

PLANNING BOARD  
FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, February 16, 2016

7:05 p.m.

in

Second Floor Meeting Room

344 Broadway

Cambridge, Massachusetts

Catherine Preston Connolly, Acting Chair

Hugh Russell, Member

Tom Sieniewicz, Member

Steven Cohen, Member

Louis J. Bacci, Jr., Member

Mary Flynn, Member

Thacher Tiffany, Associate Member

**Community Development Staff:**

Liza Paden

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# I N D E X

## PAGE

### GENERAL BUSINESS

Update from the Community Development Department	3
PB#285 , 10 Essex Street, Request for an extension of the Special permit, Section 10.46	8
PB#302 and #303, NoMa and SoMa, request to extend the date for the public hearing process and filing the final decisions.	14
Board of Zoning Appeal -- Comprehensive Permit -- One Brookline Place, (Auburn Court) Homeowner's Rehab, Inc., affiliate Brookline Street Limited Partnership. The requested permit is to construct 8 additional units of affordable housing and convert an existing management office to a dwelling unit at Auburn Court. The Planning Board will review the case and transmit a report to the BZA.	17
BZA case 9297-2016 - 17-19 Pemberton Street -- Variance to park within the front yard setback on a corner lot, to construct a dormer and first floor addition.	85
Keyword Index	

# PROCEEDINGS

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CATHERINE PRESTON CONNOLLY: It being seven o'clock and having seven of us here we're going to get started with the February 16th meeting of the Planning Board.

So first item on General Business do we have any updates from Community Development?

LIZA PADEN: Sure, I'll do the update.

CATHERINE PRESTON CONNOLLY: Thank you, Liza.

LIZA PADEN: The hearing on February 23rd will be a public hearing on 399 Binney Street which is a new office building at the corner of Binney and Cardinal Medeiros.

And March 8th will be two public hearings; one is the Cohen petition which is about garages in Residence B. No, it's not

Mr. Steven Cohen. It's Mr. Peter Cohen.

And then there is a second hearing which is Nine Chauncy Street which is a conversion of some basement space to residential units using the Basement Overlay District.

March 15th there are two public hearings; one of them for a residential development at 95 Fawcett Street, and the other one is for a medical marijuana dispensary.

And on March 22nd we plan to bring back for further discussion the Planning Board rules and regulations. We'll be sending out the revisions to the Board at least a week in advance.

CATHERINE PRESTON CONNOLLY: Great, thank you so much.

Are there any transcripts we need to approve?

LIZA PADEN: No.

CATHERINE PRESTON CONNOLLY: Okay.

Next item on the agenda we need to approve a request for an extension for Special Permit application for 10 Essex Street.

Mr. Rafferty.

ATTORNEY JAMES RAFFERTY: Thank you.

Good evening, Madam chair, members of the Board. For the record, James Rafferty appearing on behalf of the applicant.

Members may recall four of the seven of you actually sat on this case, 10 Essex Street, case No. 285. It was an application to build a multi-family housing on the parking lot on Essex Street that's in front of the H-Mart. Back when this started, H-Mart hadn't even started. There was great concern expressed that how they would work together. Well, H-Mart's there. It's a

huge success. And there have been a number of challenges associated with getting from the approved Special Permit to a Building Permit.

The petition itself -- the Special Permit itself hits the two year mark on March 17th. I'm sure board members know that these permits are good for two years but can be extended for one year. So we're here seeking the extension. Mr. Nagar (phonetic) was intending to be here, but his flight was delayed due to the weather. So I have spoken with him extensively. He's been working with his contractor.

I would say the biggest change that has happened is over the course of the time that he's been preparing construction drawings and seeking bids, he's actually changing the means and methods of construction. He was going to do this as modular housing where they made arrangements

with the City to find a lay down area in the municipal parking lot next-door and you bring in all this stuff. He's now moved to a different contractor with a stick-built style construction. So that has added to the time involved. His current estimate is and he hopes to be -- he's just completing his affordable housing selections, he hopes to commence construction, have a Building Permit before July 1st of this year. But in order to do so, he needs to have a valid and alive Special Permit, so we're requesting that the Board provide the one year extension allowed for under the statute.

CATHERINE PRESTON CONNOLLY: Thank you.

Any discussion from board members? Any questions for Mr. Rafferty?

DAVID NEIMAN: Yes.

CATHERINE PRESTON CONNOLLY: This is a

matter of general business so we don't generally take comments from the public on this. Are you the petitioner?

DAVID NEIMAN: I represent the Essex Street Neighbors Association and would like to express some questions and concerns.

CATHERINE PRESTON CONNOLLY: What's the Board's pleasure? Should we hear additional comments?

STEVEN COHEN: I would err on the side of hearing.

HUGH RUSSELL: It's not a heavy agenda.

CATHERINE PRESTON CONNOLLY: Okay. The Board will allow you to make your comments.

THE STENOGRAPHER: Can you tell us your name, please?

DAVID NEIMAN: David Neiman, N-E-I-M-A-N.

CATHERINE PRESTON CONNOLLY: And if you



could limit your comments to the issue of the extension, not the project itself, that's what we're considering here.

DAVID NEIMAN: Okay, I believe my questions deal with that.

CATHERINE PRESTON CONNOLLY: Okay, great.

DAVID NEIMAN: Thank you for hearing me, members of the board. As I mentioned, I represent myself as well as the Essex Street Neighbors' Association. We have some concerns and questions regarding the application for the extension at 10 Essex. And yes, H-Mart has been a great success. And, you know, based on the observations of myself and residents, we find that the lot, which is to become 10 Essex Street, is often full to the point when -- that cars are backed up on Essex Street. That the lot is being used by customers of H-Mart. Since the

neighboring municipal lots are usually full at these same times, we're wondering where will these cars park once this building is in place of the parking lot?

In addition in the same Essex Street lot, there is frequently trucks unloading goods for H-Mart. There are often pallets backed up with these goods as a holding area before they're brought into the store. Since there are frequently pallets full of goods during business hours, it seems the space is necessary for proper operation of H-Mart.

At the same time these deliveries are occurring, there's often an 18-wheel tractor unloading into H-Mart from behind the Bishop Allen Drive. With this parking lot now becoming yet a 10 Essex Street building, where and how will this unloading be performed?

CATHERINE PRESTON CONNOLLY: So sorry to interrupt you, sir, but these seem to be questions about the project itself, not about the year extension to build the project that has already been permitted for this site.

DAVID NEIMAN: Okay. Then I have these more specific questions.

CATHERINE PRESTON CONNOLLY: Okay, thank you.

DAVID NEIMAN: And I think this first question is towards attorney Mr. Rafferty, wondering why with such relatively small project has there been no progress for two years? I believe that's been answered.

Having heard that this may be the case for the projects, specifically is the architect who made the original design still with this project? And in that the owner of the property

is presently working with his contractor and architect on the completion of final construction drawings, this question of whether this is the same architect is important to get an answer to. We need assurances that there have been no changes in this project since the Special Permit was originally answered -- issued.

Thank you very much.

CATHERINE PRESTON CONNOLLY: Thank you.

Mr. Rafferty, do you want to speak to whether or not there have been any changes in the project?

ATTORNEY JAMES RAFFERTY: Well, procedurally speaking as the Chair and Board knows, one of the required elements of the Building Permit is to obtain a Certificate of Compliance from Community Development because the condition contained within the Special Permit as

is typical most, is the project is subject to ongoing design review at CDD with the staff. So there have been a range of issues. Those meetings are ongoing. There are contemporaneous meetings occurring with the Building Department over Building Code issues. So to the extent -- but there's not any attempt here or request here to seek a modification. So everything is proceeding in accordance with the conditions set forth in the Special Permit.

CATHERINE PRESTON CONNOLLY: Thank you very much.

Does the Board have any other questions or comments?

(No Response.)

CATHERINE PRESTON CONNOLLY: All right. Do I have a motion?

STEVEN COHEN: I move that we grant the

application for the one year extension.

LOUIS J. BACCI, JR.: Second.

CATHERINE PRESTON CONNOLLY: All those in favor?

(Show of hands.)

CATHERINE PRESTON CONNOLLY: Thank you very much.

(Unanimous vote.)

CATHERINE PRESTON CONNOLLY: All right, next on the agenda we have a request for Planning Board Special Permit applications 302 and 303 to extend the date of the public hearing process and the filing of final decisions.

These are the MIT NoMa and SoMa applications. So I presume there's some schedules going on here.

LIZA PADEN: There's some scheduling going on and more discussions and the applicant

has requested dates on both of the Special Permits to extend to April 26th and that would be for the filing, final filing date.

CATHERINE PRESTON CONNOLLY: Okay.

Any questions or discussion?

(No Response.)

CATHERINE PRESTON CONNOLLY: No?

TOM SIENIEWICZ: Given the complexity of this proposal I think it makes sense for us to grant them extra time to facilitate discussion.

CATHERINE PRESTON CONNOLLY: Right.

All right, do I have a motion?

TOM SIENIEWICZ: I move that the extension requested be granted based on our discussions here.

STEVEN COHEN: Second.

CATHERINE PRESTON CONNOLLY: All those in favor?

(Show of hands.)

CATHERINE PRESTON CONNOLLY: Unanimous, great.

HUGH RUSSELL: I just have one -- I've been thinking, has the Board ever denied an extension of time? And the answer is yes, once. It was for the development at the grace site in Alewife, and they got extensions for six or seven years.

CATHERINE PRESTON CONNOLLY: Oh.

HUGH RUSSELL: And ultimately the last one that were denied on the ground that the situation in the area had changed so much in that period of time that it made sense, and it turned out, as you may know, nothing ever happened and it was because the contamination and environmental issues. So, but --

CATHERINE PRESTON CONNOLLY: A little



context, very helpful.

HUGH RUSSELL: I mean ordinarily --

CATHERINE PRESTON CONNOLLY: We grant them.

HUGH RUSSELL: -- we grant those as a matter of course.

CATHERINE PRESTON CONNOLLY: Okay.

Next on our agenda we have Comprehensive Permit for One Brookline Place otherwise known as Auburn Court. Do we have someone making the presentation?

LIZA PADEN: Just if -- I wanted to say one thing. This is a Board of Zoning Appeal case. They review and grant the Comprehensive Permits, and the Planning Board has this meeting to discussion the presentation that's going to be made and then we'll write up the report and send it to the BZA.

CATHERINE PRESTON CONNOLLY: Okay, thank you, Liza.

HUGH RUSSELL: And I'd like to ask a question of all members of the board familiar with 40(b) process or if you would like a two minute --

MARY FLYNN: Two minute, sure.

HUGH RUSSELL: Which I would be happy to tell you.

LOUIS J. BACCI, JR.: I was looking it up on my phone when I got here.

HUGH RUSSELL: In a way I'm sort of responsible for this whole move in the City.

CATHERINE PRESTON CONNOLLY: All right, well, if you can give us the two-minute overview of the process, I'm sure, there isn't anyone here who wouldn't benefit from it.

HUGH RUSSELL: So the Chapter 40(b) of

the state law says that if you're building affordable housing, you can get a special Comprehensive Permit, a one-stop permit although it doesn't keep you from going to the fire department and everybody else, but you can get that permit provided you're providing affordable housing.

The -- it's called the anti-snob zoning law because if you don't get the permit and your city or town hasn't met the standards for housing for people who have incomes, then you appeal to the Housing Appeals Board for the Commonwealth and they rarely turn down an application.

So, in Cambridge it's a very nice mechanism to grant zoning relief without having to make a finding of hardship. You just have to -- the Zoning Board has to find that it's basically in the public interest. So that's why

the lots of affordable housing in the city is now done that way.

TOM SIENIEWICZ: But all of the permit granting authority is best in the Zoning Board.

HUGH RUSSELL: That's right.

TOM SIENIEWICZ: That is literally one stop shopping. They become the Planning Board. They become the Conservation Commission. They become virtually all the boards and commissions in one place.

HUGH RUSSELL: Not the Conservation Commission.

TOM SIENIEWICZ: Well, okay, not the Conservation Commission. The fire department neither. But they -- all of the permits of relief is granted through that one Board. So tonight our deliberations are advisory, right?

CATHERINE PRESTON CONNOLLY: Correct.

TOM SIENIEWICZ: In effect become the Planning Board.

CATHERINE PRESTON CONNOLLY: Right, which is why this is not -- this is a matter of general business and not a public hearing.

STEVEN COHEN: During this preliminary academic preamble, my recollection of 40(b) was that it was only applicable if the municipality had not provided, was it ten percent, if I remember correctly, ten percent of the units as affordable. I would have thought that Cambridge exceeded that level.

HUGH RUSSELL: Sixteen percent actually or something like that. The law -- it's the appeal process that is foregone if you reach a quota. I mean, like any zoning decision, it can be appealed to the courts. But I sat here and the people would come and they would want to do,

you know, affordable housing and they were usually some zoning variances. And, you know, trying to think about how can we establish a hardship? And I realized having done these projects for 35 years, and the first one I did was a friendly 40(b) where the Town of Amherst wished to have a particular project built, they advertised, they found a developer, and they got stuck because the Zoning Ordinance didn't allow what they wanted. And a very clever Boston lawyer explained to them that the law did permit this, you know, non-confrontational thing. And you just had to meet the standards on the 40(b).

40(b)'s gotten a little more complicated and there are bells and whistles now. Mass. Housing has had certain projects they've had in advance. But as Tom said, we're sort of trying to help with the Zoning Board, think about the

things that we would ordinarily think about.

STEVEN COHEN: Just if I could follow up, if I understand right and correctly what you're saying, ordinarily if a municipality has not met that standard, there's basically no way to say no. I mean, you can poke certain dimensional and things but you can't --

TOM SIENIEWICZ: You can say no.

STEVEN COHEN: But on appeal it will be granted. If you haven't met the standard. But if you haven't exceeded the standard as I assume Cambridge has, you know, then you lose that right of appeal in which case, in essence, you know, the municipality can say no.

HUGH RUSSELL: Right. I did a project in Natick which took six years of Zoning Board, Housing Appeals Board, Superior Court appeal, Court of Appeals appeal in order -- and the day

the Court of Appeals decision was due, the Planning director called up and said hey, can we talk? And, you know, everybody here's different. The selectmen are all different, you know, the town manager's different. We actually think this is not a bad project.

CATHERINE PRESTON CONNOLLY: All right.

TOM SIENIEWICZ: There's a couple of -- before we get into recommendations, there is also a tenant 40(b) which is the other way in which a Board, an unfriendly Board or Commission -- by the way, it's called the anti-snob law, but we don't have any snobs in Cambridge. But there is a tradition, an important tradition relative to our deliberations and potential requests for modifications, which is that if you're an unfriendly Board you could perhaps try to make uneconomic conditions, right? So that's



prohibited. So they're on to us. They're on to the boards and Commissions relative to that tactic. Right? So there is a tradition in 40(b) that you must make on economic decisions. That roof really needs to be gold leaf, but so there is that tradition. So modify -- it's sort of -- there's a governor on the amount you can expect and not-for-profit developer for affordable housing to accommodate planning concerns.

CATHERINE PRESTON CONNOLLY: Okay.

Well, thank you both for the overview, and getting us all on the same page.

With that preamble, who will be presenting first?

JANE CARBONE: My name is Jane Carbone. I'm Director of Housing of Homeowner's Rehab Housing in Cambridge. I'm going to give you just a brief overview of the history of the site and

the project and then Ross Speer will present a little bit in more detail the specifics of the design.

CATHERINE PRESTON CONNOLLY: Great.

JANE CARBONE: So in 1997, and I'm sure everyone is familiar with University Park, Forest City. MIT owns the land. Forest City was the selected developer in 1997 and it's a mixed use development. At that time in 1997 Homeowner's Rehab the non-profit was designated the developer to build the affordable housing component of it. So, we split it into two phases:

Phase I was 77 units, and it's a mixed income development where there are 39 low income units that are below a 60 percent median income. Seven moderate income units at 80 to 100 and 31 market rate. And it's been quite a success over the years.

And then two years after that we built Phase II which was another 60 units, and that also was mixed income housing. And we incorporated open space and parking.

So, there's been such a high demand for affordable housing, and we're seeing so many families in the community leave the city. We've been diligently trying to find opportunities to create more affordable housing in the city. And really can't compete in the marketplace with some of these for-profit developers that pay cash and have no conditions on what they want to offer. So, we -- so we looked around and we realize that within our own portfolio we own about 1200 units of housing and we looked at this parcel and saw that there was a small area, about 7,000 square feet, that way back when in '97 was thought of an opportunity to potentially add future housing on.

So when the architect first designed it, Goody Clancy was the original architect, they created this sort of spot with the adjacent buildings where there no windows installed on those buildings so that in the future if we had an opportunity, we could add more housing in that little imprint.

So, we hired Davis Square Architects to look at that potential site, and we call it Lot C and originally came up with a plan for 12 units and then when we did some analysis and looked at the 3-D models, realized, you know, 12 units on that site was a little bit dense. And even though we could build it, it looked like it might impact a lot more of the open space that was left than we thought. So we just scaled it back to 12 units. And --

UNIDENTIFIED AUDIENCE MEMBER: Eight.

JANE CARBONE: Eight units. I'm sorry, eight units, twelve to eight units.

There's also a small management office that was -- we expanded our management office and that area was now used as a maintenance shop and we decided that we wanted to take the opportunity to convert that unit for -- as an affordable housing one bedroom. So that is also part of the plan for eight units, new construction, plus one conversion of a management office to a one-bedroom apartment.

So, Davis Square is going to present that. I just want to say a couple of things about the development further. And HRI has, you know, very much been involved in energy conservation and sustainability in the city and as well as trying to create affordable housing and keeping it cost effective for us to operate

but also for our residents to live in. And we've been, you know, I've been a past member of the NetZero task force. We're members of the Cambridge Compact and Resiliency Subcommittee and we're really trying to make this small little project as efficient as possible, similar to a development that we did at Putnam Green several years ago that was LEED Platinum. So we're working with the architect to incorporate a lot of, you know, tightening the envelope, adding additional insulation, adding sufficient lighting, water infiltrations, water efficiency, and durable materials. So that's sort of our -- one of our missions as well as when we develop affordable housing to develop, you know, energy efficient housing. And also now the city is, you know, looking at resiliency measures as climate change becomes a big impact. And so, again,

we're looking at potential resiliency issues here with storm water management and slab on grade, you know, different techniques to incorporate resiliency measures in this small site.

So, you know, we can't, we can't make everybody happy. And I think that's the challenge in affordable housing where here, you know, we had a community meeting. We met with residents in large, in large measure, got a lot of support to develop this. Some concerns with adjacent, you know, residents that live adjacent in the development were just concerned about losing this space even though it wasn't programmed as open space. You know, they used it as open space. So we are working with them to redesign the landscape courtyard to create some more passive open space for what's left of that spot. And I think they feel that there is, you

know, a real need for affordable housing, but at the same time, you know, they're not that excited about living next to a construction site. But again, you know, we have worked with residents that have had that issue in the past. So I think in general, you know, there's a lot of support when we've had the community meeting.

And we did get sign-ups from all of the different departments when we went through, and we just saw today that there was a letter from the Bike Committee. We did get sign-off from Adam Shulman, and originally, you know, bike parking, indoor bike parking it's a real challenge, because to us, the bike parking requirements are basically an affordable unit. So it's tough to provide bike parking then you're losing one unit.

So as a compromise, we looked at reducing



the indoor bike parking and building a shed, so two locations. Both of those locations were supported by Adam Shulman, but they don't meet the requirement of being so many feet from the front door of the unit.

But, again, you know, putting the bike parking closer to the building would compromise the affordable -- the open space that the residents that are still living there want. So we had to make a compromise and we feel that this is a good plan. So that's the summary I just wanted to say. And then Ross will go through sort of what the, what we're asking relief for with the BZA and go into more detail on the design.

CATHERINE PRESTON CONNOLLY: Thank you.

ROSS SPEER: I'll do most of my speaking from there. I'm Ross Speer. I'm a principal

with Davis Square Architects in Somerville. And I think Jane has given a very good introduction to all of the issues that we're trying to balance. So I think probably the best is to take you quickly through a few boards so you can actually see the project and the site and become familiar with what the issues are.

So if this is okay for everyone to see, it's several easels and several boards, but I'll go through them pretty quickly.

It's a balance and somewhat selecting kind of project. The Auburn Court has been so successful that there are a lot of things that we don't want to do to tamper with that. So as Jane has suggested, we have been self-selecting to try and keep the project the right scale, the right design, the right balance. This is not a big architectural signature moment at all. So that's

really the theme of what we're trying to do.

So to give you an introduction, I'll bounce back and forth a little bit. This is the lot that we're talking about. This was Phase I. This is Phase II of Auburn Court. Central Square's here. Parking garage and MIT and University Park are here. And this is Cambridgeport. And this is all in the Cambridgeport Redevelopment District.

The lot itself is a -- just an open grass area. Looking back over to the garage, it has a recycle and trash area, a small seating area. It's primarily circulation and some lawn areas now. And it's been originally programmed to be future housing and that's what we're moving toward. You can see from here and they're identified, but there's a fair amount of green space and different characters of green space all

around the development. From inner courtyard areas, two larger dog parks and field and University Park green and playgrounds.

So this is a zoomed in version of that. From a zoning standpoint, the zoning requirements as you sweep toward MIT, get -- are intended to get taller and higher. So once we move into this area, technically we're allowed to have 80 feet of height which is something of course we never considered doing. We're at four stories only. And as Jane said before, we originally planned on having a 12-unit building that just started to encroach a little too far and project a little too much in the way of shadow lines on there. So we ultimately sort of scaled it back to this. And you can see -- so four stories, and this is the south side. So this is the north side. And you can see where we're trimming the corners down

so that we can actually get more light in there. So not only have we -- we pulled it back to eight units, we've also cut those corners down so we can get a little bit more light in there.

We're working to redesign the courtyard area so that we can reprogram this area into a seating area or some other passive areas that the residents like. It will be in combination possibly with -- Watson street is a lot that MIT and the City of Cambridge are working to eventually turn into some sort of green space, open space. So another element not under our control at the moment, but certainly what we want to work with.

We will work with the residents and meet with them. We have not yet. We have initial plans for that, but we want to hear what the residents want in terms of passive play and uses

as far as the site is concerned.

The building is mostly -- there will be one accessible unit. It's a small -- it's only an eight-unit building, but that accessible unit will bring the entire University Park development to 100 percent compliance. And the rest of the plans are mostly two- and three-bedroom units. So they're intended for family uses. So they're nice uses, they're compact, and very compactly laid out.

From a design standpoint, Auburn Court has been pretty successful. So it has a nice rhythm to it. It has nice colors. It has nice materials. So we're basically -- oh, thank you. Nice catch, almost.

So, again, we don't have -- we don't have plans for any big signature elements. The way most of Auburn Court works is that it has a very

contextual color and fabric to it, and then there are a few buildings here and there, mostly over on Brookline Street that have just a little bit more of a punch of color, a little more accent to them. So this will be an opportunity to add a small bit of bay element, a little bit more of a cornice element to give it a little bit of punch along what is otherwise a flat facade along Brookline Place. But other than that, pretty much very much in keeping with the context that's there.

As Jane said, and if everyone knows HRI, it's just a level of LEED that we can pack into there. Very high quality, very high energy performance.

