

In The Matter Of:

Brookline Zoning Board of Appeals Hearing

ZBA HEARING - Vol. XVIII

December 1, 2014

MERRILL CORPORATION

LegalLink, Inc.

101 Arch Street
3rd Floor
Boston, MA 02110
Phone: 617.542.0039
Fax: 617.542.2119

Volume: XVIII

Pages: 1-122

Brookline Zoning Board of Appeals Hearing

Case Number 20130094

40B Application by Chestnut Hill Realty

The Residences of South Brookline

December 1, 2014 at 7:00 p.m.

Office of Town Counsel

333 Washington Street, 6th floor

Brookline, Massachusetts 02445

Merrill Corporation LegaLink, Inc.

179 Lincoln Street, Suite 401

Boston, Massachusetts 02111

(617) 542-0039 Fax (617) 542-2119

Reporter: Kristen C. Krakofsky

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

Appearances

Board Members:

Jesse Geller, Chairman

Jonathan Book

Chris Hussey

Mark Zuroff, Associate Member

Kathryn Cochrane Murphy, Esquire,

Krokidas & Bluestein

Edith M. Netter, Esquire,

Edith M. Netter & Associates, P.C.

Joseph Geller, Stantec Consulting

Marc Levin, Chestnut Hill Realty

Steven Schwartz, Esquire, Goulston & Storrs

Paul Ford, Fire Chief

Dan Bennett, Building Commissioner

1 PROCEEDINGS

2 7:09 p.m.

3 MR. JESSE GELLER: Good evening, everyone.

4 This is our continued hearing on the Residences of
5 Chestnut Hill. My name is Jesse Geller; to my left is
6 Chris Hussey; to his left is Jonathan Book; and to
7 Jonathan's left is Mark Zuroff.

8 Tonight's hearing will be consideration of
9 public safety issues. As anyone who's followed these
10 hearings is aware, we started to address those issues.
11 Chief Ford was kind enough to appear once before. He
12 gave us some preliminary comments, and he is back to
13 provide us with further comments. I understand that
14 the applicant's traffic consultant will respond to
15 those comments.

16 No. You're shaking your head. He will not?

17 MR. LEVIN: We will.

18 MR. JESSE GELLER: We will. Okay.

19 After we complete the presentation about
20 public safety, we will continue our discussion that we
21 started at the last hearing that related to parking.

22 I have here -- are you doing another
23 presentation?

24 MR. LEVIN: Short. Yes.

1 MR. JESSE GELLER: You're doing another
2 presentation. Okay. And then the board will
3 deliberate -- continue with the discussions where it
4 left off last week which will obviously pick up some of
5 the information that we receive at this hearing.

6 If time permits, once we finish with our
7 discussion we will then -- depending on the content of
8 the discussion -- move into a discussion about
9 waivers. We've been provided with a schedule, and I
10 see the building inspector in the rear of the room, but
11 this will depend on how far we get this evening.

12 Chief?

13 MR. FORD: Good evening. I'm happy to be here
14 tonight to discuss this project further and address
15 some concerns. I know that the whole project --
16 obviously there's a lot of concern about a lot of
17 what's involved. I've been asked a few questions --
18 been presented to me over the last few weeks and
19 especially since I was here last that I'd like to
20 address. Also, I've seen different things written in
21 letters sent to me and emails sent me to, and in many
22 cases quoting me not factually correct. So I'd like to
23 try and clear the air and make sure that my position is
24 understood in its entirety.

1 I'll first start with the response time that
2 has been a big issue and how it comes to be a standard
3 that we go by. The NFPA, the National Fire Protection
4 Association, has many, many standards out there. They
5 are standards that are recognized throughout the
6 country. They are not a requirement of law in this
7 state, but they are standards that we try to achieve.
8 Are we able to achieve every NFPA standard? Absolutely
9 not. But we make our best effort and we try to. All
10 the standards that I know of also begin with speaking
11 of the authority having jurisdiction -- which in this
12 case is myself -- having some leeway in these areas.

13 When it comes to response, NFPA Standard 1710
14 is the standard for organization and deployment of fire
15 suppression operations by career departments. There
16 are two key guidelines that the standard addresses when
17 it comes to response times. They speak about the first
18 engine arriving on the scene, and they want that engine
19 to arrive on the scene in no more than four minutes.
20 And there's a caveat to that. It's 90 percent of the
21 time. And I'll get into that in a minute.

22 In Brookline we have Engine 6 stationed at
23 Hammond Street in close proximity to this proposed
24 development, and it will arrive in the NFPA time frame

1 of four minutes 90 percent of the time. Now, what is
2 that 90 percent? Why do they allow that, typically?
3 Well, there will be days when Engine 6 is tied up.
4 It's at another call or it's out training or getting
5 fuel, so maybe it won't make it occasionally. But as a
6 whole and as a town-wide response, we meet -- in this
7 town, we meet that response 95 percent of the time we
8 have our first engine on the scene in four minutes.

9 The next step that they go by and that we
10 always try to achieve is the full first alarm
11 assignment on the scene within eight minutes 90 percent
12 of the time. Now, as a whole, I just mentioned that we
13 do that in the 90th percentile, over 90 percent.

14 In this proposed development, it is my
15 estimation we will never achieve that. While we still
16 may achieve our over 90 percent town wide, in that
17 development we will never achieve 90 percent. We will
18 never get there in time, in the eight minutes. Some of
19 the additional response, we have fire apparatus
20 responding. The first one we know will make it. The
21 next engine will make it in roughly six minutes, maybe
22 seven. The third engine and the first truck will not
23 make it in eight minutes. It will be a little longer
24 than that. And the second engine will be delayed

1 probably eleven or twelve minutes. So I want to make
2 that clear. That's the standard. That's what they
3 want us to achieve, that's what we try to achieve.

4 I want to note that it's important that
5 oftentimes houses are placed outside this response
6 time. Not every community in South Brookline -- we're
7 at the far end of our community. We cannot make a full
8 first alarm assignment anywhere down there in eight
9 minutes. Not just this development, but in all those
10 areas it's a difficult response outside of that time
11 frame.

12 What's the difference now to what's done in
13 the past? Well, we're not looking at single-family
14 homes. We're looking at multiple-family, a
15 development, congested area.

16 Also standards change; times changes. We
17 don't have conforming lots down there. If someone had
18 a conforming lot and they wanted to build a house and
19 they had a 1,000-foot driveway, I would have no say in
20 the matter. That's not the case here.

21 And when we talk about a large number of
22 people, we're not asking for one house to be put in
23 this area that's difficult to get to in a timely
24 fashion. We're putting a lot of units in there and a

1 lot of people in that project, that development. The
2 congestion, the amount of lives that we're putting
3 there in an area that's difficult for us to get to,
4 that is different than if someone were before us asking
5 to build a single-family home.

6 I strongly disagree with what I've heard
7 mentioned several times even after I addressed it
8 already about relying on Boston. We don't and won't
9 rely on Boston to go to our everyday calls. We have a
10 mutual aid agreement in Metro Boston with all the
11 communities to respond in the event that our apparatus
12 are committed and we need extra help, whether that
13 extra help is to fight the fire or that extra help is
14 to man our stations in the event of an additional
15 alarm. That's what we do with mutual aid. We do that
16 for Boston, they do that for us. But we don't relay on
17 other communities to go to our every call at certain
18 locations because we can't handle it. It's not how we
19 operate, and I'm not going to go down that road.

20 In working with the developer, they have
21 agreed to certain things that help us -- help me
22 alleviate some of the concerns on the added response
23 time. They have agreed to install an NFPA 13-designed
24 sprinkler system in all the buildings. This is a plus

1 for us. While it would be a requirement in the larger
2 building and maybe even one of the others, it wouldn't
3 be a requirement in the smaller ones.

4 This sprinkler system not only protects the
5 lives of the residents, but it also protects the
6 building. The sprinkler system that they could
7 possibly put in those buildings would only be concerned
8 with the lives, and the building can burn to the ground
9 after the people are out.

10 What that means to me is having a better
11 system in that keeps that building in check not only to
12 let the residents get out in a timely fashion, but it
13 notifies us. It's tied into the alarm system. We get
14 there. The building has been protected by the
15 sprinkler system. It's held the fire in check. My men
16 are going into a building that would be more
17 structurally sound than had it been left to burn, so
18 they're safer. And the building will have much less
19 opportunity to become fully involved which would create
20 an exposure hazard to some of the nearby residents. So
21 that sprinkler system, that concession, has helped with
22 the -- counter the extended time, response time.

23 They've also agreed to put a Class 1 or 3
24 standpipe system in the large building. Now, it may

1 have been required, depending on what the outcome is,
2 but as you know, we have no definitive plans. We don't
3 know exactly how many floors it's going to be. So at
4 this point, while it may have been required depending
5 on what the final outcome is, they have agreed,
6 regardless, to put that standpipe system in. That will
7 allow my firefighters to attack the fire quicker,
8 again, making everything safer for the residents and
9 for my people who are fighting the fire. So while,
10 again, we're responding a little longer, I have
11 something to expedite putting water on the fire.

12 And the third item that they've agreed to is
13 to provide a fire alarm detection system that will have
14 direct notification to us of a design that I approve.
15 This will save time. It will get the alarm to us
16 immediately, which there's no delay in a third party.
17 A fire alarm will notify the fire companies and they'll
18 respond quicker, again, helping with that extended
19 travel.

20 So as far as the distance in that time frame,
21 while it's not perfect, these concessions, I'll say,
22 will adequately address the concern I have of the
23 extended time frame on the response.

24 The blasting issue, I don't know if you want

1 me to go into any detail. They have agreed to abide by
2 all the stipulations that our blasting consultant came
3 up with, so I'm happy with that. I believe that will
4 be a safe operation, as safe as it possibly can be, so
5 unless you want to go into any detail -- we have a
6 final report coming from him with all the stipulations,
7 but the night he was here, we did agree to what he had
8 recommended.

9 There are, however, a few areas that still
10 concern me that we need to discuss. It's caused me
11 great concern right from the beginning. Dead end
12 areas, my apparatus going down dead ends, getting
13 stacked up, unable to respond out of those areas in a
14 quick fashion. So I want to be clear on one thing.
15 These turn-arounds or so-called hammerhead turn-
16 arounds, I've been asked about this. Several points
17 I'll address. Let me be clear. I don't want
18 hammerhead turn-arounds. That's my opinion.

19 Have they been used in Brookline in the past?
20 Absolutely. I've been here before, and I was asked
21 about this issue and other issues of this nature, and
22 I've said every time, my job is to protect the citizens
23 of Brookline, past and future, and my firefighters.
24 Hammerhead turn-arounds are dangerous. There will be a

1 lot of children in the area, in this location. I don't
2 like my apparatus having to back up to get out. I
3 don't like them getting stacked up in an area they
4 can't just drive forward.

5 I've mentioned in the past -- again, I was
6 asked, have they been used before? Are they in
7 Brookline? Yes, they are. We used to use horses in
8 the past too. We don't do that anymore. If you go
9 down certain highway interchanges, you can find an
10 off-ramp that has an extremely tight radius. That
11 would never be allowed today, but they were allowed at
12 one time. They were accepted. And we've learned and
13 now they're not. Our own children, we would want our
14 children to learn from our mistakes. Just because they
15 were allowed in the past doesn't mean that we should
16 accept them today or in particular situations.

17 Can there be a situation where I would allow
18 it? Absolutely. That single-family home with the
19 1,000-foot driveway that I have to have my firefighters
20 back out of, I would love for that homeowner to put a
21 hammerhead turn-around there and alleviate my apparatus
22 backing up 1,000 feet, absolutely. Remember, that
23 homeowner on that conforming lot, he can pretty much do
24 what he wants. So if he'd do that turn-around for me,

1 I'd love it, but he doesn't have to. He doesn't need
2 anything from it.

3 The other thing with single-family homes --
4 and I say this from my 32 years of experience in the
5 fire service and from no statistic I've read in a
6 book -- single-family owner-occupied homes present us
7 with less fire problems historically than multiple
8 family rental units. It's just, in my opinion, fact.
9 In my experience, it's absolute fact. So, again, I was
10 asked here in the last meeting, could I ever see any
11 building going on down there. A single-family home is
12 different than what we're looking at, many more lives
13 at stake, many more children running around, causes me
14 great concern.

15 I've been asked if there were -- how many past
16 deaths or injuries by fire apparatus backing up in
17 Brookline. And to my knowledge, none. It's never
18 happened. But that's a very convoluted view of it.
19 The City of Fall River has a fire station named after
20 Reney Eastwood, a firefighter who was run over and
21 killed by his best friend backing up a fire apparatus.
22 This was an alert, adult firefighter who was killed by
23 an apparatus backing over him in a nonemergency
24 situation, so I'm sure you can envision the possibility

1 of a child and a child going unnoticed by the driver of
2 the apparatus.

3 I've been asked about the additional time to
4 get back in service, and this, again, concerns me. Do
5 I have an exact number? No, I don't.

6 The one area of the development, the building
7 that's closest to the VFW Parkway, I would estimate
8 that the driveway there is 5-, 6-, 700 feet long. It
9 goes down a grade. My apparatus would -- if they had
10 to back up, would back up a grade. In the best of
11 conditions, the 40- the 60,000-pound apparatus backing
12 up, firefighters off the apparatus trying to spot the
13 driver, I would estimate at least two minutes to get
14 out of that parking area. And if there are three and
15 four apparatus in there, they all can't move at the
16 same time, so there's going to be quite a delay on
17 those other apparatus. Easily a two-minute delay.

18 With that, I have a little video that I would
19 like to show everyone right now, and it brings two
20 points -- it addresses two points that I would like to
21 consider.

22 One, if you listen to the narrator, he speaks
23 at one point about sprinkler systems and what it would
24 do at that point, hence the sprinkler systems in the

1 building in this project and why we need them.

2 But then I want you to look at what happens in
3 this fire and in the time frame and think of my
4 apparatus going to the scene, backing up, fire alarm
5 has already called them, the chief has released them.
6 There was food on the stove. It was nothing.

7 And fire alarm calls those companies. We had
8 another report of a fire. We need you to respond to
9 Cypress Street from Hancock Village. The guys are
10 running out to the apparatus, they're backing up,
11 they're trying to get the driver to back up the hill,
12 and what you're about to see is going on.

13 (The following is a transcription of the
14 video.)

15 We have seen how fire behaves. Now let's
16 watch when a real chair begins to burn. Note that our
17 chair is in a room surrounded by typical bedroom
18 furnishings: a bed, pillow, bedspread, dresser, wall
19 hangings, draperies, and carpeting. Although this room
20 has been constructed in a test facility, all of its
21 contents were purchased at consumer outlets. Their
22 response to fire is similar to the furnishings in your
23 home.

24 An electric coil acting like a carelessly

1 dropped cigarette is heating this upholstered cushion
2 causing smoldering. Smoldering is slow combustion
3 taking place on the fuel's surface. Smoke is present
4 without flame. Smoldering can sometimes go on for
5 hours before developing into flaming combustion.
6 Although smoke develops slowly in this phase, given
7 enough time it can fill a structure and kill occupants
8 before any significant flame is present.

9 The fire is now progressing into the flame
10 producing stage. Flaming combustion can only occur
11 when the necessary quantities of heat, fuel, and oxygen
12 are present. Right now we have a small flame. It is
13 rapidly progressing into a substantial fire.

14 As we noted earlier, the heat from the fire is
15 producing combustible and toxic gases from the burning
16 chair. A smoke detector has been placed just outside
17 the room. The fire has now given off enough smoke to
18 activate the alarm, telling occupants to make an
19 immediate escape.

20 The buoyant nature of the gas is released from
21 the burning chair causing the flame to spread upward.
22 Heat from the rising flames quickly ignites the
23 draperies en route to the ceiling. The temperature of
24 the ceiling above the chair is now 570 degrees

1 Fahrenheit, 300 degrees Celsius. If a residential
2 sprinkler had been placed eight feet diagonally from
3 the corner, it would now activate, sounding an alarm
4 and discharging water. Fire damage would be confined
5 to the chair and curtains.

6 The buildup of smoke and its toxic gases have
7 now thickened into a hot, dense cloud in only 70
8 seconds since the first appearance of flame. This
9 mushrooming cloud of hot, thick smoke and gas begins to
10 act like a space heater radiating heat downward. The
11 paint and wall finishes, the furniture, paper, fabric,
12 wood, and plastics in the room are beginning to
13 decompose from the blistering heat. And as they
14 decompose, they contribute to the buildup of toxic and
15 flammable gases.

16 The smoke level continues to descend and is
17 now four feet above the floor. The temperature of the
18 floor has reached 212 degrees Fahrenheit, the boiling
19 point of water. The huge quantities of smoke almost
20 fill the room. The blow of hot air and radiant heat
21 from the layer of smoke have combined to raise the
22 temperature of everything in the room. The carpeting
23 and other furnishings are now so hot that they are
24 ready to burst into flame and then flash over. Every

1 flammable object in the room is almost instantaneously
2 ignited. The combustible gases from the decomposing
3 furniture are being consumed by the fire. The room
4 itself is an inferno.

5 From a tiny flame on a chair to a room totally
6 involved in fire took only two minutes. Carbon
7 monoxide and other toxic fumes are now being generated
8 in tremendous quantities. The temperature inside the
9 room is 1,400 degrees Fahrenheit, 760 degrees Celsius.

10 A room that flashes over becomes like a
11 furnace unable to retain the heat it is ...

12 (End of video.)

13 MR. FORD: So with that I ask -- I go back to
14 the -- how long it would take my apparatus to back up
15 and get out of there, get on the road, and I think an
16 extremely minimal guess is two minutes. That's going
17 on on Cypress Street while my guys are backing up. So
18 what time frame is acceptable to spend backing up and
19 getting apparatus out?

20 If you notice -- if you heard what the
21 narrator mentioned about the sprinkler system, a
22 sprinkler system in that room would have kept that fire
23 in check. Again, as I'm saying, we'd have sprinklers
24 in these buildings, going to keep that fire in check so

1 when my firefighters are out on the scene they have a
2 safer environment to go in, they have hopefully an
3 environment that hasn't involved -- a fire that hasn't
4 involved the structure, the integrity of the building.
5 It's much safer for all.

6 But not all our homes -- in fact, a very small
7 percentage -- are protected by sprinklers. That's why
8 it is extremely important for us to get there as
9 quickly as possible.

10 The next area I'd like to address is a couple
11 of different areas of the development that have these
12 problems with us getting in or out in time.

13 The first area I'd like to talk about is the
14 Thornton and Grassmere Road area, and that's this area
15 right here. At present time, there is a -- basically a
16 sidewalk across the road, so vehicular traffic cannot
17 go in and out. This plan -- the current plan right
18 here has two new buildings. This is Grassmere and
19 Thornton, has a new building here and a new building
20 here. So I originally was quite concerned with egress
21 because we couldn't get in here. We would have to
22 drive all the way down and around, and then once in
23 this area we would be what I call "stacked up" and not
24 able to get out.

1 In speaking with the developer, he has agreed
2 that in this area we'll put a gate that will be
3 activated with our opticom devises like we have to
4 operate traffic lights so that the fire department will
5 be able to -- we can come in this way or we can leave
6 this way, therefore gaining access to either one of
7 these buildings. So that helps me out with my access.

8 However -- I'll start right from the beginning
9 on egress. This area, it did have a hammerhead turn-
10 around in the beginning. They've put a turn-around for
11 me down here. It's going to be a sufficient diameter
12 for my apparatus to turn around. That's helped out
13 immensely.

14 On this side, though, I still get stacked in.
15 And as I go back -- the original plan that I first saw
16 I believe has at least three versions now. Coming in
17 from Independence into this area, I have one house and
18 two. But I had this parking lot that allowed my
19 apparatus to turn around and exit.

20 That plan was then changed to this plan, still
21 two buildings, parking with no turn-around area. This
22 little area right here is designed for my apparatus to
23 drive in, turn, and back up into that area, which I
24 don't like, as you are well aware. Now there's a third

1 building here.

2 My professional opinion, I don't like the
3 turn-arounds, I don't like the hammerhead turn-
4 arounds. I want to see access for my apparatus to be
5 able to drive around the turn-around however it can be
6 fit in here. The original plan, I think, would have
7 done it sufficiently to get in and out of that area.

8 The other big area of concern is dead ends.
9 There was one here. They've eliminated some buildings
10 here. The new building that's up, we're going to be on
11 the street right here, so that's okay.

12 We get down to this building, all the way down
13 the bottom at the Veteran's Memorial Parkway. And I've
14 mentioned right in -- well, during the last few months
15 anyway -- I would like to see egress out onto the
16 parkway. This is the area -- this is a very long
17 driveway. The grade is going to require backing up or
18 backing into this hammerhead which -- I'm not even
19 going to discuss that anymore. I think everybody knows
20 my opinion on that.

21 I would prefer to see that this building is
22 contingent on egress out to the Veteran's Memorial
23 Parkway. This is the area I was asked specifically,
24 well, what would be the difference in time frame to

1 back up versus -- and respond to another call -- versus
2 driving straight out. Well, I think the video just
3 showed the time spent backing out is just not
4 acceptable.

5 The other area that has been in question is
6 the main building or the midrise building. And in the
7 original plan when we first discussed it and I told
8 them my opinion on the hammerhead turn-arounds, they
9 designed a turn-around area in the back for my
10 apparatus. That since has changed, and I'm told part
11 of the reason was, well, public sentiment was to move
12 this building back a little for aesthetic reasons or to
13 hide it better, whatever the reason was. There's a lot
14 of stone in the back, I believe, of these other
15 buildings, so it narrowed the area in the backyard so
16 now there's not enough room for a turn-around. So I'm
17 left with a hammerhead back there.

18 However, I believe that this access we would
19 only use in the event of an actual fire. We won't be
20 responding down this long driveway to the building on
21 any given call. We wouldn't be responding in the back
22 on medical calls. I would be positioning an apparatus
23 back there much, much less often. So what they're
24 providing for right now I can live with, but I really

1 don't want to have hammerhead turn-arounds in any of
2 the areas we're already responding to more often.

3 One of the comments that I actually saw in
4 writing that I said was that this was my main area of
5 interest in this whole development, and I was
6 principally concerned with the large building. But I
7 just want to point out that I would say that that's not
8 correct, that's inaccurate because one of my real main
9 concerns were the other buildings that weren't
10 sprinklered, we had the delay, and so forth.

11 So, again, I go back to the sprinkler system.
12 For a fire chief, that's huge. Sprinkler systems are a
13 very good benefit for the residents and for my
14 firefighters.

15 I've also seen quotes that I've said things
16 about the height of the building. The problem with
17 this building right now, and all of them, as far as
18 making solid determinations is, again, we don't know.
19 We don't have a definitive plan. There's nothing in
20 writing to show how many floors and its construction
21 type and so forth. So those things are still a little
22 up in the air. But with the sprinkler systems, with
23 the standpipe systems, with the fire alarms, direct
24 notification to us, and without the hammerhead turn-

1 arounds, with the direct access or egress to the VFW
2 Parkway, my concerns have at least been alleviated to a
3 high degree.

4 And with that, I'm open to questions, or not,
5 whatever you choose.

6 MR. JESSE GELLER: I'll start with a couple.

7 MR. FORD: Excuse me. I'm sorry, one thing.
8 That video was designed and produced by the NFPA, and
9 it's called "Countdown to Disaster." You can Google it
10 and see it at any time.

11 MR. JESSE GELLER: You ready?

12 MR. FORD: Sure.

13 MR. JESSE GELLER: Okay. The first question
14 is: Forgetting for the moment the confines of what
15 they've specifically designed in the iteration you've
16 shown up here, in your mind is it possible to design a
17 hammerhead turn-around that is safe?

18 MR. FORD: Not if I have to back up.

19 MR. JESSE GELLER: Not if you have to. Okay.

20 MR. FORD: That is my --

21 MR. JESSE GELLER: All hammerheads require you
22 to back up, I assume.

23 MR. FORD: You understand that's my opinion.

24 MR. JESSE GELLER: No. I understand.

1 MR. FORD: I'm paid as the fire chief to take
2 these things under consideration. And my desire to
3 protect citizens and so forth -- maybe you find a fire
4 chief that doesn't care about it and doesn't find a
5 concern. I do.

6 MR. JESSE GELLER: Yeah. My question was more
7 about, if they could design wider driveways or come up
8 with a hammerhead that offered more flexibility,
9 whether that would be sufficient or whether there is no
10 hammerhead that would meet your concerns.

11 MR. FORD: If they designed a hammerhead that
12 was 360 degrees, I'd be happy with that.

13 MR. JESSE GELLER: I think that they call
14 that --

15 MR. FORD: A circle.

16 MR. JESSE GELLER: You cited that on the
17 building that's located on what we're calling the E3
18 parcel, which is the one closest to VFW Parkway --

19 MR. FORD: Okay. Right down here.

20 MR. JESSE GELLER: Yes. Is there an
21 alternative to access the VFW Parkway that would
22 satisfy you?

23 MR. FORD: I would rather see that access --
24 the egress. Again, I'm worried about getting out. I

1 would rather see that. It would be best, in my
2 opinion.

3 If the alternative would be a turn-around
4 there -- the only reason I say it's best is when I have
5 a turn-around and I have four or five apparatuses in
6 there, they still have to get by each other. Now, yes,
7 the roadway is going to be 23 feet wide, and that's
8 sufficient. It is sufficient in a perfect world.
9 There are going to be problems. My apparatus -- I
10 could have apparatus positioned -- I could have maybe
11 the second or third apparatus positioned up here and
12 actually set up a hose on the ground. Now the front
13 apparatus, where the chief's not using them, he says
14 they can go back to quarters. They're not going to be
15 able to turn around in any fashion and drive back out.
16 So that is a possibility.

17 So if you're asking me what I would rather
18 have, I would always rather have my guys able to drive
19 straight out of these areas. That way there's no
20 boxing them in without any -- there's no reason they're
21 going to be boxed in that way. However, without that,
22 a full turn-around there would satisfy me.

23 MR. BOOK: And you wouldn't, under normal
24 circumstances, access that building number 9 from VFW?

1 MR. FORD: Here? You mean as a direct fire
2 attack?

3 MR. BOOK: Yeah. I mean, you would bring the
4 trucks into the development.

5 MR. FORD: Remember, we're coming down
6 Independence. We're coming from Clyde and Hammond.
7 We're all going to be coming down here, so it would be
8 unlikely that we would drive out and into Boston and
9 come around to the front. I'm not saying it wouldn't
10 happen. And it very well may happen that the incident
11 commander, the chief on the scene -- the first
12 apparatus are going to come down through here and in
13 the driveway, and that chief may call the second-due
14 ladder and tell them, come around by VFW so he has both
15 sides of the building covered. But it wouldn't be our
16 normal way that we respond there.

17 MR. BOOK: And then can I ask -- so what
18 you're showing is -- I realize this plan doesn't show
19 the two new buildings on -- that are flanking Thornton
20 Road.

21 MR. FORD: Is that better for you?

22 MR. BOOK: Yes. So the developer has agreed
23 to open up the Thornton as a means of egress. You'll
24 have the ability to control that to get out.

1 MR. FORD: Correct.

2 MR. BOOK: But you still have concern about
3 the building to the immediate left of that?

4 MR. FORD: Right here?

5 MR. BOOK: No. That building you can get
6 into.

7 MR. FORD: That building is fine. We can get
8 to these buildings. The problem is when I respond to
9 this building or this building, now my apparatus are
10 trapped in there.

11 MR. BOOK: Trapped in there. And there's no
12 way to get onto Thornton?

13 MR. FORD: Correct.

14 MR. BOOK: Okay. And so that's where there's
15 still a hammerhead where you would have to back up to
16 get out?

17 MR. FORD: Correct.

18 MR. HUSSEY: I guess I'm going to ask
19 Mr. Geller this one.

20 It almost looks as if there's room here to
21 allow a path for the truck to come back onto this road,
22 onto Thornton, I guess. Is that at all possible or --
23 even if it was only wide enough for one way?

24 MR. JOE GELLER: If you wait for our

1 presentation, I'm sure that I can answer that question.

2 MR. HUSSEY: Excellent.

3 The next question has to do with this area
4 down here. It almost looks as though there is a turn-
5 around or an incipient turn-around down here.

6 MR. FORD: I believe that's designed right now
7 with a hammerhead turn-around.

8 MR. HUSSEY: That's what you said, I know, but
9 that's what I'm asking. So it's still a hammerhead?

10 MR. JOE GELLER: It's still a hammerhead.

11 MR. HUSSEY: There's not enough room to put a
12 turn-around down there?

13 MR. JOE GELLER: Not as currently configured
14 with the road and the parking. The way we have it
15 configured, we have to do a hammerhead.

