

PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, August 19, 2014

7:00 p.m.

in

Second Floor Meeting Room

344 Broadway

Cambridge, Massachusetts

Hugh Russell, Chair

H. Theodore Cohen, Vice Chair

Pamela Winters, Member

Steven Winter, Member

Steven Cohen, Member

Ahmed Nur, Associate Member

Catherine Preston Connolly, Associate Member

Brian Murphy, Assistant City Manager for  
Community Development

Iram Farooq, Acting Deputy Director

**Community Development Staff:**

Liza Paden

Jeff Roberts

Stuart Dash

Suzannah Bigolin

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## I N D E X

### PAGE

#### **GENERAL BUSINESS**

Update, Iram Farooq, Acting Deputy Director for Community Development	5
Adoption of the Meeting Transcript(s)	8
Board of Zoning Appeal Cases	9

#### **PUBLIC HEARING**

7:00 p.m. PB#292 -- 88 CambridgePark Drive (formerly known as 180R) and amendments to the existing Special Permits for PB#26 -- 125 CambridgePark Drive and PB#47 -- 150 CambridgePark Drive to permit the construction of a new residential building. The proponent requests special permits pursuant to Section 20.63.7 -- divergence from the Parkway Overlay District standards; Section 20.70 -- construction in the Flood Plain Overlay District; Section 20.95.1 -- increase of the base Floor Area Ratio; Section 20.95 -- increase of maximum height; Section 20.95.34 -- reduction of applicable front, side, and rear yard requirements; Section 20.97.3 and (Section 5.25.42) to exclude the on grade parking facilities and Parking Structure from the applicable Floor Area Ratio limitations; Section 6.35 -- reduction of required parking to permit the shared parking arrangements; Section 6.43.6 to -- permit a common driveway located on 130 CambridgePark Drive, 150 CambridgePark Drive and 180R CambridgePark Drive;

(Index Continued on the Following Page)

## I N D E X

PAGE

(PB#292 Continued)

Section 6.44.1 -- to permit on grade open parking spaces and driveways within five feet of the side and rear property lines, Section 19.20 -- project Review Special Permit. McKinnon Company on behalf of BRE/CPD LLC, for the property owner. 9

8:30 p.m. Major Amendment to Special Permit PB#179, to amend the existing special permit for the area known as North Point in the PUD-6 District generally located at East Street and NorthPoint Boulevard and also on First Street. The major amendments requested are (1) Parking revisions, including creating a shared parking district for North Point; reducing parking ratios based on actual need; and allowing retail parking at a ratio of .5 spaces per 1,000 square feet; (2) increasing the amount of retail the Applicant may build from a maximum of 150,000 square feet to a maximum of 300,000 square feet. No changes are proposed to the total permitted gross floor area; or to the gross floor allocation of uses between residential and non-residential uses for the entire project or within the phases of development. This is the first of two public hearings required by Section 12.34 Planned Unit Development. Application is by CJUF III NorthPoint, LLC

178

(Index Continued on the Following Page)

**I N D E X****PAGE****GENERAL BUSINESS**

VoIpe Update  
PB#269 -- 603 Concord Avenue, penthouse  
design review 266

Keyword Index

**P R O C E E D I N G S**

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HUGH RUSSELL: Good evening. This is the meeting of the Cambridge Planning Board. Can people hear me?

JOHN HAWKINSON: Yes.

HUGH RUSSELL: Thank you, John.

First item on our agenda is the update. Iram, are you going to do that?

IRAM FAROOQ: Yes, I will. Thank you very much, Hugh.

I just wanted to alert people about upcoming Planning Board meetings and hearings. So after today we have, we definitely have two September meetings: On September 2nd and on the 16th. We may need one on the 30th, but still working with incoming projects to determine that.

September 2nd will be a hearing of an

amendment to the Discovery Park Special Permit which where the request is to change some of the square footage from office use to hotel use. And then we'll have some general business, we'll be coming back to 40 -- extensions, just permit extensions for Thorndike Street, J.F.K. Street, and Discovery Park.

And then on September 16th we will have New Street, 75 New Street will be coming back to the Board for their continued hearing. And then there will also be a hearing on the Cambridge Highlands Overlay District Zoning proposal.

In the interim the non-Planning Board items there is an Ordinance Committee hearing next week, Wednesday, August 27th, at the -- City Council's Ordinance Committee. It's on the Carlone Petition. And that will -- just

wanted to remind people that Council is -- Sullivan Chamber is being renovated so the meeting will be at the Henrietta Adler's meeting room which is at the Cambridge Rindge and Latin School. And that petition is about transforming, moving some of the Planning Board Special Permit granting authority role to the City Council in regards to project review Special Permits and that's for a two-year period.

Thank you so much.

AHMED NUR: Just a clarification, did the Carlone Petition language change? Is it some of the Special Permit or the actual Special Permit, all of it?

IRAM FAROOQ: Project review Special Permit only and for a limited period of time. So that -- you considered it at your last meeting, made a recommendation which will be

forwarding to the Council for that Ordinance Committee hearing.

AHMED NUR: Thank you.

H. THEODORE COHEN: Iram, the 30th, wasn't that going to be courthouse?

IRAM FAROOQ: That is tentative right now mostly because we are trying to confirm space availability at the Kennedy Longfellow School.

HUGH RUSSELL: Okay.

The next item on our agenda is the meeting transcripts.

LIZA PADEN: We received the transcript for July 29th and it's certified complete.

HUGH RUSSELL: Okay.

Is there a motion to approve that transcript?

STEVEN COHEN: So moved.



HUGH RUSSELL: Second?

H. THEODORE COHEN: Second.

HUGH RUSSELL: I think I saw Steve's hand first on that motion to approve.

(Raising hands.)

HUGH RUSSELL: All members voting in favor.

Are there any BZA cases?

LIZA PADEN: Not for this week, no.

HUGH RUSSELL: Thank you.

Okay, so we can go onto the public hearings and Planning Board case 292, 88 CambridgePark Drive which is 180R when we first heard it.

This is a project that we've had a presentation on, we've made comments on, and the proponent is back with a revised proposal that has been out on the street for several days. I would comment that I would -- we

don't expect to take a vote on this tonight because it's too new. There are -- city staff has items they want to consider, and I imagine that there are people in the public that would also want to weigh in, study what's going on, particularly when they hear more about it tonight. So it's sort of a fact finding meeting.

So, Rich, if you would like to proceed?

RICHARD McKINNON: I would for three minutes.

Mr. Chairman, Members, thanks again for scheduling us on another one of your summer nights. We appreciate it. When last we were here we were given a number of directives to look at before we left the hearing, but two of them stood out above all the rest and really helped to reshape the project. The first one was based on, I think, the general

sense of the Planning Board, and I think of the public, that the project was too big. Then so in response to that, we've reduced it from ten stories down to six. We've reduced the density by a third by taking 124 units out of the project, and we've dealt with the issue of bulk by taking well over 100,000 square feet away from the previous design. So it is smaller.

The other major thing we were asked to do is to take a look at the parking and push down on the parking numbers. As you may recall, the previous proposal had net new parking number of 220 spaces. We've been able to take that number, working with the Traffic Department, and push it down to 97 net new spaces. So it's quite a change in that.

Beyond that, we're also asked to take a

look at strategies to decrease parking even further over time with the idea that a lot of the leases and whatnot that were in today, are gonna roll, we'll have opportunities, there will be different opportunities to push back even further, and we think this project will probably take the route of other projects, and that is over time the need for parking will decrease. I've certainly seen that in my other developments. And so with that we've come up with a plan that we think can eventually reduce the net new parking number to zero.

So that still leaves the question, it's a smaller project, it's certainly less parking, but it is a better project. And I think the best way to get at that is to let Jim Batchelor to come up and walk you through the project and the design.

HUGH RUSSELL: Thank you.

JAMES BATCHELOR: Thanks, Rich. My name is Jim Batchelor, architect with ArrowStreet.

As Rich has mentioned, we have made some major adjustments to the project. Reductions in terms of the size of the project, the number of units, the number of parking spaces, the height. We have increased ground floor retail, and other amenity spaces by a significant amount. We've also tried to make some important changes to the open space to improve that. This is an overall view. The dotted outline that you can see just above the building shows the outline of the former. So it is a significant reduction in height as Rich said, from 105 feet as a maximum height to on the residential buildings 70 feet. And this is,

this is a major change. We have kept the principal organization of the building, which is to say south facing courtyards, which we think in this climate are particularly helpful in terms of extending a period of year where it is nice to be outdoors.

This is obviously a view of the south side and we have the courtyards here. We also have considerable landscaping at the first floor level and open spaces which are improved around here which I will get into.

Two more views which are essentially showing the reduction in the volume from a couple of different viewpoints. I have this -- it would primarily be for reference. I think that everybody is pretty familiar with the overall site plan. But we also obviously have worked to put together this model. And that some people I think had a

chance to see it before. Obviously at an appropriate time people could get up and look at it and we can also rotate it around so people can see it from different points of view, but I do think the model itself obviously tells a significant part of the story in terms of understanding what is planned for this area.

The picture here -- this picture shows a lot of the open parking that is going along the railroad tracks. That obviously, in the model has been built. This project here is 160. It is currently under construction, pretty far along. On the opposite side of the street is over here, 165 which is just getting out of the ground, and then today these two are parking lots. Our focus is on this, this parcel here.

This drawing is a simplified, kind of

urban design diagram of the triangle. And our purpose in showing this is to address some of what goes into what we hope will be a vision for a gradually improving mixed use area. In other words, this is our project here and these are lines which show the major circulation paths that connect up to CambridgePark Drive, running essentially east/west.

We are planning two plazas, one of which is very much under our control, which is this one, which is between 130 CambridgePark Drive and our project here, 88. So we will have a residential building here of 58 units also facing on to this plaza.

We will be improving the quality here of the street, so the pedestrian experience here will be like walking along city streets in Cambridge. We do anticipate that there's



considerable potential for another plaza at this end, at the east end. This is very much a place which will take shape at a point in time in the future as people who own this area here begin to think about what they might do. And there is also another parcel of land here where Vecta (phonetic) is currently there, also planning to move. They're planning to move across the street. So that there is the possibility, I think, to visualize in time further developments which together can make this a much more vibrant and active area. And with the 24/7 life that residential development brings and the future connections of the Prudential pedestrian bridge, potential commuter rail, one can see the demand for retail growing over time which will obviously activate this area in a very desirable way.

This is a site plan that shows the overall layout of the ground floor and the New Street. If people have questions, we can zoom in and talk about some of these areas, but to just give you a very simple summary, we're gonna start -- I mentioned this plaza which is between 130 on the left and our 58 residential building here. We are looking at this as being a prime opportunity for retail. As we come along this street here, we are looking at the ground floor of the garage. We've redesigned that so that it can accommodate a space for use. And what we're suggesting is that could be a place for some kind of public or community space right there. It also could, people felt it was appropriate to be potentially retail.

As you come down, this is the other residential building with 196 units in it

with multiple entries along the street.

Again, in green we're looking at spaces which could be amenity spaces in the mere term, and hopefully in the longer term will be retail.

We have open space along the path.

This street here will have a play area for kids, which we have laid out so that there are play areas for younger kids and older kids. Areas for parents, siblings to sit and relax.

This is a plaza which we have from the previous design made much more of a pedestrian-oriented plaza. The previous one, if you remember, had more curved kind of road/vehicle driven shapes.

And we've worked quite hard to make this edge, an edge which will have a good future and make whatever might happen along here. So this portion of the building, this

edge of the building aligns with CambridgePark Place and the geometry of the Alewife T station. So that same angle follows down here and is picked up in the building here. And I think that helps as we saw in this to have this alignment become stronger over time and hopefully leading to some serious changes, including the potential of a commuter rail stop.

So we have plans for more active use of open space along here, some gathering spaces, as well as, I think, people understand this connection is going to be an important pedestrian and bicycle link up to CambridgePark Place and up to the T station.

We were asked last time to make it clearer what are the routes that pedestrians can use and bicycles. This is the pedestrian plan. You can see shaded in light blue all

of the sidewalks, both sides of the street as they're set up for pedestrians now and the connection to CambridgePark Place, as well as the connection down here in this direction towards what may ultimately become a connection to the future rail, but may also be significantly affected by this portion of the site here.

This is a 12-foot wide area along the entire south edge which is reserved for the potential of landing and ramps connecting to the bridge which would cross over to the south side, to the Quadrangle.

We did a similar diagram for bicycles. Again, trying to look out how bicycles can circumnavigate the entire site and connect up to CambridgePark Drive here and here. We've also noted that there is a future anticipated bicycle connection in this direction as well

as part of the plans for evolving bicycle connections in the city.

We were asked to put together a walk as it were, along the new streets that are created from 130 to 88, and so this is a first view looking at the ground floor of 130 CambridgePark Drive, walking to the east. Now a series of views. This is the plaza between the two. So 130 is on the right and 88 is on the left. The space here has been configured so that it lends itself well to retail in the hope that this will become the arrival point for the pedestrian and bicycle connection. And you can see the street heading down here. And the next view will be standing right about there.

So this is a view which catches a small amount of the residential building, 88 west as we're referring to it. It also catches in

this view, you can see further down the parking garage with the ground floor which has now been suitable for retail or community use. Stepping a little bit further down we're now in front of that garage, so that this is space that could be used for community association, other kinds of meetings.

Looking ahead is the 88 east residential development. So now we're at the front of the entry to that. So here is the entry to the residential. On the right would be spaces that could be suitable for amenity or potentially future retail. Also down here at this end amenity, future retail.

On the left is child care areas which we have laid out, and in this lighter grey you can see the proposed paving plaza area.

I think I've got a couple more views.

This is one essentially looking back the opposite way. In this case the play area is on the right here.

This is the primary entry to the residential.

This is where there would be amenity, future retail space, also some more further back.

This view is the view that you would experience walking on the easement from CambridgePark Place. And this is, you know, going to be a major view of the building. The amenity or retail space here at the corner and continuing down in this direction towards the future commuter rail.

We have spent sometime thinking about the area that is on the property of 30 CambridgePark Drive. And looking at that, and we can talk about it more if people have



questions or interests about it. I think our general sense of that is that area actually has some potential. Right now it's just a junky backyard overlooking a parking lot and our proposal is to work with the owners of 30 CambridgePark Drive to make that open space that relates well. And we think that there's a relatively modest investment there in terms of redoing fences or rethinking fencing and putting in usable grass surfaces that will be benefit to the -- beneficial to the general public.

We do have a couple of slides which, again, just to note that they're here. They talk about what the materials are in the residential building. It's a combination of some brick volumes and some volumes that are fiber cement siding with accent areas both vertically and horizontally at the ground

floor where there is metal, aluminum, and glass.

I think it's kind of a combination that should work well here. We tried as this little illustration shows to have some parts of this building which have greater verticality to them and some parts which have more horizontality, we're trying to keep some of the variation of height and so that it doesn't look like one continuous form which I think is beneficial even though from a structural and building code height, everything has to stop up here at 70 feet so we have some artificially high parapets to also help accentuate the height.

This is a similar drawing of the parking garage updated to show that we will on the ground floor have a combination of green wall and a vegetated screen and also

storefront openings and entries that will work for community space or retail.

That's primarily what we have to show. Happy to do more questions or the like.

PAMELA WINTERS: Hugh?

HUGH RUSSELL: You have a question, Pam?

PAMELA WINTERS: Yes.

Do you have a picture where the swimming pool is by any chance?

JAMES BATCHELOR: The location of the swimming pool as proposed on this?

PAMELA WINTERS: Yes.

JAMES BATCHELOR: Okay, I'm going to refer to the model if we can. I might just turn it around. Do you want to help me spin it and we can point?

PAMELA WINTERS: Sorry.

JAMES BATCHELOR: Essentially the

swimming pool is in one of the courtyards.

PAMELA WINTERS: I saw it in the model. I wanted to know if you had a picture that features it.

JAMES BATCHELOR: Not one that features it.

PAMELA WINTERS: Oh, okay. Thank you.

RICHARD MCKINNON: I think it's in the future iteration, Pam, is where you saw it.

JAMES BATCHELOR: I'll just turn this around so everybody gets to see it from different angles.

PAMELA WINTERS: Thank you.

RICHARD MCKINNON: That's it for us. Unless you want us to do the flood storage presentation. We can wait until after the public testimony just as easily.

HUGH RUSSELL: Okay. That would be good.

As I said in my preparatory remarks, this is all kind of new to all of us. You've done a lot of work in a very short period of time, and so I think we're curious to know sort of what the first impression is of the people here that have come to speak. I would -- it would be most helpful if you would talk about your reaction to what's changed. So I would encourage you to do that and sort of not go back over previous comments in great detail.

Is there a sign-up sheet?

Thank you.

First name on the list is Robert Simha. Second is Jan Devereux.

ROBERT SIMHA: Good evening. My name is Robert Simha, 6 Blanchard Road,

Cambridge, Massachusetts. I just want to very briefly share with the Planning Board our expression of appreciation for the outreach that the developer has made to the Fresh Pond Residents Alliance. We've had a chance to have some very, very productive discussions. I think we -- we don't believe that we're there yet, but I think, Hugh, as you also suggested. But I think there is an atmosphere of enhanced creativity which we certainly appreciate.

We raised a number of issues which we have put in the letter to you that I hope that you will give particular attention to. We think the -- we would like to see more serious look at the whole question of whether the foundation systems that are being used for this building might not be reviewed in order to essentially depress or review the

question of whether the parking needs to be above grade. And also the fact that that then would open up a considerable amount of open space and create opportunities for the developer to present a much more attractive situation for the residents of this area.

We do want to emphasize a couple of things which are contextual in this area, and that is the relationship between this project and the areas to the south and east. The -- we're still quite uncertain about the implications for flooding across into the NSTAR site, into the Fawcett Street site. We believe some of these issues need to be addressed by city staff and we need to -- we firmly believe that you need to be better informed about a number of issues which have not been given perhaps accurate attention up to now, particularly with respect to things

like the implications of this project.

Lastly, I want to emphasize that we think that you deserve to have more careful analysis of the fact that when you concentrate this many people here, and not just this project, but the totality of the population, both the commercial population and the residential population, the arguments or rather passive arguments about retail needs for this area really need to be more carefully addressed. It is not a very hard job to calculate the economic characteristics of a population of close to 5,000 people when you combine all of the total residential development, plus the projected, and also the office space here. There are income capabilities, there are disposal characteristics, and there are abilities to support a much more vibrant environment here.



So there are things like that that we would hope that you would encourage the staff to provide not only you but also the community with much better information.

So, thank you.

HUGH RUSSELL: Thank you.

Jan Devereux. And after Jan, Steve Kaiser.

JAN DEVEREUX: Hi, Jan Devereux, D-e-v-e-r-e-u-x, 255 Lakeview Avenue. Yes, thank you.

Well, I want to echo what Bob said in appreciation for Rich and the team at ArrowStreet. I think it was great work and we really do appreciate all of the outreach and the engagement. And this model, because personally I find the model really, really helpful. I was on the walk last week, but as we walked through the vast expansive parking

lots at the rear, it was very difficult to visualize what that entire stretch of, I guess, the current building we're discussing is about 700 feet long built. Then the other one is about the same. So that's a big stretch of land and the model is very helpful.

I think it sort of underscores one of the concerns that we touched on in this letter which is how the circulation of the essentially this road that goes all the way from the other garage at 150, passed 130, and down in front of 88 and its garage, how the circulation really will work with cars in the shared parking arrangement and, you know, we really do appreciate Rich's efforts to get very creative with sharing with the offices and that sort of thing and bringing down the numbers. But sharing the spaces brings down

the number of parking spaces that you're building, which is a good thing, but it does mean that two cars are sometimes sharing the same space, so it doesn't necessarily reduce the total number of cars. And a lot of cars are going to be coming in and out of those garages, particularly peak times of day. So looking at the street, you know, if you look at the main street of CambridgePark Drive, it's considerably narrower. So I just really wonder if there is enough room for all of these cars, bikers, and pedestrians to live in peace over there. And, you know, I guess I don't want to take up a lot of air time. That's my principal consideration.

And I'd also like to just touch on another point, which is I really feel like we've developed a good collaboration and I wanted to just continue it and, you know, not

feel under pressure to approve this project out of the sense of obligation or precedent as that was touched on at the last hearing about the Carlone Amendment, but because the project is really the best outcome, because this is kind of the last chance. Maybe that will get developed and there will be another bump up in the front yard so to speak there, but there isn't, you know -- and maybe this other space, there's potential as we've said. But there's also been potential for about 30 years. So for now this is what's on the table and I'd like to see it be the best possible outcome.

Thank you.

HUGH RUSSELL: Thank you.

Steve Kaiser. And after Steve, Michael Schattner.

STEVE KAISER: Yes, Mr. Chairman,

when I signed up, I did not indicate on the sheet whether I support or oppose the project because there are some very good proposals in this project. I am a little concerned that in the end we might lose some of these ideas, so if we're still in the sort of a morph situation with that. Let me just highlight some of the very positive and imaginative ideas I like in this project mainly the areas in transportation and flooding.

What the developer has done is basically a lot of thinking outside the box. Bob Simha called it intense creativity. It's rather unusual. And I would even say there's a potential for a breakthrough here in terms of how we do our planning and thinking about transportation. And Alewife certainly needs that.

First of all, on the list of good ideas

is the TMA, Transportation Management Agency, which is the idea of employees being encouraged not to take cars, but to use transit or ride sharing, and that's basically been done already. And this developer's taken the lead to ensure that we have a TMA at Alewife. It took a while but we've got it.

Second, the developers proposed to engage his consultant, his transportation consultant and the transit study of the Red Line to look at ways of improving efficiency and operations using existing staff and existing equipment. Basically to smooth out the operations and get additional capacity. And I think there's a potential for a growth in capacity of 20 percent over the current erratic operations for the Red Line.

There's a program here for reduced

parking, leased spaces, shared spaces, fairly well thought out.

And then finally there's a very innovative concept of commuter interception and parking. In other words, using some of the unused parking spaces out there to intercept commuter vehicles off Route 2 so that their drivers can then use the T. It duplicates or expands on the function of the MBTA Alewife parking garage using private parking. That's interesting. So we would have a combination of public and private parking in the Triangle.

And fifth, the interesting possibility of a commuter rail station which will be combined with the pedestrian overpass. And that combination is a fairly powerful one, particularly when the general manager of the MBTA indicates that she thinks that it's a

good idea.

So, I -- what I would like to see for the agenda for the coming months is that we need a spreadsheet on all the parking numbers and where the parking is on the map. I think it would help us all in understanding how all of the parking in here is going to be handled. And whether we have a public forum or some sort of internet discussion to understand the merits of all the innovative ideas that have come out as part of this process over the next month, I think would be very useful.

And one final word is on the issue of flooding, we had an information meeting last week which was quite productive.

PAMELA WINTERS: If you could wrap it up, Steve?

STEVE KAISER: Yes. A couple more



sentences.

And we were worried about the issue of storm surges and hurricane floods in Alewife, which is a result of storm waters from the ocean coming over, actually overtopping the Earhart Dam. And I think we've come up with some interesting ideas on how the dam could be modified to reduce the chances for that. So, it not only came out of our meetings for discussion but it basically came out of your process as well, it was this process that allowed the discussion to continue.

Thank you.

HUGH RUSSELL: Okay, thank you.

Micha Schattner. And after him, Greg Heidelbergger.

MICHA SCHATTNER: Good evening.

First of all, real appreciation for the changes in the scale of the project. I still

have two problems -- two major problems with it which are circulations.

One of them is does not result, which is effective -- include exactly into already an overloaded Route 16.

Second thing is the building itself is close to 700 feet long. Next to it you add the building which is 130. We are at 1200 feet long wall, facing north. Well, in the summer it's great with all the trees. In the winter, car traffic with a slash you are facing a north wall and the sidewalk is covered probably with a bank of two feet of snow between you and the street and there's no coverup. I suggest if possible to add some sort of cover, an awning, or something to encourage pedestrians to walk otherwise people from 130 will look towards, towards 88 and say no, no, no, our garage is anyway

between us and them, let's enter the garage and use the car. So encouragement to assist pedestrians by giving them some protection from the weather in the winter. With or without global warming, it's still a problem.

Second thing is observation that the garage between east and west buildings is really not a part of the building, but the exception of ground floor connection it's totally separate structure, so we can play with its dimensions and with its location relative to the two parts of the building. Maybe put it right next to the garage of 130 and have there, that intersection, all the traffic without loading the east/west part, part of the road.

And third thing is with the railroad tracks and with the possible train station or not, I still think that without connecting it

to the Quadrangle, we have two separate enclosed entities in town, each one trying to support itself, duplicating waste and having also traffic problems as I mentioned before. I think that we should find a way to -- to cross the tracks vehicularly and hopefully to load part of the traffic onto Concord Avenue.

And that's it. Thank you.

HUGH RUSSELL: Okay, thank you.

Greg Heidelberg.

GREG HEIDELBERGER: Hi, Greg Heidelberg, H-e-i-d-e-l-b-e-r-g-e-r. 188 Prospect. While the reduction in parking and the increase in open space are a good changes, the reduction in size isn't. In a city that desperately housing is really too bad that the developer has decided to reduce the number of units and the corresponding affordable units so drastically. And so far

what is below and allowed for this location. As a result, several hundred people will not be able to live in a major transit hub for the region. These people will more likely drive in and around Cambridge while adding towards severe global climate problems. This is also several hundred people won't be shopping in the local retail stores making stores in Cambridge residents less likely to open or to succeed if they do open. The developer's added space for retail, while removing the very people who use it, perhaps making that sense of place that you want less likely than more so smaller is not always better.

Thank you.

HUGH RUSSELL: Thank you.

Is there a second sheet?

FROM THE AUDIENCE: I think so.

HUGH RUSSELL: First person on the second sheet is Erick Roderick. And the second is Dennis Carlone.

ERICK RODERICK: Thanks to the Planning Board for an opportunity to speak before you. I just wanted to say that I checked off in support of this project. I think it's important that affordable housing for families be considered as part of the project, and my understanding that that is the case. I'm third generation Cambridge native, and over the last 20 years I've just watched friend after friend that starting new families being priced right out of Cambridge. So the fact that affordable housing for families is part of this I think is very important. I trust that the Planning Board will do the right thing by the residents of Cambridge and make stipulations for

affordable housing for families as part of this as they've done and I'm in support of it.

Thank you.

HUGH RUSSELL: Thank you.

AHMED NUR: Sir, your address and name?

HUGH RUSSELL: His name is Erick Roderick.

AHMED NUR: Roderick?

HUGH RUSSELL: R-o-d-e-r-i-c-k.

ERICK RODERICK: That was me that just went.

HUGH RUSSELL: He just wanted some clarification. He didn't get your name on the notes.

Dennis Carlone is next. And after that Peggy Barnes Lenart if she wishes to speak.

DENNIS CARLONE: 9 Washington

Avenue. Carlone, C-a-r-l-o-n-e.

People have mentioned the model and I think you -- anybody can understand the area better and see opportunities with the model. I know the Board knows that, and I think it's great that the development team has done that. It used to be a requirement at the Board that you bring an area model, and then eventually a building model, physical model, before the computer world took over. And -- but it conveys something that, that you can look at at any angle and everybody can look at it in their own perspective. The best thing about this is it shows the opportunities that Jim and Rich alluded to; the property at the corner, but also these two central properties and some day even a redevelopment of this project. And one could see that indeed a public presence could



happen, but I hope the city, and I say hope, the city looks at this as a study of where those opportunities are and literally does drawings of how that could and should be to enhance it.

The only, I think it's -- and I've said it earlier, that I think the architects have broken down the scale in a very creative way, and it's not an easy solution obviously when you have a linear site. It's very difficult. My concern was alluded to by Micha, and that's the north side -- and I know Jim at ArrowStreet has proposed highlights in green, highlights, I think it was blue, on the north side, but the -- at least in the presentation the greyness of materials might work fine on the south side -- I know you know this, but I still want to say it, to make sure we look at that. When it's on the north side, nine

months of the year it's going to be very, very grey. And hopefully that can be looked at. That's the -- probably the most negative comments here.

The public plan that I mentioned, and I know people went out on the site, the location of the bridge just urbanistically, it's where the developer and architect have indicated the likeliness. But if you just look at the shape, that's really where it wants to be. And I've heard that a middle location might be preferred. I don't know if that's the middle location or not, but just from an urban design point of view, right in the middle seems to make sense and still be close to the T.

I didn't know the commuter rail was seriously being looked at. When it's seriously being looked at, if this was the

preferred site -- but what that tells me is that pedestrian path which I know there are issues about the pedestrian path, one could see a small shuttle on it for the T going from the commuter station back. I guess it could go around, but just in inclement weather that seems to make sense.

I very much appreciated Jim's comments on the other side of the no name street, I don't know what you're calling it, of looking at that and that's absolutely right. And I appreciate that and I got to believe that developer, the owner's going to see that as a positive as well and especially if the Planning Board encouraged that since that developer is active in the area.

And lastly I know there will be a study and hopefully the city will get funds for it for the railroad tracks and the potential

redesign of that area and perhaps that could even add a buffer planting edge along the buffer planting that is being proposed here along that edge which could enhance that bicycle path and pedestrian way until a much nicer.... But the short message is the model conveys so much more about what the development intent is, how it fits it, what it's trying to solve that computer drawings, no matter how beautiful, this, this is needed to get the principles down and to understand it. And I have noticed that the model could be expanded into the Quadrangle, so I don't know if the development team has plans to continue. Joking.

RICHARD MCKINNON: We were thinking of Carlone Causeway as a name.

DENNIS CARLONE: No, no, just my burial site.

HUGH RUSSELL: So, the next eight or nine people have not all said they are -- indicated whether they want to speak or not. Just when I call your name if you want to speak, fine. And if you don't, just let me know.

So the next name is Peggy Barnes Lenart. Do you want to speak?

PEGGY BARNES LENART: Brief comments.

HUGH RUSSELL: Sure. Please come forward. And Langley Keyes will be next. He has indicated he wishes to speak.

PEGGY BARNES LENART: Hi. Peggy Barnes Lenart. I'm at 115 Fayerweather Street. I just had a couple of brief comments, and I really appreciate what Rich McKinnon and his team have done to speak with the neighbors and work with the concerns.

Two quick things:

One is in regards to the flood storage that I believe you're going to be talking about after the formal open meeting, I'm wondering if the guidelines for it are working with the global change from vulnerability study which I understand is still outstanding, and I'm not sure how that will work into the modifications or the flood storage. We did take a walk last week, and it is true that there is a parking lot there, and we could see that actually before the parking lot, there was fill. And before that there was a wet plains I believe. So those are my concerns, that what is being put on top, what used to be macadam parking lot, which is now being broken up over time and may be becoming more permeable. This is still a massive amount being on top of this

area, and that the remediation for flood is working within the best predictions we can make for now.

Secondly, in terms of affordable housing, and this really is a repeating theme, I think everyone's in agreement, I understand that actually building housing that involves middle income is more expensive right now, from a friend who's a developer, then building to market rates, current market rates and adding on subsidized housing, if I'm using the correct term. So this is just a general question, if there's any way in which I'm -- I'm not sure if it's your purview as a Planning Board or the City Council from their role, either create a way to make incentives or make it doable to build towards the more middle income, and this might be just part of a larger economic

forces at work. But I hear from the audience often are people coming up to say my friends can't live here, my family can't live here, and so that's just a question of around how to encourage and make it doable to build towards a more middle income.

Thank you.

HUGH RUSSELL: Okay, thank you.

Langley Keyes.

LANGLEY KEYES: Good evening.

Langley Keyes, 92 Chilton Street. This may have already been discussed when I was trying to get here from Route 16 off Route 93. And if so, I apologize for repeating it, but I wanted to emphasize just one specific point, there are a lot, and that is the possible, the possibility of continued interaction between Rich's staff, the people of ArrowStreet, and the CDD staff. I read very



carefully the report that both gave about so what are you gonna do? What's your vision thing about this place? And they are very exciting, but they need to be detailed, they need to be focussed, they need to have specifics. The language that the staff uses often is very tentative, one might do something. Well I think given the energy that's behind this now in terms of both the community, you all, Rich's team, and the CDD staff, and that terrific report in the detail, it would be wonderful if they could get together around the specific issues that they've got in there about -- the kinds of things about amenities where there might be open space and so forth. And I think that the potential will be realized when in fact there's a clear sense that people in the CDD staff are prepared to make a more definitive

statement about what they would do rather than a hypothetical of what might be the case.

And the final point which I've used this one before, I will close on this, which is that bridge from somewhere, going somewhere we're still waiting and I hope it isn't another 33 years. And the only way it's gonna happen is if in fact there's a capital contribution from the public sector to make it built and then we can really start talking about pulling together the Rectangle and the Triangle. But until that happens, it's gonna, as it has been for years, be something that people want to do.

Thank you very much.

HUGH RUSSELL: Thank you.

Nazral Islam. Do you wish to speak?

NAZRAL ISLAM: No.

HUGH RUSSELL: Brenton Raugh?

FROM THE AUDIENCE: He left.

HUGH RUSSELL: He left.

Heather Hoffman, do you wish to speak?

HEATHER HOFFMAN: No.

HUGH RUSSELL: Jack O'Brien.

JACK O'BRIEN: That's me. Hi, good evening. My name is Jack O'Brien. I'm President of the Local 7 Ironworkers. I'm just representing the ironworkers tonight. It seems like a good project. Quite frankly, we love all projects. We've got a dozen members in Cambridge. And, you know, they're all trying to support families. Brenton just left. He's working on the school, Putnam School. So you know, we live in the community and work in the community and it seems like a good project and I rise in favor of it.

Thank you.

H. THEODORE COHEN: You know it's wood frame now.

RICHARD McKINNON: Not the garage.

STEVEN COHEN: Oh, okay.

RICHARD McKINNON: And they know that.

HUGH RUSSELL: Two full layers of structure down there, alas a lot of work for ironworkers.

RICHARD McKINNON: Truth in advertising.

HUGH RUSSELL: Jay Yesselmen?

JAY YESSELMEN: No, thank you.

HUGH RUSSELL: Okay.

Gregory.

FROM THE AUDIENCE: Rockland. No.

HUGH RUSSELL: Thank you.

Michael Dudley.

MICHAEL DUDLEY: Hello. My name is Michael Dudley. I live at 323 Concord Avenue in Cambridge, Massachusetts. I've lived there in this particular home about ten years now and I wanted to speak specifically about some of the concerns that have been raised regarding traffic and the impact on traffic from the residential development that's occurring in my neighborhood. I also was raised on Montgomery Street in North Cambridge and I also own a business in Cambridge. I have about 10,000 square feet of warehouse and office space on Smith Place in Cambridge. So I'm very familiar with the neighborhood. It's mainly the sewer project that I've noticed over the last 18 months that has really disrupted the neighborhood. And that's primarily from the contractor using the neighborhood as a lay down yard

where he's storing large amounts of equipment. Both, you know, the equipment he uses to run the job and the sewer equipment that's going on in the ground and that's disrupted traffic flows. It's caused drivers to end up on the tributaries that spill out on to Concord Avenue like Hutchinson Street where people get lost back at Fayerweather, they get lost. This disrupts the flow where a tributary normally might have four or five vehicles, up to eight coming out of it.

AHMED NUR: Michael, can I interrupt you for a second?

MICHAEL DUDLEY: Yes.

AHMED NUR: Are we talking about this particular project?

MICHAEL DUDLEY: I am. I'm speaking in support of the project by countering some of the negatives about it. I'm actually in

support of the project. I'm in support of more residential units in the neighborhood. And I'm highlighting some micro concerns specifically about the traffic implications of this project that some of the current concerns that are being laid on this project really belong in the sewer project. So if I've got a little too micro about that, I apologize. But I really think the city needs to pay attention to the direct impact of the sewer project that's going on up there right now. I generally don't come out for these public meetings. This is the first one I've ever attended, but that neighborhood is really under siege because of the sewer project and someone needs to get up there and throw a leash around this contractor. Because he's got the neighborhood under -- it's really a construction zone. It's like a

war zone up there. Not to mention we just opened the Walden Bridge, which was called the Walden Avenue Bridge, it's closed for three years.

So this project -- the people that live there, having lived in Cambridge, these people generally only use their vehicles at nights and weekends. They have a vehicle for the freedom and it offers them to run errands on the weekends. People that live in these projects take public transportation. They have no meaningful effect on traffic Monday through Fridays, eight to six p.m. They like to own a vehicles so they can visit family on the weekends or go out on the weekends. The people that live there will have no meaningful effect on my life. And that's typically who move into these projects.

So, I support actually the larger



portion of it where there's more rental units. It's \$5,000 a month for a three-bedroom in West Cambridge right now. We need more rental units in the neighborhood. Particularly next to public transportation. Okay?

Thank you.

HUGH RUSSELL: Thank you very much.

Does anyone else wish to speak?

Michael.

MICHAEL BRANDON: Thank you, Mr. Chairman, Members of the Board. My name is Michael Brandon, B-r-a-n-d-o-n. I live at 27 Seven Pines Avenue. I just quickly reiterate what I've said last time was I think it's full hearty to be developing on the level that we have and are continuing to in a floodplain. I haven't had a chance to study Rich's revised proposal, but just based

on what I've heard tonight -- well, one thing I want to throw out is an issue of affordable housing. I'm glad he's scaled back the number of units, but I'm not glad that he's scaled back the number of affordable units. He's proposed, as I can best tell, cutting from 88 to 58, and I would propose that the Board encourage him to retain those inclusionary units for the reasons that other people have spoken here tonight. There are some -- I actually sort of laughed at some of the depictions of families playing and so forth. And in fact, most of these units, because of what they cost, are going to be occupied by young professionals without children who commute to jobs. And if you want to create a neighborhood, you have to have real neighbors who are going to be there during the day taking care of their kids,

playing in those playgrounds the way they're illustrated. And one way to do that is for Rich to step up to the bat with his co-developers and, you know, do better than the 11 percent minimum that is required, which is way too low. It's not the 15 percent even that the city counts it as once it's computed. And it's long past time that the ratio be increased. And, you know, Rich has done a good job with trying to work with the neighborhood, and he lives in the community. And I hope, you know, he'll consider that as kind of a challenge to step up and take the lead and maybe show some of the other developers in the city, you know, with what being community minded is.

The other thing is that you've heard me say here many times the need for the bridge connecting the pedestrian and bicycle bridge,

connecting the Triangle and the Quadrangle. And it needs to be done in my view before there's further development there. And this process reminds me of check hiding. I mean, I was up here on the first residential building when in '30, we were talking about that because I was on a task force that formed to discuss the whole problem of dense development being encouraged by the city on either side of the tracks over the past three to four decades; retail on one side, dense housing on the other, schools and playgrounds on one side, and we had school kids walking across the tracks. Over the years there were seven Cantabrigians, the railroads and now the MBTA calls them trespassers, but there were no -- there were insufficient convenient ways for them to cross the track. The same thing will eventually happen when this

becomes densely developed if you don't make sure that the retail is on that side of the track. People find ways, they cut through the fences. So I guess what I'm saying is I would really like to see planning. Maybe you need a separate meeting to, you know, look in well, what are the conceptual designs that have been looked at? You know, where should they be? And coordinate this project and design of it not, you know, well, it could go in this landing or it could go here. I also want to hear more about the commuter rail station that's, I guess maybe mentioned in the new submission.

PAMELA WINTERS: Michael, your time is up. Just wrap it up.

MICHAEL BRANDON: Okay. Just on the commuter rail, I think that's, you know, a major change and I would like to know if

that's really possibly going to happen or is this like the bridge? My understanding is that if that were to happen, you have to eliminate the station at Porter Square, and the likelihood that the western suburbs are going to allow two stops in Cambridge is not there.

Thanks a lot.

HUGH RUSSELL: Okay, thank you.

Carolyn?

CAROLYN MIETH: Hello, everyone.

I'm Carolyn Mieth, former member of your Board. I just wanted to say that I had occasion to meet with Robert Schlager a couple of days ago and before I left the meeting I had said that I'm on Rich McKinnon's transportation management committee or whatever it's called. And I could envision some naughty problems that the

two of you could work on together which would be very beneficial for our area. We are very near of the interchange of Alewife Brook Parkway and Mass. Avenue. And he said, sure thing, I'd be happy to work with Rich on these problems which can be -- will be I think considerable given the size of the number of units on CambridgePark Drive, on his own project, that there will be things that need to be worked out. And I was delighted to hear that he was quite willing to work with Rich on solving them.

Thank you.

HUGH RUSSELL: Thank you.

Does anyone else wish to speak?

Charles.

CHARLES TEAGUE: Thank you, Charles Teague, 23 Edmunds Street. I'll be very brief. I was just going to tell you about

four things I like and then what I'd like to see, and a condition. So what I really like is process, how this has unfolded, because as you know, we've got a 30 percent reduction in my neighborhood for the Cambridge lumber site and the Fawcett Oil site and that was a year dealing with the City Council, which is no fun, it takes a lot of time, and this is all thanks to Rich. And so this is much better than dealing with Council.

The second is the sense we have, (inaudible) let's compare this. What I like about the project is that it increases flood capacity by 75 New Street decreases flood capacity.

What I like is that this project increases public open space. 75 New Street decreases public open space.

And this project pays for the



infrastructure. It pays for the right of way. It pays to build the streets. It pays and the street's done according to the plan, pays part of the bridge, pays the pipe. And 75 New Street taxpayers' going to pay to rebuild the road. And so that's what I like. What I really like to see is -- echoing Mike Brandon. I would like to see a drawing of this station because I think it's going to be really obvious that you're gonna try to connect the east side to the Red Line because that's the shortest way and it should be, it would be going through the Summer Shack and it should be covered from the elements as we had this. It was years, if you remember, years ago the Greyhound used to be in Park Square and people go to South Station and that was, that was silly. And that's what we always do, North Station is not connected to

South Station and here we're gonna do it again. So we ought to just say wait a minute, let's have a plan and connect these two.

And then the condition, public space, I hope it's a condition that it be free to community groups.

Thank you.

HUGH RUSSELL: Okay, thank you.

Does anyone else wish to speak?

(No Response.)

HUGH RUSSELL: Okay, now there are of course some other people that wanted to speak. Some people who are sitting facing you. And I understand that also the staff has things that they want to say.

Sue Clippinger wants to speak and Suzannah and Jeff. So you guys figure out what order.

JEFF ROBERTS: I can, since Sue is still sitting down. I can get it started and she can make her way up. I'm going to be very brief and perhaps the Board can fill in questions. We did prepare, as you mentioned, a little summary of what is -- of what's sort of happening in the Triangle District. It's a little bit of a more focussed-in look on an area that was studied on the Concord/Alewife Planning Study which I think started about ten years ago now and is about halfway through its 20 year span. And we looked towards what some of the future planning issues might be, and I think what one of the things that I noted in looking at it is that it is -- as it is starting to become a little bit more of a neighborhood, it's starting to require some of the thinking that we would tend to do in our neighborhood planning, look

at areas. So looking at issues like retail, open space, urban design, sort of hear a little more about looking at housing and particularly housing for families. And it starts, it almost makes me think about some of the similar conversations the Board had been having when I started working here about ten years ago, and the focus was on Kendall Square and how Kendall Square was an area that was largely devoid of housing, devoid of retail, not very much life going on and yet right on the right on the transit station with a significant amount of office and a significant daytime population. So there's a lot of detail in there, but I think just as a general thrust it's worth thinking about for sort of that perspective of how is the neighborhood going to evolve as residents come in and there's an increasing demand. We

did look at retail which is an issue that came up a lot. We had significant help from our economic development staff from Community Development Department. They spend extensive time working with businesses, all kinds of businesses around the city, but particularly local retailers. So we've learned a lot from them and we've learned a lot from the experience in working in Kendall Square. Not just how it's appropriate to include retail and where it's appropriate to include retail, but some of the more nuanced issues like the size of the spaces, the types of fit outs that are needed. So I won't go too much into detail of that, but if Board members have questions, we can explore it more and we could have Sue go first or answer questions first.

Sue?

SUSAN CLIPPINGER: So I just wanted -- Sue Clippinger -- talk a little bit about the change in project and some of the things that we've done in response to that. So we had asked the Proponent to revise the traffic study, the key indicators, when they reduced the project. We didn't want to assume well, three units, less traffic. We wanted to have a little bit more of a sense of what that meant. We got a memo from them on Thursday which we've had a chance to look at but not a chance to share broadly with people. Essentially, you know, what we're seeing is that there's approximately 33 percent reduction in traffic because of the reduction in the units. There was -- one of the Planning Board triggers which was triggered by the previous project which was vehicle level of service at Alewife Brook

Parkway and Rindge and that still triggered with the new project. There wasn't sufficient a reduction in change that.... And then we also asked them to look at the queuing on CambridgePark Drive as you're leaving the Triangle at the very first signal at CambridgePark Place, because the last observed queues have been from 2011 from work done. And it showed a reduction in the queues, but we're talking about one count in December of 2011 and one count in August of this year. So it's not, you know, a scientific study that you can do things, but what the trend is in the correct direction.

The probably most significant concern that we have is you'll be surprised to hear is not parking. So we're comfortable with the size of the garage proposal. We think it makes sense. We have done a lot of work with

these various projects in the Triangle looking at parking ratios and looking at the shared parking and trying to make sufficient use of things and trying to make it consistent in terms of what's applied to all these projects and, you know, what's best case. Our biggest concern is that we feel the allocation of the space during the peak time during the day is a little bit off and that the number of spaces that would be available to commuters who are coming into the office spaces should be somewhat reduced and that the number available for residents who might leave their car at home from the new residents should be increased. And it's on the order of the commuter parking being changed from 571 to 532 and the residential daytime use going from 115 to 130. So these are not huge numbers. So that, that's a, you



know, the garage as sized and proposed makes sense, the way in which it's shared between the commercial and the residential daytime peak allocations we think should be adjusted.

They have talked about leasing parking to increase the available supply and we are not -- we don't think that's a wise thing to do. I don't think the parking's needed and I don't think we want to incumber future development sites with that type of arrangement. We do want to see car share spaces made available.

And lastly in terms of concerns about if parking use was less than supply what you could do. And Steve Kaiser talked about their proposal for providing parking for people who would come in and take the Red Line. I think our concern is before any such agreement was made we would want to make sure

that that was the least trip impact kind of activity that would make sense. So we would not advise you to take a stand at this point on the issue and have it for a future discussion if it happened because we would hope that there would be a broad variety of issues that might be considered for what you might do if you weren't going to use parking spaces for the specific buildings if that was actually going to happen. So that's sort of the quick summary of where we are.