At building A, as Jane mentioned, this is a plan for taking the former management office and turning it into another one-bedroom

affordable unit to let eight in the new building, one at the bottom of building A which is a mid-rise building, and then a piece of that area will be taken over as bicycle parking for some of this -- some of it here. And there's an enlarged plan there. And then the other bike parking shed -- sorry to keep everyone moving around, our proposed building is here. This is a mid-rise building A. So that extra unit is here. The bike parking for some of the parking is here inside that building, and the other remainder of bike parking is in a proposed shed. This is all long-term parking in compliance with the requirements. Adam Shulman has advised us sort of all along on things. So we're compliant there.

The only issue as Jane said, we heard this evening distance-wise there may be some



issues. We know that from here to here is about 300 feet. The bicycle requirements want 200 feet. So the specifics of what we're looking for from a Variance standpoint, we only really only have three things that we're going to the BZA for.

One is in the Cambridge Redevelopment District, there is a gross square footage for all residential use in the entire district of 725,000 square feet. So that needs to be increased enough to add this building.

Second issue is the bicycle, is the distance to the bicycle parking. This worse case door to here is 300. This one we actually haven't measured, it's more 220, 230, 200 feet. So we're close here by exceeding that. And we've talked about actually adding more bike parking here if the distances become a sensitive issue,

we can talk about that.

And the third issue from a BZA standpoint is parking on there which I think Jane can speak mostly to and the success.

JANE CARBONE: So parking right now for Phase I and II we have 107 spaces of parking. And of the 107, 89 residents use the spaces. 89 tenants. And for the affordable in Phase I we have 39 affordable residents and 27 cars for those affordable. So we're definitely -- don't have the need for as many spaces and so we're seeking relief on that. And I think in the past on some of our other developments, you know, we've had -- when we had to do one-to-one at, for example, Trolley Square, we did that set eight years ago, and we built an underground garage which was very expensive and extremely underutilized. We have -- half of the 40 units

have the cars are not -- you know, half of the residents have vehicles. And, again, that's on the transit.

Also at Putnam Green we have one-to-one -- less than one-to-one parking. We did get relief on that. So we're seeing in general in our affordable housing developments, you know, we don't have as many cars in the location to Central Square, and alternative transportation is part of it as well as close to the T. And this proposed development is all going to be affordable; eight units plus the one at nine. So it's going to add to the affordable mix here in the development. So that's the third item that we're seeking relief on.

HUGH RUSSELL: Where is your present parking located?

JANE CARBONE: So we -- Brookline Place

is a private street that we built in 1997. So there's parking on Brookline Place, and then Pilgrim Street is another private road that we built. So it's all within the University Park development.

HUGH RUSSELL: I guess I'm trying to see 107 spaces.

JANE CARBONE: Well, this is -- this is one phase, and then there's another phase and it goes to the other end.

HUGH RUSSELL: I see.

JANE CARBONE: Sorry.

So I think that's it for the presentation. If anyone has any questions, we'll answer them.

HUGH RUSSELL: So, if you have a surplus of something like ten spaces, have you considered converting some of those spaces to bicycle

parking? Because I imagine if you don't have bicycle parking for the 130 units?

JANE CARBONE: Well, I think there are -- we have a high turnover of market rate tenants. And there are some market rate tenants that might have a second car. So the property manager is saying that, you know, everyone who has -- who is living in a unit, has the opportunity to have a car -- has a space. But if a market rate tenant has two roommates and they both want a space, then the seven is for an additional vehicle. So I think we do have a few people on the waiting list for an additional vehicle is.

ROSS SPEER: And the bike parking that we're trying hard to provide is a long-term which would be bike lockers or other basically sort of enclosed kinds of spaces so they're housed mostly out of the weather and protected, you know, and

very secure. Tougher to put into a parking place because we're building fully enclosed small buildings, so to speak, with bike lockers so that you can park the bikes in.

TOM SIENIEWICZ: I just want to get back to the census. You said you have 107 in your inventory and 89 of them are used today.

JANE CARBONE: And then seven are for vendors and the property manager --

TOM SIENIEWICZ: Okay, so eleven. You have an inventory -- a surplus inventory of eleven and you're putting eight units here.

JANE CARBONE: Actually, a surplus inventory of seven.

TOM SIENIEWICZ: Seven.

JANE CARBONE: A surplus inventory of seven. But there is a short way list for residence that have a second car that are mostly

market rate tenants and we haven't, the property management has been --

TOM SIENIEWICZ: But before you go there which is hurting your argument, you have a surplus inventory of seven, but you began to at least anecdotally to say that utilization for affordable housing Trolley Square, for instance, is somewhere around the order of 50 percent, right?

JANE CARBONE: Right.

TOM SIENIEWICZ: And these transit-oriented -- so 50 percent of nine is four and a half cars, right? Round it to four. And then to Hugh's question, you know, is there -- an eight by twenty foot space or a nine by twenty foot space parks a lot of bikes closer to the front door of your affordable units. Even giving up one of those.

JANE CARBONE: Well, we also need to look at -- we have to redesign for handicap parking. So we have to locate a handicap space closer to that building. So we're looking at that.

But I see it, I'm a cyclist and I don't see it that far away for bike parking, an enclosed location.

HUGH RUSSELL: I'm concerned that you have 130 units and presently have no spaces.

LOUIS J. BACCI, JR.: That's what I was going to ask what was the existing?

JANE CARBONE: We have no indoor bike parking. We have bike parking outside. Right.

HUGH RUSSELL: And is that sufficient?

JANE CARBONE: Well, people park in -- I mean, if they have bikes, they -- right now, you know, they store them in their unit. So I mean, I guess it is a balance. You know, we're



providing -- we're providing bike parking, you know, this shed potentially could be made bigger to accommodate more bike parking, but it's, you know, it's a balance of cost as well.

LOUIS J. BACCI, JR.: I have a quick one.

Why move the bike parking to the end of that next block instead of use some of the green space behind this project?

JANE CARBONE: Well, we are -- there are residents that are living here, and so when you ask them what they prefer, they prefer green space. They rather not have us recapture some of their space for additional space for bike parking.

LOUIS J. BACCI, JR.: But they have just existing outdoor parking on the sidewalk and street signs and so forth, correct, for their bikes?

JANE CARBONE: Yes.

LOUIS J. BACCI, JR.: Did we ask them if they like bike parking?

JANE CARBONE: I mean, I think -- well, I think their priority is the open space. So, I think, you know, we've talked to people and they don't want any more of the building encroached upon. So, you know, we have two transformers here that we can't actually -- we have to, we have a clearance. So it's not like we can just add -- you know, make this bigger here because we have, we have clearance requirements for the transformers. So then, you know, you'd put it in the middle of the site or adjacent to these -- there are some small patios that these residents have. So it just didn't look like a -- and there are some substantial trees here that residents enjoy now, and a seating area. It didn't seem

like there was a great location for the shed there which is why we didn't put it there.

LOUIS J. BACCI, JR.: Is there any screening around the transformers or anything?

ROSS SPEER: Is there any screening? No, I don't think so. I'm trying to see if I have a photo here. It's just too --

JOHN HAWKINSON: No, there is not.

ROSS SPEER: Two lovely green boxes.

LOUIS J. BACCI, JR.: Right, so if there were some way of putting a bike parking area near the transformers, maybe we could screen it with that.

ROSS SPEER: We could -- I mean, I think we could ask the residents. I think our initial thinking is that we've taken away enough of the green space in there that they're gonna be pretty negative about other use in there. But I don't

know that -- but it may be an amenity that they would be worth trading some off. But that's our prediction on there. But we have not had the detailed meetings yet with them.

LOUIS J. BACCI, JR.: Yeah, how many bike parking spots are we talking about again?

ROSS SPEER: Ten.

JANE CARBONE: The clearance per bike is --

LOUIS J. BACCI, JR.: Fairly small.

JANE CARBONE: It's not when you add the clearance --

LOUIS J. BACCI, JR.: The enclosure, I know.

ROSS SPEER: And we're actually making them slightly larger because I'm a biker, too, and the lockers as per requirements, would be tight to get mine into so we're making it

actually kind of big so that they do take up space.

REBECCA SCHOFIELD: Just to be clear, the only bike parking that's required because we're building these new construction units, 1.0 to 1.0 ratio.

LOUIS J. BACCI, JR.: So you need nine or ten.

REBECCA SCHOFIELD: Right.

So as part of like the whole rehabilitation of the 77 units, where Phase I we're not required to build more bike parking for that. It's definitely an option. I mean, we'd like to do that if residents want it, but it's not necessarily part of the application.

CATHERINE PRESTON CONNOLLY: Right.

I mean I think what you're hearing is that the bike parking issue -- there's a reason

why the City adopted the zoning, and we consider it a really important part of this. Now nobody wants to do it at the expense of an affordable housing unit, but at the expense of underutilized parking seems like a not unreasonable place to say at, you know, even though you're not providing it for the 130 existing units at a minimum, we ought to be having adequate compliant sheltered bike parking at the expense of, again, underutilized parking that seems like, you know -- I'm not -- I wouldn't -- I agree that the green space is already tight there, I wouldn't want it in there, too, but I -- I'm having a hard time understanding why we wouldn't suggest that the BZA look at that as a real solution to that particular issue.

JANE CARBONE: Well, I guess underutilized is -- I mean, there is a wait list

for some of the --

CATHERINE PRESTON CONNOLLY: There's a wait list for parking, I think, in basically all of Cambridge, including all on-street spaces. I mean, you're -- the wait listing and the -- what Tom was getting at earlier --

JANE CARBONE: Right.

CATHERINE PRESTON CONNOLLY: -- and how that hurts your argument, as a City we're trying to discourage people from having those extra cars.

JANE CARBONE: Right.

CATHERINE PRESTON CONNOLLY: So the idea is that there are people who want to keep adding more cars, and you would be facilitating that, is all the more reason to take those spaces away and give them to bikes. And so, I understand that you see there, you know, more people who want

spaces --

JANE CARBONE: Well, I guess --

CATHERINE PRESTON CONNOLLY: -- than you could possibly give them.

JANE CARBONE: Right.

CATHERINE PRESTON CONNOLLY: That's, again, true throughout the city. If we have more parking, then --

TOM SIENIEWICZ: They will come in.

CATHERINE PRESTON CONNOLLY: -- they will come.

JANE CARBONE: Right.

CATHERINE PRESTON CONNOLLY: And if we give that space to bikes, those spaces will not be there to give to cars.

JANE CARBONE: Right. We have -- I mean that's why we've always asked for relief on parking because we do have -- we do want to



encourage bikes, and we have -- and we do want to encourage people to not have vehicles close to transit, but I guess my -- I just, I see that the issue is the distance -- the only issue is the distance, because we are providing the bike parking that's required. The issue is the distance from the building to the bike parking. And I, I just, you know, I'm a cyclist, if I have my bike come, you know, here versus here in a secured space, to me is as long as it's in a secured space and it's still not far from where I live, I don't see the, I don't really see the issue. But that's a recommendation that --

LOUIS J. BACCI, JR.: And I guess you'll have to have controlled access to those bike parking spots?

JANE CARBONE: Right.

CATHERINE PRESTON CONNOLLY: Yes.

LOUIS J. BACCI, JR.: So there is going to be a lot of competition.

CATHERINE PRESTON CONNOLLY: Yeah, and I mean with the long-term spaces they're definitely controlled and assigned and they're actively managed. But it strikes me as someplace that would be even more of a waiting list for a controlled and assigned bike parking spaces than there is for second car spaces.

Are there -- yes, Hugh.

HUGH RUSSELL: And I guess, two things I want to say.

One is I guess I look at this -- I step back and say, here's a site that's very efficient in bicycle parking. You're proposing to make it to that site and you're not addressing the efficiency, and I think that's where I'm coming from.

CATHERINE PRESTON CONNOLLY: No, I agree.

LOUIS J. BACCI, JR.: Same. And options are there.

HUGH RUSSELL: Right.

So the second, and that's why there's sort of a divide in this conversation because you're not seeing it the way we see it.

JANE CARBONE: I see.

ROSS SPEER: Can I ask a question?

HUGH RUSSELL: Yes.

ROSS SPEER: In terms of the deficient, and I hear you, it's interesting, I hear exactly what you're saying. To me the larger issue is probably less one of distance and more of a quantity in terms of bike parking kind of things.

HUGH RUSSELL: Yes.

ROSS SPEER: So I'm speaking out loud and I hope Jane won't shoot me, but I think we can

probably double the amount of bike parking spaces here. We still won't be able to quite hit the 200-foot, you know, number, but we'll be riding more than we need to do, and I think that probably is where the real demand is going to be.

CATHERINE PRESTON CONNOLLY: Yes, I think you're moving in the right direction at that point. I think it's a lot easier to support the application for relief when you are addressing that deficiency for the overall development. And I agree, it is, you know, I understand that you are only seeking the relief for the distance, but yeah, the fact that there are no spaces there -- no sheltered long-term spaces there currently, is why it's a concern.

HUGH RUSSELL: And my second point has to do with --

CATHERINE PRESTON CONNOLLY: Yes.

HUGH RUSSELL: -- what is the window trim, the dimensions of the trim that you're looking at?

ROSS SPEER: I think we're in the refinement phases, but it would typically be fibrous cement siding one-by-four. One-by-four, I think is the typical development. You know, the building just to its left and to its right, yeah, I believe that is --

HUGH RUSSELL: I believe that looks like a one-by-six and maybe even a one-by-eight.

ROSS SPEER: It could be. I think we'll match -- our intent will be to match what is there.

HUGH RUSSELL: Yes, I would like to see something that is consistent with that because the renderings are off.

ROSS SPEER: I agree.

JANE CARBONE: And the other thing as of, you know, we're -- this development was a tax credit of 15 year low income housing credit. So right now, the reason that we're trying to do now is at the end of the 15 years we're capitalizing so that we're putting together a scope of other improvements which, you know, we're putting in new roofs now in the buildings where we're going to be repairing and re -- putting in new windows at the site. And so this site will also have the same similar exterior treatments, but we're going to be replacing a lot of the corner boards and water table trim that's been rotted and stuff. And so -- and then the painting, so it will all be uniform and look all new, like, once this gets built.

ROSS SPEER: All new, fresh, consistent.

HUGH RUSSELL: Right. I mean, the

pictures here are somewhat different. I don't think that's a problem. It's just you could address the fact that it was still 15 years later with a different sensibility. That's fine.

ROSS SPEER: It really needs to belong. You're right, I agree.

CATHERINE PRESTON CONNOLLY: Okay.

Other comments or questions?

TOM SIENIEWICZ: I don't have issue with the FAR changing. I don't think other board members focussed in on that. It seems given the crushing need for this, the other underutilized site, and it's relevant to the percentage increase is very modest. Below the FAR is a de minimus request in my opinion, and I, also, in my experience with affordable housing and the permits associated with them, the one-to-one parking ratio doesn't make sense to me. It's

just never used. So that request also seems reasonable to this Planning Board member. So it's just the bike parking that we're getting hung up.

MARY FLYNN: Right, yeah, I'm comfortable with the two exceptions that Tom just talked about as being fine.

The FAR I support, and the parking.

The -- I was a little worried about the open space as the neighbors -- I mean, you know, it's always tough to lose something that you have. So I'm glad to hear that you're going to have ongoing discussions with the neighbors, because, you know, that would be clearly important. But, again, I think it's one of those tradeoffs, too. It's open space and affordable housing are both wonderful things, but I think in this particular case, obviously, affordable



housing wins the day. But I do encourage you to keep up the discussions.

And on the bike parking, I'm not a bicyclist at all. I am somebody who loves her car very much, but I can tell you if I was a bicyclist, I would love to have my bicycle as close to my unit as possible. So, you know, I know that presents some problems for you folks, so I think the, you know, again, getting to Hugh's point of, you know, trying to meet the greater need at the site, you know, it seems to be a start towards the fair tradeoff. And then, you know, maybe there's a way to do some more short-term tradeoffs closer to the building. You know, if the weather is really bad, they want to wait until it gets less of a down power like this evening and go and lock their bike up for the night.

ROSS SPEER: Okay.

HUGH RUSSELL: In the context of looking at the rest of the project, you might find some other opportunities that would serve residents in other places.

LOUIS J. BACCI, JR.: Rooftop. It's wasted space.

HUGH RUSSELL: I mean, I would like us to give an enthusiastic supporting recommendation saying that this is a, you know, it's an excellent project. It has appropriate scale. It's delivering nine affordable units. You know, that's as much as, you know, a 93-unit inclusionary project produces. And we recognize that there are a lot of very sensitive tradeoffs that have been addressed in this project, and the only thing we want to push is to try to see -- ask them to see if there are more opportunities

to get long-term bicycle parking either as part of this or as a later part of their work on the site.

CATHERINE PRESTON CONNOLLY: That's well said.

TOM SIENIEWICZ: Yes, you're right, Hugh. We are coming across as a bunch of fuss budgets, and it's not. We're just going to the issues at hand. You're absolutely right, there's my sentiments about the project. It's meaningful, having been on the Zoning Board, to get a couple of thumb's up from the Planning Board. That's reassuring when you're there.

CATHERINE PRESTON CONNOLLY: Thacher, did you have anything?

THACHER TIFFANY: No thanks.

CATHERINE PRESTON CONNOLLY: Lou?

LOUIS J. BACCI, JR.: I'm good.

CATHERINE PRESTON CONNOLLY: You're good?  
Steve?

STEVEN COHEN: I was hoping to --

CATHERINE PRESTON CONNOLLY: You didn't?  
Okay, we're moving on.

STEVEN COHEN: On the fussy budget, but,  
you know, there's a history, decades worth.  
People lowered Building Code standards and other  
standards for subsidized housing and affordable  
and housing. And we didn't have to, you know,  
hold that kind of housing to the same standards.

TOM SIENIEWICZ: Right.

STEVEN COHEN: In many locations  
throughout the country that was a disaster. So I  
think on the bicycle parking issue, if the City  
has passed that law and we think that that's a  
laudable goal and we do impose it, I'm -- on all  
market rate projects, notwithstanding the

desirability of affordable housing, I, I think if there's any possible opportunity to comply with that law we should and we shouldn't just readily compromise it simply because affordable housing is a laudable goal.

On the other hand, deals are always made in such matters, and if we can obtain more bicycle parking spaces in return for some flexibility on distance, well, that's a good thing to also and ultimately that's some good housing projects do get made.

The only other comment I would say and observe, and I don't mean to compromise my or our support for the project over all is, you know, obviously we are significantly diminishing the open place in this quad. Fine, we're doing so for good reason. But the two things that I note that sort of, I guess, to some extent may be

adding insult to injury isn't quite the right expression, but, you know, this is four stories, whereas all of the surrounding houses are three stories in the quad, which, you know, tends to make it loom a little bit more over the remaining open space.

And then secondly, there's that little addition on the side which it would have been nice if you could circulate around both sides of this inner building just to maintain that free circulation in and out of the quad, and here that's cut off on one side. It's simply an observation. I mean, there are tradeoffs being made here. You know, for me it's a somewhat tougher call because I think there are a lot of tradeoffs being made, but ultimately we bend pretty far to support affordable housing and on ballot I will vote in favor as well perhaps with

a bit more reservation than some of my colleagues.

CATHERINE PRESTON CONNOLLY: Any further comments?

(No Response.)

CATHERINE PRESTON CONNOLLY: John?

JOHN HAWKINSON: Madam Chair, I just wanted to ask through you, I guess, is the bike parking that's proposed on the right-hand side going to be constrained only to the eight units of the new development or is it going to be available to -- throughout the development?

CATHERINE PRESTON CONNOLLY: That's a fair question.

ROSS SPEER: I assume because the bicycle requirement is for the new building, so I'm gonna let -- I would assume that they will have first right of refusal, and then it would go to other

residents would be my guess.

JOHN HAWKINSON: Because if it does go to other residents, that does say something about the distance.

ROSS SPEER: Fair enough.

CATHERINE PRESTON CONNOLLY: Fair enough. I think in our recommendation we would want the required number of spaces to be reserved for the building.

No? Hugh is saying no.

JANE CARBONE: I think you were saying if you could look at adding additional spaces there to accommodate other residents in the balance of the site.

CATHERINE PRESTON CONNOLLY: Right. I don't think those are mutually exclusive I guess. And I do support the idea of a first right of refusal situation, but, you know, you would have



your required number of spaces of the building available to that building and additional spaces to deal with the demand of the rest of the community.

Does that sound right?

HUGH RUSSELL: Well, I think that's a, you know, you're trained as a lawyer.

CATHERINE PRESTON CONNOLLY: Yes.

HUGH RUSSELL: And that's a very lawyerly kind of thing. I would just rather to get as many spaces as we can and let the management company try to offer them to people who really want them without tying their hands.

LOUIS J. BACCI, JR.: It seems like in the neighborhood you have quite a few people that want them.

CATHERINE PRESTON CONNOLLY: Are likely to.

LOUIS J. BACCI, JR.: They're hooking their bike up to a parking meter now. So how do they take precedence over the -- you know what I mean? This is first come, first served?

STEVEN COHEN: Well, it seems -- we obviously have a vested interest here in maximizing the number of bicycle spaces.

JANE CARBONE: Right.

STEVEN COHEN: I don't think we have an equally vested interest of who within this project actually acquires those bicycle parking spaces. So I agree. I would just leave that one to the management company.

CATHERINE PRESTON CONNOLLY: Leave it open to the management company. I can be amenable to that. Yes, even lawyers can be flexible at times.

STEVEN COHEN: But that's the exception.

JANE CARBONE: Right. When you say the community, I mean, it's the community within --

CATHERINE PRESTON CONNOLLY: Yes, within the Auburn Court community.

MARY FLYNN: Yes.

CATHERINE PRESTON CONNOLLY: Sorry.

LOUIS J. BACCI, JR.: But how do you know? How do you tell that --

JANE CARBONE: Because we would designate --

LOUIS J. BACCI, JR.: They'll have key cards, I guess?

CATHERINE PRESTON CONNOLLY: Yes.

LOUIS J. BACCI, JR.: Everyone would have a key card? Everyone in the development?

CATHERINE PRESTON CONNOLLY: No, you get assigned one.

LOUIS J. BACCI, JR.: Well, I understand.

But who's entitled?

JANE CARBONE: If you're a resident and you live in the development, you will get a key fob that will access that space.

LOUIS J. BACCI, JR.: That's what I mean. So 10 spots 30 people.

CATHERINE PRESTON CONNOLLY: No. So 10 spots 10 people.

STEVEN COHEN: Ten spots, ten fobs.

THACHER TIFFANY: It will be assigned.

LOUIS J. BACCI, JR.: Well, how will it be assigned? Maybe I'm more confused here now.

Ten spots. So, to get this fob you've got to go to the management office or something?

CATHERINE PRESTON CONNOLLY: Yes.

JANE CARBONE: It's like a parking garage.

LOUIS J. BACCI, JR.: Every --

STEVEN COHEN: No, no, you can't -- it's a parking space.

JANE CARBONE: No, it's assigned.

LIZA PADEN: It's assigned.

STEVEN COHEN: It's a locker.

CATHERINE PRESTON CONNOLLY: One at a time so the stenographer can --

LOUIS J. BACCI, JR.: I don't know how this comes available to other people. Maybe I'm thinking in the short term.

JANE CARBONE: So Wynn manages the 150 units here, and Phase I is the 77 units. So right now we're providing how many spaces? Bike spaces? It's --

ROSS SPEER: Nine or ten.