16 MR. HUSSEY: But if you eliminated some of the
17 parking right around that area?

18 MR. JOE GELLER: We'd have to look at it.

19 MR. HUSSEY: Okay. So it might be possible,
20 though, if you eliminated some of the parking?

21 MR. JOE GELLER: Yes. We'd have to look at
22 it. But I think if you look at the size of the other
23 turn-around, you looked at that one, that's probably --
24 it's pretty close.

1 MR. HUSSEY: Okay. That sounds good. I would
2 work on that.

3 And the other thing I'd like to ask the chief
4 is just -- is a curiosity on my part. I don't know if
5 it means anything, but this is the town line between us
6 and the City of Boston?

7 MR. FORD: Correct.

8 MR. HUSSEY: And so how does Boston get into
9 these --

10 MR. FORD: Oh, I'm sorry. I misspoke. I
11 don't know if that's correct. I think this is their
12 40A or -- that's the town. Okay.

13 MR. HUSSEY: So I don't know if it means
14 anything, but for Boston to get to -- these are not
15 serviced by Brookline. Those are serviced by the City
16 of Boston --

17 MR. FORD: Correct.

18 MR. HUSSEY: -- the abutter. And it's tough
19 to get to -- they have to come through this way.

20 So the other part of this question is: It
21 appears -- as near as I can make out -- that the
22 Brookline portions and of Hancock Village in this area
23 are about 100 -- a little over 100 units. And so this
24 building, which is 109, is basically doubling the

1 amount of buildings at this end to what's there now.

2 MR. FORD: That sounds accurate. I didn't
3 count them up. If there are originally 100 now, it
4 sounds accurate.

5 MR. HUSSEY: Is there anything you want to add
6 about that?

7 MR. FORD: Well, I said right in the
8 beginning -- I believe I mentioned that -- we were
9 talking about development. I was asked here at the
10 last meeting, would I not be in favor of any other
11 development in South Brookline. And I said no, that
12 would not be an accurate statement. A single-family
13 home, multiple single-family homes going in are
14 different from a fire protection point of view. As you
15 just pointed out, I'm going to be asked now and my men
16 are going to be asked to protect double the amount of
17 people. We have a problem getting there, although some
18 of that has been addressed. But we have concerns and
19 now we're going to double the amount of lives at stake
20 in that area. So that is why it's as important an
21 issue as it is. It's not just building one house
22 there.

23 MR. HUSSEY: Okay. Thank you, Chief.

24 MR. ZUROFF: Chief, we haven't dealt with many

1 projects of this size, so I want to lead you to another
2 question by asking you, the station on Hammond Street,
3 which is the closest station, how big an area does that
4 presently serve?

5 MR. FORD: How big an area?

6 MR. ZUROFF: How much of an area does that
7 station directly serve? What's its first response
8 circle?

9 MR. FORD: Well, that would -- that's a
10 difficult question for me to just answer off the cuff
11 because it has -- it all depends. If you're saying
12 what area is its first due response on a single company
13 run -- but it could be a third company run?

14 MR. ZUROFF: No. I understand it can go
15 elsewhere, but what I'm asking is the first response,
16 its first primary responsibility, how big an area?

17 MR. FORD: All of South Brookline, probably up
18 to and across Boylston. Maybe -- now you're getting to
19 the area of where Engine 4 and Engine 6 might take over
20 for one another. I can't tell you that exactly, but
21 let's say up around the intersection of Boylston and
22 Hammond. Maybe even further towards Coolidge Corner by
23 a block, possibly. It's going to go down, cover all of
24 South Brookline to Clyde, by the observatory, down

1 maybe by the park. About that area.

2 MR. ZUROFF: Do you have any idea how families
3 or people that area comprises?

4 MR. FORD: No. But obviously it is a
5 neighborhood or an area of town that has typically
6 larger estates or --

7 MR. ZUROFF: It's less dense.

8 MR. FORD: Yes. They have a much less dense
9 population, and their runs would reflect that. If you
10 looked at the amount of runs that they go on in a year
11 versus Engine 1 in the Village or Engine 5 in Coolidge
12 Corner, you'd see a vast difference.

13 And, again, as I mentioned before, there are a
14 lot of things that come into play here, but single-
15 family, owner-occupied versus multiple-family, rental,
16 or even condos, it's just -- you pack more people
17 together, you typically end up with more of a fire
18 problem.

19 MR. ZUROFF: You're going to where I'm going.
20 Because it's less dense, there's more area for this
21 company to cover. That's fair to say?

22 MR. FORD: That's fair to say.

23 MR. ZUROFF: Is there a need or did you
24 foresee a need soon to add another station in this

1 area?

2 MR. FORD: My quick answer would be terrific.

3 I'll take one.

4 MR. ZUROFF: I'm not offering.

5 MR. FORD: I'm going to have to give that more
6 thought. Do I see a need?

7 First off, relocating or adding fire stations
8 in any community is not something that's easily done or
9 done very often. Just look at the age of our
10 structures and see that they've been in place for a
11 long time.

12 I don't know that repositioning that station
13 would do a lot of good. It already gets to this area
14 in a timely fashion. So really that station in and of
15 itself, there would be no reason to relocate it if we
16 already hit this part of town or that part of town. So
17 I don't think that that would be --

18 MR. ZUROFF: So its location is adequate for
19 this area of town -- its location?

20 MR. FORD: Yes.

21 MR. ZUROFF: Okay. Now, taking that thought,
22 adding to the density of this area by 161 units -- and
23 I don't know how many families that is, I don't know
24 how many people that is -- is that a significant

1 increase for this area for that station?

2 MR. FORD: Well, I would say --

3 MR. ZUROFF: In this configuration. These are
4 not single-family homes.

5 MR. FORD: I don't have numbers in front of me
6 to know how many families are in that area now, but, I
7 mean, it's something that I could possibly track down.
8 But I would say any time we add 100 units that are -- I
9 believe, two- and three-bedroom units; is that
10 correct?

11 UNIDENTIFIED: And four.

12 MR. FORD: We're looking -- I mean, we're
13 building three- and four-bedroom units, not for a
14 couple, so we are adding probably 300, 400, maybe 500
15 individuals into this response area. That is certainly
16 going to add to the medical calls in that area. That's
17 an absolute given. And it's going to add to the fire
18 calls.

19 Now, do I think that those fire calls will add
20 up to something that's a crazy number that we can't not
21 handle with that station, that engine? Forgetting the
22 distance factor, I don't think that those 100 units are
23 going to be a tremendous burden of fire calls, but that
24 will increase. There will definitely be an increase on

1 medical calls, which we are the first responders to, so
2 we'll be going there for those.

3 MR. ZUROFF: Okay. And then -- I think you've
4 answered that question.

5 And then this question is both for you and for
6 Mr. Bennett, perhaps. And that is that if -- and this
7 is hypothetical, but it's directed at this particular
8 development -- if there was a building in this area
9 that wanted to add 10 floors to it and 100 residents
10 let's say -- not in this area, but let's say any area
11 where they want -- they would have to comply with
12 current building codes and fire codes in order to add a
13 significant amount of occupancy to this building; is
14 that correct? So there would be no grandfathering,
15 per se, of the regulations for that kind of increased
16 development; is that correct?

17 MR. FORD: I think that's something
18 Mr. Bennett would be able to speak to more directly.
19 You're really talking about building codes there.

20 MR. ZUROFF: Well, fire codes and building
21 codes, they're the same. It's public safety; right?

22 MR. FORD: You'd be surprised. What you think
23 is a fire code is a building code.

24 MR. ZUROFF: Well, I probably wouldn't be

1 surprised because I don't know that much about it.

2 MR. FORD: Size of doorways to get into a
3 building for access are not in my realm, they're in
4 Mr. Bennett's realm, so I'll let him tackle that one.

5 MR. BENNETT: So if you're asking if you have
6 an existing building that you wanted to renovate and
7 add multiple stories to, you would have to do what's
8 known as an exiting building review under the
9 international code and based on that review would
10 determine the extent of the work which would then back
11 into what fire protection systems would be required,
12 upgrades, or additional.

13 Same with egress. You'd have to look at the
14 building types, the use, construction, a host of code
15 analyses that go into that. But at the end of the day,
16 more likely than not, extensive renovation like that
17 would kick in --

18 MR. ZUROFF: It would drop that building into
19 a whole new category of safety issues.

20 MR. BENNETT: Correct.

21 MR. ZUROFF: So then my question is: Are we
22 doing that here in this development? The developer
23 owns any number of units within Brookline that are
24 already there that don't have fire safety systems like

1 the new development -- the new buildings we're going to
2 have. Does that pull those older buildings into review
3 for building code and fire code compliance?

4 MR. BENNETT: No. You would have to touch or
5 affect the building itself.

6 MR. ZUROFF: It has to be in the structure
7 itself?

8 MR. BENNETT: Yes. So if they chose to do a
9 renovation or an extension on one of their existing
10 buildings, that building would be reviewed under the
11 building code and fire codes for what upgrades would be
12 necessary.

13 But before we even got there, depending upon
14 whether it was a 40A or a 40B, our height limitation
15 would kick in under zoning, which limits it to 35.

16 MR. ZUROFF: Okay. So in other words -- maybe
17 to sum this up -- because this is a 40B, those concerns
18 don't apply at all to the rest of the development. So
19 the rest of the development is sitting there less safe
20 because of this additional density.

21 MR. BENNETT: Well, building codes would apply
22 in any instance, whether it's 40A or 40B. Fire code is
23 going to apply to 40A or 40B with respect to the
24 building.

1 MR. ZUROFF: With respect to these new
2 buildings?

3 MR. BENNETT: These new buildings, yes.

4 MR. ZUROFF: But not with respect to any of
5 the older buildings?

6 MR. BENNETT: No. Because they're not doing
7 any work on those buildings. They're not proposing to
8 renovate or touch them, so there would be no upgrades
9 required in the existing buildings; correct.

10 MR. ZUROFF: Okay. That's what I was getting
11 at. Thank you.

12 MR. FORD: I think, if I heard you correctly
13 right at the end, the gist of your question is: Would
14 the existing residents endure more safety issues
15 because of the density increase yet not have the
16 benefit of updated protection? That's accurate.

17 MR. JESSE GELLER: Chief, thank you. Don't go
18 anywhere. I'm sure we'll have more.

19 Mr. Geller?

20 MR. JESSE GELLER: I'd like to respond to that
21 last comment the chief and Mr. Zuroff were talking
22 about. I do think that there is some -- I'm not sure I
23 understood the whole -- where that was going exactly,
24 but I do believe -- and I think the chief might agree

1 with me -- that a lot of what we're doing actually
2 increases some of the ability to respond to the
3 existing buildings. We're actually providing access to
4 the rear of a number of units that have no access, so
5 those buildings will actually be much safer than they
6 are today. They will actually have fire access.

7 MR. ZUROFF: I heard that in the original
8 presentation.

9 MR. JOE GELLER: But he was saying it's
10 actually going to create a situation that's less safe,
11 and I don't believe that's true with regard to access
12 to the building, which I think is much better.

13 Okay. I'm going to start by just talking
14 quickly about some of the comments that the chief made
15 about fire access because we did -- I met with the
16 chief, as I said, last week or the week before last.
17 And so he did, at that point, explain to me that he did
18 have concerns. He had explained to me many times that
19 he does not like to back up, and I understood that
20 part.

21 And so what we were proposing between
22 Buildings 6 and 7 -- this is Thornton Road here. We
23 did talk about, at that point, adding a gate here,
24 which seemed to satisfy the chief. I was happy to hear

1 that today. We did have -- and you can see, the motion
2 for the trucks would be that they would come in, back
3 up, and go out. And we understand there was a concern
4 about backing up.

5 It is important that we look at what the
6 standards are. And as your peer reviewer and our
7 traffic consultant have pointed out, this is a standard
8 treatment for emergency access. But while we
9 understand that, I do understand the chief's concern
10 about backing up.

11 We decided -- we went out and looked at the
12 site again. What we found was that on Thornton there's
13 currently what we had assumed were parking spaces.
14 There's actually an area that's used for the -- where
15 the dumpster and the trash pickup is. So we didn't
16 have these spaces counted as part of the existing
17 parking spaces. So the area we're talking about -- the
18 building -- the new building is going, like, right in
19 this area here. And as you were able to point out,
20 Mr. Hussey, there is an area where you could drive
21 right out of there. So that would be this area right
22 here. And that's where that -- that area is where the
23 turn-around is for the dumpster.

24 So what we're suggesting is that you could do

1 something like this: Come right out there and then go
2 out onto Thornton, and I think that would satisfy, as
3 you well pointed out, the concerns that the chief had
4 for egress from this driveway here. So you would come
5 in off of Independence, pull in, do whatever you're
6 doing here, and then actually be able to drive right
7 out in that direction. So I think we can accomplish
8 that. We can accomplish that, and I think that we can
9 do it to the chief's satisfaction.

10 And I also, in regard to the VFW, we have made
11 a commitment to make every effort to work with the town
12 to get access to the VFW, and we will certainly
13 continue to do that. We said we would do that, and
14 we'll continue to do that. I think Mr. Hussey
15 suggested something about a turn-around at that point,
16 and we can look at that as well.

17 So that's really what we have in response to
18 the fire department.

19 Steve, do you want to --

20 MR. SCHWARTZ: Yes. If I might just address a
21 couple of legal-related issues with respect to the fire
22 chief's presentation and with great respect to what the
23 chief is trying to accomplish. I think we all have
24 great respect for -- and his men to protect the safety

1 of Brookline residents and future residents of this
2 development.

3 I think it's also important to point out,
4 however, that -- for the board -- that from the point
5 of view of Chapter 40B, the fire chief is a local
6 official, meaning that the decisions relative to these
7 issues are for the board to make and not to grant
8 automatic deference to the fire chief's opinion.

9 And I emphasize the word "opinion" because I
10 think that the case law is quite clear on this in this
11 regard. I point out the leading case, which is a 2013
12 case of the Supreme Judicial Court, which is a case in
13 Sunderland. Sunderland versus Sugarbush Meadow is the
14 name of the case. I'll be happy to provide the
15 citation and copies of the case to the board and to its
16 consultants.

17 But in that case one of the issues was the
18 fact that it was being proposed that there were 42-foot
19 buildings being proposed and the town only -- did not
20 have ladder trucks that could reach that height. And
21 the fire chief, in that case, stated that was a reason
22 to deny the project.

23 And I just want to point out a couple of
24 things from that case, a couple of quotes. "The fire

1 chief does not have unbridled discretion effectively to
2 deny a comprehensive permit by refusing to approve fire
3 construction documents based on the height of a
4 proposed building in the absence of a town ladder
5 truck." And later on in the case, the court emphasizes
6 that the key issue -- the key issue is whether or not
7 the proposal meets all federal, state, and local
8 requirements, laws, rules and regulations.

9 Now, again, with great respect to the chief
10 and, you know, you can ask him this question. I think
11 you've asked him this question before. The proposed
12 design of this development meets all federal, state,
13 and local rules and regulations as to fire safety.

14 There is another case. This is a Housing
15 Appeals Committee case that I'd like to bring the
16 board's attention to. This is a case from 2006 in
17 Sherborn, the Rising Tide Development versus Sherborn
18 Board of Appeals. There the issue was not an outright
19 rejection of the comprehensive permit by the board but
20 a reduction in density, a reduction in density based on
21 response times.

22 Sherborn fire chief testified that the site is
23 three miles from the town fire station and that the
24 most distant building in the development is another

1 four-tenths of a mile from the entrance, resulting in
2 an emergency response time of 8.6 minutes. The
3 unstated inferences is that the longer response time
4 means that the risk of fire spreading is greater in
5 this location than in more urban communities, and the
6 Housing Appeals Committee rejected that argument saying
7 that those kind of considerations do not outweigh the
8 regional need for housing. In this case, I think, as I
9 stated, there really is no question but that you meet
10 all federal, state, and local rules, requirements and
11 regulations.

12 I think it's fair to say we have attempted at
13 all points and times to address all the concerns of the
14 fire chief to the greatest extent we're able to do so,
15 but I do want to point out these legal issues which are
16 for the board to consider, as I'm sure they will in the
17 course of their deliberations. Thank you.

18 MR. JESSE GELLER: Thank you.

19 Questions at this time?

20 (No audible response.)

21 MR. JESSE GELLER: Anything further?

22 MR. LEVIN: Good evening. I'm Marc Levin.

23 Chestnut Hill Realty.

24 MR. JESSE GELLER: I'm sorry. Before you get

1 into this, are you speaking specifically to the safety
2 issues or are you speaking generally?

3 MR. LEVIN: To parking.

4 MR. JESSE GELLER: Okay. What I'd like to do
5 is I'd like to hold off on that for a moment so that we
6 can bring the chief back. We may have some additional
7 questions, and he may have some responses to the
8 presentation, just so we can keep it together.

9 So you've heard their presentation. It sounds
10 like what they're proposing is access by the side of
11 Building 7. Obviously, the devil's in the details. In
12 your mind, does that give you the alternate means of
13 egress that -- assuming it's wide enough -- would be
14 sufficient in your mind to resolve your concern with
15 that?

16 MR. FORD: What we're looking at I suggested
17 months ago.

18 MR. JESSE GELLER: Excellent.

19 MR. FORD: So I was told it couldn't -- I
20 did. I was told it couldn't be done because it touched
21 upon the 40A -- original 40A. But I brought this idea
22 forward months ago.

23 MR. JOE GELLER: I just want to say, the chief
24 did bring it to us and we did look at it. We thought

1 the parking was an issue. We went out and looked at
2 the site after we had a meeting, and we feel that we
3 can do this.

4 MR. JESSE GELLER: I hope we all recognize
5 that this is a process.

6 On what is called the E2 parcel, it's Building
7 8. So you see Building 8. You see the driveway that
8 is to the right of that.

9 MR. FORD: Point out the building again,
10 please.

11 MR. JESSE GELLER: That's the building. I'm
12 actually referring to that driveway.

13 MR. FORD: Yes.

14 MR. JESSE GELLER: In your conversation about
15 access and egress, is that one of the concern points?

16 MR. FORD: Not any longer. In the original
17 design, that driveway, that area was home to many
18 garages and I brought that up, that we'd be stacked in
19 there. So they've eliminated the garages. It's just
20 parking area, so it's not of a concern to me to any
21 great detail.

22 MR. JESSE GELLER: Excellent. Okay, thank
23 you. I don't think I have anything further at this
24 point.

1 Anybody else?

2 MR. BOOK: You are not -- I'm probably making
3 you repeat something you've already said. So Building
4 12, that's the apartment building. The lack of a
5 turn-around in the back is -- I understand you would
6 have preferred that it -- but in its current
7 configuration you --

8 MR. FORD: I can live with that. Again, there
9 are underlying factors. We are not going to typically
10 respond right there and not with our whole response.
11 That would typically be the place for just one
12 apparatus. If one went back there, we'd go for a
13 medical call. In all likelihood, we won't be going
14 that way, so it's an area that we won't use very
15 often. And, again, I know that my area was sort of
16 eaten up by the desire of the populous to move the
17 building back. So that's one area that I think we can
18 live with.

19 MR. BOOK: Thank you.

20 MR. ZUROFF: Just one clarification to
21 Chestnut Hill, and that is if you are going to explore
22 the possibility of making a turn-around at Building
23 11?

24 MR. LEVIN: Yes.

1 MR. ZUROFF: Okay. Thanks.

2 MR. FORD: I would just like to say for the
3 record that I'm well aware of the law and the
4 Sunderland case and the Braintree issue and what your
5 board's authority is here versus my opinion that I'm
6 letting you know as your fire chief, my opinion. And
7 no matter what the law says, I'm concerned with the
8 little girl who may get run over. That trumps what the
9 law is in my mind. Okay?

10 MR. JESSE GELLER: Thank you, Chief. It's
11 been very helpful.

12 Okay. Mr. Levin, we will now move onto
13 parking.

14 MR. LEVIN: Good evening, again. I would like
15 to make a few comments about parking. We believe we
16 need two spaces per unit. These units will attract
17 residents with more than one car. Some households will
18 have even three cars. The ITE parking generation
19 standards indicate an average parking supply ratio in
20 urban or suburban areas of between .9 and 1.0 space per
21 bedroom. Our ratio is .97.

22 We also need spaces for visitor parking,
23 package deliveries, pizza deliveries, babysitters, dog
24 walkers, cleaning people and guests. As you know in

1 your own life, in our society today more and more
2 things are being delivered to your home and visitor
3 parking becomes that much more important.

4 The amount of parking spaces in multifamily
5 housing developments does not dictate the amount of
6 traffic that's generated. Too little parking could
7 lead to parking on neighboring streets or in Hancock
8 Village itself. Too little parking will create more
9 traffic as residents will drive from lot to lot looking
10 for available spaces.

11 Taken as a whole, our project would be
12 supplying the minimum quantity of parking required by
13 the Brookline zoning bylaws. We are not proposing more
14 spaces than what the zoning requires.

15 Through the process, we reduced the number of
16 parking spaces, moved the parking away from the
17 abutters and have added extensive screening so that the
18 headlights will have minimum impact.

19 Chestnut Hill Realty has been in the
20 multifamily business for 45 years. We know from
21 experience how many parking spaces we need. Chestnut
22 Hill Realty will be making a large investment to create
23 a very desirable housing community. To build it with
24 an inadequate amount of parking spaces would be a

1 serious mistake. And I'm here to answer any questions
2 you have.

3 MR. HUSSEY: Mr. Levin, I'd like to ask -- as
4 you know, I'm mainly concerned with this area here.
5 And according to my understanding from the -- I believe
6 from the documents that you've given us, there are --
7 including the service spaces and the garage, that there
8 appears to be 209 parking spaces.

9 MR. LEVIN: That's correct.

10 MR. HUSSEY: And there are 125 units.

11 MR. LEVIN: That too is correct.

12 MR. HUSSEY: And the number of bedrooms is
13 197.

14 MR. LEVIN: I don't have it split out for
15 those two lots.

16 MR. HUSSEY: Okay. So given those numbers,
17 the rate of cars to dwelling units in this area is
18 1.67, and the ratio of cars to bedrooms is 1.06, so
19 it's pretty close to what you require. But I'm still
20 probably going to push for a little bit less. I mean,
21 I understand what you say, but I'm still concerned
22 about the impact on the neighborhood with the amount of
23 cars. And although it may generate some more parking
24 during the day in this area for people to get to these

1 units, as you know, there's no overnight parking, so
2 that's not going to be a 24-hour problem. So that's
3 all I have to say for the moment.

4 MR. JESSE GELLER: Okay. We may have more for
5 you later. I think we'll pick this up.

6 Okay. Continuing with our deliberations,
7 where we left off last week was a discussion about that
8 very topic, which was parking and how one arrives at a
9 conclusion of what is adequate parking. And my feeling
10 was that the two of you had come to conclusions from
11 completely different directions. And while I
12 understood where you were coming from, I think I needed
13 some time to sort of reflect on your various
14 approaches.

15 MR. HUSSEY: Which two of us are you talking
16 about?

17 MR. JESSE GELLER: You two handsome gentlemen
18 to my left.

19 MR. HUSSEY: That's leaving out Mark.

20 MR. JESSE GELLER: He's got to be where he's
21 got to be.

22 MR. ZUROFF: Wherever that is.

23 MR. JESSE GELLER: Wherever that is.

24 No. Your calculation was basically 1.5. And

1 forgetting the methodology, you felt that that was an
2 appropriate calculation of parking.

3 MR. HUSSEY: That's right. And as another
4 source for that, I'd like to go back to our peer
5 reviewer who, as a matter of fact, on May 8th indicated
6 that -- this is from the transcript, "My recommendation
7 in these settings is 1.4 to 1.5."

8 MR. JESSE GELLER: Per unit.

9 MR. HUSSEY: Per unit. So that seems to me --
10 gives some presence to my figure of 1.5.

11 I also did a little sampling of the
12 neighborhood. I looked up on the assessor's database a
13 sample of 22 houses on Russett and Bonad Road, and
14 they're almost all three bedrooms. As a matter of
15 fact, 20 of them out of the 22 are three-bedroom
16 houses. One had five bedrooms and one had two
17 bedrooms, which was really interesting because in terms
18 of units per bedroom, I know there's the study that
19 said 1.62 but it's in a much broader area.

20 But even if you assume two parking spaces in
21 each house, which I think is not an unreasonable
22 assumption, that still gives you a slightly less ratio
23 of parking spaces per bedroom. So I think that on
24 those two counts I'm going to stick with my 1.5 number

1 as being an appropriate parking ratio for this area.

2 MR. JESSE GELLER: Okay.

3 Mr. Book, do you want to -- where are you in
4 terms of your comments last week?

5 MR. BOOK: Yeah. So can I ask one
6 clarification for Chris?

7 So when you say for this area, are you talking
8 about just E2? Are you talking about -- tell me what
9 you're --

10 MR. HUSSEY: The houses were Russett Road and
11 Bonad, so the neighborhood. And in terms of what we're
12 talking -- what I'm talking about -- 1.5, I'm just
13 talking about this area here.

14 MR. BOOK: So you're not talking about
15 buildings 5, 6, or 7. That's a different --

16 MR. HUSSEY: No. That's different. Because
17 that can feed directly onto Independence Drive. That's
18 my -- and this too can feed directly onto -- so it does
19 not impact -- except for the emergency vehicles -- does
20 not impact on the traffic here.

21 The other thing that's sort of interesting
22 when you go back to the records is that the traffic
23 consultant -- I think both of them -- indicated that
24 the peak traffic was adding something like 40 cars in

1 this area per hour, and it didn't indicate -- it did.
2 It said during the peak hours. Now -- and they
3 indicated that that was not significant consequences
4 for the traffic area. Of course, that's an hour's
5 time.

6 If my anecdotal evidence -- and by that I'll
7 talk about Park Street where I live. We've got a
8 school nearby and we've got a lot of cars backing up
9 Park Street, up to 40 or more in the morning to get
10 onto Washington Street. That's for a 15-minute to a
11 half an hour tops time period. So that if you applied
12 that standard or that criteria, those 40 cars, seems to
13 me, does verge on the cusp of being a consequential
14 impact on the neighborhood. You're just talking about
15 that morning rush hour when children and parents are
16 getting to school as well as getting to work.

17 MR. BOOK: And why -- I guess -- so I agree --
18 I think we agree -- or I'm in agreement with you on
19 that point. What I'm not sure I understand is what is
20 really different about the rest of it? And I
21 understand you keep saying that the other lots, the
22 west side and E1, have access onto Independence, but
23 isn't that going to back up as well? I mean,
24 Independence isn't that wide, and if we have those

1 additional cars, you don't see that as creating a
2 problem as well?

3 MR. HUSSEY: Not necessarily. In terms of
4 the -- I mean, as the reports pointed out, in terms of
5 the amount of traffic that's there now, that's not
6 going to be consequential.

7 Also, when they get out of here, you don't
8 know whether they're going that way or that way. That
9 is, the people that get out of here, moving out of
10 here, assuming they go up to South Street, that's where
11 the majority of impact is. Are they going to be coming
12 down Independence Drive here, or are they going to be
13 going the other way, or are they going to be going down
14 to the VFW Parkway for that matter, because there's a
15 light down there. It's much more diffused.

16 MR. BOOK: Okay. The peer reviewer did not
17 per se see an issue with the traffic impact, and we've
18 heard that.

19 Notwithstanding that, I'm left with the
20 feeling -- and it really is not much more than a
21 feeling that there just are -- there's still too many
22 spaces. I find it hard to believe that a one-bedroom
23 unit and even a two-bedroom unit should consistently
24 across the board demand two parking spaces. It's just

1 a lot of -- seems to be a lot of cars for small units.
2 I can understand in the larger units, the three and
3 four bedrooms, that there will be multiple cars or
4 there are likely to be multiple cars, but I do find it
5 hard to believe that a one- and a two-bedroom, that
6 there would be.

7 That being said, I mentioned -- I made this
8 comment last week. I think that if you provide the
9 opportunity for spaces, then cars will come. And if
10 you restrict them in some way and you indicate you're
11 renting a one-bedroom unit, it comes with one parking
12 space or the ability to park one car, then people will
13 limit themselves, or they'll have to limit themselves.

