:1,23,24 14:2,20,21 15:4,11,23 16:4,11,13 17:1,9 18:2, 6,22 22:24 23:11,13,19, 20,23,24 24:3 25:19 27:9,22 28:24 29:4 31:9,15,18,20 32:13 33:2,8,10,13 34:9,10,21 35:5,22 36:16 37:23 39:5,10 40:15 49:19 57:1,3,9 58:5 59:16,17</p> <hr/> <p style="text-align: center;">D</p> <hr/> <p>dangerous 30:4</p> <p>dark 14:13</p> <p>date 9:2 45:23</p> <p>Davis 57:3,9</p> <p>day 50:6,7</p> <p>de 44:8</p> <p>deactivate 31:19</p> <p>deadline 8:11</p> <p>deadlines</p>	<p>63:22</p> <p>deal 10:20 50:10</p> <p>December 3:20,21 8:20 9:5,15,18 10:4</p> <p>decided 58:4</p> <p>decision 54:17</p> <p>decline 17:23</p> <p>declines 14:1 37:24</p> <p>declining 43:8</p> <p>Dedham 63:10</p> <p>dedicated 25:20</p> <p>deduced 63:3</p> <p>deep 28:7</p> <p>deeper 34:12 35:3,6 37:16</p> <p>define 31:17</p> <p>definitely 8:5 19:23 22:20</p> <p>definition 21:5</p> <p>degree 57:13</p> <p>delays 6:3</p> <p>deliveries 44:6,10</p> <p>demand 42:21</p> <p>Dempsey 47:12,13</p> <p>Dempsey's 52:10 56:6</p>
---	---	--	---

<p>density 24:24</p> <p>department 8:1 9:15 24:10 45:17 57:23 58:7 61:4</p> <p>departments 4:4 7:3</p> <p>depend 11:16</p> <p>depth 44:12</p> <p>design 6:22 7:17 17:5 24:14 42:22,23 49:8 50:22</p> <p>detailed 13:15 25:1</p> <p>developer 44:23 48:13,15,18,21 49:3 51:10,15,23 53:13, 22 55:6 58:4 59:6,11,23 60:23 61:2,8,10 62:4 63:3</p> <p>developer's 50:24</p> <p>development 48:16 50:6 59:15</p> <p>developments 62:18</p> <p>devoted 25:24</p> <p>diagram 13:6 15:15,17 16:14 21:20 22:7 49:23</p> <p>dictated 25:11</p> <p>didn't 43:20,22 62:21</p> <p>difference 41:8</p> <p>differences 21:15,19 57:23</p> <p>different 10:16 13:9 14:4 17:8 19:4,5 20:3 21:5,21,23, 24 32:8 46:24</p>	<p>difficult 53:16</p> <p>direct 10:13 22:21</p> <p>direction 13:20 27:7</p> <p>directly 24:2 40:18 50:23 51:9 53:13</p> <p>director 5:9 54:23</p> <p>Dirk 9:23</p> <p>discussed 6:2 47:21 52:6</p> <p>discussion 4:6 24:19 43:6 53:12 59:22</p> <p>discussions 5:20 36:13</p> <p>distance 28:1 50:4,21</p> <p>distances 15:18 28:2</p> <p>district 13:9,11,12 19:16,18,19, 20,21 21:3,7,16 26:2,16 32:7,13 40:4,22 42:10</p> <p>districts 22:19 30:20 32:4,8 40:3</p> <p>Ditto 5:9,20 42:19</p> <p>Ditto's 5:15 57:11</p> <p>docked 31:6</p> <p>documentation 6:13,19</p> <p>doesn't 26:13 28:23 32:19 35:16 44:15 45:10 55:20 59:11,20</p> <p>doing 5:2</p> <p>don't</p>	<p>4:2,23 5:23 9:19 10:5,7, 24 11:23 16:5 31:11 32:14 36:7 37:10 39:8 40:8,23 43:4 44:12 45:6 48:19 54:7,16 60:21 61:13,18 62:5 63:14</p> <p>door 49:23</p> <p>dotted 12:20</p> <p>double 29:23 44:9</p> <p>DPW 4:5 5:2</p> <p>dramatic 51:17,22 58:9</p> <p>drawing 15:22</p> <p>drive 16:16,17 17:7</p> <p>driver 28:1 46:1</p> <p>driveway 13:17,18,19 16:15 28:7 30:12 37:22 44:4,19 52:20</p> <p>drop-off 56:21</p> <p>due 14:1 16:8 17:23 20:17 21:11,22</p> <p>dumpsters 42:8,9</p> <hr/> <p style="text-align: center;">E</p> <hr/> <p>earlier 9:8</p> <p>early 34:8 42:13 43:7,10 47:4</p> <p>easement 14:3,6,7,10,12 35:11 54:11,14 55:9</p> <p>easements 14:5 52:15,18 54:9</p> <p>easier</p>	<p>54:5</p> <p>easily 50:12</p> <p>economic 34:4</p> <p>economically 59:10</p> <p>effect 37:5</p> <p>eight 8:18 9:10</p> <p>either 53:3</p> <p>elderly 50:13</p> <p>elements 14:6</p> <p>elevation 15:24 17:14 18:5,11 25:6 33:3,4,10 50:15,19 52:3,4</p> <p>eligibility 60:15</p> <p>eliminate 4:18 31:20,21</p> <p>eliminated 17:10,13 18:23 30:12 31:9</p> <p>eliminating 5:6 37:5</p> <p>Emerson 56:5</p> <p>employee 51:6</p> <p>encourage 5:7 51:14 53:14</p> <p>encouraging 62:13</p> <p>engineer 5:21 63:8</p> <p>engineering 5:10 46:17</p> <p>enjoy 38:13</p>
---	--	--	---

enrollment 59:1	19:23	8:10 9:1,17	favor 61:16
ensure 53:5	excellent 47:23	extending 10:7	feedback 24:20
ensuring 5:12	exception 22:21	extends 13:13	feel 4:12 9:9 25:2 26:3,6,12, 15 29:8 31:3 32:15 33:9 35:5,17,24 36:18 40:12 53:12,13
enter 17:2	exclusive 55:9	extension 8:15,20 36:3	feeling 40:19
entering 25:20 27:7	excuse 31:12	extent 60:16	feelings 53:2
entire 13:1 17:11 31:19	exist 16:11 17:2	exterior 18:15	feels 24:23 33:19 54:8
entrance 13:18 16:3,16,19,20 17:1,9,12,18,19 18:22 25:21 27:5,22 28:8,16 29:14,16 30:1 31:9,20 49:11,15,16 58:5	existing 12:10,20,22 13:16 14:10,22,23 15:1,15 23:15 25:15,19	extra 30:2	feet 16:13 17:24 19:24 20:1, 7 21:10,13,14 29:18 37:14 39:15 49:21 50:2 52:3,4
entrances 16:18 25:18 26:21 29:22 38:3	exists 19:8	extremely 24:13	fenestration 39:1
entranceway 58:11	exit 13:19 16:17 25:19	<hr/> F <hr/>	fields 50:4,9,12,20
environmental 7:8 43:9	exiting 27:6	facade 15:3 16:12 23:20 32:21 38:11	fifth 19:1
equates 20:9	expansion 56:17 57:14 58:22 59:3	facades 32:20 38:21	figure 57:2
especially 26:16 27:18 29:1 54:8	expansive 29:7	faced 60:12	filled 50:17
evening 3:3 4:21 7:11 8:21 12:6 56:2 57:17	expect 5:4 47:5 59:7 63:6	facing 31:14	finalized 6:4
everybody 11:4	expecting 42:20	fact 40:16 52:17 58:3,14 60:11 63:4	financially 46:11
everyone's 14:18	expensive 33:24 34:3	facto 44:8	find 57:21
evolve 32:18	experience 30:19 34:16 35:8	faculty 56:19,20	Fine 12:3
evolves 42:16	explained 44:1	fair 56:12	finish 9:16
Exactly 41:9	explore 55:2	familiar 12:13 14:19	fire 4:5 7:4
exceed 19:21	exposed 37:1 38:1,4	family-oriented 27:14	first
exceeds	express 47:7	fantastic 55:5	
	expressed 47:8	far 11:9 20:2 49:12 50:8 58:1	
	extend		