We did have a letter to the Board, and just because so much time has gone by, I think it's helpful, we had some mitigation recommendations in the past which you had gotten previously, and I just want to highlight three of them very quickly.

One, obviously, is TDM measures to encourage people not to drive which is pretty

standard. The other two are specific to the site. One of them is to do a concept drawing. Not to do final design or actually build a -- do a concept drawing of how the roadway of CambridgePark Drive between CambridgePark Place and the Alewife Brook Parkway might be rethought. Because I think, and especially as people are talking about future development sites and Summer Shack and stuff, this is a way of sort of teeing up, thinking about how to best manage some of the traffic activity there. We're not going to get rid of the traffic activity, but trying to manage it as effectively as possible.

And the second one is a small design issue to make sure that the bike lane coming out of CambridgePark Drive as it reaches CambridgePark Place is not being cut off by people creatively trying to make two lanes

and therefore blocking bicycles which is a small issue.

We have done, you know, working with CDD, we've done a lot of looking at Alewife over the last period of time, and we've been thinking a lot about the issue of the cumulative impacts of all of these projects and so maybe I won't talk about it tonight, but I think it is an issue that comes up over and over and is one we might want to talk about in the future. So, that's that.

HUGH RUSSELL: We have questions?

H. THEODORE COHEN: With regard to the allocation of spaces, is this something that your department wants to look at after a year, two years, five years? Is there some, you know, logical period of time assuming this gets built and goes forward, is there some logical period of time that the

developer ought to come back to you and you would confirm what's going on is the right thing to do or make changes?

SUSAN CLIPPINGER: It's a good question and, you know, I think people -- the Planning Board always has the right to come back and ask for modifications. I'm not sure what I would recommend and would want to talk with CDD about the best way to recommend it, whether it's something we want to say up front right now or whether we want to leave it for the normal process, but we'll give that some thought.

H. THEODORE COHEN: Okay. Because I know that in some other projects we have, you know, put in that they have to come back to you at a certain period of time for a re-analysis.

SUSAN CLIPPINGER: Usually that's

when we're feeling really pushed beyond where we're comfortable.

H. THEODORE COHEN: Okay.

AHMED NUR: Hugh?

Sue, I just need a little clarification on what you said which was at this point you don't recommend leasing these parking spaces though you approve these or you agree with these parking space -- parking garage structures. So if there were any left over spaces as were indicated, can you clarify for me the difference between leasing and sharing? I'm a bit confused as to who -- because I think it would be a good idea to reduce the traffic, and you're the expert on this, I rely on you on this, to share those parking spaces because if we don't share them, they will be empty and somebody else will find some other way to fill them and it

will just increase the traffic. So it could reduce the traffic if we could share those spaces and also as someone else mentioned, maybe commuters can come in and leave their cars in this parking spaces and take the transit and the Red Line into town. So if you're not recommending at leasing is there another language that we could use that would enable the proponent to encourage the public use these parking spaces so that they're not empty and people are driving into town?

SUSAN CLIPPINGER: So I think there's a series of questions. The shared parking that we are, that's been proposed here and has been proposed from the other buildings as well, the concept here is that this, there is a mix of office parkers and residential parkers. And the office parkers' peak demand is in the day and the residential

parking peak demand is at night. So the total supply of parking doesn't have to be 100 percent office plus 100 percent residential. So what we're doing is we're looking at, you know, who's leaving and being able to share that. So that's a way in which we've within able to reduce the total number of parking spaces being built and get maximum efficiency out of those spaces. I don't think this project is proposing parking that's going to be empty. But, you know, hopefully ten years from now we're going to all be thinking that we're way too optimistic about how many people were going to drive. That would be my wish anyway.

So I think that what we're proposing is based on the information we know, what we've seen, what we've been looking at. This is the right amount of parking for this project



. It makes sense, it supports the project. It's what should be built. And so we're not, we're not expecting that in any, you know, in the near future that there would be unused spaces. There was some interest from the developer in leasing spaces from another property owner to add to the parking supply for the project. And so when we say we're not in favor of leasing, what we're saying is that we're not in favor of adding parking supply above what's in the garage and doing that by securing parking from another entity who's in the area, you know, for that parking.

So does that answer all of your questions?

AHMED NUR: Yes. It's not an answer -- it mostly answers because it's just not really black and white where there's

office versus residential. Sometimes it could be the offices require more spaces than residential and so on and forth. So long as we're paying attention to that I guess that answers the question.

STEVEN COHEN: Sue, one quick question. What's the level of service at the intersection of Fresh Pond Parkway and CambridgePark Drive? And what's the, I mean, the capacity of that intersection to absorb the traffic, the additional trips that you anticipate will be generated by the full build out of the Triangle in years to come?

SUSAN CLIPPINGER: So, the level of service today is what we call F, which basically means there's a good chance you're going to have to miss a cycle. The level of service when it's all built out will still be F. The -- it's unlikely that there's going

to be much improvement there nor much improvement possible. One of the -- one of the things that's happening is that there's the project that Mass. DOT has for some improvements at Route 2 and 16 and those improvements are basically triangled within the geometry of that intersection to add some width to some of the lanes that will allow the queueing during the day to less frequently extend into the rest of the intersection that isn't queueing up that leg and is trying to go by. So it gets some improvements and the efficiency of it and it gets some safety improvements because you don't have a queue that's sticking into another move.

You know, that's going to move some of that bottleneck from Route 2 and 16 to CambridgePark Drive and Alewife and Rindge

because those two are on the same controller. So those are going to be congested intersections always. And I have said before in some ways they're a protection for the city because if you could improve them and you could add capacity and volume through there, then you're going to be down at the Ground Round rotary and other places, and I think you just, the potential for having traffic that's cutting through residential neighbors grow.

So I think as mainly the things what we're really trying to do as we think about the congestion in this whole Alewife area is to relieve the efforts for the TMA and the efforts to get the head bike ridge and to get the computer rail station in and to try to look at those kinds of improvements that will encourage people to use other more forms of

transit. And that some of the residential activity which is being built now as opposed to the 1980's office park thinking is a big improvement in terms of less additional trips, especially in the peak hour.

STEVEN COHEN: One quick follow up. Currently is there sufficient storage capacity in the dedicated left turn from Fresh Pond into CambridgePark? And then, again, you know, what do you anticipate in the future with increased traffic and is there the potential if necessary to add additional storage capacity?

SUSAN CLIPPINGER: Not a lot of space. And, you know, you try to sort of meter the traffic with the signals that are available to manage those various intersections. And those are things that obviously we will continue to look at.

They're also not our -- that's not our road. And, you know, I think it's very hard, we know that those roads handle a huge amount of the regional traffic that's moving from lots of different neighborhoods and origins and destinations both to the north and south of that sort of, sort of like a funnel with, you know, each side of Alewife Brook Parkway as it goes through that area.

STEVEN COHEN: But I'm just asking specifically about those left turns into our project? Is there a problem there now or is it okay now?

SUSAN CLIPPINGER: There's some -- the p.m. peak moves are more -- tend to be more difficult today and will continue to be more difficult in the future.

STEVEN COHEN: Thank you.

SUSAN CLIPPINGER: So the left turn

is probably not the worst of all of them.

Other questions?

STEVEN COHEN: No, thanks.

SUZANNAH BIGOLIN: Hi, everyone.

Suzannah Bigolin from the CDD and I will just have some brief comments.

We've been working with ArrowStreet for the last few weeks. So in terms of the site planning, the project has made a number of really positive moves from our perspective. There's a lot more ground floor retail particularly at the urban plaza end where the bridge landing might come into play. And we think that's been a great response. And then also we've removed the garage entrance at that end as well. So there's more opportunity there for an activated interface to the urban plaza and the potential breached landing.

The east end side of the building has also improved where the CambridgePark Place extends. So the building now has a sort of stronger relationship and a more sort of strong built formed edge to align with that extension and it's more of a refined built form massing as well rather than the previous proposal so it has a more potential to have an engaging condition to that future active link to the commuter rail or the bicycle and pedestrian link. And the additional retail community and amenity space is being distributed along the ground floor level as well, so that has more opportunity for activation and people coming and going. And there's been quite a lot of thought given to the open space areas, including the new North Street and the children's play space as well that's proposed to be accessed from a number



of the buildings in the location. But it's the future quality of the open space areas and the pedestrian and bicycle access via the shed driveway that are the key issues, and we think we can work more with the design team on detailing and resolution of some of those interfaces with 30 CambridgePark Drive and also the future connection to the commuter rail.

With the built form and the massing and height, the height's obviously going to be reduced considerably and that's resulted in quite a lot less bulk. And the visual interest from the original proposal with a different roof plains and the verticality and the horizontal elements, that's being retained as well, which has some -- enabled the building to appear less of a horizontal mess. It is still though 700 -- around 700

feet long. So that's something to consider in terms of what will happen on the north side of the building. And as we've heard tonight, the solar access and creating an attractive pedestrian access on the north side of the building and how to mitigate some of that length might be some options to consider as well.

We think the parking garage is still quite prominent and we've discussed this with ArrowStreet in terms of what screening can be achieved as sort of soften that quite prominent presence along the new street.

And at the street level there's a lot more building entries as well, and we think that some of these could be better announced or better laid out in terms of providing the most direct pedestrian and bicycle routes. It's greater activation at the plaza space

with the retail, but there's also an area that's being where the garage access way has been removed. That's quite blank. So we're looking at what options we can consider for more activation at that end. That's the western end of the building.

And also looking at potential for outdoor seating at that plaza space where the bridge landing will be and how to really open up the potential retail and the amenity on that corner. And that's some of my comments.

STEVEN WINTER: Mr. Chairman, I have a question. Does the City of Cambridge employ professionals or retail placement specialist like we saw in Kendall Square when MIT was putting retail on the first floor? There was a type of professional who actually would come in, do the economic gap analysis, find out what was there, find out what -- who

was there, and then begin to actually recommend outreach to certain relators who bring in certain clients. Do we have that capacity or should we go get that capacity?

IRAM FAROOQ: I can jump in on that one. Suzannah is still getting her sea legs in understanding all of the things that happen in the department.

So our, our economic development group does have some expertise and they work closely with many retail brokers as well as with people who are looking for space. So they actually are approached often by new businesses or businesses that will expand or relocate, so they are doing -- what we're doing in-house is a matching to space as well, but we -- it's not the same as -- I think you're talking about Jessie Baricom. We don't have him or somebody like him on

retainer with the city or we do have -- we do utilize in-house expertise on that.

STEVEN WINTER: Well, let me ask you this. Do you think we need to ramp up or either purchase or develop that expertise for this -- for areas like the Triangle?

IRAM FAROOQ: Well, we can certainly always do better, but it's a matter of capacity and so we can certainly take a greater -- a closer look at that. But the model that exists in Kendall Square might be one that could be utilized here as well because those consultants are willing to help whoever -- whatever developer is willing to hire them. So I'm sure that they would be available. And if the Planning Board wants to ask the proponent to get that expertise, I think that would be possible as well for the shorter term.

JEFF ROBERTS: Actually I was just going to jump in on that, just to remind the Planning Board there have been times in the past where the Board has asked a proponent to engage, to create a marketing plan and engage with our economic development staff to review that marketing plan and something they could do generally with a consultant of that type or in-house depending on what they felt they had the capacity to do.

AHMED NUR: Hugh, I just had a quick question for Iram probably or either one of you to -- kind of related but -- so looking at the proposed studio, one bedroom, two bedroom, three bedrooms, they seem to be there. They're not proportional. So, for example, according to the data that we have here, it's almost 58 percent of studio and one bedrooms and less than six percent rather

to be fair to the proponent for three bedrooms. Where in the Zoning do we look and say what we need to say with regarding to, you know, a proportional unit that we can hold the proponent --

IRAM FAROOQ: We don't have that requirement in the Zoning.

AHMED NUR: Okay.

IRAM FAROOQ: That's something that has come up in recent planning studies. You were on the Central Square Advisory Committee --

AHMED NUR: Yes.

IRAM FAROOQ: -- and that was certainly something that was pointed out as a -- as a significant goal in that area to make sure that there are ways to keep families in the area. And clearly if we don't have housing that could support that,

then that will be more and more challenging. So we're certainly thinking about that. I think that's a -- that's a big challenge, because the mix that you see in most of the projects is, is driven by what the market is demanding. In fact, I would -- the percentage here of three bedrooms might even be higher than some of the other projects that we have seen.

AHMED NUR: No doubt, yes.

IRAM FAROOQ: And so I think the Board has often requested or suggested to people to increase the amount of three bedrooms, but I think this is an important topic that we will certainly be studying during the citywide training that we will be starting up next year.

AHMED NUR: I appreciate that. And I knew that, I just wanted to put it on



record, because a lot of the complaints coming to the proponents or the developers letting them have what they have. Why are there so many studios, and I keep saying the same thing. It's at Zoning language, it's a legislative, it's something we're all concerned about and I keep bringing it up. As far as I'm concerned, we have no jurisdiction over it.

HUGH RUSSELL: I think there's a real opportunity for the CDD to somehow orchestrate a discussion with all the property owners on CambridgePark Drive and now Mr. Schlager as Carolyn has joined in, to think about how to work together to advance the urban design, sort of place making goals. And I think Rich has done privately spoken to various people and has found some interest. I think, you know, it's not impossible to go

back to the Hanover Company and say, guys, you're gonna be left behind. There's some opportunities. Your ground floor is pretty weak right now. I think it might be useful to look at the 165 again. You know, ask 30 CambridgePark Drive if their garage isn't full, are there things that they could do with that space that might help build community?

You or Jim mentioned that plot of land on the corner of 30 CambridgePark Drive that connects the kind of to your play space, to your play space.

Whole Foods has a sort of a satellite business, but they've got a regional office upstairs in 125 I think it is? And given that, they've got the big full service store that's five minutes away. Does that give them some opportunities to offer additional

services on CambridgePark Drive that can in some ways be served out of their other store in some way? Maybe not between three and six p.m., but -- and so that -- and I think that we could -- we or you can take a leadership role. Because I think it's going to take a lot of small actions by a lot of different people and there has to be a big picture and people have to understand that big, they've got something to give and they've got something to gain and it could be done pretty quickly. At least you can, you know, you can start talking quickly. You can identify the opportunities. I think that would be really to an advantage.

AHMED NUR: I agree with that.

HUGH RUSSELL: I think this may be the time to say I have solved the Alewife traffic problem in my head. Just requires a

little public action, which is we cut Route 2 to two lanes in each direction from Cambridge out to Waltham Street. We use that extra turf to run the Red Line out the median. Put a nice big station and a huge parking garage between Waltham Street and 128, use the extra with also, you know, lanes to service that garage and then when there's extra space left in the Alewife garage to figure out how to use that space. Maybe the roof becomes an urban greenhouse garden that, you know, somebody gross tomatoes in or --

STEVEN COHEN: Is that a motion?

HUGH RUSSELL: But I mean it -- you can -- I was very impressed with how much the garage was a part of the problem of the congestion, that people using the garage were blocking the people that were in the office buildings trying to leave. So, and if the

original traffic -- if we can intercept it even farther out before they're kind of committed, that would help. It won't help the people much in Lexington, although you can build an additional station. I mean, this is all pie in the sky, but where does it start?

STEVEN WINTER: Mr. Chair, if I could, you know, it was a little humorous when you brought that up, but I do want to say that we're only going to solve these problems by big bold actions like that. You know, unfortunately we don't have the political leadership to get that done right now. But that's the only way we're going to solve these problems is to say let's take two of those lanes, let's put the Red Line out there, let's put a monorail down the center of the Mass. Pike, and these are projects

that are in fact affordable if we're careful on how we're spending our money on a federal level. It's big thinking. It's big thinking and that's the way we're going to solve the problem. So I'm with you the whole way.

STEVEN COHEN: In China they're building miles of high speed trains in China and Southeast Asia. This is a very modest proposal by comparison.

HUGH RUSSELL: Also listening to a presentation that was given at the Boston Society of Architects on bus rapid transit which we don't do much in this country, which is interesting because they basically said well, there's three or four things you absolutely have to do to make it work and we're not willing to do those things in most places. And those are you've got to have platforms that are at the grade level of the

vehicle, so you can walk straight on and off. That reduces the loading time enormously, and particularly when there are people needing assistance.

You have to have an exclusive right of way for the busses and if they -- and you've got to have stations, you know, that protect people and cover them and, you know, you've got to build nodes. And so just to think about going out to 128, yes, it wouldn't be quite as nice if it was bus rapid transit from Alewife to Waltham Street, but it would be a hell of a lot cheaper to just say okay, two of those lanes are just for the bus rapid transit. And that's the, you know, it's not inconceivable.

So --

STEVEN WINTER: Mr. Chair, I had a couple more questions that I wanted to ask

Jeff if I could do that?

HUGH RUSSELL: Sure.

STEVEN WINTER: Jeff, I wanted you to -- I'm sorry, the Fresh Pond Residents Alliance folks brought up two issues and I want you to just give us a little capsule on where the bike/pedestrian connection process is now and what kind of steps we're going through to get to a study? And I also would like if you could comment on the storm water retention basin and where that is in the queue of either funding or feasibility studies. The storm water retention basin and the one that's mentioned in the quad.

JEFF ROBERTS: Certainly, and I'll try to do this justice and it's, you know, unfortunate that this is a project that it hasn't -- the bike/pedestrian bridge connection, that hasn't had as much public



visibility. Although the Planning Board knows that since the Concord/Alewife study, projects have been permitted and have gone through the Planning Board. They've made substantial contributions to funding a study of that connection. So the amount that was accumulated, I believe, was \$375,000 which was allocated to conduct a feasibility study, that our transportation planning staff saw an opportunity working with the consultants who were hired to do that feasibility study to apply for the greater amount of funding through the Tiger Grant Program. And so that's something that's actually happened in, you know, on that itself has happened in a little quicker time frame and it's something that we hope to have an answer on by mid-September. And if that funding is available, it would allow for the

design all the way through construction drawings of the -- so not just studying the feasibility or studying the landing sites, but actually, you know, working through the design of the connection itself.

STEVEN WINTER: Is this design, is this design to 25 percent which is considered the Boston NPO's starting point for that kind of investment or is this designed for the whole project?

JEFF ROBERTS: I wish I knew the answer. So that the actual level of construction drawings, but I'll need to check with our -- with the project manager on that to know for sure.

But it's -- I just wanted to say that, because that is still uncertain at this point, the feasibility study would proceed regardless. It would just be at a smaller

scope and it would get us as far as analyzing the potential landing sites but wouldn't get us all the way to design.

And the second question was about the storm water?

STEVEN WINTER: Storm water retention.

JEFF ROBERTS: Retention basin. Well, the -- and folks are aware and we talked about it a little bit, that there are -- the city did complete the storm water -- and this is somewhat different than what was proposed, the water treatment, wetland which was part of Alewife Brook Reservation that handles outflow from the, from the whole for western area of the city, storm water treats it naturally through the use of vegetation and then sends it out at a controlled rate into the little river. I'm

looking to Iram to see if there's any additional -- because I know that Concord/Alewife looked at something in the Quadrangle as well.

IRAM FAROOQ: Right. So the wetland that's discussed in the Concord/Alewife study in the Quadrangle area was intended to be a pooled -- we had created a -- during that -- I'm sorry, backing up.

We created during that process a permeability requirement that we didn't have elsewhere in the city. And we also created new storm water on-site storm water handling requirement that did not exist before that. So just recognizing that Alewife is an area that is hard to in floodplain, parts close to floodplain, and so that wetland was -- continued to be a way for people to be able to pool their on-site storm water handling

capacity and have it as a combined -- potentially a combined resource rather than doing it on each site individually. The idea being that you would have a little bit more of an economy of scale. It could be, it could then serve as a part which facilities on every site may not be able to accomplish as well, and I think the challenge there is somewhat similar to what Hugh has posed for us on the urban design side for the Triangle, that people have not, are not -- don't always move in concert in terms of developing property. And the Quadrangle has been less coordinated even, I mean, less at the same time than the Triangle and so it's been really hard to get that level of coordination to create that recommendation. But we keep trying and maybe there is -- once the vulnerability is concluded and we have more

information about what -- if we need strong requirements there, that may be a part to having that happen.

HUGH RUSSELL: I'm sure there's more we wanted to talk about tonight. I have in front of me a page of notes on basically urban design questions. You could either call them criticisms or you could call them opportunities.

STEVEN WINTER: Let's call them opportunities.

HUGH RUSSELL: That I would like to go through at some point. What would --

STEVEN COHEN: Regarding this project or the Triangle in general?

HUGH RUSSELL: No, this specific project. Specific views of this project. Our packets were late as you may -- I didn't get mine until yesterday. So I took the

electronic version and I put the views from my computer to my TV set so I could really see those pictures big and I got up real close and I stared at them. And it's a nice technique because you could get to the point where they popped in proper perspective.

When you see that drawing there, it doesn't -- it's way out of perspective if you're sitting here and you have to kind of almost be where Richard is to have it actually pop and be what you really -- how you're going to experience it. You have to be at the point at which the perspective was constructed. Of course it changes as you increase it.

Anyway, so I looked really carefully at the drawings and saw a bunch of things.

STEVEN WINTER: I was hoping that you might be able to help us look at the

material both on the garage and the building which is on page 35 and 37, and if that's not something you've prepared yet, that's okay. But I was hoping we could have that discussion.

HUGH RUSSELL: I have only one comment on page 35. And so I don't know if you wanted me to go through that now or are there other sort of more general things that people want to do first?

PAMELA WINTERS: Can I just say something to reply to Steve?

HUGH RUSSELL: Sure.

PAMELA WINTERS: I was -- one of my questions was -- and I did miss a meeting, have we seen samples of the materials and are you willing to bring them in? Have we seen samples?

HUGH RUSSELL: No. I mean, I think



in general what we've got here is a presentation that is a little more schematic than we often see and so -- it's a diagrammatic and it's showing a very strong intent, but we haven't done that next step. And I think Suzannah feels that she's not, you know, done enough to work with things. And so I think that the specific materials is a step that we might like to see for the -- and with all of these things we make a decision and they are always things that are being worked on, because the nature of the architectural process is that the architect is perhaps a quarter of the way through his work on this project, he's got a lot of -- a lot more work, a lot more detailed work to do before they go for a Building Permit. And it's just, it's the way you work. You work, you do it once, and you do it again in more

detail and then you do it again with more detail. Or in computer terms you enhance your models as you go along. Each stage the CDD has conversations and they're the ones that basically do the review after we hand it off, after we sort of field the concept is real. I'm not even sure that we're -- there's really no other place to do that tonight. And I don't know actually what any rest of you think about this project, whether on a conceptual level it's moving the way it should be moving and it's something that we might be able to ultimately approve in a form that might be substantially the same as what we see. I don't know that yet. I myself feel that it is moving that way.

STEVEN WINTER: I concur.

HUGH RUSSELL: But I do think that there's more work to be done before we should

vote.

STEVEN WINTER: Absolutely.

HUGH RUSSELL: And more work to be done after we vote.

STEVEN COHEN: So, Hugh, I do have some general sort of conceptual things to say. Would it make sense to discuss that before you get into the details?

HUGH RUSSELL: I think the idea from going to generalities to principles to specifics is a good idea.

STEVEN COHEN: Okay, so I'll -- I just want to start with an appreciation, Rich, again, you know, you're the role model for process. You should run workshops. And the changes and, you know, in reducing units by one third is really extraordinary. I got to echo what Dennis Carlone and others have said about the model. And first, a great job

on the model.

And I would direct to the Board, boy, it is absolutely essential. We should always require a model for projects of this size. Gosh, this project -- I don't know if the budget is 60 million, 80 million dollars. I mean, as time consuming and as expensive as it is to create a model, for me anyway, it totally transforms my understanding of what's being proposed. So I would really urge that be -- make that a habit and a requirement.

But let me move, and there's more that I can say that's great, but it's obvious to all of us that you've made some good changes. But I just want to express some concerns also.

There were concerns expressed the last time about the scale of the project. And I was one that expressed some of those

concerns. But to be honest, my concerns weren't a matter of how many units or the GFA or the number of stories, the height. As I look at the project, my concerns were really more a matter of the footprint first of all.

When I look at the footprint on the site, it just really seems to me to be, I don't know, a case of the perennial ten pound bag. I won't finish the rest of the metaphor. It's just a -- it just seems like you're stuffing a lot on the site, and I -- it's a concern to me. And I think it would be -- work much better if the footprint of the structure were bigger, and less of the site consumed by the structure. And part and parcel of that is just the length of the building and it just seems unrelenting to me. And it's true that we can use all sorts of structures and texture to sort of break it up

the horizontality of it, but, you know, I think the best way to break up the horizontality of it is to break up the horizontality and perhaps break it up into separate buildings.

So that's, that's certainly a concern for me. And that's a bigger concern for me than height. I mean, you know, I wouldn't mind increasing the height, though I guess that undermines the rationale for getting under 70 feet and then the money is saved. But I would prefer a smaller footprint and greater height myself.

And the other thing is, and as Hugh points out, and look, this is early in the process, but, you know, from an urban design perspective, a good point of what we're trying to do is create visual interest and make a lively streetscape. And I actually

like the corner of the building that you feature on your covers. The rest of the building looks kind of grey to me and actually kind of dismal and that's the kind of stuff that's easily remedied as we go forward in the design process. But I really think that you can make it more lively and more interesting.

The only other comments we've ever heard, the bridge -- I mean I've said last time, I really think that we need to come up with something real. I appreciate the gesture that you've made here to accommodate the future bridge, and I know there's -- you have limited power over this thing, but I would urge the city and whatever agency of the city has responsibility in these matters to somehow make this real so we know what we're talking about. And if it's a matter of

coming up with funding for a study or some preliminary design or what have you, again, I, you know, this should be a public responsibility. But, you know, again in the context of a 60, 70, 80 million dollar project, if it takes a few million dollars to jump start a design process for an element that is essential to the viability of this development, I think then the money should be made available. Somehow or another between the public authorities and the private applicant I think we really should make this real.

Anyway I don't want to get into more specifics. Just these general thoughts. And so, you know, in terms of whether this is a project that I think with minor modifications can be approved by the Board, I still got concerns. The streetscape is very tight, I



think, because of the enormous size of the footprint and I'm concerned with the unrelenting length of the building.

PAMELA WINTERS: Should we go down the line?

HUGH RUSSELL: Sure.

PAMELA WINTERS: Yes?

HUGH RUSSELL: Sure, go ahead.

PAMELA WINTERS: All right. Well, some of my comments are specific and some are general.

Steve, I do rather agree with you. And, Rich, I was wondering about the parking garage in a way of breaking up the building. And I think I asked you this question before but I was not here at the last meeting. You can't do below level? You can't? Okay. And I think that you mentioned why, is it because of the flooding?

RICHARD McKINNON: Part of the building is in the floodplain, and we wouldn't be able to provide flood storage other than a parking garage below grade itself with cars and it wouldn't be acceptable.

PAMELA WINTERS: It wouldn't work. All right.

So then I just have a couple of comments. I like the resident who mentioned the protection from pedestrians with the awning to get to the retail. I thought that was a good idea. Because you do want to -- when it's raining, we have a lot of inclement weather here and we do want to be able to get to the retail.

The colors of the materials themselves, down the road I would like to see some samples of the materials and maybe we can

discuss the colors a little bit more.

There's a building nearby that has a mural made of tiles --

RICHARD McKINNON: I know the one.

PAMELA WINTERS: Yes. I'm not sure it's done yet but it's the -- the building isn't very attractive, but I thought the mural was really, very, very nice.

The other comment I had, too, is are you planning on putting any kind of a gym in this building?

RICHARD McKINNON: I would fully expect there would be, sure.

PAMELA WINTERS: You would?

RICHARD McKINNON: Yeah.

PAMELA WINTERS: So then my next comment is, I think that's a great idea because it means that people, you know, that's something that's very attractive. It

would be attractive to me.

And in combination with that, I was wondering if the swimming pool and, again, this comes from the residents, the Alewife Alliance, the Fresh Pond Alliance, their comment which was No. 6. I thought it was a good idea to -- what would happen if you put the swimming pool on the interior of the building? And I know right away you're thinking, okay, there goes two more units, but I think if you had an inside swimming pool that went along with the gym, I mean that would be like something really fabulous I think.

RICHARD McKINNON: You know we haven't looked at it. But I've done it before. And I've done it that way actually in my own building where I live.

PAMELA WINTERS: Really? Okay.

RICHARD McKINNON: Yeah, we have an indoor swimming pool adjacent to the gym.

PAMELA WINTERS: It's fabulous. And, you know, it could be used all year long. And it would give more open green space to that little, that little niche there.

So, what else do I have here? I guess that's about it. I'm not quite sure about the gentleman who talked about the sewer project on Concord Avenue so I'm going to have to figure that one out a little bit more and think about that and talk to some more people about that. I wasn't quite sure what he was getting at there. So it sounded important.

RICHARD McKINNON: Well, it's caused a lot of traffic mess up there, yeah.

PAMELA WINTERS: And this I know.

This I definitely know going there all the time.

And, you know, and I guess that you and Sue Clippinger, since she just came out with her memo, I guess you and she have a lot of talking to do together. So, I guess those are my major comments.

HUGH RUSSELL: Ted.

H. THEODORE COHEN: Thank you.

Well, let me start with a couple of general comments. I am conflicted by project because I think that this is a location where we could have very high density and so the reduction in the number of units is upsetting to a certain extent, but I realize that everything is a balancing issue and that the reduction in the units reduces potential traffic and parking issue. So I understand that there's balance in there, but you know,

I am sorry that we are losing more units because I agree that it is difficult for people to remain in Cambridge, that things are very expensive and more housing we have the better it would be.

That said, it seems to me that I'm comfortable with the traffic and parking issue with the concerns that Sue has articulated and that if we can address them, you can address them, and I think, you know, it makes sense for the size project.

I agree with Steve basically on all of his comments. The massing is so long and I've always felt that the west side, the west residential and just didn't fit at all with anything else. Although if we look at the drawings now, the west end is, from my point of view, the sort of more attractive, more interesting end of the project. And whether

there is some way, you know, I don't know what the cost is and the construction issues of breaking it up perhaps into three separate structures might look better. Oh, I think we definitely look better, whether that is something that is feasible, you'll have to think about and address that. I do think that the east end is so grey. I mean, I like the yellow, but there's -- it's just a little accent on a very grey building next to the very grey parking garage. And, you know, I think that's something that really needs to be addressed.

You know, I think the floodplain issues, you know, it seems that you're addressing them appropriately and the Public Works will be monitoring that and reviewing that along with the Conservation Commission. But, you know, those are my concerns right



now.

And also going back to the (inaudible), I think, you know, I've been advocating more and more three bedroom units and, you know, there's not a lot of them here. I know some buildings are being built without any, but we've been fighting for more and more as we can. And so when you're thinking about everything and you're thinking about possibly changing some of the massing, and I agree with Steve, that I don't think a reduction in height is necessarily what's needed here, although I do understand that a reduction in height saves you in construction costs and allows you to do some other things. But if there was an increase in the three bedroom units, I think that would be great.

STEVEN WINTER: I have to say first of all, I don't think the proponent is trying

to save money with reducing the number of units. I think the proponent is responding to the community.

H. THEODORE COHEN: I agree, and I understand that, you know, that the changes they're making to respond work because they are doing, you know, a different type of construction and so that they could -- I understand that. And I'm not --

STEVEN WINTER: I didn't mean to be sharp.

H. THEODORE COHEN: I'm not criticizing them trying to make more money. I realize --

RICHARD MCKINNON: It's a balance, Ted. I'd be happy to go back to 378 units and 105 feet, you know? That's where I --

H. THEODORE COHEN: I know people here would not want --

STEVEN WINTER: The first thing I wanted to do is we talk about developing a sense of place and it is critically important. That itself is an economic development issue that people need to want to live in places, and it's a really critical thing. So I just wanted to point out that, you know, someone once said the Planning Board doesn't plan and Special Permits aren't special. I think that we do a lot through the Special Permits actually, and I think the Planning Board does plan. And one of the things I wanted to do was just to revisit Kendall Square where we have done a lot of work and CDD has done a lot of work, and everybody's done a lot of work, including the citizens groups. But within a ten minute walk of Kendall Square Station right now there are six arts and entertainment venues,

three hotels, 53 restaurants and cafes, 21 specialty shops and stores, 10 health and beauty services, five schools and day care centers, and ten points of interest that are privately owned buildings with public exhibits in them. So we see a growing sense of place. And, you know, that stuff, it doesn't come in a box that you order from Amazon. So it's a really careful process. It takes a long time, and it takes everybody working together to make that happen.

I want to comment to the proponent that I heard you talk about the -- someone had asked about a deeper boat foundation that would allow for a below level parking grade and you indicated that, no, it can't be done. And I guess I'd just like to know, maybe not this moment, but maybe in tandem with the Department of Public Works why that can't be

done just so that we know that the door's closed on that.

I also would -- I'd like Sue to, Sue Clippinger?

SUSAN CLIPPINGER: Here.

STEVEN WINTER: Thank you, Sue. I would like Sue to -- there's one of the letters from the neighborhood, Fresh Pond Neighborhood folks talks about in No. 4 the proponent's narrative states that the new road along the side lacks bike facilities and brings up some issues. I'd really like you and your staff to take a look at that point and see if it holds anything that we need to be concerned about.

I also -- excuse me. I also am, I feel like I've got the flooding issues about 70 percent, but I would really like someone from the engineering department to come and talk

to me about development on a floodplain. And I've read all the stuff and I've read that certain criteria have to be met in order for the Certificate of Occupancy to be given when you're building in a floodplain. I just like to be certain that we're crossing all the T's and dotting all the I's. And at this point I can't bet the rent on it. It could be that we'll get there and I can bet the rent, but right now I can't. And I just need to hear someone walk me through.

I think that we also heard tonight someone talked about continued direction between the proponent and CDD, and we heard it from the Chair of the Board as well. And I think that's a critical, critical point for that interaction to keep on happening and certainly Rich McKinnon's got a large history of working with the community and CDD. So

let's keep that up. And, you know, somebody mentioned that the bridge needs capital contributions from the public sector, and I guess, you know, I don't know who puts the budget together for the City of Cambridge, I'm not sure exactly where that happens or what people are involved, but maybe they're the people to put that in the capital budget.

And Mr. Dudley was talking about -- I just wanted to say to you, Pam, that the contractor was using the streets as a staging area for equipment, for contracting materials, for stone, for piles of gravel, and that's really been happening all over the city. So that has been a problem. But I think that's one of the main things that he was bringing up that the staging should be happening somewhere --

PAMELA WINTERS: Somewhere else.

STEVEN WINTER: Lots away.

PAMELA WINTERS: Yes.

STEVEN WINTER: Those are the things that I have to contribute, Mr. Chair.

H. THEODORE COHEN: Hugh?

HUGH RUSSELL: Go ahead.

H. THEODORE COHEN: I had one other point that I didn't get to make. I'm really concerned about the retail. I think having as much retail as we can get is terrific. I really, you know, hope you can, you know, get as much as possible there, and the other buildings to create the sense of place. And I think it would be really important if you can be working with some sort of retail specialist, whether it's with CDD or with an external person, because, you know, we talk about how the retail in East Cambridge everything got sucked up by Cambridgeside



Galleria. We got Fresh Pond Shopping Center across the street. Now it's a long uncomfortable walk to get there. But I want to make sure that people who are living and working in the Triangle will use the retail and that it will be appropriately sized and the appropriate type of things so that it will work in that area. You know, I know now there are lots of empty stores on Mass. Ave. between Harvard Square and Porter Square. Lots of empty stores in East Cambridge. I mean I know there's a whole issue with retail, not just with Cambridge, but in the entire country, but I want to make sure that this can be a success and that you can put in as much as possible and that every other development could put in as much as possible to work on the sense of place.

RICHARD McKINNON: Just speaking to

that, what the Chairman had suggested earlier is actually pretty simple in the Triangle. There are only six property owners in the entire Triangle. So getting us together is not that hard.

STEVEN WINTER: I'll buy the beer.

RICHARD McKINNON: And we'd be happy to meet with CDD to talk about --

H. THEODORE COHEN: Please.

AHMED NUR: Okay, without shadowing the -- all that's been said by the board members, I have about six items on this list and I wanted to start first to say that I appreciate what everyone has contributed into this starting with the proponent working with the neighbors and the neighbors bringing their concerns to us. And also I feel really good that the CDD being here and actually speaking before us and so that we can ask the

questions that we have. The same concerns that the abutters and the neighbors have, we have as well.

After that, I would like to stay with -- first thing is the couple times have been mentioned that this was a landfill and wetland and the concerns of foundations. And so I know that water retention is useless as a builder and also an environmentalist and water is throwing a tea bag in hot water and see if you can get the water out of it. And so, I'd like to know if not for this project, that for other projects to come on this Alewife Flood District where is the dirty water going and where are the locations of the Public Works as to all of the water that is being used out of this building? Where is it going with respect to the flood water? I mean, storm water is one thing, and Jeff

spoke to a sort of a wastewater environmental for a lack of word, vegetation cleaning and going back into the lazy river. But that's one thing. I just wanted to know overall where is the actual wastewater going? For example, water that comes off this roof from storm water is one thing, but other waters that are being used by that building.

And also the foundation, can we request in this case if it's not mentioned in the Zone, Overlay Zone to build this building for the future, the residents, the residents who are going to be occupying that building are not here, I'm assuming, but I'm pretty sure that no one here wants them to be wet in the future. So I think if you could just raise while we're building it, at the design phase, if you could raise the foundations up high and just assume that it will be high, high

waters in that area.

Second point that I have is I'm looking at the space calculation on this page and I really appreciate that because this is perfect. Proposed open space calculation. And it's pretty straightforward. You have the footprint of the building and you have colors as of to what's permissible. What's a public beneficial area? What's unit pavers? And then we have asphalt. And I have a problem with asphalt generally as we go forward. You know, we have several problems in the area: We have traffic flow. We have flood and water flow. We also have air problems. And asphalt creates a lot of problems for people generally. Summer hot days you could kill the vegetation, create what they call heat island effect. It will create little kids have asthma and so on and

so forth. And why not try to invest in this area where there's a lot of green and vegetation. See if you don't try to kill it by putting asphalt down. Especially as it's showing 1800 square feet.

And I do appreciate this, really, and I think we should get this from all of the developer so we know what we're looking at.

All right, move on to commuter line. Someone said something about there's going to be a stop there. I mean, I've never lived, I never lived so close to a train, railroad. And so I wondered, I would like to have someone to speak to as of to what it's like to live so close after this train, the railroad. And it would definitely help if there was a stop there because the train would slow down to stop I suppose. And so I would ask for someone's help to find out what

effect does it have on the residential and everything else.

And I'll finish, Richard, it looks like you wanted to answer.

RICHARD McKINNON: No, I'm just writing.

AHMED NUR: And then the lastly, middle income families. I agree. And I hear a lot of my friends talk about we really can't live in Cambridge anymore. We talk about affordable units for the poor. But no one really talks about what about the rest of us that are not rich but we're not poor, and everything's really expensive. And so as we talk about planning and zoning, I think it's a very good comment of the neighborhood that brought that up and I support that concern. I'm all done.

HUGH RUSSELL: Okay.

So I'm going to attempt to explain why it floods in Alewife and how it floods. Because it's a, it's sort of a micro flood zone. It's a -- there's some hills. There's like the hill that is on Reservoir Street goes over it so that divides it from the Charles River. And then there's the hills that Route 2 goes over, you know, a couple miles out. And they, so there's this basin. And the only way this basin gets drained is Alewife Brook, which is a little wider than this table and not much deeper. And it's only eight feet or seven feet above the mean high tide in the Boston Harbor. And it's three or four miles that the water has to go. So it's -- it's not much gradient, not much width. So what happens is when it rains, Alewife Brook takes the water away. And at some point if it rains too hard or too long,



the water piles up and it has to wait to go down Alewife Brook.

Now, with climate change, it could be that the storms will change and they might be longer or more intense. But I've not heard anybody say that, they've studied that out. So probably what you see now is likely to be what is happening even when the climate changes a bit. And so the interesting feature is that the water isn't very deep. It doesn't get more than about that deep. Of course it depends that the ground is not exactly uniform.

So the flood plan is there are several parts to it. And the -- basically every site has to like three different things:

One is if that's a -- take the water that would have been there before development and make sure that it could still be there

after development, then it's got to be there, it's got to be done with calculation, because inch by inch, so much storage at 19.1 feet. Some are storage at 19.2 feet. You can't just put it all in one big tank in the middle of a site because that doesn't work.

Secondly, they've got to approve things so that, I believe if I get my facts correct, what is now the response of the site in a current two-year storm, it's got to be upgraded so that it responds the same way in a 25 year old storm. So it does better.

And the third thing they have to do, and this goes to your dirty water thing, is that there are combined sewers out there, and so there's a huge tank for each of these buildings. And the -- when it rains and the sewer system combines -- sewer system starts filling up, the sewerage for this building

goes into the tank and it's got hours and hours to capacity. It's not released until the city goes, okay, the sewers are now functioning properly. And so those are sort of the elements. And so it's, you know, it's not the Mississippi River rising 20 feet because the Mississippi River, you know, drains what is it? 50,000 square miles. Some huge amount of land. It's a few square miles of -- yes, there's a problem. I think Steve referred to, which I was interested in that, that, what's between the Alewife Brook and the sea -- and the Boston Harbor is an Earhart Dam just as there's a dam on Charles River but keeps the harbor from backing up at storm tides backwards, and that's a concern because with climate change, sea levels are rising and people are worried about the Greenland ice sheet melting which

could have a huge effect. And so, you do have to worry about will there -- with the storage unit come back in another direction? And I'm -- Steve is more on top of this than I am obviously. But if there's some opportunities there.

So that's my flood thing. I don't think I'm too far off in what's going on out there.

STEVEN WINTER: Thank you.

HUGH RUSSELL: But I've heard it, you know, for 25 years and it's only changing slowly.

Now, if I -- I now want to make my comments on the pictures. So could you manage to put up the walk down the back street starting with this image?

Okay, so why does this building, why does everybody like this building more than

the others? And I think there are a couple of reasons:

One is it's sunny. There's sun shining on it. And in fact that's accurate, at about noon the sun reaches the gap between the two buildings and it extends sun into this courtyard area. The rendering is actually being, well, this is not high summer, you know, with this amount of shadow and high summer, there would be more sun in here. By three or four in the afternoon the sun's moved around so that in the spring and the fall there isn't a lot of sun on the ground. So that, that gives it warmth. Plus Jim has picked a bricky color for his panel siding there. And he's put a lot of little balconies on there. It has a domestic kind of look. I think that's one of the reasons that we like -- three reasons why we like it.

I point out that right in front of the building there's a retail area that Suzannah points out is not very developed yet. But wouldn't that be a great place if there's a ramp coming down for like say a sidewalk cafe. There is a ramp coming to put a few tables and an umbrella there. You got to plan for that.

Okay, and if we move to the next slide. If you go back, I want to say a few things.

On the left there's this lovely green open space with the birch trees. That's not on their property. That's an opportunity to work with the people next-door so they can contribute to what's happening in this square. And right now it doesn't look like that. It's a building and a parking lot. But it suggests that there are opportunities there.

Okay, going on to the next one. Now we're starting down the walk. And you can see a couple of things: One is the garage. And there's a very heavy cornus on the garage trying to give some character but that cornus is about eight or nine or ten feet high on the left end because there's actually a ramp. What's interesting here is that cornus that's at the third floor isn't level.

PAMELA WINTERS: Oh, yeah.

HUGH RUSSELL: It's following the pitch of the ramp because it has to because it has the installation. I wonder what would happen if you did the same thing at the top of the building, made the top less massive. You know, is it a segmental thing? Is it -- now there's a stair tower in the corner which I understand Suzannah likes. I've heard that indirectly, because it creates some vertical

emphasis and it's got some glass and the rest. And now if you look at it in elevation, it really pops up there, but if you're here sort of on the street, it's got a different feel. I'm probably one of the people who loves renderings compared to models, because the renderings get you down into it. The model shows you the concept, and this shows you what it's going to look like. And like down at the end there, that's a huge missed opportunity where the buildings themselves. It's very visible. It's going to be visible for what, 1500 feet or something like that. And what is it? It's grey and there's no relief and it doesn't really look very residential. So there's a place where some of the creativity that's been used on the rest of the building may be -- I mean, the angle's cool, you know?



That's a good move. But I think it needs, it needs some more.

Okay, and then I think we're on to the next picture. That just shows that element. Now there's an interesting feature which this doesn't show very well, but you see where those two people in white are standing right under the -- that corner? There's a huge overhanging canopy there. I'm not quite sure why it's there. And I think it's a mistake to put big overhanging canopies on north elevations because I think they're going to be pretty dark.

Now, the notion that there could be kind of awnings or something that would allow people to walk under -- out of protection from the rain, that's an interesting idea, but I think that's too much going on right at that point. I mean, I work across the street

from Brattle Square and every retailer has an awning because all the shops face out. And when it rains, you can actually just hop awning to awning to awning.

RICHARD McKINNON: Right.

HUGH RUSSELL: There was an awning on the building the Gap was in. But when the Gap moved in, they didn't like the awning, so it was demolished. It was a glass one actually. It was made out of channel glass. And, you know, a glass awning on the north facade is different. An awning that has holes in it, you know, skylights in it, because that's the challenge of this building is how to make this important point, travel point better.

And knocking, you know, four stories off of it is a huge benefit. But there's still more that can be done.

So let's go on to the next one. So I think there's something missing in this picture which is the Alewife Brook Parkway Bridge. Because when we were on the ground there, that bridge and that 20-foot high concrete wall, which is sort of hidden by the trees there, which I don't think -- those trees I think are a driveway that the T uses to get to the maintenance shop. So the T's got -- there's a big important piece of turf down there that it's going to be very difficult to get control or cooperation from because the -- that's not the way the T thinks. Although our new general director is a breath of fresh air.

So now when we were walking around, I was very interested in seeing the Hanover Building because it's up, it's almost done. And it tells me some -- a few things.