14 I think it's also more of an -- the issue --
15 and I think I heard the applicant mention this last
16 week, that, well, you know, if we -- and I'm
17 paraphrasing and I'm not trying to make light of the
18 comment -- but what's the big deal if we -- it's
19 pavement. You know, whether it's pavement or grass, I
20 think there is somewhat of a difference. And while
21 there is this idea that, I mean, the grassed areas are
22 going to be more permeable, that there will be less --
23 there will be more -- less impact in terms of
24 groundwater, more groundwater will get absorbed, I

1 think that there are benefits to having grass or
2 unpaved areas. So I think there is a benefit to not
3 paving every -- all these parking spaces if we don't
4 need them.

5 So in terms of my mind -- my thought is I
6 think we should reduce the parking. I think it should
7 come down. And I think we should -- in terms of
8 limiting, for example, the one- and two-bedroom units
9 maybe to -- the one-bedroom units should have one
10 parking space and maybe perhaps one and a half spaces
11 for the two-bedroom units and then -- I'm sorry -- one
12 and a half spaces for the two-bedroom units and two
13 spaces for the three and four, something like that. I
14 think at least in that way we're going to reduce some
15 of the parking spaces, we'll open up some more -- there
16 will be a little bit more green area, and it --
17 potentially less of a traffic impact.

18 Although, again, the -- you know, I don't want
19 to -- that in and of itself isn't the deciding factor,
20 given that the consultant wasn't concerned about that.

21 MR. JESSE GELLER: Well, in general I agree
22 with you, but I want to raise a couple of issues that
23 are counter to that which need to be considered in any
24 reduction, and they've been mentioned.

1 The first is, the one thing we don't want to
2 do is we don't want to have insufficient parking
3 because the result of that is cars would find other
4 places to go and that would be in the neighborhood and
5 that would be circulation issues. It has
6 ramifications. So while we're trying to figure out
7 what is a fair balance here, we need to consider the
8 ramifications of under parking. It is a very real
9 issue with a very real ramification.

10 The other comment that I want to make is the
11 notion of -- assuming there's a reduction in parking,
12 where is the reduction in parking and what is the
13 ramification of the where? Last week the applicant
14 came in and said, you know, we thought about it. We'll
15 remove half a floor of parking from the midrise.

16 The question becomes, while the benefit is
17 less blasting, so in theory less intrusion into the
18 lives of the neighborhood, is that really better from a
19 sense of circulation? Because the issue becomes, if a
20 car goes into that garage and does not find a parking
21 space, then you've got to exit the garage and start
22 circulating to all the other parking spaces to find a
23 parking space and you've now added to the number of
24 trips that it would otherwise take. You're circulating

1 around.

2 So I throw out there the question of whether,
3 if there's a reduction, it ought to come off of the
4 surface parking. And let me add one more point to
5 that, which is this whole discussion about hammerhead
6 versus turn-around. And assuming it is within the
7 possibility of the applicant to come up with a
8 turn-around in the areas where the chief has suggested
9 they would be appropriate, that comes out of surface
10 parking. So it seems to me, all of that needs to fit
11 together or at least be considered together.

12 MR. BOOK: Okay.

13 MR. JESSE GELLER: Overarching, do I think
14 that two parking spaces per unit is on par? Too much?
15 Too little? I think it is too much. And I think my
16 sense of that it is too much is simply an eyeball
17 factor. Two parking spaces for a one-bedroom unit, it
18 seems to me, is excessive. I sort of understand the
19 dynamic and how they're getting to their numbers, but I
20 thinks it's too much parking.

21 So I sort of -- I come around to that view.
22 The question of what is the appropriate level of
23 parking, whether it's Mr. Hussey's fix, 1.5 spaces per
24 unit, or whether it's something else, I would simply

1 suggest that whatever we believe is the right number,
2 it should take into account the notion that these are
3 rental units and that it needs to capture visitors and
4 it needs to capture the kinds of lifestyle by the
5 people who will be living there. Okay?

6 MR. HUSSEY: I would like to just point out
7 that right now, the way it's designed, the garage,
8 according to the 11/25 plan numbers, the garage has 99
9 spaces and 109 units in the apartment building.

10 And the other thing I'd like to make sure --
11 the trade-off between blasting and surface parking is
12 that the blasting is a temporary -- it's awkward and
13 uncomfortable for the neighbors, but it is temporary.
14 Once that's over, that's done. Whereas if you put the
15 parking out in the green space, more parking out in the
16 green space, you know, that's going to be it forever.

17 MR. BOOK: I would prefer to see the parking
18 for the building moved back into the building. To
19 Chris's point about blasting, they're already blasting,
20 so if they need to blast a little bit more to create
21 that full level of parking, I don't -- I would
22 rather -- I would prefer to see that than in the spaces
23 out on the surface.

24 MR. JESSE GELLER: Because you perceive a

1 greater benefit to reduction on the outside.

2 MR. BOOK: Yeah. And it essentially goes to
3 the point you were just making. People coming into the
4 building, the apartment building, know that they're
5 coming into the apartment, they live there, they're
6 parking there, they're not driving around in the
7 surface lots looking for a space. They know they have
8 a spot or their spot is available for them in the
9 building. That seems to make sense to me.

10 MR. ZUROFF: You guys should also consider the
11 fact that Chestnut Hill Realty has been in this
12 business for a long time. They don't have people
13 wandering around looking for parking spaces. They're
14 assigned. Or if they're not assigned by number,
15 they're assigned by lot or at least each apartment
16 knows how many spaces it gets, so you're not going to
17 have all of a sudden a third car in a two-bedroom unit
18 looking for a space. They're not -- they know there
19 aren't any spaces.

20 MR. JESSE GELLER: Is that correct,
21 Mr. Levin? How do you work through who parks where?

22 MR. LEVIN: Different ways in different
23 situations. The occurrence that you described as
24 somebody would pull into the garage and find no space

1 and go elsewhere would not occur unless -- it would not
2 occur because they're assigned spaces.

3 On the same note, as Mark suggests, we have
4 stickers. And so a third car isn't just going to
5 materialize. They have to register that car and they
6 get their sticker which would allow them to park in
7 nonassigned spaces, which would, in all likelihood, be
8 surface spaces.

9 MR. JESSE GELLER: Is this your guest parking
10 policy?

11 MR. LEVIN: No, this is not guest parking.
12 This is resident parking. There would be specific
13 places and spaces for visitors.

14 I also want to say that creating more parking
15 in the garage, we have to be careful with that, whereas
16 the surface spaces, surface lots -- or the surface lot
17 or two that are close to the apartment building -- the
18 apartment building is close to but two of the infill
19 buildings and up a hill and not conducive to use by
20 those units. So we've tried to match the parking --
21 the amount of assigned parking that would take place at
22 the apartment building with the number of residents
23 there with the additional spaces being -- their second
24 car being placed in that lot Mr. Hussey has identified

1 on lot E2.

2 MR. HUSSEY: My preference here, I think, is
3 not to micromanage where you're going to put your
4 parking spaces. There are too many variables, and
5 we're just not going to do it. But that is a guidance
6 from myself anyway, maybe the board, that we'd prefer
7 to see less parking at the green space to allow more
8 green to occur. But it's just guidance. I would not
9 personally make it a condition.

10 MR. JESSE GELLER: But keeping in mind, I
11 think it's also going to -- it works hand in hand with
12 your revisiting, in particular, a turn-around in the
13 area of Building 11 near the VFW. So it's going to
14 have to work its way into your thinking, in any event,
15 I suspect.

16 MR. LEVIN: You know, we are certainly willing
17 to look at that. I hear that would solve two of the
18 concerns simultaneously, and so that's a -- potentially
19 a good solution.

20 MR. HUSSEY: But that turn-around, so called,
21 on Building 11, that's one of the variables we have no
22 control over, because if you have access onto the VFW
23 Parkway, then the problem is solved and you can keep
24 the parking on site at Building 11.

1 MR. JESSE GELLER: They don't control that.

2 MR. HUSSEY: I know they don't. That's what
3 I'm saying.

4 MR. LEVIN: That's what he's saying. I most
5 appreciate that perspective in that it would -- you
6 know, we do want to get out onto the VFW for multiple
7 reasons. And at the same time, the parking is very
8 important to us. We do not want to have an underparked
9 development. That is a risk that we do not want to
10 take under any circumstances.

11 MR. JESSE GELLER: I mean, my sense is that --
12 you know, I take seriously the chief's comments. And
13 his concern -- seems that most concerns have been
14 either reviewed and addressed or in the process of
15 being reviewed and considered. So I think that concern
16 is shared by everyone.

17 The one that I'm now focusing on is the issue
18 of the hammerhead at Building 11, VFW Parkway. The
19 solution of egress to VFW is something that, frankly,
20 is not going to get worked out in this hearing. It's
21 beyond their control and therefore, my sense is that
22 were the board to feel that it is important for the
23 hammerhead to be removed, then it would require removal
24 of parking there and it would require a roadway.

1 Now, if at some point in the future they're
2 able to gain egress onto VFW Parkway, then good for
3 them. But that's going to happen after the fact and
4 how -- I just don't think that factors into our
5 consideration at this point.

6 MR. HUSSEY: Absolutely. I mean, that's why I
7 say I don't think we can micromanage the design of this
8 thing right now.

9 What we're talking about, I think, if you go
10 down to 1.5, as I understand it, if my figures are
11 correct, the elimination of 21 cars from your plan.

12 MR. LEVIN: My calculation is the same.

13 MR. JESSE GELLER: Yeah. You know,
14 interestingly, I, just using my painful logic, arrive
15 at a similar number -- which I didn't arrive at last
16 week and I didn't agree with how you were arriving
17 at -- but independently came within a similar ratio.
18 So I'm of a similar mind, albeit from a different sort
19 of methodology.

20 MR. HUSSEY: Whatever suits you.

21 MR. JESSE GELLER: Let's speak briefly --
22 because we touched on it, let's speak briefly about
23 safety issues as expressed by the chief whose comments
24 were extremely helpful.

1 It seems to me, as I just said, that many of
2 the issues have been addressed by the applicant but
3 that there are a couple of issues, two or three issues,
4 that remain that are important to the chief. And while
5 I appreciate Mr. Schwartz's comments, I take the
6 chief's expression of the concerns seriously and if
7 there is a way that his concerns can be addressed, I
8 want to explore them. And I certainly want to
9 seriously consider them.

10 So I think his -- as far as I can tell, his
11 major concern is the hammerheads. You're going to
12 review the issue with Building 11. You've opened up
13 the Thornton Road.

14 MR. LEVIN: Based on what I heard tonight,
15 that reinforced the letter that we all received that
16 the hammerheads in those two locations were
17 problematic. We just, in the last few days, realized
18 that we didn't have parking on Thornton in the spot
19 that would have precluded us from going out there, so I
20 believe that that is solved with some drawing. And I
21 think that, you know, we're very interesting in looking
22 at eliminating the hammerhead at Building 11. I don't
23 know if there are any other concerns that we have not
24 addressed.

1 MR. JESSE GELLER: Speaking for myself, it
2 would be very important to eliminate the hammerhead.

3 Anybody else want to make comments?

4 MR. HUSSEY: I agree with that. I think in
5 terms of the safety, the only thing that I'm somewhat
6 curious about is in the waiver list. There's a waiver
7 for maximum height limitation for Building 12. You
8 know, there's a high-rise issue. The building is going
9 to be a high-rise, which kicks in a whole slew of
10 different building codes, as you know. And according
11 to the chart that you've got here that you stated that
12 Building 12 will have a height of approximately 237
13 feet measured in accordance with section such and such,
14 that doesn't sound right.

15 MR. LEVIN: It's not.

16 MR. HUSSEY: Oh, that's the evaluation from
17 sea level, from the base. Okay. That answers that.
18 That would be a significant problem.

19 MR. LEVIN: Just on the issue of height, there
20 would -- it's my understanding that there would not
21 even be a waiver sought for height if it were not for
22 the fact that the lot is adjacent to our lot by virtue
23 of creating a 40B lot line. But if it was just in
24 relation to the point at the abutters, we would not

1 require a waiver.

2 MR. HUSSEY: Okay.

3 MR. BOOK: Mr. Levin, back to parking. Do you
4 know what ratio you provide visitor guest spots to
5 parking provided for residents?

6 MR. LEVIN: As I mentioned before, it's an
7 ever-growing requirement, and we don't have any hard
8 and fast rule. I think that in this instance we would
9 probably look to provide 20 or 30 spaces for visitors.

10 MR. BOOK: Okay. Thank you.

11 MR. JESSE GELLER: Have you factored that into
12 your consideration?

13 MR. HUSSEY: No. My experience -- I live in a
14 building that's got very limited parking. It's a
15 multifamily. And there's a lot of trading that goes on
16 within the families, basically. If we need temporary
17 parking, overnight parking, and we've got an empty
18 space, you know, we trade off. So a certain amount of
19 that, I think, will resolve itself through the nature
20 of -- so long as the tenants get along with each other.

21 MR. JESSE GELLER: Do you think that there's a
22 difference between South Brookline and North
23 Brookline?

24 MR. HUSSEY: Well, only within the definition

1 of the building type. That's really all I'm talking
2 about. That is the apartment building.

3 MR. BOOK: Let me just ask -- I want to sort
4 of understand. I think I heard both of you say that
5 you were leaning towards a 22, 23 --

6 MR. JESSE GELLER: 21.

7 MR. BOOK: 21 space?

8 MR. HUSSEY: Yeah. That's what -- 1.5 gives
9 you 21 spaces less.

10 MR. BOOK: But only in that area. And so --

11 MR. HUSSEY: That's right.

12 MR. BOOK: All right. And I know that you're
13 only concerned about that area.

14 Are you only concerned about that area?

15 MR. JESSE GELLER: I understand Mr. Hussey's
16 point about Independence Drive. Having said that, the
17 west side has a significantly higher ratio of parking
18 to units. And the notion of someone from the west side
19 crossing Independence Drive and coming onto the east
20 side strikes me as -- I understand people need
21 parking. They'll go to the spaces. But it is a less
22 than ideal scenario in my mind.

23 MR. LEVIN: If I may. We've tried to design
24 the parking on the east side to accommodate, certainly,

1 everyone's first car and maybe a little more.

2 We expect that the west side will serve as a
3 place where people will put their second car, the car
4 that's used less often but the car that they want
5 nonetheless. And we feel as though, based on the
6 experience at Hancock currently where people walk quite
7 a ways to get to their space in some instances, that
8 people will most certainly welcome the opportunity to
9 have a second car albeit across the street.

10 MR. HUSSEY: Also, the distribution of one-,
11 two-, three-, and four-bedroom units, as I understand
12 the plan, the apartment building is almost equal but
13 it's only one- and two-bedroom units.

14 MR. LEVIN: The only one-bedroom units that
15 are not in the apartment building are in the four
16 one-bedrooms that are on the first floor of Building
17 Number 5, which is this building right here. That's
18 the only other one-bedroom-unit in the complex outside
19 of the apartment building.

20 In fact, the same -- there are very few twos
21 outside of the apartment building. In fact, there are
22 but three two-bedrooms, so you are concentrated with
23 three- and four-bedroom units. I believe there's one
24 two-bedroom in here where it's so-called saddle-bagged

1 and one in this building as well. So there's one
2 two-bedroom, a second two-bedroom, a third two-bedroom,
3 and the rest are in the apartment building.

4 MR. JESSE GELLER: To answer your question, I
5 think my sense is that, assuming it's all correct that
6 the bulk of the three -- the higher number of bedroom
7 units are over on the west side, I think I could live
8 with the nonlinear breakup, if you will. And if the
9 preference is to remove 21 spaces off of the east side,
10 I think that would suffice.

11 I take it by your asking the question, your
12 view is that it should be -- it should have some
13 rational relationship to the structures in the unit
14 count.

15 MR. BOOK: Yeah. I mean, that's certainly
16 part of it. And it's also back to the comment I made
17 earlier regarding the number of spaces allocated to the
18 one-bedroom units. I mean, if you just look at the
19 one-bedroom units alone, that's 57 -- there are 57 of
20 them, 57 spaces.

21 But one thing I hadn't considered or hadn't
22 given any thought to was the -- providing the visitor
23 parking.

24 MR. JESSE GELLER: But they're not taking that

1 into account. And Mr. Levin's response that, you know,
2 carryover parking is on the west side sort of addresses
3 that to some degree.

4 MR. BOOK: So let me ask you -- I mean -- but
5 you don't assign spaces? I mean, what would preclude
6 somebody with two cars or three cars from just -- if
7 they can grab spaces on the east side, for example,
8 from doing that, even if they're not using -- regularly
9 using those spaces? I mean, I understand that the
10 thought is that if someone's not using it, it would be
11 better if they were parking it on the west side because
12 they don't need immediate access to it on a regular
13 basis, but there's no way that you're really -- you're
14 not going to be able to control that unless you're
15 assigning spaces.

16 MR. HUSSEY: Well, let me ask you a question.
17 Are you talking about unregistered? I understand that
18 every car that's in --

19 MR. LEVIN: I think he meant "unassigned."
20 They're all registered.

21 MR. BOOK: I'm sorry. Right. None of your
22 spaces are assigned.

23 MR. LEVIN: The spaces in the apartment
24 building are assigned.

1 MR. BOOK: But the surface spaces are not?

2 MR. LEVIN: Correct. And I think that what
3 Mr. Hussey said before about the way it works out
4 between -- yes. There's nothing to stop them from
5 parking their second car on the east side. But there
6 is the opportunity to park on the west side when those
7 lots are full.

8 MR. BOOK: Are visitors' spaces marked or --

9 MR. LEVIN: Yes.

10 MR. BOOK: Those are marked?

11 MR. LEVIN: Yes.

12 MR. BOOK: And do you -- in your current
13 practice, do you patrol the parking lots to make sure
14 that there are stickers on cars?

15 MR. LEVIN: Without a doubt.

16 MR. BOOK: Do people get a temporary sticker
17 for visitors' spots?

18 MR. LEVIN: They don't need them. They're
19 parked in the visitor's spot.

20 MR. BOOK: So let's talk about abuse. If
21 somebody has an unregistered car with you, they live in
22 your complex, they just plop it into a visitor's spot
23 and they sort of make it their de facto permanent
24 space, does that -- that must happened, no?

1 MR. LEVIN: There's always exceptions. I
2 think that that's not difficult to manage. It's easy
3 to manage, relatively. And if the car is sitting there
4 perpetually, our team will notice it because there's a
5 limited number. When there's 20 to 30, we're going to
6 notice it. We know who lives in our projects, and if
7 they're going into the apartment building and live in
8 the apartment building, we know that.

9 MR. BOOK: Okay. Thank you.

10 MR. JESSE GELLER: My feeling has shifted
11 slightly because --

12 MR. BOOK: In which way?

13 MR. JESSE GELLER: No. It's just in a sense
14 that -- you know, Mr. Hussey's comments about he
15 doesn't want to micromanage the location of the
16 parking. He wants to look at the overarching number
17 and then let them decide where it fits. And I think
18 that's persuasive to me.

19 MR. BOOK: Okay. So that's in terms of --
20 that relates to our discussion as to whether or not
21 parking should be moved back into the building or left
22 in the surface.

23 MR. JESSE GELLER: Well, on that specific
24 issue, my preference would be that it move back into

1 the building because I think there were enough reasons
2 to take it off of the surface and put it in the
3 building.

4 What's the other half of the parking? So if
5 you filled back in the parking on the half that you
6 removed, what is the number of spaces?

7 MR. LEVIN: 44, 45. But once again, I just
8 want to reiterate, those spaces, unlike the surface
9 spaces, are not really convenient, if you will, to the
10 infill buildings.

11 MR. JESSE GELLER: Yeah. I guess my answer is
12 yes.

13 MR. LEVIN: We have garages on the existing
14 Hancock Village and, you know, they're not fully
15 subscribed all the time because of their location.
16 People have to walk and go into a garage or wherever.

17 MR. BOOK: When you say they're not
18 convenient, you mean the surface spaces dedicated to
19 the apartment building aren't convenient to the infill
20 buildings?

21 MR. LEVIN: Yes.

22 MR. BOOK: But if those spaces were moved back
23 into the -- in the building, for example, those spaces
24 would become green again. I guess I'm not seeing the

1 connection.

2 MR. LEVIN: Well, what I'm saying is, apart
3 from those that are downhill from here, you know, the
4 idea of someone parking their car in the garage in the
5 building that they don't reside in is unlikely.

6 MR. BOOK: Oh, no. I don't think we were
7 suggesting that.

8 MR. JESSE GELLER: But that's the
9 ramification. If you add 45 more spaces back in, it
10 exceeds the number of units.

11 MR. BOOK: Well, yes, but we're talking about
12 parking ratio in excess of one space per unit, so there
13 will undoubtedly be people living in that apartment
14 building who will desire more than --

15 MR. JESSE GELLER: And the question is: Does
16 the number correlate? So it's 45 additional spaces and
17 then does the number --

18 You haven't run that, have you?

19 MR. HUSSEY: No, I haven't.

20 MR. BOOK: So 45 additional spaces, so
21 that's --

22 MR. JESSE GELLER: Because the assumption is,
23 every space that is in that basement is going to be
24 dedicate to that building.

1 MR. BOOK: Sure.

2 MR. JESSE GELLER: As opposed to -- if you put
3 it on the surface lot, then they can't allocate it
4 across buildings.

5 MR. LEVIN: If I may?

6 MR. BOOK: Please.

7 MR. LEVIN: In the course of pairing down the
8 apartment building to meet what we call "design
9 considerations," the notion -- the idea that was posed
10 of eliminating some of these very expensively created
11 parking spaces was appealing to us in that we now have
12 a smaller building. And to create very expensive
13 parking to cover a smaller number of units is
14 definitely something that we want to take advantage
15 of. In other words, we don't want to put -- we don't
16 want to blast out additional space to create very
17 expensive parking spaces in the garage.

18 MR. BOOK: Okay.

19 MR. JESSE GELLER: I'm okay with letting them
20 choose where they remove the 21 spaces, if that's the
21 number.

22 MR. BOOK: I understand. I actually didn't --
23 I originally had assumed wrongly that the removal of
24 half of a tray of parking from the building was to

1 address some of our comments. Okay. Thank you.

2 MR. HUSSEY: All right. Where does that leave
3 us?

4 MR. JESSE GELLER: Okay. So I think it leaves
5 us -- from the standpoint of parking, it seems to me
6 the consensus is that there needs to be a reduction of
7 1.5 parking spaces per unit. That's a 21-parking-space
8 reduction. I think you can look, in any event --

9 MS. MURPHY: It's only 21 if you're only
10 dealing with Chris's -- E2 and E3. If you're dealing
11 with the whole shebang, it's 47.

12 MR. BOOK: You said "consensus." So consensus
13 is the two of you agree. I have not bought into that.

14 MR. JESSE GELLER: Okay. So Mr. Book's view
15 is that it should be a reduction across the board. I'm
16 in agreement with Chris. I see the argument that he's
17 making. So it's a reduction of 21 spaces in our
18 vision. If you happen to want Mr. Book's vision, it's
19 40 --

20 MS. MURPHY: 47 according --

21 MR. BOOK: Whether, no. It's --

22 MR. JESSE GELLER: You want to factor in
23 visitors' parking?

24 MR. BOOK: Well, no. It's 57 but there's --

1 factoring in visitors' parking, I don't know what the
2 right number is. So it's something more than what you
3 are --

4 MR. JESSE GELLER: Somewhere in between.

5 MR. BOOK: But putting that aside, I need to
6 think about that.

7 MR. JESSE GELLER: Okay.

8 MR. ZUROFF: Can I just raise one issue?

9 MR. JESSE GELLER: Certainly.

10 MR. ZUROFF: We seem to have already reached a
11 conclusion that the present plan with 161 units and 333
12 bedrooms is acceptable; is that correct?

13 MR. JESSE GELLER: I think we've looked at the
14 plans that they've provided in which they've reduced
15 the visual aspect on the fourth floor, and I'm all
16 right with what they presented in terms of -- our
17 remaining issue is the midrise, I believe -- or I'll
18 speak for myself. My remaining issue is the midrise.
19 They've responded to my issues. I'm fine with the
20 improvements that they put within the so-called
21 greenbelt, subject to the reduction in the parking that
22 we've talked about and also addressing the chief's
23 concerns, most notably the turn-around and removal of
24 hammerheads. So that's my thinking.

1 MR. BOOK: I concur. My issue with the
2 midrise was the visual aspect from the neighborhood,
3 and they've addressed that. It reads as a three-story
4 building. I said before with the reduction of Building
5 2 back to a four-unit, I'm comfortable with the number
6 of units in the greenbelt.

7 MR. ZUROFF: So that's a yes.

8 Chris?

9 MR. HUSSEY: My position hasn't changed
10 towards the apartment building. I'd prefer to see that
11 whole fourth floor off. But my brothers on either side
12 of me have squeezed me and outvoted me in the sense
13 of --

14 MR. ZUROFF: I just wanted to get a sense of
15 where you were because the other issues are all, in my
16 mind, peripheral to how many units there are and how
17 many bedrooms there are.

18 MR. JESSE GELLER: So you need to -- there are
19 some things we need to look at. We need to figure out
20 where we are and the next step.

21 MR. LEVIN: Okay. So I just want to direct my
22 comments to Jonathan Book.

23 In terms of parking, there are two other
24 points. One is that we have our 5 percent handicapped

1 that's required. In our developments -- and we have a
2 few -- the handicap spaces are rarely fully utilized,
3 and so those are spaces that just sit empty. So that's
4 part of our equation in trying to determine how much
5 parking is needed.

6 The other is in terms of the demographics that
7 anticipate occupying our project and, in particular,
8 are the one-bedrooms.

9 MR. BOOK: I'm sorry. What bedrooms?

10 MR. LEVIN: In particular, the ones.

11 MR. BOOK: Okay.

12 MR. LEVIN: We see a large component of the
13 ones being occupied by young professionals. Our
14 shuttle bus service is almost designed to accommodate
15 people going to the medical area, and those folks are
16 going to be paying, you know, significant rent and are
17 likely -- you know, very likely to be couples. And the
18 rent levels that the units will be rented at, there's a
19 very good likelihood that there will be two cars. You
20 know, they're not economy units in that respect,
21 notwithstanding the affordables, so the notion of one
22 parking space for a one-bedroom unit may be true in
23 some instances, but I do not believe that will be true
24 in most instances.

1 MR. BOOK: No. I hear that. I feel that, you
2 know, still, even in South Brookline, which is albeit
3 not as urban a location as the north, in Brookline
4 people -- there are less -- fewer cars. And I think
5 even in -- for lack of a better term -- in tony
6 buildings that -- condominium buildings -- people are
7 used to spending seven digits on a unit and it may only
8 have a single parking space. And it's sort of
9 understood and accepted.

10 MR. LEVIN: The biggest difference between
11 North Brookline and South Brookline, though, is, you
12 know, the T lines. And, you know, if you're going to
13 be within walking distance from the T, you might --
14 regardless of your income level, you may jump at the
15 opportunity to discard one of your cars because of just
16 the headache of owning a car or liking the idea of only
17 having to deal with one.

18 This is much more suburban. Our traffic
19 studies were based on suburban usage, which I think was
20 appropriately conservative, and I don't think people
21 are going to be so readily likely to give up a car
22 living in South Brookline. I mean, to get to a
23 supermarket, for instance, is just not a walking
24 exercise.

1 MR. BOOK: Let me ask -- this is not a trick
2 question. If your demographic you're anticipating is,
3 in many instances, people going to the medical area
4 that are going to be -- and hopefully commuting by way
5 of your shuttle, do you still expect that those people
6 would have cars just to --

7 MR. LEVIN: You know, I don't know, and I
8 don't want to find out the hard way. I think that
9 there is ridership. It's well received. And the
10 presence of Zipcars and the shuttle might, in fact,
11 incentivize some residents to abandon the second car,
12 but, you know, I wouldn't bet on it. And like I said,
13 our biggest fear is to be underparked. I mean, that --
14 notwithstanding the opportunity to get some additional
15 green space, it's a much riskier proposition to be
16 underparked.

17 Now, in answer to your question, Mr. Geller,
18 what we will do is we will -- as I said last time, we
19 will advance the plans. We have been advancing the
20 plans based on the program that was presented last
21 week, and it will include -- I can assure you, it will
22 include the access onto Thornton. Because in looking
23 at it, that was determined as being feasible.
24 Hopefully on second and third glance it's as feasible

1 as it was on the first, and thus eliminating that
2 hammerhead.

3 And we're going to, with very due diligence,
4 look at the opportunity for a turn-around down at
5 Building 11. And if that's feasible, which we hope it
6 is, we think it is, that will show up in the submission
7 set as well.