JANE CARBONE: Nine or ten. So there are eight residents in the -- moving into Lot C and four of them have bikes, have bikes, then they

will get a key fob that will access the indoor bike parking.

If there's somebody else within the development that has a bike, then it will be first come, first served or we'll figure out the strategy of how, but then they will get an additional key fob as well. So it's only the residents within the development that have a need for bike parking and potentially priority would be Lot C residents first.

CATHERINE PRESTON CONNOLLY: I think the key thing, Lou, is that each slot is exclusive to the fob holder. So, you know, when the person takes their bike out and is tootling around town --

LOUIS J. BACCI, JR.: And that's fine with me. As long as the people in Lot C get first right of refusal I guess.

CATHERINE PRESTON CONNOLLY: Okay, but what we just heard from everyone else was that they won't. That everyone else on the Board is saying no.

LOUIS J. BACCI, JR.: But this was specifically brought forward for this piece.

HUGH RUSSELL: Right.

LOUIS J. BACCI, JR.: I'm just, you know, and don't get me wrong, I'm not trying to make it any harder than it has to be, but that's what it was supposed to be for and now all of a sudden we're going to --

TOM SIENIEWICZ: Well, the way I see it, Lou, is the public interest is served by sharing the bikes.

LOUIS J. BACCI, JR.: I get that.

TOM SIENIEWICZ: And whether those -- what the address of the user is is actually

inconsequential in my opinion. The important thing is to encourage bicycle use and clear the air.

LOUIS J. BACCI, JR.: Okay, and so you move into C and there's no bike spot for you, and you say, hey, I'm entitled to one of these but that was part of the deal.

CATHERINE PRESTON CONNOLLY: But it's not because they're getting the relief.

LOUIS J. BACCI, JR.: Okay. That's what I wanted to know because that's the next step.

CATHERINE PRESTON CONNOLLY: That is -- part of the relief is if they were to move forward with what we're suggesting, part of the relief is that these spaces can be used by anyone in the development, not exclusively for the building at Lot C.

STEVEN COHEN: It will be allocated by



the management company however.

CATHERINE PRESTON CONNOLLY: Correct.

STEVEN COHEN: They want to do it.

CATHERINE PRESTON CONNOLLY: But the point being is that it would not necessarily have to be exclusively Lot C.

STEVEN COHEN: Fuss budget.

LOUIS J. BACCI, JR.: I like to know how the whole thing works because you end up there and next thing it's a --

ROSS SPEER: It's interesting then because if it becomes, if it starts to serve the entire development, which is nice, then the distances per se are --

LOUIS J. BACCI, JR.: All over the board, right. See, this is --

CATHERINE PRESTON CONNOLLY: And all the more reason to have it included in the relief.

ROSS SPEER: Interesting.

CATHERINE PRESTON CONNOLLY: Minka.

MINKA VAN BEUZEKOM: Minka van Beuzekom, and I would just like to say as a member of the Council, when this Ordinance was passed, I am so glad that you guys are taking it so seriously and you're being fuss budgety about it. But as Tom said, I think that the main thing was that we're trying to clear the air. So we're trying to create more parking spaces for bikes. So thank you for taking this all very seriously.

And I also just wanted to follow on to how Jane started talking about this, which is as we get more dense as a city, and as it gets harder to do our commitment to affordable housing, we're going to have buildings that are sort of shoehorned into these areas, although this one sounded like it was planned very

forethoughtfully back when University Park was first created. So hopefully the lease will be, you know, long, long term, not just capping the 99 year lease for the rest of the whole complex. And I'm glad to see that they don't have to deal with things like soil contamination and, you know, that's the land that's left to develop. So it's really good that we can build affordable housing right here so close to public transportation. So thumb's up and I'm glad that you're willing to give them an enthusiastic go ahead.

CATHERINE PRESTON CONNOLLY: Okay. So unless there's anything else that we need to discuss, I think we're ready to -- do we need to vote?

LIZA PADEN: Please.

CATHERINE PRESTON CONNOLLY: We should

vote on giving this enthusiastic endorsement of the project and ask that the one area -- that the BZA work with the proponent to tweak this one area to provide as much long-term bicycle parking as reasonably feasible to serve not only the residence at Lot C and the building in Lot C but the development as a whole subject to the management company accurately?

(All agreed).

CATHERINE PRESTON CONNOLLY: Okay?

So does someone want to move that we make that recommendation?

HUGH RUSSELL: So moved.

CATHERINE PRESTON CONNOLLY: Do I have a second?

MARY FLYNN: Second.

CATHERINE PRESTON CONNOLLY: All right.

All those in favor?

(Show of hands.)

CATHERINE PRESTON CONNOLLY: Unanimous.

JANE CARBONE: Thank you very much.

CATHERINE PRESTON CONNOLLY: Thank you.

All right, I think we have one more item on our agenda before we finish up for the evening. Yes, we do.

Okay, so our last item on our agenda tonight is BZA case 9297.

LIZA PADEN: So 17-19 Pemberton Street is a Board of Zoning Appeal case to add a dormer to the top of the building and an addition to the first floor. And it looks to me, if -- I sent you photographs of this case, and I think that the parking on the front yard is around the corner on Warwick Park, and I think that that's existing parking. And that's why they're at the BZA for the dormer and that's what triggered them

to have to get relief on the parking which they didn't have before.

So I didn't know if there were any questions about that or if there's any comments that you wanted to send to the BZA.

HUGH RUSSELL: So, again, a little history, of the 27 years I've been on the Board we've been vigilant about parking in the front yard, but we also realize that if your house is on a corner --

CATHERINE PRESTON CONNOLLY: Everything is a front yard.

LOUIS J. BACCI, JR.: All you have is a front yard.

HUGH RUSSELL: -- you have two front yards, and it's very hard. So we've sort of, you know, and we've given it a sort of a pass because the fact that it's been there for a long time is

not changing the character of the neighborhood, because the rest of the relief seems to be within the domain of the Zoning Board.

CATHERINE PRESTON CONNOLLY: Does anyone else feel differently or feel the need to comment on it?

TOM SIENIEWICZ: There is evidence it's been there a long time because Google Earth has a car pictured there.

CATHERINE PRESTON CONNOLLY: There you go.

STEVEN COHEN: That was just from last week.

TOM SIENIEWICZ: It's up to date.

LIZA PADEN: So no comment?

HUGH RUSSELL: We would send a letter to the Zoning Board saying that we're not relaxing our vigilance with regard to parking, but that

because of the corner --

CATHERINE PRESTON CONNOLLY: Yes. But  
under the circumstances.

HUGH RUSSELL: -- we would not object to  
it.

CATHERINE PRESTON CONNOLLY: Yeah, I  
think that's worth saying.

Very good. All right, I have no further  
business on the agenda so we're adjourned.

(Whereupon, at 8:15 p.m., the  
Planning Board Adjourned.)

\* \* \* \* \*



**ERRATA SHEET AND SIGNATURE INSTRUCTIONS**

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**INSTRUCTIONS**

After reading this volume of the Planning Board transcript, note any change or correction and the reason therefor on this sheet. Sign and date this Errata Sheet.

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I have read the foregoing transcript of the Planning Board, and except for any corrections or changes noted above, I hereby subscribe to the transcript as an accurate record of the statement(s) made by me.

\_\_\_\_\_

**C E R T I F I C A T E****COMMONWEALTH OF MASSACHUSETTS  
BRISTOL, SS.**

I, Catherine Lawson Zelinski, a Certified Shorthand Reporter, the undersigned Notary Public, certify:

That the hearing herein before set forth is a true and accurate record of the proceedings.

**IN WITNESS WHEREOF**, I have hereunto set my hand this 3rd day of March, 2016.

-----  
Catherine L. Zelinski  
Notary Public  
Certified Shorthand Reporter  
License No. 147703

My Commission Expires:  
April 29, 2022

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<p><b>#</b></p> <p><b>#303</b> [1] - 2:5</p> <p>'<b>97</b> [1] - 27:17</p> <p><b>1</b></p> <p><b>1.0</b> [2] - 53:5</p> <p><b>10</b> [9] - 2:4, 5:5, 5:12, 9:12, 9:15, 10:17, 76:6, 76:7, 76:8</p> <p><b>10.46</b> [1] - 2:4</p> <p><b>100</b> [2] - 26:16, 38:6</p> <p><b>107</b> [4] - 42:6, 42:7, 44:7, 46:6</p> <p><b>12</b> [3] - 28:10, 28:12, 28:16</p> <p><b>12-unit</b> [1] - 36:12</p> <p><b>1200</b> [1] - 27:14</p> <p><b>130</b> [3] - 45:2, 48:9, 54:7</p> <p><b>14</b> [1] - 2:6</p> <p><b>147703</b> [1] - 90:13</p> <p><b>15</b> [3] - 62:3, 62:5, 63:3</p> <p><b>150</b> [1] - 77:11</p> <p><b>15th</b> [1] - 4:6</p> <p><b>16</b> [1] - 1:4</p> <p><b>16th</b> [1] - 3:5</p> <p><b>17</b> [1] - 2:11</p> <p><b>17-19</b> [2] - 2:12, 85:10</p> <p><b>17th</b> [1] - 6:5</p> <p><b>18-wheel</b> [1] - 10:14</p> <p><b>1997</b> [4] - 26:5, 26:8, 26:9, 44:1</p> <p><b>1st</b> [1] - 7:9</p>	<p><b>3</b></p> <p><b>3</b> [1] - 2:3</p> <p><b>3-D</b> [1] - 28:12</p> <p><b>30</b> [1] - 76:6</p> <p><b>300</b> [2] - 41:2, 41:14</p> <p><b>302</b> [1] - 14:11</p> <p><b>303</b> [1] - 14:11</p> <p><b>31</b> [1] - 26:16</p> <p><b>344</b> [1] - 1:6</p> <p><b>35</b> [1] - 22:5</p> <p><b>39</b> [2] - 26:14, 42:9</p> <p><b>399</b> [1] - 3:13</p> <p><b>3rd</b> [1] - 90:7</p> <p><b>4</b></p> <p><b>40</b> [1] - 42:18</p> <p><b>40(b)</b> [6] - 18:5, 18:18, 21:7, 22:6, 24:10, 25:3</p> <p><b>40(b)</b> [1] - 22:13</p> <p><b>40(b)'s</b> [1] - 22:14</p> <p><b>5</b></p> <p><b>50</b> [2] - 47:8, 47:12</p> <p><b>6</b></p> <p><b>60</b> [2] - 26:15, 27:2</p> <p><b>617.786.7783/617.639.0396</b> [1] - 1:17</p> <p><b>7</b></p> <p><b>7,000</b> [1] - 27:16</p> <p><b>725,000</b> [1] - 41:9</p> <p><b>77</b> [3] - 26:13, 53:11, 77:12</p> <p><b>7:05</b> [1] - 1:4</p>	<p><b>95</b> [1] - 4:7</p> <p><b>99</b> [1] - 83:4</p> <p><b>A</b></p> <p><b>able</b> [1] - 60:2</p> <p><b>absolutely</b> [1] - 67:9</p> <p><b>academic</b> [1] - 21:7</p> <p><b>accent</b> [1] - 39:4</p> <p><b>access</b> [3] - 57:15, 76:4, 78:1</p> <p><b>accessible</b> [2] - 38:3, 38:4</p> <p><b>accommodate</b> [3] - 25:9, 49:3, 72:13</p> <p><b>accordance</b> [1] - 13:9</p> <p><b>accurate</b> [2] - 89:16, 90:6</p> <p><b>accurately</b> [1] - 84:8</p> <p><b>acquires</b> [1] - 74:11</p> <p><b>Acting</b> [1] - 1:7</p> <p><b>actively</b> [1] - 58:5</p> <p><b>Adam</b> [3] - 32:12, 33:3, 40:14</p> <p><b>add</b> [8] - 27:18, 28:6, 39:5, 41:11, 43:13, 50:11, 52:11, 85:11</p> <p><b>added</b> [1] - 7:5</p> <p><b>adding</b> [6] - 30:10, 30:11, 41:17, 55:14, 70:1, 72:12</p> <p><b>addition</b> [4] - 2:14, 10:5, 70:8, 85:12</p> <p><b>additional</b> [9] - 2:9, 8:8, 30:11, 45:11, 45:13, 49:13, 72:12, 73:2, 78:7</p> <p><b>address</b> [2] - 63:3, 79:18</p> <p><b>addressed</b> [1] - 66:16</p> <p><b>addressing</b> [2] - 58:16, 60:9</p> <p><b>adequate</b> [1] - 54:8</p> <p><b>adjacent</b> [4] - 28:3, 31:11, 50:14</p> <p><b>Adjourned</b> [1] - 88:11</p> <p><b>adjourned</b> [1] - 88:9</p> <p><b>adopted</b> [1] - 54:1</p> <p><b>advance</b> [2] - 4:14, 22:17</p> <p><b>advertised</b> [1] - 22:8</p> <p><b>advised</b> [1] - 40:14</p> <p><b>advisory</b> [1] - 20:17</p> <p><b>affiliate</b> [1] - 2:8</p> <p><b>affordable</b> [38] - 2:9, 7:7, 19:2, 19:6, 20:1, 21:11, 22:1, 25:8, 26:11, 27:6, 27:9, 29:7, 29:17, 30:15, 31:7, 32:1,</p>	<p>32:15, 33:8, 40:1, 42:8, 42:9, 42:10, 43:7, 43:12, 43:13, 47:7, 47:17, 54:3, 63:16, 64:16, 64:18, 66:12, 68:9, 69:1, 69:4, 70:17, 82:15, 83:8</p> <p><b>agenda</b> [7] - 5:3, 8:12, 14:10, 17:8, 85:6, 85:8, 88:9</p> <p><b>ago</b> [2] - 30:8, 42:16</p> <p><b>agree</b> [6] - 54:11, 59:1, 60:11, 61:18, 63:6, 74:12</p> <p><b>agreed</b> [1] - 84:9</p> <p><b>ahead</b> [1] - 83:12</p> <p><b>air</b> [2] - 80:3, 82:9</p> <p><b>Alewife</b> [1] - 16:8</p> <p><b>alive</b> [1] - 7:11</p> <p><b>Allen</b> [1] - 10:16</p> <p><b>allocated</b> [1] - 80:18</p> <p><b>allow</b> [2] - 8:14, 22:9</p> <p><b>allowed</b> [2] - 7:13, 36:8</p> <p><b>almost</b> [1] - 38:15</p> <p><b>alternative</b> [1] - 43:9</p> <p><b>amenable</b> [1] - 74:16</p> <p><b>amenity</b> [1] - 52:1</p> <p><b>Amherst</b> [1] - 22:6</p> <p><b>amount</b> [3] - 25:7, 35:17, 60:1</p> <p><b>analysis</b> [1] - 28:11</p> <p><b>AND</b> [1] - 89:1</p> <p><b>AND/OR</b> [1] - 90:17</p> <p><b>anecdotally</b> [1] - 47:6</p> <p><b>answer</b> [3] - 12:4, 16:6, 44:15</p> <p><b>answered</b> [2] - 11:14, 12:7</p> <p><b>anti</b> [2] - 19:8, 24:12</p> <p><b>anti-snob</b> [1] - 24:12</p> <p><b>anti-snob</b> [1] - 19:8</p> <p><b>ANY</b> [2] - 90:16, 90:17</p> <p><b>apartment</b> [1] - 29:11</p> <p><b>Appeal</b> [3] - 2:7, 17:13, 85:11</p> <p><b>appeal</b> [6] - 19:11, 21:15, 23:9, 23:13, 23:17, 23:18</p> <p><b>appealed</b> [1] - 21:17</p> <p><b>Appeals</b> [4] - 19:12, 23:17, 23:18, 24:1</p> <p><b>appearing</b> [1] - 5:9</p> <p><b>applicable</b> [1] - 21:8</p> <p><b>applicant</b> [2] - 5:10, 14:18</p> <p><b>application</b> [7] - 5:5, 5:13, 9:11, 14:1, 19:13, 53:15, 60:9</p> <p><b>applications</b> [2] -</p>	<p>14:11, 14:15</p> <p><b>APPLY</b> [1] - 90:16</p> <p><b>appropriate</b> [1] - 66:11</p> <p><b>approve</b> [2] - 4:18, 5:4</p> <p><b>approved</b> [1] - 6:3</p> <p><b>april</b> [1] - 90:15</p> <p><b>April</b> [1] - 15:2</p> <p><b>architect</b> [6] - 11:16, 12:2, 12:4, 28:1, 28:2, 30:9</p> <p><b>Architects</b> [2] - 28:8, 34:1</p> <p><b>architectural</b> [1] - 34:18</p> <p><b>area</b> [17] - 7:1, 10:8, 16:13, 27:16, 29:5, 35:11, 35:12, 36:8, 37:6, 37:7, 40:3, 50:18, 51:11, 84:2, 84:4</p> <p><b>areas</b> [4] - 35:13, 36:2, 37:7, 82:17</p> <p><b>argument</b> [2] - 47:4, 55:9</p> <p><b>arrangements</b> [1] - 6:18</p> <p><b>assigned</b> [7] - 58:5, 58:8, 75:17, 76:10, 76:12, 77:3, 77:4</p> <p><b>Associate</b> [1] - 1:10</p> <p><b>associated</b> [2] - 6:2, 63:17</p> <p><b>Association</b> [2] - 8:5, 9:10</p> <p><b>assume</b> [3] - 23:11, 71:15, 71:17</p> <p><b>assurances</b> [1] - 12:5</p> <p><b>attempt</b> [1] - 13:7</p> <p><b>ATTORNEY</b> [2] - 5:7, 12:13</p> <p><b>attorney</b> [1] - 11:11</p> <p><b>Auburn</b> [8] - 2:8, 2:10, 17:10, 34:12, 35:5, 38:11, 38:18, 75:4</p> <p><b>AUDIENCE</b> [1] - 28:18</p> <p><b>authority</b> [1] - 20:4</p> <p><b>available</b> [3] - 71:12, 73:2, 77:9</p>
<p><b>2</b></p> <p><b>200</b> [2] - 41:2, 41:15</p> <p><b>200-foot</b> [1] - 60:3</p> <p><b>2016</b> [2] - 1:4, 90:7</p> <p><b>2022</b> [1] - 90:15</p> <p><b>220</b> [1] - 41:15</p> <p><b>22nd</b> [1] - 4:10</p> <p><b>230</b> [1] - 41:15</p> <p><b>23rd</b> [1] - 3:12</p> <p><b>26th</b> [1] - 15:2</p> <p><b>27</b> [2] - 42:9, 86:7</p> <p><b>285</b> [1] - 5:13</p> <p><b>29</b> [1] - 90:15</p>	<p><b>8</b></p> <p><b>8</b> [2] - 2:4, 2:9</p> <p><b>80</b> [2] - 26:16, 36:8</p> <p><b>85</b> [1] - 2:14</p> <p><b>89</b> [3] - 42:7, 46:7</p> <p><b>8:15</b> [1] - 88:10</p> <p><b>8th</b> [1] - 3:16</p> <p><b>9</b></p> <p><b>9297</b> [1] - 85:9</p> <p><b>9297-2016</b> [1] - 2:12</p> <p><b>93-unit</b> [1] - 66:13</p>	<p><b>address</b> [2] - 63:3, 79:18</p> <p><b>addressed</b> [1] - 66:16</p> <p><b>addressing</b> [2] - 58:16, 60:9</p> <p><b>adequate</b> [1] - 54:8</p> <p><b>adjacent</b> [4] - 28:3, 31:11, 50:14</p> <p><b>Adjourned</b> [1] - 88:11</p> <p><b>adjourned</b> [1] - 88:9</p> <p><b>adopted</b> [1] - 54:1</p> <p><b>advance</b> [2] - 4:14, 22:17</p> <p><b>advertised</b> [1] - 22:8</p> <p><b>advised</b> [1] - 40:14</p> <p><b>advisory</b> [1] - 20:17</p> <p><b>affiliate</b> [1] - 2:8</p> <p><b>affordable</b> [38] - 2:9, 7:7, 19:2, 19:6, 20:1, 21:11, 22:1, 25:8, 26:11, 27:6, 27:9, 29:7, 29:17, 30:15, 31:7, 32:1,</p>	<p>14:11, 14:15</p> <p><b>APPLY</b> [1] - 90:16</p> <p><b>appropriate</b> [1] - 66:11</p> <p><b>approve</b> [2] - 4:18, 5:4</p> <p><b>approved</b> [1] - 6:3</p> <p><b>april</b> [1] - 90:15</p> <p><b>April</b> [1] - 15:2</p> <p><b>architect</b> [6] - 11:16, 12:2, 12:4, 28:1, 28:2, 30:9</p> <p><b>Architects</b> [2] - 28:8, 34:1</p> <p><b>architectural</b> [1] - 34:18</p> <p><b>area</b> [17] - 7:1, 10:8, 16:13, 27:16, 29:5, 35:11, 35:12, 36:8, 37:6, 37:7, 40:3, 50:18, 51:11, 84:2, 84:4</p> <p><b>areas</b> [4] - 35:13, 36:2, 37:7, 82:17</p> <p><b>argument</b> [2] - 47:4, 55:9</p> <p><b>arrangements</b> [1] - 6:18</p> <p><b>assigned</b> [7] - 58:5, 58:8, 75:17, 76:10, 76:12, 77:3, 77:4</p> <p><b>Associate</b> [1] - 1:10</p> <p><b>associated</b> [2] - 6:2, 63:17</p> <p><b>Association</b> [2] - 8:5, 9:10</p> <p><b>assume</b> [3] - 23:11, 71:15, 71:17</p> <p><b>assurances</b> [1] - 12:5</p> <p><b>attempt</b> [1] - 13:7</p> <p><b>ATTORNEY</b> [2] - 5:7, 12:13</p> <p><b>attorney</b> [1] - 11:11</p> <p><b>Auburn</b> [8] - 2:8, 2:10, 17:10, 34:12, 35:5, 38:11, 38:18, 75:4</p> <p><b>AUDIENCE</b> [1] - 28:18</p> <p><b>authority</b> [1] - 20:4</p> <p><b>available</b> [3] - 71:12, 73:2, 77:9</p>	<p><b>B</b></p> <p><b>BACCI</b> [36] - 14:2, 18:10, 48:10, 49:5, 49:15, 50:2, 51:3, 51:10, 52:5, 52:10, 52:13, 53:7, 57:14, 58:1, 59:2, 66:6, 67:18, 73:14, 74:1, 75:7, 75:11, 75:14,</p>