One is that six-story scale is not bad on the street and that more, more interest greater than better. There's more interest here. There's more ins and outs, more colors. But the biggest disappointment with that building was the, all the activity on the ground floor which is admittedly just a bike room was invisible at six o'clock at night. The windows were mirrors, the lights inside were, you know, commendably a subtle and energy efficient. And so which you didn't get any -- you couldn't see any bicycles. I mean, several people went up and tried to look, you know, through the windows to see if there were really bicycle things in there. That's a challenge of design. And it seems to be for some reason more difficult on north facing facades. If you think of the Harvard Library building they built on Mount

Auburn Street, it had the globe corner bookstore in it and you could never see inside that building. At one point I said, you know, you shouldn't have put all that dark grey glass. They said no, it's absolutely transparent. And we tried to get the clearest glass we could. And so there's a technical, inviting issue as we try to make the ground floors visible. We've got to sell it during the day. At night it's fine because the lights are on and you can see inside.

I think next slide, I don't think I had anything to say on that one. So let's go one more. I'm not sure that, I think there's -- you have a different set -- go back one please, Jim.

JAMES BATCHELOR: Sure.

HUGH RUSSELL: The end piece, which

I call the green stripe building, and this -- here's a -- I mean, several of my colleagues have said gee, I wish we had -- you know, three or four buildings here. Well, if you look, you could count three or four buildings right in that view.

RICHARD McKINNON: That's right.

HUGH RUSSELL: So, in a way there may be too many buildings so that -- and if you remember my comments recently about the measurable No. 7 plus or minus 2, in which by not making the parts clearly enough different and putting too many parts in, you say you think oh, it's just one thing that's been cleverly manipulated and decorated but it's still one big thing.

Now this is of course got three things. The first building, the garage and the rest, but this is, you know, this looks -- so I

don't know, that's -- I'm not quite as concerned about the fact that this is a 700-foot long assembly architectural element, but you might just think about whether there needs to be a, you know, this has to be as just a couple of buildings that are -- they have their own variety and interest. So that goes back to the green stripe building. Because that's, that is clearly. But it's the green stripe building that's flat with no balconies on the -- on the second, third, fourth, and fifth floor. It's a little, it's a little timid compared to the rest and, of course, if you're trying to get contrast, you have to have something to contrast against, but I'm just -- this may not be the -- I think you can do more there. Is it just balconies? You know, you've got corner windows. There is no kind of bay windows on

this building. They're just -- I don't know, something, some work here.

PAMELA WINTERS: Colors.

HUGH RUSSELL: Yeah.

So go on to the next picture.

So this Pam asked me about the materials part, but I think can you see it here.

Two things: One is talking about grey. I just did my first grey building because it was the fourth building in a project, and the design reviewer from the town said we don't want it to look like the other three buildings. It's got to be different. And so, you know, there are only so many hearty colors, we were using a lot of them already, and we ended up putting a grey brick and we put several kinds of grey hearty and there was no place where there was no grey hearty



color so we field painted that. And I like it. And it's actually not cold, it's kind of warm. We always use white windows. These are dark windows. But I'm not going to say that you should change the white windows. But grey is hard in renderings to make it look lively and friendly. Whereas there are lots of different greys and you have the right greys. They're friendly. And so I'm not, I'm not as opposed to the notion of grey, but on this elevation, the thing that I don't like is the vertical stripe of panelling that occurs on the fourth, fifth, and sixth floors and roughly the middle. And it occurs other places in this building. And that to me, it says this is a cheap industrial building. Now I know it's not a cheap industrial building, but that warm use of that material is something that I'd like

you to think about.

The yellow section down below is actually a hearty panel also, but the joints are different. Of course it's yellow, but I think just don't like that vertical striation scale of that.

And I think those are -- I think we've all pointed out -- well, there's something which doesn't show here, but it does show on the site plan which I don't think makes a lot of sense, and that's way down in the corner behind this off to the right there was like an activity area that was shown -- yeah, way down in the corner. That's the slide. The lower right-hand corner. Now that's next to the T's street and it's facing the 20-foot high concrete wall of the overpass and I can see the dog park makes sense over there, that's the next element up there. But is

anybody really going to want to be there unless that's the place where T station somehow connects. That's, that's all kind of -- it's sort of nasty down there, and it's sort of -- and it's pretty much out of your control, so you know, I don't know what that means, but it's an observation.

And I think that's all I really want to comment on.

AHMED NUR: I just want to jump in real quick. I know we're up against time for next hearing. Two things that come to mind is on the comparison page 13 over here, this garage structure showing here. I do like what you did with these columns coming in and one of them is halfway, however, but many times there is structural precast garage like this, we do some sort of a decorating whether it's a screen. I remember the one that was

facing over near Route 2, I think it was Robert Leggat's job, Discovery Park. I'd like to see something there. Especially, Hugh, you mentioned that this overhang is too big and massing. And I thought that overhang was sort of like a protection to the pedestrian walking under and also falling objects from the garage or ice or whatever it is. It looked like to me not an awning, but it looks to me that it's a concrete slab projecting out. But whenever it is something has to happen in this area?

HUGH RUSSELL: It's the one next to that one that's concerning me more.

AHMED NUR: Oh, I see.

And in terms of two of the members mentioned that the footprint is too big and they rather have a smaller footprint than a high rise. Well, guess what, if you leave

any land open it will get built no matter what. I do agree with the aspect of having separate buildings but let's not go on the height. Once you put the height, it's going to be later.

PAMELA WINTERS: Right.

HUGH RUSSELL: Okay. Anyone else want to say anything?

So what's going to happen next? There are going to be a lot of conversations.

IRAM FAROOQ: So, Hugh, we need to review at the stop level as well and I think the proponent has heard the Planning Board's input as well as community input and we will schedule sometime to put our heads together and talk through those before we come back to the Board and we'll be in touch with next date for when they, when they're due to come back. I think we need to do something on the

schedule when that will look --

HUGH RUSSELL: Right. But it's based on our schedule in September. It's not going to be in September.

IRAM FAROOQ: It's unlikely. Actually, no, it will not be in September.

HUGH RUSSELL: Yes.

Do we need to then do an extension?

RICHARD MCKINNON: Mr. Chairman.

ATTORNEY KEVIN WRIGHT: You need to.

Kevin Wright. I'm the attorney for the project. I was just saying that I didn't know where you guys were going, but we do need to announce the next public hearing so that everyone here knows the date and the time.

IRAM FAROOQ: We don't have a next hearing date so we will have to do another notification to let everybody know.

JEFF ROBERTS: We will generally run it in the newspaper again and send out notices to everyone again once we have a hearing date, the continuation date scheduled.

IRAM FAROOQ: But, Jeff, do we need -- to Hugh's point, do we need an extension?

JEFF ROBERTS: There may be an extension needed on this project. I was, I should check to see if Liza is here.

ATTORNEY KEVIN WRIGHT: Right. Can you extend to another date and announce that date, that date? Like, just so that people who are here can know the next time to come and the next extension even if you -- I mean, we can re-notice everything?

IRAM FAROOQ: Yes.

HUGH RUSSELL: It's much better if we can pick a date today, but if it's

absolutely impossible, then it's absolutely impossible.

IRAM FAROOQ: There's Liza, maybe she has some thoughts.

LIZA PADEN: Well, my thought is October 7th.

IRAM FAROOQ: Liza, do we need an extension?

LIZA PADEN: Yes, please.

HUGH RUSSELL: Okay. So would you like to request an extension?

RICHARD McKINNON: Gee, that will give us time to get everything perfect.

HUGH RUSSELL: Well, if there wasn't so much other activity going on in the city we could do it. But....

STEVEN COHEN: Shall we extend to the end of October to give you some leeway? I move that we extend through October 31st.



HUGH RUSSELL: Well, we need a specific -- we need a request so that we can act on it.

STEVEN COHEN: So request.

RICHARD McKINNON: Not a chance. No, no. We would be happy to give you an extension on the date.

HUGH RUSSELL: Okay, to the end of October?

STEVEN COHEN: And then I move that we grant that extension.

HUGH RUSSELL: Okay.

Second?

AHMED NUR: Second.

HUGH RUSSELL: Ahmed.

Discussion?

STEVEN COHEN: No.

HUGH RUSSELL: All those in favor of the extension?

(Raising hands.)

HUGH RUSSELL: Everybody voting in favor.

Okay, we're going to take a break and come back and do the 8:30 hearing.

(A short recess was taken.)

HUGH RUSSELL: Okay, I think we can go ahead with our 8:30 scheduled meeting now. Sorry about that.

This is a Major Amendment to Special Permit Planning Board 179. And I think I won't say any more than that. Who's going to tell us?

DOUG MANZ: Good evening. My name is Doug Manz with the HYM Investment Group, director of development, and I will be doing the presentation tonight this evening.

So, Chairman Russell and Planning Board Members, thank you very much for having us

back. We did meet briefly back in June when we provided an update as to, you know, a Major Amendment to our existing PUD plan that would cover retail changes as well as parking changes. And so -- with me tonight I am joined by Rich Rudman at DLA Piper, who is our attorney. And Susan Sloan-Rossiter, who is our transportation planner from VHB, and Alex Laffy who is associated with us HYM Investment.

Thomas O'Brien cannot join us tonight because he's actually on vacation. So he'll be joining us next time.

So on that I think what we want to do is that we have now formerly filed a Major Amendment with the City of Cambridge. And so tonight we're going to provide a presentation that is somewhat similar to what you saw in June because we did provide a lot of

information back in June but we've expanded a little bit on it, and we're prepared to discuss it a little bit further with you as well. And also go through next steps. So with that, I'm going to start going through the presentation.

So, we had kind of a project status slide from last time. I'm not going to go through this unless there are any members who were not here last time I can go through this last time. If there were any members that did not join us in June.

STEVEN WINTER: I would like a quick run through.

DOUG MANZ: Fine. I'll give you a run through of where we are.

So as a reminder, NorthPoint is a 45-acre mixed use campus. That is the former Boston and Maine rail yard just on the edge

of East Cambridge on the other side of O'Brien Highway. We're roughly bounded by the Gilmore Bridge, Monsignor O'Brien Highway. It does not include the Archstone and NorthPoint site that's now owned by Avalon. That's slightly next to our site. But we are directly adjacent also to the two building Education First campus and the NorthPoint Park. You know, so again the master plan was originally approved through a very major citywide effort in 2003 and it was approved for 5.2 million square feet. The HYM Investment Group with our investors acquired the site in August of 2010. So we've got involved relatively, you know, recently but it was over four years ago at this point. And we approached the City of Cambridge in 2012 about a Major Amendment to the plan, which really didn't change the

square footage but really updated the plan more to the layout of the parcels, we created a new urban square, a retail square, (inaudible). We also increased the amount of open space from nine acres to eleven acres as part of that, too. So we kind of went through an update with the planning basically.

At the time Sierra and Tango were already built. They were built by Boston and Maine previously and the original apartments. And they also built the four acre North Point Commons and a small park known as Earhart Park, a section of North Point Boulevard and East Street. And that was something that they had done just after, it was basically 2006/2007 when they finished that.

Since us updating the permit in 2012, we have commenced construction. This is

actually an older photo. Many of you may not know this, but 2020 is our parcel and the site is -- we've started construction on 355 apartments in a 20-story building. That was also approved by the Planning Board and design review back in October of 2012. We broke ground in basically early 2013. That building will be opening up in June of 2015. We're really excited about. So next year. And that was our primary focus.

As part of that, we're actually also building a new 17,000 square foot park that will sit in front of parcel on 2020 and more importantly a more important connection which was a stair/pedestrian bike connection from the site up to the Gilmore Bridge. So at this point, the Gilmore Bridge is 35 feet up in the air, and we're really excited because that connection will allow this site to have

much more direct access to the Orange Line station and to Charlestown than it currently does today. Today you have to currently walk behind Archstone, there's a small stair or all the way down to the intersection to cross over to the site.

And so those improvements which again we call the head bridge connection and Charles Street Park will be completed as well as opening June 2015. So it's a major new interest to the site that we're really excited about. I didn't include those images again because we had a lot of images about 2020 the last time. But that park is the connection to the Gilmore Bridge is 50 feet wide. It's as wide as a city street and it goes 200 feet from all angles. Heavily landscaped pedestrian type boulevard plaza leading up to there. And today, again, this



building for the most part you can see it. Most of the skin is up and we're weather tight at this point. And if you drive by you can actually see what looks like a diagonal concrete slab. That's the staircase that will be going down from there that's there today. We're really excited and we're on schedule. And so a lot's happening there.

We've also been working very diligently with the MBTA on the Green Line Extension. Many of you may know the current station is here on what is parcel V of the master plan. The MBTA will be relocating the station starting in 2015, being completed by the summer of 2017 is what they tell us, and it will be the first station on the new Green Line Extension as it goes up towards Tufts University. We've been spending a lot of time with the MBTA and the Green Line

Extension. Essentially we're kind of tight with our site plan and the new station, and so we're really excited about it. So that's been our focus and what we've been working on more recently.

Now that 2020's more underway and I think the Green Line Station is set from being to the point where it's going to be on auto pilot, we're starting to focus on other parts of the site. Basically what other steps might be.

So, and again, some of you got a preview of this last time, but so now our focus is starting to shift now that the apartment building is going forward. We're starting to really focus on the retail square. Now, the master plan was updated in 2012 to create this retail concept. It wasn't well defined, we think, for the master

plan. But now it's been, again it's been actually two years later since we saw you. You know, we're looking at some changes to it which we propose in a master plan amendment that we submitted to you.

So, again, we envision this area as the retail square or the urban square as we call it. And what we mean by that is really concentrating what limited retail we have into this location, and primarily because we think it's a great location because first it has the new Green Line station there as an anchor, that's really important from our perspective. It also will line up with the connection that will be made. So today First Street does not go through. As, you know, today First Street ends at the existing Lechmere Station which is here. And you have to kind of do that, you know, jug handle to

get around the station today. When the Green Line moves over, we actually will basically punch through First Street and bring it all the way into the site which we think is important. We also are responsible for the upgrading of Monsignor O'Brien Highway which will really start to re-integrate North Point back into East Cambridge, really make it part of East Cambridge as opposed to the outlying rail yards that they were.

But again, so this retail square concept was proposed in 2012, but now we'd like to add some enhancements to it. That's why we're before you. It's one of the topics of the Major Amendment.

So a couple of things is that in 2012 or the permits that we inherited, we had already approved on the site 150,000 square feet of retail. Those were the original

permits. And this shows you a map of where we were allocating the retail back in 2012. So the dark red areas was the areas that we could get retail in and use up about the 150,000 square feet of retail. And to be honest 150,000 square feet is not a lot of retail. 5.2 million square feet that was a very small amount. It is for the most part all meant to be ground level retail. There is a restriction that there's a 10,000 square foot maximum size. We really see these as street level retail integrated from mid-rise to high rise buildings. So really we're not talking big box type retail. But there is a -- oh, sorry, there is a maximum size in the permit of 10,000 square feet.

Now, there was an amendment earlier before we took over. There is one store allowed to be 15,000 square feet. It was

meant to be sort of a very small type of grocery store. This was earlier on. But the main effort that we did in 2012 was we really grouped the retail. Before it was kind of spread out throughout the site, and we really kind of concentrated it within this retail concept. We added a lot more plaza areas through the site. We really integrated North Point Common to intercept with that retail. But that was really to create a place as part of this. We also created areas here as well as some areas here about potentially a future public market which was very important for the East Cambridge Planning Team that over time a market could exist in, you know, some plaza areas as well. We're continuing to accommodate that concept here. Potentially here as well.

And then the potential retail was

basically saying if we had additional retail, this is where we'd start to put it to augment that area, but again we ran out basically from our perspective from planning. So as part of the application of what we're asking for is a couple of key things:

So first, we are proposing that we're allowed to do a grocery store. We think parcel B is the most likely location. So we are requesting that we're allowed up to a 50,000 square foot grocery store. To give you a sense more of a Whole Foods scale type grocery store. It's not a Stop-N-Shop which is 70 to 100,000 square feet by right which height could be much higher too as well. We like it on parcel B because it actually lays out very well as a footprint. This would still be a mid-rise building that would be a grocery store first floor. Other uses of

parking and maybe a retail establishment above that. But it's, again, not a standalone one-story type building. It's an integrated type building. But we've talked about it here because what we'd liked again is Lechmere Square is an activator or a way to get to the site. And then we thought the grocery store being kind of, you know, the bookends to retail square from our perspective. So that is just one thing that we're requesting.

We're also requesting allowing an additional 100,000 square feet of retail in addition to the 50, which again would start to be able to allow us to fill out the rest of these areas that are hatched at this point, to really again, you know, get it into an integrated plan.

It's important to note that so in total



we're asking for an additional 150,000 square feet of retail. So we have 150,000 today. We're asking for another 150, so 300 total. We're not changing the total square footage of commercial. So the idea is that we're still at the 5.2 million square feet in total. And the commercial is stacked at 2,195,000 square feet.

What will happen is that the -- as we increase the retail, the office and lab will come down. So it will be a balance out. I want to be clear about that. It's really more about, you know, modifying the mix of the commercial side of the uses. It doesn't impact the residential. The residential square foot stays the same which is about three million square feet.

One of the other things that we are looking for which will also acquire action by

the City Council is to allow retail parking as part of this. Currently today the North Point Zoning District retail parking is not allowed. Okay? Part of that was when the Zoning was originally passed, and again some of you may have better knowledge of this than I do, but there was a reaction of not wanting this to be, you know, I don't want to say Assembly Road. But I think we're safe here, right, in here in Cambridge? We didn't want a big shopping plaza. We don't want big box retail. This was more ancillary retail. As we start to think of the concept of a grocery store, for us to attract a grocery store there needs to be some retail parking. Most grocery stores have retail parking associated with them, it's very limited in nature. There's 0.5 spaces per thousand square feet equates to at most 150 spaces. So if we had

300,000 square feet of retail, we're talking about 150 spaces that already -- sorry. That might be retail spaces. In the scheme of things right now we'll talk in a second, North Point's approved for 4,900 spaces. So I just want to again put in context, 150 spaces is not a lot of spaces to be providing. It's meant to be really ancillary support for particularly the grocery store.

So -- and we'll talk a little bit more about next steps. We are submitting a formal amendment to the City Council that will allow us to do the retail parking change.

This is a view of an artist's rendering of the retail square that's looking back at the new MBTA Green Line station. This is actually parcel R. This is actually parcel Q. We're actually on I. So if I go back, it's basically looking back this way towards

the station. So you're basically in this plaza area right here.

This is another view looking the other way. Now you're actually -- your back's to the Green Line station. You're looking into the plaza and, again, this is showing one of the buildings that's on parcel I. North Point Common is to your right side. Again, as you can see, it's really ground floor retail with larger buildings above the other uses on the site. So it's meant to really become a place.

So, now getting into a little more detail just to sort of go through this. This site has obviously changed over time, you know, in terms of the uses and everything. So in 2002 a full traffic study was done. There were some minor changes by the time we got to 2012. The minor change was that

originally the site started with 75,000 square feet of retail, this is going back 12 years now. We were at 150,000 square feet in 2012 and this is what we're really talking about now in terms of what the changes of uses. The reason why this is important is obviously as we shift mixed uses around it affects trip generation for that. So that's why we bring it up. What I want to show here that's important is as we go from 150,000, what we're talking about is here's the grocery store that we've added in, and again it's one trip generation rate. 75,000 of retail. Now this retail is not ancillary retail. It actually might generate some trips. So again it might be -- I'm trying to think of right categories, we can go into what types of uses that might be, and then you still have for the most part very similar

amount of ancillary retail, which is meant the retail that supports the site and people that go there type of thing.

Again, the office and lab is going down as these go up, type of thing. So it will just be clear. There is a slight change in the hotel program. We've had a lot more attraction with hotel operators wanting to locate at the site. They're not looking for 90 key, which is a very small hotel. They're looking for midsize, which is 150 keys. So that's another change we've also made.

One of the other things to talk about, too, is that the average unit size for residential units that's changed over the last 12 years as well. Unit sizes are coming down a little bit, so there's been modification, too, to accommodate the same residential square footage but the average

unit size may be more residential units on the site. And, again, we want to take that into account so again the traffic generation is all updated to make sure that we're still staying below the number of trips originally shown.

I won't go into too much detail of this but the other thing that we've done, so as part of the application, VHB has done a memo which goes through all of these kind of changes or analysis, and we've been working with the City of Cambridge on this as well, too. But one of the other things that's been updated, in 2002 the mode shares were much different in the traffic study. They were higher than they currently are. The mode shares, and again mode shares means people who are actually driving to the site as opposed to taking transit, walking or biking.

The residential mode share is probably the biggest change is that based upon the K2-C2 study the residential mode shares in Cambridge are much lower than what they were thought to be back in 2002. Which is good news. I mean, that means people are really using the transit network. There was no supermarket in 2002, so this is just the new mode share of showing how people would drive to a supermarket which half people would drive to a supermarket based upon -- so we go through that with similar updates, too, as well. But again this is in the memo just to show what the new trip generation is based upon.

I'm not going to go through this. This is ITE codes which I'm not qualified to describe.

But what I want to get into, though, is



so that so again it's all -- it's in the VHB's memo. What we looked at was the number of trips that were in 2002, the number of trips that were analyzed in 2012, and the trips that are coming out as a result of this updated allocation of uses. And I think it's really important to say that a.m. peak trips were actually dropping with these reallocations. Okay? So it's important to know. So we've always -- our main goal was that even in 2012, the main goal was that we were not going to be above the original trip generation study. That's a real important point. But a.m. peak trips actually goes down quite a bit. P.M. trips don't go down as much, and part of that is it still goes down but part of that is we do have retail and retail's a bit more active in the evening so it's part of it. But, again, the memo's

pretty detailed and goes through every single category. I know that there were some concerns about trying to understand well, if we add the retail or have the retail parking, how many more trips are coming because of it? And I think we want to really show you that we have the analysis, but from our perspective it was really important to show that the goal again was to make sure that we weren't increasing the number of trips from the original. So this is just to kind of summarize it really quick, but again, you know, the original TIS, the daily trips is about 16,000 with a slight change to it. Again, there's a little bit more change in the a.m. peak and the p.m. peak comes down slightly. So again, this is really about reallocation of approved square footage, but this is the trip generation now associated

with it. And, again, we submitted a detailed memo that's also in the application.

So, again, I think we already went through this, but again increasing retail square footage. There's a reallocation from office and lab square footage, it's not an increase in commercial. Mode share has been updated, which is more permeable for the city of Cambridge is using it in Kendall Square and other places. And so, but again we're really excited about this, but I'm sure you might have a lot of questions about this. So this is kind of the first part of what the application the amendment was asking for.

So I'm going to move on to part two: Part two is North Point parking district. And shared parking and parking ratio reductions. So, again, we've spent a significant amount of time with City of

Cambridge staff going through this over the last 12 months and working back and forth on this, assuming that I think we're very excited and the City of Cambridge staff is very excited about, and you guys had some questions and comments for us last time. So we're going to go through some of those as well, too. But one of the things that the existing North Point Special Permit -- so this is what was approved in 2006. We went through this in June. The site is currently approved for 4,988 park parking spaces. Plus there's 300 MBTA parking spaces allowed on the site. And again this is in 2002. These were the ratios that were, were basically what resulted in the 4,980. One space per thousand for office, one space per thousand for lab, one space per unit for residential, 0.5 spaces per key and again retail was not

allowed by Zoning at the time. And there were some other additional parameters which allowed us to the 1.256 per thousand square feet for early buildings. That was really also part of the strategy of that. Remember we were going to do above grade garages against the commuter rail tracks to start to build a buffer. So that 1.25 was allowing the buildings to have a little more allocation. Still we couldn't exceed these ratios for the overall site, but some of those may have a little bit more parking in the back. And that was to create that buffer. The combination of above grade and below grade parking, again, the buildings that are close to the park inside the site will be all below grade parking, but above grade parking will along the commuter rail yard, and as you come down, you'll feel more

(inaudible). So again if you're in 2020 for those that approved it, we have three levels of above grade parking that abuts the bridge, but it's wrapped on the North Point side, by the residential units and retail. So, but at the time in 2012 it became very clear from staff as well as from the Planning Board, and it's in our Special Permit amendment, that you wanted us to go back and work with staff about can we find ways to reduce parking. You know, this was a significant amount of parking for what was a very urban site that has access to two T stations, EZ Ride shuttle, Hubway and things like that. So that's led us again to start working through this with the city of Cambridge staff. So the concept is the creation of a shared parking district. So that basically North Point would become its kind of own parking

district and a way to try to reduce parking, you know, through shared parking. And that was the concept that we've been working on with the City of Cambridge. So basically this means joint uses of managed parking supply. This doesn't mean that all parcels necessarily sharing parking, but really is folks using again, those buildings are on the back side of the site, those larger commercial buildings. So again that's the other thing, too, which I again going back in time, previously the back part of the site along the computer rail was all residential. Except for H, you know, G and H towards the end. One of the big things that we did was shifted those residential parcels on to the park and put a lot more commercial buildings in the back. And so again commercial buildings with garages are -- it's easier to

share parking because the employees as well as people and residents are more used to it. As opposed to trying to share a private residential garage to bring it up, but that was never part of the strategy that we were going through. But the idea is that, you know, there are different peak parking demands for different uses. Obviously residential peaks at night, but it's lower during the day. Again, going back to those mode shares, 32 percent of our residents are going somewhere. They're driving somewhere. Whether it's reverse commuting or they're going somewhere off to work and taking the cars with them. That means they're leaving the garage spaces empty. Office is the other, which is obviously the other benefit. The office is coming in for the most part, you know, vacant at night. And so the idea



was that can we look at shared parking demand that might lead to a parking supply reduction opportunity? We showed this in June. It's just as difficult to read as it was in June. But to go through it, what this is trying to show that, you know, this is residential. So this is again going through that same concept. So it's six a.m. in the morning, you know, for the most the assumption is residential garages are full before people start going to work. And then as people start to go to work, the amount of parking demand goes down. And then it goes back up in the evening. This is actually showing hotel, but again, hotels are a very minor component so I just bring that up. You know, office is much different. Obviously it's very low and then it peaks and it stays pretty high throughout the course of the day.

There's a little bit of a dip at lunchtime here and it drops back off, you know, down to a very low percentage. So the ability to shared parking is really in this kind, kind of in this delta area where residential is out for the most part for those who are driving and offices coming in. So that's where the opportunity is to share parking in that time period. Again, this is in the memo, you know, but this goes through the percentages on a typical day. I think we also show it on a monthly basis as well, too. Not that it varies much, but like in August office use goes down when people are on vacation, whereas in retail in December it goes up a little bit. Not maybe as relevant for our retail to be honest because we're not, the Cambridgeside Galleria, we're more urban type square retail. I just bring it

up, there's more detail in that.

And so, what we're formally asking then through the Special Permit amendment is a couple of things:

First, we're looking to update the proposed parking ratios to lower ratios. So, again, that earlier slide was one space per thousand per office, we're proposing to go down to 0.9 spaces per thousand. This is kind of keeping with the Kendall Square changes that have happened recently. 0.8 for lab. Residential was down to 0.75 spaces per unit average. And the reason why we say average, is that, you know, on the site we found that the apartment buildings could be easily as low as 0.5 spaces per unit because they're rental. Not a lot of people are bringing cars when they're renting. Condominiums are a little bit different in that usually even

if they don't have a car, because uses are probably more than less than one space per condo unit. I didn't talk about this before. Condominium owners really being fearful of being able to sell a condo without the right to have a parking spot. Whether they use that parking spot or not is a little bit different. But again obviously, you know, home prices or condo prices in Cambridge are very expensive. And when you talk about selling a five or six hundred thousand condominium and not having a parking space, that creates a little bit of concern.

So this kind of goes to this paragraph, and what we're asking for is that on average we're saying that we're willing to cap the number of spaces, 0.75 spaces per unit for the overall site, as long as we have the flexibility to go to the lowest 0.5 spaces

per unit. You know, on some buildings and up to as high of one space per unit on other buildings. And to be honest, this is really going to be a ratio, where we were, for example, 2020 -- right now 2020 in design review was shown to have 0.5 spaces units in the building, and then we had a surface parking lot that would make up the other 0.5 spaces, which would be eventually located to a commercial garage in the back. Our perspective is our lender, our investors would easily use just the 0.5 spaces for the residential unit or for the apartment building. If we were to come back for a condo building on parcels L and M, we would probably seek one space per unit. And that's how we go back and forth. So, you know, we obviously don't know exactly what the split of condos versus residential would be in the

remaining parcels, but our sense is it would be pretty even. Today we're actually surprisingly very (inaudible). Sierra and Tango is 329 units. And parcel N which is going to be an apartment building is 355 units. So very likely because as the economy changes, apartments, you know, are hot and then condos become so it's going to switch back and forth. That's obviously still something that we would be coming back to you for each design review for each building proposing for that building what parking would be in.

And so, hotel, 0.5 spaces per key. And then again retail is what we're proposing, 0.5 spaces per thousand. Again, that still requires City Council action. We still have some work to do, you know, with the City of Cambridge staff, and we're talking about PTDM

measures for retail parking. So we have a current PTDM plan today but actually has no measurable retail because there was no retail parking. So we have to amend it as part of this process. So we're working with Stephanie Brault (phonetic) on that and we even had a conversation with her this morning to start that conversation.

But between the reduction of ratios and the ability to do shared parking, we can lower the parking to as much as 3800 spaces based upon the analysis. So, again, we have almost 5,000 spaces we can use as little as 3800 spaces. That's a pretty significant reduction in the number of spaces. But for this to work shared parking really needs to be allowed between all parcel and uses, because that's how it balances out. Early buildings would still need to be 1.2 spaces

per thousand. But, again, that's going to be more focussed against the commuter rail yards. Still a combination of this and again over a thousand parking space reduction. And, again, a lot of this is not new because we did talk about it in June. We heard a lot of comments. And so, again, we defer to city staff on additional comments. But the first thing was that clearly the idea is that this is a guide, right, from our perspective about how it can be innovative at North Point, but we obviously provide an update as every building goes further, because today's parking ratios are this is where we think it is today. Obviously eight to nine years from today we may not know what they are and it may change. So we're definitely open to coming up with language and whenever the amendment is formally moved upon that we have



to come back, each building to present how is the parking working? What we're proposing for that building? So that you guys are comfortable as we go through this, we have data that supports it.

The other ones again was when we showed the parking at 3800, that was definitely showing how low it could go. I mean, we're fine with having a slightly higher cap of 3800 to be a buffer. I think there were some concerns about that as well, too. Even if we were higher at, you know, 3900 or even close to 4,000 that's still a thousand space reduction. So that is something we would defer to you, the Planning Board, as well as city staff to think about, you know, what flexibility there may want to be in that at the end of the day. But at the end of the day we know it's going to be something that

we want to keep track as we go through it and we want to make sure everyone is comfortable. You know, and, again, there were concerns from the neighborhood about, you know, parking that would spill over into East Cambridge as well, too. And, again, I think this is where we think these two parameters at minimum would help to understand that, you know, if we start running into the problems, we absolutely want to work with you. I mean, our hope it may be the other way around, it could be that parking is going better and maybe there's a lesson for it. But at least we're very comfortable from what we're presenting here from our perspective.

So I'm going to pause. That was probably a lot. That's at least, you know, again some additional information but very similar to what we proposed. And, again, a

lot of this information is in the application.

HUGH RUSSELL: So, Jeff -- so, are we hoping tonight to make a preliminary determination that would then include that we won't make a final determination until we can legally do so?

JEFF ROBERTS: That's an option that the Planning Board can take. This is, because this is a PUD and the process for a Major Amendment it does require the preliminary determination to be made, after closing the first public hearing and then that gets filed and then the Board can open the second public hearing at some point in the future. And I believe there's a, there's a request to extend the normal 90-day time period for final decision to 180-day period for final decision to allow time to go to the

City Council process. But the Planning Board can make that preliminary determination with different caveats, requests for information, again, after holding the public hearing or the Planning Board could continue the preliminary determination hearing and decide at a later date. It's your choice.

HUGH RUSSELL: Okay.

JEFF ROBERTS: Oh, I should add, too, just procedurally ultimately in the final decision there's going to be the Major Amendment. There are some determinations that the Planning Board needs to make regarding the retail use. So the Planning Board -- so the increase in retail use is something that under the Zoning the Planning Board can only approve by a written discrimination because the Zoning technically caps out the retail at I think at about

125,000 square feet. And then the, and then the shared and pooled parking provision that was described in the second part of this requires a separate Special Permit under Article 6 for reduction in required parking. So that's the, I think, the full layout of the -- that in addition to the City Council that the Zoning change that would need to be approved by the City Council a full range of what needs to be done.

HUGH RUSSELL: Okay. Are there other questions for Doug?

H. THEODORE COHEN: I have a question.

HUGH RUSSELL: Sure.

H. THEODORE COHEN: What, since you're not changing the square footage of anything else, what happens to the space you saved with the elimination of say a thousand

parking spots?

DOUG MANZ: So likely what will happen -- I'll go back to the site plan. What it starts to suggest is that some of the garages -- well, first the garage is most likely associated first with the residential buildings, get small because this is where the first change is. It probably also means that some of the above grade parking's come down a little bit in height in the back of the site. So there is an area of volume, you know, that would disappear. Because it is, a thousand spaces is, you know, that's a sizable area over the course of the site. But, again, it's really incremental that each of the garages keep a little bit smaller. Again our -- the plan from our perspective has always been, again, E and F and G and H are very likely candidates to have the 1.25

spaces per thousand. Because, again, they're nice and close proximity to some of the residential parcels that are going to allow that shared parking to be utilized. But that's where it's most likely is going to, you know, come out. But it's kind of an incremental change. It sounds like a big number, but it's really each parcel is getting a little bit less as we go through it.

H. THEODORE COHEN: I have another question. My recollection in the application is that one of the other things you have to ask for is a right to have off street parking.

HUGH RUSSELL: For the retail.

H. THEODORE COHEN: For the retail.

DOUG MANZ: For the retail, correct.

HUGH RUSSELL: Which we can't do.

City Council --

H. THEODORE COHEN: City Council has to do that. Maybe I missed it. I didn't notice it in your presentation.

DOUG MANZ: Yes. So, correct. And, again, it's kind of in two places, right? So if we go back to the retail, we had listed it, you know, here. You know, again, and I agree with Jeff, this is an action that the Planning Board cannot take obviously until City Council approves the change. We want to make sure what we showed you, the full package of everything, because it kind of goes together. I mean, these are two really from our perspective very positive changes for the site, you know, innovative and so, but, again, if you had a preliminary determination tonight, this is probably something that really can't be acted upon



anyway, and that's part of the reason why we're holding the -- given the 90-day extension as well. And so we can have time to go back to the City Council and we really have this down.

The Zoning Amendment is very simple to be honest. It really says to allow retail parking, 0.5 spaces per thousand. That's not granting us the authority to have 0.5 spaces per thousand. It's simply granting the Planning Board to consider the 0.5 spaces per thousand for the plan. That's the reason we'd come back in these hearings. Again, you might decide that well, 0.5 is the upper limit, but there may be some other number in there that keeps people more comfortable, too. I just bring it up because the maximum is 150 spaces, but it would be some range within that. And, you know, again, our

perspective is it's a fairly small amount of parking. It is very particularly important to grocery store, because grocery stores, you know, want a particular amount of parking spaces. And it's something that we've worked with the City of Cambridge to make sure that how that retail -- that retail parking is not meant to be commercial public parking with a big P. It's really meant to be associated with these, you know, type of retail uses on the site. So whether it's a validation or whether that's something that has to be worked out with the staff as we do that.

H. THEODORE COHEN: I have one other question.

STEVEN COHEN: Sorry.

H. THEODORE COHEN: So, by reducing the space, the size of the residential unit, you're going to increase the total number of

residential units?

DOUG MANZ: Potentially the number of units could go up.

H. THEODORE COHEN: Okay.

Presumably because there are more units there would be more vehicles associated with the residential units but your numbers still go down.

DOUG MANZ: Right.

H. THEODORE COHEN: And is that because the difference between 2002 and now shows that you're getting fewer vehicles per residential unit than you anticipated?

DOUG MANZ: Yeah, definitely. I think it goes back to the average, too, if you think about it. So leaving that aside, we're cutting residential parking by 25 percent just right off the bat, going from one space per unit to an average 0.75 spaces

per unit. That's a material reduction in parking. So the net effect might be slightly less because those residential units could potentially go up as the building gets built out. But what we're clearly seeing, and also it also depends on how many are rental versus condo. Everything we're doing in Boston and Cambridge right now is not above 0.5 spaces per thousand. And it's just, you know, it's not a lender risk, not an investor risk, it's also very expensive for them to have a car, too, because I mean Archstone is 250 a month and that's honestly a low end compared to Boston where it could be, you know, three to four hundred dollars a month just for the parking space. So we've definitely seen it lower. To be honest, I think the reason why we (inaudible) is kind of a long answer, but the apartments were very comfortable because

our residents that are renting from us, only half of them are bringing cars. Condos is very different, but it's not so much that they're bringing the cars, it's more about the resale, it's about, you know, protection of investment. But to be honest with you, they usually have a car, whether they're actually using it on a daily basis is different. If they own the condo, they're very likely to have a car, they want a space on-site or in their building or in the building next-door for it.

STEVEN COHEN: I just had one question just to clarify for myself. Are you saying in the existing PUD that there is a parking ratio set for each use? Was that just something that you're calculating internally?

DOUG MANZ: No. So, again, I think

in the existing -- if I go back to it. Let me go back go it. Right now our Special Permit amendment, the existing amendment, right, requires these ratios. So when we, we went from 2020, because we didn't change the parking ratios back then, we had to show the Planning Board one space per unit. So we did it. Already sort of thinking ahead here a little bit, saying we put 0.5 spaces in the building. And the other 0.5 spaces was in the surface lot.

STEVEN COHEN: I got it. Again, so these ratios, are they minimums or maximums?

DOUG MANZ: I think they're simply stated.

SUSAN CLIPPINGER: They're both.

STEVEN COHEN: Yes, what are they?

DOUG MANZ: They're both.

STEVEN COHEN: You have to precisely

have that ratio, not one space more nor one space less?

DOUG MANZ: Without coming back to the Planning Board specifically for reduction typically like we're doing now.

JEFF ROBERTS: Just to jump in to be clear, those are the ratios, the minimum ratios that are established in the Zoning. That what the, what the Special Permit does in addition to that is sets that, which is not on this slide, but sets the total cap on the -- that puts a maximum, also puts a maximum limit on the total number of spaces on the site. And the issue --

STEVEN COHEN: Those are minimums then and then there's a maximum cap overall?

JEFF ROBERTS: Right. Which is why this requires a -- which is why this requires a reduction in the minimum zoning, minimum

parking that's prescribed by Zoning as well as a Major Amendment to the Special Permit.

STEVEN COHEN: I see.

DOUG MANZ: That's a good point, too. I think the Zoning is right. The Zoning on the residential at least it's a minimum of one space per unit, and is actually -- there's another parameter that's up there but we haven't spent much time on it because, again, the Special Permit, they've really been kind of -- they're both minimum. And it's the -- it's what we have to do. And we clearly are today -- part of the reason why is, again, we're -- 2020 is moving forward right now. So we're under construction. And we're getting to the point where, you know, in the next few months or hopefully by the end of the year what we decide what we're going to do at least with



2020 as part of this is because we have to start building that lot and ordering lights and other things for it because it's opening up in June. And so for us to comply with the current, you know, design review approval, we have to have one space per unit. But it's a subtext to put the other reasons of the change. But currently right now 2020 is approved with one space per unit and that's the current approval that we have for that specific building.

STEVEN COHEN: So just one other question, then. I'm just trying to understand. So, again, if I understand you correctly, you're asking for a change in the minimum ratio of parking you produce, but then you're also putting together a shared parking use analysis and it's the two together --

DOUG MANZ: Correct.

STEVEN COHEN: -- which generated the number. If you read the chart correctly, it was about 37, 3800 --

DOUG MANZ: Correct.

STEVEN COHEN: -- something like that. And you wouldn't have a larger number as a cap? It's the minimum number that constrains you?

DOUG MANZ: Just to be clear, too, I think we're suggesting these again are actually both the minimum and max. So we're asking for this is not just simply the lower range. So we're not just 0.9 spaces up to 1.1 or something else. This is the guidance that we're working with the City of Cambridge staff as well as through the Planning Board, that we're willing to accept that as the minimum and the max. So this is what we

would hit. But then you are correct. Then we are -- this would calculate a number of spaces that would be over 4,000 spaces. But the shared parking then allows us to show that if we share the parking, we can reduce the number of parking spaces even further. Which I think is important for the City of Cambridge staff, too, that the lower number of spaces that you have in theory also lowers your trip generation. So that's another important concept that's behind this as well. The reason why we're willing to go above the 3800, is that there were some concerns the last time about, you know, this is obviously a really innovative and important concept, but there was concerns to make sure we don't cut it too close. And so we're just simply saying we defer to the staff as well as the Planning Board as to the cap doesn't have to

be exactly 3800. It could be something. Because we're still so far below the original number of spaces that it's still very innovative and that's where we also want to come back in time with each building to show you how is it working, because things could change. And, again, this is meant to be, this Special Permit amendment currently is valid to 2030. So it's still going to be something that lives on, you know, just beyond just the next two or three buildings.

SUSAN CLIPPINGER: I want to add something if I can.

STEVEN WINTER: Yes, please.

SUSAN CLIPPINGER: One of the things that happens with a very large project like this, a multi-unit project, and this is a particularly large one, is the build out of parking, we want to really be careful that

the build out of parking is matching the build out of the land uses. And that's where these numbers become really important.

Because you don't want them to go build 3800 spaces and then build one building. Because when we turn around and ask them to get all those people to stop driving, it will be impossible. So these become important as you think through the phasing, and it's very hard for these multibuilding projects to know over time what's going to happen first and second and what will change. And so it's a way of being able to remember what we -- why we did what we did and how do you build both the parking and the land uses in sync with each other. It's separate from many of the issues that we're asking about. But I think it was important because you probably haven't been part of discussions about projects where

we've been working on that phasing.

STEVEN COHEN: Thanks.

AHMED NUR: Sue, can I please ask a question?

SUSAN CLIPPINGER: Yes.

AHMED NUR: If you could just speak to pretty briefly the request here with Major Amendment reducing the parking ratio but then they're requesting to increase the square footage of the retail in this little bottleneck. Is there any concern at all as you increase retail, people are going to be driving into, for example, that 50,000 square feet of, you know, people driving in and there's no -- at the moment I understand there's no demand for the parking spaces that they have, but as you look into the increase of the retail square footage here?

SUSAN CLIPPINGER: Well, assuming

that the Council acts and then, you know, you have to be dealing with the actions they've taken. This -- the change in the parking ratios and the addition of the sharing has the ability of reducing the trips totally to the project by the reductions that are shown here. So it gives some flexibility as you know, the Planning Board members are thinking about, you know, what development makes sense and can changes be made that maintain the trip assumptions that were part of the original permit.

HUGH RUSSELL: But specifically to answer your question, if you build a 50,000 square foot supermarket and you build 25 parking spaces, then there will be -- and those spaces will turn over. There will be more trips for that piece of the project than you figured on before. It's just offset by

fewer trips to other uses.

AHMED NUR: I was more concerned about the parking spaces taking people -- garage full sign's up and they circle around and creating traffic in this area.

But so that brings me to the second question. So this is first one of two public hearings?

HUGH RUSSELL: Yes.

AHMED NUR: And I don't see the public. I don't know what's happening, but -- so, and then it goes to the City Council?

HUGH RUSSELL: Heather's here.

AHMED NUR: Oh, she doesn't count.

HUGH RUSSELL: She's on the list.

I'm sorry, there is a thing in between us.

HEATHER HOFFMAN: I know I couldn't see your eyes.



DOUG MANZ: To communicate that you were here.

AHMED NUR: Okay. So, in that case, then I just want to continue that, see more questions if I may. The developer -- I just had a --

HUGH RUSSELL: Sure.

AHMED NUR: You said that the unit size is coming down?

DOUG MANZ: Yeah, so the -- and again the original trip generation study assumed like 1200 square feet on average for the unit size I'm saying roughly. To give you a sense, the average unit size in the apartment building 2020 is around 850 square feet. Right? So they're just, they're different sizes, right? The 1200 was a different time when a lot more condominiums were being used. A thousand square feet,

which shows that some condominiums will be higher and some will be residential so it's kind of a blend again. And it's just really following market parameters. Now, it's something that we see a pretty typically. And part the reason why, it's not to give too much detail, the problem now is -- you know, before it was all one and two-bedroom apartment buildings. Now, they're stretching it, they're adding a lot more studio units on the lower end of the range. They're adding a few three bedrooms, but it's drawing the overall average apartment sizes down. Condos still are actually pretty high. They're up 1100 to 1150. Condominium units are the one's, two's, and three bedrooms. It's part of the market changing over the last 12 years.

AHMED NUR: And second question and

I appreciate you're clarifying that. The site drawing that you have with the Somerville showing, going through the parcels.

DOUG MANZ: You want to see that great, complicated -- where is that one?

AHMED NUR: Yeah.

DOUG MANZ: That's one of my favorite plans.

AHMED NUR: It looks like parcel -- some of these parcels are completely Somerville. Let's say K is 50/50. When you propose, for example, parcel B, where is that 50,000 retail is --

DOUG MANZ: Yep.

AHMED NUR: Are you, how -- where are you going for Somerville and what are you coming here for?

DOUG MANZ: The original master plan

with the City of Cambridge passed, actually covered those sites. Not that they're necessarily legally relevant. But I think it's important to note what really dictates and is that our permits with you guys, permits 5.2 million square feet is also based upon the traffic sighting which has certain traffic assumptions.

And so the Special Permit amendment has provisions that we have to kind of balance what happens in Somerville and Boston because they come through Cambridge. So the only reason why I bring it up is at the end of the day we don't know exactly how much square footage has to be on this side of Cambridge versus that side until we build it. But the idea is at the end of the day there can only be 5,245,000 square feet of total square footage because it all comes back to O'Brien

Highway. That's one.