8 MR. JESSE GELLER: And removal of parking
9 spaces?

10 MR. LEVIN: Any removal of 21 parking spaces.

11 MR. JESSE GELLER: Gentlemen, are we prepared
12 to discuss the waivers?

13 MR. HUSSEY: I have only two questions at the
14 moment.

15 MR. JESSE GELLER: Mr. Bennett, do we -- well,
16 actually --

17 MR. SCHWARTZ: Before we leave, I'm just
18 trying to make sure that we're adequately addressing
19 the issues that are common for the board member, and
20 let me be specific.

21 I think, Mr. Hussey, you were clear that your
22 preference is to eliminate the four-story building.
23 I'm not sure what that means in terms of how
24 ultimately -- and I wouldn't presume to say how that

1 means you're ultimately going to vote on this, whether
2 your two colleagues who are voting will persuade you or
3 not.

4 And, Mr. Book, you know, I'm not quite sure --
5 I'm not following -- understanding where you are on the
6 parking issue. Assuming that we're submitting the
7 building the way we've discussed it with 21 fewer
8 spaces in E2 and E3, which is what we discussed, I want
9 to make sure that there's a consensus on the board of
10 that plan that addresses the board's concern and not
11 have to come back again and say, well, that addresses
12 part of our concern but take some more parking spaces
13 away from somewhere else.

14 I just want -- you know, we've been around and
15 around this many, many times. And while we appreciate
16 this is a process, you know, it wasn't that long ago
17 that there was a consensus among the board members that
18 the parking, as it was, was satisfactory. So I just
19 want to make sure we know exactly where we stand on
20 this before we submit another plan.

21 MR. HUSSEY: That's my understanding,
22 certainly, that the plan is going to be accepted as is
23 with the exception of reduction of parking at E2, E3,
24 and the apartment building of 21 spaces. Is that

1 correct?

2 MR. BOOK: Well, the consensus is two out of
3 three. Am I misunderstanding?

4 MR. HUSSEY: No.

5 MR. BOOK: So, I mean, the only thing that
6 may -- whether or not, for example, Mr. Geller or
7 Mr. Hussey convince me that 21 parking spaces is the
8 appropriate reduction, is -- that's just really an
9 add-on. It sounds as though you have a consensus.

10 MR. SCHWARTZ: With respect, I mean, I'm not
11 sure it's an add-on and it's not for me to dictate in
12 any way, shape, or form how people are going to vote.
13 But Mr. Hussey is indicating that he's not comfortable
14 with a fourth story at all.

15 MR. BOOK: Correct.

16 MR. SCHWARTZ: And you haven't reached a point
17 yet where you're comfortable with the reduction of 21
18 spaces.

19 We need two of you guys to vote on this plan,
20 so I'm just being very blunt and open about it, you
21 know. And so, you know, if we need to continue this
22 discussion, we're happy to do that but we want to make
23 sure when we submit this plan as a formal plan, the new
24 plan of record, that it's something that there's

1 consensus on the board to approve. And I think that's
2 what I'm getting at. And I don't want to belabor the
3 point, but that's really where I am.

4 MR. BOOK: Thank you.

5 Can I ask a question?

6 MR. JESSE GELLER: Yeah.

7 MR. BOOK: Do we -- the idea of consensus, we
8 can't -- it's not a matter -- we can't bifurcate
9 issues. It has to be in its totality. The plan is the
10 plan.

11 MS. MURPHY: Right.

12 MR. BOOK: So at least two people have to
13 agree on all aspects.

14 MS. NETTER: Staff has just raised a point to
15 me for your consideration. Do you want the final plans
16 at that juncture, the complete set, or do you want just
17 a site plan so that you can have one more visual to see
18 whether what they present is, in fact, acceptable to
19 you? I'm not pushing one way or the other. I just
20 don't know -- want to make sure. Do you want the
21 complete set of plans or ...

22 MR. HUSSEY: I think we do want the complete
23 set of plans. But let me back up a little bit and
24 clarify what Jonathan just said, because we have a

1 difference of opinion on two different attributes of
2 the plan. But are you saying that we've got to have
3 two votes that are identical in all aspects of the
4 plan?

5 MR. JESSE GELLER: A single plan.

6 MS. NETTER: A single plan.

7 MR. HUSSEY: So we've got to straighten out
8 amongst ourselves one of those issues.

9 MS. Netter: I'm sorry. I was out chatting.
10 Can you share with me what -- not just chatting.

11 MR. HUSSEY: I understand. But there are two
12 of us that agree that the apartment building is fine as
13 it now stands with -- including the partial fourth
14 floor.

15 There are two of us, but a different two, who
16 are in agreement that there should be a reduction of 21
17 parking spaces on the east side.

18 MS. NETTER: Yeah. You need agreement on --
19 at least two people on the same plan, absolutely, which
20 is probably why staff -- why the recommendation is
21 maybe you want to see something before you get a final
22 set of plans. Or decide now.

23 MR. HUSSEY: Well, I think -- I want to keep
24 things moving, and I'm not sure what Jonathan's

1 position is on his parking, but I'll back off if it
2 means that's the only way we're going to get to move
3 ahead.

4 MR. BOOK: You're looking at me.

5 MS. NETTER: Yeah.

6 MR. BOOK: I'd like to see some of the parking
7 removed from the west side. Am I going to convince
8 either of you of that?

9 MS. NETTER: Why don't you talk about how -- a
10 little bit about how much?

11 MR. HUSSEY: Yeah. How much?

12 MR. BOOK: There's probably, what, over 40
13 spaces on the west side that are meant to serve the
14 east side?

15 MR. LEVIN: We're not going to remove any
16 spaces from the west side.

17 MR. HUSSEY: And you're not going to take off
18 the fourth floor either, are you?

19 MR. LEVIN: No.

20 MR. HUSSEY: Well, I think we ought to keep
21 this thing moving. The only reason to have us hung up
22 on this would be -- it sounds like the removal of the
23 fourth floor, that request would trigger a pro forma;
24 is that correct?

1 MR. LEVIN: I believe so.

2 MR. HUSSEY: Thank you.

3 MR. JESSE GELLER: Well, let's start with --
4 it seems to me there are two separate discussions
5 here. One is -- so you've -- I don't view the
6 necessity -- if this is driven to pro forma, I don't
7 view that as a basis for you not to consider reduction
8 of parking of the west side or your consideration of
9 removal of the total fourth floor unless you believe
10 that is the correct thing to do. Okay? So the issue
11 about the pro forma, it seems to me, is a separate
12 issue.

13 In order to get to consensus, let's first take
14 the parking, okay, on the west side. So the
15 considerations in favor of removing parking are a
16 closer relationship between number of spaces and the
17 units they serve. And in your vision -- and you can
18 stop me at any time if you suddenly see the
19 Hussey/Geller light -- but in your vision, what's the
20 reduction in parking? Is it -- you know, sort of run
21 through the math of it.

22 MR. BOOK: You mean how many spaces?

23 MR. JESSE GELLER: Yeah. I don't care that
24 they said no way, no how. I want to hear the logic, or

1 I at least want to hear the thought process.

2 MR. BOOK: Well, I'm starting from the premise
3 that -- you know, I'm starting from the 57 spaces, from
4 the two spaces for the one-bedroom units that I thought
5 that was superfluous. So let's get rid of 57 spaces.

6 You and Chris have talked about and you've
7 reached a meeting of the minds on 21 of those spaces --
8 or 21 spaces. And I recognize I hadn't considered the
9 thought that there should be visitor parking and guest
10 parking. I hadn't considered that, and there should be
11 some number of spaces. So I hadn't considered that,
12 and clearly there should be some spaces for that.

13 But it still seems like even if that were
14 20-something spaces -- it still seems like there's more
15 parking than there needs to be. That's really all there
16 is. I don't have any formula as to what is the right
17 number. It's just a feeling that there is an awful lot
18 of parking for this project. Nothing more than that.
19 And that by reducing some of the parking, there are
20 some benefits that come out of that, which is less
21 pavement, more grass, which I think everyone agrees is
22 a good thing both visually and for drainage and
23 whatever else, the other benefits of that. So that's
24 really -- that's the whole thought process on that.

1 It's not a -- I don't have any mathematical formula to
2 plug in to say there should be, for this project, X
3 number the spaces. I don't have that. So that's my
4 thought.

5 MR. HUSSEY: How many parking spaces are in
6 the west parcel?

7 MR. SCHWARTZ: 71.

8 MR. HUSSEY: And there are 20 units, I
9 believe; right?

10 MR. LEVIN: Correct.

11 MR. HUSSEY: So that's 3.55 spaces per
12 dwelling units, I believe.

13 MR. LEVIN: Yes.

14 MR. HUSSEY: And how many bedrooms are on the
15 west side? Do you have that? I thought I had that
16 sheet with me, but I don't seem to.

17 So it's one, two --

18 MR. BOOK: -- three and four.

19 MR. HUSSEY: -- three and four.

20 MR. SCHWARTZ: I think it's approximately 70,
21 but we're working on getting the exact number.

22 70 bedrooms.

23 MR. LEVIN: One space per bedroom.

24 MR. HUSSEY: Yeah. It's practically one to

1 one.

2 MR. SCHWARTZ: And really, again, not to
3 belabor the point, but we really think, between the
4 fact that the large units are disproportionately
5 located in that portion of the development combined
6 with the factors that Marc was raising earlier in terms
7 of overflow, we do think it's very important -- we're
8 not just saying we need to have those spaces willy-
9 nilly. It is an important component of the
10 development.

11 MR. HUSSEY: I think that's not unreasonable.
12 Whereas my getting rid of the whole fourth floor,
13 that's clearly going to be a problem.

14 MR. JESSE GELLER: What do you mean?

15 MR. HUSSEY: It's going to be a problem for
16 the developer. You're going to get into pro forma, and
17 this whole thing is going to go on much longer. I
18 think this is not an unreasonable issue for that part
19 of the development.

20 MR. JESSE GELLER: Because of the size of
21 the --

22 MR. HUSSEY: Because of the number of
23 bedrooms.

24 MR. JESSE GELLER: Yeah. Right. Three- and

1 four-bedroom.

2 MR. BOOK: Yeah. I understand. But, I mean,
3 by their own admission, those spaces, they're expecting
4 that they're going to be overflow spaces. I don't
5 think anyone's expected four-bedroom units --

6 MR. JESSE GELLER: -- will be fully utilized
7 by those buildings.

8 MR. BOOK: Correct.

9 MR. LEVIN: If I may, roommate situations
10 would certainly create that type of ratio on three- and
11 four-bedroom units.

12 MR. JESSE GELLER: Yeah. That was my comment
13 about your constituencies are different than four
14 single-family homes or the kinds of units like
15 condominiums where families move in. There is a fair
16 likelihood that you will have renters who are more
17 inclined to have more vehicles in those kinds of units
18 in this location than in a house, than in a condo
19 building where you're buying the unit. That's my
20 view.

21 MR. HUSSEY: One of us, you or I, have to give
22 up in order to keep this thing moving.

23 MS. NETTER: Or maybe the applicant has some
24 thoughts of what they can present.

1 MR. LEVIN: I think I conveyed to you what we
2 will present if given the go-ahead.

3 MR. HUSSEY: Like giving up some of the
4 parking spaces. Now, how many did you say? 40?

5 MR. BOOK: No. Well, I think what we -- I
6 think there --

7 MR. HUSSEY: There are 20 units, 71 parking
8 spaces, and 70 bedrooms. So how about if they give up
9 10 parking spaces?

10 MR. JESSE GELLER: On the west side.

11 MR. HUSSEY: On the west side. Just on the
12 west side.

13 MR. BOOK: They've said no.

14 MR. HUSSEY: They said no to 40.

15 MR. BOOK: No. That's not what he said.

16 MS. NETTER: He said no to anything.

17 MR. BOOK: He said no to anything. This is
18 a --

19 MS. NETTER: Why don't we listen if they have
20 something to say.

21 MR. LEVIN: With all due respect, we have
22 really, really tried to accommodate the requests as
23 they've come over the last year, and I think we've
24 created a tremendous amount of green space in the

1 process compared to the original plan. We've also
2 reduced the parking from the original plan by 22
3 spaces. And, like I said, our -- it was 345 originally
4 and it's 22 spaces less.

5 MR. BOOK: Because you reduced the number of
6 units.

7 MR. LEVIN: We've reduced the number of units,
8 we've reduced the amount of parking, we've reduced the
9 number of bedrooms by 69. We've done a lot of
10 reductions to make what we believe is a better plan.

11 I just have to reiterate that worst case
12 scenario, we underpark this. And it's not worth the
13 risk to us to, you know, just on some arbitrary basis,
14 reduce the parking when, in fact, you know, like I
15 quoted before, the ITE standard is basically very close
16 to one bedroom per space, or one space per bedroom, and
17 that's where we are right now without the 21 reduction.
18 So, you know ...

19 MS. NETTER: For everybody, it sounds like
20 you're in a situation where either you say we are going
21 to reach consensus and we want a floor of the building
22 taken off the building and we want some reduction on
23 the number of spaces on the west side and you present
24 that to the applicant and the applicant has the chance

1 to say this is economically not viable and you move to
2 pro forma.

3 Another option is -- which I tried to look at
4 the applicant -- I did look at the applicant and say,
5 you see they're struggling with getting some general
6 idea. What -- you're saying no.

7 MR. SCHWARTZ: No. Because we don't know what
8 we're being asked to do, and we're not going to --

9 MS. NETTER: All right. So let's --

10 MR. LEVIN: And let me say that there's two
11 out of three -- there's a majority on the two key
12 aspects of this project. Unfortunately, they're not
13 from the same two people, so I think -- it feels like
14 we're there, but I guess maybe we're not.

15 And, you know, like I said, I think we've
16 really given it a yeoman's effort to address the
17 various concerns as they've -- as Steve pointed out --
18 as they've changed over the last year. We've made
19 changes to our plan repeatedly and I just feel as
20 though we've got to the point where we have a good plan
21 that has addressed maybe not 100 percent of your
22 concerns but at this point it feels like it's where it
23 should be.

24 MS. NETTER: I'm going to continue. We've

1 heard what you said. But part of the work that I do is
2 mediation, and unfortunately I've seen projects where
3 you think everybody is okay and there's one unit and
4 they can't agree. And if you're uncomfortable, that's
5 why I'm turning -- and you're right. You are getting a
6 clear read from Chris. Chris would like the fourth
7 floor taken off. You're not getting a clear reading
8 from -- I'm sorry to use first names -- Jonathan. So
9 that's why I'm turning around and saying, is there
10 anything else you can offer with respect to something
11 to do with the fourth floor or the number of parking
12 spaces, whether it be west or east? I don't know the
13 answer.

14 MR. SCHWARTZ: I don't think we're prepared to
15 commit to anything along those lines, no.

16 MS. NETTER: So the question for you, then,
17 is: Do you want to ask for both of your -- well, I
18 don't know exactly what you're looking for, and I'm not
19 trying to put you on the spot.

20 MR. BOOK: No. You can put me on the spot.
21 It's nothing more than a feeling that there's too much
22 parking.

23 MS. NETTER: Do you know how much less would
24 be acceptable, or are there certain areas where you

1 feel like there really should be more green space?

2 MR. SCHWARTZ: If I might, I mean, I realize
3 the question wasn't posed to me, but I believe Mr. Book
4 indicated previously that the plan in terms of the
5 location of the buildings to the green space -- not to
6 put words in your mouth -- was acceptable to him. So I
7 don't think -- with all respect -- that this is an
8 issue of creating more green space as much as -- in his
9 own words -- the desire -- some desire to reduce the
10 number of parking because there's just, quote, too much
11 parking.

12 MR. JESSE GELLER: What would be the number of
13 parking spaces -- let's just take the bedroom count.
14 Let's assume one space for one-bedroom units, let's
15 assume one and a half spaces for two-bedroom units, and
16 let's assume two spaces for three and four, and run
17 that number based on the 70 units that are on the west
18 side.

19 MR. BOOK: So that is a much bigger -- that's
20 over 80 spaces.

21 MR. JESSE GELLER: I'm trying to --

22 MR. BOOK: Okay. So as I thought about it, I
23 was thinking, you know, even with those numbers -- you
24 know, you gave more spaces for a two-bedroom unit --

1 MR. JESSE GELLER: That's where I was going.

2 MR. BOOK: Fine. Three-bedroom unit should
3 have two spaces. Maybe a four-bedroom unit gets two
4 and a half spaces. But sort of all of that -- the half
5 spaces all kind of got canceled out. Really what I
6 came down to was -- it was the one-bedroom units. The
7 one-bedroom units should have one space. So I think,
8 overall, I was thinking in the range of 57 spaces.

9 MR. JESSE GELLER: Total?

10 MR. BOOK: Total.

11 MR. JESSE GELLER: East and west?

12 MR. BOOK: East and west over the whole
13 project. But, again, not taking into consideration
14 that there needed to be spaces providing visitor
15 parking and handicap spaces, so I don't know.

16 MS. NETTER: But you've thrown out a number,
17 so let's see ...

18 MR. BOOK: They've heard the number.

19 MS. NETTER: 21 went to 57, reduction of 57
20 units.

21 MR. JESSE GELLER: 57 spaces.

22 MR. BOOK: Right. So 57 spaces --

23 MR. SCHWARTZ: 57 spaces, to clarify, but
24 you've indicated that did not include, in your

1 consideration, visitors' spaces.

2 MR. BOOK: Correct.

3 MR. LEVIN: And handicap spaces.

4 MR. BOOK: Right. So you had said, Marc, for
5 those, somewhere in the 20 to 30 range?

6 MR. LEVIN: Yes.

7 MR. BOOK: So where are we? I don't know.

8 MR. LEVIN: You called it 25.

9 MR. BOOK: All right. So 57 minus 25.

10 MR. HUSSEY: 32.

11 MR. BOOK: 32. And so you --

12 MR. LEVIN: And something for handicapped.

13 MR. BOOK: I'm sorry?

14 MS. NETTER: One way to think about it -- I
15 really don't want to get in -- I'm just throwing out
16 ideas. But one floor is, if you look at the 323 units,
17 five percent of those are handicap spaces and they're
18 guesstimating that 20 to 30 are visitor spaces, so
19 let's just throw out, perhaps, a number which is 15
20 percent of the 323 spaces are handicapped and visitor
21 spaces. So I don't know if you might want to subtract
22 from the 57, 15 percent. Just one way of thinking
23 about it.

24 MR. BOOK: Thank you.

1 MS. NETTER: 15 percent of 57 is what?

2 MR. BOOK: 48.

3 MR. ZUROFF: 15 percent of 323.

4 MS. NETTER: Oh, no. 15 percent of 57 is what
5 I was thinking.

6 MR. BOOK: But that doesn't -- we need to
7 provide --

8 MS. NETTER: You didn't take into account
9 visitor spaces and handicapped, so I was just looking
10 at the general proportion --

11 MR. BOOK: Oh, no. But I think that if -- my
12 concern is, for example, I think there's 57 too many
13 spaces. What I didn't consider were handicapped and
14 visitor spaces for the entirety of the project. I
15 don't think we're just looking at --

16 MS. NETTER: Got it.

17 MR. BOOK: I mean, in fairness to -- I think
18 that 57 probably needs to be reduced by 25 or 30
19 spaces.

20 (Inaudible discussion amongst the board.)

21 MR. HUSSEY: What's my comment about the
22 fourth floor? No further than I said. It's looking at
23 the reduction of units over on that east side. It's a
24 big building. I think it's probably a little too big.

1 MR. ZUROFF: If you can reach a consensus on
2 the spaces, then you probably have a consensus on the
3 project.

4 MR. HUSSEY: Absolutely. I think so.

5 MR. SCHWARTZ: Just to be clear -- I just want
6 to follow your math. 57 spaces, the reduction you're
7 looking for, does not account for the visitor spaces or
8 any handicap accessible spaces.

9 MR. BOOK: It did not.

10 MR. SCHWARTZ: And we're taking 21 spaces
11 out -- we agreed to do that -- on the east side. So
12 the delta is -- you know, I just want to make sure I
13 understand. You used the number 30, for example. You
14 know, delta, I believe, is six spaces.

15 MR. JESSE GELLER: Nine.

16 MR. SCHWARTZ: I believe it's six spaces.

17 MR. HUSSEY: 57 --

18 MR. SCHWARTZ: 57 minus 30 minus 21 is 6.

19 MR. HUSSEY: Oh, I see what you're saying.

20 MR. SCHWARTZ: We just need to understand what
21 you're asking us to do on the west side. I don't want
22 to belabor the point.

23 MR. BOOK: No. Thank you.

24 MR. LEVIN: I think we said -- we'll call the

1 visitor parking 25. If you -- the handicap spaces are
2 15. Let's half that. Assume half of them aren't
3 used.

4 MR. BOOK: You need to provide 15 handicap
5 spaces and 25 visitor spaces?

6 MR. LEVIN: Yes.

7 MR. HUSSEY: Is that in relation to the 323 or
8 the 302? The 323 is your total before we eliminated 21
9 spaces.

10 MR. LEVIN: I'm trying to address -- account
11 for 57 spaces somehow.

12 MR. BOOK: That's fine.

13 MR. LEVIN: So if you were to subtract 25 from
14 the 57 for visitors, you have 32.

15 MR. BOOK: I'm following. I'm sorry. I
16 wasn't giving you a vacant look. I'm listening.

17 MR. LEVIN: If you were to take half of the
18 handicap spaces, assuming that they're not occupied as
19 is so often the case, that would be 7, 7 and a half.
20 Call it 7. So you're down to 25. Subtract the 21 that
21 we've agreed to remove and we're down to 4.

22 MR. BOOK: All right.

23 MR. LEVIN: I mean, are we --

24 MR. HUSSEY: I'm going to stay out of this.

1 MR. LEVIN: Is that -- I mean, are you okay
2 with that math?

3 MR. BOOK: Yeah. Well, you didn't -- I hadn't
4 followed -- I thought you had initially said that the
5 handicap spaces were 5 and 15.

6 MR. LEVIN: No. There are definitely 15 --

7 MR. KINDERMANS: 5 percent.

8 MR. LEVIN: 5 percent of the 323. It's
9 definitely 15 percent. Even on the reduced number --

10 MS. NETTER: It's still 15.

11 MR. LEVIN: It's 15.

12 MR. JESSE GELLER: The parts of it that -- the
13 logical parts of it that I agree with, from what Chris
14 is saying, okay, is that the implication of parking or
15 the effect of parking is particularly an issue on the
16 east side because the traffic's going somewhere.

17 Now, peer review has said we don't think
18 there's a significant impact. Even taking that into
19 account and accepting that notion, a reduction on the
20 east side, it seems to me, has, by necessity, a real
21 benefit.

22 You asked the question of, is a reduction on
23 the west side of equal benefit? Are you getting
24 something for the reduction? Because this whole thing

1 is about an imperfect weighing of demands. Right? And
2 on the west side, the argument Hussey makes is, well,
3 Independence Drive -- other than those times in the
4 morning and in the rush hour in the evening -- more so
5 in the morning -- is less impactful than sending
6 traffic down Asheville Road and then winding up going
7 through the neighborhood streets.

8 And therefore, the focus becomes -- if you're
9 going to remove it -- again, weighing -- balancing the
10 demands -- if you're going to remove it, where is it
11 most essential to remove? In my mind, the argument
12 that it's most essential to remove it from the east
13 side certainly has merit. The question about what we
14 gained from removing it on the west side, yes, green
15 space is good. Yes, removing pavement is good.

16 But in sort of weighing out the kinds of units
17 that they have over there and weighing out what I
18 hadn't considered, such as visitor parking, handicapped
19 parking, do I think that they have more -- do I think
20 they have a lot of parking spaces over on the left
21 side? Yes, I do.

22 Do I think that it is a reasonable request of
23 you to make upon them to make some kind of reduction on
24 the west side? Yes.

1 Is that a compelling need if I balance, sort
2 of, the issues? Is it something that I'm insistent
3 upon on the west side? No -- weighing in all the
4 factors. But I see your argument, and I see -- I see,
5 looking at it as a whole, like you're doing, and saying
6 this is too much parking there, you need to reduce it
7 on a equitable basis, east and west, and there should
8 be some relationship.

9 So, again, you're going to factor back in the
10 fact that have they heavily weighted the larger units
11 or the greater number of bedrooms over on the west
12 side. They're telling you they're stockpiling their
13 extra parking over there for the units on the east side
14 and, oh, by the way, there's also some kind of a
15 factor, if you will, for visitor parking and for
16 handicapped parking. So it sort of gets washed out in
17 the balancing, and I tend to focus, therefore, on the
18 greater good which is getting it off of the east side.

19 MR. BOOK: Okay.

20 MR. JESSE GELLER: Which is not where I
21 thought I would be.

22 MR. BOOK: Anything else, Chris?

23 MR. HUSSEY: No. Only that you're not going
24 to be getting too much benefit of green space because

1 you're going to have to be taking if off of just one
2 side.

3 Over here, if you take some off and you cut
4 off both sides -- you have double-sided parking here --
5 you get some real green space. But over here -- you
6 know, you take 20 or 30 spaces out of here, you get a
7 little bit of green space but not terribly affective
8 green space. So that's the other reason why I think
9 it's not as crucial.

10 MR. JESSE GELLER: And in fairness, you could
11 be making the same argument to Mr. Hussey over here
12 about the merits of the fourth floor or lack of merits
13 of the fourth floor.

14 MR. BOOK: I don't know if we've ever
15 understood or if Chris has ever articulated why he
16 wanted the fourth floor removed, so it's hard to
17 comment on that.

18 MR. HUSSEY: So what's on the agenda next
19 week?

20 Part of this is I think he has not clearly
21 thought through his position.

22 MS. NETTER: But you're pretty close.

23 MR. HUSSEY: I know we're pretty close. I
24 mean, if we could go to next week to resolve this --

1 MR. SCHWARTZ: With all due respect, we're
2 not -- we really need some guidance. I just want to
3 remind the board that the official plan of record
4 before you is a five-story building. That's the plan.
5 We need to know what plan we're supposed to submit as
6 the formal plan.

7 MR. HUSSEY: I know. I understand that,
8 Steve, but we do need to resolve this. And I'm willing
9 to stay for as long as we have to, but I find that
10 sometimes you need a little time to work these things
11 through. I think Jonathan -- with all respect, I think
12 he hasn't totally worked through the numbers to see
13 where he wants to be on this. And that's why I'm
14 asking about what's on next week. I mean, this may be
15 even putting the whole thing -- another extension of a
16 week, I understand --

17 MS. NETTER: We get into the holidays.

18 MR. HUSSEY: Holidays?

19 MS. NETTER: More holidays.

20 MR. HUSSEY: More holidays. I understand.

21 Go ahead, Jonathan. Have you had an epiphany
22 yet?

23 MR. BOOK: No, I haven't had an epiphany,
24 but ...

1 MS. NETTER: Well, I'm going to take a valiant
2 effort once more -- I heard you and I heard you and I
3 am trying to get some closure, which, as you know --

4 MR. SCHWARTZ: We appreciate that.

5 MS. NETTER: I understand that you're not
6 getting a clear idea, but I would suggest that perhaps
7 you can do some sort of general proffer as to an
8 additional reduction in parking spaces that you could
9 live with. Provide -- I understand this is not -- but
10 I think your choice is either to, you know --

11 MR. SCHWARTZ: With all due respect to
12 everybody's efforts here, we just -- you know, the
13 issue is -- going back to basic principles. We're
14 providing -- before the elimination of the 21 spaces --
15 the minimum number of spaces required by zoning on a
16 project-wide basis. As I understand, the Town Meeting
17 considered recently reducing that required number and
18 voted that down.

19 We are now eliminating 21 further spaces,
20 which will further reduce that ratio, and we find that
21 this is -- you know, it's, frankly, with all due
22 respect to the board, a little arbitrary where we don't
23 know what we're shooting for.

24 It was helpful before when you said, okay, if

1 you take the 57 spaces that you want eliminated and
2 take out the 21 that you've already committed to
3 eliminate and take out some factor for, I guess,
4 parking and for handicap parking, we're willing to work
5 with that and arrive at a number. We can consider
6 that. But otherwise, I just think we're shooting in
7 the dark.

8 MR. BOOK: I'd like you to remove 10 spaces
9 from the west side. I would support that. Do you want
10 to think about it? Or you can say no.

11 MR. LEVIN: I guess I struggle with what
12 amounts to that feeling of arbitrary -- you know, this
13 is our business, and it's hard to reduce something that
14 we believe we need. The 21 spaces was something that
15 would sort of kill two birds with one stone.