<p>75:18, 76:5, 76:11, 76:18, 77:8, 78:16, 79:5, 79:8, 79:16, 80:4, 80:10, 81:8, 81:15, 86:13</p> <p><b>Bacci</b> [1] - 1:9</p> <p><b>backed</b> [2] - 9:17, 10:7</p> <p><b>bad</b> [2] - 24:6, 65:15</p> <p><b>balance</b> [6] - 34:4, 34:11, 34:17, 48:18, 49:4, 72:13</p> <p><b>ballot</b> [1] - 70:18</p> <p><b>based</b> [2] - 9:13, 15:14</p> <p><b>basement</b> [1] - 4:4</p> <p><b>Basement</b> [1] - 4:5</p> <p><b>bay</b> [1] - 39:6</p> <p><b>become</b> [7] - 9:15, 20:7, 20:8, 20:9, 21:1, 34:6, 41:18</p> <p><b>becomes</b> [2] - 30:18, 81:12</p> <p><b>becoming</b> [1] - 10:16</p> <p><b>bedroom</b> [4] - 29:8, 29:11, 38:7, 39:18</p> <p><b>began</b> [1] - 47:5</p> <p><b>behalf</b> [1] - 5:10</p> <p><b>behind</b> [2] - 10:15, 49:8</p> <p><b>bells</b> [1] - 22:15</p> <p><b>belong</b> [1] - 63:5</p> <p><b>below</b> [2] - 26:15, 63:14</p> <p><b>bench</b> [1] - 70:16</p> <p><b>benefit</b> [1] - 18:17</p> <p><b>best</b> [2] - 20:4, 34:4</p> <p><b>BEUZEKOM</b> [1] - 82:3</p> <p><b>Beuzekom</b> [1] - 82:3</p> <p><b>bicycle</b> [16] - 40:4, 41:2, 41:12, 41:13, 44:18, 45:2, 58:15, 65:6, 67:1, 68:15, 69:8, 71:16, 74:7, 74:11, 80:2, 84:4</p> <p><b>bicyclist</b> [2] - 65:4, 65:6</p> <p><b>bids</b> [1] - 6:16</p> <p><b>big</b> [4] - 30:18, 34:17, 38:17, 53:1</p> <p><b>bigger</b> [2] - 49:2, 50:11</p> <p><b>biggest</b> [1] - 6:13</p> <p><b>Bigolin</b> [1] - 1:13</p> <p><b>Bike</b> [1] - 32:11</p> <p><b>bike</b> [46] - 32:12, 32:13, 32:14, 32:16, 33:1, 33:6, 40:6, 40:10, 40:12, 41:17, 45:14, 45:16, 46:3, 48:6, 48:12, 48:13,</p>	<p>49:1, 49:3, 49:6, 49:13, 50:3, 51:11, 52:5, 52:8, 53:4, 53:12, 53:18, 54:9, 57:5, 57:7, 57:9, 57:15, 58:8, 59:15, 60:1, 64:3, 65:3, 65:17, 71:8, 74:2, 77:13, 78:2, 78:4, 78:9, 78:14, 80:5</p> <p><b>biker</b> [1] - 52:16</p> <p><b>bikes</b> [11] - 46:4, 47:16, 48:16, 49:18, 55:17, 56:14, 57:1, 77:18, 79:15, 82:10</p> <p><b>Binney</b> [2] - 3:13, 3:15</p> <p><b>Bishop</b> [1] - 10:15</p> <p><b>bit</b> [9] - 26:2, 28:13, 35:3, 37:4, 39:3, 39:6, 39:7, 70:5</p> <p><b>block</b> [1] - 49:7</p> <p><b>board</b> [6] - 6:6, 7:15, 9:8, 18:4, 63:10, 81:15</p> <p><b>BOARD</b> [1] - 1:1</p> <p><b>Board</b> [37] - 2:7, 2:10, 3:6, 4:11, 4:13, 5:8, 7:12, 8:14, 12:14, 13:13, 14:11, 16:5, 17:13, 17:15, 19:12, 19:17, 20:4, 20:7, 20:16, 21:2, 22:18, 23:16, 23:17, 24:11, 24:17, 64:2, 67:11, 67:12, 79:3, 85:11, 86:7, 87:3, 87:17, 88:11, 89:6, 89:15</p> <p><b>Board's</b> [1] - 8:8</p> <p><b>boards</b> [5] - 20:9, 25:2, 34:5, 34:9, 62:12</p> <p><b>Boston</b> [1] - 22:10</p> <p><b>bottom</b> [1] - 40:2</p> <p><b>bounce</b> [1] - 35:3</p> <p><b>boxes</b> [1] - 51:9</p> <p><b>brief</b> [1] - 25:18</p> <p><b>bring</b> [3] - 4:10, 7:2, 38:5</p> <p><b>BRISTOL</b> [1] - 90:2</p> <p><b>Broadway</b> [1] - 1:6</p> <p><b>Brookline</b> [7] - 2:8, 2:8, 17:9, 39:3, 39:9, 43:18, 44:2</p> <p><b>brought</b> [2] - 10:9, 79:6</p> <p><b>budget</b> [2] - 68:6, 81:7</p> <p><b>budgets</b> [1] - 67:7</p> <p><b>budgety</b> [1] - 82:7</p> <p><b>build</b> [6] - 5:13, 11:4,</p>	<p>26:11, 28:14, 53:12, 83:8</p> <p><b>building</b> [32] - 3:14, 10:3, 10:17, 19:1, 33:1, 33:7, 36:12, 38:2, 38:4, 39:16, 40:1, 40:2, 40:3, 40:8, 40:9, 40:11, 41:11, 46:2, 48:4, 50:7, 53:5, 57:7, 61:8, 65:14, 70:10, 71:16, 72:9, 73:1, 73:2, 80:17, 84:6, 85:12</p> <p><b>Building</b> [6] - 6:3, 7:9, 12:16, 13:5, 13:6, 68:8</p> <p><b>buildings</b> [6] - 28:3, 28:5, 39:2, 46:3, 62:8, 82:16</p> <p><b>built</b> [7] - 7:4, 22:7, 27:1, 42:16, 44:1, 44:4, 62:16</p> <p><b>bunch</b> [1] - 67:7</p> <p><b>business</b> [4] - 8:1, 10:10, 21:5, 88:9</p> <p><b>BUSINESS</b> [1] - 2:2</p> <p><b>Business</b> [1] - 3:7</p> <p><b>BZA</b> [11] - 2:11, 2:12, 17:18, 33:14, 41:5, 42:2, 54:15, 84:3, 85:9, 85:18, 86:5</p>	<p>75:9, 76:2, 76:16, 77:3, 77:11, 77:16, 85:3</p> <p><b>Carbone</b> [1] - 25:15</p> <p><b>card</b> [1] - 75:15</p> <p><b>Cardinal</b> [1] - 3:15</p> <p><b>cards</b> [1] - 75:12</p> <p><b>cars</b> [9] - 9:16, 10:3, 42:9, 43:1, 43:8, 47:13, 55:11, 55:15, 56:15</p> <p><b>case</b> [12] - 2:11, 2:12, 5:12, 5:13, 11:15, 17:14, 23:13, 41:13, 64:18, 85:9, 85:11, 85:14</p> <p><b>cash</b> [1] - 27:11</p> <p><b>catch</b> [1] - 38:15</p> <p><b>Catherine</b> [3] - 1:7, 90:3, 90:12</p> <p><b>CATHERINE</b> [89] - 3:3, 3:10, 4:15, 5:2, 7:14, 7:18, 8:7, 8:13, 8:18, 9:6, 11:1, 11:8, 12:9, 13:11, 13:16, 14:3, 14:6, 14:9, 15:4, 15:7, 15:11, 15:17, 16:2, 16:10, 16:18, 17:3, 17:7, 18:1, 18:14, 20:18, 21:3, 24:7, 25:10, 26:4, 33:16, 53:16, 55:2, 55:8, 55:13, 56:3, 56:6, 56:10, 56:13, 57:18, 58:3, 59:1, 60:6, 60:18, 63:7, 67:4, 67:14, 67:17, 68:1, 68:4, 71:3, 71:6, 71:13, 72:6, 72:15, 73:8, 73:17, 74:14, 75:3, 75:6, 75:13, 75:16, 76:7, 76:15, 77:6, 78:11, 79:1, 80:8, 80:12, 81:2, 81:4, 81:17, 82:2, 83:13, 83:18, 84:10, 84:14, 84:17, 85:2, 85:4, 86:11, 87:4, 87:10, 88:2, 88:6</p> <p><b>CDD</b> [1] - 13:2</p> <p><b>cement</b> [1] - 61:6</p> <p><b>census</b> [1] - 46:6</p> <p><b>Central</b> [2] - 35:5, 43:9</p> <p><b>certain</b> [2] - 22:16, 23:6</p> <p><b>certainly</b> [1] - 37:13</p> <p><b>Certificate</b> [1] - 12:16</p> <p><b>CERTIFICATION</b> [1] -</p>	<p>90:16</p> <p><b>Certified</b> [2] - 90:3, 90:13</p> <p><b>certify</b> [1] - 90:4</p> <p><b>CERTIFYING</b> [1] - 90:17</p> <p><b>Chair</b> [3] - 1:7, 12:14, 71:7</p> <p><b>chair</b> [1] - 5:8</p> <p><b>challenge</b> [2] - 31:7, 32:14</p> <p><b>challenges</b> [1] - 6:2</p> <p><b>CHANGE</b> [6] - 89:8, 89:9, 89:10, 89:11, 89:12, 89:13</p> <p><b>change</b> [3] - 6:13, 30:18, 89:6</p> <p><b>changed</b> [1] - 16:13</p> <p><b>changes</b> [3] - 12:6, 12:11, 89:16</p> <p><b>changing</b> [3] - 6:16, 63:10, 87:1</p> <p><b>Chapter</b> [1] - 18:18</p> <p><b>character</b> [1] - 87:1</p> <p><b>characters</b> [1] - 35:18</p> <p><b>Chauncy</b> [1] - 4:3</p> <p><b>circulate</b> [1] - 70:9</p> <p><b>circulation</b> [2] - 35:13, 70:11</p> <p><b>circumstances</b> [1] - 88:3</p> <p><b>city</b> [8] - 19:10, 20:1, 27:7, 27:9, 29:16, 30:16, 56:7, 82:14</p> <p><b>City</b> [8] - 7:1, 18:13, 26:7, 37:10, 54:1, 55:9, 68:15</p> <p><b>CITY</b> [1] - 1:2</p> <p><b>Clancy</b> [1] - 28:2</p> <p><b>clear</b> [3] - 53:3, 80:2, 82:9</p> <p><b>clearance</b> [4] - 50:10, 50:12, 52:8, 52:12</p> <p><b>clearly</b> [1] - 64:14</p> <p><b>clever</b> [1] - 22:10</p> <p><b>climate</b> [1] - 30:17</p> <p><b>close</b> [5] - 41:16, 43:10, 57:2, 65:7, 83:9</p> <p><b>closer</b> [4] - 33:7, 47:16, 48:3, 65:14</p> <p><b>Code</b> [2] - 13:6, 68:8</p> <p><b>Cohen</b> [4] - 1:9, 3:17, 4:1</p> <p><b>COHEN</b> [19] - 8:10, 13:18, 15:16, 21:6, 23:2, 23:9, 68:3, 68:6, 68:13, 74:5, 74:9, 74:18, 76:9, 77:1, 77:5, 80:18, 81:3, 81:7, 87:12</p>
--	---	---	--	---

<p><b>colleagues</b> [1] - 71:2  <b>color</b> [2] - 39:1, 39:4  <b>colors</b> [1] - 38:13  <b>combination</b> [1] - 37:8  <b>comfortable</b> [1] - 64:5  <b>coming</b> [2] - 58:17, 67:7  <b>commence</b> [1] - 7:8  <b>comment</b> [3] - 69:12, 87:5, 87:15  <b>comments</b> [8] - 8:2, 8:9, 8:14, 9:1, 13:14, 63:8, 71:4, 86:4  <b>Commission</b> [5] - 20:8, 20:12, 20:14, 24:11, 90:14  <b>Commissions</b> [1] - 25:2  <b>commissions</b> [1] - 20:9  <b>commitment</b> [1] - 82:15  <b>Committee</b> [1] - 32:11  <b>Commonwealth</b> [1] - 19:12  <b>COMMONWEALTH</b> [1] - 90:2  <b>community</b> [7] - 27:7, 31:8, 32:7, 73:4, 75:2, 75:4  <b>Community</b> [5] - 1:12, 2:2, 3:8, 12:17, 89:3  <b>compact</b> [1] - 38:9  <b>Compact</b> [1] - 30:4  <b>compactly</b> [1] - 38:9  <b>company</b> [5] - 73:12, 74:13, 74:15, 81:1, 84:8  <b>compete</b> [1] - 27:10  <b>competition</b> [1] - 58:2  <b>completing</b> [1] - 7:7  <b>completion</b> [1] - 12:2  <b>complex</b> [1] - 83:4  <b>complexity</b> [1] - 15:8  <b>compliance</b> [2] - 38:6, 40:13  <b>Compliance</b> [1] - 12:17  <b>compliant</b> [2] - 40:15, 54:8  <b>complicated</b> [1] - 22:14  <b>comply</b> [1] - 69:2  <b>component</b> [1] - 26:11  <b>Comprehensive</b> [4] - 2:7, 17:8, 17:14, 19:3  <b>compromise</b> [5] -</p>	<p>32:18, 33:7, 33:10, 69:4, 69:13  <b>concern</b> [2] - 5:17, 60:15  <b>concerned</b> [3] - 31:12, 38:1, 48:8  <b>concerns</b> [4] - 8:6, 9:10, 25:9, 31:10  <b>condition</b> [1] - 12:18  <b>conditions</b> [3] - 13:9, 24:18, 27:12  <b>confrontational</b> [1] - 22:12  <b>confused</b> [1] - 76:12  <b>CONNOLLY</b> [89] - 3:3, 3:10, 4:15, 5:2, 7:14, 7:18, 8:7, 8:13, 8:18, 9:6, 11:1, 11:8, 12:9, 13:11, 13:16, 14:3, 14:6, 14:9, 15:4, 15:7, 15:11, 15:17, 16:2, 16:10, 16:18, 17:3, 17:7, 18:1, 18:14, 20:18, 21:3, 24:7, 25:10, 26:4, 33:16, 53:16, 55:2, 55:8, 55:13, 56:3, 56:6, 56:10, 56:13, 57:18, 58:3, 59:1, 60:6, 60:18, 63:7, 67:4, 67:14, 67:17, 68:1, 68:4, 71:3, 71:6, 71:13, 72:6, 72:15, 73:8, 73:17, 74:14, 75:3, 75:6, 75:13, 75:16, 76:7, 76:15, 77:6, 78:11, 79:1, 80:8, 80:12, 81:2, 81:4, 81:17, 82:2, 83:13, 83:18, 84:10, 84:14, 84:17, 85:2, 85:4, 86:11, 87:4, 87:10, 88:2, 88:6  <b>Connolly</b> [1] - 1:7  <b>conservation</b> [1] - 29:16  <b>Conservation</b> [3] - 20:8, 20:11, 20:14  <b>consider</b> [1] - 54:1  <b>considered</b> [2] - 36:10, 44:17  <b>considering</b> [1] - 9:3  <b>consistent</b> [2] - 61:16, 62:17  <b>constrained</b> [1] - 71:10  <b>construct</b> [2] - 2:9, 2:13  <b>construction</b> [8] -</p>	<p>6:15, 6:17, 7:4, 7:8, 12:2, 29:9, 32:3, 53:5  <b>contained</b> [1] - 12:18  <b>contamination</b> [2] - 16:16, 83:6  <b>contemporaneous</b> [1] - 13:4  <b>context</b> [3] - 17:1, 39:10, 66:2  <b>contextual</b> [1] - 39:1  <b>contractor</b> [3] - 6:12, 7:4, 12:1  <b>CONTROL</b> [1] - 90:17  <b>control</b> [1] - 37:13  <b>controlled</b> [3] - 57:15, 58:5, 58:8  <b>conversation</b> [1] - 59:6  <b>conversion</b> [2] - 4:3, 29:10  <b>convert</b> [2] - 2:10, 29:7  <b>converting</b> [1] - 44:18  <b>corner</b> [6] - 2:13, 3:14, 62:12, 85:16, 86:10, 88:1  <b>corners</b> [2] - 36:18, 37:3  <b>cornice</b> [1] - 39:7  <b>correct</b> [3] - 20:18, 49:17, 81:2  <b>correction</b> [1] - 89:6  <b>corrections</b> [1] - 89:15  <b>correctly</b> [2] - 21:10, 23:3  <b>cost</b> [2] - 29:18, 49:4  <b>Council</b> [1] - 82:5  <b>country</b> [1] - 68:14  <b>couple</b> [3] - 24:8, 29:13, 67:11  <b>course</b> [3] - 6:14, 17:6, 36:9  <b>Court</b> [11] - 2:8, 2:10, 17:10, 23:17, 23:18, 24:1, 34:12, 35:5, 38:11, 38:18, 75:4  <b>courts</b> [1] - 21:17  <b>courtyard</b> [3] - 31:16, 36:1, 37:5  <b>create</b> [4] - 27:9, 29:17, 31:16, 82:10  <b>created</b> [2] - 28:2, 83:2  <b>credit</b> [2] - 62:3  <b>crushing</b> [1] - 63:12  <b>current</b> [1] - 7:6  <b>customers</b> [1] - 9:18  <b>cut</b> [2] - 37:3, 70:12  <b>cyclist</b> [2] - 48:5, 57:8</p>	<p><b>D</b></p> <p><b>date</b> [5] - 2:6, 14:12, 15:3, 87:14, 89:7  <b>dates</b> [1] - 15:1  <b>DAVID</b> [7] - 7:17, 8:4, 8:17, 9:4, 9:7, 11:6, 11:10  <b>David</b> [1] - 8:17  <b>Davis</b> [3] - 28:8, 29:12, 34:1  <b>de</b> [1] - 63:14  <b>deal</b> [4] - 9:5, 73:3, 80:7, 83:5  <b>deals</b> [1] - 69:6  <b>decades</b> [1] - 68:7  <b>decided</b> [1] - 29:6  <b>decision</b> [2] - 21:16, 24:1  <b>decisions</b> [3] - 2:6, 14:13, 25:4  <b>deficiency</b> [1] - 60:10  <b>deficient</b> [1] - 59:11  <b>definitely</b> [3] - 42:10, 53:13, 58:4  <b>delayed</b> [1] - 6:10  <b>deliberations</b> [2] - 20:17, 24:15  <b>delivered</b> [1] - 89:3  <b>deliveries</b> [1] - 10:13  <b>delivering</b> [1] - 66:12  <b>demand</b> [3] - 27:5, 60:5, 73:3  <b>denied</b> [2] - 16:5, 16:12  <b>dense</b> [2] - 28:13, 82:14  <b>Department</b> [3] - 2:3, 13:5, 89:3  <b>department</b> [2] - 19:5, 20:14  <b>departments</b> [1] - 32:9  <b>design</b> [6] - 11:17, 13:2, 26:3, 33:15, 34:17, 38:11  <b>designate</b> [1] - 75:10  <b>designated</b> [1] - 26:10  <b>designed</b> [1] - 28:1  <b>desirability</b> [1] - 69:1  <b>detail</b> [2] - 26:2, 33:14  <b>detailed</b> [1] - 52:4  <b>develop</b> [4] - 30:14, 30:15, 31:10, 83:7  <b>developer</b> [4] - 22:8, 25:8, 26:8, 26:10  <b>developers</b> [1] - 27:11  <b>development</b> [24] -</p>	<p>4:7, 16:7, 26:9, 26:14, 29:14, 30:7, 31:12, 36:1, 38:5, 43:11, 43:14, 44:5, 60:10, 61:7, 62:2, 71:11, 71:12, 75:15, 76:3, 78:4, 78:8, 80:16, 81:13, 84:7  <b>Development</b> [5] - 1:12, 2:3, 3:8, 12:17, 89:3  <b>developments</b> [2] - 42:13, 43:7  <b>different</b> [9] - 7:3, 24:3, 24:4, 24:5, 31:3, 32:9, 35:18, 63:1, 63:4  <b>differently</b> [1] - 87:5  <b>diligently</b> [1] - 27:8  <b>dimensional</b> [1] - 23:6  <b>dimensions</b> [1] - 61:2  <b>diminishing</b> [1] - 69:15  <b>DIRECT</b> [1] - 90:17  <b>direction</b> [1] - 60:7  <b>DIRECTION</b> [1] - 90:17  <b>Director</b> [1] - 25:16  <b>director</b> [1] - 24:2  <b>disaster</b> [1] - 68:14  <b>discourage</b> [1] - 55:10  <b>discuss</b> [1] - 83:15  <b>discussion</b> [5] - 4:11, 7:15, 15:5, 15:10, 17:16  <b>discussions</b> [4] - 14:18, 15:15, 64:13, 65:2  <b>dispensary</b> [1] - 4:9  <b>distance</b> [9] - 40:18, 41:13, 57:4, 57:5, 57:7, 59:14, 60:12, 69:9, 72:4  <b>distance-wise</b> [1] - 40:18  <b>distances</b> [2] - 41:18, 81:14  <b>District</b> [3] - 4:5, 35:9, 41:8  <b>district</b> [1] - 41:9  <b>divide</b> [1] - 59:6  <b>DOES</b> [1] - 90:16  <b>dog</b> [1] - 36:2  <b>domain</b> [1] - 87:3  <b>done</b> [2] - 20:2, 22:4  <b>door</b> [4] - 7:2, 33:5, 41:14, 47:17  <b>dormer</b> [3] - 2:13, 85:11, 85:18</p>
---	--	--	---	--