18:20 27:8 47:24 49:16 52:23 53:4 55:22	formerly 26:20	4:9 6:10 16:3,18,20,22, 23 17:3,6,18 20:16 26:21 28:8 29:22 30:1 31:20,21 38:2,4 58:5	3:3 8:21 12:6 24:19 28:14 30:14,16 36:1 39:10,15 47:1 50:7 51:19,20 55:24 57:17 63:8,11
first-floor 16:23	forth 5:13 7:4	gas 23:15,17	grade 20:8 28:2 37:22
five 34:2	forward 10:10 46:20,21 48:4,20	gasoline 6:14 43:10	grades 13:22
five-story 24:5	four 20:9	general 24:23 26:13 28:12 42:24 53:13	grant 43:3
flooding 43:8	four-story 14:23 23:22 39:7	gentlemen 3:4	Granting 52:20
floor 18:10,17,20,24 19:2,4, 5,21 20:24 21:6 31:8,13 33:12,19	four-year-old 50:19	germ 57:13	great 8:4 24:17,20 28:14 30:21 34:15 44:7 46:13 48:13 58:21
floors 19:2 59:17,18	fourth 19:1	getting 10:6 44:3 54:19	green 14:13 18:12 19:7,8,10 23:2 36:6 44:18
flow 46:15	frame 34:2	give 3:21 7:14 9:18 10:4 22:15 39:23 52:19	greenery 37:8
flows 56:21	free 53:13	given 29:2 53:21 54:18 57:7 58:5,6,14	grew 47:16
focus 16:7	front 13:24 22:1,2,3 23:19,20 24:3 36:3,5 49:11,23	giving 53:3	gridlocked 57:1
focused 45:24	front- 21:9	glare 42:15	groceries 50:17
folks 33:15 59:1	front-yard 58:2	go 3:12 7:22 10:10 16:18 17:7 18:18 24:8 31:21 33:18 37:23 43:15 48:20 51:5,11,13 53:13	gross 20:23 21:6 57:23
follow 21:17	frontage 19:22	goal 46:10	ground 19:20 33:11 35:1
footage 22:10	fronts 22:2	goes 13:8,19 14:7 15:8 16:19,21,23	ground-floor 59:15
football 50:4,9,11,20	full 33:16	going 3:15 12:8 17:16 23:6 24:7,8 25:11 26:24 27:17,21 29:22 31:7,8, 12 32:16 33:15 34:23 35:20 38:1,2,4 42:22 45:6 46:1,3 48:4 56:22 57:1 58:8,12,15,23 59:8 60:24 61:18	guess 6:2 32:21 37:11
footprint 15:15 25:10,13,17,24 27:2 29:12 33:22 35:14 42:4	functions 54:4	goal 46:10	gun 10:6
forced 60:13	further 8:8 11:1 24:6 25:20 27:9 31:21 32:13 45:13 61:4	goes 13:8,19 14:7 15:8 16:19,21,23	<hr/> H <hr/>
form 15:24	Furthermore 32:19	going 3:15 12:8 17:16 23:6 24:7,8 25:11 26:24 27:17,21 29:22 31:7,8, 12 32:16 33:15 34:23 35:20 38:1,2,4 42:22 45:6 46:1,3 48:4 56:22 57:1 58:8,12,15,23 59:8 60:24 61:18	half 12:22 25:16,17,23
formally 8:10,19	<hr/> G <hr/>	good	handfuls 50:16
former 51:6	gap 8:18		
	garage		

<p>handle 8:3 40:17 42:2</p> <p>happen 32:3</p> <p>happens 49:7</p> <p>happier 40:19</p> <p>happy 10:4 45:20 47:9 55:17</p> <p>hasn't 4:13 51:2,10</p> <p>hassle 52:2</p> <p>haven't 6:4 31:11 45:7 47:7,21 51:9,12 55:16 61:12,20</p> <p>heading 14:21 23:6,10</p> <p>headlights 42:15</p> <p>health 4:5 7:3 42:1</p> <p>hear 3:16 4:4 40:18 41:24 45:20 47:4,9 48:1</p> <p>heard 45:16 47:21 50:23,24 51:9 56:8</p> <p>hearing 3:20 4:3 6:5,24 7:6 8:11,14,16 9:2,22</p> <p>height 18:3 20:7 37:13 38:6,17 58:1</p> <p>helpful 36:11 38:23</p> <p>here's 37:12</p> <p>Hi 56:4</p> <p>hide 32:20</p> <p>high 23:3 26:14 28:4 58:21,</p>	<p>24 59:3,18 60:10,11</p> <p>higher 41:6</p> <p>Hills 15:5 23:2 26:17</p> <p>hold 41:4</p> <p>home 13:14 15:9 50:16,20</p> <p>homes 23:10 37:15</p> <p>honest 52:24 60:13</p> <p>hope 46:17 51:3 58:19 59:21 62:4</p> <p>hopefully 12:9 44:22,23 61:2 63:21</p> <p>house 18:4 36:17</p> <p>houses 23:1</p> <hr/> <p style="text-align: center;">I</p> <hr/> <p>I'd 3:21 34:7</p> <p>I'll 3:16 5:3 7:16 8:24 11:2, 6 15:13 18:18 19:17 31:15 34:8,19 39:23 41:3 48:7,17 55:8,22</p> <p>I'm 3:4,5 4:19 7:9,22 9:19, 20,24 10:1,4 12:12 14:18 24:7 27:21 31:7 35:10 36:14,15 43:4 47:14 48:23 50:10,11 54:12,15 55:3,12 56:7 57:11,17,18,21 58:3,23 61:6,11 63:5,7</p> <p>I've 28:20 43:16 47:17,24 50:23,24 51:9 63:9</p> <p>idea 22:15 27:23</p>	<p>illustrate 37:11</p> <p>illustrative 41:3</p> <p>imagine 37:19 44:3</p> <p>impact 31:2 40:14</p> <p>impede 10:15</p> <p>impetus 32:21</p> <p>imply 62:22</p> <p>important 17:4 42:2 46:4 53:11 58:16,23</p> <p>importantly 48:12 51:23</p> <p>improvement 51:18</p> <p>included 5:13</p> <p>increase 26:8</p> <p>increasing 35:21,24</p> <p>indemnification 55:13</p> <p>indicate 22:19</p> <p>indicating 22:8</p> <p>infiltration 5:18 6:12</p> <p>information 46:13 54:7,16</p> <p>informative 47:24</p> <p>initial 4:11 5:17 11:4,10</p> <p>initiated 24:9</p> <p>input</p>	<p>44:22</p> <p>inspiration 39:3</p> <p>instance 5:12</p> <p>instructed 61:8</p> <p>integrate 25:3 32:6,22</p> <p>intense 56:21,23</p> <p>intensity 42:3</p> <p>intensive 59:8</p> <p>interact 48:5</p> <p>interactive 24:19</p> <p>interconnection 17:5</p> <p>interest 56:12</p> <p>interested 48:22 58:3</p> <p>interior 16:18 17:3,21,22,24 18:7,15 19:2 58:11</p> <p>internal 26:23</p> <p>internally 27:3</p> <p>intersection 5:12 12:15 23:13 29:1 33:1 56:24</p> <p>introduce 7:13,14</p> <p>intrusive 31:4</p> <p>involved 40:8</p> <p>irregular 13:7</p> <p>irregularity</p>
--	--	---	---