16 MR. BOOK: Before you finish that thought, can
17 I ask you a question?

18 Can we condition -- or maybe -- if they got
19 access onto VFW, could we give them spaces back? We're
20 having them put in the turn-around. They're going to
21 lose spaces to do that. Or we've asked them to do
22 that. I don't know if they're going to comply, but
23 we've asked them to do that. If they had full access
24 onto VFW, could they get spaces back? Could we make

1 that as a condition?

2 MS. MURPHY: Could they get those spaces, the
3 turn-around spaces?

4 MR. BOOK: Yeah. Would that survive a -- is
5 that an improper condition?

6 MS. MURPHY: That's a good question. It's not
7 anything that I've run into before, but I think that
8 it's possible to do that, to say we need the turn-
9 around. If, at some point in the future you get VFW
10 access, you know, we can modify your plan.

11 MS. NETTER: Why don't we turn to them and see
12 whether they could live with that, if you could live
13 with it.

14 MR. LEVIN: What, exactly, is the question?

15 MR. JESSE GELLER: Why don't we let them
16 answer the question about the ten spaces, and then
17 depending on their answer you can move to --

18 MR. BOOK: Okay.

19 MR. JESSE GELLER: Unless I missed something.

20 MR. BOOK: That. I'm sorry.

21 MR. JESSE GELLER: And, frankly, I don't think
22 you need to negotiate against yourself.

23 MR. BOOK: It was just -- he started -- I had
24 the thought as Marc was speaking. Marc, would you just

1 respond -- I apologize for the -- would you respond to
2 the 10-space request?

3 MR. LEVIN: Listen, clearly I'm struggling
4 with it. And what I heard you say next was an
5 interesting and appealing idea on a couple of levels.

6 Number one is that, once again, if we were to
7 get access to the VFW, you taking traffic off of
8 Asheville, we've committed to that. We think it's a
9 great idea.

10 Our interests align even more when we
11 understand that if we were to succeed and get access to
12 the VFW, that we would get those parking spaces back,
13 which is important to us. If I understood what you
14 said correctly. No?

15 MR. HUSSEY: I think you did, but there's a
16 little bit of a complication. Does that come out of
17 the 21 spaces that I've asked you to reduce, in that
18 case?

19 MS. MURPHY: No.

20 MR. HUSSEY: All right. Just so long as we
21 understand. Fine.

22 MS. MURPHY: Where is it coming from?

23 MR. JESSE GELLER: Exactly. That then becomes
24 the question.

1 MR. HUSSEY: Comes out of the west side.

2 MR. JESSE GELLER: So you understand, they're
3 taking 10 spaces out of the west side. There's an
4 earn-out, right, so that if they are able to get egress
5 onto VFW, they get back 10 spaces. I mean, if I'm
6 understanding, they get back 10 spaces. Then the
7 question then becomes where do they get back those 10
8 spaces? And the direct relationship is, obviously, the
9 east side because they've now cut off traffic into the
10 neighborhood, so in theory they should go into the east
11 side, not back to the west side.

12 MR. BOOK: No. Absolutely. Because part of
13 the rationale is that the west side spaces -- there are
14 excess spaces there to service the east side and that
15 sort of gets negated.

16 MR. JESSE GELLER: But I just hope they
17 understand that's what we're talking -- it's not, they
18 get access to VFW and they get ten more spaces on the
19 west side.

20 MR. BOOK: No.

21 MR. SCHWARTZ: Let me try -- and, again, not
22 to put words in anybody's mouth. What is being
23 discussed now is that we would eliminate 10 spaces on
24 the west side on the condition that --

1 MR. JESSE GELLER: Over and above.

2 MR. SCHWARTZ: Over and above the 21 spaces
3 we're currently eliminating or proposing to eliminate
4 on the east side -- on the condition that if we are
5 able to get access directly onto the VFW Parkway, that
6 we could restore those ten spaces on the east side. Is
7 that what we're hearing?

8 MR. BOOK: No. That's not quite -- maybe you
9 said it differently. I'd like you to eliminate 10
10 spaces on the west side. They're just gone.

11 In the event that you get -- separate and
12 apart from that, if you get access to the VFW, you
13 would get 10 spaces on the -- ten additional spaces
14 restored to the east side.

15 MR. SCHWARTZ: I thought that's what I said.
16 Maybe I misspoke.

17 MR. HUSSEY: Wait a minute. Instead of
18 reducing 21 spaces on the east side, are they going to
19 be reducing --

20 MR. SCHWARTZ: 11 spaces.

21 MR. BOOK: If they have access on the VFW?
22 Why does it matter? They're not going to be in the
23 Russett Road neighborhood.

24 MR. JESSE GELLER: They're cutting off

1 Asheville Road.

2 MR. LEVIN: No.

3 MR. JESSE GELLER: Other than for safety
4 reasons.

5 MR. HUSSEY: What if they get access onto the
6 VFW for only emergency vehicles?

7 MR. BOOK: No. That's not what we're talking
8 about, this vehicular access to the residents.

9 MR. HUSSEY: You've got a point. If you have
10 access to the VFW for all vehicles, then you will be
11 reducing the traffic into the Asheville --

12 MR. JESSE GELLER: Right. And they have to
13 agree that they will do that.

14 MR. HUSSEY: All right. I'll accept that.

15 MR. SCHWARTZ: Is that --

16 MR. BOOK: That's the ask.

17 MR. HUSSEY: So in any event, you're going to
18 get 10 out of the west side. Win, lose, or draw the
19 VFW, you're going to get 10 out of it.

20 MR. JESSE GELLER: Right.

21 MR. HUSSEY: All right.

22 MR. JESSE GELLER: And it solves your problem
23 about traffic in the neighborhood.

24 MR. HUSSEY: Yeah. I think it does. All

1 right.

2 MR. BOOK: You haven't said yes.

3 MR. SCHWARTZ: Well, Marc is calling me names
4 over here.

5 MR. LEVIN: There was something, Jesse, that
6 you said. I don't know if I understood it correctly.
7 Asheville Road is not being closed. I just want to
8 clarify. We would have access to the VFW Parkway.
9 Those are two very separate --

10 MR. ZUROFF: You're going to draw more traffic
11 out to the VFW Parkway.

12 MR. JESSE GELLER: You're hoping.

13 MR. HUSSEY: That's the presumption.

14 MR. ZUROFF: But it doesn't necessarily mean
15 that.

16 MR. BOOK: Well, the town can also -- I mean,
17 once there's direct access onto VFW, I presume that
18 there can be -- things can be done to restrict access
19 onto Asheville.

20 MR. HUSSEY: I think if they get the VFW exit
21 for cars as well as emergency, I think during that peak
22 time in the morning when it's so difficult to get out
23 of the Asheville Road area, people are going to go to
24 the VFW. I think there is going to be reduction of

1 impact.

2 MR. ZUROFF: But it's not mandated.

3 MR. BOOK: I don't think they can mandate it.
4 They don't own Asheville Road. That's a town issue.

5 MR. ZUROFF: Right. People can drive through
6 Asheville Road, but they probably will access VFW.

7 MR. BOOK: I understand that. That's not
8 their issue. They have no control over that.

9 MR. ZUROFF: Right. But you were posing it as
10 a possible condition.

11 MR. JESSE GELLER: So I was incorrect.
12 Understood. Are you still comfortable? Because it
13 goes to your issue.

14 MR. HUSSEY: I'm sorry. Repeat it. What
15 point did you make?

16 MR. ZUROFF: The point is that you're not
17 requiring the developer to close off Asheville Road.

18 MR. HUSSEY: No.

19 MR. ZUROFF: What you're saying is that the
20 developer is able to access VFW.

21 MR. HUSSEY: For all vehicles.

22 MR. ZUROFF: For all vehicles.

23 MR. HUSSEY: Yeah.

24 MR. ZUROFF: The effect will be that Asheville

1 Road will be less burdened by traffic.

2 MR. HUSSEY: Right. No, I agree with you.

3 MR. JESSE GELLER: So that resolves your
4 concern --

5 MR. HUSSEY: Yes, it does.

6 MR. JESSE GELLER: -- and resolves your
7 concern.

8 MR. BOOK: Yes.

9 MR. HUSSEY: Got that?

10 MR. LEVIN: I think so. So is that an ask?

11 MS. NETTER: Yes.

12 MR. JESSE GELLER: Yes, it is.

13 MR. LEVIN: Well, maybe we should wait until
14 next week.

15 Okay. So let me just repeat it so that we're
16 all on the same page; that we will produce a plan that
17 shows a reduction of 21 spaces on the east side in the
18 vicinity of the -- to accommodate a turn-around.

19 MR. BOOK: And I think you're going to lose --
20 aren't you going to lose spaces to --

21 MR. LEVIN: If there's spaces lost, that would
22 be part of the 21 up by the Building 7. The plan will
23 also show a reduction of 10 spaces on the west side.

24 In the event that we get access to the VFW Parkway, we

1 would be able to restore 10 parking spaces on the east
2 side. So we will submit a plan that is consistent with
3 what we presented last week with those changes.

4 MR. BOOK: Thank you.

5 MR. LEVIN: And if we don't have enough
6 parking, we're sending them to your house.

7 MR. BOOK: I have a driveway. Fill it up.

8 MR. JESSE GELLER: Okay. And my
9 expectation -- our next hearing is next Monday. So
10 next Monday we will move on to waivers. We hopefully
11 will hear from you in a positive response about the
12 removal of hammerheads, and you'll show us a plan with
13 further reductions.

14 Anything else?

15 That's all we know of as of today. Next
16 Monday, 7:00 p.m. Thank you, everyone.

17 (Proceedings suspended at 10:06 p.m.)

18

19

20

21

22

23

24

1 I, Kristen C. Krakofsky, Court Reporter and
2 Notary Public in and for the Commonwealth of
3 Massachusetts, certify:

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

8 I further certify that I am not a relative or
9 employee of any of the parties, nor am I financially
10 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 December, 2014.

14 _____

15 Kristen Krakofsky, Notary Public

16 My commission expires November 3, 2017.

17
18
19
20
21
22
23
24

A			
abandon	113:10 114:7,11	84:14 111:8 116:13	46:17,22 86:16
84:11	115:18 116:5,12,21	address	agree
abide	117:5,8,10 118:8,17	3:10 4:14,20 10:22	11:7 39:24 55:17,18
11:1	118:18 119:6,20	11:17 19:10 42:20	58:21 66:16 68:4
ability	120:24	45:13 79:1 98:16	79:13 88:13 89:12
27:24 40:2 57:12	accessible	105:10	99:4 106:13 117:13
able	104:8	addressed	120:2
5:8 19:24 20:5 21:5	accommodate	8:7 31:18 65:14 67:2,7	agreed
26:15,18 36:18 41:19	70:24 82:14 96:22	67:24 81:3 98:21	8:21,23 9:23 10:5,12
42:6 45:14 66:2	120:18	addresses	11:1 20:1 27:22
73:14 115:4 116:5	accomplish	5:16 14:20 73:2 86:10	104:11 105:21
119:20 121:1	42:7,8,23	86:11	agreement
absence	account	addressing	8:10 55:18 79:16
44:4	61:2 73:1 103:8 104:7	80:22 85:18	89:16,18
absolute	105:10 106:19	add-on	agrees
13:9 35:17	accurate	87:9,11	92:21
absolutely	31:2,4,12 39:16	adequate	ahead
5:8 11:20 12:18,22	achieve	34:18 52:9	90:3 110:21
66:6 89:19 104:4	5:7,8 6:10,15,16,17	adequately	aid
115:12	7:3,3	10:22 85:18	8:10,15
absorbed	act	adjacent	air
57:24	17:10	68:22	4:23 17:20 23:22
abuse	acting	admission	alarm
74:20	15:24	95:3	6:10 7:8 8:15 9:13
abutter	action	adult	10:13,15,17 15:4,7
30:18	122:10	13:22	16:18 17:3
abutters	activate	advance	alarms
50:17 68:24	16:18 17:3	84:19	23:23
accept	activated	advancing	albeit
12:16 117:14	20:3	84:19	66:18 71:9 83:2
acceptable	actual	advantage	alert
18:18 22:4 80:12	22:19	78:14	13:22
88:18 99:24 100:6	add	aesthetic	align
accepted	31:5 33:24 35:8,16,17	22:12	114:10
12:12 83:9 86:22	35:19 36:9,12 37:7	affect	alleviate
accepting	60:4 77:9	38:5	8:22 12:21
106:19	added	affective	alleviated
access	8:22 50:17 59:23	109:7	24:2
20:6,7 21:4 22:18 24:1	adding	affordables	allocate
25:21,23 26:24 37:3	34:7,22 35:14 40:23	82:21	78:3
40:3,4,6,11,15 41:8	54:24	age	allocated
42:12 46:10 47:15	additional	34:9	72:17
55:22 64:22 73:12	6:19 8:14 14:3 37:12	agenda	allow
84:22 112:19,23	38:20 46:6 56:1	109:18	6:2 10:7 12:17 28:21
	63:23 77:16,20 78:16	ago	63:6 64:7

allowed 12:11,11,15 20:18	73:23 75:7,8 76:19 77:13 78:8 81:10 86:24 89:12	53:2 54:1 60:9,22 87:8 83:20	109:15
alternate 46:12	apologize 114:1	appropriately 83:20	Asheville 107:6 114:8 117:1,11 118:7,19,23 119:4,6 119:17,24
alternative 25:21 26:3	apparatus 6:19 8:11 11:12 12:2 12:21 13:16,21,23 14:2,9,11,12,15,17 15:4,10 18:14,19 20:12,19,22 21:4 22:10,22 26:9,10,11 26:13 27:12 28:9 48:12	approve 10:14 44:2 88:1	aside 80:5
amount 8:2 31:1,16,19 33:10 36:13 50:4,5,24 51:22 56:5 63:21 69:18 96:24 97:8	apparatuses 26:5	approximately 68:12 93:20	asked 4:17 11:16,20 12:6 13:10,15 14:3 21:23 31:9,15,16 44:11 98:8 106:22 112:21 112:23 114:17
amounts 112:12	appealing 78:11 114:5	arbitrary 97:13 111:22 112:12	asking 7:22 8:4 26:17 29:9 32:2,15 37:5 72:11 104:21 110:14
analyses 37:15	Appeals 1:5 44:15,18 45:6	area 7:15,23 8:3 12:1,3 14:6,14 19:10,13,14 19:14,23 20:2,9,17 20:21,22,23 21:7,8 21:16,23 22:5,9,15 23:4 29:3,17 30:22 31:20 32:3,5,6,12,16 32:19 33:1,3,5,20 34:1,13,19,22 35:1,6 35:15,16 36:8,10,10 41:14,17,19,20,21,22 47:17,20 48:14,15,17 51:4,17,24 53:19 54:1,7,13 55:1,4 58:16 64:13 70:10,13 70:14 82:15 84:3 118:23	aspect 80:15 81:2
anecdotal 55:6	appear 3:11	appearance 17:8	aspects 88:13 89:3 98:12
answer 29:1 32:10 34:2 51:1 72:4 76:11 84:17 99:13 113:16,17	Appearances 2:1	Appears 30:21 51:8	assessor's 53:12
answered 36:4	applicant 57:15 59:13 60:7 67:2 95:23 97:24,24 98:4 98:4	areas 5:12 7:10 11:9,12,13 19:11 23:2 26:19 49:20 57:21 58:2 60:8 99:24	assign 73:5
answers 68:17	applicant's 3:14	argument 45:6 79:16 107:2,11 108:4 109:11	assigned 62:14,14,15 63:2,21 73:22,24
anticipate 82:7	Application 1:7	arounds 11:16 21:4 24:1	assigning 73:15
anticipating 84:2	applied 55:11	arrive 5:19,24 66:14,15 112:5	assignment 6:11 7:8
Anybody 48:1 68:3	apply 38:18,21,23	arrives 52:8	Associate 2:6
anybody's 115:22	appreciate 65:5 67:5 86:15 111:4	arriving 5:18 66:16	Associates 2:11
anymore 12:8 21:19	approaches 52:14	articulated	Association 5:4
anyone's 95:5	appropriate		assume 24:22 53:20 100:14,15 100:16 105:2
anyway 21:15 64:6			assumed 41:13 78:23
apart 77:2 116:12			assuming 46:13 56:10 59:11
apartment 48:4 61:9 62:4,5,15 63:17,18,22 70:2 71:12,15,19,21 72:3			

<p>60:6 72:5 86:6 105:18 assumption 53:22 77:22 assure 84:21 attack 10:7 27:2 attempted 45:12 attention 44:16 attract 49:16 attributes 89:1 audible 45:20 authority 5:11 49:5 automatic 43:8 available 50:10 62:8 average 49:19 aware 3:10 20:24 49:3 awful 92:17 awkward 61:12</p> <hr/> <p style="text-align: center;">B</p> <hr/> <p>babysitters 49:23 back 3:12 12:2,20 14:4,10 14:10 15:11 18:13,14 20:15,23 22:1,9,12 22:14,17,21,23 23:11 24:18,22 26:14,15 28:15,21 37:10 40:19 41:2 46:6 48:5,12,17 53:4 54:22 55:23</p>	<p>61:18 69:3 72:16 75:21,24 76:5,22 77:9 81:5 86:11 88:23 90:1 108:9 111:13 112:19,24 114:12 115:5,6,7,11 backing 12:22 13:16,21,23 14:11 15:4,10 18:17 18:18 21:17,18 22:3 41:4,10 55:8 backyard 22:15 balance 59:7 108:1 balancing 107:9 108:17 base 68:17 based 37:9 44:3,20 67:14 71:5 83:19 84:20 100:17 basement 77:23 basic 111:13 basically 19:15 30:24 52:24 69:16 97:15 basis 73:13 91:7 97:13 108:7 111:16 bed 15:18 bedroom 15:17 49:21 53:18,23 72:6 93:23 97:16,16 100:13 bedrooms 51:12,18 53:14,16,17 57:3 80:12 81:17 82:9 93:14,22 94:23 96:8 97:9 108:11 bedspread</p>	<p>15:18 beginning 11:11 17:12 20:8,10 31:8 begins 15:16 17:9 behaves 15:15 belabor 88:2 94:3 104:22 believe 11:3 20:16 22:14,18 29:6 31:8 35:9 39:24 40:11 49:15 51:5 56:22 57:5 61:1 67:20 71:23 80:17 82:23 91:1,9 93:9,12 97:10 100:3 104:14 104:16 112:14 benefit 23:13 39:16 58:2 59:16 62:1 106:21,23 108:24 benefits 58:1 92:20,23 Bennett 2:16 36:6,18 37:5,20 38:4,8,21 39:3,6 85:15 Bennett's 37:4 best 5:9 13:21 14:10 26:1,4 bet 84:12 better 9:10 22:13 27:21 40:12 59:18 73:11 83:5 97:10 beyond 65:21 bifurcate 88:8 big 5:2 21:8 32:3,5,16</p>	<p>57:18 103:24,24 bigger 100:19 biggest 83:10 84:13 birds 112:15 bit 51:20 58:16 61:20 88:23 90:10 109:7 114:16 blast 61:20 78:16 blasting 10:24 11:2 59:17 61:11,12,19,19 blistering 17:13 block 32:23 blow 17:20 Bluestein 2:9 blunt 87:20 board 1:5 2:2 4:2 43:4,7,15 44:18,19 45:16 56:24 64:6 65:22 79:15 85:19 86:9,17 88:1 103:20 110:3 111:22 board's 44:16 49:5 86:10 boiling 17:18 Bonad 53:13 54:11 book 2:4 3:6 13:6 26:23 27:3,17,22 28:2,5,11 28:14 48:2,19 54:3,5 54:14 55:17 56:16 60:12 61:17 62:2 69:3,10 70:3,7,10,12</p>
---	--	--	---

72:15 73:4,21 74:1,8 74:10,12,16,20 75:9 75:12,19 76:17,22 77:6,11,20 78:1,6,18 78:22 79:12,21,24 80:5 81:1,22 82:9,11 83:1 84:1 86:4 87:2 87:5,15 88:4,7,12 90:4,6,12 91:22 92:2 93:18 95:2,8 96:5,13 96:15,17 97:5 99:20 100:3,19,22 101:2,10 101:12,18,22 102:2,4 102:7,9,11,13,24 103:2,6,11,17 104:9 104:23 105:4,12,15 105:22 106:3 108:19 108:22 109:14 110:23 112:8,16 113:4,18,20,23 115:12,20 116:8,21 117:7,16 118:2,16 119:3,7 120:8,19 121:4,7	bring 27:3 44:15 46:6,24 brings 14:19 broader 53:19 Brookline 1:5,8,12 5:22 7:6 11:19,23 12:7 13:17 30:15,22 31:11 32:17 32:24 37:23 43:1 50:13 69:22,23 83:2 83:3,11,11,22 brothers 81:11 brought 46:21 47:18 build 7:18 8:5 50:23 building 2:16 4:10 9:2,6,8,11 9:14,16,18,24 13:11 14:6 15:1 19:4,19,19 21:1,10,12,21 22:6,6 22:12,20 23:6,16,17 25:17 26:24 27:15 28:3,5,7,9,9 30:24 31:21 35:13 36:8,12 36:13,19,20,23 37:3 37:6,8,14,18 38:3,5 38:10,11,21,24 40:12 41:18,18 44:4,24 46:11 47:6,7,9,11 48:3,4,17,22 61:9,18 61:18 62:4,4,9 63:17 63:18,22 64:13,21,24 65:18 67:12,22 68:7 68:8,10,12 69:14 70:1,2 71:12,15,16 71:17,19,21 72:1,3 73:24 75:7,8,21 76:1 76:3,19,23 77:5,14 77:24 78:8,12,24 81:4,4,10 85:5,22 86:7,24 89:12 95:19	97:21,22 103:24 110:4 120:22 buildings 8:24 9:7 18:24 19:18 20:7,21 21:9 22:15 23:9 27:19 28:8 31:1 38:1,2,10 39:2,3,5,7 39:9 40:3,5,22 43:19 54:15 63:19 76:10,20 78:4 83:6,6 95:7 100:5 buildup 17:6,14 bulk 72:6 buoyant 16:20 burden 35:23 burdened 120:1 burn 9:8,17 15:16 burning 16:15,21 burst 17:24 bus 82:14 business 50:20 62:12 112:13 buying 95:19 bylaws 50:13	called 15:5 24:9 47:6 64:20 102:8 calling 25:17 118:3 calls 8:9 15:7 22:22 35:16 35:18,19,23 36:1 canceled 101:5 capture 61:3,4 car 49:17 57:12 59:20 62:17 63:4,5,24 71:1 71:3,3,4,9 73:18 74:5 74:21 75:3 77:4 83:16,21 84:11 Carbon 18:6 care 25:4 91:23 career 5:15 careful 63:15 carelessly 15:24 carpeting 15:19 17:22 carryover 73:2 cars 49:18 51:17,18,23 54:24 55:8,12 56:1 57:1,3,4,9 59:3 66:11 73:6,6 74:14 82:19 83:4,15 84:6 118:21 case 1:6 5:12 7:20 43:10,11 43:12,12,14,15,17,21 43:24 44:5,14,15,16 45:8 49:4 97:11 105:19 114:18 cases
		C	
		C 1:21 122:1 calculation 52:24 53:2 66:12 call 6:4 8:17 19:23 22:1,21 25:13 27:13 48:13 78:8 104:24 105:20	

4:22	check	circumstances	38:3,11,22
category	9:11,15 18:23,24	26:24 65:10	codes
37:19	Chestnut	citation	36:12,12,19,20,21
caused	1:7 2:13 3:5 45:23	43:15	38:11,21 68:10
11:10	48:21 50:19,21 62:11	cited	coil
causes	chief	25:16	15:24
13:13	2:15 3:11 4:12 15:5	citizens	colleagues
causing	23:12 25:1,4 27:11	11:22 25:3	86:2
16:2,21	27:13 30:3 31:23,24	City	combined
caveat	39:17,21,24 40:14,16	13:19 30:6,15	17:21 94:5
5:20	40:24 42:3,23 43:5	clarification	combustible
ceiling	43:21 44:1,9,22	48:20 54:6	16:15 18:2
16:23,24	45:14 46:6,23 49:6	clarify	combustion
Celsius	49:10 60:8 66:23	88:24 101:23 118:8	16:2,5,10
17:1 18:9	67:4	Class	come
certain	chief's	9:23	20:5 25:7 27:9,12,14
8:17,21 12:9 69:18	26:13 41:9 42:9,22	cleaning	28:21 30:19 33:14
99:24	43:8 65:12 67:6	49:24	41:2 42:1,4 52:10
certainly	80:22	clear	57:9 58:7 60:3,7,21
35:15 42:12 64:16	child	4:23 7:2 11:14,17	86:11 92:20 96:23
67:8 70:24 71:8	14:1,1	43:10 85:21 99:6,7	114:16
72:15 80:9 86:22	children	104:5 111:6	comes
95:10 107:13	12:1,13,14 13:13	clearly	5:2,13,17 57:11 60:9
certify	55:15	92:12 94:13 109:20	115:1
122:3,8	choice	114:3	comfortable
chair	111:10	close	81:5 87:13,17 119:12
15:16,17 16:16,21,24	choose	5:23 29:24 51:19	coming
17:5 18:5	24:5 78:20	63:17,18 97:15	11:6 20:16 27:5,6,7
Chairman	chose	109:22,23 119:17	52:12 56:11 62:3,5
2:3	38:8	closed	70:19 114:22
chance	Chris	118:7	commander
97:24	2:5 3:6 54:6 79:16	closer	27:11
change	81:8 92:6 99:6,6	91:16	comment
7:16	106:13 108:22	closest	39:21 57:8,18 59:10
changed	109:15	14:7 25:18 32:3	72:16 95:12 103:21
20:20 22:10 81:9	Chris's	closure	109:17
98:18	61:19 79:10	111:3	comments
changes	cigarette	cloud	3:12,13,15 23:3 40:14
7:16 98:19 121:3	16:1	17:7,9	49:15 54:4 65:12
Chapter	circle	Clyde	66:23 67:5 68:3
43:5	25:15 32:8	27:6 32:24	75:14 79:1 81:22
chart	circulating	Cochrane	commission
68:11	59:22,24	2:8	122:16
chatting	circulation	code	Commissioner
89:9,10	59:5,19	36:23,23 37:9,14 38:3	2:16

commit 99:15	71:22	35:3 48:7	constructed 15:20
commitment 42:11	concern 4:16 10:22 11:10,11	configured 29:13,15	construction 23:20 37:14 44:3
committed 8:12 112:2 114:8	13:14 21:8 25:5 28:2	confined 17:4	consultant 3:14 11:2 41:7 54:23
Committee 44:15 45:6	41:3,9 46:14 47:15	confines 24:14	58:20
common 85:19	47:20 65:13,15 67:11	conforming 7:17,18 12:23	consultants 43:16
Commonwealth 122:2	86:10,12 103:12	congested 7:15	Consulting 2:12
communities 8:11,17 45:5	120:4,7	congestion 8:2	consumed 18:3
community 7:6,7 34:8 50:23	concerned 9:7 19:20 23:6 49:7	connection 77:1	consumer 15:21
commuting 84:4	51:4,21 58:20 70:13	consensus 79:6,12,12 86:9,17	content 4:7
companies 10:17 15:7	70:14	87:2,9 88:1,7 91:13	contents 15:21
company 32:12,13 33:21	concerns 4:15 8:22 14:4 23:9	97:21 104:1,2	contingent 21:22
compared 97:1	24:2 25:10 31:18	consequences 55:3	continue 3:20 4:3 42:13,14
compelling 108:1	38:17 40:18 42:3	consequential 55:13 56:6	87:21 98:24
complete 3:19 88:16,21,22	45:13 64:18 65:13	conservative 83:20	continued 3:4
completely 52:11	67:6,7,23 80:23	consider 14:21 45:16 59:7	continues 17:16
complex 71:18 74:22	98:17,22	62:10 67:9 91:7	Continuing 52:6
compliance 38:3	concession 9:21	103:13 112:5	contribute 17:14
complication 114:16	concessions 10:21	consideration 3:8 25:2 66:5 69:12	control 27:24 64:22 65:1,21
comply 36:11 112:22	conclusion 52:9 80:11	88:15 91:8 101:13	73:14 119:8
component 82:12 94:9	conclusions 52:10	102:1	convenient 76:9,18,19
comprehensive 44:2,19	concur 81:1	considerations 45:7 78:9 91:15	conversation 47:14
comprises 33:3	condition 64:9 112:18 113:1,5	considered 58:23 60:11 65:15	conveyed 96:1
concentrated	115:24 116:4 119:10	72:21 92:8,10,11	convince 87:7 90:7
	conditions 14:11	107:18 111:17	convoluted 13:18
	condo 95:18	consistent 121:2	
	condominium 83:6	consistently 56:23	
	condominiums 95:15	constituencies 95:13	
	condos 33:16		
	conducive 63:19		
	configuration		