<p><b>double</b> [1] - 60:1  <b>down</b> [5] - 7:1, 19:13, 36:18, 37:3, 65:16  <b>drawings</b> [2] - 6:15, 12:3  <b>Drive</b> [1] - 10:16  <b>due</b> [2] - 6:10, 24:1  <b>durable</b> [1] - 30:13  <b>during</b> [2] - 10:10, 21:6  <b>dwelling</b> [1] - 2:10</p>	<p>80:6  <b>envelope</b> [1] - 30:10  <b>environmental</b> [1] - 16:17  <b>equally</b> [1] - 74:10  <b>err</b> [1] - 8:10  <b>ERRATA</b> [1] - 89:1  <b>Errata</b> [2] - 89:2, 89:7  <b>essence</b> [1] - 23:13  <b>Essex</b> [11] - 2:4, 5:5, 5:12, 5:14, 8:4, 9:9, 9:12, 9:15, 9:17, 10:5, 10:17  <b>establish</b> [1] - 22:3  <b>estimate</b> [1] - 7:6  <b>evening</b> [4] - 5:8, 40:18, 65:17, 85:7  <b>eventually</b> [1] - 37:11  <b>evidence</b> [1] - 87:7  <b>exactly</b> [1] - 59:12  <b>example</b> [1] - 42:15  <b>exceeded</b> [2] - 21:12, 23:11  <b>exceeding</b> [1] - 41:16  <b>excellent</b> [1] - 66:11  <b>except</b> [1] - 89:15  <b>exception</b> [1] - 74:18  <b>exceptions</b> [1] - 64:6  <b>excited</b> [1] - 32:2  <b>exclusive</b> [2] - 72:16, 78:12  <b>exclusively</b> [2] - 80:16, 81:6  <b>existing</b> [5] - 2:10, 48:11, 49:16, 54:7, 85:17  <b>expanded</b> [1] - 29:4  <b>expect</b> [1] - 25:7  <b>expense</b> [3] - 54:3, 54:4, 54:9  <b>expensive</b> [1] - 42:17  <b>experience</b> [1] - 63:16  <b>Expires</b> [1] - 90:14  <b>explained</b> [1] - 22:11  <b>express</b> [1] - 8:6  <b>expressed</b> [1] - 5:17  <b>expression</b> [1] - 70:2  <b>extend</b> [3] - 2:5, 14:12, 15:2  <b>extended</b> [1] - 6:7  <b>extension</b> [10] - 2:4, 5:4, 6:8, 7:13, 9:2, 9:12, 11:4, 14:1, 15:14, 16:6  <b>extensions</b> [1] - 16:8  <b>extensively</b> [1] - 6:11  <b>extent</b> [2] - 13:6, 69:18  <b>exterior</b> [1] - 62:11  <b>extra</b> [3] - 15:10, 40:9, 55:10</p>	<p><b>extremely</b> [1] - 42:17</p> <hr/> <p><b>F</b></p> <hr/> <p><b>fabric</b> [1] - 39:1  <b>facade</b> [1] - 39:8  <b>facilitate</b> [1] - 15:10  <b>facilitating</b> [1] - 55:15  <b>fact</b> [3] - 60:13, 63:3, 86:18  <b>fair</b> [5] - 35:17, 65:12, 71:14, 72:5, 72:6  <b>fairly</b> [1] - 52:10  <b>familiar</b> [3] - 18:4, 26:6, 34:7  <b>families</b> [1] - 27:7  <b>family</b> [2] - 5:14, 38:8  <b>FAR</b> [3] - 63:10, 63:14, 64:8  <b>far</b> [5] - 36:13, 38:1, 48:6, 57:11, 70:17  <b>favor</b> [4] - 14:4, 15:18, 70:18, 84:18  <b>Fawcett</b> [1] - 4:8  <b>feasible</b> [1] - 84:5  <b>February</b> [3] - 1:4, 3:5, 3:12  <b>feet</b> [7] - 27:17, 33:4, 36:8, 41:2, 41:3, 41:10, 41:15  <b>few</b> [4] - 34:5, 39:2, 45:12, 73:15  <b>fibrous</b> [1] - 61:6  <b>field</b> [1] - 36:2  <b>figure</b> [1] - 78:5  <b>filing</b> [4] - 2:6, 14:13, 15:3  <b>final</b> [4] - 2:6, 12:2, 14:13, 15:3  <b>fine</b> [4] - 63:4, 64:7, 69:16, 78:16  <b>finish</b> [1] - 85:6  <b>fire</b> [2] - 19:4, 20:14  <b>first</b> [16] - 2:13, 3:7, 11:10, 22:5, 25:14, 28:1, 71:18, 72:17, 74:4, 78:5, 78:10, 78:18, 83:2, 85:13  <b>flat</b> [1] - 39:8  <b>flexibility</b> [1] - 69:9  <b>flexible</b> [1] - 74:17  <b>flight</b> [1] - 6:10  <b>Floor</b> [1] - 1:5  <b>floor</b> [2] - 2:14, 85:13  <b>FLYNN</b> [4] - 18:7, 64:5, 75:5, 84:16  <b>Flynn</b> [1] - 1:10  <b>fob</b> [5] - 76:4, 76:13, 78:1, 78:7, 78:13  <b>fobs</b> [1] - 76:9</p>	<p><b>focussed</b> [1] - 63:11  <b>folks</b> [1] - 65:8  <b>follow</b> [2] - 23:2, 82:12  <b>foot</b> [2] - 47:15, 47:16  <b>footage</b> [1] - 41:8  <b>FOR</b> [1] - 1:2  <b>for-profit</b> [1] - 27:11  <b>force</b> [1] - 30:3  <b>foregoing</b> [1] - 89:15  <b>FOREGOING</b> [1] - 90:16  <b>foregone</b> [1] - 21:15  <b>Forest</b> [2] - 26:6, 26:7  <b>forethoughtfully</b> [1] - 83:1  <b>former</b> [1] - 39:17  <b>forth</b> [4] - 13:10, 35:3, 49:17, 90:5  <b>forward</b> [2] - 79:6, 80:14  <b>four</b> [9] - 5:11, 36:10, 36:16, 47:12, 47:13, 61:6, 70:2, 77:18  <b>free</b> [1] - 70:10  <b>frequently</b> [2] - 10:6, 10:10  <b>fresh</b> [1] - 62:17  <b>friendly</b> [1] - 22:6  <b>front</b> [9] - 2:13, 5:15, 33:5, 47:17, 85:15, 86:8, 86:12, 86:14, 86:15  <b>full</b> [3] - 9:16, 10:1, 10:10  <b>fully</b> [1] - 46:2  <b>fuss</b> [4] - 67:7, 68:6, 81:7, 82:7  <b>future</b> [3] - 27:18, 28:5, 35:15</p>	<p><b>goods</b> [3] - 10:6, 10:8, 10:10  <b>Goody</b> [1] - 28:1  <b>Google</b> [1] - 87:8  <b>governor</b> [1] - 25:7  <b>grace</b> [1] - 16:7  <b>grade</b> [1] - 31:2  <b>grant</b> [6] - 13:18, 15:10, 17:3, 17:5, 17:14, 19:15  <b>granted</b> [3] - 15:14, 20:16, 23:10  <b>granting</b> [1] - 20:4  <b>grass</b> [1] - 35:10  <b>great</b> [7] - 4:15, 5:17, 9:6, 9:13, 16:3, 26:4, 51:1  <b>greater</b> [1] - 65:11  <b>Green</b> [2] - 30:7, 43:4  <b>green</b> [9] - 35:17, 35:18, 36:3, 37:11, 49:7, 49:11, 51:9, 51:17, 54:12  <b>gross</b> [1] - 41:8  <b>ground</b> [1] - 16:12  <b>guess</b> [14] - 44:6, 48:18, 54:17, 56:2, 57:3, 57:14, 58:11, 58:13, 69:18, 71:8, 72:1, 72:16, 75:12, 78:18  <b>guys</b> [1] - 82:6</p>
<p><b>E</b></p> <hr/> <p><b>Earth</b> [1] - 87:8  <b>easels</b> [1] - 34:9  <b>easier</b> [1] - 60:8  <b>economic</b> [1] - 25:4  <b>effect</b> [1] - 21:1  <b>effective</b> [1] - 29:18  <b>efficiency</b> [2] - 30:12, 58:17  <b>efficient</b> [3] - 30:6, 30:16, 58:14  <b>eight</b> [15] - 28:18, 29:1, 29:2, 29:9, 37:2, 38:4, 40:1, 42:15, 43:12, 46:12, 47:15, 61:11, 71:10, 77:17  <b>eight-unit</b> [1] - 38:4  <b>either</b> [1] - 67:1  <b>electronically</b> [1] - 89:4  <b>element</b> [3] - 37:12, 39:6, 39:7  <b>elements</b> [2] - 12:15, 38:17  <b>eleven</b> [2] - 46:10, 46:12  <b>enclosed</b> [3] - 45:17, 46:2, 48:7  <b>enclosure</b> [1] - 52:13  <b>encourage</b> [4] - 57:1, 57:2, 65:1, 80:2  <b>encroach</b> [1] - 36:13  <b>encroached</b> [1] - 50:7  <b>end</b> [4] - 44:10, 49:6, 62:5, 81:9  <b>endorsement</b> [1] - 84:1  <b>energy</b> [3] - 29:15, 30:15, 39:14  <b>enjoy</b> [1] - 50:18  <b>enlarged</b> [1] - 40:5  <b>enthusiastic</b> [3] - 66:9, 83:11, 84:1  <b>entire</b> [3] - 38:5, 41:9, 81:13  <b>entitled</b> [2] - 76:1,</p>	<p><b>establish</b> [1] - 22:3  <b>estimate</b> [1] - 7:6  <b>evening</b> [4] - 5:8, 40:18, 65:17, 85:7  <b>eventually</b> [1] - 37:11  <b>evidence</b> [1] - 87:7  <b>exactly</b> [1] - 59:12  <b>example</b> [1] - 42:15  <b>exceeded</b> [2] - 21:12, 23:11  <b>exceeding</b> [1] - 41:16  <b>excellent</b> [1] - 66:11  <b>except</b> [1] - 89:15  <b>exception</b> [1] - 74:18  <b>exceptions</b> [1] - 64:6  <b>excited</b> [1] - 32:2  <b>exclusive</b> [2] - 72:16, 78:12  <b>exclusively</b> [2] - 80:16, 81:6  <b>existing</b> [5] - 2:10, 48:11, 49:16, 54:7, 85:17  <b>expanded</b> [1] - 29:4  <b>expect</b> [1] - 25:7  <b>expense</b> [3] - 54:3, 54:4, 54:9  <b>expensive</b> [1] - 42:17  <b>experience</b> [1] - 63:16  <b>Expires</b> [1] - 90:14  <b>explained</b> [1] - 22:11  <b>express</b> [1] - 8:6  <b>expressed</b> [1] - 5:17  <b>expression</b> [1] - 70:2  <b>extend</b> [3] - 2:5, 14:12, 15:2  <b>extended</b> [1] - 6:7  <b>extension</b> [10] - 2:4, 5:4, 6:8, 7:13, 9:2, 9:12, 11:4, 14:1, 15:14, 16:6  <b>extensions</b> [1] - 16:8  <b>extensively</b> [1] - 6:11  <b>extent</b> [2] - 13:6, 69:18  <b>exterior</b> [1] - 62:11  <b>extra</b> [3] - 15:10, 40:9, 55:10</p>	<p><b>extremely</b> [1] - 42:17</p> <hr/> <p><b>F</b></p> <hr/> <p><b>fabric</b> [1] - 39:1  <b>facade</b> [1] - 39:8  <b>facilitate</b> [1] - 15:10  <b>facilitating</b> [1] - 55:15  <b>fact</b> [3] - 60:13, 63:3, 86:18  <b>fair</b> [5] - 35:17, 65:12, 71:14, 72:5, 72:6  <b>fairly</b> [1] - 52:10  <b>familiar</b> [3] - 18:4, 26:6, 34:7  <b>families</b> [1] - 27:7  <b>family</b> [2] - 5:14, 38:8  <b>FAR</b> [3] - 63:10, 63:14, 64:8  <b>far</b> [5] - 36:13, 38:1, 48:6, 57:11, 70:17  <b>favor</b> [4] - 14:4, 15:18, 70:18, 84:18  <b>Fawcett</b> [1] - 4:8  <b>feasible</b> [1] - 84:5  <b>February</b> [3] - 1:4, 3:5, 3:12  <b>feet</b> [7] - 27:17, 33:4, 36:8, 41:2, 41:3, 41:10, 41:15  <b>few</b> [4] - 34:5, 39:2, 45:12, 73:15  <b>fibrous</b> [1] - 61:6  <b>field</b> [1] - 36:2  <b>figure</b> [1] - 78:5  <b>filing</b> [4] - 2:6, 14:13, 15:3  <b>final</b> [4] - 2:6, 12:2, 14:13, 15:3  <b>fine</b> [4] - 63:4, 64:7, 69:16, 78:16  <b>finish</b> [1] - 85:6  <b>fire</b> [2] - 19:4, 20:14  <b>first</b> [16] - 2:13, 3:7, 11:10, 22:5, 25:14, 28:1, 71:18, 72:17, 74:4, 78:5, 78:10, 78:18, 83:2, 85:13  <b>flat</b> [1] - 39:8  <b>flexibility</b> [1] - 69:9  <b>flexible</b> [1] - 74:17  <b>flight</b> [1] - 6:10  <b>Floor</b> [1] - 1:5  <b>floor</b> [2] - 2:14, 85:13  <b>FLYNN</b> [4] - 18:7, 64:5, 75:5, 84:16  <b>Flynn</b> [1] - 1:10  <b>fob</b> [5] - 76:4, 76:13, 78:1, 78:7, 78:13  <b>fobs</b> [1] - 76:9</p>	<p><b>focussed</b> [1] - 63:11  <b>folks</b> [1] - 65:8  <b>follow</b> [2] - 23:2, 82:12  <b>foot</b> [2] - 47:15, 47:16  <b>footage</b> [1] - 41:8  <b>FOR</b> [1] - 1:2  <b>for-profit</b> [1] - 27:11  <b>force</b> [1] - 30:3  <b>foregoing</b> [1] - 89:15  <b>FOREGOING</b> [1] - 90:16  <b>foregone</b> [1] - 21:15  <b>Forest</b> [2] - 26:6, 26:7  <b>forethoughtfully</b> [1] - 83:1  <b>former</b> [1] - 39:17  <b>forth</b> [4] - 13:10, 35:3, 49:17, 90:5  <b>forward</b> [2] - 79:6, 80:14  <b>four</b> [9] - 5:11, 36:10, 36:16, 47:12, 47:13, 61:6, 70:2, 77:18  <b>free</b> [1] - 70:10  <b>frequently</b> [2] - 10:6, 10:10  <b>fresh</b> [1] - 62:17  <b>friendly</b> [1] - 22:6  <b>front</b> [9] - 2:13, 5:15, 33:5, 47:17, 85:15, 86:8, 86:12, 86:14, 86:15  <b>full</b> [3] - 9:16, 10:1, 10:10  <b>fully</b> [1] - 46:2  <b>fuss</b> [4] - 67:7, 68:6, 81:7, 82:7  <b>future</b> [3] - 27:18, 28:5, 35:15</p>	<p><b>H</b></p> <hr/> <p><b>H-Mart</b> [7] - 5:15, 5:16, 9:12, 9:18, 10:7, 10:12, 10:15  <b>H-Mart's</b> [1] - 5:18  <b>half</b> [3] - 42:18, 43:1, 47:13  <b>hand</b> [4] - 67:9, 69:6, 71:9, 90:7  <b>handicap</b> [2] - 48:2, 48:3  <b>hands</b> [4] - 14:5, 16:1, 73:13, 85:1  <b>happy</b> [2] - 18:8, 31:6  <b>hard</b> [3] - 45:15, 54:13, 86:16  <b>harder</b> [2] - 79:10, 82:15  <b>hardship</b> [2] - 19:16, 22:4  <b>HAWKINSON</b> [3] - 51:8, 71:7, 72:2  <b>hear</b> [5] - 8:8, 37:17, 59:12, 64:12  <b>heard</b> [3] - 11:15, 40:17, 79:2</p>

<p><b>hearing</b> <sup>[10]</sup> - 2:6, 3:12, 3:13, 4:2, 8:11, 9:7, 14:12, 21:5, 53:17, 90:5</p> <p><b>HEARING</b> <sup>[1]</sup> - 1:3</p> <p><b>hearings</b> <sup>[2]</sup> - 3:17, 4:6</p> <p><b>heavy</b> <sup>[1]</sup> - 8:12</p> <p><b>height</b> <sup>[1]</sup> - 36:9</p> <p><b>help</b> <sup>[1]</sup> - 22:18</p> <p><b>helpful</b> <sup>[1]</sup> - 17:1</p> <p><b>hereby</b> <sup>[1]</sup> - 89:16</p> <p><b>herein</b> <sup>[1]</sup> - 90:5</p> <p><b>hereunto</b> <sup>[1]</sup> - 90:7</p> <p><b>high</b> <sup>[4]</sup> - 27:5, 39:14, 45:4</p> <p><b>higher</b> <sup>[1]</sup> - 36:7</p> <p><b>hired</b> <sup>[1]</sup> - 28:8</p> <p><b>history</b> <sup>[3]</sup> - 25:18, 68:7, 86:7</p> <p><b>hit</b> <sup>[1]</sup> - 60:2</p> <p><b>hits</b> <sup>[1]</sup> - 6:5</p> <p><b>hold</b> <sup>[1]</sup> - 68:11</p> <p><b>holder</b> <sup>[1]</sup> - 78:13</p> <p><b>holding</b> <sup>[1]</sup> - 10:8</p> <p><b>Homeowner's</b> <sup>[3]</sup> - 2:8, 25:16, 26:9</p> <p><b>hooking</b> <sup>[1]</sup> - 74:1</p> <p><b>hope</b> <sup>[1]</sup> - 59:18</p> <p><b>hopefully</b> <sup>[1]</sup> - 83:2</p> <p><b>hopes</b> <sup>[2]</sup> - 7:6, 7:8</p> <p><b>hoping</b> <sup>[1]</sup> - 68:3</p> <p><b>hours</b> <sup>[1]</sup> - 10:11</p> <p><b>house</b> <sup>[1]</sup> - 86:9</p> <p><b>housed</b> <sup>[1]</sup> - 45:17</p> <p><b>houses</b> <sup>[1]</sup> - 70:3</p> <p><b>housing</b> <sup>[41]</sup> - 2:9, 5:14, 6:18, 7:7, 19:2, 19:7, 19:10, 20:1, 22:1, 22:16, 25:9, 26:11, 27:3, 27:6, 27:9, 27:15, 27:18, 28:6, 29:8, 29:17, 30:15, 30:16, 31:7, 32:1, 35:15, 43:7, 47:7, 54:4, 62:3, 63:16, 64:17, 65:1, 68:9, 68:10, 68:11, 69:1, 69:4, 69:11, 70:17, 82:16, 83:9</p> <p><b>Housing</b> <sup>[4]</sup> - 19:12, 23:17, 25:16, 25:17</p> <p><b>HRI</b> <sup>[2]</sup> - 29:14, 39:12</p> <p><b>huge</b> <sup>[1]</sup> - 6:1</p> <p><b>Hugh</b> <sup>[4]</sup> - 1:8, 58:10, 67:6, 72:10</p> <p><b>HUGH</b> <sup>[38]</sup> - 8:12, 16:4, 16:11, 17:2, 17:5, 18:3, 18:8, 18:12, 18:18, 20:5,</p>	<p>20:11, 21:13, 23:15, 43:16, 44:6, 44:11, 44:16, 48:8, 48:14, 58:11, 59:4, 59:10, 59:16, 60:16, 61:1, 61:10, 61:15, 62:18, 66:2, 66:8, 73:6, 73:9, 79:7, 84:13, 86:6, 86:15, 87:16, 88:4</p> <p><b>Hugh's</b> <sup>[2]</sup> - 47:14, 65:10</p> <p><b>hung</b> <sup>[1]</sup> - 64:4</p> <p><b>hurting</b> <sup>[1]</sup> - 47:4</p> <p><b>hurts</b> <sup>[1]</sup> - 55:9</p> <hr/> <p><b>I</b></p> <p><b>idea</b> <sup>[2]</sup> - 55:13, 72:17</p> <p><b>identified</b> <sup>[1]</sup> - 35:17</p> <p><b>II</b> <sup>[3]</sup> - 27:2, 35:5, 42:6</p> <p><b>imagine</b> <sup>[1]</sup> - 45:1</p> <p><b>impact</b> <sup>[2]</sup> - 28:15, 30:18</p> <p><b>important</b> <sup>[5]</sup> - 12:4, 24:14, 54:2, 64:15, 80:1</p> <p><b>impose</b> <sup>[1]</sup> - 68:17</p> <p><b>imprint</b> <sup>[1]</sup> - 28:7</p> <p><b>improvements</b> <sup>[1]</sup> - 62:7</p> <p><b>IN</b> <sup>[2]</sup> - 90:7, 90:16</p> <p><b>Inc</b> <sup>[1]</sup> - 2:8</p> <p><b>INC</b> <sup>[1]</sup> - 1:16</p> <p><b>included</b> <sup>[1]</sup> - 81:18</p> <p><b>including</b> <sup>[1]</sup> - 55:4</p> <p><b>inclusionary</b> <sup>[1]</sup> - 66:14</p> <p><b>income</b> <sup>[6]</sup> - 26:14, 26:15, 26:16, 27:3, 62:3</p> <p><b>incomes</b> <sup>[1]</sup> - 19:11</p> <p><b>inconsequential</b> <sup>[1]</sup> - 80:1</p> <p><b>incorporate</b> <sup>[2]</sup> - 30:9, 31:3</p> <p><b>incorporated</b> <sup>[1]</sup> - 27:4</p> <p><b>increase</b> <sup>[1]</sup> - 63:14</p> <p><b>increased</b> <sup>[1]</sup> - 61:10</p> <p><b>Index</b> <sup>[1]</sup> - 2:15</p> <p><b>indoor</b> <sup>[4]</sup> - 32:13, 33:1, 48:12, 78:1</p> <p><b>infiltrations</b> <sup>[1]</sup> - 30:12</p> <p><b>initial</b> <sup>[2]</sup> - 37:16, 51:15</p> <p><b>injury</b> <sup>[1]</sup> - 70:1</p> <p><b>inner</b> <sup>[2]</sup> - 36:1, 70:10</p> <p><b>inside</b> <sup>[1]</sup> - 40:11</p>	<p><b>installed</b> <sup>[1]</sup> - 28:4</p> <p><b>instance</b> <sup>[1]</sup> - 47:7</p> <p><b>instead</b> <sup>[1]</sup> - 49:7</p> <p><b>INSTRUCTIONS</b> <sup>[2]</sup> - 89:1, 89:5</p> <p><b>insulation</b> <sup>[1]</sup> - 30:11</p> <p><b>insult</b> <sup>[1]</sup> - 70:1</p> <p><b>intended</b> <sup>[2]</sup> - 36:6, 38:8</p> <p><b>intending</b> <sup>[1]</sup> - 6:9</p> <p><b>intent</b> <sup>[1]</sup> - 61:13</p> <p><b>interest</b> <sup>[4]</sup> - 19:18, 74:6, 74:10, 79:14</p> <p><b>interesting</b> <sup>[3]</sup> - 59:12, 81:11, 82:1</p> <p><b>interrupt</b> <sup>[1]</sup> - 11:2</p> <p><b>introduction</b> <sup>[2]</sup> - 34:2, 35:2</p> <p><b>inventory</b> <sup>[6]</sup> - 46:7, 46:11, 46:14, 46:16, 47:5</p> <p><b>involved</b> <sup>[2]</sup> - 7:5, 29:15</p> <p><b>issue</b> <sup>[15]</sup> - 9:1, 32:5, 40:17, 41:12, 41:18, 42:2, 53:18, 54:16, 57:4, 57:6, 57:13, 59:13, 63:9, 68:15</p> <p><b>issued</b> <sup>[1]</sup> - 12:7</p> <p><b>issues</b> <sup>[8]</sup> - 13:3, 13:6, 16:17, 31:1, 34:3, 34:7, 41:1, 67:8</p> <p><b>item</b> <sup>[5]</sup> - 3:7, 5:3, 43:15, 85:5, 85:8</p> <p><b>itself</b> <sup>[5]</sup> - 6:4, 9:2, 11:3, 35:10</p> <hr/> <p><b>J</b></p> <p><b>JAMES</b> <sup>[2]</sup> - 5:7, 12:13</p> <p><b>James</b> <sup>[1]</sup> - 5:9</p> <p><b>JANE</b> <sup>[40]</sup> - 25:15, 26:5, 29:1, 42:5, 43:18, 44:8, 44:12, 45:3, 46:8, 46:13, 46:16, 47:10, 48:1, 48:12, 48:15, 49:9, 50:1, 50:4, 52:8, 52:11, 54:17, 55:7, 55:12, 56:2, 56:5, 56:12, 56:16, 57:17, 59:8, 62:1, 72:11, 74:8, 75:1, 75:9, 76:2, 76:16, 77:3, 77:11, 77:16, 85:3</p> <p><b>Jane</b> <sup>[10]</sup> - 25:15, 34:2, 34:14, 36:11, 39:12, 39:16, 40:17, 42:3, 59:18, 82:13</p>	<p><b>JOHN</b> <sup>[3]</sup> - 51:8, 71:7, 72:2</p> <p><b>John</b> <sup>[1]</sup> - 71:6</p> <p><b>Joseph</b> <sup>[1]</sup> - 1:14</p> <p><b>JR</b> <sup>[36]</sup> - 14:2, 18:10, 48:10, 49:5, 49:15, 50:2, 51:3, 51:10, 52:5, 52:10, 52:13, 53:7, 57:14, 58:1, 59:2, 66:6, 67:18, 73:14, 74:1, 75:7, 75:11, 75:14, 75:18, 76:5, 76:11, 76:18, 77:8, 78:16, 79:5, 79:8, 79:16, 80:4, 80:10, 81:8, 81:15, 86:13</p> <p><b>Jr</b> <sup>[1]</sup> - 1:9</p> <p><b>July</b> <sup>[1]</sup> - 7:9</p> <hr/> <p><b>K</b></p> <p><b>keep</b> <sup>[5]</sup> - 19:4, 34:16, 40:7, 55:14, 65:2</p> <p><b>keeping</b> <sup>[2]</sup> - 29:18, 39:10</p> <p><b>key</b> <sup>[6]</sup> - 75:11, 75:15, 76:3, 78:1, 78:7, 78:12</p> <p><b>Keyword</b> <sup>[1]</sup> - 2:15</p> <p><b>kind</b> <sup>[5]</sup> - 34:12, 53:1, 59:15, 68:11, 73:10</p> <p><b>kinds</b> <sup>[1]</sup> - 45:17</p> <p><b>known</b> <sup>[1]</sup> - 17:9</p> <p><b>knows</b> <sup>[2]</sup> - 12:15, 39:12</p> <hr/> <p><b>L</b></p> <p><b>laid</b> <sup>[1]</sup> - 38:10</p> <p><b>land</b> <sup>[2]</sup> - 26:7, 83:7</p> <p><b>landscape</b> <sup>[1]</sup> - 31:16</p> <p><b>large</b> <sup>[2]</sup> - 31:9</p> <p><b>larger</b> <sup>[3]</sup> - 36:2, 52:16, 59:13</p> <p><b>last</b> <sup>[3]</sup> - 16:11, 85:8, 87:12</p> <p><b>laudable</b> <sup>[2]</sup> - 68:17, 69:5</p> <p><b>law</b> <sup>[7]</sup> - 19:1, 19:9, 21:14, 22:11, 24:12, 68:16, 69:3</p> <p><b>lawn</b> <sup>[1]</sup> - 35:13</p> <p><b>Lawson</b> <sup>[1]</sup> - 90:3</p> <p><b>lawyer</b> <sup>[2]</sup> - 22:11, 73:7</p> <p><b>lawyerly</b> <sup>[1]</sup> - 73:9</p> <p><b>lawyers</b> <sup>[1]</sup> - 74:16</p> <p><b>lay</b> <sup>[1]</sup> - 7:1</p> <p><b>leaf</b> <sup>[1]</sup> - 25:5</p>	<p><b>lease</b> <sup>[2]</sup> - 83:2, 83:4</p> <p><b>least</b> <sup>[2]</sup> - 4:13, 47:6</p> <p><b>leave</b> <sup>[3]</sup> - 27:7, 74:12, 74:14</p> <p><b>LEED</b> <sup>[2]</sup> - 30:8, 39:13</p> <p><b>left</b> <sup>[4]</sup> - 28:15, 31:17, 61:8, 83:7</p> <p><b>less</b> <sup>[3]</sup> - 43:5, 59:14, 65:16</p> <p><b>letter</b> <sup>[2]</sup> - 32:10, 87:16</p> <p><b>level</b> <sup>[2]</sup> - 21:12, 39:13</p> <p><b>License</b> <sup>[1]</sup> - 90:13</p> <p><b>light</b> <sup>[2]</sup> - 37:1, 37:4</p> <p><b>lighting</b> <sup>[1]</sup> - 30:12</p> <p><b>likely</b> <sup>[1]</sup> - 73:17</p> <p><b>limit</b> <sup>[1]</sup> - 9:1</p> <p><b>Limited</b> <sup>[1]</sup> - 2:8</p> <p><b>LINE</b> <sup>[1]</sup> - 89:8</p> <p><b>lines</b> <sup>[1]</sup> - 36:14</p> <p><b>list</b> <sup>[5]</sup> - 45:13, 46:17, 54:18, 55:3, 58:7</p> <p><b>listing</b> <sup>[1]</sup> - 55:5</p> <p><b>lit</b> <sup>[1]</sup> - 71:1</p> <p><b>literally</b> <sup>[1]</sup> - 20:6</p> <p><b>live</b> <sup>[4]</sup> - 30:1, 31:11, 57:12, 76:3</p> <p><b>living</b> <sup>[4]</sup> - 32:3, 33:9, 45:8, 49:10</p> <p><b>Liza</b> <sup>[3]</sup> - 1:13, 3:11, 18:2</p> <p><b>LIZA</b> <sup>[9]</sup> - 3:9, 3:12, 5:1, 14:17, 17:12, 77:4, 83:17, 85:10, 87:15</p> <p><b>locate</b> <sup>[1]</sup> - 48:3</p> <p><b>located</b> <sup>[1]</sup> - 43:17</p> <p><b>location</b> <sup>[3]</sup> - 43:9, 48:7, 51:1</p> <p><b>locations</b> <sup>[3]</sup> - 33:2, 68:13</p> <p><b>lock</b> <sup>[1]</sup> - 65:17</p> <p><b>locker</b> <sup>[1]</sup> - 77:5</p> <p><b>lockers</b> <sup>[3]</sup> - 45:16, 46:3, 52:17</p> <p><b>long-term</b> <sup>[6]</sup> - 40:13, 45:15, 58:4, 60:14, 67:1, 84:4</p> <p><b>look</b> <sup>[7]</sup> - 28:9, 48:1, 50:16, 54:15, 58:13, 62:15, 72:12</p> <p><b>looked</b> <sup>[5]</sup> - 27:13, 27:15, 28:11, 28:14, 32:18</p> <p><b>looking</b> <sup>[8]</sup> - 18:10, 30:17, 31:1, 35:11, 41:3, 48:4, 61:3, 66:2</p> <p><b>looks</b> <sup>[2]</sup> - 61:10, 85:13</p>
---	--	---	--	--