And second, it's, again, we've already -- so a couple things. And in the City of Boston we have permits and approval in cooperation with the City of Boston which is consistent with the permits and approval in Cambridge. It's commercial, GNH, the heights are the same. Somerville Zoning has been passed which has a maximum height of 220 feet. It allows commercial and residential uses, again, as being consistent. We're in the midst of preparing the neighborhood plan, which is the next step, which is really a Special Permit. That, again, it basically is literally carving out what we have approved here. And so, what -- just to go further, the idea is whatever parking concept we approve here is an intention to extend it into Somerville as part of that so that we're

consistent. Again, I say this, going back to it, if for some reason I'm trying to think if we had a thousand spaces in Somerville, right, well, that means that we can only have, you know, 3,000 left in Cambridge. I mean, it's meant to be a balance. You guys have a lot of control because everything that's dictated back through the traffic study that's here. So I'm hoping I'm characterizing this correct. So that's the only reason.

AHMED NUR: I appreciate that. I mean, what I was going to ask which pretty much you answered is parcel H, Boston, you know, let's say Boston and Cambridge, depending on the Zoning and depending on what you can maximize in your profit you can pretty much take a building and put it on the parcel in the area that you wanted it to. If

you -- you know what I mean? Since you haven't really put the footprint of the building in that parcel yet, you could deal with Boston separately and then Cambridge and then based on your -- based on the outcome between the two cities, you could locate your building. You could --

HUGH RUSSELL: I think the floor area ratios are high enough and the heights are low enough that you could, you know, if you were trying to make it in the city or the other, you could skew it a little bit.

AHMED NUR: Skew it here and there.

HUGH RUSSELL: But it's not going to be all the H will be in Boston because it just won't fit.

JEFF ROBERTS: The important thing, though, is just maybe reiterating Doug a little bit, is that the Special Permit that

the Planning Board granted is conditioned on this development plan. If they start to make -- if they were going to make deals with Somerville or Boston and saying well, we're going to try to move development around or do something that changes this overall plan, it would not, it would no longer satisfy the requirements of Cambridge's PUD Special Permit.

HUGH RUSSELL: Right.

JEFF ROBERTS: So they're sort of bound -- that binds everything.

HUGH RUSSELL: Right. It binds them to come back and talk to us. Because, for example, in 2012 Somerville said, we, we note that most of our parcels are shown to be residential, we would prefer to have more commercial.

STEVEN WINTER: Correct.



HUGH RUSSELL: And so we were informed of that. And, you know, we said that's okay with us. We, you know, understand that Somerville's priorities and Cambridge's priorities are a mix and different. And so I think what we, we're all looking at this and saying well, this is a way it's gonna be. And if University Park is a model for planning of development in the city which it wasn't a PUD, it was its own creature, it was like a PUD, is they will be back before this Board every few years as opportunities occur, as markets change. You know, if for some reason that we don't expect, you know, most of the housing codes condo, and they still want their one space, then the parking will creep up and there will be a lot more empty parking spaces. The actual trip generation may not creep up, but

I mean it's like, this is the nature of these projects is that they're being done in the free market economy and people make decisions about what they will build, what they will finance, where they want to be, and the developer can't just say to the market, well, you know, this is the plan, and that's the only thing that's going to work because they won't have a successful long term development. They have to be sensitive to what's going on. So, based on, you know, what is known today, this specific plan makes sense. Will it be in 20 years what you find when you come and see this? I really don't think it will look like this exactly. I think the block will probably look pretty much the same. I think the use is pretty much the same. There probably will be some new uses or any uses today going on there.

And if it keeps going the way it's going, it's going to be a terrific addition to our city and to the tax base of Somerville, and I think it will be amusing to see the street regulation and parking signs change by the block. But you may remember, when the question came up well, what, isn't this going to be a real problem for, you know, the cities working together? And the answer is well, there are other places where -- I mean, on Locke Street, the city line goes through the middle of a bunch of two-family houses.

STEVEN WINTER: Roseland Street as well.

H. THEODORE COHEN: Roseland Street is half Somerville.

PAMELA WINTERS: And Chester Street as well.

HUGH RUSSELL: They get two tax

bills, one for the front half of the house and one for the back half. And there's a deal about what the postal address is and a deal about who maintains the street and what the fire departments do.

DOUG MANZ: So we are open to, if you guys, we are open to a land swap, I'm sure it will be really easy if the City of Somerville -- give me an F. And let's talk all A, B, C, D, J, K back. But that's a more complicated challenge.

STEVEN WINTER: What we need to do is an X.

STEVEN COHEN: Good luck.

DOUG MANZ: So I will say people are comfortable, too, the current Boston Zoning permits and approvals which we've just reconfirmed has a height of 220 feet, and it's commercial square footage which is

consistent. Somerville Zoning which was passed last year, maximum height is 220 feet. And, again, it's meant to be consistent. But the Special Permit amendment obligates us to come back with a neighborhood plan is approved. We actually need to, when we come back to you the next, we actually submit that because the idea is meant that there is going to be a balancing effect as we go through it. But we are really excited. And, again, we've done a lot of work to get us back into this place, but I think we're teed up for some really exciting stuff. And I think we fixed open space, we fixed the retail concept, and now we're looking to see parking as a next big item, which was a lot to handle two years ago. And if we spent time and I think we're excited about this, but obviously we want to make sure people are comfortable as we go

forward as well.

HUGH RUSSELL: I would like to continue and complete our business tonight. I suggest the next thing is public testimony.

STEVEN WINTER: Indeed.

PAMELA WINTERS: There's only one person.

HUGH RUSSELL: Heather, your name is on the list.

HEATHER HOFFMAN: This is good because I have a kid to pick up. My name is Heather Hoffman and I live at 213 Hurley Street and I don't have a whole ton to say about this. I'm, I'm kind of skeptical about the whole idea of shared parking, but I'm perfectly happy to have someone else spend a whole lot of money on whether it's gonna work because nobody's gonna come from there and try to park in front of my house. The other

thing is just having to do with the retail, I say go for it. Make it look good. And as to the grocery store, I am enjoying the grocery store wars going on in East Cambridge. How many developers can offer us a grocery store, because as soon as Shaw's bought Star Market, I quit going there because there was too much orange and pink for my eyes. And I'm only back because of Market Basket. But just to be serious I hope that we actually end up with grocery stores and other retail. But grocery stores that are sufficient and not overly much for people. I know that there are people down Kendall Square way who cannot imagine trekking all the way to Twin Cities. And they might possibly consider going as far as the city garage to go to a grocery store. So we have a bunch of wimps out there and we'll just have to see.

So, thanks.

HUGH RUSSELL: Thank you.

Does anyone else wish to speak?

(No Response.)

HUGH RUSSELL: I see no one.

So do we want to make a preliminary determination?

STEVEN COHEN: What exactly determination?

HUGH RUSSELL: So what we do is we say if you make the following changes to your proposal, then we will approve it the next time around. But it's a preliminary approval and it's just that the way the Ordinance is written. There are two steps. The logic was that we wanted people to come in and talk about things that are more conceptual level and without sort of having everything worked out. That's not really what's going on here



tonight. It's, you know, it's -- so I think it makes sense to do it. The only part is the way in which if the words around the fact that maybe we have to say something like we would support the retail parking if we had the power to do that. But -- or we would support an amendment to that effect to be able to consider it.

And, Jeff.

JEFF ROBERTS: And just add to that when, when the Planning Board wouldn't even really need to do that because it will come back to the Planning Board for a recommendation when it becomes a Zoning Petition. So the point is that I think I sent up just a very brief thing that says what the findings are for a preliminary determination. It would -- the Board would have to find. And this is just looking at

the development concept, not necessarily the details of it, but just the concept of a proposal. Is that it conforms to the general development control under Section 12.50. So what -- that's a, it would do that. Conforms to the development control set forth in the specific PUD, which is where the Planning Board would have to say, you know, this -- it's contingent on the change to the Zoning regarding retail parking as well as determination by the Planning Board, that the increase in retail parking is acceptable in order to meet the objectives of the district. And then, and then in the third finding is that it conforms with adoptive policy plans or development guidelines for the portion of the city in which development of the city in which the PUD district is located, and then the fourth is that it provides benefits to

the city but outweighs adverse affects. And in making that final finding it relies on the quality of the site design, traffic flow and safety, adequacy of utilities and other public works, impacts on existing facilities with the city, and potential fiscal impacts.

HUGH RUSSELL: And if you go to Section 2 of the notebook we got, there's page after page of no change, no change, no change, no change. To the -- to all the, most of the criteria. Even though there's 70 pages in here, basically it's very simple.

STEVEN COHEN: You know, the one open issue I guess is what do you want to do for a cap? Is it just -- are you requesting just the 3800 or whatever precise number was or are you actually requesting a higher cap?

DOUG MANZ: So I think --

HUGH RUSSELL: Just to stop it right

there, we could say that's something we want you to establish when you come back to us.

STEVEN COHEN: Okay. Sounds great.

DOUG MANZ: I think on that point I would agree. I think we would obviously love a preliminary determination. I defer to Jeff and how it should be worded obviously. The cap could be something that, you know, with us further coming back to explore the caps. I think we would want to, you know, sit with the city, too, as well. But I think it was very clear that it was from the Planning Board. I don't think you guys have a number necessarily. But the idea is okay, the announcement says 3800 but it might be nice to have a little bit more. In our minds we said somewhere between 3800, definitely not for more than 4,000, but it's somewhere in that range. We can come back on that. And I

think we also need to come back on PTDM measures as well for the retail parking. Those are the two items that will come back. It's also good that you actually like the retail parking as part of the package, even though you can't act on it, because it's something that we're going in front of the City Council. And Jeff is right, you guys will see us separately because of the City Council action. But that's good feedback for us to hear. Because, again, we tried to be very thoughtful and careful. This is the whole package. We understand that is a piece you can't make a final action on until that's done.

HUGH RUSSELL: Yes, and I would say we like the grocery store, and we understand that if you're going to have 50,000 square feet grocery store, people have to be

attracted from beyond walking distance to make it viable, to make it the best store it can be and, therefore, parking has to be provided. So that's why we like the parking because it allows us to get a better store.

H. THEODORE COHEN: I just have a question. I just wanted to confirm staff or Catherine, my recollection of last time we were preliminarily given this, that the concept in 2002 was that the city did not want to have a grocery store there, it did not want to have much retail because it didn't want to draw traffic into that area, but certainly, you know, in the years I've been on the Board we have just been hearing the neighborhood say over and over We want a grocery store. We want more retail. And so the, you know, as Hugh was talking about things change over time, that's what's

happened in the past 12 or 10 years, is that the desire for a grocery store has in coalesced in this neighborhood and for more retail.

CATHERINE PRESTON CONNOLLY: And I would agree with that and also say that I think that the fact that the mode splits have changed and there's been a lot of good data demonstrating that change, has given people additional comfort that a grocery store would not create overwhelming traffic, that it would be a problem.

PAMELA WINTERS: So now what?

HUGH RUSSELL: So now somebody makes a motion to -- a preliminary motion to approve the Major Amendment as discussed and amended and conditioned by our discussion this evening.

PAMELA WINTERS: So moved. Oh, did

you?

STEVEN COHEN: You moved it. I offered the amendment with the condition that we hear more about the traffic management plan and the proposed cap on parking?

HUGH RUSSELL: Yes.

PAMELA WINTERS: So moved.

HUGH RUSSELL: Is there a second?

Are you seconding?

STEVEN COHEN: Second.

HUGH RUSSELL: Is there any further discussion?

(No Response.)

HUGH RUSSELL: So those voting in favor of the motion?

(Raising hands.)

HUGH RUSSELL: All members voting in favor.

And then we have to also vote to extend



the time.

Do we have a -- I think we have a written request to extend from 90 days to 180 days.

Jeff, flashed something in front of me.

JEFF ROBERTS: That's correct, to extend the normal 90-day decision for final decision to 180 days for final decision.

HUGH RUSSELL: Is there a motion to do that?

STEVEN WINTER: So moved.

HUGH RUSSELL: Steve.

STEVEN COHEN: Second.

HUGH RUSSELL: Steve seconded it.

All members voting in favor.

(Raising hands.)

HUGH RUSSELL: Okay.

DOUG MANZ: Thank you very much.

HUGH RUSSELL: Sorry to keep you

waiting.

We have one further item on our agenda tonight. Someone has been waiting here for four hours. And this is General Business Planning Board 269, 603 Concord Avenue.

So what happened was Town Manager called me saying what's that huge thing on the top of the building? We didn't approve that. And it turned out that the plans that were submitted for our approval did not show elevator penthouse and mechanical penthouse at all. And then the penthouse that's actually there was taller than we would need to serve the building because they think it would be a good idea to put a roof terrace up there and under, you know, handicap accessibility rules, the elevator has to come up to the roof terrace. So now we have a large bump with an illegal sign on it that

says Now Leasing or whatever. Like every apartment building in the city has an illegal sign for some period of time. So what's before us is reviewing this question, I assume it's within our right to say this is awful, tear it off, and get into a huge fight.

It's also within our jurisdiction to say a roof terrace up there overlooking Fresh Pond a long way neighboring condominium behind, that's not a bad idea. You know, it's not a lot of open space for the residents of this building. It might be useful open space. And we can talk about how to make it pretty. And you might want to delegate that somewhat to Suzannah because the drawings that had been submitted to us are still -- were very --

STEVEN COHEN: Delegate the whole

thing to Suzannah.

HUGH RUSSELL: Well, out of respect for Mr. Anninger and his long service on the Board -- I'm telling your story.

PHIL TERZIS: Thank you.

HUGH RUSSELL: Is there more to that?

PAMELA WINTERS: Does it have to go before the BZA, too?

HUGH RUSSELL: No, no. It's basically just a permit issue about the drawings.

PAMELA WINTERS: Okay.

HUGH RUSSELL: But I assume, you know, that the penthouse on the drawings that were approved, you know, were submitted for construction and, you know, you could say well, Roger should have noticed that when he signed off on the Building Permit drawings

but it didn't get noticed so....

PHIL TERZIS: Phil Terzis with Acorn Holdings. I'm representing Acorn Holdings and the developer, Owens Development, in this project and I want to start by apologizing for not showing the elevator penthouse in our original submission to the Planning Board. It was an oversight on my part as well as the architect's part. So now the building, as you've heard, was under construction and caused a little bit of an uproar I think of seeing this tall penthouse on the project. The building was originally approved at about 74 feet high. This adds another 14 feet above that. The reason for the extra height is because when we built -- we have two parcels. This is Phase I of the project. And if you're familiar with the bank next-door, the Bank of America building, that

will be Phase II.

It's our proposal to take FAR from Phase II and add it to Phase I when we permit Phase II as a Special Permit so that we can add a roof deck to Phase I, and also some more balconies where we have Juliet balconies now, we would like to add full balconies because we found that tenants really appreciate outdoor space. So, that's the reason for the height, is to get an extra stop so we can have a roof deck. And that's part of this, I don't know if you can see this, but this is the penthouse in question. And then this is basically simple volume that houses the elevator. And then we would propose when we build Phase II to add a trellis which would be similar to the trellises that are down here on the second floor terrace as off the second floor housing

units. And these are some images that we're proposing to use. Sort of the corrugated metal panel cladding on the penthouse itself. And then in the future when it's permitted in Phase II, to add a trellis similar to these down here which should be clad in, which would basically be cedar timbers.

And we included in our package some details. This is showing the elevator penthouse here in red, and the associated egress stair which would access for this roof deck that we're hoping to build in Phase II.

These are some close up details of how this would be constructed. As you can see, there's corrugated cladding on both the elevator penthouse and this stair access and the stairway here.

And then the future roof trellis here built off of it.

There's elevations which are also in your package. Again, just fairly simple construction. And then this is the future trellis which we're detailing to be able to add on later when we permit Phase II. What we didn't have in your package is a couple of images. Now that the building is under construction, you can see that's the penthouse of the elevator projecting up above the building, and we put the Now Leasing sign on it which I think just attracted attention to it.

STEVEN COHEN: Bad move.

STEVEN WINTER: Is that an actual photo?

PHIL TERZIS: This is an actual photo of the building. This is taken probably about a week and a half ago.

STEVEN WINTER: Okay.



PHIL TERZIS: And then this last image is taking that same penthouse and showing how it would look clad with the corrugated metal. This isn't yet showing the trellis because that hasn't really been designed yet. But one advantage of having the building under construction is you can sort of see the before and after and we are working kind of in a real way.

HUGH RUSSELL: The building is, as we all expected, is a strong statement.

PAMELA WINTERS: Right.

STEVEN COHEN: It's great.

HUGH RUSSELL: And in an important spot. But one of the curious things is that when you're actually driving down the parkway, the tree cover's pretty good on the parkway, so it's actually -- you can't see. So if you were to stand on the parkway and

try to photograph the building, you'd see trees.

PHIL TERZIS: Yeah.

STEVEN COHEN: So, Hugh, what exactly would we have to do is amend the Special Permit or what is the technical move here?

HUGH RUSSELL: I think we would accept this as being inconsistent with the permit that was issued.

PAMELA WINTERS: Right.

HUGH RUSSELL: Is that right Jeff?

JEFF ROBERTS: Yes, this is a project that's in the phase of continuing design review. So the Planning Board's approved the design of a project and now it, and at the phase of the Building Permit and then before an Occupancy Permit is issued the staff needs to certify that the design is

consistent with the plans that were shown by the Board. And I think they were shown to the Board and approved by the Board. So I think the concern that was raised is that the penthouse was not adequately shown in those plans to be able to make that determination. So we're -- it's really the staff is looking for guidance from the Planning Board to how we should approach making that sign off before the Occupancy Certificate is issued.

STEVEN COHEN: So would it be premature to make a motion?

PAMELA WINTERS: Could you show us the before and after again, please?

PHIL TERZIS: Sure. This is the after. And that's the before.

H. THEODORE COHEN: Do we have the original plan?

PHIL TERZIS: Actually I may have it

here.

H. THEODORE COHEN: Jeff, can I assume that the penthouse does not exceed the Zoning limitation?

JEFF ROBERTS: I don't believe it does. Can you remind me what the height is of the top of the penthouse?

PHIL TERZIS: We have a Special Permit to exceed the height limit for the Alewife Overlay District. A0-D5. So we asked for a Special Permit for height and I believe it's 85 -- above 85 -- it could go up to 85 feet with a 10,000 square foot footprint. And then above that I think it could go up to, I want to say, 105 feet with a 5,000 square foot footprint. So we're well under that.

JEFF ROBERTS: Right. So I think the question, to sort of keep the two things

separate a little bit, the question about allowing the roof access and the roof terrace for recreational use by residents is something that will need to come back to the Planning Board when they come forward with the Phase II proposal, because their -- in that sense they are proposing significant alterations to the building that are outside the envelope of what the Planning Board approved. So the guidance that we're looking for tonight on this is just the -- as it's been constructed, as it's been designed and constructed and how it's been proposed to be completed is that, but still just as a mechanical penthouse is acceptable to the Planning Board or does the Planning Board have any comments about what we should do to make it more in keeping with original approval.

PHIL TERZIS: Sorry, I don't have the original.

STEVEN COHEN: Is it just the elevator penthouse or also the exit stair?

PHIL TERZIS: The stair and the penthouse.

STEVEN COHEN: The stair also?

PHIL TERZIS: Yes.

AHMED NUR: Hugh, can I comment on this, please? Has -- you sat on this Board for a very long time. Has it happened before where an architect or a designer/builder had left such a detail?

HUGH RUSSELL: This was an unusual circumstance. I'm sure it's happened, but this one just happens to be in a more prominent position.

AHMED NUR: Okay. So I ask that because to me I think moving forward while it

looks like a very genuine apology and it's accepted as far as I'm concerned, that it's a big deal. It's such a big height, 14 feet just to go on top of what's proposed and put in front of us and all of a sudden, you know, someone else calls and says what's this big thing on top of that? And now it comes back to us. I don't find it very -- if we were to go to move forward, I don't think I'm going to support this. I need to see drawings of what they proposed to begin -- I mean, it's one thing to forget something, but I want to see the framing of the penthouse to begin with. Was anything showing at all that maybe the detail of the skin or the elevation what is changed, but at least the structural aspect and beef it up, was there or something to that intention? So if something got dropped, it's okay, but was the foundation

there an intent, right? So I just don't want to --

HUGH RUSSELL: I did look at the drawings when Tom Anninger called me to see what was there. And you remember the New Street drawings?

AHMED NUR: Yes.

HUGH RUSSELL: Same team basically --

AHMED NUR: Yes, I know.

HUGH RUSSELL: -- involved in that. And so that the level of detail that we approved didn't have a structural part of the -- there was nothing, you know, we would have been thinking, wait a minute, there's got to be at least four feet overrun because the penthouse has to be a little taller than the roof. You know, someone might have thought of it, maybe they already did. I



mean, this I, I believe this building is actually very true, without that one exception, is very true to the image that was shown to us.

GREG HEIDELBERGER: It looks exactly except for the bump up.

HUGH RUSSELL: Yes.

AHMED NUR: Except for the penthouse.

HUGH RUSSELL: So I believe this was a mistake, it was just a mistake.

AHMED NUR: Okay.

HUGH RUSSELL: And, you know, and to not consider -- and then as the opportunity grew to make it, you know, useful penthouse, that's part of, that's part of it.

There's also one curious question in terms of determining the height of the -- we, we got into a -- we did a building that had

an occupied roof terrace and eventually agreed with the building inspector, with the Town of Barnstable that top of the elevator cap was the top of the occupied space and, therefore, was the top height of the building even though there was, you know, six feet of machinery above it. But the machinery was excluded. The people in the cab weren't. And they were, you know -- so how Cambridge Building Department will view the height of this building is probably somewhat unknown, but it's in the overall limits of the district.

STEVEN COHEN: Are we ready for a motion?

STEVEN WINTER: Yes.

STEVEN COHEN: I move that the elevator penthouse and the stair head house as constructed be found to be in substantial

conformity to the approved Special Permit subject to review and approval by staff as to design and materials.

STEVEN WINTER: I'd like to second that, please.

HUGH RUSSELL: Any discussion?

H. THEODORE COHEN: Could I just propose an amendment to that?

Design and materials and that confirmation that it complies with the approved height in the Zoning Ordinance.

STEVEN COHEN: Accepted.

HUGH RUSSELL: Okay, anymore discussion?

(No Response.)

HUGH RUSSELL: On the motion, all those in favor?

(Raising hands.)

HUGH RUSSELL: Six people raising

their hand.

All those opposed?

(Raising hand.)

HUGH RUSSELL: One person opposed.

(Nur opposed.)

HUGH RUSSELL: And the motion  
carries.

PHIL TERZIS: Thank you.

HUGH RUSSELL: Thanks for coming.

(Whereupon, at 11:40 p.m., the  
Planning Board Adjourned.)

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<p style="text-align: center;"><b>0</b></p>				<p style="text-align: center;"><b>7</b></p>
<p><b>0.5</b> [16] - 194:18, 204:19, 211:16, 212:19, 213:6, 213:8, 213:12, 214:14, 214:16, 225:8, 225:9, 225:11, 225:14, 228:8, 230:9, 230:10 <b>0.75</b> [3] - 211:12, 212:17, 227:19 <b>0.8</b> [1] - 211:11 <b>0.9</b> [2] - 211:9, 234:14 <b>08/19/14</b> [1] - 286:1</p>			<p style="text-align: center;"><b>4</b></p>	<p><b>7</b> [2] - 59:9, 166:11 <b>70</b> [7] - 13:19, 26:13, 126:11, 128:5, 141:17, 191:14, 259:11 <b>700</b> [4] - 34:4, 42:7, 97:19 <b>700-foot</b> [1] - 167:3 <b>74</b> [1] - 269:14 <b>75</b> [4] - 6:10, 72:14, 72:17, 73:5 <b>75,000</b> [2] - 197:1, 197:13 <b>7:00</b> [2] - 1:5, 2:6 <b>7th</b> [1] - 176:6</p>
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<p><b>1</b> [1] - 3:10 <b>1,000</b> [1] - 3:12 <b>1.1</b> [1] - 234:15 <b>1.2</b> [1] - 215:19 <b>1.25</b> [2] - 205:8, 222:19 <b>1.256</b> [1] - 205:3 <b>10</b> [2] - 140:2, 263:1 <b>10,000</b> [4] - 61:12, 189:10, 189:16, 276:13 <b>100</b> [2] - 88:3 <b>100,000</b> [3] - 11:7, 191:14, 192:13 <b>105</b> [3] - 13:18, 138:17, 276:15 <b>11</b> [1] - 67:5 <b>1100</b> [1] - 242:15 <b>115</b> [2] - 53:15, 80:18 <b>1150</b> [1] - 242:15 <b>11:40</b> [1] - 284:10 <b>12</b> [5] - 197:2, 198:16, 204:2, 242:17, 263:1 <b>12-foot</b> [1] - 21:9 <b>12.34</b> [1] - 3:17 <b>12.50</b> [1] - 258:4 <b>1200</b> [3] - 42:8, 241:12, 241:17 <b>124</b> [1] - 11:5 <b>125</b> [2] - 2:7, 106:16 <b>125,000</b> [1] - 221:1 <b>128</b> [2] - 108:6, 111:10 <b>13</b> [1] - 171:13</p>	<p style="text-align: center;"><b>2</b></p> <p><b>2</b> [9] - 3:12, 39:7, 91:5, 91:18, 108:1, 152:8, 166:11, 172:1, 259:8 <b>2,195,000</b> [1] - 193:8 <b>20</b> [5] - 38:17, 46:12, 75:12, 155:6, 250:13 <b>20-foot</b> [2] - 163:5, 170:16 <b>20-story</b> [1] - 183:4 <b>20.63.7</b> [1] - 2:10 <b>20.70</b> [1] - 2:11 <b>20.95</b> [1] - 2:12 <b>20.95.1</b> [1] - 2:11 <b>20.95.34</b> [1] - 2:13 <b>20.97.3</b> [1] - 2:14 <b>200</b> [1] - 184:17</p>	<p style="text-align: center;"><b>3</b></p> <p><b>3,000</b> [1] - 246:5 <b>30</b> [8] - 24:17, 25:5, 36:11, 68:6, 72:4, 97:7, 106:5, 106:11 <b>300</b> [2] - 193:3, 204:13 <b>300,000</b> [2] - 3:13,</p>	<p style="text-align: center;"><b>5</b></p> <p><b>4</b> [1] - 141:9 <b>4,000</b> [3] - 217:13, 235:3, 260:18 <b>4,900</b> [1] - 195:5 <b>4,980</b> [1] - 204:16 <b>4,988</b> [1] - 204:12 <b>40</b> [1] - 6:5 <b>45-acre</b> [1] - 180:18</p>	<p><b>80</b> [2] - 124:6, 128:5 <b>85</b> [3] - 276:12, 276:13 <b>850</b> [1] - 241:15 <b>88</b> [10] - 2:6, 9:12, 16:13, 22:5, 22:10, 22:18, 23:9, 34:13, 42:18, 66:7 <b>8:30</b> [3] - 3:7, 178:5, 178:8</p>
<p style="text-align: center;"><b>1</b></p>			<p style="text-align: center;"><b>5</b></p>	<p style="text-align: center;"><b>9</b></p>
<p><b>1</b> [1] - 3:10 <b>1,000</b> [1] - 3:12 <b>1.1</b> [1] - 234:15 <b>1.2</b> [1] - 215:19 <b>1.25</b> [2] - 205:8, 222:19 <b>1.256</b> [1] - 205:3 <b>10</b> [2] - 140:2, 263:1 <b>10,000</b> [4] - 61:12, 189:10, 189:16, 276:13 <b>100</b> [2] - 88:3 <b>100,000</b> [3] - 11:7, 191:14, 192:13 <b>105</b> [3] - 13:18, 138:17, 276:15 <b>11</b> [1] - 67:5 <b>1100</b> [1] - 242:15 <b>115</b> [2] - 53:15, 80:18 <b>1150</b> [1] - 242:15 <b>11:40</b> [1] - 284:10 <b>12</b> [5] - 197:2, 198:16, 204:2, 242:17, 263:1 <b>12-foot</b> [1] - 21:9 <b>12.34</b> [1] - 3:17 <b>12.50</b> [1] - 258:4 <b>1200</b> [3] - 42:8, 241:12, 241:17 <b>124</b> [1] - 11:5 <b>125</b> [2] - 2:7, 106:16 <b>125,000</b> [1] - 221:1 <b>128</b> [2] - 108:6, 111:10 <b>13</b> [1] - 171:13</p>			<p style="text-align: center;"><b>6</b></p>	<p style="text-align: center;"><b>A</b></p> <p><b>a.m</b> [4] - 201:7, 201:14, 202:16, 209:8 <b>abilities</b> [1] - 32:18 <b>ability</b> [4] - 210:3, 215:10, 239:5, 287:10 <b>able</b> [16] - 11:15, 45:3,</p>



<p>88:6, 88:7, 116:18, 117:7, 119:19, 122:13, 130:3, 130:15, 192:15, 212:5, 237:13, 257:8, 272:4, 275:6</p> <p><b>absolutely</b> [8] - 51:11, 110:16, 123:2, 124:3, 165:6, 176:1, 218:10</p> <p><b>absorb</b> [1] - 90:10</p> <p><b>abuts</b> [1] - 206:3</p> <p><b>abutters</b> [1] - 147:2</p> <p><b>accent</b> [2] - 25:18, 136:10</p> <p><b>accentuate</b> [1] - 26:15</p> <p><b>accept</b> [2] - 234:18, 274:9</p> <p><b>acceptable</b> [3] - 130:6, 258:12, 277:15</p> <p><b>accepted</b> [2] - 279:2, 283:12</p> <p><b>access</b> [9] - 97:3, 98:4, 98:5, 99:2, 184:1, 206:13, 271:11, 271:16, 277:2</p> <p><b>accessed</b> [1] - 96:19</p> <p><b>accessibility</b> [1] - 266:17</p> <p><b>accommodate</b> [4] - 18:13, 127:13, 190:17, 198:18</p> <p><b>accomplish</b> [1] - 117:7</p> <p><b>according</b> [2] - 73:3, 102:17</p> <p><b>account</b> [1] - 199:3</p> <p><b>accumulated</b> [1] - 113:7</p> <p><b>accurate</b> [4] - 31:18, 157:4, 286:17, 287:9</p> <p><b>achieved</b> [1] - 98:12</p> <p><b>Acorn</b> [2] - 269:2, 269:3</p> <p><b>acquire</b> [1] - 193:19</p> <p><b>acquired</b> [1] - 181:14</p> <p><b>acre</b> [1] - 182:12</p> <p><b>acres</b> [2] - 182:5</p> <p><b>act</b> [2] - 177:3, 261:6</p> <p><b>acted</b> [1] - 224:19</p> <p><b>Acting</b> [2] - 1:13, 2:2</p> <p><b>action</b> [6] - 108:1, 193:19, 214:17, 224:9, 261:10, 261:14</p> <p><b>actions</b> [3] - 107:7, 109:12, 239:2</p> <p><b>activate</b> [1] - 17:18</p>	<p><b>activated</b> [1] - 95:17</p> <p><b>activation</b> [3] - 96:15, 98:19, 99:5</p> <p><b>activator</b> [1] - 192:6</p> <p><b>active</b> [5] - 17:13, 20:10, 51:16, 96:9, 201:18</p> <p><b>activity</b> [7] - 82:2, 83:12, 83:13, 93:2, 164:6, 170:13, 176:15</p> <p><b>acts</b> [1] - 239:1</p> <p><b>actual</b> [7] - 3:11, 7:14, 114:12, 148:5, 249:19, 272:14, 272:16</p> <p><b>add</b> [18] - 42:7, 42:15, 52:2, 89:7, 91:7, 92:6, 93:12, 188:13, 202:4, 220:9, 236:12, 257:10, 270:3, 270:5, 270:7, 270:16, 271:5, 272:5</p> <p><b>added</b> [3] - 45:11, 190:7, 197:12</p> <p><b>adding</b> [5] - 45:5, 55:11, 89:10, 242:10, 242:11</p> <p><b>addition</b> [5] - 192:14, 221:7, 231:10, 239:4, 251:2</p> <p><b>additional</b> [15] - 38:15, 90:11, 93:4, 93:13, 96:11, 106:19, 109:5, 116:2, 191:1, 192:13, 193:1, 205:2, 216:8, 218:18, 263:10</p> <p><b>address</b> [6] - 16:2, 47:6, 135:9, 135:10, 136:7, 252:3</p> <p><b>addressed</b> [3] - 31:15, 32:11, 136:13</p> <p><b>addressing</b> [1] - 136:16</p> <p><b>adds</b> [1] - 269:14</p> <p><b>adequacy</b> [1] - 259:4</p> <p><b>adequately</b> [1] - 275:5</p> <p><b>adjacent</b> [2] - 133:2, 181:7</p> <p><b>Adjourned</b> [1] - 284:11</p> <p><b>adjusted</b> [1] - 81:4</p> <p><b>adjustments</b> [1] - 13:6</p> <p><b>Adler's</b> [1] - 7:3</p> <p><b>admittedly</b> [1] - 164:7</p> <p><b>Adoption</b> [1] - 2:4</p>	<p><b>adoptive</b> [1] - 258:15</p> <p><b>advance</b> [1] - 105:15</p> <p><b>advantage</b> [2] - 107:15, 273:6</p> <p><b>adverse</b> [1] - 259:1</p> <p><b>advertising</b> [1] - 60:12</p> <p><b>advise</b> [1] - 82:3</p> <p><b>Advisory</b> [1] - 103:11</p> <p><b>advocating</b> [1] - 137:3</p> <p><b>affected</b> [1] - 21:7</p> <p><b>affects</b> [2] - 197:8, 259:1</p> <p><b>affordable</b> [9] - 44:19, 46:8, 46:15, 47:1, 55:4, 66:2, 66:5, 110:1, 151:11</p> <p><b>afternoon</b> [1] - 157:11</p> <p><b>Agency</b> [1] - 38:1</p> <p><b>agency</b> [1] - 127:16</p> <p><b>agenda</b> [4] - 5:8, 8:11, 40:3, 266:2</p> <p><b>ago</b> [7] - 70:15, 73:16, 75:11, 76:8, 181:16, 253:17, 272:18</p> <p><b>agree</b> [12] - 86:8, 107:16, 129:12, 135:2, 135:12, 137:10, 138:4, 151:8, 173:2, 224:9, 260:5, 263:6</p> <p><b>agreed</b> [1] - 282:2</p> <p><b>agreement</b> [2] - 55:6, 81:19</p> <p><b>ahead</b> [5] - 23:9, 129:8, 144:6, 178:8, 230:8</p> <p><b>AHMED</b> [38] - 7:12, 8:3, 47:6, 47:10, 62:12, 62:15, 86:4, 89:17, 102:11, 103:8, 103:13, 104:10, 104:18, 107:16, 146:10, 151:7, 171:10, 172:15, 177:14, 238:3, 238:6, 240:2, 240:10, 240:14, 241:3, 241:8, 242:19, 243:7, 243:10, 243:16, 246:12, 247:13, 278:9, 278:18, 280:7, 280:10, 281:8, 281:12</p> <p><b>ahmed</b> [1] - 1:10</p> <p><b>Ahmed</b> [1] - 177:15</p> <p><b>air</b> [4] - 35:14, 149:14, 163:15, 183:18</p> <p><b>alas</b> [1] - 60:9</p>	<p><b>alert</b> [1] - 5:12</p> <p><b>Alewife</b> [26] - 20:3, 37:17, 38:7, 39:10, 41:3, 71:3, 78:19, 83:6, 84:4, 91:19, 92:14, 94:8, 107:18, 108:9, 111:12, 115:14, 116:15, 132:4, 147:14, 152:2, 152:11, 152:18, 153:2, 155:12, 163:3, 276:10</p> <p><b>Alex</b> [1] - 179:9</p> <p><b>align</b> [1] - 96:5</p> <p><b>alignment</b> [1] - 20:6</p> <p><b>aligns</b> [1] - 20:1</p> <p><b>Alliance</b> [4] - 30:5, 112:5, 132:5</p> <p><b>allocated</b> [1] - 113:8</p> <p><b>allocating</b> [1] - 189:2</p> <p><b>allocation</b> [5] - 3:14, 80:8, 84:14, 201:6, 205:10</p> <p><b>allocations</b> [1] - 81:4</p> <p><b>allow</b> [12] - 70:6, 91:8, 113:19, 140:15, 161:15, 183:19, 192:15, 194:1, 195:12, 219:19, 223:3, 225:7</p> <p><b>allowed</b> [10] - 41:12, 45:1, 189:19, 191:8, 191:10, 194:4, 204:13, 205:1, 205:3, 215:17</p> <p><b>allowing</b> [4] - 3:11, 192:12, 205:8, 277:2</p> <p><b>allows</b> [4] - 137:15, 235:4, 245:10, 262:5</p> <p><b>alluded</b> [2] - 48:15, 49:11</p> <p><b>almost</b> [5] - 76:5, 102:18, 119:10, 163:18, 215:13</p> <p><b>alterations</b> [1] - 277:8</p> <p><b>aluminum</b> [1] - 26:1</p> <p><b>Amazon</b> [1] - 140:9</p> <p><b>amelia</b> [1] - 155:14</p> <p><b>amend</b> [3] - 3:7, 215:4, 274:5</p> <p><b>amended</b> [1] - 263:17</p> <p><b>amendment</b> [16] - 6:1, 187:4, 189:17, 195:12, 203:14, 206:8, 211:3, 216:19, 230:3, 236:8, 244:9, 253:4, 257:7, 264:3, 283:8</p>	<p><b>Amendment</b> [13] - 3:7, 36:4, 178:10, 179:3, 179:16, 181:18, 188:15, 219:11, 220:12, 225:6, 232:2, 238:8, 263:16</p> <p><b>amendments</b> [2] - 2:7, 3:9</p> <p><b>amenities</b> [1] - 57:15</p> <p><b>amenity</b> [8] - 13:11, 19:3, 23:13, 23:15, 24:6, 24:13, 96:12, 99:10</p> <p><b>America</b> [1] - 269:19</p> <p><b>amount</b> [21] - 3:12, 13:11, 22:18, 31:3, 54:19, 76:13, 88:19, 94:3, 104:13, 113:6, 113:13, 155:9, 157:9, 182:4, 189:8, 198:1, 203:19, 206:11, 209:12, 226:1, 226:4</p> <p><b>amounts</b> [1] - 62:1</p> <p><b>amusing</b> [1] - 251:4</p> <p><b>analysis</b> [7] - 32:4, 85:18, 99:18, 199:11, 202:7, 215:12, 233:18</p> <p><b>analyzed</b> [1] - 201:4</p> <p><b>analyzing</b> [1] - 115:1</p> <p><b>anchor</b> [1] - 187:13</p> <p><b>ancillary</b> [4] - 194:12, 195:8, 197:14, 198:1</p> <p><b>AND</b> [2] - 285:1, 285:17</p> <p><b>AND/OR</b> [1] - 287:19</p> <p><b>angle</b> [2] - 20:3, 48:12</p> <p><b>angle's</b> [1] - 160:19</p> <p><b>angles</b> [2] - 28:14, 184:17</p> <p><b>Anninger</b> [2] - 268:3, 280:4</p> <p><b>announce</b> [2] - 174:14, 175:12</p> <p><b>announced</b> [1] - 98:16</p> <p><b>announcement</b> [1] - 260:15</p> <p><b>answer</b> [9] - 77:17, 89:15, 89:18, 113:18, 114:12, 151:4, 228:18, 239:14, 251:9</p> <p><b>answered</b> [1] - 246:14</p> <p><b>answers</b> [2] - 89:18, 90:5</p> <p><b>anticipate</b> [3] - 16:19, 90:12, 93:10</p>
--	--	---	---	--

<p><b>anticipated</b> [2] - 21:18, 227:13  <b>ANY</b> [2] - 287:18, 287:18  <b>anyway</b> [6] - 42:19, 88:15, 119:16, 124:8, 128:14, 225:1  <b>AO</b> [1] - 276:10  <b>AO-D5</b> [1] - 276:10  <b>apartment</b> [8] - 186:15, 211:15, 213:13, 214:5, 241:15, 242:9, 242:13, 267:2  <b>apartments</b> [4] - 182:11, 183:4, 214:7, 228:19  <b>apologize</b> [2] - 56:14, 63:9  <b>apologizing</b> [1] - 269:5  <b>apology</b> [1] - 279:1  <b>Appeal</b> [1] - 2:5  <b>appear</b> [1] - 97:18  <b>applicable</b> [2] - 2:13, 2:15  <b>applicant</b> [1] - 128:12  <b>Applicant</b> [1] - 3:12  <b>application</b> [6] - 191:5, 199:9, 203:2, 203:14, 219:2, 223:12  <b>Application</b> [1] - 3:17  <b>applied</b> [1] - 80:5  <b>APPLY</b> [1] - 287:18  <b>apply</b> [1] - 113:12  <b>appreciate</b> [14] - 10:14, 30:11, 33:15, 34:16, 51:12, 53:17, 104:18, 127:12, 146:14, 149:4, 150:6, 243:1, 246:12, 270:9  <b>appreciated</b> [1] - 51:8  <b>appreciation</b> [4] - 30:3, 33:13, 41:18, 123:13  <b>approach</b> [1] - 275:9  <b>approached</b> [2] - 100:13, 181:17  <b>appropriate</b> [5] - 15:2, 18:17, 77:10, 77:11, 145:7  <b>appropriately</b> [2] - 136:16, 145:6  <b>approval</b> [8] - 233:5, 233:10, 245:4, 245:6, 256:13, 266:10, 277:19, 283:2</p>	<p><b>approvals</b> [1] - 252:17  <b>approve</b> [11] - 8:17, 9:4, 36:1, 86:8, 122:13, 154:7, 220:17, 245:18, 256:12, 263:16, 266:8  <b>approved</b> [22] - 128:18, 181:10, 181:12, 183:5, 188:18, 195:5, 202:18, 204:10, 204:12, 206:2, 221:9, 233:9, 245:15, 253:6, 268:16, 269:13, 274:16, 275:3, 277:10, 280:13, 283:1, 283:11  <b>approves</b> [1] - 224:11  <b>april</b> [1] - 287:16  <b>architect</b> [4] - 13:3, 50:8, 121:13, 278:12  <b>architect's</b> [1] - 269:9  <b>Architects</b> [1] - 110:12  <b>architects</b> [1] - 49:7  <b>architectural</b> [2] - 121:13, 167:3  <b>Archstone</b> [3] - 181:4, 184:4, 228:12  <b>Area</b> [2] - 2:12, 2:15  <b>area</b> [53] - 3:8, 3:14, 15:8, 16:5, 17:5, 17:13, 17:18, 19:6, 21:9, 23:18, 24:2, 24:17, 25:2, 31:6, 31:8, 32:10, 48:3, 48:8, 51:16, 52:1, 55:1, 71:2, 75:9, 76:9, 89:13, 92:14, 94:9, 99:1, 103:16, 103:18, 115:16, 116:7, 116:15, 143:12, 145:8, 149:1, 149:9, 149:13, 150:2, 157:7, 158:2, 170:13, 172:12, 187:6, 191:3, 196:2, 210:5, 222:11, 222:14, 240:5, 246:19, 247:9, 262:13  <b>areas</b> [18] - 18:4, 19:8, 19:9, 23:16, 25:18, 31:10, 37:9, 76:1, 96:17, 97:2, 101:6, 189:3, 190:7, 190:11, 190:12, 190:16, 192:16  <b>arguments</b> [2] - 32:8, 32:9  <b>arrangement</b> [2] - 34:15, 81:11  <b>arrangements</b> [1] - 2:16  <b>arrival</b> [1] - 22:13  <b>ArrowStreet</b> [6] - 13:4, 33:14, 49:13, 56:19, 95:7, 98:11  <b>Article</b> [1] - 221:5  <b>articulated</b> [1] - 135:9  <b>artificially</b> [1] - 26:14  <b>artist's</b> [1] - 195:14  <b>arts</b> [1] - 139:9  <b>Asia</b> [1] - 110:8  <b>aside</b> [1] - 227:16  <b>aspect</b> [2] - 173:2, 279:17  <b>asphalt</b> [4] - 149:10, 149:11, 149:15, 150:4  <b>assembly</b> [1] - 167:3  <b>Assembly</b> [1] - 194:9  <b>assist</b> [1] - 43:2  <b>assistance</b> [1] - 111:4  <b>Assistant</b> [1] - 1:12  <b>Associate</b> [2] - 1:10, 1:11  <b>associated</b> [7] - 179:9, 194:16, 202:19, 222:6, 226:9, 227:6, 271:10  <b>association</b> [1] - 23:7  <b>assume</b> [5] - 78:8, 148:19, 267:5, 268:14, 276:3  <b>assumed</b> [1] - 241:12  <b>assuming</b> [4] - 84:17, 148:14, 204:3, 238:19  <b>assumption</b> [1] - 209:9  <b>assumptions</b> [2] - 239:11, 244:8  <b>asthma</b> [1] - 149:19  <b>atmosphere</b> [1] - 30:10  <b>ATTACH</b> [1] - 286:1  <b>attempt</b> [1] - 152:1  <b>attended</b> [1] - 63:14  <b>attention</b> [5] - 30:14, 31:18, 63:10, 90:4, 272:11  <b>ATTORNEY</b> [2] - 174:10, 175:11  <b>attorney</b> [2] - 174:11, 179:7  <b>attract</b> [1] - 194:14</p>	<p><b>attracted</b> [2] - 262:1, 272:11  <b>attraction</b> [1] - 198:8  <b>attractive</b> [6] - 31:5, 98:5, 131:7, 131:19, 132:1, 135:18  <b>Auburn</b> [1] - 165:1  <b>AUDIENCE</b> [3] - 45:19, 59:2, 60:17  <b>audience</b> [1] - 56:1  <b>augment</b> [1] - 191:2  <b>August</b> [6] - 1:4, 6:17, 79:11, 181:14, 210:13, 287:11  <b>authorities</b> [1] - 128:11  <b>authority</b> [2] - 7:7, 225:9  <b>auto</b> [1] - 186:9  <b>availability</b> [1] - 8:8  <b>available</b> [8] - 80:11, 80:13, 81:6, 81:12, 93:17, 101:16, 113:19, 128:10  <b>Avalon</b> [1] - 181:6  <b>Ave</b> [1] - 145:9  <b>Avenue</b> [1] - 4:4, 33:10, 44:7, 48:1, 61:2, 62:7, 64:3, 65:14, 71:4, 133:11, 266:5  <b>average</b> [10] - 198:14, 198:19, 211:13, 212:15, 227:15, 227:19, 241:12, 241:14, 242:13  <b>aware</b> [1] - 115:9  <b>awful</b> [1] - 267:6  <b>awning</b> [1] - 42:16, 130:12, 162:2, 162:4, 162:6, 162:8, 162:11, 162:12, 172:9  <b>awnings</b> [1] - 161:15  <b>ay</b> [1] - 109:16</p>	<p><b>balance</b> [5] - 134:19, 138:15, 193:11, 244:10, 246:6  <b>balances</b> [1] - 215:18  <b>balancing</b> [2] - 134:16, 253:9  <b>balconies</b> [6] - 157:17, 167:11, 167:18, 270:6, 270:7  <b>Bank</b> [1] - 269:19  <b>bank</b> [2] - 42:13, 269:18  <b>Baricom</b> [1] - 100:18  <b>BARNES</b> [2] - 53:9, 53:14  <b>Barnes</b> [3] - 47:18, 53:7, 53:15  <b>Barnstable</b> [1] - 282:3  <b>base</b> [2] - 2:12, 251:3  <b>based</b> [13] - 3:11, 10:19, 65:19, 88:17, 174:3, 200:2, 200:11, 200:14, 215:12, 244:6, 247:5, 250:11  <b>basin</b> [5] - 112:11, 112:13, 115:8, 152:9, 152:10  <b>basis</b> [2] - 210:12, 229:8  <b>Basket</b> [1] - 255:9  <b>bat</b> [2] - 67:3, 227:18  <b>Batchelor</b> [2] - 12:18, 13:3  <b>BATCHELOR</b> [7] - 13:2, 27:11, 27:14, 27:19, 28:5, 28:12, 165:18  <b>bay</b> [1] - 167:19  <b>beautiful</b> [1] - 52:10  <b>beauty</b> [1] - 140:3  <b>became</b> [1] - 206:6  <b>become</b> [9] - 20:6, 21:5, 22:12, 75:16, 196:12, 206:19, 214:8, 237:3, 237:8  <b>becomes</b> [3] - 69:1, 108:10, 257:14  <b>becoming</b> [1] - 54:18  <b>bedroom</b> [6] - 65:3, 102:14, 102:15, 137:4, 137:16, 242:8  <b>bedrooms</b> [7] - 102:15, 102:19, 103:2, 104:7, 104:14, 242:12, 242:16  <b>beef</b> [1] - 279:17  <b>beer</b> [1] - 146:6</p>
<b>B</b>			
<p><b>B-r-a-n-d-o-n</b> [1] - 65:13  <b>back's</b> [1] - 196:4  <b>backing</b> [2] - 116:9, 155:16  <b>backwards</b> [1] - 155:16  <b>backyard</b> [1] - 25:4  <b>bad</b> [4] - 44:17, 164:1, 267:11, 272:13  <b>bag</b> [2] - 125:9, 147:10</p>			