Coolidge 32:22 33:11	cover 32:23 33:21 78:13	D	dedicate 77:24
copies 43:15	covered 27:15	damage 17:4	dedicated 76:18
corner 17:3 32:22 33:12	crazy 35:20	Dan 2:16	deference 43:8
Corporation 1:15	create 9:19 40:10 50:8,22 61:20 78:12,16 95:10	dangerous 11:24	definitely 35:24 78:14 106:6,9
correct 4:22 23:8 28:1,13,17 30:7,11,17 35:10 36:14,16 37:20 39:9 51:9,11 62:20 66:11 72:5 74:2 80:12 87:1 87:15 90:24 91:10 93:10 95:8 102:2 122:6,12	created 78:10 96:24	dark 112:7	definition 69:24
correctly 39:12 114:14 118:6	creating 56:1 63:14 68:23 100:8	database 53:12	definitive 10:2 23:19
correlate 77:16	criteria 55:12	Dated 122:13	degree 24:3 73:3
Counsel 1:10	crossing 70:19	day 37:15 51:24 122:13	degrees 16:24 17:1,18 18:9,9 25:12
count 31:3 72:14 100:13	crucial 109:9	de 74:23	delay 10:16 14:16,17 23:10
Countdown 24:9	cuff 32:10	dead 11:11,12 21:8	delayed 6:24
counted 41:16	curiosity 30:4	deal 57:18 83:17	deliberate 4:3
counter 9:22 58:23	curious 68:6	dealing 79:10,10	deliberations 45:17 52:6
country 5:6	current 19:17 36:12 48:6 74:12	dealt 31:24	delivered 50:2
counts 53:24	currently 29:13 41:13 71:6 116:3	deaths 13:16	deliveries 49:23,23
couple 19:10 24:6 35:14 42:21 43:23,24 58:22 67:3 114:5	curtains 17:5	December 1:9 122:13	delta 104:12,14
couples 82:17	cushion 16:1	decide 75:17 89:22	demand 56:24
course 45:17 55:4 78:7	cusp 55:13	decided 41:11	demands 107:1,10
court 43:12 44:5 122:1	cut 109:3 115:9	deciding 58:19	demographic 84:2
	cutting 116:24	decisions 43:6	demographics 82:6
	Cypress 15:9 18:17	declare 122:11	dense 17:7 33:7,8,20
		decompose 17:13,14	density 34:22 38:20 39:15 44:20,20
		decomposing 18:2	deny

<p>43:22 44:2 department 20:4 42:18 departments 5:15 depend 4:11 depending 4:7 10:1,4 38:13 113:17 depends 32:11 deployment 5:14 descend 17:16 described 62:23 design 10:14 24:16 25:7 44:12 47:17 66:7 70:23 78:8 designed 20:22 22:9 24:8,15 25:11 29:6 61:7 82:14 desirable 50:23 desire 25:2 48:16 77:14 100:9,9 detail 11:1,5 47:21 details 46:11 detection 10:13 detector 16:16 determinations 23:18 determine 37:10 82:4 determined 84:23</p>	<p>developer 8:20 20:1 27:22 37:22 94:16 119:17,20 developing 16:5 development 5:24 6:14,17 7:9,15 8:1 14:6 19:11 23:5 27:4 31:9,11 36:8,16 37:22 38:1,18,19 43:2 44:12,17,24 65:9 94:5,10,19 developments 50:5 82:1 develops 16:6 devil's 46:11 devises 20:3 diagonally 17:2 diameter 20:11 dictate 50:5 87:11 difference 7:12 21:24 33:12 57:20 69:22 83:10 89:1 different 4:20 8:4 13:12 19:11 31:14 52:11 54:15,16 55:20 62:22,22 66:18 68:10 89:1,15 95:13 differently 116:9 difficult 7:10,23 8:3 32:10 75:2 118:22 diffused 56:15 digits 83:7 diligence</p>	<p>85:3 direct 10:14 23:23 24:1 27:1 81:21 115:8 118:17 directed 36:7 direction 42:7 directions 52:11 directly 32:7 36:18 54:17,18 116:5 disagree 8:6 Disaster 24:9 discard 83:15 discharging 17:4 discretion 44:1 discuss 4:14 11:10 21:19 85:12 discussed 22:7 86:7,8 115:23 discussion 3:20 4:7,8,8 52:7 60:5 75:20 87:22 103:20 discussions 4:3 91:4 disproportionately 94:4 distance 10:20 35:22 83:13 distant 44:24 distribution 71:10 documents 44:3 51:6 dog 49:23</p>	<p>doing 3:22 4:1 37:22 39:6 40:1 42:6 73:8 108:5 doorways 37:2 double 31:16,19 double-sided 109:4 doubling 30:24 doubt 74:15 downhill 77:3 downward 17:10 drainage 92:22 draperies 15:19 16:23 draw 117:18 118:10 drawing 67:20 dresser 15:18 drive 12:4 19:22 20:23 21:5 26:15,18 27:8 41:20 42:6 50:9 54:17 56:12 70:16,19 107:3 119:5 driven 91:6 driver 14:1,13 15:11 driveway 7:19 12:19 14:8 21:17 22:20 27:13 42:4 47:7,12,17 121:7 driveways 25:7 driving 22:2 62:6</p>
---	---	--	---

drop 37:18	44:1	16:23	49:14 107:4
dropped 16:1	effort 5:9 42:11 98:16 111:2	ends 11:12 21:8	event 8:11,14 22:19 64:14 79:8 116:11 117:17 120:24
due 32:12 85:3 96:21 110:1 111:11,21	efforts 111:12	endure 39:14	everybody 21:19 97:19 99:3
dumpster 41:15,23	egress 19:20 20:9 21:15,22 24:1 25:24 27:23 37:13 42:4 46:13 47:15 65:19 66:2 115:4	engine 5:18,18,22 6:3,8,21,22 6:24 32:19,19 33:11 33:11 35:21	everybody's 111:12
dwelling 51:17 93:12	eight 6:11,18,23 7:8 17:2	entirety 4:24 103:14	everyday 8:9
dynamic 60:19	either 20:6 65:14 81:11 90:8 90:18 97:20 111:10	entrance 45:1	everyone's 71:1
<hr/> E <hr/>	electric 15:24	environment 19:2,3	ever-growing 69:7
earlier 16:14 72:17 94:6	eleven 7:1	envision 13:24	evidence 55:6
earn-out 115:4	eliminate 68:2 85:22 112:3 115:23 116:3,9	epiphany 110:21,23	exact 14:5 93:21
easily 14:17 34:8	eliminated 21:9 29:16,20 47:19 105:8 112:1	equal 71:12 106:23	exactly 10:3 32:20 39:23 86:19 99:18 113:14 114:23
east 70:19,24 72:9 73:7 74:5 89:17 90:14 99:12 101:11,12 103:23 104:11 106:16,20 107:12 108:7,13,18 115:9,10 115:14 116:4,6,14,18 120:17 121:1	eliminating 67:22 78:10 85:1 111:19 116:3	equation 82:4	example 58:8 73:7 76:23 87:6 103:12 104:13
Eastwood 13:20	elimination 66:11 111:14	equitable 108:7	exceeds 77:10
easy 75:2	emails 4:21	escape 16:19	Excellent 29:2 46:18 47:22
eaten 48:16	emergency 41:8 45:2 54:19 117:6 118:21	especially 4:19	exception 86:23
economically 98:1	emphasize 43:9	Esquire 2:8,10,14	exceptions 75:1
economy 82:20	emphasizes 44:5	essential 107:11,12	excess 77:12 115:14
Edith 2:10,11	employee 122:9	essentially 62:2	excessive 60:18
effect 106:15 119:24	empty 69:17 82:3	estates 33:6	Excuse 24:7
effectively	en	estimate 14:7,13	exercise 83:24
		estimation 6:15	existing 37:6 38:9 39:9,14 40:3 41:16 76:13
		evaluation 68:16	
		evening 3:3 4:11,13 45:22	

<p>exit 20:19 59:21 118:20</p> <p>exiting 37:8</p> <p>expect 71:2 84:5</p> <p>expectation 121:9</p> <p>expected 95:5</p> <p>expecting 95:3</p> <p>expedite 10:11</p> <p>expensive 78:12,17</p> <p>expensively 78:10</p> <p>experience 13:4,9 50:21 69:13 71:6</p> <p>expires 122:16</p> <p>explain 40:17</p> <p>explained 40:18</p> <p>explore 48:21 67:8</p> <p>exposure 9:20</p> <p>expressed 66:23</p> <p>expression 67:6</p> <p>extended 9:22 10:18,23</p> <p>extension 38:9 110:15</p> <p>extensive 37:16 50:17</p> <p>extent 37:10 45:14</p> <p>extra 8:12,13,13 108:13</p>	<p>extremely 12:10 18:16 19:8 66:24</p> <p>eyeball 60:16</p> <p>E1 55:22</p> <p>E2 47:6 54:8 64:1 79:10 86:8,23</p> <p>E3 25:17 79:10 86:8,23</p> <hr/> <p style="text-align: center;">F</p> <hr/> <p>fabric 17:11</p> <p>facility 15:20</p> <p>fact 13:8,9 19:6 43:18 53:5 53:15 62:11 66:3 68:22 71:20,21 84:10 88:18 94:4 97:14 108:10</p> <p>facto 74:23</p> <p>factor 35:22 58:19 60:17 79:22 108:9,15 112:3</p> <p>factored 69:11</p> <p>factoring 80:1</p> <p>factors 48:9 66:4 94:6 108:4</p> <p>factually 4:22</p> <p>Fahrenheit 17:1,18 18:9</p> <p>fair 33:21,22 45:12 59:7 95:15</p> <p>fairness 103:17 109:10</p> <p>Fall</p>	<p>13:19</p> <p>families 33:2 34:23 35:6 69:16 95:15</p> <p>family 13:8 33:15</p> <p>far 4:11 7:7 10:20 23:17 67:10</p> <p>fashion 7:24 9:12 11:14 26:15 34:14</p> <p>fast 69:8</p> <p>favor 31:10 91:15</p> <p>Fax 1:18</p> <p>fear 84:13</p> <p>feasible 84:23,24 85:5</p> <p>federal 44:7,12 45:10</p> <p>feed 54:17,18</p> <p>feel 47:2 65:22 71:5 83:1 98:19 100:1</p> <p>feeling 52:9 56:20,21 75:10 92:17 99:21 112:12</p> <p>feels 98:13,22</p> <p>feet 12:22 14:8 17:2,17 26:7 68:13</p> <p>felt 53:1</p> <p>fewer 83:4 86:7</p> <p>fight 8:13</p> <p>fighting 10:9</p>	<p>figure 53:10 59:6 81:19</p> <p>figures 66:10</p> <p>fill 16:7 17:20 121:7</p> <p>filled 76:5</p> <p>final 10:5 11:6 88:15 89:21</p> <p>financially 122:9</p> <p>find 12:9 25:3,4 56:22 57:4 59:3,20,22 62:24 84:8 110:9 111:20</p> <p>fine 28:7 80:19 89:12 101:2 105:12 114:21</p> <p>finish 4:6 112:16</p> <p>finishes 17:11</p> <p>fire 2:15 5:3,14 6:19 8:13 9:15 10:7,9,11,13,17 10:17 13:5,7,16,19 13:21 15:3,4,7,8,15 15:22 16:9,13,14,17 17:4 18:3,6,22,24 19:3 20:4 22:19 23:12,23 25:1,3 27:1 31:14 33:17 34:7 35:17,19,23 36:12,20 36:23 37:11,24 38:3 38:11,22 40:6,15 42:18,21 43:5,8,21 43:24 44:2,13,22,23 45:4,14 49:6</p> <p>firefighter 13:20,22</p> <p>firefighters 10:7 11:23 12:19 14:12 19:1 23:14</p> <p>first</p>
---	---	---	--

5:1,17 6:8,10,20,22 7:8 17:8 19:13 20:15 22:7 24:13 27:11 32:7,12,15,16 34:7 36:1 59:1 71:1,16 85:1 91:13 99:8	65:17 folks 82:15 follow 104:6 followed 3:9 106:4 following 15:13 86:5 105:15 food 15:6 Ford 2:15 3:11 4:13 18:13 24:7,12,18,20,23 25:1,11,15,19,23 27:1,5,21 28:1,4,7,13 28:17 29:6 30:7,10 30:17 31:2,7 32:5,9 32:17 33:4,8,22 34:2 34:5,20 35:2,5,12 36:17,22 37:2 39:12 46:16,19 47:9,13,16 48:8 49:2 foregoing 122:4,6,12 foresee 33:24 forever 61:16 forgetting 24:14 35:21 53:1 form 87:12 forma 90:23 91:6,11 94:16 98:2 formal 87:23 110:6 formula 92:16 93:1 forth 23:10,21 25:3 122:5 forward 12:4 46:22 found	41:12 four 5:19 6:1,8 14:15 17:17 26:5 35:11 57:3 58:13 71:15 93:18,19 95:13 100:16 fourth 80:15 81:11 87:14 89:13 90:18,23 91:9 94:12 99:6,11 103:22 109:12,13,16 four-bedroom 35:13 71:11,23 95:1,5 95:11 101:3 four-story 85:22 four-tenths 45:1 four-unit 81:5 frame 5:24 7:11 10:20,23 15:3 18:18 21:24 frankly 65:19 111:21 113:21 friend 13:21 front 26:12 27:9 35:5 fuel 6:5 16:11 fuel's 16:3 full 6:10 7:7 26:22 61:21 74:7 112:23 fully 9:19 76:14 82:2 95:6 fumes 18:7 furnace 18:11 furnishings 15:18,22 17:23 furniture	17:11 18:3 further 3:13 4:14 32:22 45:21 47:23 103:22 111:19 111:20 121:13 122:8 future 11:23 43:1 66:1 113:9
G			
gain 66:2 gained 107:14 gaining 20:6 garage 51:7 59:20,21 61:7,8 62:24 63:15 76:16 77:4 78:17 garages 47:18,19 76:13 gas 16:20 17:9 gases 16:15 17:6,15 18:2 gate 20:2 40:23 Geller 2:3,12 3:3,5,18 4:1 24:6,11,13,19,21,24 25:6,13,16,20 28:19 28:24 29:10,13,18,21 39:17,19,20 40:9 45:18,21,24 46:4,18 46:23 47:4,11,14,22 49:10 52:4,17,20,23 53:8 54:2 58:21 60:13 61:24 62:20 63:9 64:10 65:1,11 66:13,21 68:1 69:11 69:21 70:6,15 72:4 72:24 75:10,13,23 76:11 77:8,15,22 78:2,19 79:4,14,22 80:4,7,9,13 81:18			

84:17 85:8,11,15 87:6 88:6 89:5 91:3 91:23 94:14,20,24 95:6,12 96:10 100:12 100:21 101:1,9,11,21 104:15 106:12 108:20 109:10 113:15,19,21 114:23 115:2,16 116:1,24 117:3,12,20,22 118:12 119:11 120:3 120:6,12 121:8	53:10,22 70:8 giving 96:3 105:16 glance 84:24 go 5:3 6:9 8:9,17,19 11:1 11:5 12:8 16:4 18:13 19:2,17 20:15 23:11 26:14 32:14,23 33:10 37:15 39:17 41:3 42:1 48:12 53:4 54:22 56:10 59:4 63:1 66:9 70:21 76:16 94:17 109:24 110:21 115:10 118:23 goes 14:9 59:20 62:2 69:15 119:13 going 8:19 9:16 10:3 11:12 13:11 14:1,16 15:4 15:12 18:16,24 20:11 21:10,17,19 26:7,9 26:14,21 27:7,12 28:18 31:13,15,16,19 32:23 33:19,19 34:5 35:16,17,23 36:2 38:1,23 39:23 40:10 40:13 41:18 48:9,13 48:21 51:20 52:2 53:24 55:23 56:6,8 56:11,12,13,13,13 57:22 58:14 61:16 62:16 63:4 64:3,5,11 64:13 65:20 66:3 67:11,19 68:8 73:14 75:5,7 77:23 82:15 82:16 83:12,21 84:3 84:4 85:3 86:1,22 87:12 90:2,7,15,17 94:13,15,16,17 95:4 97:20 98:8,24 101:1 105:24 106:16 107:6	107:9,10 108:9,23 109:1 111:1,13 112:20,22 116:18,22 117:17,19 118:10,23 118:24 120:19,20 good 3:3 4:13 23:13 30:1 34:13 45:22 49:14 64:19 66:2 82:19 92:22 98:20 107:15 107:15 108:18 113:6 Google 24:9 Goulston 2:14 go-ahead 96:2 grab 73:7 grade 14:9,10 21:17 grandfathering 36:14 grant 43:7 grass 57:19 58:1 92:21 grassed 57:21 Grassmere 19:14,18 great 11:11 13:14 42:22,24 44:9 47:21 114:9 greater 45:4 62:1 108:11,18 greatest 45:14 green 58:16 61:15,16 64:7,8 76:24 84:15 96:24 100:1,5,8 107:14 108:24 109:5,7,8 greenbelt 80:21 81:6	ground 9:8 26:12 groundwater 57:24,24 guess 18:16 28:18,22 55:17 76:11,24 98:14 112:3 112:11 guesstimating 102:18 guest 63:9,11 69:4 92:9 guests 49:24 guidance 64:5,8 110:2 guidelines 5:16 guys 15:9 18:17 26:18 62:10 87:19
H			
general 58:21 98:5 103:10 111:7 generally 46:2 generate 51:23 generated 18:7 50:6 generation 49:18 gentlemen 52:17 85:11 getting 6:4 11:12 12:3 18:19 19:12 25:24 31:17 32:18 39:10 55:16,16 60:19 88:2 93:21 94:12 98:5 99:5,7 106:23 108:18,24 111:6 girl 49:8 gist 39:13 give 34:5 46:12 83:21 95:21 96:8 112:19 given 16:6,17 22:21 35:17 51:6,16 58:20 72:22 96:2 98:16 gives			half 55:11 58:10,12 59:15 76:4,5 78:24 100:15 101:4,4 105:2,2,17 105:19 hammerhead 11:15,18,24 12:21 20:9 21:3,18 22:8,17 23:1,24 24:17 25:8 25:10,11 28:15 29:7 29:9,10,15 60:5 65:18,23 67:22 68:2 85:2 hammerheads 24:21 67:11,16 80:24 121:12 Hammond 5:23 27:6 32:2,22 Hancock 15:9 30:22 50:7 71:6 76:14 hand

64:11,11	116:7 121:9	hold	Hussey
handicap	hearings	46:5	2:5 3:6 28:18 29:2,8
82:2 101:15 102:3,17	3:10	holidays	29:11,16,19 30:1,8
104:8 105:1,4,18	heat	110:17,18,19,20	30:13,18 31:5,23
106:5 112:4	16:11,14,22 17:10,13	home	41:20 42:14 51:3,10
handicapped	17:20 18:11	8:5 12:18 13:11 15:23	51:12,16 52:15,19
81:24 102:12,20 103:9	heater	31:13 47:17 50:2	53:3,9 54:10,16 56:3
103:13 107:18	17:10	homeowner	61:6 63:24 64:2,20
108:16	heating	12:20,23	65:2 66:6,20 68:4,16
handle	16:1	homes	69:2,13,24 70:8,11
8:18 35:21	heavily	7:14 13:3,6 19:6 31:13	71:10 73:16 74:3
handsome	108:10	35:4 95:14	77:19 79:2 81:9
52:17	height	hope	85:13,21 86:21 87:4
hangings	23:16 38:14 43:20	47:4 85:5 115:16	87:7,13 88:22 89:7
15:19	44:3 68:7,12,19,21	hopefully	89:11,23 90:11,17,20
happen	held	19:2 84:4,24 121:10	91:2 93:5,8,11,14,19
27:10,10 66:3 79:18	9:15	hoping	93:24 94:11,15,22
happened	help	118:12	95:21 96:3,7,11,14
13:18 74:24	8:12,13,13,21,21	horses	102:10 103:21 104:4
happens	helped	12:7	104:17,19 105:7,24
15:2	9:21 20:12	hose	107:2 108:23 109:11
happy	helpful	26:12	109:18,23 110:7,18
4:13 11:3 25:12 40:24	49:11 66:24 111:24	host	110:20 114:15,20
43:14 87:22	helping	37:14	115:1 116:17 117:5,9
hard	10:18	hot	117:14,17,21,24
56:22 57:5 69:7 84:8	helps	17:7,9,20,23	118:13,20 119:14,18
109:16 112:13	20:7	hour	119:21,23 120:2,5,9
hazard	hide	55:1,11,15 107:4	Hussey's
9:20	22:13	hours	60:23 70:15 75:14
head	high	16:5 55:2	Hussey/Geller
3:16	24:3	hour's	91:19
headache	higher	55:4	hypothetical
83:16	70:17 72:6	house	36:7
headlights	highway	7:18,22 20:17 31:21	
50:18	12:9	53:21 95:18 121:6	I
hear	high-rise	households	idea
40:24 64:17 83:1	68:8,9	49:17	33:2 46:21 57:21 77:4
91:24 92:1 121:11	hill	houses	78:9 83:16 88:7 98:6
heard	1:7 2:13 3:5 15:11	7:5 53:13,16 54:10	111:6 114:5,9
8:6 18:20 39:12 40:7	45:23 48:21 50:19,22	housing	ideal
46:9 56:18 57:15	62:11 63:19	44:14 45:6,8 50:5,23	70:22
67:14 70:4 99:1	historically	huge	ideas
101:18 111:2,2 114:4	13:7	17:19 23:12	102:16
hearing	hit	hung	identical
1:5 3:4,8,21 4:5 65:20	34:16	90:21	89:3

identified 63:24	include 84:21,22 101:24	inspector 4:10	111:13 119:4,8,13
ignited 18:2	including 51:7 89:13	install 8:23	issues 3:9,10 11:21 37:19
ignites 16:22	income 83:14	instance 38:22 69:8 83:23	39:14 42:21 43:7,17
immediate 16:19 28:3 73:12	incorrect 119:11	instances 71:7 82:23,24 84:3	45:15 46:2 58:22
immediately 10:16	increase 35:1,24,24 39:15	instantaneously 18:1	59:5 66:23 67:2,3,3
immensely 20:13	increased 36:15	insufficient 59:2	80:19 81:15 85:19
impact 50:18 51:22 54:19,20 55:14 56:11,17 57:23 58:17 106:18 119:1	increases 40:2	integrity 19:4	88:9 89:8 108:2
impactful 107:5	Independence 20:17 27:6 42:5 54:17 55:22,24 56:12 70:16 70:19 107:3	interchanges 12:9	ITE 49:18 97:15
imperfect 107:1	independently 66:17	interest 23:5	item 10:12
implication 106:14	indicate 49:19 55:1 57:10	interested 122:10	iteration 24:15
important 7:4 19:8 31:20 41:5 43:3 50:3 65:8,22 67:4 68:2 94:7,9 114:13	indicated 53:5 54:23 55:3 100:4 101:24	interesting 53:17 54:21 67:21 114:5	<hr/> J <hr/>
improper 113:5	indicating 87:13	interestingly 66:14	Jesse 2:3 3:3,5,18 4:1 24:6
improvements 80:20	individuals 35:15	interests 114:10	24:11,13,19,21,24
inaccurate 23:8	inferences 45:3	international 37:9	25:6,13,16,20 39:17
inadequate 50:24	inferno 18:4	intersection 32:21	39:20 45:18,21,24
Inaudible 103:20	infill 63:18 76:10,19	intrusion 59:17	46:4,18 47:4,11,14
incentivize 84:11	information 4:5	investment 50:22	47:22 49:10 52:4,17
incident 27:10	initially 106:4	involved 4:17 9:19 18:6 19:3,4	52:20,23 53:8 54:2
incipient 29:5	injuries 13:16	issue 5:2 10:24 11:21 31:21	58:21 60:13 61:24
inclined 95:17	inside 18:8	44:6,6,18 47:1 49:4	62:20 63:9 64:10
	insistent 108:2	56:17 57:14 59:9,19	65:1,11 66:13,21
		65:17 67:12 68:8,19	68:1 69:11,21 70:6
		75:24 80:8,17,18	70:15 72:4,24 75:10
		81:1 86:6 91:10,12	75:13,23 76:11 77:8
		94:18 100:8 106:15	77:15,22 78:2,19
			79:4,14,22 80:4,7,9
			80:13 81:18 85:8,11
			85:15 88:6 89:5 91:3
			91:23 94:14,20,24
			95:6,12 96:10 100:12
			100:21 101:1,9,11,21
			104:15 106:12
			108:20 109:10
			113:15,19,21 114:23
			115:2,16 116:1,24
			117:3,12,20,22 118:5
			118:12 119:11 120:3
			120:6,12 121:8
			job

<p>11:22 JOE 28:24 29:10,13,18,21 40:9 46:23 Jonathan 2:4 3:6 81:22 88:24 99:8 110:11,21 Jonathan's 3:7 89:24 Joseph 2:12 Judicial 43:12 jump 83:14 junction 88:16 jurisdiction 5:11</p> <hr/> <p style="text-align: center;">K</p> <hr/> <p>Kathryn 2:8 keep 18:24 46:8 55:21 64:23 89:23 90:20 95:22 keeping 64:10 keeps 9:11 kept 18:22 key 5:16 44:6,6 98:11 kick 37:17 38:15 kicks 68:9 kill 16:7 112:15 killed 13:21,22 kind 3:11 36:15 45:7 101:5</p>	<p>107:23 108:14 KINDERMANS 106:7 kinds 61:4 95:14,17 107:16 know 4:15 5:10 6:20 10:2,3 10:24 23:18 29:8 30:4,11,13 34:12,23 34:23 35:6 37:1 44:10 48:15 49:6,24 50:20 51:4 52:1 53:18 56:8 57:16,19 58:18 59:14 61:16 62:4,7,18 64:16 65:2 65:6,12 66:13 67:21 67:23 68:8,10 69:4 69:18 70:12 73:1 75:6,8,14 76:14 77:3 80:1 82:16,17,20 83:2,12,12 84:7,7,12 86:4,14,16,19 87:21 87:21 88:20 91:20 92:3 97:13,14,18 98:7,15 99:12,18,23 100:23,24 101:15 102:7,21 104:12,14 109:6,14,23 110:5,7 111:3,10,12,21,23 112:12,22 113:10 118:6 121:15 knowledge 13:17 known 37:8 knows 21:19 62:16 Krakofsky 1:21 122:1,15 Kristen 1:21 122:1,15 Krokidas 2:9</p> <hr/> <p style="text-align: center;">L</p> <hr/>	<p>lack 48:4 83:5 109:12 ladder 27:14 43:20 44:4 large 7:21 9:24 23:6 50:22 82:12 94:4 larger 9:1 33:6 57:2 108:10 law 5:6 43:10 49:3,7,9 laws 44:8 layer 17:21 lead 32:1 50:7 leading 43:11 leaning 70:5 learn 12:14 learned 12:12 leave 20:5 79:2 85:17 leaves 79:4 leaving 52:19 leeway 5:12 left 3:5,6,7 4:4 9:17 22:17 28:3 52:7,18 56:19 75:21 107:20 legal 45:15 LegalLink 1:15 legal-related 42:21 letter 67:15</p>	<p>letters 4:21 letting 49:6 78:19 let's 15:15 32:21 36:10,10 66:21,22 74:20 91:3 91:13 92:5 98:9 100:13,14,14,16 101:17 102:19 105:2 level 17:16 60:22 61:21 68:17 83:14 levels 82:18 114:5 Levin 2:13 3:17,24 45:22,22 46:3 48:24 49:12,14 51:3,9,11,14 62:21 62:22 63:11 64:16 65:4 66:12 67:14 68:15,19 69:3,6 70:23 71:14 73:19,23 74:2,9,11,15,18 75:1 76:7,13,21 77:2 78:5 78:7 81:21 82:10,12 83:10 84:7 85:10 90:15,19 91:1 93:10 93:13,23 95:9 96:1 96:21 97:7 98:10 102:3,6,8,12 104:24 105:6,10,13,17,23 106:1,6,8,11 112:11 113:14 114:3 117:2 118:5 120:10,13,21 121:5 Levin's 73:1 life 50:1 lifestyle 61:4 light 56:15 57:17 91:19 lights</p>
---	--	--	--