<p>21:12,22</p> <p>isn't 30:18 33:7 41:23 58:18</p> <p>issue 6:12 10:7 28:10 32:10 52:6 55:13 61:17</p> <p>issues 16:8 24:8 25:9 27:11,24 46:16,17 52:22</p> <p>it'll 45:9</p> <p>it's 3:19 7:20 14:8 16:5 17:4,24 22:20 25:24 27:5,14 28:3,7,12,14 29:10,18 30:18,21 32:14,23 34:20 35:11 36:3 39:14 41:22 42:2 44:7,18 47:4 48:3,12,19 49:12 50:17 53:2,11 54:9,24 55:9,10 58:8 59:4 62:3,11,19</p> <p>item 47:21</p> <p>iteration 10:14 45:2</p> <hr/> <p style="text-align: center;">J</p> <hr/> <p>jam 60:11</p> <p>January 3:23 24:17 41:2</p> <p>Jeffrey 9:23</p> <p>Joe's 50:17</p> <p>joint 53:23</p> <p>Jonathan 3:9</p> <p>junction 4:3</p> <hr/> <p style="text-align: center;">K</p> <hr/> <p>Karen</p>	<p>7:13,23 8:6 11:2 12:5 24:11,12 25:16 26:20, 23 39:7 47:22</p> <p>Kate 3:8</p> <p>keep 33:11 41:11 53:15</p> <p>keeping 31:12 38:18</p> <p>key 14:5 15:17 25:2</p> <p>kind 17:10 21:18 22:9 24:9 27:19 36:3 38:21 56:9</p> <p>know 3:19 9:22 10:20 11:20 17:2,9 21:17 26:11 28:23 29:10,19 30:18 31:11 32:1 33:13 34:4 36:14,18 37:5 39:23 41:20,22 42:3,13,14 43:22 44:5 48:19 50:9 52:16,18,19 53:5,9,20, 24 54:1,3,10,12 57:4 59:6 61:18</p> <p>knowing 36:17</p> <p>known 23:14</p> <hr/> <p style="text-align: center;">L</p> <hr/> <p>L-1.0 13:10 22:20</p> <p>L-shaped 13:2 15:16</p> <p>L.5 19:19</p> <p>labeled 16:21,23 22:1,10</p> <p>lack 60:12</p> <p>ladies 3:3</p> <p>land 54:20</p>	<p>landscape 19:6</p> <p>landscaped 19:10 20:22 21:2,5 22:12</p> <p>large 12:18</p> <p>latitude 9:18</p> <p>Law 28:12</p> <p>layout 13:17</p> <p>leads 59:4</p> <p>leak 6:14 43:10</p> <p>left 3:8 23:13,17 49:17</p> <p>Legacy 63:10</p> <p>legal 53:15</p> <p>legitimate 55:3</p> <p>legs 44:4</p> <p>length 13:1,2</p> <p>lengthwise 26:1</p> <p>let's 39:2 43:23 50:12,15</p> <p>letter 4:13 7:19 9:1 10:8 24:15 25:2 43:15,18 60:15</p> <p>level 16:20,22,24 17:3,4,8 29:22 31:13,17,22 33:11,17 35:1 39:14 57:10</p> <p>levels 16:18 17:6,8,11 18:19 58:10</p>	<p>liabilities 53:9</p> <p>licensed 7:7</p> <p>life 47:20 59:16</p> <p>light 57:6</p> <p>lighting 41:23 42:15</p> <p>lights 57:3,5</p> <p>like-minded 49:2</p> <p>liked 33:5</p> <p>limits 54:13</p> <p>line 15:19 18:12 23:2 31:3 32:4 38:7,8,22</p> <p>lines 22:19</p> <p>litigation 59:8</p> <p>little 3:21 9:24 10:2 24:5 27:8 30:2,4,6,7 31:16, 23 32:2 33:22 34:8,12 35:9,15,19 37:4,13 38:16,17 41:22 44:16 47:4 48:17</p> <p>live 30:22 36:14 47:17 50:13 53:1</p> <p>load 10:16</p> <p>loading 31:2,5 44:9</p> <p>lobby 16:11 17:19 18:9 29:15</p> <p>local 13:10 62:14</p> <p>located 12:14 13:12 17:20 62:3</p>
---	---	---	---

<p>location 12:13 42:13</p> <p>Lofts 23:19,23 24:1,3 34:10, 17,21 39:5,10</p> <p>logic 59:22</p> <p>long 12:3 25:1 29:18</p> <p>long-time 57:19</p> <p>look 5:10,23 27:18 28:20 31:5 32:17 33:10 34:9 39:2 41:17 43:23 46:19, 21 53:21 55:6,8,15,21</p> <p>looking 14:19 15:5,11 17:15 22:16 31:7 32:22 37:20 41:22 44:8 48:18,21 49:3 56:17 57:5</p> <p>loops 30:13 43:21</p> <p>lose 33:19 36:8</p> <p>lot 11:16 12:18 13:3,6 15:2,11 19:24 21:22,23 24:19,20 28:23,24 29:1, 23 30:1 32:1,2 37:21 39:22 40:17 47:18 56:16 58:12</p> <p>lots 39:4</p> <p>lower 26:18 27:9 37:13 40:6, 11,20 48:23 51:21</p> <hr/> <p style="text-align: center;">M</p> <hr/> <p>Madras 23:14 39:5</p> <p>main 17:19 49:15</p> <p>majority 13:10 19:8</p> <p>making</p>	<p>35:3 44:6 50:6</p> <p>managed 42:7</p> <p>management 42:24</p> <p>map 22:18</p> <p>Maria 3:17 9:1 10:8,12 12:8 16:1 24:7 45:14 52:7 60:22 62:8</p> <p>Maria's 45:17 47:22 55:12</p> <p>Mark 3:4 8:22</p> <p>marked 43:24</p> <p>marketing 46:5</p> <p>Martin 7:13 12:6</p> <p>Mass 28:12</p> <p>Massdot 51:6,7</p> <p>Masshousing 60:14</p> <p>massing 25:6 26:1 33:3,6,21 38:6,9</p> <p>match 20:4 63:9</p> <p>material 63:22</p> <p>materials 6:7,9</p> <p>matter 52:16 53:8</p> <p>maximum 20:5,7</p> <p>MBA 12:23 14:23</p> <p>MBTA 15:12 18:12 19:9 23:1 48:3 49:7,13 51:4,7,11,</p>	<p>12,16 54:19 56:9,13</p> <p>mean 6:20 9:16 28:16 41:16 54:18 55:20 62:21</p> <p>means 10:6 16:21 37:24</p> <p>meant 7:13 44:1</p> <p>mechanicals 42:14</p> <p>medical 12:17 35:2</p> <p>meet 6:5 32:4 63:22</p> <p>meeting 3:5 8:13 10:3,22 24:22 46:18 47:14 52:11 57:18 58:16 60:24 63:20</p> <p>meetings 56:17</p> <p>member 47:14 57:18</p> <p>members 8:22</p> <p>mention 6:7</p> <p>mentioned 7:3,5 9:8 25:16 26:20, 23 28:21 43:9</p> <p>mentioning 16:2</p> <p>met 24:16</p> <p>microphone 3:13</p> <p>mind 33:11 38:18 41:11 53:15 57:13 58:22</p> <p>mindful 9:19,20 46:8</p> <p>minimize 26:12</p> <p>minimum 26:15 51:22</p>	<p>minimums 48:23</p> <p>mix 40:9</p> <p>mixed 35:5 39:12</p> <p>mixed-use 59:5,14</p> <p>model 6:19 39:10 43:11</p> <p>moment 6:7</p> <p>monolithic 36:24</p> <p>MORELLI 3:18 8:12 9:8 10:24 11:13,16 12:1 24:12 34:19 40:24 41:9,14,19 43:23 45:3,6,12,15 52:9 53:24 62:9</p> <p>morning 56:22</p> <p>moved 47:1</p> <p>multiple 22:2 50:7</p> <p>multistory 23:14</p> <p>multiunit 23:4</p> <hr/> <p style="text-align: center;">N</p> <hr/> <p>name 3:4 47:13 56:4</p> <p>narrow 27:10 34:13</p> <p>National 39:8</p> <p>nature 27:20 28:21</p> <p>near 20:20</p> <p>nearby 6:14</p>
--	--	---	--