<p><b>loom</b> [1] - 70:5  <b>lose</b> [2] - 23:12, 64:11  <b>losing</b> [2] - 31:13, 32:17  <b>Lou</b> [3] - 67:17, 78:12, 79:14  <b>loud</b> [1] - 59:17  <b>LOUIS</b> [36] - 14:2, 18:10, 48:10, 49:5, 49:15, 50:2, 51:3, 51:10, 52:5, 52:10, 52:13, 53:7, 57:14, 58:1, 59:2, 66:6, 67:18, 73:14, 74:1, 75:7, 75:11, 75:14, 75:18, 76:5, 76:11, 76:18, 77:8, 78:16, 79:5, 79:8, 79:16, 80:4, 80:10, 81:8, 81:15, 86:13  <b>Louis</b> [1] - 1:9  <b>love</b> [1] - 65:6  <b>lovely</b> [1] - 51:9  <b>loves</b> [1] - 65:4  <b>low</b> [2] - 26:14, 62:3  <b>lowered</b> [1] - 68:8</p>	<p><b>Mary</b> [1] - 1:10  <b>Mass</b> [1] - 22:15  <b>Massachusetts</b> [1] - 1:6  <b>MASSACHUSETTS</b> [1] - 90:2  <b>match</b> [2] - 61:13  <b>materials</b> [2] - 30:13, 38:14  <b>matter</b> [3] - 8:1, 17:6, 21:4  <b>matters</b> [1] - 69:7  <b>maximizing</b> [1] - 74:7  <b>mean</b> [21] - 17:2, 21:16, 23:6, 48:16, 48:17, 50:4, 51:14, 53:13, 53:17, 54:18, 55:5, 56:16, 58:4, 62:18, 64:10, 66:8, 69:13, 70:13, 74:4, 75:2, 76:5  <b>meaningful</b> [1] - 67:10  <b>means</b> [1] - 6:16  <b>measure</b> [1] - 31:9  <b>measured</b> [1] - 41:15  <b>measures</b> [2] - 30:17, 31:4  <b>mechanism</b> [1] - 19:15  <b>Medeiros</b> [1] - 3:15  <b>median</b> [1] - 26:15  <b>medical</b> [1] - 4:9  <b>meet</b> [4] - 22:13, 33:3, 37:15, 65:10  <b>meeting</b> [4] - 3:6, 17:15, 31:8, 32:7  <b>Meeting</b> [1] - 1:5  <b>meetings</b> [3] - 13:4, 13:5, 52:4  <b>MEMBER</b> [1] - 28:18  <b>member</b> [3] - 30:2, 64:2, 82:4  <b>Member</b> [6] - 1:8, 1:8, 1:9, 1:9, 1:10, 1:10  <b>members</b> [8] - 5:8, 5:11, 6:6, 7:15, 9:8, 18:4, 30:3, 63:11  <b>mentioned</b> [2] - 9:8, 39:16  <b>met</b> [4] - 19:10, 23:4, 23:10, 31:8  <b>meter</b> [1] - 74:2  <b>methods</b> [1] - 6:17  <b>mid</b> [2] - 40:3, 40:8  <b>mid-rise</b> [2] - 40:3, 40:8  <b>middle</b> [1] - 50:14  <b>might</b> [3] - 28:14, 45:5, 66:3  <b>mine</b> [1] - 52:18</p>	<p><b>minimum</b> [1] - 54:8  <b>minimus</b> [1] - 63:15  <b>minka</b> [2] - 82:2, 82:3  <b>MINKA</b> [1] - 82:3  <b>minute</b> [3] - 18:6, 18:7, 18:15  <b>missions</b> [1] - 30:14  <b>MIT</b> [5] - 14:14, 26:7, 35:6, 36:6, 37:9  <b>mix</b> [1] - 43:14  <b>mixed</b> [3] - 26:8, 26:13, 27:3  <b>models</b> [1] - 28:12  <b>moderate</b> [1] - 26:16  <b>modest</b> [1] - 63:14  <b>modification</b> [1] - 13:8  <b>modifications</b> [1] - 24:16  <b>modify</b> [1] - 25:6  <b>modular</b> [1] - 6:18  <b>moment</b> [2] - 34:18, 37:13  <b>most</b> [3] - 13:1, 33:17, 38:18  <b>mostly</b> [6] - 38:2, 38:7, 39:2, 42:4, 45:17, 46:18  <b>motion</b> [2] - 13:17, 15:12  <b>move</b> [8] - 13:18, 15:13, 18:13, 36:7, 49:6, 80:5, 80:13, 84:11  <b>moved</b> [2] - 7:3, 84:13  <b>moving</b> [5] - 35:15, 40:7, 60:7, 68:5, 77:17  <b>multi</b> [1] - 5:14  <b>multi-family</b> [1] - 5:14  <b>municipal</b> [2] - 7:2, 10:1  <b>municipality</b> [3] - 21:8, 23:4, 23:14  <b>must</b> [1] - 25:4  <b>mutually</b> [1] - 72:16</p>	<p>63:12, 65:11, 78:8, 83:14, 83:15, 87:5  <b>needs</b> [4] - 7:10, 25:5, 41:10, 63:5  <b>negative</b> [1] - 51:18  <b>neighborhood</b> [2] - 73:15, 87:1  <b>neighboring</b> [1] - 10:1  <b>Neighbors</b> [1] - 8:5  <b>neighbors</b> [2] - 64:10, 64:13  <b>Neighbors'</b> [1] - 9:10  <b>NEIMAN</b> [7] - 7:17, 8:4, 8:17, 9:4, 9:7, 11:6, 11:10  <b>Neiman</b> [1] - 8:17  <b>NetZero</b> [1] - 30:3  <b>never</b> [2] - 36:9, 64:1  <b>new</b> [10] - 3:14, 29:9, 40:1, 53:5, 62:8, 62:9, 62:15, 62:17, 71:11, 71:16  <b>next</b> [8] - 5:3, 7:2, 14:10, 17:8, 32:3, 49:7, 80:11, 81:10  <b>next-door</b> [1] - 7:2  <b>nice</b> [8] - 19:14, 38:9, 38:12, 38:13, 38:15, 70:9, 81:13  <b>night</b> [1] - 65:18  <b>nine</b> [7] - 43:13, 47:12, 47:15, 53:7, 66:12, 77:15, 77:16  <b>Nine</b> [1] - 4:3  <b>nobody</b> [1] - 54:2  <b>NoMa</b> [2] - 2:5, 14:14  <b>non</b> [2] - 22:12, 26:10  <b>non-confrontational</b> [1] - 22:12  <b>non-profit</b> [1] - 26:10  <b>north</b> [1] - 36:17  <b>NOT</b> [1] - 90:16  <b>not-for-profit</b> [1] - 25:8  <b>Notary</b> [2] - 90:4, 90:12  <b>note</b> [2] - 69:17, 89:6  <b>noted</b> [1] - 89:16  <b>nothing</b> [1] - 16:15  <b>notwithstanding</b> [1] - 68:18  <b>number</b> [5] - 6:1, 60:3, 72:8, 73:1, 74:7</p>	<p><b>observation</b> [1] - 70:13  <b>observations</b> [1] - 9:14  <b>observe</b> [1] - 69:13  <b>obtain</b> [2] - 12:16, 69:7  <b>obviously</b> [3] - 64:18, 69:15, 74:6  <b>occurring</b> [2] - 10:14, 13:5  <b>OF</b> [5] - 1:2, 90:2, 90:16, 90:16, 90:17  <b>offer</b> [2] - 27:12, 73:12  <b>office</b> [7] - 2:10, 3:14, 29:3, 29:4, 29:10, 39:17, 76:14  <b>OFFICIAL</b> [1] - 1:17  <b>often</b> [3] - 9:16, 10:7, 10:14  <b>on-street</b> [1] - 55:4  <b>once</b> [4] - 10:3, 16:6, 36:7, 62:15  <b>one</b> [53] - 3:17, 4:7, 4:8, 6:7, 7:12, 12:15, 14:1, 16:4, 16:12, 17:13, 19:3, 20:6, 20:10, 20:16, 22:5, 29:8, 29:9, 29:11, 30:14, 32:17, 38:3, 39:18, 40:2, 41:7, 41:14, 42:14, 43:5, 43:12, 44:9, 47:18, 49:5, 58:13, 59:14, 61:6, 61:11, 63:17, 64:15, 70:12, 74:12, 75:17, 77:6, 80:6, 82:18, 84:2, 84:3, 85:5  <b>One</b> [2] - 2:8, 17:9  <b>one-bedroom</b> [2] - 29:11, 39:18  <b>one-by-eight</b> [1] - 61:11  <b>one-by-four</b> [2] - 61:6  <b>one-by-six</b> [1] - 61:11  <b>one-stop</b> [1] - 19:3  <b>one-to-one</b> [4] - 42:14, 43:5, 63:17  <b>ongoing</b> [3] - 13:2, 13:4, 64:13  <b>open</b> [14] - 27:4, 28:15, 31:14, 31:15, 31:17, 33:8, 35:10, 37:12, 50:5, 64:10, 64:16, 69:16, 70:6, 74:15  <b>operate</b> [1] - 29:18  <b>operation</b> [1] - 10:12  <b>opinion</b> [2] - 63:15,</p>
<b>M</b>				
<p><b>Madam</b> [2] - 5:8, 71:7  <b>main</b> [1] - 82:8  <b>maintain</b> [1] - 70:10  <b>maintenance</b> [1] - 29:5  <b>managed</b> [1] - 58:6  <b>management</b> [13] - 2:10, 29:3, 29:4, 29:10, 31:2, 39:17, 47:2, 73:11, 74:13, 74:15, 76:14, 81:1, 84:8  <b>manager</b> [2] - 45:6, 46:9  <b>manager's</b> [1] - 24:5  <b>manages</b> [1] - 77:11  <b>March</b> [5] - 3:16, 4:6, 4:10, 6:5, 90:7  <b>marijuana</b> [1] - 4:9  <b>mark</b> [1] - 6:5  <b>market</b> [6] - 26:17, 45:4, 45:5, 45:9, 47:1, 68:18  <b>marketplace</b> [1] - 27:10  <b>Mart</b> [7] - 5:15, 5:16, 9:12, 9:18, 10:7, 10:12, 10:15  <b>Mart's</b> [1] - 5:18  <b>MARY</b> [4] - 18:7, 64:5, 75:5, 84:16</p>		<p><b>N</b></p> <p><b>N-E-I-M-A-N</b> [1] - 8:17  <b>Nagar</b> [1] - 6:8  <b>name</b> [2] - 8:16, 25:15  <b>Natick</b> [1] - 23:16  <b>near</b> [1] - 51:11  <b>necessarily</b> [2] - 53:15, 81:5  <b>necessary</b> [1] - 10:11  <b>need</b> [14] - 4:17, 5:3, 12:5, 32:1, 42:11, 48:1, 53:7, 60:4,</p>	<p><b>O</b></p> <p><b>o'clock</b> [1] - 3:4  <b>object</b> [1] - 88:4</p>	