<p><b>begin</b> [4] - 17:5, 100:1, 279:11, 279:13</p> <p><b>behalf</b> [1] - 3:5</p> <p><b>behind</b> [6] - 57:9, 106:2, 170:12, 184:4, 235:11, 267:11</p> <p><b>belong</b> [1] - 63:7</p> <p><b>below</b> [9] - 45:1, 129:17, 130:4, 140:15, 170:2, 199:5, 205:15, 205:17, 236:2</p> <p><b>beneficial</b> [4] - 25:11, 26:11, 71:2, 149:9</p> <p><b>benefit</b> [3] - 25:11, 162:18, 208:17</p> <p><b>benefits</b> [1] - 258:19</p> <p><b>best</b> [12] - 12:17, 36:5, 36:13, 48:13, 55:2, 66:6, 80:6, 83:11, 85:9, 126:2, 262:2, 287:10</p> <p><b>bet</b> [2] - 142:8, 142:9</p> <p><b>better</b> [21] - 12:16, 31:16, 33:4, 45:15, 48:4, 67:4, 72:9, 98:16, 98:17, 101:8, 125:13, 135:5, 136:4, 136:5, 154:12, 162:16, 164:3, 175:18, 194:6, 218:12, 262:5</p> <p><b>between</b> [25] - 3:15, 16:12, 18:7, 22:9, 31:9, 42:14, 43:1, 43:7, 56:18, 81:2, 83:5, 86:12, 107:3, 108:6, 128:10, 142:14, 145:10, 155:12, 157:5, 215:9, 215:17, 227:11, 240:16, 247:6, 260:17</p> <p><b>beyond</b> [4] - 11:19, 86:1, 236:11, 262:1</p> <p><b>bicycle</b> [10] - 20:14, 21:19, 22:1, 22:13, 52:5, 67:19, 96:10, 97:3, 98:18, 164:15</p> <p><b>bicycles</b> [5] - 20:18, 21:14, 21:15, 84:1, 164:13</p> <p><b>big</b> [28] - 11:2, 34:5, 93:3, 104:3, 106:17, 107:8, 107:9, 108:5, 109:12, 110:3, 119:3, 154:5, 161:11, 163:10, 166:16, 172:5,</p>	<p>172:17, 189:14, 194:11, 207:15, 223:7, 226:9, 253:16, 279:3, 279:6</p> <p><b>bigger</b> [2] - 125:14, 126:7</p> <p><b>biggest</b> [3] - 80:7, 164:5, 200:2</p> <p><b>BIGOLIN</b> [1] - 95:4</p> <p><b>Bigolin</b> [2] - 1:16, 95:5</p> <p><b>bike</b> [5] - 83:16, 92:16, 141:11, 164:8, 183:15</p> <p><b>bike/pedestrian</b> [2] - 112:7, 112:18</p> <p><b>bikers</b> [1] - 35:12</p> <p><b>biking</b> [1] - 199:19</p> <p><b>bills</b> [1] - 252:1</p> <p><b>binds</b> [2] - 248:12, 248:13</p> <p><b>birch</b> [1] - 158:12</p> <p><b>bit</b> [34] - 23:4, 75:8, 75:17, 78:2, 78:9, 80:9, 86:13, 115:10, 117:4, 131:1, 133:12, 153:9, 180:2, 180:3, 195:10, 198:17, 201:15, 201:18, 202:15, 205:12, 210:1, 210:16, 211:19, 212:7, 212:13, 222:10, 222:16, 223:9, 230:9, 247:12, 247:19, 260:16, 269:11, 277:1</p> <p><b>black</b> [1] - 89:19</p> <p><b>Blanchard</b> [1] - 29:19</p> <p><b>blank</b> [1] - 99:3</p> <p><b>blend</b> [1] - 242:3</p> <p><b>block</b> [2] - 250:16, 251:6</p> <p><b>blocking</b> [2] - 84:1, 108:18</p> <p><b>blood</b> [1] - 287:6</p> <p><b>blue</b> [2] - 20:19, 49:14</p> <p><b>Board</b> [80] - 2:5, 5:5, 5:13, 6:11, 6:15, 7:7, 9:12, 11:1, 30:2, 46:5, 46:17, 48:5, 48:8, 51:15, 55:15, 65:12, 66:8, 70:13, 75:4, 76:6, 77:15, 78:17, 82:12, 85:6, 101:16, 102:3, 102:4, 104:12, 113:1, 113:4, 124:2, 128:18, 139:9,</p>	<p>139:12, 142:15, 173:17, 178:11, 178:18, 183:5, 206:7, 217:15, 219:9, 219:14, 220:1, 220:5, 220:13, 220:15, 220:17, 224:10, 225:11, 230:7, 231:4, 234:17, 235:19, 239:8, 248:1, 249:12, 257:11, 257:13, 257:18, 258:8, 258:11, 260:13, 262:15, 266:5, 268:4, 269:7, 275:2, 275:3, 275:8, 277:5, 277:9, 277:16, 278:10, 284:11, 285:12, 286:4, 286:16</p> <p><b>board</b> [1] - 146:11</p> <p><b>BOARD</b> [2] - 1:2, 286:1</p> <p><b>Board's</b> [2] - 173:13, 274:15</p> <p><b>boat</b> [1] - 140:14</p> <p><b>Bob</b> [2] - 33:12, 37:13</p> <p><b>bold</b> [1] - 109:12</p> <p><b>bookends</b> [1] - 192:9</p> <p><b>bookstore</b> [1] - 165:2</p> <p><b>Boston</b> [17] - 110:11, 114:8, 152:14, 155:13, 180:19, 182:10, 228:7, 228:14, 244:11, 245:4, 245:5, 246:14, 246:15, 247:4, 247:15, 248:4, 252:16</p> <p><b>bottleneck</b> [2] - 91:18, 238:11</p> <p><b>bought</b> [1] - 255:6</p> <p><b>Boulevard</b> [2] - 3:9, 182:14</p> <p><b>boulevard</b> [1] - 184:18</p> <p><b>bound</b> [1] - 248:12</p> <p><b>bounded</b> [1] - 181:2</p> <p><b>box</b> [4] - 37:12, 140:8, 189:14, 194:11</p> <p><b>boy</b> [1] - 124:2</p> <p><b>BRANDON</b> [2] - 65:11, 69:17</p> <p><b>Brandon</b> [2] - 65:13, 73:8</p> <p><b>Brattle</b> [1] - 162:1</p> <p><b>Brault</b> [1] - 215:6</p> <p><b>BRE/CPD</b> [1] - 3:5</p> <p><b>breached</b> [1] - 95:18</p>	<p><b>break</b> [5] - 125:19, 126:2, 126:3, 126:4, 178:4</p> <p><b>breaking</b> [2] - 129:14, 136:3</p> <p><b>breakthrough</b> [1] - 37:15</p> <p><b>breath</b> [1] - 163:15</p> <p><b>Brenton</b> [2] - 59:1, 59:14</p> <p><b>Brian</b> [1] - 1:12</p> <p><b>brick</b> [2] - 25:17, 168:17</p> <p><b>bricky</b> [1] - 157:15</p> <p><b>bridge</b> [17] - 17:16, 21:12, 50:7, 58:6, 67:18, 67:19, 70:2, 73:4, 95:13, 99:9, 112:18, 127:10, 127:14, 143:2, 163:5, 184:8, 206:3</p> <p><b>Bridge</b> [7] - 64:2, 64:3, 163:4, 181:3, 183:16, 183:17, 184:15</p> <p><b>brief</b> [6] - 53:9, 53:16, 71:19, 75:4, 95:6, 257:16</p> <p><b>briefly</b> [3] - 30:2, 179:1, 238:7</p> <p><b>bring</b> [10] - 48:8, 100:3, 120:17, 188:3, 197:9, 208:4, 209:16, 210:19, 225:17, 244:13</p> <p><b>bringing</b> [7] - 34:18, 105:7, 143:17, 146:16, 211:17, 229:2, 229:4</p> <p><b>brings</b> [4] - 17:14, 34:19, 141:12, 240:6</p> <p><b>BRISTOL</b> [1] - 287:3</p> <p><b>broad</b> [1] - 82:6</p> <p><b>broadly</b> [1] - 78:12</p> <p><b>Broadway</b> [1] - 1:6</p> <p><b>broke</b> [1] - 183:7</p> <p><b>broken</b> [2] - 49:8, 54:17</p> <p><b>brokers</b> [1] - 100:11</p> <p><b>Brook</b> [10] - 71:3, 78:19, 83:6, 94:8, 115:14, 152:11, 152:18, 153:2, 155:12, 163:3</p> <p><b>brought</b> [3] - 109:10, 112:5, 151:17</p> <p><b>budget</b> [3] - 124:6, 143:5, 143:8</p> <p><b>buffer</b> [5] - 52:2, 52:3, 205:8, 205:14,</p>	<p>217:10</p> <p><b>build</b> [23] - 3:12, 55:17, 56:5, 73:2, 83:4, 90:13, 106:8, 109:5, 111:9, 148:11, 205:8, 236:18, 237:1, 237:2, 237:4, 237:5, 237:14, 239:14, 239:15, 244:16, 250:4, 270:16, 271:12</p> <p><b>builder</b> [1] - 147:9</p> <p><b>building</b> [124] - 2:9, 13:15, 14:2, 16:14, 18:8, 18:19, 19:19, 20:1, 20:5, 22:18, 24:12, 25:16, 26:6, 26:12, 30:18, 34:3, 35:2, 42:6, 42:8, 43:8, 43:12, 48:9, 55:7, 55:10, 68:6, 96:1, 96:3, 97:18, 98:3, 98:6, 98:15, 99:6, 110:7, 120:1, 125:17, 127:1, 127:3, 129:3, 129:14, 130:2, 131:2, 131:6, 131:11, 132:9, 132:18, 136:10, 142:5, 147:17, 148:8, 148:11, 148:13, 148:17, 149:7, 154:19, 156:18, 156:19, 158:2, 158:17, 159:15, 160:18, 162:7, 162:14, 164:6, 164:19, 165:3, 166:1, 166:18, 167:8, 167:10, 168:1, 168:10, 168:11, 169:15, 169:17, 169:18, 181:8, 183:4, 183:8, 183:12, 185:1, 186:15, 191:18, 192:3, 192:4, 213:7, 213:14, 213:15, 214:5, 214:11, 214:12, 216:13, 217:1, 217:3, 228:4, 229:11, 229:12, 230:10, 233:2, 233:11, 236:5, 237:5, 241:15, 246:18, 247:3, 247:7, 266:8, 266:14, 267:2, 267:13, 269:9,</p>
--	--	--	--	---

<p>269:13, 269:19, 272:7, 272:10, 272:17, 273:7, 273:10, 274:1, 277:8, 281:1, 281:19, 282:2, 282:5, 282:11</p> <p><b>Building</b> [5] - 121:17, 163:18, 268:19, 274:17, 282:10</p> <p><b>buildings</b> [36] - 13:19, 43:7, 82:9, 87:16, 97:1, 108:19, 126:5, 137:6, 140:5, 144:13, 154:17, 157:6, 160:11, 166:4, 166:5, 166:9, 167:6, 168:14, 173:3, 189:13, 196:7, 196:10, 205:4, 205:9, 205:15, 207:8, 207:10, 207:17, 207:19, 211:15, 213:1, 213:3, 215:19, 222:7, 236:11, 242:9</p> <p><b>built</b> [20] - 15:12, 34:4, 58:11, 84:18, 88:8, 89:2, 90:18, 93:2, 96:5, 96:6, 97:10, 137:6, 164:19, 173:1, 182:10, 182:12, 228:4, 269:16, 271:19</p> <p><b>bulk</b> [2] - 11:7, 97:13</p> <p><b>bump</b> [3] - 36:8, 266:19, 281:6</p> <p><b>bunch</b> [3] - 119:17, 251:12, 255:18</p> <p><b>burial</b> [1] - 52:19</p> <p><b>bus</b> [3] - 110:12, 111:11, 111:14</p> <p><b>Business</b> [1] - 266:4</p> <p><b>business</b> [4] - 6:5, 61:11, 106:15, 254:3</p> <p><b>BUSINESS</b> [2] - 2:2, 4:3</p> <p><b>businesses</b> [4] - 77:5, 77:6, 100:14</p> <p><b>busses</b> [1] - 111:6</p> <p><b>but...</b> [1] - 176:16</p> <p><b>buy</b> [1] - 146:6</p> <p><b>BY</b> [1] - 287:18</p> <p><b>BZA</b> [2] - 9:8, 268:9</p>	<p><b>cab</b> [1] - 282:8</p> <p><b>cafe</b> [1] - 158:6</p> <p><b>cafes</b> [1] - 140:1</p> <p><b>calculate</b> [2] - 32:12, 235:2</p> <p><b>calculating</b> [1] - 229:17</p> <p><b>calculation</b> [3] - 149:3, 149:5, 154:2</p> <p><b>CAMBRIDGE</b> [1] - 1:2</p> <p><b>Cambridge</b> [58] - 1:7, 5:4, 6:13, 7:4, 16:19, 30:1, 45:5, 45:9, 46:11, 46:14, 46:19, 59:13, 61:3, 61:11, 61:12, 61:14, 64:6, 65:3, 70:6, 72:5, 99:13, 108:2, 135:3, 143:5, 144:18, 145:11, 145:13, 151:10, 179:16, 181:1, 181:18, 188:8, 188:9, 190:14, 194:10, 199:12, 200:4, 203:9, 204:1, 204:4, 206:16, 207:4, 212:9, 214:19, 218:6, 226:6, 228:8, 234:16, 235:8, 244:1, 244:12, 244:15, 245:7, 246:5, 246:15, 247:4, 255:4, 282:9</p> <p><b>Cambridge's</b> [2] - 248:8, 249:5</p> <p><b>CambridgePark</b> [34] - 2:6, 2:8, 2:8, 2:17, 2:18, 9:13, 16:8, 16:13, 20:2, 20:15, 21:3, 21:17, 22:7, 24:11, 24:18, 25:6, 35:9, 71:8, 79:5, 79:7, 83:5, 83:6, 83:17, 83:18, 90:9, 91:19, 93:9, 96:2, 97:7, 105:13, 106:6, 106:11, 107:1</p> <p><b>Cambridgeside</b> [2] - 144:19, 210:18</p> <p><b>campus</b> [2] - 180:18, 181:8</p> <p><b>candidates</b> [1] - 222:19</p> <p><b>cannot</b> [3] - 179:11, 224:10, 255:14</p> <p><b>canopies</b> [1] - 161:11</p> <p><b>canopy</b> [1] - 161:9</p> <p><b>Cantabrigians</b> [1] - 68:15</p>	<p><b>cap</b> [11] - 212:16, 217:9, 231:11, 231:16, 234:8, 235:19, 259:15, 259:17, 260:8, 264:5, 282:4</p> <p><b>capabilities</b> [1] - 32:17</p> <p><b>capacity</b> [14] - 38:15, 38:17, 72:14, 72:15, 90:10, 92:6, 93:8, 93:13, 100:4, 101:9, 102:10, 117:1, 155:2</p> <p><b>capital</b> [3] - 58:10, 143:2, 143:8</p> <p><b>caps</b> [2] - 220:19, 260:9</p> <p><b>capsule</b> [1] - 112:6</p> <p><b>CAPTURING</b> [1] - 1:18</p> <p><b>car</b> [8] - 42:11, 43:2, 80:14, 81:11, 212:1, 228:12, 229:7, 229:10</p> <p><b>care</b> [3] - 23:16, 66:19, 140:3</p> <p><b>careful</b> [5] - 32:3, 110:1, 140:9, 236:19, 261:12</p> <p><b>carefully</b> [3] - 32:11, 57:1, 119:16</p> <p><b>Carlone</b> [7] - 6:19, 7:13, 36:4, 46:3, 47:17, 52:17, 123:18</p> <p><b>CARLONE</b> [2] - 47:19, 52:18</p> <p><b>carlone</b> [1] - 48:1</p> <p><b>Carolyn</b> [3] - 70:10, 70:12, 105:14</p> <p><b>CAROLYN</b> [1] - 70:11</p> <p><b>carries</b> [1] - 284:7</p> <p><b>cars</b> [12] - 34:14, 35:3, 35:5, 35:12, 38:3, 87:5, 130:5, 208:15, 211:18, 229:2, 229:4</p> <p><b>carving</b> [1] - 245:15</p> <p><b>case</b> [8] - 9:12, 24:2, 46:11, 58:3, 80:7, 125:8, 148:10, 241:3</p> <p><b>Cases</b> [1] - 2:5</p> <p><b>cases</b> [1] - 9:8</p> <p><b>catches</b> [2] - 22:17, 22:19</p> <p><b>categories</b> [1] - 197:17</p> <p><b>category</b> [1] - 202:2</p> <p><b>CATHERINE</b> [1] -</p>	<p>263:5</p> <p><b>Catherine</b> [4] - 1:11, 262:8, 287:4, 287:13</p> <p><b>caused</b> [3] - 62:5, 133:17, 269:11</p> <p><b>Causeway</b> [1] - 52:17</p> <p><b>caveats</b> [1] - 220:3</p> <p><b>CAZ</b> [1] - 286:2</p> <p><b>CDD</b> [14] - 56:19, 57:10, 57:18, 84:4, 85:9, 95:5, 105:11, 122:4, 139:15, 142:14, 142:19, 144:16, 146:8, 146:18</p> <p><b>cedar</b> [1] - 271:7</p> <p><b>cement</b> [1] - 25:18</p> <p><b>center</b> [1] - 109:18</p> <p><b>Center</b> [1] - 145:1</p> <p><b>centers</b> [1] - 140:4</p> <p><b>Central</b> [1] - 103:11</p> <p><b>central</b> [1] - 48:17</p> <p><b>certain</b> [7] - 85:17, 100:2, 100:3, 134:15, 142:3, 142:6, 244:7</p> <p><b>certainly</b> [13] - 12:9, 12:15, 30:11, 37:17, 101:7, 101:9, 103:15, 104:2, 104:15, 112:15, 126:6, 142:18, 262:14</p> <p><b>Certificate</b> [2] - 142:4, 275:10</p> <p><b>CERTIFICATION</b> [1] - 287:17</p> <p><b>Certified</b> [2] - 287:4, 287:14</p> <p><b>certified</b> [1] - 8:14</p> <p><b>certify</b> [3] - 274:19, 287:5, 287:8</p> <p><b>CERTIFYING</b> [1] - 287:19</p> <p><b>Chair</b> [3] - 1:8, 1:8, 142:15</p> <p><b>chair</b> [3] - 109:8, 111:18, 144:4</p> <p><b>chairman</b> [1] - 65:12</p> <p><b>Chairman</b> [6] - 10:12, 36:19, 99:12, 146:1, 174:9, 178:18</p> <p><b>challenge</b> [6] - 67:13, 104:3, 117:8, 162:14, 164:16, 252:11</p> <p><b>challenging</b> [1] - 104:1</p> <p><b>Chamber</b> [1] - 7:2</p> <p><b>chance</b> [9] - 15:1,</p>	<p>27:10, 30:6, 36:6, 65:18, 78:11, 78:12, 90:16, 177:5</p> <p><b>chances</b> [1] - 41:8</p> <p><b>CHANGE</b> [6] - 286:9, 286:10, 286:11, 286:12, 286:13, 286:14</p> <p><b>change</b> [41] - 6:2, 7:13, 11:17, 14:1, 54:6, 69:19, 78:3, 79:3, 153:3, 153:4, 155:17, 169:5, 181:19, 195:13, 196:19, 198:6, 198:12, 200:2, 202:14, 202:15, 216:17, 221:8, 222:8, 223:7, 224:11, 230:5, 233:8, 233:15, 236:7, 237:12, 239:3, 249:13, 251:5, 258:9, 259:9, 259:10, 262:19, 263:9, 286:4</p> <p><b>changed</b> [6] - 29:11, 80:17, 196:15, 198:15, 263:8, 279:16</p> <p><b>changes</b> [25] - 3:13, 13:13, 20:8, 41:19, 44:15, 85:3, 119:14, 123:16, 124:14, 138:5, 153:9, 179:4, 179:5, 187:3, 196:18, 197:5, 199:11, 211:10, 214:7, 224:15, 239:10, 248:6, 256:11, 285:12, 286:17</p> <p><b>changing</b> [5] - 137:10, 156:12, 193:4, 221:17, 242:17</p> <p><b>channel</b> [1] - 162:10</p> <p><b>character</b> [1] - 159:5</p> <p><b>characteristics</b> [2] - 32:12, 32:18</p> <p><b>characterizing</b> [1] - 246:10</p> <p><b>Charles</b> [5] - 71:16, 71:17, 152:7, 155:15, 184:9</p> <p><b>CHARLES</b> [1] - 71:17</p> <p><b>Charlestown</b> [1] - 184:2</p> <p><b>chart</b> [1] - 234:3</p> <p><b>cheap</b> [2] - 169:16, 169:18</p> <p><b>cheaper</b> [1] - 111:13</p>
<b>C</b>				
<b>C-a-r-l-o-n-e</b> [1] - 48:1				

<p><b>check</b> [3] - 68:4, 114:13, 175:10</p> <p><b>checked</b> [1] - 46:7</p> <p><b>Chester</b> [1] - 251:17</p> <p><b>child</b> [1] - 23:16</p> <p><b>children's</b> [1] - 66:16</p> <p><b>children's</b> [1] - 96:18</p> <p><b>Chilton</b> [1] - 56:11</p> <p><b>China</b> [2] - 110:6, 110:7</p> <p><b>choice</b> [1] - 220:7</p> <p><b>circle</b> [1] - 240:4</p> <p><b>circulation</b> [3] - 16:7, 34:10, 34:14</p> <p><b>circulations</b> [1] - 42:2</p> <p><b>circumnavigate</b> [1] - 21:16</p> <p><b>circumstance</b> [1] - 278:15</p> <p><b>cities</b> [2] - 247:6, 251:9</p> <p><b>Cities</b> [1] - 255:15</p> <p><b>citizens</b> [1] - 139:17</p> <p><b>city</b> [40] - 10:2, 16:18, 22:2, 31:15, 44:16, 49:1, 49:2, 51:18, 63:9, 67:7, 67:15, 68:9, 77:6, 92:5, 101:1, 115:11, 115:16, 116:12, 127:16, 127:17, 143:15, 155:3, 176:15, 184:16, 203:8, 206:16, 216:7, 217:16, 247:11, 249:10, 251:3, 251:11, 255:17, 258:17, 259:1, 259:6, 260:11, 262:10, 267:2</p> <p><b>CITY</b> [1] - 1:2</p> <p><b>City</b> [34] - 1:12, 6:18, 7:8, 55:15, 72:7, 99:13, 143:5, 179:16, 181:17, 194:1, 195:12, 199:12, 203:19, 204:4, 207:4, 214:17, 214:18, 220:1, 221:7, 221:9, 224:1, 224:2, 224:11, 225:4, 226:6, 234:16, 235:7, 240:12, 244:1, 245:4, 245:5, 252:8, 261:8, 261:9</p> <p><b>citywide</b> [2] - 104:16, 181:11</p> <p><b>CJUF</b> [1] - 3:17</p> <p><b>clad</b> [2] - 271:6, 273:3</p>	<p><b>cladding</b> [2] - 271:3, 271:15</p> <p><b>clarification</b> [3] - 7:12, 47:15, 86:5</p> <p><b>clarify</b> [2] - 86:11, 229:14</p> <p><b>clarifying</b> [1] - 243:1</p> <p><b>cleaning</b> [1] - 148:2</p> <p><b>clear</b> [7] - 57:18, 193:12, 198:6, 206:6, 231:7, 234:10, 260:12</p> <p><b>clearer</b> [1] - 20:17</p> <p><b>clearest</b> [1] - 165:7</p> <p><b>clearly</b> [6] - 103:18, 166:12, 167:9, 216:9, 228:5, 232:13</p> <p><b>cleverly</b> [1] - 166:15</p> <p><b>clients</b> [1] - 100:3</p> <p><b>climate</b> [5] - 14:4, 45:6, 153:3, 153:8, 155:17</p> <p><b>Clippinger</b> [4] - 74:17, 78:2, 134:4, 141:4</p> <p><b>CLIPPINGER</b> [14] - 78:1, 85:4, 85:19, 87:12, 90:14, 93:14, 94:14, 94:19, 141:5, 230:16, 236:12, 236:15, 238:5, 238:19</p> <p><b>close</b> [13] - 32:13, 42:7, 50:16, 58:5, 116:16, 119:4, 150:12, 150:15, 205:16, 217:12, 223:2, 235:17, 271:13</p> <p><b>closed</b> [2] - 64:3, 141:2</p> <p><b>closely</b> [1] - 100:11</p> <p><b>closer</b> [1] - 101:10</p> <p><b>closing</b> [1] - 219:13</p> <p><b>co</b> [1] - 67:4</p> <p><b>co-developers</b> [1] - 67:4</p> <p><b>coalesced</b> [1] - 263:3</p> <p><b>code</b> [1] - 26:12</p> <p><b>codes</b> [2] - 200:17, 249:15</p> <p><b>COHEN</b> [71] - 8:4, 8:19, 9:2, 60:2, 60:5, 84:13, 85:14, 86:3, 90:6, 93:6, 94:10, 94:18, 95:3, 108:13, 110:6, 118:14, 123:5, 123:12, 134:9, 138:4, 138:12, 138:18, 144:5,</p>	<p>144:7, 146:9, 176:17, 177:4, 177:10, 177:17, 221:13, 221:16, 223:11, 223:17, 224:2, 226:14, 226:16, 226:17, 227:4, 227:10, 229:13, 230:12, 230:17, 230:19, 231:15, 232:3, 233:12, 234:2, 234:6, 238:2, 251:15, 252:14, 256:8, 259:13, 260:3, 262:6, 264:2, 264:10, 265:13, 267:19, 272:13, 273:13, 274:4, 275:11, 275:17, 276:2, 278:3, 278:7, 282:14, 282:17, 283:7, 283:12</p> <p><b>Cohen</b> [2] - 1:8, 1:10</p> <p><b>cold</b> [1] - 169:2</p> <p><b>collaboration</b> [1] - 35:18</p> <p><b>colleagues</b> [1] - 166:2</p> <p><b>color</b> [2] - 157:15, 169:1</p> <p><b>colors</b> [6] - 130:17, 131:1, 149:8, 164:5, 168:3, 168:16</p> <p><b>columns</b> [1] - 171:15</p> <p><b>combination</b> [8] - 25:16, 26:3, 26:18, 39:12, 39:17, 132:2, 205:14, 216:3</p> <p><b>combine</b> [1] - 32:14</p> <p><b>combined</b> [4] - 39:16, 117:1, 117:2, 154:15</p> <p><b>combines</b> [1] - 154:18</p> <p><b>comfort</b> [1] - 263:10</p> <p><b>comfortable</b> [10] - 79:17, 86:2, 135:7, 217:4, 218:2, 218:14, 225:16, 228:19, 252:16, 253:19</p> <p><b>coming</b> [27] - 6:5, 6:10, 35:6, 40:3, 41:5, 56:2, 62:11, 80:11, 83:16, 96:15, 105:2, 128:1, 158:5, 158:6, 171:15, 198:16, 201:5, 202:5, 208:18, 210:7, 214:10, 216:18, 231:3, 241:9, 243:18, 260:9, 284:9</p>	<p><b>commenced</b> [1] - 182:19</p> <p><b>commendably</b> [1] - 164:10</p> <p><b>comment</b> [10] - 9:19, 112:10, 120:7, 131:9, 131:17, 132:6, 140:12, 151:16, 171:9, 278:9</p> <p><b>comments</b> [20] - 9:16, 29:13, 50:4, 51:8, 53:10, 53:17, 95:6, 99:11, 127:9, 129:10, 130:10, 134:7, 134:11, 135:13, 156:15, 166:10, 204:6, 216:7, 216:8, 277:17</p> <p><b>commercial</b> [15] - 32:7, 81:3, 193:5, 193:7, 193:14, 203:7, 207:10, 207:17, 207:18, 213:10, 226:8, 245:7, 245:10, 248:18, 252:19</p> <p><b>Commission</b> [2] - 136:18, 287:16</p> <p><b>committed</b> [1] - 109:3</p> <p><b>committee</b> [1] - 70:18</p> <p><b>Committee</b> [4] - 6:16, 6:18, 8:2, 103:12</p> <p><b>Common</b> [2] - 190:9, 196:8</p> <p><b>common</b> [1] - 2:17</p> <p><b>Commons</b> [1] - 182:13</p> <p><b>COMMONWEALTH</b> [1] - 287:2</p> <p><b>communicate</b> [1] - 241:1</p> <p><b>Community</b> [6] - 1:12, 1:14, 2:3, 77:3, 285:3, 285:8</p> <p><b>community</b> [16] - 18:15, 23:3, 23:7, 27:2, 33:3, 57:10, 59:17, 67:12, 67:16, 74:7, 96:12, 106:9, 138:3, 142:19, 173:14</p> <p><b>commute</b> [1] - 66:16</p> <p><b>commuter</b> [17] - 17:16, 20:9, 24:15, 39:4, 39:7, 39:15, 50:17, 51:5, 69:12, 69:18, 80:16, 96:10, 97:8, 150:9, 205:7, 205:18, 216:2</p>	<p><b>commuters</b> [2] - 80:11, 87:4</p> <p><b>commuting</b> [1] - 208:13</p> <p><b>Company</b> [2] - 3:5, 106:1</p> <p><b>compare</b> [1] - 72:12</p> <p><b>compared</b> [3] - 160:6, 167:13, 228:13</p> <p><b>comparison</b> [2] - 110:9, 171:13</p> <p><b>complaints</b> [1] - 105:1</p> <p><b>complete</b> [3] - 8:15, 115:11, 254:3</p> <p><b>COMPLETED</b> [1] - 285:17</p> <p><b>completed</b> [4] - 184:9, 185:14, 277:14, 285:6</p> <p><b>completely</b> [1] - 243:11</p> <p><b>complicated</b> [2] - 243:6, 252:11</p> <p><b>complies</b> [1] - 283:10</p> <p><b>comply</b> [1] - 233:4</p> <p><b>component</b> [1] - 209:16</p> <p><b>computed</b> [1] - 67:8</p> <p><b>computer</b> [6] - 48:10, 52:9, 92:17, 119:2, 122:2, 207:13</p> <p><b>concentrate</b> [1] - 32:5</p> <p><b>concentrated</b> [1] - 190:6</p> <p><b>concentrating</b> [1] - 187:9</p> <p><b>concept</b> [21] - 39:4, 83:2, 83:4, 87:16, 122:6, 160:8, 186:18, 188:12, 190:7, 190:17, 194:13, 206:17, 207:3, 209:8, 235:11, 235:15, 245:17, 253:14, 258:1, 258:2, 262:10</p> <p><b>conceptual</b> [4] - 69:7, 122:11, 123:6, 256:17</p> <p><b>concern</b> [12] - 49:11, 79:15, 80:7, 81:18, 125:12, 126:6, 126:7, 151:17, 155:17, 212:13, 238:11, 275:4</p> <p><b>concerned</b> [9] - 37:4, 105:7, 105:8, 129:2, 141:15, 144:9, 167:2, 240:2, 279:2</p>
--	---	--	--	--

<p><b>concerning</b> [1] - 172:14</p> <p><b>concerns</b> [23] - 34:9, 53:19, 54:15, 61:6, 63:3, 63:6, 81:13, 124:15, 124:17, 125:1, 125:4, 128:19, 135:8, 136:19, 146:17, 147:1, 147:7, 202:3, 217:11, 218:3, 235:13, 235:16</p> <p><b>concert</b> [1] - 117:12</p> <p><b>concluded</b> [1] - 117:19</p> <p><b>Concord</b> [6] - 4:4, 44:7, 61:2, 62:7, 133:11, 266:5</p> <p><b>Concord/Alewife</b> [4] - 75:9, 113:2, 116:3, 116:6</p> <p><b>concrete</b> [4] - 163:6, 170:17, 172:10, 185:5</p> <p><b>concur</b> [1] - 122:17</p> <p><b>condition</b> [5] - 72:2, 74:5, 74:6, 96:9, 264:3</p> <p><b>conditioned</b> [2] - 248:1, 263:17</p> <p><b>condo</b> [7] - 212:3, 212:5, 212:9, 213:15, 228:7, 229:9, 249:16</p> <p><b>condominium</b> [4] - 212:4, 212:12, 242:15, 267:10</p> <p><b>condominiums</b> [3] - 211:18, 241:18, 242:1</p> <p><b>condos</b> [4] - 213:19, 214:8, 229:2, 242:13</p> <p><b>conducted</b> [1] - 113:8</p> <p><b>configured</b> [1] - 22:11</p> <p><b>confirm</b> [3] - 8:8, 85:2, 262:7</p> <p><b>confirmation</b> [1] - 283:10</p> <p><b>conflicted</b> [1] - 134:11</p> <p><b>conformity</b> [1] - 283:1</p> <p><b>conforms</b> [3] - 258:3, 258:5, 258:15</p> <p><b>confused</b> [1] - 86:13</p> <p><b>congested</b> [1] - 92:2</p> <p><b>congestion</b> [2] - 92:14, 108:17</p> <p><b>connect</b> [4] - 16:7, 21:16, 73:11, 74:3</p> <p><b>connected</b> [1] - 73:19</p>	<p><b>connecting</b> [4] - 21:11, 43:19, 67:19, 68:1</p> <p><b>connection</b> [18] - 20:13, 21:3, 21:4, 21:6, 21:19, 22:14, 43:9, 97:8, 112:7, 112:19, 113:6, 114:5, 183:14, 183:15, 183:19, 184:8, 184:15, 187:15</p> <p><b>connections</b> [2] - 17:15, 22:2</p> <p><b>connects</b> [2] - 106:12, 171:3</p> <p><b>CONNOLLY</b> [1] - 263:5</p> <p><b>Connolly</b> [1] - 1:11</p> <p><b>Conservation</b> [1] - 136:18</p> <p><b>consider</b> [9] - 10:3, 67:13, 98:1, 98:8, 99:4, 225:11, 255:16, 257:8, 281:14</p> <p><b>considerable</b> [4] - 14:9, 17:1, 31:3, 71:7</p> <p><b>considerably</b> [2] - 35:10, 97:12</p> <p><b>consideration</b> [1] - 35:15</p> <p><b>considered</b> [4] - 7:18, 46:9, 82:7, 114:7</p> <p><b>consistent</b> [7] - 80:5, 245:6, 245:11, 246:1, 253:1, 253:3, 275:1</p> <p><b>constrains</b> [1] - 234:9</p> <p><b>constructed</b> [5] - 119:14, 271:14, 277:12, 277:13, 282:19</p> <p><b>construction</b> [17] - 2:9, 2:11, 15:13, 63:19, 114:1, 114:13, 136:2, 137:14, 138:8, 182:19, 183:3, 232:16, 268:17, 269:10, 272:3, 272:8, 273:7</p> <p><b>consultant</b> [3] - 38:10, 38:11, 102:8</p> <p><b>consultants</b> [2] - 101:13, 113:11</p> <p><b>consumed</b> [1] - 125:15</p> <p><b>consuming</b> [1] - 124:7</p>	<p><b>context</b> [2] - 128:5, 195:6</p> <p><b>contextual</b> [1] - 31:8</p> <p><b>contingent</b> [1] - 258:9</p> <p><b>continuation</b> [1] - 175:4</p> <p><b>continue</b> [8] - 35:19, 41:12, 52:15, 93:19, 94:16, 220:5, 241:4, 254:3</p> <p><b>continued</b> [4] - 6:11, 56:17, 116:18, 142:13</p> <p><b>Continued</b> [3] - 2:19, 3:2, 3:19</p> <p><b>continuing</b> [4] - 24:14, 65:17, 190:16, 274:14</p> <p><b>continuous</b> [1] - 26:10</p> <p><b>contracting</b> [1] - 143:12</p> <p><b>contractor</b> [3] - 61:18, 63:17, 143:11</p> <p><b>contrast</b> [2] - 167:14, 167:15</p> <p><b>contribute</b> [2] - 144:4, 158:15</p> <p><b>contributed</b> [1] - 146:14</p> <p><b>contribution</b> [1] - 58:10</p> <p><b>contributions</b> [2] - 113:5, 143:3</p> <p><b>CONTROL</b> [1] - 287:19</p> <p><b>control</b> [6] - 16:11, 163:12, 171:6, 246:7, 258:4, 258:6</p> <p><b>controlled</b> [1] - 115:19</p> <p><b>controller</b> [1] - 92:1</p> <p><b>convenient</b> [1] - 68:17</p> <p><b>conversation</b> [2] - 215:7, 215:8</p> <p><b>conversations</b> [3] - 76:6, 122:4, 173:10</p> <p><b>conveys</b> [2] - 48:11, 52:7</p> <p><b>cool</b> [1] - 160:19</p> <p><b>cooperation</b> [2] - 163:12, 245:5</p> <p><b>coordinate</b> [1] - 69:9</p> <p><b>coordinated</b> [1] - 117:14</p> <p><b>coordination</b> [1] - 117:16</p> <p><b>copy</b> [1] - 285:6</p> <p><b>corner</b> [12] - 24:14, 48:16, 99:11,</p>	<p>106:11, 127:1, 159:17, 161:8, 165:1, 167:18, 170:11, 170:14, 170:15</p> <p><b>cornus</b> [3] - 159:4, 159:5, 159:8</p> <p><b>correct</b> [11] - 55:12, 79:14, 154:8, 223:18, 224:5, 234:1, 234:5, 235:1, 246:10, 248:19, 265:6</p> <p><b>correction</b> [1] - 286:5</p> <p><b>corrections</b> [2] - 285:12, 286:17</p> <p><b>correctly</b> [2] - 233:15, 234:3</p> <p><b>corresponding</b> [1] - 44:18</p> <p><b>corrugated</b> [3] - 271:2, 271:15, 273:4</p> <p><b>cost</b> [2] - 66:14, 136:2</p> <p><b>costs</b> [1] - 137:14</p> <p><b>Council</b> [20] - 7:1, 7:8, 8:1, 55:16, 72:7, 72:10, 194:1, 195:12, 214:17, 220:1, 221:7, 221:9, 224:1, 224:2, 224:11, 225:4, 239:1, 240:12, 261:8, 261:10</p> <p><b>Council's</b> [1] - 6:18</p> <p><b>count</b> [4] - 79:10, 79:11, 166:5, 240:14</p> <p><b>countering</b> [1] - 62:18</p> <p><b>country</b> [2] - 110:13, 145:14</p> <p><b>counts</b> [1] - 67:7</p> <p><b>couple</b> [20] - 14:14, 23:19, 25:13, 31:7, 40:19, 53:16, 70:15, 111:19, 130:9, 134:10, 147:5, 152:8, 157:1, 159:3, 167:6, 188:16, 191:6, 211:4, 245:3, 272:6</p> <p><b>course</b> [8] - 74:13, 119:14, 153:12, 166:17, 167:14, 170:4, 209:19, 222:14</p> <p><b>courthouse</b> [1] - 8:5</p> <p><b>courtyard</b> [1] - 157:7</p> <p><b>courtyards</b> [3] - 14:3, 14:8, 28:1</p> <p><b>cover</b> [3] - 42:16,</p>	<p>111:8, 179:4</p> <p><b>cover's</b> [1] - 273:17</p> <p><b>covered</b> [3] - 42:13, 73:14, 244:2</p> <p><b>covers</b> [1] - 127:2</p> <p><b>coverup</b> [1] - 42:15</p> <p><b>create</b> [14] - 31:4, 55:16, 66:17, 102:5, 117:17, 124:8, 126:18, 144:13, 149:17, 149:19, 186:18, 190:10, 205:13, 263:11</p> <p><b>created</b> [6] - 22:5, 116:8, 116:10, 116:12, 182:2, 190:11</p> <p><b>creates</b> [3] - 149:15, 159:19, 212:13</p> <p><b>creating</b> [3] - 3:10, 98:4, 240:5</p> <p><b>creation</b> [1] - 206:17</p> <p><b>creative</b> [2] - 34:17, 49:8</p> <p><b>creatively</b> [1] - 83:19</p> <p><b>creativity</b> [3] - 30:10, 37:13, 160:17</p> <p><b>creature</b> [1] - 249:11</p> <p><b>creep</b> [2] - 249:17, 249:19</p> <p><b>criteria</b> [2] - 142:3, 259:11</p> <p><b>critical</b> [3] - 139:6, 142:16</p> <p><b>critically</b> [1] - 139:3</p> <p><b>criticisms</b> [1] - 118:8</p> <p><b>criticizing</b> [1] - 138:13</p> <p><b>cross</b> [4] - 21:12, 44:6, 68:18, 184:5</p> <p><b>crossing</b> [1] - 142:6</p> <p><b>cumulative</b> [1] - 84:7</p> <p><b>curious</b> [3] - 29:6, 273:15, 281:17</p> <p><b>current</b> [10] - 34:3, 38:17, 55:10, 63:5, 154:10, 185:11, 215:2, 233:5, 233:10, 252:16</p> <p><b>curved</b> [1] - 19:14</p> <p><b>cut</b> [4] - 69:3, 83:18, 108:1, 235:17</p> <p><b>cutting</b> [3] - 66:6, 92:10, 227:17</p> <p><b>cycle</b> [1] - 90:17</p>
<b>D</b>				
<p><b>D5</b> [1] - 276:10</p> <p><b>daily</b> [2] - 202:13, 229:8</p>				

**Dam** [2] - 41:6, 155:14  
**dam** [2] - 41:7, 155:14  
**dark** [4] - 161:13, 165:5, 169:4, 189:3  
**Dash** [1] - 1:16  
**data** [3] - 102:17, 217:5, 263:8  
**date** [12] - 173:18, 174:15, 174:18, 175:4, 175:12, 175:13, 175:19, 177:7, 220:7, 286:6  
**DATE** [1] - 286:1  
**days** [6] - 9:19, 70:15, 149:17, 265:3, 265:4, 265:8  
**daytime** [3] - 76:14, 80:18, 81:3  
**deal** [4] - 247:3, 252:3, 252:4, 279:3  
**dealing** [3] - 72:7, 72:10, 239:2  
**deals** [1] - 248:3  
**dealt** [1] - 11:6  
**decades** [1] - 68:11  
**December** [2] - 79:11, 210:15  
**decide** [3] - 220:6, 225:14, 232:19  
**decided** [1] - 44:17  
**decision** [7] - 121:11, 219:18, 219:19, 220:11, 265:7, 265:8  
**decisions** [1] - 250:3  
**deck** [3] - 270:5, 270:11, 271:12  
**decorated** [1] - 166:15  
**decorating** [1] - 171:18  
**decrease** [2] - 12:1, 12:9  
**decreases** [2] - 72:14, 72:18  
**dedicated** [1] - 93:8  
**deep** [2] - 153:10, 153:11  
**deeper** [2] - 140:14, 152:12  
**defer** [4] - 216:7, 217:15, 235:18, 260:6  
**defined** [1] - 186:19  
**definitely** [9] - 5:15, 134:1, 136:5, 150:16, 216:17, 217:7, 227:14, 228:16, 260:17  
**definitive** [1] - 57:19  
**delegate** [2] - 267:16,