20:4	living	lost	Massachusetts
likelihood	61:5 77:13 83:22	120:21	1:12,17 122:3
48:13 63:7 82:19	local	lot	match
95:16	43:5 44:7,13 45:10	4:16,16 7:18,24 8:1	63:20
liking	located	12:1,23 20:18 22:13	materialize
83:16	25:17 94:5	33:14 34:13 40:1	63:5
limit	location	50:9,9 55:8 57:1,1	math
57:13,13	12:1 34:18,19 45:5	62:15 63:16,24 64:1	91:21 104:6 106:2
limitation	75:15 76:15 83:3	68:22,22,23 69:15	mathematical
38:14 68:7	95:18 100:5	78:3 92:17 97:9	93:1
limited	locations	107:20	matter
69:14 75:5	8:18 67:16	lots	7:20 49:7 53:5,14
limiting	logic	7:17 51:15 55:21 62:7	56:14 88:8 116:22
58:8	66:14 91:24	63:16 74:7,13	maximum
limits	logical	love	68:7
38:15	106:13	12:20 13:1	Meadow
Lincoln	long		43:13
1:16	14:8 18:14 21:16	<hr/> M <hr/>	mean
line	22:20 34:11 62:12	M	12:15 27:1,3 35:7,12
30:5 68:23	69:20 86:16 110:9	2:10,11	51:20 55:23 56:4
lines	114:20	main	57:21 65:11 66:6
83:12 99:15	longer	22:6 23:4,8	72:15,18 73:4,5,9
list	6:23 10:10 45:3 47:16	major	76:18 83:22 84:13
68:6	94:17	67:11	87:5,10 91:22 94:14
listen	look	majority	95:2 100:2 103:17
14:22 96:19 114:3	15:2 29:18,21,22 34:9	56:11 98:11	105:23 106:1 109:24
listening	37:13 41:5 42:16	making	110:14 115:5 118:14
105:16	46:24 64:17 69:9	10:8 23:18 48:2,22	118:16
little	72:18 75:16 79:8	50:22 62:3 79:17	meaning
6:23 10:10 14:18	81:19 85:4 98:3,4	109:11	43:6
20:22 22:12 23:21	102:16 105:16	man	means
30:23 49:8 50:6,8	looked	8:14	9:10 27:23 30:5,13
51:20 53:11 58:16	29:23 33:10 41:11	manage	45:4 46:12 85:23
60:15 61:20 71:1	47:1 53:12 80:13	75:2,3	86:1 90:2
88:23 90:10 103:24	looking	mandate	meant
109:7 110:10 111:22	7:13,14 13:12 35:12	119:3	73:19 90:13
114:16	46:16 50:9 62:7,13	mandated	measured
live	62:18 67:21 84:22	119:2	68:13
22:24 48:8,18 55:7	90:4 99:18 103:9,15	Marc	mediation
62:5 69:13 72:7	103:22 104:7 108:5	2:13 45:22 94:6 102:4	99:2
74:21 75:7 111:9	looks	113:24,24 118:3	medical
113:12,12	28:20 29:4	Mark	22:22 35:16 36:1
lives	lose	2:6 3:7 52:19 63:3	48:13 82:15 84:3
8:2 9:5,8 13:12 31:19	112:21 117:18 120:19	marked	meet
59:18 75:6	120:20	74:8,10	6:6,7 25:10 45:9 78:8

<p>meeting 13:10 31:10 47:2 92:7 111:16</p> <p>meets 44:7,12</p> <p>member 2:6 85:19</p> <p>members 2:2 86:17</p> <p>Memorial 21:13,22</p> <p>men 9:15 31:15 42:24</p> <p>mention 57:15</p> <p>mentioned 6:12 8:7 12:5 18:21 21:14 31:8 33:13 57:7 58:24 69:6</p> <p>merit 107:13</p> <p>merits 109:12,12</p> <p>Merrill 1:15</p> <p>met 40:15</p> <p>methodology 53:1 66:19</p> <p>Metro 8:10</p> <p>micromanage 64:3 66:7 75:15</p> <p>midrise 22:6 59:15 80:17,18 81:2</p> <p>mile 45:1</p> <p>miles 44:23</p> <p>mind 24:16 46:12,14 49:9 58:5 64:10 66:18 70:22 81:16 107:11</p> <p>minds</p>	<p>92:7</p> <p>minimal 18:16</p> <p>minimum 50:12,18 111:15</p> <p>minus 102:9 104:18,18</p> <p>minute 5:21 116:17</p> <p>minutes 5:19 6:1,8,11,18,21,23 7:1,9 14:13 18:6,16 45:2</p> <p>missed 113:19</p> <p>misspoke 30:10 116:16</p> <p>mistake 51:1</p> <p>mistakes 12:14</p> <p>misunderstanding 87:3</p> <p>modify 113:10</p> <p>moment 24:14 46:5 52:3 85:14</p> <p>Monday 121:9,10,16</p> <p>monoxide 18:7</p> <p>months 21:14 46:17,22</p> <p>morning 55:9,15 107:4,5 118:22</p> <p>motion 41:1</p> <p>mouth 100:6 115:22</p> <p>move 4:8 14:15 22:11 48:16 49:12 75:24 90:2 95:15 98:1 113:17 121:10</p>	<p>moved 50:16 61:18 75:21 76:22</p> <p>moving 56:9 89:24 90:21 95:22</p> <p>multifamily 50:4,20 69:15</p> <p>multiple 13:7 31:13 37:7 57:3,4 65:6</p> <p>multiple-family 7:14 33:15</p> <p>Murphy 2:8 79:9,20 88:11 113:2,6 114:19,22</p> <p>mushrooming 17:9</p> <p>mutual 8:10,15</p> <hr/> <p style="text-align: center;">N</p> <hr/> <p>name 3:5 43:14</p> <p>named 13:19</p> <p>names 99:8 118:3</p> <p>narrator 14:22 18:21</p> <p>narrowed 22:15</p> <p>National 5:3</p> <p>nature 11:21 16:20 69:19</p> <p>near 30:21 64:13</p> <p>nearby 9:20 55:8</p> <p>necessarily 56:3 118:14</p> <p>necessary 16:11 38:12</p> <p>necessity</p>	<p>91:6 106:20</p> <p>need 8:12 11:10 13:1 15:1,8 33:23,24 34:6 45:8 49:16,22 50:21 58:4 58:23 59:7 61:20 69:16 70:20 73:12 74:18 80:5 81:18,19 81:19 87:19,21 89:18 94:8 103:6 104:20 105:4 108:1,6 110:2 110:5,8,10 112:14 113:8,22</p> <p>needed 52:12 82:5 101:14</p> <p>needs 60:10 61:3,4 79:6 92:15 103:18</p> <p>negated 115:15</p> <p>negotiate 113:22</p> <p>neighborhood 33:5 51:22 53:12 54:11 55:14 59:4,18 81:2 107:7 115:10 116:23 117:23</p> <p>neighboring 50:7</p> <p>neighbors 61:13</p> <p>Netter 2:10,11 88:14 89:6,9 89:18 90:5,9 95:23 96:16,19 97:19 98:9 98:24 99:16,23 101:16,19 102:14 103:1,4,8,16 106:10 109:22 110:17,19 111:1,5 113:11 120:11</p> <p>never 6:15,17,18 12:11 13:17</p> <p>new</p>
--	---	---	--

19:18,19,19 21:10 27:19 37:19 38:1,1 39:1,3 41:18 87:23 NFPA 5:3,8,13,24 8:23 24:8 night 11:7 nilly 94:9 Nine 104:15 nonassigned 63:7 nonemergency 13:23 nonlinear 72:8 normal 26:23 27:16 north 69:22 83:3,11 notably 80:23 Notary 122:2,15 note 7:4 15:16 63:3 noted 16:14 notes 122:7 notice 18:20 75:4,6 notification 10:14 23:24 notifies 9:13 notify 10:17 notion 59:11 61:2 70:18 78:9 82:21 106:19 notwithstanding 56:19 82:21 84:14 November	122:16 number 1:6 7:21 14:5 26:24 35:20 37:23 40:4 50:15 51:12 53:24 59:23 61:1 62:14 63:22 66:15 71:17 72:6,17 75:5,16 76:6 77:10,16,17 78:13,21 80:2 81:5 91:16 92:11,17 93:3,21 94:22 97:5,7,9,23 99:11 100:10,12,17 101:16,18 102:19 104:13 106:9 108:11 111:15,17 112:5 114:6 numbers 35:5 51:16 60:19 61:8 100:23 110:12 <hr/> O <hr/> object 18:1 observatory 32:24 obviously 4:4,16 33:4 46:11 115:8 occasionally 6:5 occupancy 36:13 occupants 16:7,18 occupied 82:13 105:18 occupying 82:7 occur 16:10 63:1,2 64:8 occurrence 62:23 offer 99:10	offered 25:8 offering 34:4 Office 1:10 official 43:6 110:3 off-ramp 12:10 oftentimes 7:5 oh 30:10 68:16 77:6 103:4,11 104:19 108:14 okay 3:18 4:2 21:11 24:13 24:19 25:19 28:14 29:19 30:1,12 31:23 34:21 36:3 38:16 39:10 40:13 46:4 47:22 49:1,9,12 51:16 52:4,6 54:2 56:16 60:12 61:5 68:17 69:2,10 75:9 75:19 78:18,19 79:1 79:4,14 80:7 81:21 82:11 91:10,14 99:3 100:22 106:1,14 108:19 111:24 113:18 120:15 121:8 older 38:2 39:5 once 3:11 4:6 19:22 61:14 76:7 111:2 114:6 118:17 ones 9:3 82:10,13 one-bedroom 56:22 57:11 58:9 60:17 71:14 72:18,19 82:22 92:4 100:14 101:6,7	one-bedrooms 71:16 82:8 one-bedroom-unit 71:18 open 24:4 27:23 58:15 87:20 opened 67:12 operate 8:19 20:4 operation 11:4 operations 5:15 opinion 11:18 13:8 21:2,20 22:8 24:23 26:2 43:8 43:9 49:5,6 89:1 opportunity 9:19 57:9 71:8 74:6 83:15 84:14 85:4 opposed 78:2 opticom 20:3 option 98:3 order 36:12 91:13 95:22 organization 5:14 original 20:15 21:6 22:7 40:7 46:21 47:16 97:1,2 originally 19:20 31:3 78:23 97:3 ought 60:3 90:20 outcome 10:1,5 outlets 15:21 outright 44:18
--	---	--	---

<p>outside 7:5,10 16:16 62:1 71:18,21</p> <p>outvoted 81:12</p> <p>outweigh 45:7</p> <p>overall 101:8</p> <p>overarching 60:13 75:16</p> <p>overflow 94:7 95:4</p> <p>overnight 52:1 69:17</p> <p>owner-occupied 13:6 33:15</p> <p>owning 83:16</p> <p>owns 37:23</p> <p>oxygen 16:11</p> <hr/> <p style="text-align: center;">P</p> <hr/> <p>pack 33:16</p> <p>package 49:23</p> <p>page 120:16</p> <p>Pages 1:2</p> <p>paid 25:1</p> <p>painful 66:14</p> <p>paint 17:11</p> <p>pairing 78:7</p> <p>paper 17:11</p> <p>par 60:14</p>	<p>paraphrasing 57:17</p> <p>parcel 25:18 47:6 93:6</p> <p>parents 55:15</p> <p>park 33:1 55:7,9 57:12 63:6 74:6</p> <p>parked 74:19</p> <p>parking 3:21 14:14 20:18,21 29:14,17,20 41:13,17 46:3 47:1,20 49:13 49:15,18,19,22 50:3 50:4,6,7,8,12,16,16 50:21,24 51:8,23 52:1,8,9 53:2,20,23 54:1 56:24 57:11 58:3,6,10,15 59:2,8 59:11,12,15,20,22,23 60:4,10,14,17,20,23 61:11,15,15,17,21 62:6,13 63:9,11,12 63:14,20,21 64:4,7 64:24 65:7,24 67:18 69:3,5,14,17,17 70:17,21,24 72:23 73:2,11 74:5,13 75:16,21 76:4,5 77:4 77:12 78:11,13,17,24 79:5,7,23 80:1,21 81:23 82:5,22 83:8 85:8,10 86:6,12,18 86:23 87:7 89:17 90:1,6 91:8,14,15,20 92:9,10,15,18,19 93:5 96:4,7,9 97:2,8 97:14 99:11,22 100:10,11,13 101:15 105:1 106:14,15 107:18,19,20 108:6 108:13,15,16 109:4 111:8 112:4,4 114:12</p>	<p>121:1,6</p> <p>parks 62:21</p> <p>parkway 14:7 21:13,16,23 24:2 25:18,21 56:14 64:23 65:18 66:2 116:5 118:8,11 120:24</p> <p>part 22:10 30:4,20 34:16 34:16 40:20 41:16 72:16 82:4 86:12 94:18 99:1 109:20 115:12 120:22</p> <p>partial 89:13</p> <p>particular 12:16 36:7 64:12 82:7 82:10</p> <p>particularly 106:15</p> <p>parties 122:9</p> <p>parts 106:12,13</p> <p>party 10:16</p> <p>path 28:21</p> <p>patrol 74:13</p> <p>Paul 2:15</p> <p>pavement 57:19,19 92:21 107:15</p> <p>paving 58:3</p> <p>paying 82:16</p> <p>peak 54:24 55:2 118:21</p> <p>peer 41:6 53:4 56:16 106:17</p> <p>penalty</p>	<p>122:11</p> <p>people 7:22 8:1 9:9 10:9 31:17 33:3,16 34:24 49:24 51:24 56:9 57:12 61:5 62:3,12 70:20 71:3,6,8 74:16 76:16 77:13 82:15 83:4,6,20 84:3,5 87:12 88:12 89:19 98:13 118:23 119:5</p> <p>perceive 61:24</p> <p>percent 5:20 6:1,2,7,11,13,16 6:17 81:24 98:21 102:17,20,22 103:1,3 103:4 106:7,8,9</p> <p>percentage 19:7</p> <p>percentile 6:13</p> <p>perfect 10:21 26:8</p> <p>period 55:11</p> <p>peripheral 81:16</p> <p>perjury 122:11</p> <p>permanent 74:23</p> <p>permeable 57:22</p> <p>permit 44:2,19</p> <p>permits 4:6</p> <p>perpetually 75:4</p> <p>personally 64:9</p> <p>perspective 65:5</p> <p>persuade</p>
--	--	--	--

<p>86:2 persuasive 75:18 phase 16:6 pick 4:4 52:5 pickup 41:15 pillow 15:18 pizza 49:23 place 16:3 34:10 48:11 63:21 71:3 122:5 placed 7:5 16:16 17:2 63:24 places 59:4 63:13 plan 19:17,17 20:15,20,20 21:6 22:7 23:19 27:18 61:8 66:11 71:12 80:11 86:10,20 86:22 87:19,23,23,24 88:9,10,17 89:2,4,5,6 89:19 97:1,2,10 98:19,20 100:4 110:3 110:4,5,6 113:10 120:16,22 121:2,12 plans 10:2 80:14 84:19,20 88:15,21,23 89:22 plastics 17:12 play 33:14 please 47:10 78:6 plop 74:22 plug 93:2 plus</p>	<p>8:24 point 10:4 14:23,24 17:19 23:7 31:14 40:17,23 41:19 42:15 43:3,4 43:11,23 45:15 47:9 47:24 55:19 60:4 61:6,19 62:3 66:1,5 68:24 70:16 87:16 88:3,14 94:3 98:20 98:22 104:22 113:9 117:9 119:15,16 pointed 31:15 41:7 42:3 56:4 98:17 points 11:16 14:20,20 45:13 47:15 81:24 policy 63:10 population 33:9 populous 48:16 portion 94:5 portions 30:22 posed 78:9 100:3 posing 119:9 position 4:23 81:9 90:1 109:21 positioned 26:10,11 positioning 22:22 positive 121:11 possibility 13:24 26:16 48:22 60:7 possible 19:9 24:16 28:22</p>	<p>29:19 113:8 119:10 possibly 9:7 11:4 32:23 35:7 potentially 58:17 64:18 practically 93:24 practice 74:13 preclude 73:5 precluded 67:19 prefer 21:21 61:17,22 64:6 81:10 preference 64:2 72:9 75:24 85:22 preferred 48:6 preliminary 3:12 premise 92:2 prepared 85:11 99:14 presence 53:10 84:10 present 13:6 16:3,8,12 19:15 80:11 88:18 95:24 96:2 97:23 presentation 3:19,23 4:2 29:1 40:8 42:22 46:8,9 presented 4:18 80:16 84:20 121:3 presently 32:4 presume 85:24 118:17 presumption 118:13 pretty</p>	<p>12:23 29:24 51:19 109:22,23 previously 100:4 primary 32:16 principally 23:6 principles 111:13 pro 90:23 91:6,11 94:16 98:2 probably 7:1 29:23 32:17 35:14 36:24 48:2 51:20 69:9 89:20 90:12 103:18,24 104:2 119:6 problem 23:16 28:8 31:17 33:18 52:2 56:2 64:23 68:18 94:13,15 117:22 problematic 67:17 problems 13:7 19:12 26:9 proceedings 3:1 121:17 122:4 process 47:5 50:15 65:14 86:16 92:1,24 97:1 produce 120:16 produced 24:8 producing 16:10,15 professional 21:2 professionals 82:13 proffer 111:7</p>
--	--	---	--

<p>program 84:20</p> <p>progressing 16:9,13</p> <p>project 4:14,15 8:1 15:1 43:22 50:11 82:7 92:18 93:2 98:12 101:13 103:14 104:3</p> <p>projects 32:1 75:6 99:2</p> <p>project-wide 111:16</p> <p>proportion 103:10</p> <p>proposal 44:7</p> <p>proposed 5:23 6:14 43:18,19 44:4,11</p> <p>proposing 39:7 40:21 46:10 50:13 116:3</p> <p>proposition 84:15</p> <p>protect 11:22 25:3 31:16 42:24</p> <p>protected 9:14 19:7</p> <p>protection 5:3 31:14 37:11 39:16</p> <p>protects 9:4,5</p> <p>provide 3:13 10:13 43:14 57:8 69:4,9 103:7 105:4 111:9</p> <p>provided 4:9 69:5 80:14</p> <p>providing 22:24 40:3 72:22 101:14 111:14</p> <p>proximity 5:23</p>	<p>public 3:9,20 22:11 36:21 122:2,15</p> <p>pull 38:2 42:5 62:24</p> <p>purchased 15:21</p> <p>push 51:20</p> <p>pushing 88:19</p> <p>put 7:22 9:7,23 10:6 12:20 20:2,10 29:11 61:14 64:3 71:3 76:2 78:2 78:15 80:20 99:19,20 100:6 112:20 115:22</p> <p>putting 7:24 8:2 10:11 80:5 110:15</p> <p>P.C 2:11</p> <p>p.m 1:9 3:2 121:16,17</p> <hr/> <p style="text-align: center;">Q</p> <hr/> <p>quantities 16:11 17:19 18:8</p> <p>quantity 50:12</p> <p>quarters 26:14</p> <p>question 22:5 24:13 25:6 29:1,3 30:20 32:2,10 36:4,5 37:21 39:13 44:10,11 45:9 59:16 60:2,22 72:4,11 73:16 77:15 84:2,17 88:5 99:16 100:3 106:22 107:13 112:17 113:6,14,16 114:24 115:7</p> <p>questions 4:17 24:4 45:19 46:7 51:1 85:13</p>	<p>quick 11:14 34:2</p> <p>quicker 10:7,18</p> <p>quickly 16:22 19:9 40:14</p> <p>quite 14:16 19:20 43:10 71:6 86:4 116:8</p> <p>quote 100:10</p> <p>quoted 97:15</p> <p>quotes 23:15 43:24</p> <p>quoting 4:22</p> <hr/> <p style="text-align: center;">R</p> <hr/> <p>radiant 17:20</p> <p>radiating 17:10</p> <p>radius 12:10</p> <p>raise 17:21 58:22 80:8</p> <p>raised 88:14</p> <p>raising 94:6</p> <p>ramification 59:9,13 77:9</p> <p>ramifications 59:6,8</p> <p>range 101:8 102:5</p> <p>rapidly 16:13</p> <p>rarely 82:2</p> <p>rate 51:17</p> <p>ratio 49:19,21 51:18 53:22</p>	<p>54:1 66:17 69:4 70:17 77:12 95:10 111:20</p> <p>rational 72:13</p> <p>rationale 115:13</p> <p>reach 43:20 97:21 104:1</p> <p>reached 17:18 80:10 87:16 92:7</p> <p>read 13:5 99:6</p> <p>readily 83:21</p> <p>reading 99:7</p> <p>reads 81:3</p> <p>ready 17:24 24:11</p> <p>real 15:16 23:8 59:8,9 106:20 109:5</p> <p>realize 27:18 100:2</p> <p>realized 67:17</p> <p>really 22:24 34:14 36:19 42:17 45:9 53:17 55:20 56:20 59:18 70:1 73:13 76:9 87:8 88:3 92:15,24 94:2,3 96:22,22 98:16 100:1 101:5 102:15 110:2</p> <p>realm 37:3,4</p> <p>Realty 1:7 2:13 45:23 50:19 50:22 62:11</p> <p>rear 4:10 40:4</p> <p>reason</p>
---	--	--	---

<p>22:11,13 26:4,20 34:15 43:21 90:21 109:8</p> <p>reasonable 107:22</p> <p>reasons 22:12 65:7 76:1 117:4</p> <p>receive 4:5</p> <p>received 67:15 84:9</p> <p>recognize 47:4 92:8</p> <p>recognized 5:5</p> <p>recommendation 53:6 89:20</p> <p>recommended 11:8</p> <p>record 49:3 87:24 110:3</p> <p>records 54:22</p> <p>reduce 58:6,14 97:14 100:9 108:6 111:20 112:13 114:17</p> <p>reduced 50:15 80:14 97:2,5,7,8 97:8 103:18 106:9</p> <p>reducing 92:19 111:17 116:18 116:19 117:11</p> <p>reduction 44:20,20 58:24 59:11 59:12 60:3 62:1 79:6 79:8,15,17 80:21 81:4 86:23 87:8,17 89:16 91:7,20 97:17 97:22 101:19 103:23 104:6 106:19,22,24 107:23 111:8 118:24 120:17,23</p> <p>reductions 97:10 121:13</p>	<p>referring 47:12</p> <p>reflect 33:9 52:13</p> <p>refusing 44:2</p> <p>regard 40:11 42:10 43:11</p> <p>regarding 72:17</p> <p>regardless 10:6 83:14</p> <p>regional 45:8</p> <p>register 63:5</p> <p>registered 73:20</p> <p>regular 73:12</p> <p>regularly 73:8</p> <p>regulations 36:15 44:8,13 45:11</p> <p>reinforced 67:15</p> <p>reiterate 76:8 97:11</p> <p>rejected 45:6</p> <p>rejection 44:19</p> <p>related 3:21</p> <p>relates 75:20</p> <p>relation 68:24 105:7</p> <p>relationship 72:13 91:16 108:8 115:8</p> <p>relative 43:6 122:8</p> <p>relatively 75:3</p>	<p>relay 8:16</p> <p>released 15:5 16:20</p> <p>relocate 34:15</p> <p>relocating 34:7</p> <p>rely 8:9</p> <p>relying 8:8</p> <p>remain 67:4</p> <p>remaining 80:17,18</p> <p>Remember 12:22 27:5</p> <p>remind 110:3</p> <p>removal 65:23 78:23 80:23 85:8,10 90:22 91:9 121:12</p> <p>remove 59:15 72:9 78:20 90:15 105:21 107:9 107:10,11,12 112:8</p> <p>removed 65:23 76:6 90:7 109:16</p> <p>removing 91:15 107:14,15</p> <p>Reney 13:20</p> <p>renovate 37:6 39:8</p> <p>renovation 37:16 38:9</p> <p>rent 82:16,18</p> <p>rental 13:8 33:15 61:3</p> <p>rented 82:18</p>	<p>renters 95:16</p> <p>renting 57:11</p> <p>repeat 48:3 119:14 120:15</p> <p>repeatedly 98:19</p> <p>report 11:6 15:8</p> <p>Reporter 1:21 122:1</p> <p>reports 56:4</p> <p>repositioning 34:12</p> <p>request 90:23 107:22 114:2</p> <p>requests 96:22</p> <p>require 21:17 24:21 51:19 65:23,24 69:1</p> <p>required 10:1,4 37:11 39:9 50:12 82:1 111:15,17</p> <p>requirement 5:6 9:1,3 69:7</p> <p>requirements 44:8 45:10</p> <p>requires 50:14</p> <p>requiring 119:17</p> <p>reside 77:5</p> <p>Residences 1:8 3:4</p> <p>resident 63:12</p> <p>residential 17:1</p> <p>residents 9:5,12,20 10:8 23:13 36:9 39:14 43:1,1</p>
--	--	---	---

49:17 50:9 63:22 69:5 84:11 117:8 resolve 46:14 69:19 109:24 110:8 resolves 120:3,6 respect 38:23 39:1,4 42:21,22 42:24 44:9 82:20 87:10 96:21 99:10 100:7 110:1,11 111:11,22 respond 3:14 8:11 10:18 11:13 15:8 22:1 27:16 28:8 39:20 40:2 48:10 114:1,1 responded 80:19 responders 36:1 responding 6:20 10:10 22:20,21 23:2 response 5:1,13,17 6:6,7,19 7:5 7:10 8:22 9:22 10:23 15:22 32:7,12,15 35:15 42:17 44:21 45:2,3,20 48:10 73:1 121:11 responses 46:7 responsibility 32:16 rest 38:18,19 55:20 72:3 restore 116:6 121:1 restored 116:14 restrict 57:10 118:18 result	59:3 resulting 45:1 retain 18:11 review 37:8,9 38:2 67:12 106:17 reviewed 38:10 65:14,15 reviewer 41:6 53:5 56:16 revisiting 64:12 rid 92:5 94:12 ridership 84:9 right 11:11 14:19 16:12 19:15,17 20:8,22 21:11,14 22:24 23:17 25:19 28:4 29:6,17 31:7 36:21 39:13 41:18,21,21 42:1,6 47:8 48:10 53:3 61:1 61:7 66:8 68:14 70:11,12 71:17 73:21 79:2 80:2,16 88:11 92:16 93:9 94:24 97:17 98:9 99:5 101:22 102:4,9 105:22 107:1 114:20 115:4 117:12,14,20 117:21 118:1 119:5,9 120:2 rising 16:22 44:17 risk 45:4 65:9 97:13 riskier 84:15 River 13:19 road	8:19 18:15 19:14,16 27:20 28:21 29:14 40:22 53:13 54:10 67:13 107:6 116:23 117:1 118:7,23 119:4 119:6,17 120:1 roadway 26:7 65:24 room 4:10 15:17,19 16:17 17:12,20,22 18:1,3,5 18:9,10,22 22:16 28:20 29:11 roommate 95:9 roughly 6:21 route 16:23 rule 69:8 rules 44:8,13 45:10 run 13:20 32:13,13 49:8 77:18 91:20 100:16 113:7 running 13:13 15:10 runs 33:9,10 rush 55:15 107:4 Russett 53:13 54:10 116:23 <hr/> S <hr/> saddle-bagged 71:24 safe 11:4,4 24:17 38:19 40:10 safer 9:18 10:8 19:2,5 40:5 safety	3:9,20 36:21 37:19,24 39:14 42:24 44:13 46:1 66:23 68:5 117:3 sample 53:13 sampling 53:11 satisfaction 42:9 satisfactory 86:18 satisfy 25:22 26:22 40:24 42:2 save 10:15 saw 20:15 23:3 saying 18:23 27:9 32:11 40:9 45:6 55:21 65:3,4 77:2 89:2 94:8 98:6 99:9 104:19 106:14 108:5 119:19 says 26:13 49:7 scenario 70:22 97:12 scene 5:18,19 6:8,11 15:4 19:1 27:11 schedule 4:9 school 55:8,16 Schwartz 2:14 42:20 85:17 87:10,16 93:7,20 94:2 98:7 99:14 100:2 101:23 104:5 104:10,16,18,20 110:1 111:4,11 115:21 116:2,15,20 117:15 118:3
--	---	---	---