<p>need 5:23 20:3 25:3 33:24 41:11 42:3 45:10 48:19 60:17</p> <p>needed 30:11,24 51:24</p> <p>needs 32:8 40:13 41:13 49:4</p> <p>negligent 58:15</p> <p>neighbor 56:5</p> <p>neighborhood 27:15 30:3,18 48:11 49:2 51:18,20</p> <p>neighbors 50:8</p> <p>never 43:3 51:5,11</p> <p>new 4:10 6:10 8:2 20:19 45:1 50:1,5</p> <p>news 28:14</p> <p>nice 30:19 35:4 44:13,17</p> <p>night 36:15</p> <p>nine 56:19</p> <p>node 37:2,10,12 38:15</p> <p>noise 30:2 42:6</p> <p>nonnegotiable 43:11</p> <p>normally 4:3 28:22 29:24 47:2</p> <p>north 14:20</p> <p>northern 12:22</p> <p>northwest 12:15</p>	<p>note 16:19 17:4 48:7</p> <p>notice 27:10</p> <p>November 9:3,7,9</p> <p>number 20:11,19 25:8 35:6 36:1 46:7 48:24 61:8</p> <p>numbers 20:3 22:11</p> <hr/> <p style="text-align: center;">O</p> <hr/> <p>observation 36:20</p> <p>observe 56:15</p> <p>obviously 19:22 21:16</p> <p>occupants 30:4 38:13 53:1,5</p> <p>occur 59:22</p> <p>October 8:17</p> <p>offers 21:18</p> <p>office 8:22 12:17 35:2</p> <p>officials 60:8</p> <p>okay 6:23 8:7 11:24 27:21 30:17 31:23 33:2,12 34:6,21 35:14 37:18 39:2,18 41:20 42:18 43:7,23,24 44:20 45:9</p> <p>old 50:11</p> <p>Olins 57:17</p> <p>once 17:8,23 46:14 54:20</p> <p>one-bedrooms 20:13</p>	<p>one-story 24:1</p> <p>ones 15:18,20</p> <p>onset 7:14</p> <p>open 19:8 20:22 21:1,2,4,5 22:8,12,13 30:15,21,22 38:12,14 44:14 55:19 58:1</p> <p>opening 53:8 56:21</p> <p>opinion 45:22</p> <p>opportunities 36:5 37:7 38:11 47:10</p> <p>opportunity 36:7 37:1,12 41:15 44:17 46:20 47:12 50:21 51:19 60:1</p> <p>opposed 18:1</p> <p>opposite 28:5</p> <p>order 3:5 52:23 53:4 62:1</p> <p>orient 29:3</p> <p>oriented 49:4,9 62:3</p> <p>outdoor 42:8,9</p> <p>outline 12:20 14:9</p> <p>outpouring 24:18</p> <p>outside 20:17 43:20</p> <p>overall 10:15 21:19</p> <p>overflow 41:15</p> <p>overlaid 12:20</p>	<p>Overlay 40:22</p> <p>overlooked 8:13</p> <p>overnight 41:14</p> <p>oversight 52:10</p> <p>overview 7:12,15 11:3,10 12:9 15:13</p> <p>owner 54:12</p> <hr/> <p style="text-align: center;">P</p> <hr/> <p>p.m. 3:2 63:24</p> <p>packed 60:11</p> <p>pages 43:14</p> <p>parcel 13:13 14:8,11 15:3,9 19:15,18 22:4,18,22 49:18</p> <p>parking 6:22 10:11 12:18 13:17 14:14 15:2,8,11 16:15 17:11,16 18:6,9,19,21 19:12 20:15,17,19,20 25:18 26:4,12,13,18 28:5 29:8,11 30:11,24 31:13,17,22 35:13 37:6, 21 39:18,19 40:1,2,6, 11,20,22 41:12,15,18 42:21,22 43:21 44:3,8,9 45:24 46:1,3,9,14 47:18 48:23 49:16 51:22 58:10 61:9,14,17,24 63:7,9</p> <p>parks 30:17</p> <p>part 33:16 34:24 42:21,23 43:5 49:13,17 52:11 62:7</p> <p>participated</p>
---	--	---	---