267:19  
**delighted** [1] - 71:11  
**delivered** [4] - 285:3, 285:7, 285:8, 285:10  
**delta** [1] - 210:5  
**demand** [7] - 17:17, 76:19, 87:19, 88:1, 209:1, 209:13, 238:16  
**demanding** [1] - 104:6  
**demands** [1] - 208:8  
**demolished** [1] - 162:9  
**demonstrating** [1] - 263:9  
**Dennis** [3] - 46:3, 47:17, 123:18  
**DENNIS** [2] - 47:19, 52:18  
**dense** [2] - 68:8, 68:11  
**densely** [1] - 69:1  
**density** [2] - 11:5, 134:13  
**department** [3] - 84:15, 100:8, 141:19  
**Department** [6] - 11:16, 77:4, 140:19, 282:10, 285:4, 285:9  
**departments** [1] - 252:5  
**depictions** [1] - 66:12  
**depress** [1] - 30:19  
**Deputy** [2] - 1:13, 2:2  
**describe** [1] - 200:18  
**described** [1] - 221:3  
**deserve** [1] - 32:3  
**design** [36] - 4:5, 11:8, 12:19, 16:1, 19:12, 50:14, 69:10, 76:2, 83:3, 83:15, 97:5, 105:16, 114:1, 114:5, 114:6, 114:7, 115:3, 117:10, 118:7, 126:16, 127:6, 128:2, 128:7, 148:17, 164:16, 168:12, 183:6, 213:5, 214:11, 233:5, 259:3, 274:15, 274:16, 274:19, 283:3, 283:9  
**designed** [3] - 114:9, 273:6, 277:12  
**designer/builder** [1] - 278:12

**designs** [1] - 69:7  
**desirable** [1] - 17:19  
**desire** [1] - 263:2  
**desperately** [1] - 44:16  
**destinations** [1] - 94:6  
**detail** [13] - 29:13, 57:12, 76:15, 77:15, 122:1, 122:2, 196:14, 199:7, 211:1, 242:7, 278:13, 279:15, 280:12  
**detailed** [4] - 57:4, 121:16, 202:1, 203:1  
**detailing** [2] - 97:6, 272:4  
**details** [4] - 123:8, 258:2, 271:9, 271:13  
**determination** [12] - 219:5, 219:6, 219:12, 220:2, 220:6, 224:18, 256:7, 256:9, 257:18, 258:11, 260:6, 275:6  
**determinations** [1] - 220:12  
**determine** [1] - 5:18  
**determining** [1] - 281:18  
**develop** [1] - 101:5  
**developed** [4] - 35:18, 36:7, 69:1, 158:3  
**developer** [15] - 30:4, 31:5, 37:11, 44:17, 50:8, 51:13, 51:16, 55:9, 85:1, 89:6, 101:14, 150:8, 241:5, 250:6, 269:4  
**developer's** [2] - 38:5, 45:11  
**developers** [5] - 38:9, 67:4, 67:15, 105:2, 255:5  
**developing** [3] - 65:16, 117:12, 139:2  
**development** [32] - 3:16, 17:14, 23:10, 32:15, 48:6, 52:8, 52:14, 61:8, 68:3, 68:9, 77:3, 81:10, 83:9, 100:9, 102:6, 128:9, 139:5, 142:1, 145:17, 153:18, 154:1, 178:16, 239:9, 248:2, 248:5,

249:9, 250:10, 258:1, 258:4, 258:6, 258:16, 258:17  
**Development** [8] - 1:12, 1:14, 2:3, 3:17, 77:4, 269:4, 285:3, 285:8  
**developments** [2] - 12:10, 17:11  
**Devereux** [3] - 29:17, 33:7, 33:9  
**DEVEREUX** [2] - 33:9, 33:10  
**devoid** [2] - 76:10  
**diagonal** [1] - 185:4  
**diagram** [2] - 16:1, 21:14  
**diagrammatic** [1] - 121:4  
**dictated** [1] - 246:8  
**dictates** [1] - 244:4  
**difference** [2] - 86:12, 227:11  
**different** [29] - 12:5, 14:14, 15:4, 28:14, 94:5, 97:15, 107:7, 115:12, 138:7, 153:16, 160:5, 162:12, 165:16, 166:12, 168:14, 169:8, 170:4, 199:15, 208:7, 208:8, 209:17, 211:19, 212:8, 220:3, 229:3, 229:9, 241:17, 241:18, 249:6  
**difficult** [8] - 34:1, 49:10, 94:16, 94:17, 135:2, 163:12, 164:17, 209:4  
**diligently** [1] - 185:9  
**dimensions** [1] - 43:11  
**dip** [1] - 210:1  
**direct** [4] - 63:10, 98:18, 124:2, 184:1  
**DIRECT** [1] - 287:19  
**direction** [7] - 21:4, 21:19, 24:14, 79:14, 108:2, 142:13, 156:3  
**DIRECTION** [1] - 287:19  
**directives** [1] - 10:15  
**directly** [1] - 181:7  
**director** [2] - 163:14, 178:16  
**Director** [2] - 1:13, 2:2  
**dirty** [2] - 147:14, 154:14

**disappear** [1] - 222:12  
**disappointment** [1] - 164:5  
**Discovery** [3] - 6:1, 6:8, 172:2  
**discrimination** [1] - 220:18  
**discuss** [4] - 68:8, 123:7, 131:1, 180:3  
**discussed** [4] - 56:12, 98:10, 116:6, 263:16  
**discussing** [1] - 34:3  
**discussion** [11] - 40:9, 41:10, 41:12, 82:5, 105:12, 120:5, 177:16, 263:17, 264:12, 283:6, 283:14  
**discussions** [2] - 30:7, 237:19  
**dismal** [1] - 127:4  
**disposal** [1] - 32:17  
**disrupted** [2] - 61:17, 62:5  
**disrupts** [1] - 62:9  
**distance** [1] - 262:1  
**distributed** [1] - 96:13  
**distribution** [1] - 286:8  
**district** [7] - 3:10, 203:16, 206:18, 207:1, 258:13, 258:18, 282:13  
**District** [8] - 2:10, 2:11, 3:8, 6:13, 75:7, 147:14, 194:3, 276:10  
**divergence** [1] - 2:10  
**divides** [1] - 152:6  
**DLA** [1] - 179:6  
**DO** [1] - 286:5  
**doable** [2] - 55:17, 56:5  
**DOES** [1] - 287:18  
**dog** [1] - 170:18  
**dollar** [1] - 128:5  
**dollars** [3] - 124:6, 128:6, 228:15  
**domestic** [1] - 157:17  
**done** [41] - 29:5, 37:11, 38:5, 47:2, 48:6, 53:18, 67:10, 68:2, 73:3, 78:4, 79:9, 79:19, 84:3, 84:4, 105:17, 107:11, 109:14, 121:5, 121:7, 122:19, 123:4, 131:6, 132:16,

<p>132:17, 139:14, 139:15, 139:16, 140:16, 141:1, 151:18, 154:2, 162:19, 163:18, 182:16, 196:17, 199:8, 199:9, 221:10, 250:2, 253:11, 261:15 <b>door</b> [3] - 158:14, 229:12, 269:19 <b>door's</b> [1] - 141:1 <b>DOT</b> [1] - 91:4 <b>dotted</b> [1] - 13:14 <b>dotting</b> [1] - 142:7 <b>doubt</b> [1] - 104:10 <b>DOUG</b> [27] - 178:14, 180:15, 222:2, 223:18, 224:5, 227:2, 227:9, 227:14, 229:19, 230:14, 230:18, 231:3, 232:4, 234:1, 234:5, 234:10, 241:1, 241:10, 243:5, 243:8, 243:15, 243:19, 252:6, 252:15, 259:18, 260:4, 265:18 <b>Doug</b> [3] - 178:15, 221:12, 247:18 <b>down</b> [59] - 11:4, 11:12, 11:16, 18:18, 20:4, 21:4, 22:15, 23:1, 23:4, 23:14, 24:14, 34:13, 34:18, 34:19, 49:8, 52:11, 60:9, 61:19, 75:2, 92:7, 109:18, 129:4, 130:18, 150:4, 150:18, 153:2, 156:16, 158:5, 159:2, 160:7, 160:10, 163:11, 170:2, 170:11, 170:14, 171:4, 184:5, 185:6, 193:11, 198:4, 198:17, 201:15, 201:17, 202:16, 205:19, 209:13, 210:2, 210:14, 211:12, 222:10, 225:5, 227:8, 241:9, 242:13, 255:14, 270:18, 271:6, 273:16 <b>dozen</b> [1] - 59:12 <b>drained</b> [1] - 152:10 <b>drains</b> [1] - 155:8 <b>drastically</b> [1] - 44:19</p>	<p><b>draw</b> [1] - 262:13 <b>drawing</b> [8] - 15:19, 26:16, 73:8, 83:3, 83:4, 119:7, 242:12, 243:2 <b>drawings</b> [13] - 49:4, 52:9, 114:2, 114:13, 119:17, 135:17, 267:17, 268:12, 268:15, 268:19, 279:10, 280:4, 280:6 <b>drive</b> [6] - 45:5, 82:19, 88:14, 185:3, 200:9, 200:11 <b>Drive</b> [25] - 2:6, 2:8, 2:8, 2:17, 2:18, 9:13, 16:8, 16:13, 21:17, 22:7, 24:18, 25:6, 35:9, 71:8, 79:5, 83:5, 83:17, 90:9, 91:19, 97:7, 105:13, 106:6, 106:11, 107:1 <b>driven</b> [2] - 19:15, 104:5 <b>drivers</b> [2] - 39:8, 62:5 <b>driveway</b> [3] - 2:17, 97:4, 163:8 <b>driveways</b> [1] - 3:4 <b>driving</b> [8] - 87:11, 199:18, 208:12, 210:7, 237:7, 238:13, 238:14, 273:16 <b>dropped</b> [1] - 279:19 <b>dropping</b> [1] - 201:8 <b>drops</b> [1] - 210:2 <b>Dudley</b> [3] - 60:19, 61:2, 143:9 <b>DUDLEY</b> [3] - 61:1, 62:14, 62:17 <b>due</b> [1] - 173:18 <b>duplicates</b> [1] - 39:9 <b>duplicating</b> [1] - 44:3 <b>during</b> [9] - 66:19, 80:8, 80:9, 91:9, 104:16, 116:8, 116:10, 165:10, 208:10</p> <hr/> <p style="text-align: center;"><b>E</b></p> <hr/> <p><b>Earhart</b> [3] - 41:6, 155:14, 182:13 <b>early</b> [4] - 126:15, 183:7, 205:4, 215:18 <b>easement</b> [1] - 24:10 <b>easier</b> [1] - 207:19</p>	<p><b>easily</b> [4] - 28:19, 127:5, 211:15, 213:12 <b>east</b> [8] - 17:2, 22:7, 23:9, 31:10, 43:7, 73:11, 96:1, 136:8 <b>East</b> [10] - 3:8, 144:18, 145:11, 181:1, 182:15, 188:8, 188:9, 190:14, 218:5, 255:4 <b>east/west</b> [2] - 16:9, 43:15 <b>easy</b> [2] - 49:9, 252:8 <b>echo</b> [2] - 33:12, 123:18 <b>echoing</b> [1] - 73:7 <b>economic</b> [7] - 32:12, 55:19, 77:3, 99:18, 100:9, 102:6, 139:4 <b>economy</b> [3] - 117:5, 214:6, 250:3 <b>edge</b> [8] - 19:17, 20:1, 21:10, 52:2, 52:4, 96:5, 180:19 <b>Edmunds</b> [1] - 71:18 <b>Education</b> [1] - 181:8 <b>effect</b> [8] - 64:12, 64:17, 149:18, 151:1, 156:1, 228:2, 253:9, 257:7 <b>effective</b> [1] - 42:4 <b>effectively</b> [1] - 83:14 <b>efficiency</b> [3] - 38:12, 88:9, 91:13 <b>efficient</b> [1] - 164:11 <b>effort</b> [2] - 181:11, 190:3 <b>efforts</b> [3] - 34:16, 92:15, 92:16 <b>egress</b> [1] - 271:11 <b>eight</b> [6] - 53:1, 62:11, 64:13, 152:13, 159:6, 216:15 <b>either</b> [6] - 55:16, 68:10, 101:5, 102:12, 112:12, 118:7 <b>electronic</b> [1] - 119:1 <b>element</b> [4] - 128:7, 161:4, 167:3, 170:19 <b>elements</b> [3] - 73:14, 97:16, 155:5 <b>elevation</b> [3] - 160:3, 169:11, 279:15 <b>elevations</b> [2] - 161:12, 272:1 <b>elevator</b> [10] - 266:11, 266:17, 269:6,</p>	<p>270:15, 271:9, 271:16, 272:9, 278:4, 282:3, 282:18 <b>eleven</b> [1] - 182:5 <b>eliminate</b> [1] - 70:4 <b>elimination</b> [1] - 221:19 <b>elsewhere</b> [1] - 116:12 <b>emphasis</b> [1] - 160:1 <b>emphasize</b> [3] - 31:7, 32:2, 56:15 <b>employ</b> [1] - 99:14 <b>employees</b> [2] - 38:2, 208:1 <b>empty</b> [7] - 86:18, 87:11, 88:11, 145:9, 145:11, 208:16, 249:18 <b>enable</b> [1] - 87:9 <b>enabled</b> [1] - 97:17 <b>enclosed</b> [1] - 44:2 <b>encourage</b> [8] - 29:11, 33:2, 42:17, 56:5, 66:8, 82:19, 87:9, 92:19 <b>encouraged</b> [3] - 38:3, 51:15, 68:9 <b>encouragement</b> [1] - 43:2 <b>end</b> [27] - 17:2, 23:15, 37:5, 62:6, 95:12, 95:16, 96:1, 99:5, 99:6, 135:17, 135:19, 136:8, 159:7, 160:10, 165:19, 176:18, 177:8, 207:15, 217:18, 228:13, 232:18, 242:11, 244:13, 244:17, 255:10 <b>ended</b> [1] - 168:17 <b>ends</b> [1] - 187:17 <b>energy</b> [2] - 57:8, 164:11 <b>engage</b> [3] - 38:10, 102:5 <b>engagement</b> [1] - 33:16 <b>engaging</b> [1] - 96:9 <b>engineering</b> [1] - 141:19 <b>enhance</b> [3] - 49:5, 52:4, 122:2 <b>enhanced</b> [1] - 30:10 <b>enhancements</b> [1] - 188:13 <b>enjoying</b> [1] - 255:3 <b>enormous</b> [1] - 129:1</p>	<p><b>enormously</b> [1] - 111:2 <b>ensure</b> [1] - 38:6 <b>enter</b> [1] - 43:1 <b>entertainment</b> [1] - 139:19 <b>entire</b> [6] - 3:15, 21:10, 21:16, 34:2, 145:14, 146:4 <b>entities</b> [1] - 44:2 <b>entity</b> [1] - 89:12 <b>entrance</b> [1] - 95:15 <b>entries</b> [3] - 19:1, 27:1, 98:15 <b>entry</b> [3] - 23:11, 23:12, 24:4 <b>envelope</b> [1] - 277:9 <b>environment</b> [1] - 32:19 <b>environmental</b> [1] - 148:1 <b>environmentalist</b> [1] - 147:9 <b>envision</b> [2] - 70:19, 187:6 <b>equates</b> [1] - 194:19 <b>equipment</b> [5] - 38:14, 62:2, 62:3, 143:12 <b>Erick</b> [2] - 46:2, 47:8 <b>ERICK</b> [2] - 46:4, 47:12 <b>errands</b> [1] - 64:9 <b>ERRATA</b> [3] - 285:1, 285:17, 286:3 <b>Errata</b> [4] - 285:2, 285:5, 285:13, 286:7 <b>errata</b> [1] - 286:6 <b>erratic</b> [1] - 38:18 <b>especially</b> [5] - 51:14, 83:8, 93:5, 150:4, 172:3 <b>essential</b> [2] - 124:3, 128:8 <b>essentially</b> [8] - 14:12, 16:8, 24:1, 27:19, 30:19, 34:11, 78:13, 186:1 <b>establish</b> [1] - 260:2 <b>established</b> [1] - 231:8 <b>establishment</b> [1] - 192:1 <b>evening</b> [10] - 5:3, 29:18, 41:17, 56:10, 59:8, 178:14, 178:17, 201:18, 209:14, 263:18 <b>eventually</b> [5] - 12:12, 48:9, 68:19, 213:9,</p>
---	---	---	---	---



<p>282:1  <b>evolve</b> [1] - 76:18  <b>evolving</b> [1] - 22:1  <b>exactly</b> [10] - 42:4,  143:6, 153:13,  213:18, 236:1,  244:14, 250:15,  256:8, 274:5, 281:5  <b>example</b> [6] - 102:17,  148:6, 213:5,  238:13, 243:13,  248:15  <b>exceed</b> [3] - 205:10,  276:3, 276:9  <b>except</b> [4] - 207:14,  281:6, 281:8,  286:16  <b>exception</b> [2] - 43:9,  281:3  <b>excited</b> [10] - 183:9,  183:18, 184:12,  185:7, 186:3,  203:11, 204:4,  204:5, 253:10,  253:18  <b>exciting</b> [2] - 57:4,  253:13  <b>exclude</b> [1] - 2:14  <b>excluded</b> [1] - 282:8  <b>exclusive</b> [1] - 111:5  <b>excuse</b> [1] - 141:16  <b>exhibits</b> [1] - 140:6  <b>exist</b> [2] - 116:14,  190:15  <b>existing</b> [11] - 2:7,  3:7, 38:13, 38:14,  179:3, 187:17,  204:9, 229:15,  230:1, 230:3, 259:5  <b>exists</b> [1] - 101:11  <b>exit</b> [1] - 278:4  <b>expand</b> [1] - 100:14  <b>expanded</b> [2] - 52:13,  180:1  <b>expands</b> [1] - 39:9  <b>expansive</b> [1] - 33:19  <b>expect</b> [3] - 10:1,  131:13, 249:15  <b>expected</b> [1] - 273:11  <b>expecting</b> [1] - 89:3  <b>expensive</b> [6] - 55:8,  124:7, 135:4,  151:14, 212:10,  228:11  <b>experience</b> [4] -  16:17, 24:10, 77:9,  119:12  <b>expert</b> [1] - 86:15  <b>expertise</b> [4] - 100:10,  101:2, 101:5,  101:17</p>	<p><b>Expires</b> [1] - 287:16  <b>explain</b> [1] - 152:1  <b>explore</b> [2] - 77:16,  260:9  <b>express</b> [1] - 124:15  <b>expressed</b> [2] -  124:17, 124:19  <b>expression</b> [1] - 30:3  <b>extend</b> [9] - 91:10,  175:12, 176:17,  176:19, 219:17,  245:18, 264:19,  265:3, 265:7  <b>extending</b> [1] - 14:5  <b>extends</b> [2] - 96:3,  157:6  <b>Extension</b> [3] -  185:10, 185:17,  186:1  <b>extension</b> [11] - 96:6,  174:8, 175:7, 175:9,  175:15, 176:8,  176:11, 177:7,  177:11, 177:19,  225:3  <b>extensions</b> [2] - 6:6  <b>extensive</b> [1] - 77:4  <b>extent</b> [1] - 134:15  <b>external</b> [1] - 144:17  <b>extra</b> [5] - 108:3,  108:6, 108:8,  269:15, 270:10  <b>extraordinary</b> [1] -  123:17  <b>eyes</b> [2] - 240:19,  255:8  <b>EZ</b> [1] - 206:13</p>	<p>226:1, 272:2  <b>fall</b> [1] - 157:13  <b>falling</b> [1] - 172:7  <b>familiar</b> [3] - 14:16,  61:14, 269:18  <b>families</b> [9] - 46:9,  46:14, 46:16, 47:1,  59:14, 66:12, 76:4,  103:18, 151:8  <b>family</b> [3] - 56:3,  64:14, 251:12  <b>FAR</b> [1] - 270:2  <b>far</b> [8] - 15:14, 44:19,  105:8, 115:1, 156:8,  236:2, 255:16,  279:2  <b>Farooq</b> [2] - 1:13, 2:2  <b>FAROOQ</b> [17] - 5:10,  7:16, 8:6, 100:5,  101:7, 103:6, 103:9,  103:14, 104:11,  116:5, 173:11,  174:5, 174:17,  175:6, 175:17,  176:3, 176:7  <b>favor</b> [10] - 9:7, 59:18,  89:9, 89:10, 177:18,  178:3, 264:15,  264:18, 265:15,  283:17  <b>favorite</b> [1] - 243:9  <b>Fawcett</b> [2] - 31:13,  72:6  <b>Fayerweather</b> [2] -  53:15, 62:8  <b>fearful</b> [1] - 212:4  <b>feasibility</b> [5] -  112:12, 113:8,  113:12, 114:3,  114:18  <b>feasible</b> [1] - 136:6  <b>feature</b> [3] - 127:2,  153:10, 161:5  <b>features</b> [2] - 28:4,  28:6  <b>federal</b> [1] - 110:2  <b>feedback</b> [1] - 261:10  <b>feet</b> [63] - 3:4, 3:12,  3:13, 3:13, 11:8,  13:18, 13:19, 26:13,  34:4, 42:7, 42:9,  42:13, 61:12, 98:1,  126:11, 138:17,  150:5, 152:13,  154:3, 154:4, 155:6,  159:6, 160:13,  181:12, 183:17,  184:15, 184:17,  188:19, 189:5,  189:6, 189:7,  189:16, 189:19,</p>	<p>191:14, 192:13,  193:2, 193:6, 193:8,  193:17, 194:18,  195:1, 197:2, 197:3,  205:4, 221:1,  238:14, 241:12,  241:16, 241:19,  244:6, 244:18,  245:10, 252:18,  253:2, 261:19,  269:14, 276:13,  276:15, 279:3,  280:16, 282:6  <b>felt</b> [3] - 18:16, 102:9,  135:14  <b>fences</b> [2] - 25:9, 69:4  <b>fencing</b> [1] - 25:9  <b>few</b> [9] - 95:8, 128:6,  155:9, 158:6,  158:10, 163:19,  232:17, 242:12,  249:12  <b>fewer</b> [2] - 227:12,  240:1  <b>fiber</b> [1] - 25:18  <b>field</b> [2] - 122:6, 169:1  <b>fifth</b> [3] - 39:14,  167:12, 169:13  <b>fight</b> [1] - 267:7  <b>fighting</b> [1] - 137:7  <b>figure</b> [3] - 74:18,  108:9, 133:12  <b>figured</b> [1] - 239:19  <b>filed</b> [2] - 179:15,  219:14  <b>fill</b> [4] - 54:13, 75:4,  86:19, 192:15  <b>filling</b> [1] - 154:19  <b>final</b> [1] - 40:14,  58:4, 83:3, 219:6,  219:18, 219:19,  220:11, 259:2,  261:14, 265:7,  265:8  <b>finally</b> [1] - 39:3  <b>finance</b> [1] - 250:5  <b>findings</b> [1] - 257:17  <b>fine</b> [5] - 49:16, 53:5,  165:10, 180:15,  217:9  <b>finish</b> [2] - 125:9,  151:3  <b>finished</b> [1] - 182:17  <b>fire</b> [1] - 252:5  <b>firmly</b> [1] - 31:16  <b>First</b> [5] - 3:9, 181:8,  187:15, 187:17,  188:3  <b>first</b> [40] - 3:16, 5:8,  9:4, 9:14, 10:19,  14:10, 22:6, 29:7,</p>	<p>29:16, 37:19, 41:18,  46:1, 63:13, 68:5,  77:17, 77:18, 79:6,  99:16, 120:10,  123:19, 125:5,  137:18, 139:1,  146:13, 147:5,  166:18, 168:10,  185:16, 187:11,  191:7, 191:19,  203:13, 211:5,  216:8, 219:13,  222:5, 222:6, 222:8,  237:11, 240:7  <b>fiscal</b> [1] - 259:6  <b>fit</b> [3] - 77:13, 135:15,  247:16  <b>fits</b> [1] - 52:8  <b>five</b> [6] - 3:4, 62:10,  84:16, 106:18,  140:3, 212:11  <b>fixed</b> [2] - 253:13,  253:14  <b>flashed</b> [1] - 265:5  <b>flat</b> [1] - 167:10  <b>flexibility</b> [3] - 212:19,  217:17, 239:7  <b>flood</b> [12] - 28:17,  54:2, 54:9, 55:1,  72:13, 72:14, 130:3,  147:18, 149:14,  152:3, 153:14,  156:7  <b>Flood</b> [2] - 2:11,  147:14  <b>flooding</b> [5] - 31:12,  37:10, 40:15,  129:19, 141:17  <b>floodplain</b> [7] - 65:18,  116:16, 116:17,  130:2, 136:14,  142:1, 142:5  <b>floods</b> [3] - 41:3,  152:2  <b>floor</b> [23] - 3:14,  13:10, 14:10, 18:2,  18:11, 22:6, 23:2,  26:1, 26:18, 43:9,  95:11, 96:13, 99:16,  106:3, 159:9, 164:7,  167:12, 191:19,  196:9, 247:8,  270:19  <b>Floor</b> [3] - 1:6, 2:12,  2:15  <b>floors</b> [2] - 165:9,  169:14  <b>flow</b> [4] - 62:9,  149:13, 149:14,  259:3  <b>flows</b> [1] - 62:5</p>
<b>F</b>		<p><b>fabulous</b> [2] - 132:13,  133:3  <b>facade</b> [1] - 162:12  <b>facades</b> [1] - 164:18  <b>face</b> [1] - 162:2  <b>facilities</b> [4] - 2:14,  117:6, 141:11,  259:5  <b>facing</b> [8] - 14:3,  16:15, 42:9, 42:12,  74:14, 164:18,  170:16, 172:1  <b>fact</b> [13] - 10:8, 31:2,  32:4, 46:15, 57:17,  58:9, 66:13, 104:6,  110:1, 157:4, 167:2,  257:3, 263:7  <b>facts</b> [1] - 154:8  <b>fair</b> [1] - 103:1  <b>fairly</b> [4] - 39:1, 39:17,</p>	<p>191:14, 192:13,  193:2, 193:6, 193:8,  193:17, 194:18,  195:1, 197:2, 197:3,  205:4, 221:1,  238:14, 241:12,  241:16, 241:19,  244:6, 244:18,  245:10, 252:18,  253:2, 261:19,  269:14, 276:13,  276:15, 279:3,  280:16, 282:6  <b>felt</b> [3] - 18:16, 102:9,  135:14  <b>fences</b> [2] - 25:9, 69:4  <b>fencing</b> [1] - 25:9  <b>few</b> [9] - 95:8, 128:6,  155:9, 158:6,  158:10, 163:19,  232:17, 242:12,  249:12  <b>fewer</b> [2] - 227:12,  240:1  <b>fiber</b> [1] - 25:18  <b>field</b> [2] - 122:6, 169:1  <b>fifth</b> [3] - 39:14,  167:12, 169:13  <b>fight</b> [1] - 267:7  <b>fighting</b> [1] - 137:7  <b>figure</b> [3] - 74:18,  108:9, 133:12  <b>figured</b> [1] - 239:19  <b>filed</b> [2] - 179:15,  219:14  <b>fill</b> [4] - 54:13, 75:4,  86:19, 192:15  <b>filling</b> [1] - 154:19  <b>final</b> [1] - 40:14,  58:4, 83:3, 219:6,  219:18, 219:19,  220:11, 259:2,  261:14, 265:7,  265:8  <b>finally</b> [1] - 39:3  <b>finance</b> [1] - 250:5  <b>findings</b> [1] - 257:17  <b>fine</b> [5] - 49:16, 53:5,  165:10, 180:15,  217:9  <b>finish</b> [2] - 125:9,  151:3  <b>finished</b> [1] - 182:17  <b>fire</b> [1] - 252:5  <b>firmly</b> [1] - 31:16  <b>First</b> [5] - 3:9, 181:8,  187:15, 187:17,  188:3  <b>first</b> [40] - 3:16, 5:8,  9:4, 9:14, 10:19,  14:10, 22:6, 29:7,</p>	<p>29:16, 37:19, 41:18,  46:1, 63:13, 68:5,  77:17, 77:18, 79:6,  99:16, 120:10,  123:19, 125:5,  137:18, 139:1,  146:13, 147:5,  166:18, 168:10,  185:16, 187:11,  191:7, 191:19,  203:13, 211:5,  216:8, 219:13,  222:5, 222:6, 222:8,  237:11, 240:7  <b>fiscal</b> [1] - 259:6  <b>fit</b> [3] - 77:13, 135:15,  247:16  <b>fits</b> [1] - 52:8  <b>five</b> [6] - 3:4, 62:10,  84:16, 106:18,  140:3, 212:11  <b>fixed</b> [2] - 253:13,  253:14  <b>flashed</b> [1] - 265:5  <b>flat</b> [1] - 167:10  <b>flexibility</b> [3] - 212:19,  217:17, 239:7  <b>flood</b> [12] - 28:17,  54:2, 54:9, 55:1,  72:13, 72:14, 130:3,  147:18, 149:14,  152:3, 153:14,  156:7  <b>Flood</b> [2] - 2:11,  147:14  <b>flooding</b> [5] - 31:12,  37:10, 40:15,  129:19, 141:17  <b>floodplain</b> [7] - 65:18,  116:16, 116:17,  130:2, 136:14,  142:1, 142:5  <b>floods</b> [3] - 41:3,  152:2  <b>floor</b> [23] - 3:14,  13:10, 14:10, 18:2,  18:11, 22:6, 23:2,  26:1, 26:18, 43:9,  95:11, 96:13, 99:16,  106:3, 159:9, 164:7,  167:12, 191:19,  196:9, 247:8,  270:19  <b>Floor</b> [3] - 1:6, 2:12,  2:15  <b>floors</b> [2] - 165:9,  169:14  <b>flow</b> [4] - 62:9,  149:13, 149:14,  259:3  <b>flows</b> [1] - 62:5</p>

<p><b>focus</b> [7] - 15:17, 76:8, 183:10, 186:4, 186:9, 186:14, 186:16</p> <p><b>focussed</b> [3] - 57:5, 75:8, 216:2</p> <p><b>focussed-in</b> [1] - 75:8</p> <p><b>folks</b> [4] - 112:5, 115:9, 141:9, 207:8</p> <p><b>follow</b> [1] - 93:6</p> <p><b>following</b> [3] - 159:11, 242:4, 256:11</p> <p><b>Following</b> [2] - 2:19, 3:19</p> <p><b>follows</b> [1] - 20:4</p> <p><b>Foods</b> [2] - 106:14, 191:12</p> <p><b>foot</b> [7] - 183:12, 189:11, 191:11, 193:16, 239:15, 276:13, 276:16</p> <p><b>footage</b> [13] - 6:3, 182:1, 193:4, 198:19, 202:18, 203:5, 203:6, 221:17, 238:10, 238:18, 244:15, 244:19, 252:19</p> <p><b>footprint</b> [12] - 125:5, 125:6, 125:13, 126:12, 129:2, 149:7, 172:17, 172:18, 191:17, 247:2, 276:14, 276:16</p> <p><b>FOR</b> [1] - 1:2</p> <p><b>force</b> [1] - 68:7</p> <p><b>forces</b> [1] - 56:1</p> <p><b>foregoing</b> [1] - 286:16</p> <p><b>FOREGOING</b> [1] - 287:17</p> <p><b>forget</b> [1] - 279:12</p> <p><b>form</b> [4] - 26:10, 96:7, 97:10, 122:13</p> <p><b>formal</b> [2] - 54:4, 195:11</p> <p><b>formally</b> [2] - 211:2, 216:19</p> <p><b>formed</b> [2] - 68:8, 96:5</p> <p><b>former</b> [3] - 13:16, 70:12, 180:18</p> <p><b>formerly</b> [2] - 2:7, 179:15</p> <p><b>forms</b> [1] - 92:19</p> <p><b>fort</b> [1] - 228:15</p> <p><b>forth</b> [9] - 57:16, 66:13, 90:3, 150:1, 204:2, 213:17, 214:9, 258:6, 287:9</p>	<p><b>forum</b> [1] - 40:8</p> <p><b>forward</b> [10] - 53:12, 84:18, 127:6, 149:12, 186:15, 232:15, 254:1, 277:5, 278:19, 279:9</p> <p><b>forwarding</b> [1] - 8:1</p> <p><b>foundation</b> [4] - 30:17, 140:14, 148:9, 279:19</p> <p><b>foundations</b> [2] - 147:7, 148:18</p> <p><b>four</b> [14] - 62:10, 68:11, 72:1, 110:15, 152:15, 157:11, 162:17, 166:4, 166:5, 181:16, 182:12, 228:15, 266:4, 280:16</p> <p><b>fourth</b> [4] - 167:12, 168:11, 169:13, 258:19</p> <p><b>frame</b> [2] - 60:3, 113:17</p> <p><b>framing</b> [1] - 279:13</p> <p><b>frankly</b> [1] - 59:11</p> <p><b>free</b> [2] - 74:6, 250:3</p> <p><b>freedom</b> [1] - 64:9</p> <p><b>frequently</b> [1] - 91:10</p> <p><b>Fresh</b> [8] - 30:5, 90:8, 93:9, 112:4, 132:5, 141:8, 145:1, 267:9</p> <p><b>fresh</b> [1] - 163:15</p> <p><b>Fridays</b> [1] - 64:13</p> <p><b>friend</b> [3] - 46:13, 55:9</p> <p><b>friendly</b> [2] - 169:7, 169:9</p> <p><b>friends</b> [2] - 56:2, 151:9</p> <p><b>FROM</b> [3] - 45:19, 59:2, 60:17</p> <p><b>front</b> [14] - 2:13, 23:5, 23:11, 34:13, 36:8, 85:11, 118:6, 158:1, 183:13, 252:1, 254:19, 261:7, 265:5, 279:5</p> <p><b>full</b> [12] - 60:8, 65:16, 90:12, 106:7, 106:17, 196:17, 209:10, 221:6, 221:9, 224:12, 240:4, 270:7</p> <p><b>fully</b> [1] - 131:12</p> <p><b>fun</b> [1] - 72:8</p> <p><b>function</b> [1] - 39:9</p> <p><b>functioning</b> [1] - 155:4</p> <p><b>funding</b> [5] - 112:12,</p>	<p>113:5, 113:13, 113:19, 128:1</p> <p><b>funds</b> [1] - 51:18</p> <p><b>funnel</b> [1] - 94:7</p> <p><b>future</b> [29] - 17:4, 17:14, 19:18, 21:6, 21:18, 23:14, 23:15, 24:7, 24:15, 28:10, 75:13, 81:9, 82:4, 83:9, 84:11, 89:4, 93:11, 94:17, 96:9, 97:2, 97:8, 127:14, 148:12, 148:16, 190:12, 219:16, 271:4, 271:18, 272:3</p>	<p><b>generalities</b> [1] - 123:10</p> <p><b>generally</b> [7] - 3:8, 63:12, 64:7, 102:8, 149:11, 149:16, 175:1</p> <p><b>generate</b> [1] - 197:15</p> <p><b>generated</b> [2] - 90:12, 234:2</p> <p><b>generation</b> [10] - 46:11, 197:8, 197:13, 199:3, 200:14, 201:13, 202:19, 235:10, 241:11, 249:19</p> <p><b>gentleman</b> [1] - 133:10</p> <p><b>genuine</b> [1] - 279:1</p> <p><b>geometry</b> [2] - 20:2, 91:7</p> <p><b>gesture</b> [1] - 127:13</p> <p><b>GFA</b> [1] - 125:2</p> <p><b>Gilmore</b> [4] - 181:3, 183:16, 183:17, 184:15</p> <p><b>given</b> [11] - 10:15, 31:18, 57:8, 71:7, 96:16, 106:16, 110:11, 142:4, 225:2, 262:9, 263:9</p> <p><b>glad</b> [2] - 66:3, 66:4</p> <p><b>glass</b> [7] - 26:2, 160:1, 162:9, 162:10, 162:11, 165:5, 165:7</p> <p><b>global</b> [3] - 43:5, 45:6, 54:6</p> <p><b>globe</b> [1] - 165:1</p> <p><b>GNH</b> [1] - 245:7</p> <p><b>goal</b> [4] - 103:16, 201:10, 201:11, 202:9</p> <p><b>goals</b> [1] - 105:16</p> <p><b>god</b> [1] - 211:8</p> <p><b>gonna</b> [11] - 12:4, 18:6, 57:2, 58:9, 58:14, 73:10, 74:1, 106:2, 249:8, 254:17, 254:18</p> <p><b>gosh</b> [1] - 124:5</p> <p><b>grade</b> [13] - 2:14, 3:3, 31:2, 110:19, 130:4, 140:15, 205:6, 205:14, 205:15, 205:17, 205:18, 206:3, 222:9</p> <p><b>gradient</b> [1] - 152:16</p> <p><b>gradually</b> [1] - 16:4</p> <p><b>grant</b> [1] - 177:11</p> <p><b>Grant</b> [1] - 113:13</p> <p><b>granted</b> [1] - 248:1</p>	<p><b>granting</b> [3] - 7:7, 225:9, 225:10</p> <p><b>grass</b> [1] - 25:10</p> <p><b>gravel</b> [1] - 143:13</p> <p><b>great</b> [14] - 29:13, 33:14, 42:10, 48:6, 95:14, 123:19, 124:13, 131:17, 137:17, 158:4, 187:11, 243:6, 260:3, 273:13</p> <p><b>greater</b> [6] - 26:6, 98:19, 101:10, 113:12, 126:13, 164:3</p> <p><b>green</b> [9] - 19:2, 26:19, 49:13, 133:5, 150:2, 158:11, 166:1, 167:8, 167:10</p> <p><b>Green</b> [8] - 185:10, 185:16, 185:19, 186:7, 187:12, 188:1, 195:16, 196:5</p> <p><b>greenhouse</b> [1] - 108:11</p> <p><b>Greenland</b> [1] - 155:19</p> <p><b>GREG</b> [2] - 44:11, 281:5</p> <p><b>Greg</b> [3] - 41:15, 44:10, 44:11</p> <p><b>Gregory</b> [1] - 60:16</p> <p><b>grew</b> [1] - 281:15</p> <p><b>grey</b> [15] - 23:17, 50:2, 127:3, 136:8, 136:10, 136:11, 160:15, 165:5, 168:9, 168:10, 168:17, 168:18, 168:19, 169:6, 169:11</p> <p><b>Greyhound</b> [1] - 73:16</p> <p><b>greyness</b> [1] - 49:16</p> <p><b>greys</b> [2] - 169:8, 169:9</p> <p><b>grocery</b> [25] - 190:2, 191:8, 191:11, 191:13, 191:19, 192:8, 194:13, 194:14, 194:16, 195:9, 197:12, 226:3, 255:3, 255:5, 255:11, 255:12, 255:17, 261:17, 261:19, 262:11, 262:17, 263:2, 263:10</p> <p><b>gross</b> [3] - 3:14, 3:14,</p>
<b>G</b>				
<p><b>gain</b> [1] - 107:11</p> <p><b>Galleria</b> [2] - 145:1, 210:18</p> <p><b>gap</b> [2] - 99:18, 157:5</p> <p><b>Gap</b> [2] - 162:7, 162:8</p> <p><b>garage</b> [41] - 18:11, 23:2, 23:5, 26:17, 34:12, 34:13, 39:10, 42:19, 43:1, 43:7, 43:13, 60:4, 79:18, 81:1, 86:9, 89:11, 95:15, 98:9, 99:2, 106:6, 108:5, 108:8, 108:9, 108:16, 108:17, 120:1, 129:14, 130:4, 136:11, 159:3, 159:4, 166:18, 171:14, 171:17, 172:8, 208:4, 208:16, 213:10, 222:5, 240:4, 255:17</p> <p><b>garages</b> [6] - 35:7, 205:6, 207:19, 209:10, 222:5, 222:16</p> <p><b>garden</b> [1] - 108:11</p> <p><b>gathering</b> [1] - 20:11</p> <p><b>gee</b> [2] - 166:3, 176:12</p> <p><b>general</b> [16] - 6:4, 10:19, 25:2, 25:11, 39:18, 55:13, 76:16, 118:15, 120:9, 121:1, 123:6, 128:15, 129:11, 134:10, 163:14, 258:3</p> <p><b>GENERAL</b> [3] - 1:3, 2:2, 4:3</p> <p><b>General</b> [1] - 266:4</p>				

<p>108:12  <b>Ground</b> [1] - 92:8  <b>ground</b> [21] - 13:10, 15:16, 18:2, 18:11, 22:6, 23:2, 25:19, 26:18, 43:9, 62:4, 95:11, 96:13, 106:3, 153:12, 157:13, 163:4, 164:7, 165:9, 183:7, 189:9, 196:9  <b>Group</b> [2] - 178:15, 181:13  <b>group</b> [1] - 100:9  <b>grouped</b> [1] - 190:4  <b>groups</b> [2] - 74:7, 139:17  <b>grow</b> [1] - 92:11  <b>growing</b> [2] - 17:17, 140:6  <b>growth</b> [1] - 38:16  <b>guess</b> [15] - 34:3, 35:13, 51:5, 69:4, 69:13, 90:4, 126:9, 133:8, 134:3, 134:5, 134:6, 140:17, 143:4, 172:19, 259:14  <b>guidance</b> [3] - 234:15, 275:8, 277:10  <b>guide</b> [1] - 216:10  <b>guidelines</b> [2] - 54:5, 258:16  <b>guys</b> [10] - 74:18, 106:1, 174:13, 204:5, 217:3, 244:5, 246:6, 252:7, 260:13, 261:8  <b>gym</b> [3] - 131:10, 132:12, 133:2</p>	<p><b>hands</b> [5] - 9:5, 178:1, 264:16, 265:16, 283:18  <b>Hanover</b> [2] - 106:1, 163:17  <b>happy</b> [6] - 27:4, 71:5, 138:16, 146:7, 177:6, 254:16  <b>Harbor</b> [2] - 152:14, 155:13  <b>harbor</b> [1] - 155:15  <b>hard</b> [9] - 19:16, 32:11, 94:2, 116:16, 117:16, 146:5, 152:19, 169:6, 237:9  <b>Harvard</b> [2] - 145:10, 164:19  <b>hatched</b> [1] - 192:16  <b>HAWKINSON</b> [1] - 5:6  <b>head</b> [4] - 92:16, 107:19, 184:8, 282:18  <b>heading</b> [1] - 22:15  <b>heads</b> [1] - 173:15  <b>health</b> [1] - 140:2  <b>hear</b> [11] - 5:5, 10:6, 56:1, 69:12, 71:11, 76:2, 79:16, 142:10, 151:8, 261:11, 264:4  <b>heard</b> [15] - 9:14, 50:11, 66:1, 67:17, 98:3, 127:10, 140:13, 142:12, 142:14, 153:5, 156:11, 159:18, 173:13, 216:6, 269:10  <b>hearing</b> [17] - 5:19, 6:11, 6:12, 6:16, 8:2, 10:16, 36:3, 171:12, 174:14, 174:18, 175:4, 178:5, 219:13, 219:15, 220:4, 220:6, 262:15  <b>HEARING</b> [2] - 1:3, 2:6  <b>hearings</b> [5] - 3:16, 5:14, 9:12, 225:13, 240:8  <b>hearty</b> [5] - 65:16, 168:15, 168:18, 168:19, 170:3  <b>heat</b> [1] - 149:18  <b>Heather</b> [2] - 59:4, 254:12  <b>heather</b> [1] - 254:8  <b>HEATHER</b> [3] - 59:5, 240:18, 254:10</p>	<p><b>Heather's</b> [1] - 240:13  <b>heavily</b> [1] - 184:17  <b>heavy</b> [1] - 159:4  <b>Heidelberger</b> [3] - 41:16, 44:10, 44:12  <b>HEIDELBERGER</b> [2] - 44:11, 281:5  <b>height</b> [31] - 2:12, 13:9, 13:17, 13:18, 26:9, 26:12, 26:15, 97:11, 125:3, 126:8, 126:9, 126:13, 137:12, 137:14, 173:4, 191:15, 222:10, 245:9, 252:18, 253:2, 269:15, 270:10, 276:6, 276:9, 276:11, 279:3, 281:18, 282:5, 282:10, 283:11  <b>height's</b> [1] - 97:11  <b>heights</b> [2] - 245:8, 247:9  <b>hell</b> [1] - 111:13  <b>hello</b> [2] - 61:1, 70:11  <b>help</b> [12] - 26:15, 27:16, 40:6, 77:2, 101:13, 106:8, 109:3, 119:19, 150:16, 150:19, 218:8  <b>helped</b> [1] - 10:18  <b>helpful</b> [5] - 14:5, 29:9, 33:18, 34:7, 82:14  <b>helps</b> [1] - 20:5  <b>Henrietta</b> [1] - 7:3  <b>hereby</b> [1] - 286:17  <b>hereinbefore</b> [1] - 287:9  <b>hereunto</b> [1] - 287:11  <b>hi</b> [5] - 33:9, 44:11, 53:14, 59:7, 95:4  <b>hidden</b> [1] - 163:6  <b>hiding</b> [1] - 68:4  <b>high</b> [19] - 26:14, 110:7, 134:13, 148:18, 148:19, 152:14, 157:8, 157:9, 159:6, 163:5, 170:17, 172:19, 189:13, 209:19, 213:2, 242:14, 247:9, 269:14  <b>higher</b> [7] - 104:8, 191:15, 199:16, 217:9, 217:12, 242:2, 259:17  <b>Highlands</b> [1] - 6:13  <b>highlight</b> [2] - 37:7,</p>	<p>82:17  <b>highlighting</b> [1] - 63:3  <b>highlights</b> [2] - 49:13, 49:14  <b>Highway</b> [4] - 181:2, 181:4, 188:6, 245:1  <b>hill</b> [1] - 152:5  <b>hills</b> [2] - 152:4, 152:7  <b>hire</b> [1] - 101:15  <b>hired</b> [1] - 113:11  <b>history</b> [1] - 142:18  <b>hit</b> [1] - 235:1  <b>Hoffman</b> [2] - 59:4, 254:12  <b>HOFFMAN</b> [3] - 59:5, 240:18, 254:10  <b>hold</b> [1] - 103:5  <b>holding</b> [2] - 220:4, 225:2  <b>Holdings</b> [2] - 269:3  <b>holds</b> [1] - 141:14  <b>holes</b> [1] - 162:13  <b>home</b> [3] - 61:4, 80:14, 212:9  <b>honest</b> [7] - 125:1, 189:6, 210:17, 213:3, 225:7, 228:17, 229:6  <b>honestly</b> [1] - 228:13  <b>hop</b> [1] - 162:3  <b>hope</b> [14] - 16:3, 22:12, 30:13, 33:2, 49:1, 58:7, 67:12, 74:6, 82:6, 113:17, 144:11, 218:11, 255:10  <b>hopefully</b> [7] - 19:4, 20:7, 44:6, 50:2, 51:18, 88:12, 232:18  <b>hoping</b> [5] - 119:18, 120:4, 219:4, 246:9, 271:12  <b>horizontal</b> [2] - 97:16, 97:18  <b>horizontality</b> [4] - 26:8, 126:1, 126:3, 126:4  <b>horizontally</b> [1] - 25:19  <b>hot</b> [3] - 147:10, 149:16, 214:7  <b>hotel</b> [6] - 6:4, 198:7, 198:8, 198:10, 209:15, 214:14  <b>hotels</b> [2] - 140:1, 209:15  <b>hour</b> [1] - 93:5  <b>hours</b> [3] - 155:1, 155:2, 266:4  <b>house</b> [6] - 100:16,</p>	<p>101:2, 102:9, 252:1, 254:19, 282:18  <b>houses</b> [2] - 251:12, 270:15  <b>Highway</b> [16] - 44:16, 46:8, 46:15, 47:1, 55:5, 55:7, 55:11, 66:3, 68:12, 76:3, 76:4, 76:10, 103:19, 135:4, 249:15, 270:19  <b>hub</b> [1] - 45:3  <b>Hubway</b> [1] - 206:14  <b>huge</b> [11] - 80:19, 94:3, 108:5, 154:16, 155:9, 156:1, 160:11, 161:8, 162:18, 266:7, 267:6  <b>HUGH</b> [135] - 5:3, 5:7, 8:10, 8:16, 9:1, 9:3, 9:6, 9:10, 13:1, 27:6, 29:1, 33:6, 36:16, 41:14, 44:9, 45:17, 46:1, 47:5, 47:8, 47:11, 47:14, 53:1, 53:11, 56:8, 58:17, 59:1, 59:3, 59:6, 60:8, 60:13, 60:15, 60:18, 65:8, 70:9, 71:14, 74:9, 74:12, 84:12, 105:10, 107:17, 108:14, 110:10, 112:2, 118:4, 118:12, 118:16, 120:6, 120:13, 120:19, 122:18, 123:3, 123:9, 129:6, 129:8, 134:8, 144:6, 151:19, 156:11, 159:11, 162:6, 165:19, 166:8, 168:4, 172:13, 173:7, 174:2, 174:7, 175:18, 176:10, 176:14, 177:1, 177:8, 177:12, 177:15, 177:18, 178:2, 178:7, 219:3, 220:8, 221:11, 221:15, 223:16, 223:19, 239:13, 240:9, 240:13, 240:15, 241:7, 247:8, 247:14, 248:10, 248:13, 249:1, 251:19, 254:2, 254:8, 256:2, 256:5, 256:10, 259:7, 259:19, 261:16, 263:14,</p>
<b>H</b>				
<p><b>H-e-i-d-e-l-b-e-r-g-e-r</b> [1] - 44:12  <b>habit</b> [1] - 124:11  <b>half</b> [6] - 200:10, 229:2, 251:16, 252:1, 252:2, 272:18  <b>halfway</b> [2] - 75:11, 171:16  <b>hand</b> [6] - 9:4, 122:5, 170:15, 284:1, 284:3, 287:11  <b>handicap</b> [1] - 266:16  <b>handle</b> [3] - 94:3, 187:19, 253:16  <b>handled</b> [1] - 40:8  <b>handles</b> [1] - 115:15  <b>handling</b> [2] - 116:13, 116:19</p>				