<p>80:1  <b>opportunities</b> [3] - 27:8, 66:4, 66:18  <b>opportunity</b> [6] - 27:18, 28:6, 29:6, 39:5, 45:8, 69:2  <b>option</b> [1] - 53:13  <b>options</b> [1] - 59:2  <b>order</b> [3] - 7:10, 23:18, 47:8  <b>Ordinance</b> [2] - 22:9, 82:5  <b>ordinarily</b> [3] - 17:2, 23:1, 23:4  <b>oriented</b> [1] - 47:12  <b>original</b> [3] - 11:17, 28:2, 89:2  <b>originally</b> [5] - 12:7, 28:10, 32:12, 35:14, 36:11  <b>otherwise</b> [2] - 17:9, 39:8  <b>ought</b> [1] - 54:8  <b>outdoor</b> [1] - 49:16  <b>outside</b> [1] - 48:13  <b>overall</b> [1] - 60:10  <b>Overlay</b> [1] - 4:5  <b>overview</b> [3] - 18:15, 25:11, 25:18  <b>own</b> [2] - 27:14  <b>owner</b> [1] - 11:18  <b>owns</b> [1] - 26:7</p>	<p>42:5, 42:6, 43:5, 43:17, 44:2, 45:1, 45:2, 45:14, 46:1, 48:2, 48:6, 48:13, 49:1, 49:3, 49:6, 49:14, 49:16, 50:3, 51:11, 52:6, 53:4, 53:12, 53:18, 54:5, 54:9, 54:10, 55:3, 56:8, 56:18, 57:6, 57:7, 57:16, 58:8, 58:15, 59:15, 60:1, 63:18, 64:3, 64:8, 65:3, 67:1, 68:15, 69:8, 71:9, 74:2, 74:11, 76:16, 77:2, 78:2, 78:9, 82:10, 84:4, 85:15, 85:17, 86:1, 86:8, 87:18  <b>parks</b> [2] - 36:2, 47:16  <b>part</b> [10] - 29:8, 43:10, 53:10, 53:15, 54:2, 67:1, 67:2, 80:7, 80:13, 80:14  <b>particular</b> [3] - 22:7, 54:16, 64:18  <b>Partnership</b> [1] - 2:9  <b>pass</b> [1] - 86:17  <b>passed</b> [2] - 68:16, 82:5  <b>passive</b> [3] - 31:17, 37:7, 37:18  <b>past</b> [3] - 30:2, 32:5, 42:12  <b>patios</b> [1] - 50:15  <b>pay</b> [1] - 27:11  <b>PB#285</b> [1] - 2:4  <b>PB#302</b> [1] - 2:5  <b>Pemberton</b> [2] - 2:12, 85:10  <b>people</b> [16] - 19:11, 21:18, 45:12, 48:15, 50:6, 55:10, 55:14, 55:18, 57:2, 68:8, 73:12, 73:15, 76:6, 76:8, 77:9, 78:17  <b>per</b> [3] - 52:8, 52:17, 81:14  <b>percent</b> [7] - 21:9, 21:10, 21:13, 26:15, 38:6, 47:8, 47:12  <b>percentage</b> [1] - 63:13  <b>performance</b> [1] - 39:15  <b>performed</b> [1] - 10:18  <b>perhaps</b> [2] - 24:17, 70:18  <b>period</b> [1] - 16:14  <b>permit</b> [7] - 2:4, 2:9, 19:3, 19:6, 19:9,</p>	<p>20:3, 22:11  <b>Permit</b> [14] - 2:7, 5:5, 6:3, 6:4, 7:9, 7:11, 12:6, 12:16, 12:18, 13:10, 14:11, 17:9, 19:3  <b>permits</b> [3] - 6:6, 20:15, 63:17  <b>Permits</b> [2] - 15:2, 17:15  <b>permitted</b> [1] - 11:5  <b>person</b> [1] - 78:13  <b>Peter</b> [1] - 4:1  <b>petition</b> [2] - 3:17, 6:4  <b>petitioner</b> [1] - 8:3  <b>Phase</b> [8] - 26:13, 27:2, 35:4, 35:5, 42:6, 42:8, 53:11, 77:12  <b>phase</b> [2] - 44:9  <b>phases</b> [2] - 26:12, 61:5  <b>phone</b> [1] - 18:11  <b>phonetic</b> [1] - 6:9  <b>photo</b> [1] - 51:7  <b>photographs</b> [1] - 85:14  <b>pictured</b> [1] - 87:9  <b>pictures</b> [1] - 63:1  <b>piece</b> [2] - 40:3, 79:6  <b>Pilgrim</b> [1] - 44:3  <b>Place</b> [5] - 2:8, 17:9, 39:9, 43:18, 44:2  <b>place</b> [5] - 10:3, 20:10, 46:1, 54:5, 69:16  <b>places</b> [1] - 66:5  <b>plan</b> [6] - 4:10, 28:10, 29:9, 33:11, 39:17, 40:6  <b>planned</b> [2] - 36:11, 82:18  <b>planning</b> [1] - 25:9  <b>PLANNING</b> [1] - 1:1  <b>Planning</b> [13] - 2:10, 3:6, 4:11, 14:10, 17:15, 20:7, 21:2, 24:2, 64:2, 67:12, 88:11, 89:6, 89:15  <b>plans</b> [3] - 37:17, 38:7, 38:17  <b>Platinum</b> [1] - 30:8  <b>play</b> [1] - 37:18  <b>playgrounds</b> [1] - 36:3  <b>pleasure</b> [1] - 8:8  <b>plus</b> [2] - 29:9, 43:12  <b>point</b> [5] - 9:16, 60:8, 60:16, 65:10, 81:5  <b>poke</b> [1] - 23:6  <b>portfolio</b> [1] - 27:14</p>	<p><b>possible</b> [3] - 30:6, 65:7, 69:2  <b>possibly</b> [2] - 37:9, 56:4  <b>potential</b> [3] - 24:15, 28:9, 31:1  <b>potentially</b> [3] - 27:18, 49:2, 78:9  <b>power</b> [1] - 65:16  <b>preamble</b> [2] - 21:7, 25:13  <b>precedence</b> [1] - 74:3  <b>prediction</b> [1] - 52:3  <b>prefer</b> [2] - 49:11  <b>preliminary</b> [1] - 21:6  <b>preparing</b> [1] - 6:15  <b>present</b> [3] - 26:1, 29:12, 43:16  <b>presentation</b> [3] - 17:11, 17:16, 44:14  <b>presenting</b> [1] - 25:14  <b>presently</b> [2] - 12:1, 48:9  <b>presents</b> [1] - 65:8  <b>PRESTON</b> [89] - 3:3, 3:10, 4:15, 5:2, 7:14, 7:18, 8:7, 8:13, 8:18, 9:6, 11:1, 11:8, 12:9, 13:11, 13:16, 14:3, 14:6, 14:9, 15:4, 15:7, 15:11, 15:17, 16:2, 16:10, 16:18, 17:3, 17:7, 18:1, 18:14, 20:18, 21:3, 24:7, 25:10, 26:4, 33:16, 53:16, 55:2, 55:8, 55:13, 56:3, 56:6, 56:10, 56:13, 57:18, 58:3, 59:1, 60:6, 60:18, 63:7, 67:4, 67:14, 67:17, 68:1, 68:4, 71:3, 71:6, 71:13, 72:6, 72:15, 73:8, 73:17, 74:14, 75:3, 75:6, 75:13, 75:16, 76:7, 76:15, 77:6, 78:11, 79:1, 80:8, 80:12, 81:2, 81:4, 81:17, 82:2, 83:13, 83:18, 84:10, 84:14, 84:17, 85:2, 85:4, 86:11, 87:4, 87:10, 88:2, 88:6  <b>Preston</b> [1] - 1:7  <b>presume</b> [1] - 14:15  <b>pretty</b> [5] - 34:10, 38:12, 39:9, 51:17, 70:17  <b>primarily</b> [1] - 35:13</p>	<p><b>principal</b> [1] - 33:18  <b>priority</b> [2] - 50:5, 78:9  <b>private</b> [2] - 44:1, 44:3  <b>problem</b> [1] - 63:2  <b>problems</b> [1] - 65:8  <b>procedurally</b> [1] - 12:14  <b>proceeding</b> [1] - 13:9  <b>proceedings</b> [1] - 90:6  <b>process</b> [5] - 2:6, 14:12, 18:5, 18:16, 21:15  <b>produces</b> [1] - 66:14  <b>profit</b> [3] - 25:8, 26:10, 27:11  <b>programmed</b> [2] - 31:14, 35:14  <b>progress</b> [1] - 11:13  <b>prohibited</b> [1] - 25:1  <b>project</b> [26] - 9:2, 11:3, 11:4, 11:12, 11:18, 12:6, 12:12, 13:1, 22:7, 23:15, 24:6, 26:1, 30:6, 34:6, 34:12, 34:16, 36:13, 49:8, 66:3, 66:11, 66:14, 66:16, 67:10, 69:14, 74:11, 84:2  <b>projects</b> [5] - 11:16, 22:5, 22:16, 68:18, 69:11  <b>proper</b> [1] - 10:11  <b>property</b> [4] - 11:18, 45:6, 46:9, 47:1  <b>proponent</b> [1] - 84:3  <b>proposal</b> [1] - 15:9  <b>proposed</b> [4] - 40:8, 40:12, 43:11, 71:9  <b>proposing</b> [1] - 58:15  <b>protected</b> [1] - 45:18  <b>provide</b> [4] - 7:12, 32:16, 45:15, 84:4  <b>provided</b> [2] - 19:6, 21:9  <b>providing</b> [6] - 19:6, 49:1, 54:7, 57:5, 77:13  <b>Public</b> [2] - 90:4, 90:12  <b>public</b> [10] - 2:6, 3:13, 3:16, 4:6, 8:2, 14:12, 19:18, 21:5, 79:14, 83:9  <b>pulled</b> [1] - 37:2  <b>punch</b> [2] - 39:4, 39:7  <b>push</b> [1] - 66:17  <b>put</b> [3] - 46:1, 50:13, 51:2</p>
<p><b>P</b></p>				
<p><b>p.m</b> [2] - 1:4, 88:10  <b>pack</b> [1] - 39:13  <b>Paden</b> [1] - 1:13  <b>PADEN</b> [9] - 3:9, 3:12, 5:1, 14:17, 17:12, 77:4, 83:17, 85:10, 87:15  <b>page</b> [1] - 25:12  <b>PAGE</b> [2] - 2:1, 89:8  <b>painting</b> [1] - 62:14  <b>pallets</b> [2] - 10:7, 10:10  <b>parcel</b> [1] - 27:15  <b>park</b> [4] - 2:13, 10:3, 46:4, 48:15  <b>Park</b> [7] - 26:6, 35:7, 36:3, 38:5, 44:4, 83:1, 85:16  <b>parking</b> [79] - 5:14, 7:2, 10:4, 10:16, 27:4, 32:13, 32:14, 32:16, 33:1, 33:7, 35:6, 40:4, 40:6, 40:10, 40:12, 40:13, 41:13, 41:17, 42:3,</p>	<p>42:5, 42:6, 43:5, 43:17, 44:2, 45:1, 45:2, 45:14, 46:1, 48:2, 48:6, 48:13, 49:1, 49:3, 49:6, 49:14, 49:16, 50:3, 51:11, 52:6, 53:4, 53:12, 53:18, 54:5, 54:9, 54:10, 55:3, 56:8, 56:18, 57:6, 57:7, 57:16, 58:8, 58:15, 59:15, 60:1, 63:18, 64:3, 64:8, 65:3, 67:1, 68:15, 69:8, 71:9, 74:2, 74:11, 76:16, 77:2, 78:2, 78:9, 82:10, 84:4, 85:15, 85:17, 86:1, 86:8, 87:18  <b>parks</b> [2] - 36:2, 47:16  <b>part</b> [10] - 29:8, 43:10, 53:10, 53:15, 54:2, 67:1, 67:2, 80:7, 80:13, 80:14  <b>particular</b> [3] - 22:7, 54:16, 64:18  <b>Partnership</b> [1] - 2:9  <b>pass</b> [1] - 86:17  <b>passed</b> [2] - 68:16, 82:5  <b>passive</b> [3] - 31:17, 37:7, 37:18  <b>past</b> [3] - 30:2, 32:5, 42:12  <b>patios</b> [1] - 50:15  <b>pay</b> [1] - 27:11  <b>PB#285</b> [1] - 2:4  <b>PB#302</b> [1] - 2:5  <b>Pemberton</b> [2] - 2:12, 85:10  <b>people</b> [16] - 19:11, 21:18, 45:12, 48:15, 50:6, 55:10, 55:14, 55:18, 57:2, 68:8, 73:12, 73:15, 76:6, 76:8, 77:9, 78:17  <b>per</b> [3] - 52:8, 52:17, 81:14  <b>percent</b> [7] - 21:9, 21:10, 21:13, 26:15, 38:6, 47:8, 47:12  <b>percentage</b> [1] - 63:13  <b>performance</b> [1] - 39:15  <b>performed</b> [1] - 10:18  <b>perhaps</b> [2] - 24:17, 70:18  <b>period</b> [1] - 16:14  <b>permit</b> [7] - 2:4, 2:9, 19:3, 19:6, 19:9,</p>	<p>20:3, 22:11  <b>Permit</b> [14] - 2:7, 5:5, 6:3, 6:4, 7:9, 7:11, 12:6, 12:16, 12:18, 13:10, 14:11, 17:9, 19:3  <b>permits</b> [3] - 6:6, 20:15, 63:17  <b>Permits</b> [2] - 15:2, 17:15  <b>permitted</b> [1] - 11:5  <b>person</b> [1] - 78:13  <b>Peter</b> [1] - 4:1  <b>petition</b> [2] - 3:17, 6:4  <b>petitioner</b> [1] - 8:3  <b>Phase</b> [8] - 26:13, 27:2, 35:4, 35:5, 42:6, 42:8, 53:11, 77:12  <b>phase</b> [2] - 44:9  <b>phases</b> [2] - 26:12, 61:5  <b>phone</b> [1] - 18:11  <b>phonetic</b> [1] - 6:9  <b>photo</b> [1] - 51:7  <b>photographs</b> [1] - 85:14  <b>pictured</b> [1] - 87:9  <b>pictures</b> [1] - 63:1  <b>piece</b> [2] - 40:3, 79:6  <b>Pilgrim</b> [1] - 44:3  <b>Place</b> [5] - 2:8, 17:9, 39:9, 43:18, 44:2  <b>place</b> [5] - 10:3, 20:10, 46:1, 54:5, 69:16  <b>places</b> [1] - 66:5  <b>plan</b> [6] - 4:10, 28:10, 29:9, 33:11, 39:17, 40:6  <b>planned</b> [2] - 36:11, 82:18  <b>planning</b> [1] - 25:9  <b>PLANNING</b> [1] - 1:1  <b>Planning</b> [13] - 2:10, 3:6, 4:11, 14:10, 17:15, 20:7, 21:2, 24:2, 64:2, 67:12, 88:11, 89:6, 89:15  <b>plans</b> [3] - 37:17, 38:7, 38:17  <b>Platinum</b> [1] - 30:8  <b>play</b> [1] - 37:18  <b>playgrounds</b> [1] - 36:3  <b>pleasure</b> [1] - 8:8  <b>plus</b> [2] - 29:9, 43:12  <b>point</b> [5] - 9:16, 60:8, 60:16, 65:10, 81:5  <b>poke</b> [1] - 23:6  <b>portfolio</b> [1] - 27:14</p>	<p><b>possible</b> [3] - 30:6, 65:7, 69:2  <b>possibly</b> [2] - 37:9, 56:4  <b>potential</b> [3] - 24:15, 28:9, 31:1  <b>potentially</b> [3] - 27:18, 49:2, 78:9  <b>power</b> [1] - 65:16  <b>preamble</b> [2] - 21:7, 25:13  <b>precedence</b> [1] - 74:3  <b>prediction</b> [1] - 52:3  <b>prefer</b> [2] - 49:11  <b>preliminary</b> [1] - 21:6  <b>preparing</b> [1] - 6:15  <b>present</b> [3] - 26:1, 29:12, 43:16  <b>presentation</b> [3] - 17:11, 17:16, 44:14  <b>presenting</b> [1] - 25:14  <b>presently</b> [2] - 12:1, 48:9  <b>presents</b> [1] - 65:8  <b>PRESTON</b> [89] - 3:3, 3:10, 4:15, 5:2, 7:14, 7:18, 8:7, 8:13, 8:18, 9:6, 11:1, 11:8, 12:9, 13:11, 13:16, 14:3, 14:6, 14:9, 15:4, 15:7, 15:11, 15:17, 16:2, 16:10, 16:18, 17:3, 17:7, 18:1, 18:14, 20:18, 21:3, 24:7, 25:10, 26:4, 33:16, 53:16, 55:2, 55:8, 55:13, 56:3, 56:6, 56:10, 56:13, 57:18, 58:3, 59:1, 60:6, 60:18, 63:7, 67:4, 67:14, 67:17, 68:1, 68:4, 71:3, 71:6, 71:13, 72:6, 72:15, 73:8, 73:17, 74:14, 75:3, 75:6, 75:13, 75:16, 76:7, 76:15, 77:6, 78:11, 79:1, 80:8, 80:12, 81:2, 81:4, 81:17, 82:2, 83:13, 83:18, 84:10, 84:14, 84:17, 85:2, 85:4, 86:11, 87:4, 87:10, 88:2, 88:6  <b>Preston</b> [1] - 1:7  <b>presume</b> [1] - 14:15  <b>pretty</b> [5] - 34:10, 38:12, 39:9, 51:17, 70:17  <b>primarily</b> [1] - 35:13</p>	<p><b>principal</b> [1] - 33:18  <b>priority</b> [2] - 50:5, 78:9  <b>private</b> [2] - 44:1, 44:3  <b>problem</b> [1] - 63:2  <b>problems</b> [1] - 65:8  <b>procedurally</b> [1] - 12:14  <b>proceeding</b> [1] - 13:9  <b>proceedings</b> [1] - 90:6  <b>process</b> [5] - 2:6, 14:12, 18:5, 18:16, 21:15  <b>produces</b> [1] - 66:14  <b>profit</b> [3] - 25:8, 26:10, 27:11  <b>programmed</b> [2] - 31:14, 35:14  <b>progress</b> [1] - 11:13  <b>prohibited</b> [1] - 25:1  <b>project</b> [26] - 9:2, 11:3, 11:4, 11:12, 11:18, 12:6, 12:12, 13:1, 22:7, 23:15, 24:6, 26:1, 30:6, 34:6, 34:12, 34:16, 36:13, 49:8, 66:3, 66:11, 66:14, 66:16, 67:10, 69:14, 74:11, 84:2  <b>projects</b> [5] - 11:16, 22:5, 22:16, 68:18, 69:11  <b>proper</b> [1] - 10:11  <b>property</b> [4] - 11:18, 45:6, 46:9, 47:1  <b>proponent</b> [1] - 84:3  <b>proposal</b> [1] - 15:9  <b>proposed</b> [4] - 40:8, 40:12, 43:11, 71:9  <b>proposing</b> [1] - 58:15  <b>protected</b> [1] - 45:18  <b>provide</b> [4] - 7:12, 32:16, 45:15, 84:4  <b>provided</b> [2] - 19:6, 21:9  <b>providing</b> [6] - 19:6, 49:1, 54:7, 57:5, 77:13  <b>Public</b> [2] - 90:4, 90:12  <b>public</b> [10] - 2:6, 3:13, 3:16, 4:6, 8:2, 14:12, 19:18, 21:5, 79:14, 83:9  <b>pulled</b> [1] - 37:2  <b>punch</b> [2] - 39:4, 39:7  <b>push</b> [1] - 66:17  <b>put</b> [3] - 46:1, 50:13, 51:2</p>

<p><b>Putnam</b> [2] - 30:7, 43:4  <b>putting</b> [6] - 33:6, 46:12, 51:11, 62:6, 62:7, 62:9</p>	<p><b>reasonable</b> [1] - 64:2  <b>reasonably</b> [1] - 84:5  <b>reassuring</b> [1] - 67:13  <b>REBECCA</b> [2] - 53:3, 53:9  <b>recapture</b> [1] - 49:12  <b>recognize</b> [1] - 66:14  <b>recollection</b> [1] - 21:7  <b>recommendation</b> [4] - 57:13, 66:9, 72:7, 84:12  <b>recommendations</b> [1] - 24:9  <b>record</b> [3] - 5:9, 89:16, 90:6  <b>RECORD</b> [1] - 1:17  <b>recycle</b> [1] - 35:12  <b>redesign</b> [3] - 31:16, 37:5, 48:2  <b>Redevelopment</b> [2] - 35:9, 41:7  <b>reducing</b> [1] - 32:18  <b>refinement</b> [1] - 61:5  <b>refusal</b> [3] - 71:18, 72:18, 78:18  <b>regard</b> [1] - 87:18  <b>regarding</b> [1] - 9:11  <b>regulations</b> [1] - 4:12  <b>Rehab</b> [3] - 2:8, 25:16, 26:10  <b>rehabilitation</b> [1] - 53:11  <b>relative</b> [2] - 24:14, 25:2  <b>relatively</b> [1] - 11:12  <b>relaxing</b> [1] - 87:17  <b>relevant</b> [1] - 63:13  <b>relief</b> [15] - 19:15, 20:16, 33:13, 42:12, 43:6, 43:15, 56:17, 60:9, 60:12, 80:9, 80:13, 80:15, 81:18, 86:1, 87:2  <b>remainder</b> [1] - 40:11  <b>remaining</b> [1] - 70:5  <b>remember</b> [1] - 21:10  <b>renderings</b> [1] - 61:17  <b>repairing</b> [1] - 62:9  <b>replacing</b> [1] - 62:12  <b>report</b> [2] - 2:11, 17:17  <b>Reporter</b> [2] - 90:4, 90:13  <b>REPORTER</b> [1] - 90:17  <b>REPORTERS</b> [1] - 1:16  <b>represent</b> [2] - 8:4, 9:9  <b>REPRODUCTION</b> [1] - 90:16</p>	<p><b>reprogram</b> [1] - 37:6  <b>Request</b> [1] - 2:4  <b>request</b> [6] - 2:5, 5:4, 13:7, 14:10, 63:15, 64:1  <b>requested</b> [3] - 2:9, 15:1, 15:14  <b>requesting</b> [1] - 7:12  <b>requests</b> [1] - 24:15  <b>required</b> [6] - 12:15, 53:4, 53:12, 57:6, 72:8, 73:1  <b>requirement</b> [2] - 33:4, 71:16  <b>requirements</b> [6] - 32:15, 36:5, 40:14, 41:2, 50:12, 52:17  <b>reservation</b> [1] - 71:1  <b>reserved</b> [1] - 72:8  <b>Residence</b> [1] - 3:18  <b>residence</b> [2] - 46:18, 84:6  <b>resident</b> [1] - 76:2  <b>residential</b> [3] - 4:4, 4:7, 41:9  <b>residents</b> [24] - 9:14, 30:1, 31:9, 31:11, 32:4, 33:9, 37:8, 37:15, 37:18, 42:7, 42:9, 43:2, 49:10, 50:15, 50:17, 51:15, 53:14, 66:4, 72:1, 72:3, 72:13, 77:17, 78:8, 78:10  <b>Resiliency</b> [1] - 30:4  <b>resiliency</b> [3] - 30:17, 31:1, 31:4  <b>RESPECT</b> [1] - 90:17  <b>Response</b> [3] - 13:15, 15:6, 71:5  <b>responsible</b> [1] - 18:13  <b>rest</b> [5] - 38:6, 66:3, 73:3, 83:4, 87:2  <b>return</b> [1] - 69:8  <b>review</b> [3] - 2:11, 13:2, 17:14  <b>revisions</b> [1] - 4:13  <b>rhythm</b> [1] - 38:13  <b>riding</b> [1] - 60:4  <b>right-hand</b> [1] - 71:9  <b>rise</b> [2] - 40:3, 40:8  <b>road</b> [1] - 44:3  <b>roof</b> [1] - 25:5  <b>roofs</b> [1] - 62:8  <b>rooftop</b> [1] - 66:6  <b>Room</b> [1] - 1:5  <b>roommates</b> [1] - 45:10  <b>Ross</b> [3] - 26:1, 33:12, 33:18</p>	<p><b>ROSS</b> [21] - 33:17, 45:14, 51:5, 51:9, 51:14, 52:7, 52:15, 59:9, 59:11, 59:17, 61:4, 61:12, 61:18, 62:17, 63:5, 66:1, 71:15, 72:5, 77:15, 81:11, 82:1  <b>rotted</b> [1] - 62:13  <b>round</b> [1] - 47:13  <b>rules</b> [1] - 4:11  <b>Russell</b> [1] - 1:8  <b>RUSSELL</b> [38] - 8:12, 16:4, 16:11, 17:2, 17:5, 18:3, 18:8, 18:12, 18:18, 20:5, 20:11, 21:13, 23:15, 43:16, 44:6, 44:11, 44:16, 48:8, 48:14, 58:11, 59:4, 59:10, 59:16, 60:16, 61:1, 61:10, 61:15, 62:18, 66:2, 66:8, 73:6, 73:9, 79:7, 84:13, 86:6, 86:15, 87:16, 88:4</p>	<p>35:16, 36:16, 36:18, 44:6, 44:11, 48:5, 48:6, 51:6, 55:18, 57:3, 57:12, 59:7, 59:8, 61:15, 66:17, 66:18, 79:13, 83:5  <b>seeing</b> [3] - 27:6, 43:6, 59:7  <b>seek</b> [1] - 13:8  <b>seeking</b> [5] - 6:8, 6:15, 42:12, 43:15, 60:12  <b>seem</b> [2] - 11:2, 50:18  <b>selected</b> [1] - 26:8  <b>selecting</b> [2] - 34:11, 34:15  <b>selections</b> [1] - 7:8  <b>selectmen</b> [1] - 24:4  <b>self</b> [1] - 34:15  <b>self-selecting</b> [1] - 34:15  <b>send</b> [3] - 17:17, 86:5, 87:16  <b>sending</b> [1] - 4:12  <b>sense</b> [3] - 15:9, 16:14, 63:18  <b>sensibility</b> [1] - 63:4  <b>sensitive</b> [2] - 41:18, 66:15  <b>sent</b> [1] - 85:13  <b>sentiments</b> [1] - 67:10  <b>seriously</b> [2] - 82:6, 82:11  <b>serve</b> [3] - 66:4, 81:12, 84:5  <b>served</b> [3] - 74:4, 78:5, 79:14  <b>set</b> [4] - 13:9, 42:15, 90:5, 90:7  <b>setback</b> [1] - 2:13  <b>seven</b> [11] - 3:4, 5:11, 16:8, 26:16, 45:11, 46:8, 46:14, 46:15, 46:17, 47:5  <b>several</b> [3] - 30:7, 34:9  <b>shadow</b> [1] - 36:14  <b>sharing</b> [1] - 79:14  <b>shed</b> [5] - 33:1, 40:7, 40:12, 49:2, 51:1  <b>SHEET</b> [1] - 89:1  <b>Sheet</b> [2] - 89:2, 89:7  <b>sheet</b> [1] - 89:7  <b>sheltered</b> [2] - 54:9, 60:14  <b>shoehorned</b> [1] - 82:17  <b>shoot</b> [1] - 59:18  <b>shop</b> [1] - 29:5  <b>shopping</b> [1] - 20:7</p>
<p><b>Q</b></p>				
<p><b>quad</b> [3] - 69:16, 70:4, 70:11  <b>quality</b> [1] - 39:14  <b>quantity</b> [1] - 59:15  <b>questions</b> [11] - 7:16, 8:6, 9:5, 9:11, 11:3, 11:7, 13:13, 15:5, 44:14, 63:8, 86:4  <b>quick</b> [1] - 49:5  <b>quickly</b> [2] - 34:5, 34:10  <b>quite</b> [4] - 26:17, 60:2, 70:1, 73:15  <b>quota</b> [1] - 21:16</p>				
<p><b>R</b></p>				
<p><b>Rafferty</b> [5] - 5:6, 5:9, 7:16, 11:11, 12:10  <b>RAFFERTY</b> [2] - 5:7, 12:13  <b>range</b> [1] - 13:3  <b>rarely</b> [1] - 19:13  <b>rate</b> [6] - 26:17, 45:4, 45:5, 45:9, 47:1, 68:18  <b>rather</b> [2] - 49:12, 73:10  <b>ratio</b> [2] - 53:6, 63:18  <b>re</b> [1] - 62:9  <b>reach</b> [1] - 21:15  <b>read</b> [1] - 89:15  <b>readily</b> [1] - 69:3  <b>reading</b> [1] - 89:6  <b>ready</b> [1] - 83:15  <b>real</b> [4] - 32:1, 32:13, 54:15, 60:5  <b>realize</b> [2] - 27:13, 86:9  <b>realized</b> [2] - 22:4, 28:12  <b>really</b> [11] - 25:5, 27:10, 30:5, 35:1, 41:4, 54:2, 57:12, 63:5, 65:15, 73:12, 83:8  <b>reason</b> [6] - 53:18, 55:16, 62:4, 69:17, 81:18, 89:7  <b>REASON</b> [6] - 89:9, 89:10, 89:11, 89:12, 89:13, 89:14</p>			<p><b>S</b></p> <p><b>SAME</b> [1] - 90:16  <b>sat</b> [2] - 5:12, 21:17  <b>saw</b> [2] - 27:15, 32:10  <b>scale</b> [2] - 34:16, 66:11  <b>scaled</b> [2] - 28:16, 36:15  <b>schedules</b> [1] - 14:16  <b>scheduling</b> [1] - 14:17  <b>SCHOFIELD</b> [2] - 53:3, 53:9  <b>scope</b> [1] - 62:6  <b>screen</b> [1] - 51:12  <b>screening</b> [2] - 51:4, 51:5  <b>se</b> [1] - 81:14  <b>seating</b> [3] - 35:12, 37:7, 50:18  <b>second</b> [11] - 4:2, 14:2, 15:16, 41:12, 45:6, 46:18, 58:9, 59:5, 60:16, 84:15, 84:16  <b>Second</b> [1] - 1:5  <b>secondly</b> [1] - 70:7  <b>Section</b> [1] - 2:4  <b>secure</b> [1] - 46:1  <b>secured</b> [2] - 57:10, 57:11  <b>See</b> [1] - 81:16  <b>see</b> [21] - 34:6, 34:8,</p>	