<p>Schwartz's 67:5 screening 50:17 se 36:15 56:17 sea 68:17 second 6:24 26:11 63:23 71:3 71:9 72:2 74:5 84:11 84:24 seconds 17:8 second-due 27:13 section 68:13 see 4:10 13:10 15:12 21:4 21:15,21 24:10 25:23 26:1 33:12 34:6,10 41:1 47:7,7 56:1,17 61:17,22 64:7 79:16 81:10 82:12 88:17 89:21 90:6 91:18 98:5 101:17 104:19 108:4,4,4 110:12 113:11 seeing 76:24 seen 4:20 15:15 23:15 99:2 sending 107:5 121:6 sense 59:19 60:16 62:9 65:11,21 72:5 75:13 81:12,14 sent 4:21,21 sentiment 22:11 separate 91:4,11 116:11 118:9</p>	<p>serious 51:1 seriously 65:12 67:6,9 serve 32:4,7 71:2 90:13 91:17 service 13:5 14:4 51:7 82:14 115:14 serviced 30:15,15 set 26:12 85:7 88:16,21 88:23 89:22 122:5 settings 53:7 seven 6:22 83:7 shaking 3:16 shape 87:12 share 89:10 shared 65:16 shebang 79:11 sheet 93:16 Sherborn 44:17,17,22 shifted 75:10 shooting 111:23 112:6 Short 3:24 shorthand 122:7 show 14:19 23:20 27:18 85:6 120:23 121:12 showed</p>	<p>22:3 showing 27:18 shown 24:16 shows 120:17 shuttle 82:14 84:5,10 side 20:14 46:10 55:22 70:17,18,20,24 71:2 72:7,9 73:2,7,11 74:5 74:6 81:11 89:17 90:7,13,14,16 91:8 91:14 93:15 96:10,11 96:12 97:23 100:18 103:23 104:11,21 106:16,20,23 107:2 107:13,14,21,24 108:3,12,13,18 109:2 112:9 115:1,3,9,11 115:11,13,14,19,24 116:4,6,10,14,18 117:18 120:17,23 121:2 sides 27:15 109:4 sidewalk 19:16 significant 16:8 34:24 36:13 55:3 68:18 82:16 106:18 significantly 70:17 similar 15:22 66:15,17,18 simply 60:16,24 simultaneously 64:18 single 32:12 33:14 83:8 89:5 89:6 single-family</p>	<p>7:13 8:5 12:18 13:3,6 13:11 31:12,13 35:4 95:14 sit 82:3 site 41:12 44:22 47:2 64:24 88:17 sitting 38:19 75:3 situation 12:17 13:24 40:10 97:20 situations 12:16 62:23 95:9 six 6:21 104:14,16 size 29:22 32:1 37:2 94:20 slew 68:9 slightly 53:22 75:11 slow 16:2 slowly 16:6 small 16:12 19:6 57:1 smaller 9:3 78:12,13 smoke 16:3,6,16,17 17:6,9,16 17:19,21 smoldering 16:2,2,4 society 50:1 solid 23:18 solution 64:19 65:19 solve 64:17 solved</p>
--	--	---	---

<p>64:23 67:20 solves 117:22 somebody 62:24 73:6 74:21 someone's 73:10 somewhat 57:20 68:5 soon 33:24 sorry 24:7 30:10 45:24 58:11 73:21 82:9 89:9 99:8 102:13 105:15 113:20 119:14 sort 48:15 52:13 54:21 60:18,21 66:18 70:3 73:2 74:23 83:8 91:20 101:4 107:16 108:1,16 111:7 112:15 115:15 sought 68:21 sound 9:17 68:14 sounding 17:3 sounds 30:1 31:2,4 46:9 87:9 90:22 97:19 source 53:4 South 1:8 7:6 31:11 32:17,24 56:10 69:22 83:2,11 83:22 so-called 11:15 71:24 80:20 space 17:10 49:20 57:12 58:10 59:21,23 61:15 61:16 62:7,18,24</p>	<p>64:7 69:18 70:7 71:7 74:24 77:12,23 78:16 82:22 83:8 84:15 93:23 96:24 97:16,16 100:1,5,8,14 101:7 107:15 108:24 109:5 109:7,8 spaces 41:13,16,17 49:16,22 50:4,10,14,16,21,24 51:7,8 53:20,23 56:22,24 57:9 58:3 58:10,12,13,15 59:22 60:14,17,23 61:9,22 62:13,16,19 63:2,7,8 63:13,16,23 64:4 69:9 70:9,21 72:9,17 72:20 73:5,7,9,15,22 73:23 74:1,8 76:6,8,9 76:18,22,23 77:9,16 77:20 78:11,17,20 79:7,17 82:2,3 85:9 85:10 86:8,12,24 87:7,18 89:17 90:13 90:16 91:16,22 92:3 92:4,5,7,8,11,12,14 93:3,5,11 94:8 95:3,4 96:4,8,9 97:3,4,23 99:12 100:13,15,16 100:20,24 101:3,4,5 101:8,14,15,21,22,23 102:1,3,17,18,20,21 103:9,13,14,19 104:2 104:6,7,8,10,14,16 105:1,5,5,9,11,18 106:5 107:20 109:6 111:8,14,15,19 112:1 112:8,14,19,21,24 113:2,3,16 114:12,17 115:3,5,6,8,13,14,18 115:23 116:2,6,10,13 116:13,18,20 120:17 120:20,21,23 121:1 speak 5:17 36:18 66:21,22</p>	<p>80:18 speaking 5:10 20:1 46:1,2 68:1 113:24 speaks 14:22 specific 63:12 75:23 85:20 specifically 21:23 24:15 46:1 spend 18:18 spending 83:7 spent 22:3 split 51:14 spot 14:12 62:8,8 67:18 74:19,22 99:19,20 spots 69:4 74:17 spread 16:21 spreading 45:4 sprinkler 8:24 9:4,6,15,21 14:23 14:24 17:2 18:21,22 23:11,12,22 sprinklered 23:10 sprinklers 18:23 19:7 squeezed 81:12 stacked 11:13 12:3 19:23 20:14 47:18 staff 88:14 89:20 stage 16:10 stake</p>	<p>13:13 31:19 stand 86:19 standard 5:2,8,13,14,16 7:2 41:7 55:12 97:15 standards 5:4,5,7,10 7:16 41:6 49:19 standpipe 9:24 10:6 23:23 standpoint 79:5 stands 89:13 Stantec 2:12 start 5:1 20:8 24:6 40:13 59:21 91:3 started 3:10,21 113:23 starting 92:2,3 state 5:7 44:7,12 45:10 stated 43:21 45:9 68:11 statement 31:12 station 13:19 32:2,3,7 33:24 34:12,14 35:1,21 44:23 stationed 5:22 stations 8:14 34:7 statistic 13:5 stay 105:24 110:9 step 6:9 81:20 Steve</p>
---	---	---	--

42:19 98:17 110:8	struggle	41:24 77:7	suspect
Steven	112:11	suggests	64:15
2:14	struggling	63:3	suspended
stick	98:5 114:3	Suite	121:17
53:24	studies	1:16	system
sticker	83:19	suits	8:24 9:4,6,11,13,15,21
63:6 74:16	study	66:20	9:24 10:6,13 18:21
stickers	53:18	sum	18:22 23:11
63:4 74:14	subject	38:17	systems
stipulations	80:21	Sunderland	14:23,24 23:12,22,23
11:2,6	submission	43:13,13 49:4	37:11,24
stockpiling	85:6	superfluous	
108:12	submit	92:5	T
stone	86:20 87:23 110:5	supermarket	T
22:14 112:15	121:2	83:23	83:12,13
stop	submitting	supply	tackle
74:4 91:18	86:6	49:19	37:4
stories	subscribed	supplying	take
37:7	76:15	50:12	18:14 25:1 32:19 34:3
Storrs	substantial	support	59:24 61:2 63:21
2:14	16:13	112:9	65:10,12 67:5 72:11
story	subtract	supposed	76:2 78:14 86:12
87:14	102:21 105:13,20	110:5	90:17 91:13 100:13
stove	suburban	suppression	103:8 105:17 109:3,6
15:6	49:20 83:18,19	5:15	111:1 112:1,2,3
straight	succeed	Supreme	taken
22:2 26:19	114:11	43:12	50:11 97:22 99:7
straighten	sudden	sure	122:4,7
89:7	62:17	4:23 13:24 24:12 29:1	talk
street	suddenly	39:18,22 45:16 55:19	7:21 19:13 40:23 55:7
1:11,16 5:23 15:9	91:18	61:10 74:13 78:1	74:20 90:9
18:17 21:11 32:2	suffice	85:18,23 86:4,9,19	talked
55:7,9,10 56:10 71:9	72:10	87:11,23 88:20 89:24	80:22 92:6
streets	sufficient	104:12	talking
50:7 107:7	20:11 25:9 26:8,8	surface	31:9 36:19 39:21
strikes	46:14	16:3 60:4,9 61:11,23	40:13 41:17 52:15
70:20	sufficiently	62:7 63:8,16,16,16	54:7,8,12,12,13,14
strongly	21:7	74:1 75:22 76:2,8,18	55:14 66:9 70:1
8:6	Sugarbush	78:3	73:17 77:11 115:17
structurally	43:13	surprised	117:7
9:17	suggest	36:22 37:1	team
structure	61:1 111:6	surrounded	75:4
16:7 19:4 38:6	suggested	15:17	tell
structures	42:15 46:16 60:8	survive	27:14 32:20 54:8
34:10 72:13	suggesting	113:4	67:10

telling 16:18 108:12	11:14 13:3 24:7 30:3 54:21 59:1 61:10	101:8 102:22 103:5	4:6 5:1,21,24 6:1,7,12 6:18 7:6,10 8:23
temperature 16:23 17:17,22 18:8	66:8 68:5 72:21 87:5 90:21 91:10 92:22	thinks 60:20	9:22,22 10:15,20,23 11:22 12:12 14:3,16
temporary 61:12,13 69:16 74:16	94:17 95:22 106:24 110:15	third 6:22 10:12,16 20:24 26:11 32:13 62:17 63:4 72:2 84:24	15:3 16:7 18:18 19:12,15 21:24 22:3 24:10 34:11 35:8
ten 113:16 115:18 116:6 116:13	things 4:20 8:21 23:15,21 25:2 33:14 43:24 50:2 81:19 89:24 110:10 118:18	Thornton 19:14,19 27:19,23 28:12,22 40:22 41:12 42:2 67:13,18 84:22	45:2,3,19 52:13 55:5 55:11 62:12 65:7 76:15 84:18 91:18 110:10 118:22 122:5
tenants 69:20	think 15:3 18:15 21:6,19 22:2 25:13 29:22 30:11 34:17 35:19,22 36:3,17,22 39:12,22 39:24 40:12 42:2,7,8 42:14,23 43:3,10 44:10 45:8,12 47:23 48:17 52:5,12 53:21 53:23 54:23 55:18 57:8,14,15,20 58:1,2 58:6,6,7,14 60:13,15 60:15 64:2,11 65:15 66:4,7,9 67:10,21 68:4 69:8,19,21 70:4 72:5,7,10 73:19 74:2 75:2,17 76:1 77:6 79:4,8 80:6,13 83:4 83:19,20 84:8 85:6 85:21 88:1,22 89:23 90:20 92:21 93:20 94:3,7,11,18 95:5 96:1,5,6,23 98:13,15 99:3,14 100:7 101:7 102:14 103:11,12,15 103:17,24 104:4,24 106:17 107:19,19,22 109:8,20 110:11,11 111:10 112:6,10 113:7,21 114:8,15 117:24 118:20,21,24 119:3 120:10,19	thought 34:6,21 46:24 58:5 59:14 72:22 73:10 92:1,4,9,24 93:4,15 100:22 106:4 108:21 109:21 112:16 113:24 116:15	timely 7:23 9:12 34:14
tend 108:17		thoughts 95:24	times 5:17 7:16 8:7 40:18 44:21 45:13 86:15 107:3
term 83:5		three 14:14 20:16 35:13 44:23 49:18 53:14 57:2 58:13 67:3 71:11,22,23 72:6 73:6 87:3 93:18,19 94:24 95:10 98:11 100:16	tiny 18:5
terms 53:17 54:4,11 56:3,4 57:23 58:5,7 68:5 75:19 80:16 81:23 82:6 85:23 94:6 100:4		three-bedroom 35:9 53:15 101:2	today 12:11,16 40:6 41:1 50:1 121:15
terribly 109:7		three-story 81:3	told 22:7,10 46:19,20
terrific 34:2		throw 60:2 102:19	tonight 4:14 67:14
test 15:20		throwing 102:15	Tonight's 3:8
testified 44:22		thrown 101:16	tony 83:5
thank 31:23 39:11,17 45:17 45:18 47:22 48:19 49:10 69:10 75:9 79:1 88:4 91:2 102:24 104:23 121:4 121:16		Tide 44:17	topic 52:8
Thanks 49:1		tied 6:3 9:13	tops 55:11
theory 59:17 115:10		tight 12:10	total 91:9 101:9,10 105:8
thick 17:9		time	totality 88:9
thickened 17:7			totally 18:5 110:12
thing	64:14 80:24 100:23		touch 38:4 39:8
			touched 46:20 66:22
			tough

<p>30:18 town 1:10 6:7,16 30:5,12 33:5 34:16,16,19 42:11 43:19 44:4,23 111:16 118:16 119:4 town-wide 6:6 toxic 16:15 17:6,14 18:7 track 35:7 trade 69:18 trade-off 61:11 trading 69:15 traffic 3:14 19:16 20:4 41:7 50:6,9 54:20,22,24 55:4 56:5,17 58:17 83:18 107:6 114:7 115:9 117:11,23 118:10 120:1 traffic's 106:16 training 6:4 transcript 53:6 122:6 transcription 15:13 trapped 28:10,11 trash 41:15 travel 10:19 tray 78:24 treatment 41:8 tremendous 18:8 35:23 96:24</p>	<p>trick 84:1 tried 63:20 70:23 96:22 98:3 trigger 90:23 trips 59:24 truck 6:22 28:21 44:5 trucks 27:4 41:2 43:20 true 40:11 82:22,23 122:6 122:12 trumps 49:8 try 4:23 5:7,9 6:10 7:3 115:21 trying 14:12 15:11 42:23 57:17 59:6 82:4 85:18 99:19 100:21 105:10 111:3 turn 11:15 20:9,12,19,23 21:3 23:24 26:15 29:4 113:8,11 turning 99:5,9 turn-around 12:21,24 20:10,21 21:5 22:9,16 24:17 26:3,5,22 29:5,7,12 29:23 41:23 42:15 48:5,22 60:6,8 64:12 64:20 80:23 85:4 112:20 113:3 120:18 turn-arounds 11:15,18,24 21:3 22:8 23:1 twelve 7:1</p>	<p>two 5:16 14:13,19,20 18:6 18:16 19:18 20:18,21 27:19 35:9 49:16 51:15 52:10,15,17 53:16,20,24 56:24 58:12 60:14,17 63:17 63:18 64:17 67:3,16 71:11 73:6 79:13 81:23 82:19 85:13 86:2 87:2,19 88:12 89:1,3,11,15,15,19 91:4 92:4 93:17 98:10,11,13 100:16 101:3,3 112:15 118:9 twos 71:20 two-bedroom 56:23 57:5 58:8,11,12 62:17 71:13,24 72:2 72:2,2 100:15,24 two-bedrooms 71:22 two-minute 14:17 type 23:21 70:1 95:10 types 37:14 typical 15:17 typically 6:2 33:5,17 48:9,11</p> <hr/> <p style="text-align: center;">U</p> <hr/> <p>ultimately 85:24 86:1 unable 11:13 18:11 unassigned 73:19 unbridled 44:1 uncomfortable 61:13 99:4</p>	<p>underlying 48:9 underpark 97:12 underparked 65:8 84:13,16 understand 3:13 24:23,24 32:14 41:3,9,9 48:5 51:21 55:19,21 57:2 60:18 66:10 70:4,15,20 71:11 73:9,17 78:22 89:11 95:2 104:13,20 110:7,16,20 111:5,9 111:16 114:11,21 115:2,17 119:7 understanding 51:5 68:20 86:5,21 115:6 understood 4:24 39:23 40:19 52:12 83:9 109:15 114:13 118:6 119:12 undoubtedly 77:13 unfortunately 98:12 99:2 UNIDENTIFIED 35:11 unit 49:16 53:8,9 56:23,23 57:11 60:14,17,24 62:17 72:13 77:12 79:7 82:22 83:7 95:19 99:3 100:24 101:2,3 units 7:24 13:8 30:23 34:22 35:8,9,13,22 37:23 40:4 49:16 51:10,17 52:1 53:18 57:1,2 58:8,9,11,12 61:3,9 63:20 70:18 71:11,13 71:14,23 72:7,18,19 77:10 78:13 80:11</p>
--	--	--	--

<p>81:6,16 82:18,20 91:17 92:4 93:8,12 94:4 95:5,11,14,17 96:7 97:6,7 100:14 100:15,17 101:6,7,20 102:16 103:23 107:16 108:10,13</p> <p>unnoticed 14:1</p> <p>unpaved 58:2</p> <p>unreasonable 53:21 94:11,18</p> <p>unregistered 73:17 74:21</p> <p>unstated 45:3</p> <p>updated 39:16</p> <p>upgrades 37:12 38:11 39:8</p> <p>upholstered 16:1</p> <p>upward 16:21</p> <p>urban 45:5 49:20 83:3</p> <p>usage 83:19</p> <p>use 12:7 22:19 37:14 48:14 63:19 99:8</p> <p>utilized 82:2 95:6</p> <hr/> <p style="text-align: center;">V</p> <hr/> <p>vacant 105:16</p> <p>valiant 111:1</p> <p>variables 64:4,21</p> <p>various 52:13 98:17</p> <p>vast</p>	<p>33:12</p> <p>vehicles 54:19 95:17 117:6,10 119:21,22</p> <p>vehicular 19:16 117:8</p> <p>verge 55:13</p> <p>versions 20:16</p> <p>versus 22:1,1 33:11,15 43:13 44:17 49:5 60:6</p> <p>Veteran's 21:13,22</p> <p>VFW 14:7 24:1 25:18,21 26:24 27:14 42:10,12 56:14 64:13,22 65:6 65:18,19 66:2 112:19 112:24 113:9 114:7 114:12 115:5,18 116:5,12,21 117:6,10 117:19 118:8,11,17 118:20,24 119:6,20 120:24</p> <p>viable 98:1</p> <p>vicinity 120:18</p> <p>video 14:18 15:14 18:12 22:2 24:8</p> <p>view 13:18 31:14 43:5 60:21 72:12 79:14 91:5,7 95:20</p> <p>Village 15:9 30:22 33:11 50:8 76:14</p> <p>virtue 68:22</p> <p>vision 79:18,18 91:17,19</p> <p>visitor</p>	<p>49:22 50:2 69:4 72:22 92:9 101:14 102:18 102:20 103:9,14 104:7 105:1,5 107:18 108:15</p> <p>visitors 61:3 63:13 69:9 74:8 74:17 79:23 80:1 102:1 105:14</p> <p>visitor's 74:19,22</p> <p>visual 80:15 81:2 88:17</p> <p>visually 92:22</p> <p>Volume 1:1</p> <p>vote 86:1 87:12,19</p> <p>voted 111:18</p> <p>votes 89:3</p> <p>voting 86:2</p> <hr/> <p style="text-align: center;">W</p> <hr/> <p>wait 28:24 116:17 120:13</p> <p>waiver 68:6,6,21 69:1</p> <p>waivers 4:9 85:12 121:10</p> <p>walk 71:6 76:16</p> <p>walkers 49:24</p> <p>walking 83:13,23</p> <p>wall 15:18 17:11</p> <p>wandering 62:13</p> <p>want 5:18 7:1,3,4 10:24</p>	<p>11:5,14,17 12:13 15:2 21:4 23:1,7 31:5 32:1 36:11 42:19 43:23 45:15 46:23 54:3 58:18,22 59:1,2,10 63:14 65:6 65:8,9 67:8,8 68:3 70:3 71:4 75:15 76:8 78:14,15,16 79:18,22 81:21 84:8 86:8,14 86:19 87:22 88:2,15 88:16,20,20,22 89:21 89:23 91:24 92:1 97:21,22 99:17 102:15,21 104:5,12 104:21 110:2 112:1,9 118:7</p> <p>wanted 7:18 36:9 37:6 81:14 109:16</p> <p>wants 12:24 75:16 110:13</p> <p>washed 108:16</p> <p>Washington 1:11 55:10</p> <p>wasn't 58:20 86:16 100:3 105:16</p> <p>watch 15:16</p> <p>water 10:11 17:4,19</p> <p>way 19:22 20:5,6 21:12 26:19,21 27:16 28:12 28:23 29:14 30:19 48:14 56:8,8,13 57:10 58:14 61:7 64:14 67:7 73:13 74:3 75:12 84:4,8 86:7 87:12 88:19 90:2 91:24 102:14,22 108:14</p> <p>ways</p>
---	---	---	---

<p>62:22 71:7</p> <p>week 4:4 40:16,16 52:7 54:4 57:8,16 59:13 66:16 84:21 109:19,24 110:14,16 120:14 121:3</p> <p>weeks 4:18</p> <p>weighing 107:1,9,16,17 108:3</p> <p>weighted 108:10</p> <p>welcome 71:8</p> <p>went 41:11 47:1 48:12 101:19</p> <p>weren't 23:9</p> <p>west 55:22 70:17,18 71:2 72:7 73:2,11 74:6 90:7,13,16 91:8,14 93:6,15 96:10,11,12 97:23 99:12 100:17 101:11,12 104:21 106:23 107:2,14,24 108:3,7,11 112:9 115:1,3,11,13,19,24 116:10 117:18 120:23</p> <p>we'll 20:2 36:2 39:18 42:14 52:5 58:15 59:14 104:24</p> <p>we're 7:6,13,14,22,24 8:2 10:10 13:12 21:10 23:2 25:17 27:5,6,7 31:19 35:12,12 38:1 40:1,3 41:17,24 45:14 46:16 54:11 58:14 59:6 64:5 66:9 67:21 75:5 77:11</p>	<p>85:3,18 86:6 87:22 90:2,15 93:21 94:7 98:8,8,14,14 99:14 103:15 104:10 105:21 109:23 110:1 110:5 111:13,23 112:4,6,19 115:17 116:3,7 117:7 120:15 121:6</p> <p>we've 4:9 12:12 55:7,8 56:17 63:20 69:17 70:23 80:13,22 86:7,14 89:2,7 96:23 97:1,7,8 97:8,9 98:15,18,20 98:24 105:21 109:14 112:21,23 114:8</p> <p>wide 6:16 26:7 28:23 46:13 55:24</p> <p>wider 25:7</p> <p>willing 64:16 110:8 112:4</p> <p>willy 94:8</p> <p>Win 117:18</p> <p>winding 107:6</p> <p>wood 17:12</p> <p>word 43:9</p> <p>words 38:16 78:15 100:6,9 115:22</p> <p>work 30:2 37:10 39:7 42:11 55:16 62:21 64:14 99:1 110:10 112:4</p> <p>worked 65:20 110:12</p> <p>working 8:20 93:21</p>	<p>works 64:11 74:3</p> <p>world 26:8</p> <p>worried 25:24</p> <p>worst 97:11</p> <p>worth 97:12</p> <p>wouldn't 9:2 22:21 26:23 27:9 27:15 36:24 84:12 85:24</p> <p>writing 23:4,20</p> <p>written 4:20</p> <p>wrongly 78:23</p> <hr/> <p style="text-align: center;">X</p> <hr/> <p>X 93:2</p> <p>XVIII 1:1</p> <hr/> <p style="text-align: center;">Y</p> <hr/> <p>Yeah 25:6 27:3 54:5 62:2 66:13 70:8 72:15 76:11 88:6 89:18 90:5,11 91:23 93:24 94:24 95:2,12 106:3 113:4 117:24 119:23</p> <p>year 33:10 96:23 98:18</p> <p>years 13:4 50:20</p> <p>yeoman's 98:16</p> <p>young 82:13</p> <hr/> <p style="text-align: center;">Z</p> <hr/> <p>Zipcars</p>	<p>84:10</p> <p>zoning 1:5 38:15 50:13,14 111:15</p> <p>Zuroff 2:6 3:7 31:24 32:6,14 33:2,7,19,23 34:4,18 34:21 35:3 36:3,20 36:24 37:18,21 38:6 38:16 39:1,4,10,21 40:7 48:20 49:1 52:22 62:10 80:8,10 81:7,14 103:3 104:1 118:10,14 119:2,5,9 119:16,19,22,24</p> <hr/> <p style="text-align: center;">0</p> <hr/> <p>02111 1:17</p> <p>02445 1:12</p> <hr/> <p style="text-align: center;">1</p> <hr/> <p>1 1:9 9:23 33:11</p> <p>1,000 12:22</p> <p>1,000-foot 7:19 12:19</p> <p>1,400 18:9</p> <p>1-122 1:2</p> <p>1.0 49:20</p> <p>1.06 51:18</p> <p>1.4 53:7</p> <p>1.5 52:24 53:7,10,24 54:12 60:23 66:10 70:8 79:7</p> <p>1.62 53:19</p> <p>1.67</p>
--	---	---	--

<p>51:18 10 36:9 96:9 112:8 115:3 115:5,6,7,23 116:9 116:13 117:18,19 120:23 121:1 10th 122:13 10-space 114:2 10:06 121:17 100 30:23,23 31:3 35:8,22 36:9 98:21 109 30:24 61:9 11 48:23 64:13,21,24 65:18 67:12,22 85:5 116:20 11/25 61:8 12 48:4 68:7,12 125 51:10 13-designed 8:23 15 102:19,22 103:1,3,4 105:2,4 106:5,6,9,10 106:11 15-minute 55:10 161 34:22 80:11 1710 5:13 179 1:16 197 51:13</p> <hr/> <p style="text-align: center;">2</p>	<p>2 81:5 20 53:15 69:9 75:5 93:8 96:7 102:5,18 109:6 20-something 92:14 2006 44:16 2013 43:11 20130094 1:6 2014 1:9 122:13 2017 122:16 209 51:8 21 66:11 70:6,7,9 72:9 78:20 79:9,17 85:10 86:7,24 87:7,17 89:16 92:7,8 97:17 101:19 104:10,18 105:8,20 111:14,19 112:2,14 114:17 116:2,18 120:17,22 21-parking-space 79:7 212 17:18 22 53:13,15 70:5 97:2,4 23 26:7 70:5 237 68:12 24-hour 52:2 25 102:8,9 103:18 105:1 105:5,13,20</p> <hr/> <p style="text-align: center;">3</p>	<p>3 9:23 122:16 3.55 93:11 30 69:9 75:5 102:5,18 103:18 104:13,18 109:6 300 17:1 35:14 302 105:8 32 13:4 102:10,11 105:14 323 102:16,20 103:3 105:7 105:8 106:8 333 1:11 80:11 345 97:3 35 38:15 360 25:12</p> <hr/> <p style="text-align: center;">4</p> <p>4 32:19 105:21 40 14:11 54:24 55:9,12 79:19 90:12 96:4,14 40A 30:12 38:14,22,23 46:21,21 40B 1:7 38:14,17,22,23 43:5 68:23 400 35:14 401 1:16 42-foot 43:18 44</p>	<p>76:7 45 50:20 76:7 77:9,16,20 47 79:11,20 48 103:2</p> <hr/> <p style="text-align: center;">5</p> <p>5 14:8 33:11 54:15 71:17 81:24 106:5,7 106:8 500 35:14 542-0039 1:18 542-2119 1:18 57 72:19,19,20 79:24 92:3,5 101:8,19,19 101:21,22,23 102:9 102:22 103:1,4,12,18 104:6,17,18 105:11 105:14 112:1 570 16:24</p> <hr/> <p style="text-align: center;">6</p> <p>6 5:22 6:3 14:8 32:19 40:22 54:15 104:18 6th 1:11 60,000-pound 14:11 617 1:18,18 69 97:9</p> <hr/> <p style="text-align: center;">7</p> <p>7 40:22 46:11 54:15 105:19,19,20 120:22</p>
---	--	---	---

7:00 1:9 121:16			
7:09 3:2			
70 17:7 93:20,22 96:8 100:17			
700 14:8			
71 93:7 96:7			
760 18:9			
<hr/> 8 <hr/>			
8 47:7,7			
8th 53:5			
8.6 45:2			
80 100:20			
<hr/> 9 <hr/>			
9 26:24 49:20			
90 5:20 6:1,2,11,13,16,17			
90th 6:13			
95 6:7			
97 49:21			
99 61:8			