<p>24:21</p> <p>particular 32:6</p> <p>parts 21:9</p> <p>party 53:19</p> <p>pass 35:20</p> <p>path 28:5</p> <p>pathway 53:6</p> <p>pathways 29:9,13,20</p> <p>paved 13:21 15:8 30:24</p> <p>paving 44:13</p> <p>pedestrian 16:10 17:19 29:9,13 34:15 35:8 48:2 49:11, 22 53:6</p> <p>pedestrians 28:3 29:16 50:1 53:1</p> <p>peer 4:24 6:21 7:1 11:13 40:1,18 42:23 46:19 62:16</p> <p>people 30:22 57:5</p> <p>percent 19:22 20:23 21:6,7 22:12,13 61:6</p> <p>perfect 59:3</p> <p>perfectly 54:24</p> <p>periphery 12:24 19:11</p> <p>personally 53:8 54:16 61:16</p> <p>pertains 41:1</p>	<p>Peter 5:8,10,15 42:19 57:11</p> <p>phenomenal 39:22</p> <p>photos 14:17</p> <p>pickup 42:12</p> <p>piece 5:16 7:7 13:8</p> <p>pinch 30:7</p> <p>pink 14:6,11</p> <p>place 11:10 32:20 43:6 54:14 58:19 63:10</p> <p>plan 4:7,10,17,19 6:10 12:19 13:15 14:3 19:4,6 25:7, 8,12 28:18 34:7 42:16 49:14</p> <p>planned 5:1</p> <p>planning 3:24 7:17,23,24 9:14 11:7 24:9,10,15,16,23 31:16 33:18 36:13 43:17 44:22 45:17 47:9 52:11 54:1,22 57:23 58:6,7 61:23 62:13</p> <p>plans 4:1,11,23 5:3,16,17,24 6:4,6,10,11 7:12,15 11:3 16:5,6,8 18:17 19:2 26:22 27:16 29:10 31:8,11</p> <p>plant 58:19</p> <p>platform 56:9</p> <p>play 28:12 60:13</p> <p>please 3:12 27:13 56:2</p> <p>plus 26:10 56:20</p>	<p>pocket 43:22 44:13</p> <p>pockets 30:15</p> <p>podium 3:13 34:2 56:3</p> <p>point 4:18 7:18 9:24 16:1 30:8 31:10 52:14 59:7 61:1,19 63:1</p> <p>pointed 17:18 39:7</p> <p>points 4:9 6:11 28:16</p> <p>police 4:5 7:4</p> <p>population 56:18 57:14</p> <p>populations 41:18</p> <p>portion 34:23</p> <p>portioning 55:10</p> <p>portions 36:8</p> <p>position 53:20</p> <p>positive 7:10</p> <p>possibility 48:6 55:2,3,7</p> <p>possible 26:9 56:11</p> <p>post 45:7</p> <p>posting 45:8</p> <p>potential 28:6 48:1,8,16 49:22 50:1,5,13 52:1</p> <p>Poverman 3:8 34:17 40:21 41:7, 10,16 43:19 44:20 53:19 54:17 55:5 61:13</p>	<p>practical 35:18</p> <p>precinct 47:14,15 57:18</p> <p>prefer 9:15</p> <p>preliminary 60:8</p> <p>premature 41:22</p> <p>presence 58:21</p> <p>presentation 48:1</p> <p>presentations 47:23</p> <p>presenting 7:1 11:23</p> <p>preservation 3:24 7:19 33:4 43:18 45:5</p> <p>preserved 14:16</p> <p>presumably 18:23 34:23 42:19</p> <p>pretty 12:9 50:12 57:1 58:8 62:11</p> <p>primarily 7:24</p> <p>priorities 32:9,17</p> <p>private 42:12 52:19</p> <p>proactive 4:17</p> <p>probably 30:23 33:16 35:1 39:15, 21 40:10,13 47:17 56:22</p> <p>problem 8:24 9:20</p> <p>proceedings 3:1 63:24</p>
---	---	---	--

<p>process 47:5</p> <p>professional 7:7</p> <p>prohibit 42:15</p> <p>project 4:7,16 5:8,11,21 8:5 9:24 19:14 26:8 28:15 31:4 32:6,18,22 33:19 34:4 40:10 41:21 46:8, 9,12,22 47:6 48:5,19,20 49:4,7,9,12 51:20 57:20,21 60:15 62:1,3 63:15</p> <p>projection 13:2</p> <p>projections 58:24</p> <p>projects 13:2 21:17 41:17 62:18</p> <p>prominent 32:24</p> <p>properly 62:1</p> <p>properties 42:16 43:2</p> <p>property 15:19 31:3 34:24 35:14 37:20 55:14</p> <p>proposal 11:4 12:11 14:16 15:14 19:23 22:16 59:9 60:7</p> <p>proposals 32:3</p> <p>propose 10:13 58:17</p> <p>proposed 4:10 12:21,24 13:4 15:16,22 16:3,14 17:1, 16 19:7 20:16 57:24 59:19</p> <p>provide 7:17 28:10 39:16 53:17 54:10 56:13</p> <p>provided 5:18 14:3,7,9 25:1</p>	<p>43:16 62:17</p> <p>provides 14:10</p> <p>providing 38:18</p> <p>provision 21:13 46:11</p> <p>public 3:14 4:5 7:3 8:16 9:2 42:1 45:10 47:2 48:20 52:21 53:3 54:3,13 55:11,14 56:7 62:17</p> <p>public- transportation- 62:2</p> <p>pulled 35:19</p> <p>purposes 41:3</p> <p>purview 28:13 40:9</p> <p>pushing 50:18</p> <p>put 10:5 19:13 22:8 29:12 49:1 57:13,22 59:13</p> <p>puts 59:6</p> <hr/> <p style="text-align: center;">Q</p> <hr/> <p>quarrel 58:24</p> <p>question 11:8 29:12 48:3 51:15, 17 55:13,16</p> <p>questions 8:8 11:1 24:8 43:17 44:21 45:13 55:22</p> <p>queuing 28:7</p> <p>quick 21:20 22:7,14</p> <p>quickly 9:17 18:18 19:16</p>	<p>quiet 23:8 27:14 32:15</p> <p>quieter 32:11</p> <p>quite 12:13 18:18 48:19 52:23</p> <p>quote 51:4</p> <hr/> <p style="text-align: center;">R</p> <hr/> <p>radical 58:17</p> <p>radii 27:19 30:7</p> <p>railroad 29:5</p> <p>raining 50:17</p> <p>raised 48:4</p> <p>raising 48:6</p> <p>ramp 16:21 56:19</p> <p>ramping 27:2</p> <p>ramps 58:12</p> <p>ranges 21:12</p> <p>rate 43:2</p> <p>ratio 26:13,19 39:19 40:12, 20 41:5 61:9,15</p> <p>rational 59:22</p> <p>ratios 40:3,6,12 61:24</p> <p>reached 17:12 55:16</p> <p>read 7:20 36:9 44:23 45:4,10</p>	<p>ready 55:23</p> <p>really 4:11,14,16 6:4 7:10 9:13 24:14,19 25:1,5,9, 11,12 26:1,3,6 28:19 29:7,10 30:16 31:3,16, 18 32:20,22,24 33:7,8,9 34:13,20 35:16 36:19 38:5,13,19,22,23 39:14 40:9,15,17 42:9 50:7 53:2,4 58:10 62:10</p> <p>rear 14:8 18:13 22:4 23:3,18 32:19,20</p> <p>rear-yard 21:11</p> <p>reason 25:7 35:3 36:21 50:7 51:1</p> <p>reasons 28:20 34:4 35:6,18 36:2 53:16</p> <p>recall 6:14 39:9</p> <p>recap 3:22</p> <p>received 61:10</p> <p>recognition 41:13 51:11</p> <p>recognize 33:5 53:9 62:2</p> <p>recommend 5:11 42:11 62:6</p> <p>recommendation 5:15 61:19 62:10,24 63:14</p> <p>recommendations 43:14 45:1 60:22 61:23</p> <p>recommending 7:5 40:6</p> <p>reconcile 20:2 32:17</p> <p>reconciling 32:9</p>
---	--	---	---