<p><b>short</b> [3] - 46:17, 65:14, 77:10</p> <p><b>short-term</b> [1] - 65:14</p> <p><b>Shorthand</b> [2] - 90:4, 90:13</p> <p><b>show</b> [3] - 14:5, 16:1, 85:1</p> <p><b>Shulman</b> [3] - 32:12, 33:3, 40:14</p> <p><b>side</b> [6] - 8:10, 36:17, 70:8, 70:12, 71:9</p> <p><b>sides</b> [1] - 70:9</p> <p><b>sidewalk</b> [1] - 49:16</p> <p><b>siding</b> [1] - 61:6</p> <p><b>Siemowicz</b> [1] - 1:8</p> <p><b>SIENIEWICZ</b> [21] - 15:8, 15:13, 20:3, 20:6, 20:13, 21:1, 23:8, 24:8, 46:5, 46:10, 46:15, 47:3, 47:11, 56:9, 63:9, 67:6, 68:12, 79:13, 79:17, 87:7, 87:14</p> <p><b>Sign</b> [1] - 89:7</p> <p><b>sign</b> [2] - 32:8, 32:11</p> <p><b>sign-off</b> [1] - 32:11</p> <p><b>sign-ups</b> [1] - 32:8</p> <p><b>SIGNATURE</b> [1] - 89:1</p> <p><b>signature</b> [2] - 34:18, 38:17</p> <p><b>significantly</b> [1] - 69:15</p> <p><b>signs</b> [1] - 49:17</p> <p><b>similar</b> [2] - 30:6, 62:11</p> <p><b>simply</b> [2] - 69:4, 70:12</p> <p><b>site</b> [18] - 11:5, 16:7, 25:18, 28:9, 28:13, 31:4, 32:3, 34:6, 38:1, 50:14, 58:14, 58:16, 62:10, 63:13, 65:11, 67:3, 72:14</p> <p><b>situation</b> [2] - 16:13, 72:18</p> <p><b>six</b> [3] - 16:8, 23:16, 61:11</p> <p><b>sixteen</b> [1] - 21:13</p> <p><b>slab</b> [1] - 31:2</p> <p><b>slightly</b> [1] - 52:16</p> <p><b>slot</b> [1] - 78:12</p> <p><b>small</b> [11] - 11:12, 27:16, 29:3, 30:5, 31:4, 35:12, 38:3, 39:6, 46:2, 50:15, 52:10</p> <p><b>snob</b> [1] - 24:12</p> <p><b>snobs</b> [1] - 24:13</p> <p><b>snub</b> [1] - 19:8</p> <p><b>soil</b> [1] - 83:6</p>	<p><b>solution</b> [1] - 54:15</p> <p><b>SoMa</b> [2] - 2:5, 14:14</p> <p><b>someone</b> [2] - 17:10, 84:11</p> <p><b>someplace</b> [1] - 58:6</p> <p><b>Somerville</b> [1] - 34:1</p> <p><b>somewhat</b> [3] - 34:11, 63:1, 70:14</p> <p><b>somewhere</b> [1] - 47:8</p> <p><b>sorry</b> [5] - 11:1, 29:1, 40:7, 44:12, 75:6</p> <p><b>sort</b> [15] - 18:12, 22:17, 25:6, 28:3, 30:13, 33:13, 36:15, 37:11, 40:14, 45:16, 59:6, 69:18, 82:17, 86:16, 86:17</p> <p><b>sound</b> [1] - 73:5</p> <p><b>sounded</b> [1] - 82:18</p> <p><b>south</b> [1] - 36:17</p> <p><b>space</b> [35] - 4:4, 10:11, 27:4, 28:15, 31:13, 31:14, 31:15, 31:17, 33:8, 35:18, 37:11, 37:12, 45:9, 45:10, 47:15, 47:16, 48:3, 49:8, 49:12, 49:13, 50:5, 51:17, 53:2, 54:12, 56:14, 57:10, 57:11, 64:10, 64:16, 66:7, 70:6, 76:4, 77:2</p> <p><b>spaces</b> [30] - 42:6, 42:7, 42:11, 44:7, 44:17, 44:18, 45:17, 48:9, 55:4, 55:16, 56:1, 56:14, 58:4, 58:8, 58:9, 60:2, 60:13, 60:14, 69:8, 72:8, 72:12, 73:1, 73:2, 73:11, 74:7, 74:12, 77:13, 77:14, 80:15, 82:10</p> <p><b>speaking</b> [3] - 12:14, 33:17, 59:17</p> <p><b>special</b> [1] - 19:2</p> <p><b>Special</b> [10] - 2:4, 5:4, 6:3, 6:4, 7:11, 12:6, 12:18, 13:10, 14:11, 15:1</p> <p><b>specific</b> [1] - 11:7</p> <p><b>specifically</b> [2] - 11:16, 79:6</p> <p><b>specifics</b> [2] - 26:2, 41:3</p> <p><b>SPEER</b> [2] - 33:17, 45:14</p> <p><b>Speer</b> [2] - 26:1, 33:18</p> <p><b>SPEER [19]</b> - 51:5, 51:9, 51:14, 52:7,</p>	<p><b>52:15, 59:9, 59:11, 59:17, 61:4, 61:12, 61:18, 62:17, 63:5, 66:1, 71:15, 72:5, 77:15, 81:11, 82:1</b></p> <p><b>split</b> [1] - 26:12</p> <p><b>spoken</b> [1] - 6:11</p> <p><b>spot</b> [3] - 28:3, 31:18, 80:5</p> <p><b>spots</b> [6] - 52:6, 57:16, 76:6, 76:8, 76:9, 76:13</p> <p><b>square</b> [3] - 27:16, 41:8, 41:10</p> <p><b>Square</b> [6] - 28:8, 29:12, 34:1, 42:15, 43:9, 47:7</p> <p><b>Square's</b> [1] - 35:6</p> <p><b>SS</b> [1] - 90:2</p> <p><b>Staff</b> [1] - 1:12</p> <p><b>staff</b> [1] - 13:2</p> <p><b>standard</b> [3] - 23:5, 23:10, 23:11</p> <p><b>standards</b> [5] - 19:10, 22:13, 68:8, 68:9, 68:11</p> <p><b>standpoint</b> [4] - 36:5, 38:11, 41:4, 42:2</p> <p><b>start</b> [1] - 65:12</p> <p><b>started</b> [5] - 3:5, 5:16, 36:12, 82:13</p> <p><b>starts</b> [1] - 81:12</p> <p><b>state</b> [1] - 19:1</p> <p><b>statement(s)</b> [1] - 89:17</p> <p><b>statute</b> [1] - 7:13</p> <p><b>stenographer</b> [1] - 77:7</p> <p><b>STENOGRAPHER</b> [1] - 8:15</p> <p><b>step</b> [2] - 58:13, 80:11</p> <p><b>Steve</b> [1] - 68:2</p> <p><b>Steven</b> [2] - 1:9, 4:1</p> <p><b>STEVEN</b> [19] - 8:10, 13:18, 15:16, 21:6, 23:2, 23:9, 68:3, 68:6, 68:13, 74:5, 74:9, 74:18, 76:9, 77:1, 77:5, 80:18, 81:3, 81:7, 87:12</p> <p><b>stick</b> [1] - 7:4</p> <p><b>stick-built</b> [1] - 7:4</p> <p><b>still</b> [5] - 11:17, 33:9, 57:11, 60:2, 63:3</p> <p><b>stop</b> [2] - 19:3, 20:7</p> <p><b>store</b> [2] - 10:9, 48:17</p> <p><b>stories</b> [4] - 36:10, 36:16, 70:2, 70:4</p> <p><b>storm</b> [1] - 31:2</p> <p><b>strategy</b> [1] - 78:6</p> <p><b>Street</b> [18] - 2:4, 2:8,</p>	<p>2:12, 3:13, 4:3, 4:8, 5:5, 5:12, 5:15, 8:5, 9:9, 9:15, 9:17, 10:5, 10:17, 39:3, 44:3, 85:10</p> <p><b>street</b> [4] - 37:9, 44:1, 49:17, 55:4</p> <p><b>strikes</b> [1] - 58:6</p> <p><b>stuck</b> [1] - 22:9</p> <p><b>stuff</b> [2] - 7:3, 62:13</p> <p><b>style</b> [1] - 7:4</p> <p><b>Subcommittee</b> [1] - 30:4</p> <p><b>subject</b> [2] - 13:1, 84:7</p> <p><b>subscribe</b> [1] - 89:16</p> <p><b>subsidized</b> [1] - 68:9</p> <p><b>substantial</b> [1] - 50:17</p> <p><b>success</b> [4] - 6:1, 9:13, 26:17, 42:4</p> <p><b>successful</b> [2] - 34:13, 38:12</p> <p><b>sudden</b> [1] - 79:11</p> <p><b>sufficient</b> [2] - 30:11, 48:14</p> <p><b>suggest</b> [1] - 54:14</p> <p><b>suggested</b> [1] - 34:15</p> <p><b>suggesting</b> [1] - 80:14</p> <p><b>summary</b> [1] - 33:11</p> <p><b>Superior</b> [1] - 23:17</p> <p><b>support</b> [7] - 31:10, 32:6, 60:8, 64:8, 69:14, 70:17, 72:17</p> <p><b>supported</b> [1] - 33:3</p> <p><b>supporting</b> [1] - 66:9</p> <p><b>supposed</b> [1] - 79:11</p> <p><b>surplus</b> [5] - 44:16, 46:11, 46:13, 46:16, 47:5</p> <p><b>surrounding</b> [1] - 70:3</p> <p><b>sustainability</b> [1] - 29:16</p> <p><b>Suzannah</b> [1] - 1:13</p> <p><b>Swaathi</b> [1] - 1:14</p> <p><b>sweep</b> [1] - 36:6</p>	<p>44:17, 52:7, 53:8, 76:9, 76:13, 77:15, 77:16</p> <p><b>tenant</b> [2] - 24:10, 45:9</p> <p><b>tenants</b> [4] - 42:8, 45:4, 45:5, 47:1</p> <p><b>tends</b> [1] - 70:4</p> <p><b>term</b> [9] - 40:13, 45:15, 58:4, 60:14, 65:14, 67:1, 77:10, 83:3, 84:4</p> <p><b>terms</b> [3] - 37:18, 59:11, 59:15</p> <p><b>Thacher</b> [2] - 1:10, 67:14</p> <p><b>THACHER</b> [2] - 67:16, 76:10</p> <p><b>THE</b> [7] - 1:2, 1:17, 8:15, 90:16, 90:16, 90:17, 90:17</p> <p><b>theCambridge</b> [1] - 30:4</p> <p><b>theme</b> [1] - 35:1</p> <p><b>therefor</b> [1] - 89:7</p> <p><b>they've</b> [1] - 22:16</p> <p><b>thinking</b> [3] - 16:5, 51:16, 77:10</p> <p><b>third</b> [2] - 42:2, 43:14</p> <p><b>THIS</b> [1] - 90:16</p> <p><b>three</b> [3] - 38:7, 41:5, 70:3</p> <p><b>three-bedroom</b> [1] - 38:7</p> <p><b>throughout</b> [3] - 56:7, 68:14, 71:12</p> <p><b>thumb's</b> [2] - 67:12, 83:10</p> <p><b>Tiffany</b> [1] - 1:10</p> <p><b>TIFFANY</b> [2] - 67:16, 76:10</p> <p><b>tight</b> [2] - 52:18, 54:12</p> <p><b>tightening</b> [1] - 30:10</p> <p><b>TO</b> [1] - 90:16</p> <p><b>today</b> [2] - 32:10, 46:7</p> <p><b>together</b> [2] - 5:18, 62:6</p> <p><b>Tom</b> [5] - 1:8, 22:17, 55:6, 64:6, 82:7</p> <p><b>TOM</b> [21] - 15:8, 15:13, 20:3, 20:6, 20:13, 21:1, 23:8, 24:8, 46:5, 46:10, 46:15, 47:3, 47:11, 56:9, 63:9, 67:6, 68:12, 79:13, 79:17, 87:7, 87:14</p> <p><b>tonight</b> [2] - 20:17, 85:9</p> <p><b>took</b> [1] - 23:16</p> <p><b>tootling</b> [1] - 78:14</p>
		<p><b>T</b></p> <p><b>table</b> [1] - 62:13</p> <p><b>tactic</b> [1] - 25:3</p> <p><b>taller</b> [1] - 36:7</p> <p><b>tamper</b> [1] - 34:14</p> <p><b>task</b> [1] - 30:3</p> <p><b>tax</b> [1] - 62:2</p> <p><b>technically</b> [1] - 36:8</p> <p><b>techniques</b> [1] - 31:3</p> <p><b>ten</b> [10] - 21:9, 21:10,</p>		

<p><b>top</b> <sup>[1]</sup> - 85:12  <b>tough</b> <sup>[2]</sup> - 32:16, 64:11  <b>tougher</b> <sup>[2]</sup> - 46:1, 70:15  <b>toward</b> <sup>[2]</sup> - 35:16, 36:6  <b>towards</b> <sup>[2]</sup> - 11:11, 65:12  <b>town</b> <sup>[3]</sup> - 19:10, 24:5, 78:15  <b>Town</b> <sup>[1]</sup> - 22:6  <b>tractor</b> <sup>[1]</sup> - 10:14  <b>tradeoff</b> <sup>[1]</sup> - 65:12  <b>tradeoffs</b> <sup>[5]</sup> - 64:16, 65:14, 66:15, 70:13, 70:16  <b>trading</b> <sup>[1]</sup> - 52:2  <b>tradition</b> <sup>[4]</sup> - 24:14, 25:3, 25:6  <b>trained</b> <sup>[1]</sup> - 73:7  <b>transcript</b> <sup>[4]</sup> - 89:2, 89:6, 89:15, 89:16  <b>TRANSCRIPT</b> <sup>[1]</sup> - 90:16  <b>transcripts</b> <sup>[1]</sup> - 4:17  <b>transformers</b> <sup>[4]</sup> - 50:8, 50:13, 51:4, 51:12  <b>transit</b> <sup>[3]</sup> - 43:3, 47:12, 57:3  <b>transit-oriented</b> <sup>[1]</sup> - 47:12  <b>transmit</b> <sup>[1]</sup> - 2:11  <b>transportation</b> <sup>[2]</sup> - 43:10, 83:10  <b>trash</b> <sup>[1]</sup> - 35:12  <b>treatments</b> <sup>[1]</sup> - 62:11  <b>trees</b> <sup>[1]</sup> - 50:17  <b>triggered</b> <sup>[1]</sup> - 85:18  <b>trim</b> <sup>[3]</sup> - 61:2, 62:13  <b>trimming</b> <sup>[1]</sup> - 36:18  <b>Trolley</b> <sup>[2]</sup> - 42:15, 47:7  <b>trucks</b> <sup>[1]</sup> - 10:6  <b>true</b> <sup>[2]</sup> - 56:7, 90:5  <b>try</b> <sup>[4]</sup> - 24:17, 34:15, 66:17, 73:12  <b>trying</b> <sup>[16]</sup> - 22:3, 22:17, 27:8, 29:17, 30:5, 34:3, 35:1, 44:6, 45:15, 51:6, 55:9, 62:4, 65:10, 79:9, 82:9  <b>Tuesday</b> <sup>[1]</sup> - 1:4  <b>turn</b> <sup>[2]</sup> - 19:13, 37:11  <b>turned</b> <sup>[1]</sup> - 16:14  <b>turning</b> <sup>[1]</sup> - 39:18  <b>turnover</b> <sup>[1]</sup> - 45:4  <b>tweak</b> <sup>[1]</sup> - 84:3  <b>twelve</b> <sup>[1]</sup> - 29:2</p>	<p><b>twenty</b> <sup>[2]</sup> - 47:15  <b>two</b> <sup>[20]</sup> - 3:16, 4:6, 6:5, 6:7, 11:13, 18:5, 18:7, 18:15, 26:12, 27:1, 33:2, 36:2, 38:7, 45:10, 50:8, 51:9, 58:11, 64:6, 69:17, 86:15  <b>two-minute</b> <sup>[1]</sup> - 18:15  <b>tying</b> <sup>[1]</sup> - 73:13  <b>typical</b> <sup>[2]</sup> - 13:1, 61:7  <b>typically</b> <sup>[1]</sup> - 61:5</p> <p><b>U</b></p> <p><b>ultimately</b> <sup>[4]</sup> - 16:11, 36:15, 69:10, 70:16  <b>unanimous</b> <sup>[3]</sup> - 14:8, 16:2, 85:2  <b>UNDER</b> <sup>[1]</sup> - 90:17  <b>under</b> <sup>[3]</sup> - 7:13, 37:12, 88:3  <b>underground</b> <sup>[1]</sup> - 42:16  <b>undersigned</b> <sup>[1]</sup> - 90:4  <b>underutilized</b> <sup>[5]</sup> - 42:18, 54:4, 54:10, 54:18, 63:12  <b>uneconomic</b> <sup>[1]</sup> - 24:18  <b>unfriendly</b> <sup>[2]</sup> - 24:11, 24:17  <b>UNIDENTIFIED</b> <sup>[1]</sup> - 28:18  <b>uniform</b> <sup>[1]</sup> - 62:15  <b>unit</b> <sup>[14]</sup> - 2:10, 29:7, 32:15, 32:17, 33:5, 38:3, 38:4, 40:1, 40:9, 45:8, 48:17, 54:4, 65:7  <b>units</b> <sup>[30]</sup> - 2:9, 4:4, 21:10, 26:13, 26:15, 26:16, 27:2, 27:14, 28:10, 28:12, 28:17, 29:1, 29:2, 29:9, 37:3, 38:7, 42:18, 43:12, 45:2, 46:12, 47:17, 48:9, 53:5, 53:11, 54:7, 66:12, 71:10, 77:12  <b>University</b> <sup>[6]</sup> - 26:6, 35:7, 36:3, 38:5, 44:4, 83:1  <b>unless</b> <sup>[1]</sup> - 83:14  <b>UNLESS</b> <sup>[1]</sup> - 90:17  <b>unloading</b> <sup>[3]</sup> - 10:6, 10:15, 10:18  <b>unreasonable</b> <sup>[1]</sup> - 54:5</p>	<p><b>up</b> <sup>[18]</sup> - 9:17, 10:7, 17:17, 18:10, 23:2, 24:2, 28:10, 47:18, 53:1, 64:4, 65:2, 65:17, 67:12, 74:2, 81:9, 83:10, 85:6, 87:14  <b>update</b> <sup>[1]</sup> - 3:9  <b>Update</b> <sup>[1]</sup> - 2:2  <b>updates</b> <sup>[1]</sup> - 3:8  <b>ups</b> <sup>[1]</sup> - 32:8  <b>user</b> <sup>[1]</sup> - 79:18  <b>uses</b> <sup>[3]</sup> - 37:18, 38:8, 38:9  <b>utilization</b> <sup>[1]</sup> - 47:6</p> <p><b>V</b></p> <p><b>valid</b> <sup>[1]</sup> - 7:11  <b>VAN</b> <sup>[1]</sup> - 82:3  <b>van</b> <sup>[1]</sup> - 82:3  <b>Variance</b> <sup>[2]</sup> - 2:13, 41:4  <b>variances</b> <sup>[1]</sup> - 22:2  <b>vehicle</b> <sup>[2]</sup> - 45:11, 45:13  <b>vehicles</b> <sup>[2]</sup> - 43:2, 57:2  <b>vendors</b> <sup>[1]</sup> - 46:9  <b>version</b> <sup>[1]</sup> - 36:4  <b>versus</b> <sup>[1]</sup> - 57:9  <b>vested</b> <sup>[2]</sup> - 74:6, 74:10  <b>vigilance</b> <sup>[1]</sup> - 87:18  <b>vigilant</b> <sup>[1]</sup> - 86:8  <b>virtually</b> <sup>[1]</sup> - 20:9  <b>volume</b> <sup>[1]</sup> - 89:6  <b>vote</b> <sup>[4]</sup> - 14:8, 70:18, 83:16, 84:1</p> <p><b>W</b></p> <p><b>wait</b> <sup>[4]</sup> - 54:18, 55:3, 55:5, 65:16  <b>waiting</b> <sup>[2]</sup> - 45:12, 58:7  <b>wants</b> <sup>[1]</sup> - 54:3  <b>Warwick</b> <sup>[1]</sup> - 85:16  <b>wasted</b> <sup>[1]</sup> - 66:7  <b>water</b> <sup>[4]</sup> - 30:12, 31:2, 62:13  <b>Watson</b> <sup>[1]</sup> - 37:9  <b>weather</b> <sup>[3]</sup> - 6:10, 45:18, 65:15  <b>week</b> <sup>[2]</sup> - 4:13, 87:13  <b>whereas</b> <sup>[1]</sup> - 70:3  <b>WHEREOF</b> <sup>[1]</sup> - 90:7  <b>whistles</b> <sup>[1]</sup> - 22:15  <b>whole</b> <sup>[5]</sup> - 18:13, 53:10, 81:9, 83:4,</p>	<p>84:7  <b>willing</b> <sup>[1]</sup> - 83:11  <b>window</b> <sup>[1]</sup> - 61:1  <b>windows</b> <sup>[2]</sup> - 28:4, 62:9  <b>wins</b> <sup>[1]</sup> - 65:1  <b>wise</b> <sup>[1]</sup> - 40:18  <b>wished</b> <sup>[1]</sup> - 22:7  <b>WITNESS</b> <sup>[1]</sup> - 90:7  <b>wonderful</b> <sup>[1]</sup> - 64:17  <b>wondering</b> <sup>[2]</sup> - 10:2, 11:12  <b>works</b> <sup>[2]</sup> - 38:18, 81:9  <b>worried</b> <sup>[1]</sup> - 64:9  <b>worse</b> <sup>[1]</sup> - 41:13  <b>worth</b> <sup>[3]</sup> - 52:2, 68:7, 88:7  <b>write</b> <sup>[1]</sup> - 17:17  <b>www.reportersinc.com</b> <sup>[1]</sup> - 1:18  <b>Wynn</b> <sup>[1]</sup> - 77:11</p> <p><b>Y</b></p> <p><b>yard</b> <sup>[5]</sup> - 2:13, 85:15, 86:9, 86:12, 86:14  <b>yards</b> <sup>[1]</sup> - 86:16  <b>year</b> <sup>[8]</sup> - 6:5, 6:7, 7:10, 7:12, 11:4, 14:1, 62:3, 83:4  <b>years</b> <sup>[12]</sup> - 6:7, 11:13, 16:9, 22:5, 23:16, 26:18, 27:1, 30:8, 42:16, 62:5, 63:3, 86:7</p> <p><b>Z</b></p> <p><b>Zelinski</b> <sup>[2]</sup> - 90:3, 90:12  <b>Zoning</b> <sup>[11]</sup> - 2:7, 17:13, 19:17, 20:4, 22:9, 22:18, 23:16, 67:11, 85:11, 87:3, 87:17  <b>zoning</b> <sup>[7]</sup> - 19:8, 19:15, 21:16, 22:2, 36:5, 54:1  <b>zoomed</b> <sup>[1]</sup> - 36:4</p>
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