<p>264:6, 264:8, 264:11, 264:14, 264:17, 265:9, 265:12, 265:14, 265:17, 265:19, 268:2, 268:6, 268:10, 268:14, 273:10, 273:14, 274:8, 274:12, 278:14, 280:3, 280:8, 280:11, 281:7, 281:10, 281:13, 283:6, 283:13, 283:16, 283:19, 284:4, 284:6, 284:9</p> <p><b>Hugh</b> [15] - 1:8, 5:11, 27:5, 30:8, 86:4, 102:11, 117:9, 123:5, 126:14, 144:5, 172:4, 173:11, 262:18, 274:4, 278:9</p> <p><b>Hugh's</b> [1] - 175:7</p> <p><b>humorous</b> [1] - 109:9</p> <p><b>hundred</b> [4] - 45:2, 45:7, 212:11, 228:15</p> <p><b>Hurley</b> [1] - 254:12</p> <p><b>hurricane</b> [1] - 41:3</p> <p><b>Hutchinson</b> [1] - 62:7</p> <p><b>HYM</b> [3] - 178:15, 179:9, 181:13</p> <p><b>hypothetical</b> [1] - 58:2</p>	<p><b>illustrated</b> [1] - 67:2</p> <p><b>illustration</b> [1] - 26:5</p> <p><b>image</b> [3] - 156:17, 273:2, 281:3</p> <p><b>images</b> [4] - 184:12, 184:13, 271:1, 272:7</p> <p><b>imaginative</b> [1] - 37:8</p> <p><b>imagine</b> [2] - 10:4, 255:15</p> <p><b>impact</b> [4] - 61:7, 63:10, 82:1, 193:15</p> <p><b>impacts</b> [3] - 84:7, 259:5, 259:6</p> <p><b>implications</b> [3] - 31:12, 32:1, 63:4</p> <p><b>important</b> [3] [1] - 13:12, 20:13, 46:8, 46:17, 104:14, 133:16, 139:4, 144:14, 162:15, 163:10, 183:14, 187:13, 188:5, 190:13, 192:19, 197:6, 197:10, 201:7, 201:9, 201:13, 202:8, 226:2, 235:7, 235:11, 235:15, 237:3, 237:8, 237:18, 244:4, 247:17, 273:14</p> <p><b>importantly</b> [1] - 183:14</p> <p><b>impossible</b> [4] - 105:19, 176:1, 176:2, 237:8</p> <p><b>impressed</b> [1] - 108:15</p> <p><b>impression</b> [1] - 29:7</p> <p><b>improve</b> [2] - 13:13, 92:5</p> <p><b>improved</b> [2] - 14:11, 96:2</p> <p><b>improvement</b> [3] - 91:1, 91:2, 93:4</p> <p><b>improvements</b> [6] - 91:5, 91:6, 91:13, 91:14, 92:18, 184:7</p> <p><b>improving</b> [3] - 16:4, 16:16, 38:12</p> <p><b>IN</b> [1] - 287:11</p> <p><b>in-house</b> [3] - 100:16, 101:2, 102:9</p> <p><b>inaudible</b> [3] - 72:12, 137:2, 228:18</p> <p><b>inaudible</b> [3] - 182:4, 206:1, 214:3</p> <p><b>INC</b> [1] - 1:18</p> <p><b>incentives</b> [1] - 55:17</p> <p><b>inch</b> [2] - 154:3</p>	<p><b>inclement</b> [2] - 51:6, 130:14</p> <p><b>include</b> [6] - 42:4, 77:10, 77:11, 181:4, 184:12, 219:5</p> <p><b>included</b> [1] - 271:8</p> <p><b>including</b> [4] - 3:10, 20:8, 96:17, 139:16</p> <p><b>inclusionary</b> [1] - 66:9</p> <p><b>income</b> [5] - 32:16, 55:8, 55:18, 56:6, 151:8</p> <p><b>incoming</b> [1] - 5:18</p> <p><b>inconceivable</b> [1] - 111:16</p> <p><b>inconsistent</b> [1] - 274:9</p> <p><b>increase</b> [16] - 2:12, 2:12, 44:14, 81:6, 87:1, 104:13, 119:15, 137:16, 193:10, 203:7, 220:15, 226:19, 238:9, 238:12, 238:17, 258:12</p> <p><b>increased</b> [5] - 13:10, 67:9, 80:15, 93:11, 182:4</p> <p><b>increases</b> [2] - 72:13, 72:17</p> <p><b>increasing</b> [5] - 3:12, 76:19, 126:9, 202:10, 203:4</p> <p><b>incremental</b> [2] - 222:15, 223:7</p> <p><b>incumbent</b> [1] - 81:9</p> <p><b>indeed</b> [2] - 48:19, 254:5</p> <p><b>Index</b> [3] - 2:19, 3:19, 4:6</p> <p><b>indicate</b> [2] - 37:1, 285:12</p> <p><b>indicated</b> [5] - 50:9, 53:3, 53:13, 86:11, 140:16</p> <p><b>indicates</b> [1] - 39:19</p> <p><b>indicators</b> [1] - 78:6</p> <p><b>indirectly</b> [1] - 159:19</p> <p><b>individually</b> [1] - 117:3</p> <p><b>indoor</b> [1] - 133:2</p> <p><b>industrial</b> [2] - 169:17, 169:18</p> <p><b>information</b> [8] - 33:4, 40:15, 88:17, 118:1, 180:1, 218:18, 219:1, 220:3</p> <p><b>informed</b> [2] - 31:17, 249:2</p> <p><b>infrastructure</b> [1] -</p>	<p>73:1</p> <p><b>inherited</b> [1] - 188:17</p> <p><b>innovative</b> [6] - 39:4, 40:10, 216:11, 224:16, 235:15, 236:4</p> <p><b>input</b> [2] - 173:14</p> <p><b>inside</b> [5] - 132:11, 164:10, 165:3, 165:12, 205:16</p> <p><b>inspector</b> [1] - 282:2</p> <p><b>installation</b> [1] - 159:13</p> <p><b>INSTRUCTIONS</b> [3] - 285:1, 285:11, 286:4</p> <p><b>instructions</b> [1] - 286:8</p> <p><b>insufficient</b> [1] - 68:17</p> <p><b>integrate</b> [1] - 188:7</p> <p><b>integrated</b> [4] - 189:12, 190:8, 192:4, 192:18</p> <p><b>intended</b> [1] - 116:7</p> <p><b>intense</b> [2] - 37:13, 153:5</p> <p><b>intent</b> [3] - 52:8, 121:5, 280:1</p> <p><b>intention</b> [2] - 245:18, 279:18</p> <p><b>interaction</b> [2] - 56:17, 142:17</p> <p><b>intercept</b> [3] - 39:7, 109:1, 190:9</p> <p><b>interception</b> [1] - 39:4</p> <p><b>interchange</b> [1] - 71:3</p> <p><b>interest</b> [9] - 89:5, 97:14, 105:18, 126:18, 140:4, 164:2, 164:3, 167:7, 184:11</p> <p><b>interested</b> [3] - 155:11, 163:17, 287:7</p> <p><b>interesting</b> [10] - 39:11, 39:14, 41:7, 110:14, 127:8, 135:19, 153:9, 159:8, 161:5, 161:17</p> <p><b>interests</b> [1] - 25:1</p> <p><b>interface</b> [1] - 95:17</p> <p><b>interfaces</b> [1] - 97:7</p> <p><b>interim</b> [1] - 6:15</p> <p><b>interior</b> [1] - 132:8</p> <p><b>internally</b> [1] - 229:18</p> <p><b>internet</b> [1] - 40:9</p> <p><b>interrupt</b> [1] - 62:12</p> <p><b>intersection</b> [6] - 43:14, 90:8, 90:10,</p>	<p>91:7, 91:11, 184:5</p> <p><b>intersections</b> [2] - 92:3, 93:18</p> <p><b>invest</b> [1] - 150:1</p> <p><b>investment</b> [3] - 25:8, 114:9, 229:6</p> <p><b>Investment</b> [3] - 178:15, 179:10, 181:13</p> <p><b>investor</b> [1] - 228:10</p> <p><b>investors</b> [2] - 181:13, 213:11</p> <p><b>invisible</b> [1] - 164:8</p> <p><b>inviting</b> [1] - 165:8</p> <p><b>involved</b> [3] - 143:7, 181:15, 280:11</p> <p><b>involves</b> [1] - 55:8</p> <p><b>Iram</b> [6] - 1:13, 2:2, 5:9, 8:4, 102:12, 116:1</p> <p><b>IRAM</b> [17] - 5:10, 7:16, 8:6, 100:5, 101:7, 103:6, 103:9, 103:14, 104:11, 116:5, 173:11, 174:5, 174:17, 175:6, 175:17, 176:3, 176:7</p> <p><b>Ironworkers</b> [1] - 59:9</p> <p><b>ironworkers</b> [2] - 59:10, 60:10</p> <p><b>Islam</b> [1] - 58:18</p> <p><b>ISLAM</b> [1] - 58:19</p> <p><b>island</b> [1] - 149:18</p> <p><b>issue</b> [19] - 11:7, 40:14, 41:2, 66:2, 77:1, 82:4, 83:16, 84:2, 84:6, 84:9, 134:16, 134:18, 135:8, 139:5, 145:12, 165:8, 231:14, 259:14, 268:11</p> <p><b>issued</b> [3] - 274:10, 274:18, 275:10</p> <p><b>issues</b> [16] - 30:12, 31:14, 31:17, 51:3, 57:13, 75:14, 76:1, 77:12, 82:7, 97:4, 112:5, 136:2, 136:15, 141:12, 141:17, 237:16</p> <p><b>ITE</b> [1] - 200:17</p> <p><b>item</b> [4] - 5:8, 8:11, 253:16, 266:2</p> <p><b>items</b> [4] - 6:16, 10:3, 146:12, 261:3</p> <p><b>iteration</b> [1] - 28:10</p> <p><b>itself</b> [11] - 15:5, 22:11, 42:6, 44:3, 113:16, 114:5,</p>
<b>I</b>				
<p><b>I's</b> [1] - 142:7</p> <p><b>ice</b> [2] - 155:19, 172:8</p> <p><b>idea</b> [22] - 12:2, 38:2, 40:1, 86:14, 117:3, 123:9, 123:11, 130:13, 131:17, 132:7, 161:17, 193:5, 208:6, 208:19, 216:9, 244:17, 245:17, 253:8, 254:15, 260:14, 266:15, 267:11</p> <p><b>ideas</b> [5] - 37:5, 37:9, 37:19, 40:11, 41:7</p> <p><b>identify</b> [1] - 107:13</p> <p><b>II</b> [8] - 270:1, 270:3, 270:4, 270:16, 271:5, 271:12, 272:5, 277:6</p> <p><b>III</b> [1] - 3:17</p> <p><b>illegal</b> [2] - 266:19, 267:2</p>				

130:5, 139:4, 271:3, 285:14, 286:6	209:3, 209:4, 216:6, 233:4	203:13, 206:19, 210:4, 211:9, 212:14, 223:6, 224:6, 224:13, 228:18, 232:11, 242:3, 244:10, 254:14, 273:9	54:10, 61:16, 65:15, 79:7, 84:5, 95:8, 124:17, 127:10, 129:16, 180:8, 180:10, 180:11, 184:14, 186:13, 198:16, 204:2, 204:6, 235:14, 242:17, 253:2, 262:8, 273:1	<b>leg</b> [1] - 91:11 <b>legally</b> [2] - 219:7, 244:3 <b>Leggatt's</b> [1] - 172:2 <b>legislative</b> [1] - 105:6 <b>legs</b> [1] - 100:6 <b>LENART</b> [2] - 53:9, 53:14 <b>Lenart</b> [3] - 47:18, 53:8, 53:15 <b>lender</b> [2] - 213:11, 228:10 <b>lends</b> [1] - 22:11 <b>length</b> [3] - 98:7, 125:16, 129:3 <b>less</b> [18] - 12:15, 45:9, 45:13, 78:8, 81:14, 91:9, 93:4, 97:13, 97:18, 102:19, 117:13, 117:14, 125:14, 159:15, 212:2, 223:9, 228:3, 231:2 <b>lesson</b> [1] - 218:13 <b>letter</b> [3] - 30:13, 34:10, 82:12 <b>letters</b> [1] - 141:8 <b>letting</b> [1] - 105:3 <b>level</b> [21] - 14:10, 65:17, 78:19, 90:7, 90:14, 90:17, 96:13, 98:14, 110:3, 110:19, 114:12, 117:16, 122:11, 129:17, 140:15, 159:9, 173:12, 189:9, 189:12, 256:17, 280:12 <b>levels</b> [2] - 155:18, 206:2 <b>Lexington</b> [1] - 109:4 <b>Library</b> [1] - 164:19 <b>License</b> [1] - 287:15 <b>life</b> [3] - 17:13, 64:17, 76:11 <b>light</b> [1] - 20:19 <b>lighter</b> [1] - 23:17 <b>lights</b> [3] - 164:9, 165:11, 233:2 <b>likelihood</b> [1] - 70:5 <b>likeliness</b> [1] - 50:9 <b>likely</b> [11] - 45:4, 45:9, 45:14, 153:7, 191:9, 214:6, 222:2, 222:6, 222:19, 223:5, 229:10 <b>limit</b> [3] - 225:15, 231:13, 276:9 <b>limitation</b> [1] - 276:4 <b>limitations</b> [1] - 2:15 <b>limited</b> [4] - 7:17,
<b>J</b>	<b>junky</b> [1] - 25:4 <b>jurisdiction</b> [2] - 105:9, 267:8 <b>justice</b> [1] - 112:16	<b>kinds</b> [5] - 23:7, 57:14, 77:5, 92:18, 168:18 <b>knocking</b> [1] - 162:17 <b>knowledge</b> [2] - 194:6, 287:10 <b>known</b> [4] - 2:7, 3:8, 182:13, 250:12 <b>knows</b> [3] - 48:5, 113:2, 174:15	<b>lastly</b> [4] - 32:2, 51:17, 81:13, 151:7 <b>late</b> [1] - 118:18 <b>Latin</b> [1] - 7:5 <b>laughed</b> [1] - 66:11 <b>Lawson</b> [1] - 287:4 <b>lay</b> [1] - 61:19 <b>layers</b> [1] - 60:8 <b>layout</b> [3] - 18:2, 182:2, 221:6 <b>lays</b> [1] - 191:16 <b>lazy</b> [1] - 148:3 <b>lead</b> [3] - 38:6, 67:14, 209:2 <b>leadership</b> [2] - 107:5, 109:14 <b>leading</b> [2] - 20:7, 184:19 <b>learned</b> [2] - 77:7, 77:8 <b>leased</b> [1] - 39:1 <b>leases</b> [1] - 12:3 <b>leash</b> [1] - 63:17 <b>Leasing</b> [2] - 267:1, 272:10 <b>leasing</b> [6] - 81:5, 86:7, 86:12, 87:7, 89:6, 89:9 <b>least</b> [9] - 49:15, 82:1, 107:12, 218:13, 218:17, 232:6, 232:19, 279:16, 280:16 <b>leave</b> [5] - 80:14, 85:11, 87:4, 108:19, 172:19 <b>leaves</b> [1] - 12:14 <b>leaving</b> [4] - 79:6, 88:5, 208:15, 227:16 <b>Lechmere</b> [2] - 187:18, 192:6 <b>led</b> [1] - 206:15 <b>leeway</b> [1] - 176:18 <b>left</b> [18] - 10:16, 18:7, 22:10, 23:16, 59:2, 59:3, 59:15, 70:15, 86:10, 93:8, 94:11, 94:19, 106:2, 108:8, 158:11, 159:7, 246:5, 278:13	
<b>J.F.K</b> [1] - 6:7 <b>Jack</b> [2] - 59:6, 59:8 <b>JACK</b> [1] - 59:7 <b>JAMES</b> [7] - 13:2, 27:11, 27:14, 27:19, 28:5, 28:12, 165:18 <b>JAN</b> [1] - 33:9 <b>Jan</b> [4] - 29:17, 33:7, 33:9 <b>Jay</b> [1] - 60:13 <b>JAY</b> [1] - 60:14 <b>JEFF</b> [18] - 75:1, 102:1, 112:15, 114:11, 115:8, 175:1, 175:8, 219:8, 220:9, 231:6, 231:17, 247:17, 248:11, 257:10, 265:6, 274:13, 276:5, 276:18 <b>Jeff</b> [14] - 1:15, 74:18, 112:1, 112:3, 147:19, 175:6, 219:3, 224:9, 257:9, 260:6, 261:8, 265:5, 274:12, 276:2 <b>Jessie</b> [1] - 100:18 <b>Jim</b> [7] - 12:18, 13:3, 48:15, 49:12, 106:10, 157:14, 165:17 <b>Jim's</b> [1] - 51:8 <b>job</b> [5] - 32:12, 62:3, 67:10, 123:19, 172:2 <b>jobs</b> [1] - 66:16 <b>JOHN</b> [1] - 5:6 <b>John</b> [1] - 5:7 <b>join</b> [2] - 179:11, 180:12 <b>joined</b> [2] - 105:14, 179:6 <b>joining</b> [1] - 179:13 <b>joint</b> [1] - 207:5 <b>joints</b> [1] - 170:3 <b>joking</b> [1] - 52:15 <b>jug</b> [1] - 187:19 <b>Juliet</b> [1] - 270:6 <b>July</b> [1] - 8:14 <b>jump</b> [5] - 100:5, 102:2, 128:7, 171:10, 231:6 <b>June</b> [11] - 179:1, 179:19, 180:1, 180:12, 183:8, 184:10, 204:11,	<b>K</b>	<b>L</b>		
	<b>K2-C2</b> [1] - 200:3 <b>Kaiser</b> [3] - 33:8, 36:17, 81:15 <b>KAISER</b> [2] - 36:19, 40:19 <b>keep</b> [11] - 26:8, 103:17, 105:4, 105:7, 117:17, 142:17, 143:1, 218:1, 222:16, 265:19, 276:19 <b>keeping</b> [2] - 211:10, 277:18 <b>keeps</b> [3] - 155:15, 225:16, 251:1 <b>Kendall</b> [10] - 76:8, 76:9, 77:9, 99:15, 101:11, 139:14, 139:18, 203:9, 211:10, 255:14 <b>Kennedy</b> [1] - 8:8 <b>kept</b> [1] - 14:1 <b>KEVIN</b> [2] - 174:10, 175:11 <b>Kevin</b> [1] - 174:11 <b>key</b> [6] - 78:6, 97:4, 191:6, 198:10, 204:19, 214:14 <b>Keyes</b> [3] - 53:12, 56:9, 56:11 <b>KEYES</b> [1] - 56:10 <b>keys</b> [1] - 198:11 <b>KeyWord</b> [1] - 4:6 <b>kid</b> [1] - 254:11 <b>kids</b> [6] - 19:7, 19:8, 19:9, 66:19, 68:13, 149:19 <b>kill</b> [2] - 149:17, 150:3 <b>kind</b> [47] - 15:19, 18:15, 19:14, 26:3, 29:4, 36:6, 67:13, 82:1, 102:13, 106:12, 109:2, 112:8, 114:8, 119:9, 127:3, 127:4, 131:10, 157:17, 161:15, 167:19, 169:2, 171:3, 180:7, 182:6, 186:1, 187:19, 190:4, 190:6, 192:8, 199:10, 202:11,	<b>lab</b> [5] - 193:10, 198:4, 203:6, 204:18, 211:11 <b>lack</b> [1] - 148:2 <b>lacks</b> [1] - 141:11 <b>Laffy</b> [1] - 179:9 <b>laid</b> [4] - 19:7, 23:17, 63:6, 98:17 <b>Lakeview</b> [1] - 33:10 <b>land</b> [8] - 17:7, 34:6, 106:10, 155:9, 173:1, 237:2, 237:15, 252:7 <b>landfill</b> [1] - 147:6 <b>landing</b> [7] - 21:11, 69:11, 95:13, 95:19, 99:9, 114:3, 115:2 <b>landscaped</b> [1] - 184:18 <b>landscaping</b> [1] - 14:9 <b>lane</b> [1] - 83:16 <b>lanes</b> [6] - 83:19, 91:8, 108:2, 108:7, 109:17, 111:14 <b>LANGLEY</b> [1] - 56:10 <b>Langley</b> [3] - 53:12, 56:9, 56:11 <b>language</b> [5] - 7:13, 57:6, 87:8, 105:5, 216:18 <b>large</b> [5] - 62:1, 142:18, 236:16, 236:18, 266:19 <b>largely</b> [1] - 76:10 <b>larger</b> [5] - 55:19, 64:19, 196:10, 207:9, 234:7 <b>last</b> [30] - 7:18, 10:14, 20:16, 33:18, 36:3, 36:6, 40:15, 46:12,		

<p>127:15, 187:9, 194:17</p> <p><b>limits</b> [1] - 282:12</p> <p><b>LINE</b> [1] - 286:9</p> <p><b>Line</b> [16] - 38:12, 38:18, 73:11, 81:18, 87:6, 108:4, 109:17, 184:1, 185:10, 185:17, 185:19, 186:7, 187:12, 188:2, 195:16, 196:5</p> <p><b>line</b> [4] - 129:5, 150:9, 187:14, 251:11</p> <p><b>linear</b> [1] - 49:10</p> <p><b>lines</b> [2] - 3:4, 16:6</p> <p><b>link</b> [3] - 20:14, 96:10, 96:11</p> <p><b>list</b> [5] - 29:16, 37:19, 146:12, 240:15, 254:9</p> <p><b>listed</b> [1] - 224:7</p> <p><b>listening</b> [1] - 110:10</p> <p><b>literally</b> [2] - 49:3, 245:15</p> <p><b>live</b> [15] - 35:12, 45:3, 56:3, 59:16, 61:2, 64:5, 64:10, 64:16, 65:13, 132:18, 139:6, 150:15, 151:10, 254:12</p> <p><b>lived</b> [4] - 61:3, 64:6, 150:11, 150:12</p> <p><b>lively</b> [3] - 126:19, 127:7, 169:7</p> <p><b>lives</b> [2] - 67:11, 236:10</p> <p><b>living</b> [1] - 145:4</p> <p><b>Liza</b> [4] - 1:15, 175:10, 176:3, 176:7</p> <p><b>LIZA</b> [4] - 8:13, 9:9, 176:5, 176:9</p> <p><b>LLC</b> [2] - 3:5, 3:17</p> <p><b>load</b> [1] - 44:7</p> <p><b>loading</b> [2] - 43:15, 111:2</p> <p><b>Local</b> [1] - 59:9</p> <p><b>local</b> [2] - 45:8, 77:7</p> <p><b>locate</b> [2] - 198:9, 247:6</p> <p><b>located</b> [4] - 2:17, 3:8, 213:9, 258:18</p> <p><b>location</b> [11] - 27:11, 43:11, 45:1, 50:7, 50:12, 50:13, 97:1, 134:12, 187:10, 187:11, 191:9</p> <p><b>locations</b> [1] - 147:15</p> <p><b>Locke</b> [1] - 251:11</p> <p><b>logic</b> [1] - 256:15</p>	<p><b>logical</b> [2] - 84:17, 84:19</p> <p><b>Longfellow</b> [1] - 8:9</p> <p><b>look</b> [51] - 10:16, 11:11, 12:1, 15:2, 21:15, 26:10, 30:16, 35:8, 38:12, 42:18, 48:12, 49:18, 50:10, 69:6, 75:8, 75:19, 77:1, 78:11, 79:4, 84:15, 92:18, 93:19, 101:10, 103:2, 106:5, 119:19, 125:4, 125:6, 126:15, 135:16, 136:4, 136:5, 141:13, 157:18, 158:16, 160:2, 160:9, 160:16, 164:14, 166:5, 168:13, 169:7, 174:1, 209:1, 238:17, 250:15, 250:16, 255:2, 273:3, 280:3</p> <p><b>looked</b> [10] - 50:2, 50:18, 50:19, 69:8, 75:12, 116:3, 119:16, 132:16, 172:9, 201:2</p> <p><b>looking</b> [38] - 18:8, 18:11, 19:2, 22:6, 23:9, 24:1, 24:18, 35:8, 51:10, 75:15, 76:1, 76:3, 80:2, 84:4, 88:5, 88:18, 99:4, 99:7, 100:12, 102:13, 116:1, 149:2, 150:8, 187:3, 193:19, 195:15, 195:19, 196:3, 196:5, 198:9, 198:11, 211:5, 249:7, 253:15, 257:19, 275:7, 277:10</p> <p><b>looks</b> [9] - 49:2, 127:3, 151:3, 166:19, 172:10, 185:4, 243:10, 279:1, 281:5</p> <p><b>lose</b> [1] - 37:5</p> <p><b>losing</b> [1] - 135:1</p> <p><b>lost</b> [2] - 62:8, 62:9</p> <p><b>lot's</b> [1] - 185:8</p> <p><b>love</b> [2] - 59:12, 260:5</p> <p><b>lovely</b> [1] - 158:11</p> <p><b>loves</b> [1] - 160:6</p> <p><b>low</b> [7] - 67:6, 209:18, 210:3, 211:16, 217:8, 228:13, 247:10</p>	<p><b>lower</b> [9] - 170:15, 200:4, 208:9, 211:6, 215:11, 228:17, 234:13, 235:8, 242:11</p> <p><b>lowers</b> [1] - 235:9</p> <p><b>lowest</b> [1] - 212:19</p> <p><b>luck</b> [1] - 252:14</p> <p><b>lumber</b> [1] - 72:5</p> <p><b>lunchtime</b> [1] - 210:1</p> <p style="text-align: center;"><b>M</b></p> <p><b>macadam</b> [1] - 54:16</p> <p><b>machinery</b> [2] - 282:7</p> <p><b>main</b> [5] - 35:9, 143:16, 190:3, 201:10, 201:11</p> <p><b>Maine</b> [2] - 180:19, 182:11</p> <p><b>maintain</b> [1] - 239:10</p> <p><b>maintains</b> [1] - 252:4</p> <p><b>maintenance</b> [1] - 163:9</p> <p><b>Major</b> [11] - 3:7, 178:10, 179:3, 179:15, 181:18, 188:15, 219:11, 220:11, 232:2, 238:7, 263:16</p> <p><b>major</b> [12] - 3:9, 11:10, 13:6, 14:1, 16:6, 24:12, 42:1, 45:3, 69:19, 134:7, 181:11, 184:10</p> <p><b>manage</b> [4] - 83:11, 83:14, 93:17, 156:16</p> <p><b>managed</b> [1] - 207:5</p> <p><b>Management</b> [1] - 38:1</p> <p><b>management</b> [2] - 70:17, 264:4</p> <p><b>manager</b> [2] - 39:18, 114:14</p> <p><b>Manager</b> [2] - 1:12, 266:6</p> <p><b>manipulated</b> [1] - 166:15</p> <p><b>MANZ</b> [27] - 178:14, 180:15, 222:2, 223:18, 224:5, 227:2, 227:9, 227:14, 229:19, 230:14, 230:18, 231:3, 232:4, 234:1, 234:5, 234:10, 241:1, 241:10, 243:5, 243:8, 243:15, 243:19, 252:6, 252:15,</p>	<p>259:18, 260:4, 265:18</p> <p><b>Manz</b> [1] - 178:15</p> <p><b>map</b> [2] - 40:5, 189:1</p> <p><b>market</b> [9] - 55:10, 104:5, 190:13, 190:15, 242:4, 242:17, 250:3, 250:6</p> <p><b>Market</b> [2] - 255:6, 255:9</p> <p><b>marketing</b> [2] - 102:5, 102:7</p> <p><b>markets</b> [1] - 249:13</p> <p><b>marks</b> [2] - 285:14, 286:6</p> <p><b>marriage</b> [1] - 287:6</p> <p><b>Mass</b> [4] - 71:4, 91:4, 109:19, 145:9</p> <p><b>Massachusetts</b> [3] - 1:7, 30:1, 61:3</p> <p><b>MASSACHUSETTS</b> [1] - 287:2</p> <p><b>massing</b> [5] - 96:7, 97:10, 135:13, 137:10, 172:5</p> <p><b>massive</b> [2] - 54:19, 159:15</p> <p><b>master</b> [6] - 181:10, 185:12, 186:17, 186:19, 187:4, 243:19</p> <p><b>matching</b> [2] - 100:16, 237:1</p> <p><b>material</b> [3] - 120:1, 169:19, 228:1</p> <p><b>materials</b> [10] - 25:15, 49:16, 120:16, 121:8, 130:17, 130:19, 143:13, 168:7, 283:3, 283:9</p> <p><b>matter</b> [8] - 52:10, 101:8, 125:2, 125:5, 127:19, 173:1, 287:6, 287:7</p> <p><b>matters</b> [1] - 127:17</p> <p><b>max</b> [2] - 234:12, 234:19</p> <p><b>maximize</b> [1] - 246:17</p> <p><b>maximum</b> [13] - 2:12, 3:13, 3:13, 13:18, 88:8, 189:11, 189:15, 225:17, 231:12, 231:13, 231:16, 245:9, 253:2</p> <p><b>maximums</b> [1] - 230:13</p> <p><b>MBTA</b> [8] - 39:10, 39:19, 68:16, 185:10, 185:13,</p>	<p>185:19, 195:16, 204:13</p> <p><b>McKinnon</b> [1] - 3:5</p> <p><b>McKinnon</b> [24] - 10:10, 28:9, 28:16, 52:16, 53:18, 60:4, 60:6, 60:11, 130:1, 131:4, 131:12, 131:15, 132:15, 133:1, 133:17, 138:15, 145:19, 146:7, 151:5, 162:5, 166:7, 174:9, 176:12, 177:5</p> <p><b>McKinnon's</b> [2] - 70:17, 142:18</p> <p><b>mean</b> [36] - 35:3, 68:4, 90:9, 108:14, 109:5, 117:14, 120:19, 124:7, 126:8, 127:10, 132:12, 136:8, 138:10, 145:12, 147:19, 150:11, 152:13, 160:19, 161:19, 164:13, 166:2, 175:15, 187:8, 200:6, 207:6, 217:8, 218:10, 224:14, 228:12, 246:6, 246:13, 247:1, 250:1, 251:10, 279:11, 281:1</p> <p><b>meaningful</b> [2] - 64:12, 64:17</p> <p><b>means</b> [9] - 90:16, 131:18, 171:7, 199:17, 200:6, 207:5, 208:15, 222:8, 246:4</p> <p><b>MEANS</b> [1] - 287:18</p> <p><b>meant</b> [12] - 78:10, 189:9, 190:1, 195:8, 196:11, 198:1, 226:8, 226:9, 236:7, 246:6, 253:3, 253:8</p> <p><b>measurable</b> [2] - 166:11, 215:3</p> <p><b>measures</b> [3] - 82:18, 215:1, 261:2</p> <p><b>mechanical</b> [2] - 266:11, 277:15</p> <p><b>median</b> [1] - 108:4</p> <p><b>meet</b> [4] - 70:14, 146:8, 179:1, 258:13</p> <p><b>Meeting</b> [2] - 1:6, 2:4</p> <p><b>meeting</b> [13] - 5:4, 7:3, 7:4, 7:19, 8:12, 10:8, 40:15, 54:4, 69:6, 70:16, 120:15,</p>
--	--	--	--	--

<p>129:16, 178:8  <b>meetings</b> [5] - 5:13, 5:15, 23:8, 41:9, 63:13  <b>melting</b> [1] - 155:19  <b>member</b> [1] - 70:12  <b>Member</b> [5] - 1:9, 1:9, 1:10, 1:10, 1:11  <b>Members</b> [3] - 10:12, 65:12, 178:19  <b>members</b> [10] - 9:6, 59:13, 77:15, 146:12, 172:16, 180:9, 180:11, 239:8, 264:17, 265:15  <b>memo</b> [7] - 78:10, 134:5, 199:9, 200:13, 201:2, 203:2, 210:10  <b>memo's</b> [1] - 201:19  <b>mention</b> [1] - 64:1  <b>mentioned</b> [17] - 13:5, 18:6, 44:4, 48:2, 50:5, 69:13, 75:5, 87:3, 106:10, 112:14, 129:18, 130:10, 143:2, 147:6, 148:10, 172:4, 172:17  <b>mere</b> [1] - 19:3  <b>merits</b> [1] - 40:10  <b>mess</b> [2] - 97:19, 133:18  <b>message</b> [1] - 52:6  <b>met</b> [1] - 142:3  <b>metal</b> [3] - 26:1, 271:3, 273:4  <b>metaphor</b> [1] - 125:10  <b>meter</b> [1] - 93:16  <b>Micha</b> [3] - 36:17, 41:15, 49:11  <b>MICHA</b> [1] - 41:17  <b>Michael</b> [6] - 60:19, 61:2, 62:12, 65:10, 65:13, 69:15  <b>MICHAEL</b> [5] - 61:1, 62:14, 62:17, 65:11, 69:17  <b>micro</b> [3] - 63:3, 63:8, 152:3  <b>mid</b> [3] - 113:18, 189:12, 191:18  <b>mid-rise</b> [2] - 189:12, 191:18  <b>mid-September</b> [1] - 113:18  <b>middle</b> [10] - 50:11, 50:13, 50:15, 55:8, 55:18, 56:6, 151:8, 154:5, 169:14,</p>	<p>251:12  <b>midsize</b> [1] - 198:11  <b>midst</b> [1] - 245:12  <b>MIETH</b> [1] - 70:11  <b>Mieth</b> [1] - 70:12  <b>might</b> [45] - 17:6, 19:18, 27:15, 30:18, 37:5, 49:16, 50:12, 55:19, 57:7, 57:15, 58:2, 62:10, 75:14, 80:14, 82:7, 82:8, 83:7, 84:10, 95:13, 98:7, 101:11, 104:7, 106:4, 106:8, 119:19, 121:9, 122:13, 122:14, 136:4, 153:4, 167:4, 186:11, 195:3, 197:15, 197:16, 197:18, 203:12, 209:2, 225:14, 228:2, 255:16, 260:15, 267:13, 267:15, 280:18  <b>Mike</b> [1] - 73:7  <b>miles</b> [5] - 110:7, 152:9, 152:15, 155:8, 155:10  <b>million</b> [9] - 124:6, 128:5, 128:6, 181:12, 189:7, 193:6, 193:17, 244:6  <b>mind</b> [2] - 126:9, 171:12  <b>minded</b> [1] - 67:16  <b>minds</b> [1] - 260:16  <b>mine</b> [1] - 118:19  <b>minimum</b> [11] - 67:5, 218:8, 231:7, 231:19, 232:7, 232:11, 233:16, 234:8, 234:12, 234:19  <b>minimums</b> [2] - 230:13, 231:15  <b>minor</b> [4] - 128:17, 196:18, 196:19, 209:15  <b>minus</b> [1] - 166:11  <b>minute</b> [3] - 74:3, 139:17, 280:15  <b>minutes</b> [2] - 10:11, 106:18  <b>mirrors</b> [1] - 164:9  <b>miss</b> [2] - 90:17, 120:15  <b>missed</b> [2] - 160:11, 224:3  <b>missing</b> [1] - 163:2  <b>Mississippi</b> [2] -</p>	<p>155:6, 155:7  <b>mistake</b> [3] - 161:10, 281:11  <b>MIT</b> [1] - 99:16  <b>mitigate</b> [1] - 98:6  <b>mitigation</b> [1] - 82:14  <b>mix</b> [4] - 87:17, 104:4, 193:13, 249:5  <b>mixed</b> [3] - 16:4, 180:18, 197:7  <b>mode</b> [9] - 199:14, 199:16, 199:17, 200:1, 200:3, 200:9, 203:7, 208:11, 263:7  <b>model</b> [23] - 14:19, 15:5, 15:12, 27:15, 28:3, 33:16, 33:17, 34:6, 48:2, 48:4, 48:8, 48:9, 52:6, 52:12, 101:11, 123:14, 123:19, 124:1, 124:4, 124:8, 160:8, 249:9  <b>models</b> [2] - 122:3, 160:7  <b>modest</b> [2] - 25:8, 110:8  <b>modification</b> [1] - 198:18  <b>modifications</b> [3] - 54:9, 85:7, 128:17  <b>modified</b> [1] - 41:8  <b>modifying</b> [1] - 193:13  <b>moment</b> [2] - 140:18, 238:15  <b>Monday</b> [1] - 64:12  <b>money</b> [6] - 110:2, 126:11, 128:9, 138:1, 138:13, 254:17  <b>monitoring</b> [1] - 136:17  <b>monorail</b> [1] - 109:18  <b>Monsignor</b> [2] - 181:3, 188:6  <b>Montgomery</b> [1] - 61:10  <b>month</b> [4] - 40:12, 65:2, 228:13, 228:15  <b>monthly</b> [1] - 210:12  <b>months</b> [5] - 40:3, 50:1, 61:16, 204:2, 232:17  <b>morning</b> [2] - 209:8, 215:7  <b>morph</b> [1] - 37:6  <b>most</b> [22] - 29:9, 50:3, 66:13, 79:15, 98:18,</p>	<p>104:4, 110:17, 185:1, 185:2, 189:8, 191:9, 194:15, 194:19, 197:19, 208:18, 209:9, 210:6, 222:5, 223:5, 248:16, 249:15, 259:11  <b>mostly</b> [2] - 8:7, 89:18  <b>motion</b> [11] - 8:17, 9:4, 108:13, 263:15, 264:15, 265:9, 275:12, 282:15, 283:16, 284:6  <b>Mount</b> [1] - 164:19  <b>move</b> [18] - 17:8, 17:9, 64:18, 91:16, 91:17, 117:12, 124:12, 150:9, 158:9, 161:1, 176:19, 177:10, 203:15, 248:5, 272:13, 274:6, 279:9, 282:17  <b>moved</b> [8] - 8:19, 157:12, 162:8, 216:19, 263:19, 264:2, 264:7, 265:11  <b>moves</b> [3] - 94:15, 95:10, 188:2  <b>moving</b> [7] - 7:6, 94:4, 122:11, 122:12, 122:16, 232:14, 278:19  <b>multi</b> [1] - 236:17  <b>multi-unit</b> [1] - 236:17  <b>multibuilding</b> [1] - 237:10  <b>multiple</b> [1] - 19:1  <b>mural</b> [2] - 131:2, 131:8  <b>Murphy</b> [1] - 1:12</p>	<p><b>NAZRAL</b> [1] - 58:19  <b>near</b> [3] - 71:3, 89:4, 172:1  <b>nearby</b> [1] - 131:2  <b>necessarily</b> [6] - 35:4, 137:12, 207:7, 244:3, 258:1, 260:14  <b>necessary</b> [1] - 93:12  <b>need</b> [43] - 3:11, 5:16, 12:8, 31:14, 31:15, 31:16, 32:10, 40:4, 57:4, 57:5, 65:4, 67:18, 69:6, 71:10, 86:5, 101:4, 103:3, 114:13, 118:1, 127:11, 139:5, 141:14, 142:10, 173:11, 173:19, 174:8, 174:10, 174:14, 175:6, 175:7, 176:7, 177:1, 177:2, 215:19, 221:8, 252:12, 253:6, 257:12, 261:1, 266:13, 277:4, 279:10  <b>needed</b> [5] - 52:10, 77:14, 81:8, 137:12, 175:9  <b>needing</b> [1] - 111:3  <b>needs</b> [16] - 31:1, 32:10, 37:17, 63:9, 63:16, 68:2, 136:12, 143:2, 161:1, 161:2, 167:5, 194:15, 215:16, 220:13, 221:10, 274:19  <b>negative</b> [1] - 50:3  <b>negatives</b> [1] - 62:19  <b>Neighborhood</b> [1] - 141:9  <b>neighborhood</b> [21] - 61:9, 61:15, 61:17, 61:19, 63:2, 63:14, 63:18, 65:5, 66:17, 67:11, 72:5, 75:17, 75:19, 76:18, 141:8, 151:16, 218:4, 245:12, 253:5, 262:16, 263:3  <b>neighborhoods</b> [1] - 94:5  <b>neighboring</b> [1] - 267:10  <b>neighbors</b> [6] - 53:19, 66:18, 92:11, 146:16, 147:2  <b>net</b> [4] - 11:13, 11:17, 12:12, 228:2  <b>network</b> [1] - 200:7</p>
<b>N</b>				
<p><b>name</b> [16] - 13:3, 29:16, 29:19, 47:7, 47:8, 47:15, 51:9, 52:17, 53:4, 53:7, 59:8, 61:1, 65:12, 178:14, 254:8, 254:11  <b>narrative</b> [1] - 141:10  <b>narrower</b> [1] - 35:10  <b>nasty</b> [1] - 171:4  <b>native</b> [1] - 46:12  <b>naturally</b> [1] - 115:17  <b>nature</b> [3] - 121:12, 194:17, 250:1  <b>naughty</b> [1] - 70:19  <b>Nazral</b> [1] - 58:18</p>				

**never** [4] - 150:11, 150:12, 165:2, 208:5  
**New** [7] - 6:10, 18:3, 72:14, 72:17, 73:5, 280:5  
**new** [28] - 2:9, 10:2, 11:13, 11:17, 12:12, 22:4, 29:4, 46:13, 69:14, 79:2, 80:15, 96:17, 98:13, 100:13, 116:13, 141:10, 163:14, 182:3, 183:12, 184:10, 185:16, 186:2, 187:12, 195:16, 200:8, 200:14, 216:5, 250:19  
**news** [1] - 200:6  
**newspaper** [1] - 175:2  
**next** [46] - 6:17, 8:11, 22:15, 40:12, 42:7, 43:13, 47:17, 53:1, 53:7, 53:12, 65:5, 104:17, 121:5, 131:16, 136:10, 158:9, 158:14, 159:1, 161:4, 163:1, 165:13, 168:5, 170:15, 170:19, 171:12, 172:13, 173:9, 173:17, 174:14, 174:17, 175:14, 175:15, 179:13, 180:4, 181:6, 183:9, 195:11, 229:12, 232:17, 236:11, 245:13, 253:7, 253:15, 254:4, 256:12, 269:19  
**next-door** [3] - 158:14, 229:12, 269:19  
**nice** [7] - 14:6, 108:5, 111:11, 119:4, 131:8, 223:2, 260:15  
**nicer...** [1] - 52:6  
**niche** [1] - 133:6  
**night** [5] - 88:1, 164:9, 165:10, 208:9, 208:19  
**nights** [2] - 10:14, 64:8  
**nine** [5] - 49:19, 53:2, 159:6, 182:5, 216:15  
**nobody's** [1] - 254:18  
**nodes** [1] - 111:9  
**non** [2] - 3:15, 6:15