<p>reconfiguration 17:11 18:24</p> <p>reconfigured 33:21</p> <p>record 3:14 4:22 7:21 27:24 33:18 45:5,11 59:14 62:17</p> <p>recorded 3:11</p> <p>red 15:10,18 22:19</p> <p>redesign 10:3 58:9</p> <p>reduce 40:14 61:8,9,15,24</p> <p>reducing 46:7</p> <p>reduction 40:22 46:4 61:14 63:7, 16</p> <p>reference 43:19 62:19</p> <p>referred 22:11 43:21</p> <p>reflect 4:19</p> <p>reflects 39:19</p> <p>refresh 11:4</p> <p>regarding 5:5 6:1,11,13 7:7 33:2 54:8</p> <p>regards 5:17</p> <p>regimented 39:1</p> <p>Register 39:8</p> <p>reiterate 60:21</p> <p>reiteration 46:22 47:5 61:20 62:7 63:15</p>	<p>relate 37:14</p> <p>relationship 31:24</p> <p>relief 38:18,20 39:17</p> <p>remains 27:3</p> <p>remarks 52:10</p> <p>remediation 6:13</p> <p>remember 39:24 40:2 41:24 44:14</p> <p>remind 3:10</p> <p>removed 16:4,6,9</p> <p>rendered 15:22</p> <p>replaced 14:11</p> <p>report 3:16 45:5 47:9 55:23</p> <p>reports 6:21 7:2 10:22 11:9,11, 14 62:16</p> <p>represent 8:23</p> <p>representative 48:13 50:24</p> <p>request 8:19 43:5 55:1</p> <p>requests 56:8</p> <p>require 58:15</p> <p>required 6:6 20:19,21 21:8,11, 16,17 39:21</p> <p>requirement 20:8 21:2</p> <p>requirements 19:15 21:23 22:6 26:15 58:16</p>	<p>residences 35:1</p> <p>resident 50:13 57:19</p> <p>residential 6:18 19:20 23:1,7,9 26:5 27:14 28:22 30:3, 20 32:12,13 36:6,9 39:11 42:10</p> <p>residents 24:18 28:4 48:8,9,16 50:5 52:1</p> <p>respect 26:11</p> <p>respects 52:16</p> <p>respond 46:20</p> <p>responded 45:23</p> <p>response 46:18 60:12</p> <p>responsive 28:15</p> <p>restrictive 37:11</p> <p>result 46:16</p> <p>results 20:1</p> <p>retail 35:2</p> <p>rethinking 58:18</p> <p>reversed 27:6,8</p> <p>review 6:21 11:13 40:1 42:23 43:9 46:19 62:16</p> <p>reviewed 4:1 11:11</p> <p>reviewers 7:1 40:18</p> <p>reviewing 11:22</p>	<p>reviews 4:24 5:1</p> <p>revise 41:4</p> <p>revised 16:6 26:22</p> <p>revising 4:7</p> <p>rid 44:3</p> <p>right 3:8,15 8:15 10:5,6,24 11:15 14:22 23:15,18 26:17 29:5 33:20 34:15, 20 41:1,7 43:7 44:14 49:24 55:21 58:19 60:21 63:6,11,13,19</p> <p>rights 55:11</p> <p>Ritchie 39:6</p> <p>road 12:16 13:3,14 14:15,20 15:3,10,21 17:15 18:4 22:24 23:7,8,10 24:21 27:11,12 28:11,17 29:4 32:11 33:14,15 35:24 36:1,14 37:19,24 40:16 47:16 48:2,8 49:18 56:10</p> <p>robust 5:14 42:18</p> <p>roof 38:6,8,22</p> <p>room 3:10 42:1,5</p> <p>root 58:20</p> <p>roughly 50:4</p> <p>Route 23:3,12 48:9</p> <p>rubbish 41:23</p> <p>run 12:23 19:17</p>
---	---	--	--

<p>run-through 22:14</p> <p>running 18:12 19:9 22:21</p> <p>runoff 43:1,3</p> <hr/> <p style="text-align: center;">S</p> <hr/> <p>safe 36:18 52:24</p> <p>safety 16:8 25:9 36:12 52:21</p> <p>save 52:2</p> <p>savings 51:23</p> <p>saw 29:9</p> <p>saying 53:22 54:15</p> <p>says 36:6</p> <p>scale 37:14</p> <p>scan 9:1</p> <p>schedule 5:3 6:1,21 9:21 10:10, 21 11:21 12:2 57:22</p> <p>scheduled 7:9 8:16</p> <p>scheduling 9:13 11:12</p> <p>school 23:3 28:4 56:21 58:22, 24 59:3,18 60:10,11</p> <p>scope 5:11,13 42:20</p> <p>second 17:4 18:20 31:13 33:12 55:12</p> <p>secondhand 50:23 51:1</p> <p>section</p>	<p>18:8</p> <p>sections 18:14 43:12</p> <p>see 6:18 10:7 13:7 16:8,12 17:17,22 18:7 19:7 23:17,22 26:22 27:16, 19 33:15 34:22 36:16, 21 37:3,22 38:1,2,8,10 39:4,13,15,19 40:10 42:17 44:24 45:1 47:5 52:24 55:9,23 56:21 63:15,21</p> <p>seed 58:19</p> <p>seeing 33:12 34:22 46:21</p> <p>seeking 46:3</p> <p>seen 7:12 20:2 27:4,13 31:11 32:2 61:20</p> <p>selectmen 54:2</p> <p>send 8:24 10:8</p> <p>sense 33:9 36:12 38:5,24 49:2</p> <p>separate 16:20 29:21</p> <p>series 18:17</p> <p>seriously 28:18 54:6</p> <p>setback 21:10,11 26:9 33:8 34:11 35:7,21 36:1,22 37:16 58:2</p> <p>setbacks 15:17,18,20 21:21 25:14 34:7 35:9,18 42:5</p> <p>seven 18:1,8 20:9 33:16,23</p> <p>seventh 19:5</p> <p>Shade</p>	<p>28:11</p> <p>shadow 43:12</p> <p>shape 13:4,6 27:20 28:22</p> <p>shared 35:11</p> <p>She's 7:24 8:3</p> <p>shot 22:23</p> <p>shots 23:6</p> <p>shouldn't 10:15</p> <p>show 6:10 18:18 26:22 34:17, 19</p> <p>showing 13:16 14:17,22 15:15 16:6 18:9 19:2 22:23 23:7 57:23</p> <p>shown 15:10 35:11 39:9</p> <p>shows 12:19,21 13:6,16 14:4 15:17 16:10,14 19:6 21:20 22:18</p> <p>side 10:17 15:9,23 16:4,10, 11,13 17:21,24 18:2 19:8 23:8 24:2,4 28:5 48:9</p> <p>sides 21:23 22:4</p> <p>sidewalk 34:13 35:3 49:17</p> <p>sight 27:24 28:2 37:9 42:15</p> <p>significant 18:24 48:7 52:2</p> <p>signs 27:13</p> <p>simply 56:15</p>	<p>single 48:15</p> <p>single- 32:12 37:15</p> <p>single-family 23:9</p> <p>sir 60:2</p> <p>sit 23:1 49:7</p> <p>site 3:23 4:7,19 5:18 6:9,13, 15,17,22 7:7,9 12:10, 14,16,18,19,23 13:1,5, 10,15,20,22 14:15 15:15 16:14 19:7 20:6, 22 21:9,12 22:9 23:8,22 24:24 25:3,6,7,11,16,23 26:17,18 28:18 30:5,14, 23 31:5 32:18 33:14 34:6 38:13,20 40:10,13 42:23 43:12,24 44:7,10 52:15,21 53:1,5 54:4,6 56:11 59:2,3,6</p> <p>sits 12:22</p> <p>sitting 3:4,7</p> <p>situated 32:3</p> <p>situation 16:15</p> <p>six 8:18 9:10 16:12 18:1 33:13</p> <p>six-story 34:5 39:11</p> <p>six-week 8:18</p> <p>sixth 19:4</p> <p>size 42:1,4,5</p> <p>slide 34:20</p> <p>slightly 19:3,5 21:5 25:23 37:2</p>
--	---	---	--

<p>slope 13:22 14:1 17:23 37:24 43:8</p> <p>slopes 33:14</p> <p>slow 27:13</p> <p>small 13:8,11 14:13 16:10 19:10 29:15 36:20 42:2, 10</p> <p>somebody 60:18</p> <p>sorry 61:4</p> <p>sort 56:20</p> <p>sound 37:9</p> <p>south 14:21 48:9</p> <p>space 19:8,11 20:22 21:1,2,4, 6 22:8,13 30:15,21,22 36:6 38:14 44:14,18 58:2 59:16 60:9</p> <p>spaces 14:14 20:15,19,21 38:12 39:21 43:22 46:7, 9 61:9</p> <p>speak 3:13 4:21 5:3 6:3 7:16 11:6 54:1,3 60:1 62:12, 20</p> <p>speaking 62:12</p> <p>speaks 3:12 11:6</p> <p>specialized 42:21</p> <p>specifications 19:14</p> <p>speed 3:22 10:1</p> <p>spend 27:21 31:7</p>	<p>spoke 9:22 35:21</p> <p>spoken 57:20</p> <p>spot 40:21</p> <p>square 19:24 20:1 22:10</p> <p>staff 3:16 4:8,14 5:7 7:2 45:18 46:2 48:4 56:18, 20 62:11</p> <p>staffs 7:23</p> <p>standing 15:4 17:15 18:5</p> <p>start 12:12 25:6,12 39:6 56:14</p> <p>starting 25:7</p> <p>state 54:17</p> <p>stated 4:17 12:8 22:20</p> <p>statements 56:6</p> <p>station 6:15 15:12 23:15,17 48:10 49:8,10,13,20,24</p> <p>status 7:8</p> <p>steel 34:1</p> <p>Steinfeld 9:14 54:22 61:5 62:21 63:2</p> <p>step 31:21 56:2</p> <p>stepped 38:17 39:15</p> <p>stepping 38:8</p> <p>stop 15:5 23:2 26:17 48:3</p>	<p>stopping 28:2</p> <p>stops 20:20</p> <p>stories 14:1 16:13 18:1,8 20:9, 10 33:13,16,23 34:2</p> <p>stormwater 5:17,19 6:11 42:24 43:6</p> <p>story 13:23</p> <p>strategy 46:5</p> <p>street 3:7 4:9 5:6 10:13,17 12:16 13:1,23,24 14:2, 20,21,24 15:4,11,23 16:4,11 17:1,9 18:2,6, 22 23:1,9,11,13,20,21 24:2,4 27:9,11,20,22 28:3,22,24 29:4 31:9, 15,18,20 33:2,10,13 34:9,10,12,22 35:22 36:16 44:8 46:8 49:19 56:5 58:5 59:16,17</p> <p>streetscape 31:15,18 34:15</p> <p>stroller 50:18</p> <p>strong 53:2</p> <p>strongly 4:12 8:14 35:24 51:2,14</p> <p>students 28:4 56:18,20 57:8</p> <p>studies 43:12</p> <p>studios 20:13 40:6,11</p> <p>study 5:5,14 6:12 11:18 27:18 28:19 42:19 46:15</p> <p>submission 63:22</p> <p>submissions 60:23</p>	<p>submit 7:19</p> <p>submitted 4:2,13 11:11 61:2</p> <p>substantially 46:23</p> <p>substantive 5:1</p> <p>sudden 57:4</p> <p>suggesting 44:15 63:4</p> <p>suggestion 59:4</p> <p>suggestions 58:6</p> <p>sum 42:18</p> <p>support 4:15 48:20,24 51:16 56:6,18</p> <p>supporting 48:23</p> <p>Supposedly 6:16</p> <p>sure 4:20 6:17 7:22 12:12 14:18 20:4 34:19 35:10, 19 43:4 55:3 57:11 61:11</p> <p>surface 20:17 25:18 26:4,12 29:8,11 30:10,24 31:12 37:6 44:3</p> <p>surprised 57:22</p> <p>surrounding 7:15 11:5 22:15,17 25:4 31:24 43:11</p> <p>sustain 24:24 26:18 40:11</p> <p>Swain 56:4</p> <p>switch 15:13</p>
---	---	--	---

<p style="text-align: center;">T</p> <hr/> <p>T-6 13:12</p> <p>table 19:13</p> <p>take 5:23 13:4 28:17 46:13 54:6 55:15 57:12 58:20 62:4 63:14</p> <p>taken 29:11</p> <p>takes 19:19 28:19 38:19</p> <p>talk 5:6 34:7 48:17 49:6 50:15</p> <p>talked 30:6 38:15</p> <p>talking 10:11 21:21 27:22 46:2 50:3</p> <p>tall 16:13 34:14</p> <p>Tappan 56:24 57:3,9</p> <p>team 4:7,16 8:4 26:8 28:15 31:5 34:5 46:14</p> <p>team's 5:21</p> <p>tell 50:8</p> <p>telling 63:6</p> <p>tend 42:11</p> <p>terms 10:16 11:12,13 28:3 31:2 53:20 58:1 60:23</p> <p>terraces 38:12</p> <p>testimony 4:4 5:4 7:2 41:24</p>	<p>Thank 3:18 8:12 10:19,23 12:6 24:11,12 45:14,21 46:20 47:12 52:4,5 53:18 55:24 57:15 60:1, 2,19 63:18,23</p> <p>theme 36:4</p> <p>there's 4:8 13:23 16:12,17 19:3,9 21:1,22 22:1 25:20 26:4,5,24 27:11 28:1,4,5,6 29:15,22 30:23 32:20 33:9 35:2 36:17,24 38:5,7,20 41:12,15 56:11 57:4 58:11 59:7</p> <p>they're 35:2 57:5,6 63:11</p> <p>thing 16:1,19 27:10,17 30:16 31:1,10 35:4 36:10,20, 23 38:23 58:23</p> <p>things 6:3 35:10 42:17 47:8</p> <p>think 3:19 8:7,16 9:14 10:1 11:1 26:11 30:4 36:6 38:23,24 39:9 40:23,24 41:21 46:1,4,15,24 48:3,12 49:1,8,10 50:12 51:17,18 54:24 56:11, 24 57:7 61:10,16,21 62:5 63:13,15</p> <p>third 17:3 19:1</p> <p>thorough 28:20</p> <p>thought 9:6 47:22 53:11 63:3</p> <p>thousands 47:19</p> <p>three 17:6 18:19 26:21 58:10</p> <p>three-bedrooms 20:14</p> <p>threshold 55:22</p>	<p>throw 8:3 28:23</p> <p>tight 6:21</p> <p>till 10:4</p> <p>time 9:24 27:21 28:9 31:7 46:19 47:24 52:2 54:3 60:9 61:14</p> <p>times 47:19 50:7 56:22</p> <p>tiny 41:12</p> <p>today 51:7</p> <p>told 16:3</p> <p>tomorrow 9:1</p> <p>tonight 3:5,6,11,12,14 16:7 22:8 47:22 48:14</p> <p>top 13:8,11 39:14</p> <p>total 20:11</p> <p>town 14:4 47:14 48:4 51:16 55:3 57:18,19 58:23 59:10,12,21,24 60:7</p> <p>town's 53:22</p> <p>tracks 12:23 14:23 15:5 19:9 29:5</p> <p>Trader 50:16</p> <p>traffic 5:5,14 6:12,22 9:22 10:12,15 11:18 27:12, 15,18 28:19 40:1 42:18 45:24 46:14 57:11 63:8</p> <p>traffic-calming 30:8</p>	<p>transcriber 3:14</p> <p>transit 20:20 49:5,10</p> <p>transit-oriented 26:16 40:3,4 49:6 62:18</p> <p>transportation 4:13 5:9 56:7 61:3</p> <p>trash 42:1,5,6,12</p> <p>Travel 47:19</p> <p>Tree 28:11</p> <p>triangle 13:11</p> <p>triangular 13:8</p> <p>trip 50:20</p> <p>troubling 57:21</p> <p>truck 44:6</p> <p>true 51:6</p> <p>trying 20:2 50:18 59:5</p> <p>turn 11:2 24:7</p> <p>turn-arounds 30:14</p> <p>turning 30:6</p> <p>two 13:18,24 16:16,17 32:4, 7,17 43:14 50:4,20 55:22</p> <p>two-bedrooms 20:14</p> <p>two-beds 39:22</p> <p>two-families 32:12</p>
--	--	--	--

<p>two-family 13:12,14 15:9 18:4 23:10 26:2,9 37:15</p> <p>two-story 12:17</p> <p>types 21:24</p> <p>typical 34:2</p> <hr/> <p style="text-align: center;">U</p> <hr/> <p>U-shaped 37:5 44:17</p> <p>U-turn 44:6</p> <p>Uh-huh 41:19</p> <p>ultimate 59:9</p> <p>undergo 58:9</p> <p>understand 43:20</p> <p>understood 60:19 62:14</p> <p>underway 5:14 9:22 11:19</p> <p>unencumbered 35:17</p> <p>unit 19:2 40:8</p> <p>units 18:10,21 19:3 20:11,12 46:11</p> <p>unspoken 58:21</p> <p>update 8:8</p> <p>updated 6:9,11,12 28:19</p> <p>updates 7:1</p> <p>upper 22:22</p>	<p>urge 8:14</p> <p>usable 21:4 22:13 58:1</p> <p>use 6:18 19:20 26:5 35:5 39:12 42:3 54:4 60:9</p> <p>uses 56:11</p> <p>usually 25:6</p> <p>utility 14:5</p> <p>utilize 12:24 14:15</p> <hr/> <p style="text-align: center;">V</p> <hr/> <p>value 45:22</p> <p>Vanasse 9:23</p> <p>various 4:4 14:18 21:9 22:4,19 23:3 61:15</p> <p>vegetative 37:8,17</p> <p>vehicles 35:20</p> <p>version 51:4</p> <p>versus 20:9 52:4</p> <p>vertical 33:9</p> <p>verticality 38:24</p> <p>viable 46:12</p> <p>view 15:4 23:12,16,24 24:5</p> <p>viewing 15:2</p> <p>views 14:18 15:1,7</p>	<p>viewshed 36:17</p> <p>Village 47:17</p> <p>visibility 28:1</p> <p>visit 3:23</p> <p>visual 39:17</p> <p>volume 28:23 40:17 43:2</p> <p>volumes 57:7</p> <p>vote 62:5 63:14</p> <hr/> <p style="text-align: center;">W</p> <hr/> <p>wait 60:15</p> <p>waived 5:20</p> <p>waiver 43:5</p> <p>waivers 43:3</p> <p>walk 29:19 49:15,17,18,19, 21 50:6,11,14,19 52:3</p> <p>walked 47:17</p> <p>Walker 40:2 62:17</p> <p>walking 30:5 36:15 49:23 50:16</p> <p>want 6:17,21 7:18 8:10 9:9 10:5 25:8 26:12 27:17, 19 32:14,15 34:20 36:8 37:10,11 41:10,24 42:7, 13,17 44:10 46:6 47:8 48:10,14 52:9,14,17 54:4 58:10 60:6 61:13, 15 62:5,9 63:14,15</p> <p>wanted</p>	<p>8:5 9:11 10:9 26:8 56:6, 15 57:12</p> <p>wanting 50:13</p> <p>way 29:18 30:13,23 35:14 38:9,18 42:19 44:16 49:17 53:3 59:21</p> <p>ways 10:17 61:15</p> <p>we'd 6:18 26:21 31:20 36:21 38:7,9 45:20 47:9</p> <p>we'll 5:23 9:1 10:22 11:2 27:18 42:8 44:24 45:7 46:4,15 55:15 61:3 63:16,21</p> <p>we're 3:15 8:16 10:11 12:2,3 22:16 27:17 31:1 32:16, 21 35:15,23 40:15 41:17 44:15 45:6 46:3 54:2,15 60:10,18 61:18</p> <p>we've 7:12 20:2,22 32:2 39:24 56:8 57:8</p> <p>website 45:8</p> <p>weeks 8:18 9:10</p> <p>weigh 42:20</p> <p>weighing 40:2</p> <p>weight 53:20,22</p> <p>welcome 8:6 45:15</p> <p>west 38:10</p> <p>what's 10:20 21:16 36:18 39:3 57:24 59:20</p> <p>whatsoever 4:12</p>
---	--	--	---

<p>who's 4:20 5:9 50:18 56:16 63:8</p> <p>wide 29:18</p> <p>wish 47:3</p> <p>wits 63:9</p> <p>woman 36:13</p> <p>won't 4:14 10:17 16:6 43:14</p> <p>wonderful 8:4</p> <p>wood 34:2</p> <p>work 10:16 11:20 54:5 55:4, 17 59:11,20</p> <p>worked 7:23 63:10</p> <p>working 12:2</p> <p>works 39:12 51:7 59:10,23</p> <p>wouldn't 31:6</p> <p>wraps 43:13</p> <hr/> <p style="text-align: center;">Y</p> <hr/> <p>yard 21:10 22:3 36:3</p> <p>yards 21:24 22:5 36:5</p> <p>Yeah 9:16 34:19 62:9</p> <p>year 8:1</p> <p>years 50:11 56:19,23</p> <p>York 8:2</p>	<p>you'd 7:20 56:14</p> <p>you'll 27:10,16 37:22 39:9 40:18 63:21</p> <p>you're 15:8 17:8,16,23 25:19, 20 29:19 33:12 34:21 37:19,20 38:1,2 40:24 45:15 50:3,4</p> <p>you've 11:9 27:12,13</p> <hr/> <p style="text-align: center;">Z</p> <hr/> <p>ZBA 6:23 28:13 40:9 48:5 62:12,14,20</p> <p>zero 59:7</p> <p>zone 31:2 44:9</p> <p>zoning 3:6 13:9,12 19:15,16, 18,19 20:4 21:3,7 22:19,20 32:4,6,7 41:8 55:1 58:16 61:7</p> <p>Zuroff 3:3,4,18 8:10,19 9:4,12, 16 10:19 11:8,15,24 12:3 24:11 44:21 45:4, 9,13,16 46:21 47:1 52:5 53:18 55:19,24 57:15 60:2,5,19 61:12,18 62:23 63:13,19</p>
--	--