**non-Planning** [1] - 6:15  
**non-residential** [1] - 3:15  
**noon** [1] - 157:5  
**normal** [3] - 85:12, 219:17, 265:7  
**normally** [1] - 62:10  
**north** [11] - 42:9, 42:12, 49:12, 49:14, 49:19, 94:6, 98:2, 98:5, 161:11, 162:11, 164:18  
**North** [17] - 3:8, 3:10, 61:10, 73:19, 96:17, 182:12, 182:14, 188:7, 190:8, 194:2, 195:5, 196:7, 203:16, 204:9, 206:4, 206:18, 216:11  
**NorthPoint** [5] - 3:9, 3:17, 180:17, 181:5, 181:9  
**NOT** [3] - 285:14, 286:5, 287:18  
**Notary** [3] - 286:7, 287:5, 287:14  
**notations** [2] - 285:14, 286:6  
**note** [5] - 25:14, 192:19, 244:4, 248:15, 286:4  
**notebook** [1] - 259:8  
**noted** [3] - 21:18, 75:15, 286:17  
**notes** [3] - 47:16, 118:6, 287:9  
**nothing** [1] - 280:14  
**notice** [2] - 175:16, 224:4  
**noticed** [4] - 52:12, 61:16, 268:18, 269:1  
**notices** [1] - 175:3  
**notification** [1] - 174:19  
**notion** [2] - 161:14, 169:10  
**NPO's** [1] - 114:8  
**NSTAR** [1] - 31:13  
**nuanced** [1] - 77:12  
**number** [42] - 10:15, 11:14, 11:15, 12:13, 13:8, 30:12, 31:17, 35:1, 35:5, 44:18, 66:4, 66:5, 71:8, 80:10, 80:13, 88:7, 95:9, 96:19, 125:3, 134:14, 138:1, 199:5, 201:2, 201:3,

202:10, 212:17, 215:15, 223:8, 225:15, 226:19, 227:2, 231:13, 234:3, 234:7, 234:8, 235:2, 235:6, 235:8, 236:3, 259:16, 260:13  
**numbers** [6] - 11:12, 34:19, 40:4, 80:19, 227:7, 237:3  
**NUR** [38] - 7:12, 8:3, 47:6, 47:10, 62:12, 62:15, 86:4, 89:17, 102:11, 103:8, 103:13, 104:10, 104:18, 107:16, 146:10, 151:7, 171:10, 172:15, 177:14, 238:3, 238:6, 240:2, 240:10, 240:14, 241:3, 241:8, 242:19, 243:7, 243:10, 243:16, 246:12, 247:13, 278:9, 278:18, 280:7, 280:10, 281:8, 281:12  
**Nur** [1] - 1:10  
**nur** [1] - 284:5

## O

**O'Brien** [7] - 59:6, 59:8, 179:11, 181:2, 181:3, 188:6, 244:19  
**O'BRIEN** [1] - 59:7  
**o'clock** [1] - 164:8  
**objectives** [1] - 258:13  
**objects** [1] - 172:8  
**obligates** [1] - 253:4  
**obligation** [1] - 36:2  
**observation** [2] - 43:6, 171:7  
**observed** [1] - 79:8  
**obvious** [2] - 73:10, 124:13  
**obviously** [26] - 14:7, 14:18, 15:1, 15:6, 15:11, 17:18, 49:9, 82:18, 93:19, 97:11, 156:5, 196:15, 197:7, 208:8, 208:17, 209:17, 212:8, 213:18, 214:9, 216:12, 216:15, 224:10, 235:14, 253:18, 260:5, 260:7  
**occasion** [1] - 70:14  
**Occupancy** [3] - 142:4, 274:18, 275:10  
**occupied** [3] - 66:15, 282:1, 282:4  
**occupying** [1] - 148:13  
**occur** [1] - 249:13  
**occurring** [1] - 61:9  
**occurs** [2] - 169:13, 169:15  
**ocean** [1] - 41:5  
**October** [5] - 176:6, 176:18, 176:19, 177:9, 183:6  
**OF** [6] - 1:2, 285:16, 287:2, 287:17, 287:18, 287:19  
**offer** [2] - 106:19, 255:5  
**offered** [1] - 264:3  
**offers** [1] - 64:9  
**office** [21] - 6:3, 32:16, 61:13, 76:13, 80:12, 87:17, 87:18, 88:3, 90:1, 93:3, 106:15, 108:18, 193:10, 198:4, 203:6, 204:17, 208:16, 208:18, 209:17, 210:14, 211:8  
**offices** [3] - 34:17, 90:2, 210:7  
**OFFICIAL** [1] - 1:18  
**offset** [1] - 239:19  
**often** [5] - 56:2, 57:7, 100:13, 104:12, 121:3  
**Oil** [1] - 72:6  
**old** [1] - 154:12  
**older** [2] - 19:8, 183:1  
**on-site** [3] - 116:13, 116:19, 229:11  
**once** [6] - 67:7, 117:18, 121:19, 139:8, 173:4, 175:3  
**one** [133] - 5:17, 10:13, 10:19, 16:10, 16:12, 17:16, 19:13, 24:1, 26:10, 28:1, 28:5, 34:5, 34:8, 39:17, 40:14, 42:3, 44:2, 48:18, 51:3, 54:2, 56:15, 57:7, 58:5, 63:13, 66:1, 67:2, 68:11, 68:13, 75:14, 78:16, 79:10, 79:11, 82:18, 83:2,

83:15, 84:10, 90:6, 91:2, 93:6, 100:6, 101:12, 102:12, 102:14, 102:19, 112:14, 120:6, 120:14, 123:17, 124:19, 131:4, 133:12, 139:12, 141:7, 143:16, 144:7, 147:19, 148:4, 148:7, 148:15, 151:12, 153:17, 154:5, 157:3, 157:18, 159:1, 159:3, 160:5, 162:9, 163:1, 164:1, 165:3, 165:14, 165:16, 166:14, 166:16, 168:9, 171:16, 171:19, 172:13, 172:14, 188:14, 189:18, 192:3, 192:10, 193:18, 196:6, 197:13, 198:13, 199:13, 204:8, 204:16, 204:17, 204:18, 207:15, 211:7, 212:2, 213:2, 213:16, 223:13, 226:14, 227:19, 229:13, 230:7, 231:1, 232:7, 233:6, 233:9, 233:12, 236:15, 236:18, 237:5, 240:7, 242:8, 243:6, 243:8, 245:1, 249:16, 252:1, 252:2, 254:6, 256:5, 259:13, 266:2, 273:6, 273:15, 278:16, 279:12, 281:2, 281:17, 284:4  
**one's** [1] - 242:16  
**one-story** [1] - 192:3  
**ones** [2] - 122:4, 217:6  
**open** [33] - 3:3, 13:13, 14:10, 15:10, 19:5, 20:11, 25:6, 31:3, 31:4, 44:14, 45:10, 54:4, 57:16, 72:17, 72:18, 76:2, 96:17, 97:2, 99:9, 133:5, 149:5, 158:12, 173:1, 182:5, 216:17, 219:14, 252:6, 252:7, 253:14, 259:14, 267:12, 267:14  
**opened** [1] - 64:2



<p><b>opening</b> [3] - 183:8, 184:10, 233:3</p> <p><b>openings</b> [1] - 27:1</p> <p><b>operations</b> [3] - 38:13, 38:15, 38:18</p> <p><b>operators</b> [1] - 198:8</p> <p><b>opportunities</b> [14] - 12:4, 12:5, 31:4, 48:4, 48:15, 49:3, 106:3, 106:19, 107:14, 118:9, 118:11, 156:6, 158:18, 249:13</p> <p><b>opportunity</b> [11] - 18:9, 46:5, 95:17, 96:14, 105:11, 113:10, 158:13, 160:11, 209:3, 210:8, 281:14</p> <p><b>oppose</b> [1] - 37:2</p> <p><b>opposed</b> [8] - 93:2, 169:10, 188:9, 199:19, 208:3, 284:2, 284:4, 284:5</p> <p><b>opposite</b> [2] - 15:14, 24:2</p> <p><b>optimistic</b> [1] - 88:13</p> <p><b>option</b> [1] - 219:8</p> <p><b>options</b> [2] - 98:7, 99:4</p> <p><b>orange</b> [1] - 255:8</p> <p><b>Orange</b> [1] - 184:1</p> <p><b>orchestrate</b> [1] - 105:12</p> <p><b>order</b> [6] - 30:19, 74:19, 80:16, 140:8, 142:3, 258:13</p> <p><b>ordering</b> [1] - 233:2</p> <p><b>Ordinance</b> [5] - 6:16, 6:18, 8:1, 256:14, 283:11</p> <p><b>organization</b> [1] - 14:2</p> <p><b>oriented</b> [1] - 19:13</p> <p><b>ORIGINAL</b> [1] - 285:8</p> <p><b>original</b> [17] - 97:14, 109:1, 182:11, 188:19, 201:12, 202:11, 202:13, 236:2, 239:12, 241:11, 243:19, 269:7, 275:18, 277:18, 278:2, 285:2, 285:9</p> <p><b>originally</b> [5] - 181:10, 194:5, 197:1, 199:5, 269:13</p> <p><b>origins</b> [1] - 94:5</p> <p><b>otherwise</b> [1] - 42:17</p> <p><b>ought</b> [2] - 74:2, 85:1</p>	<p><b>outcome</b> [4] - 36:5, 36:14, 247:5, 287:7</p> <p><b>outdoor</b> [2] - 99:8, 270:9</p> <p><b>outdoors</b> [1] - 14:6</p> <p><b>outflow</b> [1] - 115:15</p> <p><b>outline</b> [2] - 13:14, 13:16</p> <p><b>outlying</b> [1] - 188:9</p> <p><b>outreach</b> [3] - 30:4, 33:15, 100:2</p> <p><b>outs</b> [2] - 77:13, 164:4</p> <p><b>outside</b> [2] - 37:12, 277:8</p> <p><b>outstanding</b> [1] - 54:8</p> <p><b>outweighs</b> [1] - 259:1</p> <p><b>overall</b> [10] - 13:14, 14:17, 18:2, 148:4, 205:11, 212:18, 231:16, 242:13, 248:6, 282:12</p> <p><b>overhang</b> [2] - 172:4, 172:5</p> <p><b>overhanging</b> [2] - 161:9, 161:11</p> <p><b>Overlay</b> [5] - 2:10, 2:11, 6:13, 148:11, 276:10</p> <p><b>overloaded</b> [1] - 42:5</p> <p><b>overlooking</b> [2] - 25:4, 267:9</p> <p><b>overly</b> [1] - 255:13</p> <p><b>overpass</b> [2] - 39:16, 170:17</p> <p><b>overrun</b> [1] - 280:16</p> <p><b>oversight</b> [1] - 269:8</p> <p><b>overtopping</b> [1] - 41:5</p> <p><b>overwhelming</b> [1] - 263:11</p> <p><b>Owens</b> [1] - 269:4</p> <p><b>own</b> [11] - 17:4, 48:13, 61:11, 64:14, 71:9, 132:18, 167:7, 206:19, 211:9, 229:9, 249:10</p> <p><b>owned</b> [2] - 140:5, 181:5</p> <p><b>owner</b> [2] - 3:6, 89:7</p> <p><b>owner's</b> [1] - 51:13</p> <p><b>owners</b> [4] - 25:5, 105:13, 146:3, 212:4</p>	<p>261:5, 261:13, 271:8, 272:2, 272:6</p> <p><b>packets</b> [1] - 118:18</p> <p><b>PADEN</b> [4] - 8:13, 9:9, 176:5, 176:9</p> <p><b>Paden</b> [1] - 1:15</p> <p><b>Page</b> [3] - 2:19, 3:19, 286:7</p> <p><b>page</b> [7] - 118:6, 120:2, 120:7, 149:3, 171:13, 259:9</p> <p><b>PAGE</b> [5] - 2:1, 3:1, 4:1, 285:16, 286:9</p> <p><b>pages</b> [1] - 259:12</p> <p><b>painted</b> [1] - 169:1</p> <p><b>Pam</b> [4] - 27:7, 28:10, 143:10, 168:6</p> <p><b>Pamela</b> [1] - 1:9</p> <p><b>PAMELA</b> [36] - 27:5, 27:8, 27:13, 27:18, 28:2, 28:7, 28:15, 40:17, 69:15, 120:11, 120:14, 129:4, 129:7, 129:9, 130:7, 131:5, 131:14, 131:16, 132:19, 133:3, 133:19, 143:19, 144:2, 159:10, 168:3, 173:6, 251:17, 254:6, 263:13, 263:19, 264:7, 268:8, 268:13, 273:12, 274:11, 275:13</p> <p><b>panel</b> [3] - 157:15, 170:3, 271:3</p> <p><b>panelling</b> [1] - 169:13</p> <p><b>paragraph</b> [1] - 212:14</p> <p><b>parameter</b> [1] - 232:8</p> <p><b>parameters</b> [3] - 205:2, 218:7, 242:4</p> <p><b>parapets</b> [1] - 26:14</p> <p><b>parcel</b> [19] - 15:18, 17:6, 125:16, 183:2, 183:13, 185:12, 191:9, 191:16, 195:17, 196:7, 214:4, 215:17, 223:8, 243:10, 243:13, 246:14, 246:19, 247:3</p> <p><b>parcels</b> [10] - 182:2, 207:6, 207:16, 213:15, 214:1, 223:3, 243:4, 243:11, 248:16, 269:17</p> <p><b>parents</b> [1] - 19:9</p> <p><b>park</b> [9] - 93:3,</p>	<p>170:18, 182:13, 183:12, 184:14, 204:12, 205:16, 207:17, 254:19</p> <p><b>Park</b> [8] - 6:1, 6:8, 73:16, 172:2, 181:9, 182:14, 184:9, 249:8</p> <p><b>parkers</b> [2] - 87:17, 87:18</p> <p><b>parkers'</b> [1] - 87:18</p> <p><b>parking</b> [163] - 2:14, 2:16, 2:16, 3:4, 3:10, 3:11, 3:11, 11:11, 11:12, 11:14, 12:1, 12:9, 12:12, 12:16, 13:9, 15:10, 15:17, 23:2, 25:4, 26:17, 31:1, 33:19, 34:15, 35:1, 39:1, 39:5, 39:6, 39:10, 39:11, 39:13, 40:4, 40:5, 40:7, 44:13, 54:11, 54:13, 54:16, 79:17, 80:2, 80:3, 80:16, 81:5, 81:14, 81:16, 82:8, 86:7, 86:9, 86:17, 87:5, 87:10, 87:14, 88:1, 88:2, 88:8, 88:10, 88:19, 89:7, 89:10, 89:12, 89:14, 98:9, 108:5, 129:13, 130:4, 134:18, 135:7, 136:11, 140:15, 158:17, 179:4, 192:1, 194:1, 194:3, 194:15, 194:16, 195:13, 202:4, 203:16, 203:17, 204:12, 204:13, 205:12, 205:15, 205:17, 205:18, 206:3, 206:10, 206:12, 206:18, 206:19, 207:1, 207:2, 207:5, 207:7, 208:1, 208:7, 209:1, 209:2, 209:12, 210:4, 210:8, 211:6, 212:6, 212:7, 212:12, 213:8, 214:12, 215:1, 215:4, 215:10, 215:11, 215:16, 216:4, 216:14, 217:2, 217:7, 218:5, 218:12, 221:2, 221:5, 222:1, 223:4, 223:15, 225:8, 226:2, 226:4, 226:7,</p>	<p>226:8, 227:17, 228:2, 228:16, 229:16, 230:6, 232:1, 233:16, 233:18, 235:4, 235:5, 235:6, 236:19, 237:1, 237:15, 238:8, 238:16, 239:3, 239:16, 240:3, 245:17, 249:17, 249:18, 251:5, 253:15, 254:15, 257:5, 258:10, 258:12, 261:2, 261:5, 262:3, 262:4, 264:5</p> <p><b>Parking</b> [2] - 2:15, 3:10</p> <p><b>parking's</b> [2] - 81:8, 222:9</p> <p><b>parkway</b> [3] - 273:17, 273:18, 273:19</p> <p><b>Parkway</b> [7] - 2:10, 71:4, 79:1, 83:7, 90:8, 94:8, 163:3</p> <p><b>part</b> [59] - 15:6, 22:1, 40:11, 43:8, 43:15, 43:16, 44:7, 46:9, 46:16, 47:1, 55:19, 73:4, 108:16, 115:14, 117:6, 118:2, 125:15, 130:1, 168:7, 182:6, 183:11, 185:1, 188:8, 189:8, 190:10, 191:5, 194:2, 194:4, 197:19, 199:9, 201:16, 201:17, 201:19, 203:13, 203:15, 203:16, 205:5, 207:12, 208:5, 208:18, 210:6, 215:4, 221:3, 225:1, 232:13, 233:1, 237:19, 239:11, 242:6, 242:16, 245:19, 257:2, 261:5, 269:8, 269:9, 270:12, 280:13, 281:16</p> <p><b>particular</b> [4] - 30:14, 61:4, 62:16, 226:4</p> <p><b>particularly</b> [13] - 10:6, 14:4, 31:19, 35:7, 39:18, 65:5, 76:4, 77:6, 95:12, 111:3, 195:9, 226:2, 236:18</p> <p><b>parties</b> [1] - 287:6</p> <p><b>parts</b> [8] - 26:5, 26:7,</p>
	<p><b>P</b></p>			
	<p><b>p.m</b> [9] - 1:5, 2:6, 3:7, 64:13, 94:15, 107:4, 201:15, 202:16, 284:10</p> <p><b>package</b> [6] - 224:13,</p>			

<p>43:12, 116:16, 153:15, 166:12, 166:13, 186:10</p> <p><b>party</b> [1] - 285:7</p> <p><b>passed</b> [5] - 34:12, 194:5, 244:1, 245:9, 253:2</p> <p><b>passive</b> [1] - 32:9</p> <p><b>past</b> [5] - 67:8, 68:10, 82:15, 102:4, 263:1</p> <p><b>path</b> [4] - 19:5, 51:2, 51:3, 52:5</p> <p><b>paths</b> [1] - 16:7</p> <p><b>pause</b> [1] - 218:16</p> <p><b>pavers</b> [1] - 149:9</p> <p><b>paving</b> [1] - 23:18</p> <p><b>pay</b> [2] - 63:10, 73:5</p> <p><b>paying</b> [1] - 90:4</p> <p><b>pays</b> [6] - 72:19, 73:1, 73:2, 73:4</p> <p><b>PB#179</b> [1] - 3:7</p> <p><b>PB#26</b> [1] - 2:7</p> <p><b>PB#269</b> [1] - 4:4</p> <p><b>PB#292</b> [2] - 2:6, 3:2</p> <p><b>PB#47</b> [1] - 2:8</p> <p><b>peace</b> [1] - 35:13</p> <p><b>peak</b> [11] - 35:7, 81:4, 87:19, 88:1, 93:5, 94:15, 201:7, 201:14, 202:16, 208:7</p> <p><b>peaks</b> [2] - 208:9, 209:18</p> <p><b>pedestrian</b> [17] - 16:17, 17:15, 19:13, 20:14, 20:18, 22:13, 39:16, 51:2, 51:3, 52:5, 67:19, 96:11, 97:3, 98:5, 98:18, 172:7, 184:18</p> <p><b>pedestrian-oriented</b> [1] - 19:13</p> <p><b>pedestrians</b> [6] - 20:17, 21:2, 35:12, 42:17, 43:3, 130:11</p> <p><b>peek</b> [1] - 80:8</p> <p><b>PEGGY</b> [2] - 53:9, 53:14</p> <p><b>Peggy</b> [3] - 47:18, 53:7, 53:14</p> <p><b>penthouse</b> [24] - 4:4, 266:11, 266:12, 268:15, 269:6, 269:12, 270:13, 271:3, 271:10, 271:16, 272:9, 273:2, 275:5, 276:3, 276:7, 277:15, 278:4, 278:6, 279:13, 280:17, 281:9, 281:15,</p>	<p>282:18</p> <p><b>people</b> [101] - 5:5, 5:12, 7:1, 10:4, 14:19, 15:2, 15:4, 17:4, 18:3, 18:16, 20:12, 24:19, 29:8, 32:5, 32:13, 42:18, 45:2, 45:4, 45:7, 45:12, 48:2, 50:6, 53:2, 56:2, 56:18, 57:18, 58:15, 62:8, 64:5, 64:7, 64:10, 64:16, 66:10, 69:3, 73:17, 74:13, 74:14, 78:13, 81:17, 82:19, 83:8, 83:19, 85:5, 87:11, 88:14, 92:19, 96:15, 100:12, 104:13, 105:18, 107:8, 107:9, 108:17, 108:18, 109:4, 111:3, 111:8, 116:18, 117:11, 120:10, 131:18, 133:14, 135:3, 138:18, 139:5, 143:7, 143:8, 145:4, 149:16, 155:18, 158:14, 160:6, 161:7, 161:16, 164:13, 175:13, 198:2, 199:17, 200:6, 200:9, 200:10, 208:2, 209:10, 209:11, 210:14, 211:17, 225:16, 237:7, 238:12, 238:14, 240:3, 250:3, 252:15, 253:19, 255:13, 255:14, 256:16, 261:19, 263:9, 282:8, 283:19</p> <p><b>per</b> [32] - 3:12, 194:18, 204:16, 204:17, 204:18, 204:19, 205:3, 211:7, 211:8, 211:9, 211:12, 211:16, 212:2, 212:17, 213:1, 213:2, 213:16, 214:14, 214:16, 216:1, 223:1, 225:8, 225:10, 225:11, 227:12, 227:19, 228:1, 228:9, 230:7, 232:7, 233:6, 233:9</p> <p><b>percent</b> [13] - 38:17, 67:5, 67:7, 72:4, 78:15, 88:3, 102:18,</p>	<p>102:19, 114:7, 141:18, 208:11, 227:18</p> <p><b>percentage</b> [2] - 104:7, 210:3</p> <p><b>percentages</b> [1] - 210:11</p> <p><b>perennial</b> [1] - 125:8</p> <p><b>perfect</b> [2] - 149:5, 176:13</p> <p><b>perfectly</b> [1] - 254:16</p> <p><b>perhaps</b> [7] - 31:18, 45:12, 52:1, 75:4, 121:14, 126:4, 136:3</p> <p><b>period</b> [12] - 7:10, 7:17, 14:5, 29:5, 84:5, 84:17, 84:19, 85:17, 210:9, 219:18, 267:3</p> <p><b>permeability</b> [1] - 116:11</p> <p><b>permeable</b> [2] - 54:18, 203:8</p> <p><b>permit</b> [13] - 2:8, 2:16, 2:17, 3:3, 3:7, 6:6, 182:18, 189:16, 239:12, 268:11, 270:3, 272:5, 274:10</p> <p><b>Permit</b> [31] - 3:5, 3:7, 6:2, 7:7, 7:14, 7:15, 7:17, 121:17, 178:11, 204:9, 206:8, 211:3, 221:4, 230:3, 231:9, 232:2, 232:10, 236:8, 244:9, 245:14, 247:19, 248:9, 253:4, 268:19, 270:4, 274:6, 274:17, 274:18, 276:9, 276:11, 283:1</p> <p><b>Permits</b> [4] - 2:7, 7:9, 139:9, 139:11</p> <p><b>permits</b> [8] - 2:9, 188:17, 189:1, 244:5, 244:6, 245:4, 245:6, 252:17</p> <p><b>permissible</b> [1] - 149:8</p> <p><b>permitted</b> [3] - 3:14, 113:3, 271:4</p> <p><b>person</b> [4] - 46:1, 144:17, 254:7, 284:4</p> <p><b>personally</b> [1] - 33:17</p> <p><b>perspective</b> [17] - 48:13, 76:17, 95:10, 119:6, 119:8,</p>	<p>119:13, 126:17, 187:14, 191:4, 192:10, 202:8, 213:11, 216:10, 218:15, 222:17, 224:15, 226:1</p> <p><b>Petition</b> [3] - 6:19, 7:13, 257:15</p> <p><b>petition</b> [1] - 7:5</p> <p><b>Phase</b> [11] - 269:17, 270:1, 270:3, 270:4, 270:5, 270:16, 271:5, 271:12, 272:5, 277:6</p> <p><b>phase</b> [3] - 148:17, 274:14, 274:17</p> <p><b>phases</b> [1] - 3:16</p> <p><b>phasing</b> [2] - 237:9, 238:1</p> <p><b>PHIL</b> [12] - 268:5, 269:2, 272:16, 273:1, 274:3, 275:15, 275:19, 276:8, 278:1, 278:5, 278:8, 284:8</p> <p><b>Phil</b> [1] - 269:2</p> <p><b>phonetic</b> [2] - 17:7, 215:6</p> <p><b>photo</b> [3] - 183:1, 272:15, 272:17</p> <p><b>photograph</b> [1] - 274:1</p> <p><b>physical</b> [1] - 48:9</p> <p><b>pick</b> [2] - 175:19, 254:11</p> <p><b>picked</b> [2] - 20:4, 157:15</p> <p><b>picture</b> [8] - 15:9, 27:9, 28:3, 107:8, 161:4, 163:3, 168:5</p> <p><b>pictures</b> [2] - 119:3, 156:15</p> <p><b>pie</b> [1] - 109:6</p> <p><b>piece</b> [4] - 163:10, 165:19, 239:18, 261:13</p> <p><b>pike</b> [1] - 109:19</p> <p><b>piles</b> [2] - 143:13, 153:1</p> <p><b>pilot</b> [1] - 186:9</p> <p><b>Pines</b> [1] - 65:14</p> <p><b>pink</b> [1] - 255:8</p> <p><b>pipe</b> [1] - 73:4</p> <p><b>Piper</b> [1] - 179:6</p> <p><b>pitch</b> [1] - 159:12</p> <p><b>place</b> [17] - 17:3, 18:14, 45:13, 57:3, 105:16, 122:8, 139:3, 140:7, 144:13, 145:18, 158:4, 160:17,</p>	<p>168:19, 171:2, 190:10, 196:12, 253:12</p> <p><b>Place</b> [9] - 20:2, 20:15, 21:3, 24:11, 61:13, 79:7, 83:6, 83:18, 96:2</p> <p><b>placement</b> [1] - 99:14</p> <p><b>places</b> [7] - 92:8, 110:18, 139:6, 169:15, 203:10, 224:6, 251:10</p> <p><b>Plain</b> [1] - 2:11</p> <p><b>plains</b> [2] - 54:14, 97:15</p> <p><b>plan</b> [37] - 12:11, 14:17, 18:1, 20:19, 50:5, 73:3, 74:3, 102:5, 102:7, 139:9, 139:12, 153:14, 158:8, 170:10, 179:3, 181:10, 181:19, 182:1, 185:12, 186:2, 186:17, 187:1, 187:4, 192:18, 215:2, 222:3, 222:17, 225:12, 243:19, 245:12, 248:2, 248:6, 250:7, 250:12, 253:5, 264:5, 275:18</p> <p><b>physical</b> [1] - 15:8</p> <p><b>Planned</b> [1] - 3:17</p> <p><b>planner</b> [1] - 179:8</p> <p><b>PLANNING</b> [2] - 1:2, 286:1</p> <p><b>Planning</b> [58] - 5:4, 5:13, 6:15, 7:6, 9:12, 11:1, 30:2, 46:5, 46:17, 51:15, 55:15, 75:10, 78:17, 85:6, 101:16, 102:3, 113:1, 113:4, 139:8, 139:12, 173:13, 178:11, 178:18, 183:5, 190:14, 206:7, 217:15, 219:9, 220:1, 220:5, 220:13, 220:14, 220:16, 224:10, 225:11, 230:7, 231:4, 234:17, 235:19, 239:8, 248:1, 257:11, 257:13, 258:7, 258:11, 260:12, 266:5, 269:7, 274:15, 275:8, 277:5, 277:9, 277:16, 284:11, 285:12, 286:4,</p>
---	---	--	---	--

<p>286:16</p> <p><b>planning</b> [15] - 16:10, 17:8, 17:9, 37:16, 69:5, 75:13, 75:19, 95:9, 103:10, 113:9, 131:10, 151:15, 182:7, 191:4, 249:9</p> <p><b>plans</b> [8] - 20:10, 22:1, 52:14, 243:9, 258:15, 266:9, 275:1, 275:6</p> <p><b>planting</b> [2] - 52:2, 52:3</p> <p><b>platforms</b> [1] - 110:19</p> <p><b>play</b> [8] - 19:6, 19:8, 24:2, 43:10, 95:13, 96:18, 106:12, 106:13</p> <p><b>playgrounds</b> [2] - 67:1, 68:12</p> <p><b>playing</b> [2] - 66:12, 67:1</p> <p><b>plaza</b> [17] - 16:15, 17:1, 18:6, 19:11, 19:13, 22:8, 23:18, 95:12, 95:18, 98:19, 99:8, 184:18, 190:7, 190:16, 194:11, 196:2, 196:6</p> <p><b>plazas</b> [1] - 16:10</p> <p><b>plot</b> [1] - 106:10</p> <p><b>plus</b> [5] - 32:15, 88:3, 157:14, 166:11, 204:12</p> <p><b>point</b> [40] - 17:3, 22:13, 27:17, 35:17, 50:14, 56:15, 58:4, 82:3, 86:6, 114:8, 114:18, 118:13, 119:5, 119:13, 126:17, 135:17, 139:7, 141:13, 142:7, 142:16, 144:8, 149:2, 152:19, 158:1, 161:19, 162:15, 162:16, 165:3, 175:7, 181:17, 183:17, 185:3, 186:8, 192:17, 201:14, 219:15, 232:4, 232:16, 257:15, 260:4</p> <p><b>Point</b> [13] - 3:8, 3:10, 182:12, 182:14, 188:7, 190:9, 194:3, 196:8, 203:16, 204:9, 206:4, 206:19, 216:11</p> <p><b>Point's</b> [1] - 195:5</p> <p><b>pointed</b> [2] - 103:15, 170:8</p>	<p><b>points</b> [4] - 15:4, 126:15, 140:4, 158:3</p> <p><b>policy</b> [1] - 258:15</p> <p><b>political</b> [1] - 109:14</p> <p><b>Pond</b> [8] - 30:5, 90:8, 93:9, 112:4, 132:5, 141:8, 145:1, 267:10</p> <p><b>pool</b> [8] - 27:10, 27:12, 28:1, 116:19, 132:3, 132:8, 132:12, 133:2</p> <p><b>pooled</b> [2] - 116:8, 221:2</p> <p><b>poor</b> [2] - 151:11, 151:13</p> <p><b>pop</b> [1] - 119:11</p> <p><b>popped</b> [1] - 119:6</p> <p><b>pops</b> [1] - 160:3</p> <p><b>population</b> [5] - 32:7, 32:8, 32:13, 76:14</p> <p><b>Porter</b> [2] - 70:4, 145:10</p> <p><b>portion</b> [4] - 19:19, 21:7, 65:1, 258:16</p> <p><b>posed</b> [1] - 117:9</p> <p><b>position</b> [1] - 278:17</p> <p><b>positive</b> [4] - 37:8, 51:14, 95:10, 224:15</p> <p><b>possibility</b> [3] - 17:10, 39:14, 56:17</p> <p><b>possible</b> [10] - 36:14, 42:15, 43:18, 56:16, 83:14, 91:2, 101:18, 144:12, 145:16, 145:17</p> <p><b>possibly</b> [3] - 70:1, 137:9, 255:16</p> <p><b>postal</b> [1] - 252:3</p> <p><b>potential</b> [21] - 17:1, 17:16, 20:8, 21:11, 25:3, 36:10, 36:11, 37:15, 38:16, 51:19, 57:17, 92:9, 93:12, 95:18, 96:8, 99:7, 99:10, 115:2, 134:17, 190:19, 259:6</p> <p><b>potentially</b> [7] - 18:17, 23:14, 117:2, 190:12, 190:17, 227:2, 228:4</p> <p><b>pound</b> [1] - 125:8</p> <p><b>power</b> [2] - 127:15, 257:6</p> <p><b>powerful</b> [1] - 39:17</p> <p><b>precast</b> [1] - 171:17</p> <p><b>precedent</b> [1] - 36:2</p> <p><b>precise</b> [1] - 259:16</p>	<p><b>precisely</b> [1] - 230:19</p> <p><b>predictions</b> [1] - 55:2</p> <p><b>prefer</b> [2] - 126:12, 248:17</p> <p><b>preferred</b> [2] - 50:12, 51:1</p> <p><b>preliminarily</b> [1] - 262:9</p> <p><b>preliminary</b> [11] - 128:2, 219:4, 219:12, 220:2, 220:6, 224:17, 256:6, 256:13, 257:17, 260:6, 263:15</p> <p><b>premature</b> [1] - 275:12</p> <p><b>preparatory</b> [1] - 29:3</p> <p><b>prepare</b> [1] - 75:5</p> <p><b>prepared</b> [3] - 57:19, 120:3, 180:2</p> <p><b>preparing</b> [1] - 245:12</p> <p><b>prescribed</b> [1] - 232:1</p> <p><b>presence</b> [2] - 48:19, 98:13</p> <p><b>present</b> [2] - 31:5, 217:1</p> <p><b>presentation</b> [9] - 9:16, 28:18, 49:15, 110:11, 121:2, 178:17, 179:17, 180:6, 224:4</p> <p><b>presenting</b> [1] - 218:15</p> <p><b>President</b> [1] - 59:9</p> <p><b>pressure</b> [1] - 36:1</p> <p><b>Preston</b> [1] - 1:11</p> <p><b>PRESTON</b> [1] - 263:5</p> <p><b>presumably</b> [1] - 227:5</p> <p><b>pretty</b> [23] - 14:16, 15:14, 82:19, 106:3, 107:11, 146:2, 148:14, 149:6, 161:13, 171:5, 202:1, 209:19, 214:2, 215:14, 238:7, 242:5, 242:14, 246:13, 246:18, 250:16, 250:17, 267:15, 273:17</p> <p><b>preview</b> [1] - 186:13</p> <p><b>previous</b> [7] - 11:8, 11:13, 19:12, 19:13, 29:12, 78:18, 96:7</p> <p><b>previously</b> [3] - 82:16, 182:11, 207:12</p> <p><b>priced</b> [1] - 46:14</p> <p><b>prices</b> [2] - 212:9</p>	<p><b>primarily</b> [4] - 14:15, 27:3, 61:18, 187:10</p> <p><b>primary</b> [2] - 24:4, 183:10</p> <p><b>prime</b> [1] - 18:9</p> <p><b>principal</b> [2] - 14:2, 35:15</p> <p><b>principles</b> [2] - 52:11, 123:10</p> <p><b>priorities</b> [2] - 249:4, 249:5</p> <p><b>private</b> [4] - 39:10, 39:12, 128:11, 208:3</p> <p><b>privately</b> [2] - 105:17, 140:5</p> <p><b>problem</b> [12] - 43:5, 68:8, 94:12, 107:19, 108:16, 110:5, 143:15, 149:11, 155:10, 242:7, 251:8, 263:12</p> <p><b>problems</b> [12] - 42:1, 44:4, 45:6, 70:19, 71:6, 109:12, 109:16, 149:12, 149:15, 149:16, 218:9</p> <p><b>procedurally</b> [1] - 220:10</p> <p><b>proceed</b> [2] - 10:9, 114:18</p> <p><b>process</b> [17] - 40:12, 41:11, 68:4, 72:3, 85:12, 112:7, 116:10, 121:13, 123:15, 126:16, 127:6, 128:7, 140:9, 215:5, 219:10, 220:1</p> <p><b>produce</b> [1] - 233:16</p> <p><b>productive</b> [2] - 30:6, 40:16</p> <p><b>professional</b> [1] - 99:17</p> <p><b>professionals</b> [2] - 66:15, 99:14</p> <p><b>profit</b> [1] - 246:17</p> <p><b>Program</b> [1] - 113:14</p> <p><b>program</b> [2] - 38:19, 198:7</p> <p><b>project</b> [88] - 3:5, 3:15, 7:8, 7:16, 9:15, 10:18, 11:2, 11:6, 12:6, 12:15, 12:16, 12:19, 13:6, 13:8, 15:12, 16:5, 16:13, 31:9, 32:1, 32:6, 36:1, 36:5, 37:2, 37:4, 37:9, 41:19, 46:7, 46:10,</p>	<p>48:18, 59:11, 59:18, 61:15, 62:16, 62:18, 63:1, 63:5, 63:6, 63:7, 63:11, 63:16, 64:5, 69:9, 71:9, 72:13, 72:16, 72:19, 78:3, 78:7, 78:18, 79:2, 88:10, 88:19, 89:1, 89:8, 91:4, 94:12, 95:9, 112:17, 114:10, 114:14, 118:15, 118:17, 121:15, 122:10, 124:5, 124:18, 125:4, 128:6, 128:17, 133:11, 134:11, 135:11, 135:19, 147:12, 168:11, 174:12, 175:9, 180:7, 236:16, 236:17, 239:6, 239:18, 269:5, 269:12, 269:17, 274:14, 274:16</p> <p><b>projected</b> [1] - 32:15</p> <p><b>projecting</b> [2] - 172:11, 272:9</p> <p><b>projects</b> [18] - 5:18, 12:8, 59:12, 64:11, 64:18, 80:1, 80:6, 84:7, 85:15, 104:5, 104:8, 109:19, 113:3, 124:4, 147:13, 237:10, 237:19, 250:2</p> <p><b>prominent</b> [3] - 98:10, 98:13, 278:17</p> <p><b>proper</b> [1] - 119:6</p> <p><b>properly</b> [1] - 155:4</p> <p><b>properties</b> [1] - 48:17</p> <p><b>property</b> [9] - 3:4, 3:6, 24:17, 48:16, 89:7, 105:13, 117:13, 146:3, 158:13</p> <p><b>Proponent</b> [1] - 78:5</p> <p><b>proponent</b> [13] - 2:9, 9:17, 87:9, 101:17, 102:4, 103:1, 103:5, 137:19, 138:2, 140:12, 142:14, 146:15, 173:13</p> <p><b>proponent's</b> [1] - 141:10</p> <p><b>proponents</b> [1] - 105:2</p> <p><b>proportional</b> [2] - 102:16, 103:4</p> <p><b>proposal</b> [14] - 6:14, 9:17, 11:13, 25:5, 65:19, 79:18, 81:16, 96:8, 97:14, 110:9,</p>
--	---	--	---	--

<p>256:12, 258:3, 270:2, 277:6</p> <p><b>proposals</b> [1] - 37:3</p> <p><b>propose</b> [5] - 66:7, 187:4, 243:13, 270:16, 283:8</p> <p><b>proposed</b> [22] - 3:14, 23:18, 27:12, 38:9, 49:13, 52:3, 66:6, 81:1, 87:14, 87:15, 96:19, 102:14, 115:13, 124:10, 149:5, 188:12, 211:6, 218:19, 264:5, 277:13, 279:4, 279:11</p> <p><b>proposing</b> [9] - 88:10, 88:16, 191:7, 211:8, 214:12, 214:15, 217:2, 271:2, 277:7</p> <p><b>Prospect</b> [1] - 44:13</p> <p><b>protect</b> [1] - 111:7</p> <p><b>protection</b> [6] - 43:3, 92:4, 130:11, 161:16, 172:6, 229:5</p> <p><b>provide</b> [5] - 33:3, 130:3, 179:17, 179:19, 216:12</p> <p><b>provided</b> [2] - 179:2, 262:4</p> <p><b>provides</b> [1] - 258:19</p> <p><b>providing</b> [3] - 81:16, 98:17, 195:8</p> <p><b>provision</b> [1] - 221:2</p> <p><b>provisions</b> [1] - 244:10</p> <p><b>proximity</b> [1] - 223:2</p> <p><b>Prudential</b> [1] - 17:15</p> <p><b>PTDM</b> [3] - 214:19, 215:2, 261:1</p> <p><b>public</b> [36] - 3:16, 9:11, 10:4, 11:2, 18:15, 25:12, 28:19, 39:12, 40:8, 48:19, 50:5, 58:10, 63:13, 64:11, 65:5, 72:17, 72:18, 74:5, 87:9, 108:1, 112:19, 128:3, 128:11, 140:5, 143:3, 149:9, 174:14, 190:13, 219:13, 219:15, 220:4, 226:8, 240:7, 240:11, 254:4, 259:5</p> <p><b>Public</b> [6] - 136:16, 140:19, 147:16, 286:7, 287:5, 287:14</p> <p><b>PUBLIC</b> [1] - 2:6</p>	<p><b>PUD</b> [8] - 179:3, 219:10, 229:15, 248:8, 249:10, 249:11, 258:7, 258:18</p> <p><b>PUD-6</b> [1] - 3:8</p> <p><b>pulling</b> [1] - 58:12</p> <p><b>punch</b> [1] - 188:3</p> <p><b>purchase</b> [1] - 101:5</p> <p><b>purpose</b> [1] - 16:2</p> <p><b>pursuant</b> [1] - 2:10</p> <p><b>purview</b> [1] - 55:15</p> <p><b>push</b> [3] - 11:11, 11:16, 12:5</p> <p><b>pushed</b> [1] - 86:1</p> <p><b>put</b> [34] - 14:18, 22:3, 30:13, 43:13, 54:15, 85:16, 104:19, 108:4, 109:17, 109:18, 119:1, 132:7, 143:8, 145:15, 145:17, 154:5, 156:16, 157:16, 158:6, 161:11, 165:4, 168:18, 173:4, 173:15, 191:2, 195:6, 207:17, 230:9, 233:7, 246:18, 247:2, 266:15, 272:10, 279:4</p> <p><b>Putnam</b> [1] - 59:15</p> <p><b>puts</b> [3] - 143:4, 231:12</p> <p><b>putting</b> [7] - 25:10, 99:16, 131:10, 150:4, 166:13, 168:17, 233:17</p>	<p><b>queueing</b> [2] - 91:9, 91:11</p> <p><b>queues</b> [2] - 79:8, 79:10</p> <p><b>queuing</b> [1] - 79:5</p> <p><b>quick</b> [8] - 54:1, 82:11, 90:6, 93:6, 102:11, 171:11, 180:13, 202:12</p> <p><b>quicker</b> [1] - 113:16</p> <p><b>quickly</b> [4] - 65:14, 82:17, 107:12, 107:13</p> <p><b>quit</b> [1] - 255:7</p> <p><b>quite</b> [17] - 11:17, 19:16, 31:11, 40:16, 59:11, 71:11, 96:16, 97:13, 98:10, 98:12, 99:3, 111:11, 133:9, 133:14, 161:9, 167:1, 201:15</p>	<p><b>rate</b> [2] - 115:19, 197:13</p> <p><b>rates</b> [2] - 55:10, 55:11</p> <p><b>rather</b> [8] - 32:9, 37:14, 58:1, 96:7, 102:19, 117:2, 129:12, 172:18</p> <p><b>ratio</b> [8] - 3:11, 67:9, 203:17, 213:4, 229:16, 231:1, 233:16, 238:8</p> <p><b>Ratio</b> [2] - 2:12, 2:15</p> <p><b>rationale</b> [1] - 126:10</p> <p><b>ratios</b> [15] - 3:11, 80:2, 204:15, 205:11, 211:6, 215:9, 216:14, 230:4, 230:6, 230:13, 231:7, 231:8, 239:4, 247:9</p> <p><b>Raugh</b> [1] - 59:1</p> <p><b>re</b> [3] - 85:18, 175:16, 188:7</p> <p><b>re-analysis</b> [1] - 85:18</p> <p><b>re-integrate</b> [1] - 188:7</p> <p><b>re-notice</b> [1] - 175:16</p> <p><b>reaches</b> [2] - 83:17, 157:5</p> <p><b>reaction</b> [2] - 29:10, 194:7</p> <p><b>read</b> [6] - 56:19, 142:2, 209:4, 234:3, 286:16</p> <p><b>reading</b> [2] - 285:12, 286:4</p> <p><b>ready</b> [1] - 282:14</p> <p><b>real</b> [12] - 41:18, 66:18, 105:11, 119:3, 122:7, 127:12, 127:18, 128:13, 171:11, 201:13, 251:8, 273:9</p> <p><b>realize</b> [2] - 134:15, 138:14</p> <p><b>realized</b> [1] - 57:17</p> <p><b>reallocation</b> [2] - 202:18, 203:5</p> <p><b>reallocations</b> [1] - 201:9</p> <p><b>really</b> [128] - 10:18, 32:10, 33:15, 33:17, 34:14, 34:16, 35:10, 35:17, 36:5, 43:8, 44:16, 50:10, 53:17, 55:5, 58:11, 61:17, 63:7, 63:9, 63:15, 63:19, 69:5, 70:1, 72:2, 73:7, 73:10,</p>	<p>86:1, 89:19, 92:13, 95:10, 99:9, 107:14, 117:16, 119:2, 119:11, 119:16, 122:8, 123:17, 124:10, 125:4, 125:7, 127:6, 127:11, 128:12, 131:8, 132:13, 132:19, 136:12, 139:6, 140:9, 141:12, 141:18, 143:14, 144:8, 144:11, 144:14, 146:17, 149:4, 150:6, 151:9, 151:12, 151:14, 160:3, 160:16, 164:15, 171:1, 171:8, 181:19, 182:1, 183:9, 183:18, 184:11, 185:7, 186:3, 186:16, 187:8, 187:13, 188:7, 188:8, 189:11, 189:13, 190:3, 190:5, 190:8, 190:10, 192:17, 193:12, 195:8, 196:9, 196:11, 197:4, 200:6, 201:7, 202:6, 202:8, 202:12, 202:17, 203:11, 205:4, 207:7, 210:4, 212:4, 213:3, 215:16, 222:15, 223:8, 224:14, 224:19, 225:4, 225:7, 226:9, 232:11, 235:15, 236:19, 237:3, 242:3, 244:4, 245:13, 247:2, 250:14, 252:8, 253:10, 253:13, 256:19, 257:12, 270:8, 273:5, 275:7</p> <p><b>rear</b> [3] - 2:13, 3:4, 34:1</p> <p><b>reason</b> [16] - 164:17, 197:6, 211:13, 225:1, 225:12, 228:17, 232:13, 235:12, 242:6, 244:13, 246:2, 246:11, 249:14, 269:15, 270:10, 286:5</p> <p><b>REASON</b> [6] - 286:10, 286:11, 286:12, 286:13, 286:14,</p>
<b>Q</b>		<b>R</b>		
	<p><b>quad</b> [1] - 112:14</p> <p><b>Quadrangle</b> [7] - 21:13, 44:1, 52:13, 68:1, 116:4, 116:7, 117:13</p> <p><b>qualified</b> [1] - 200:17</p> <p><b>quality</b> [3] - 16:16, 97:2, 259:3</p> <p><b>quarter</b> [1] - 121:14</p> <p><b>questions</b> [18] - 18:3, 25:1, 27:4, 75:5, 77:16, 77:17, 84:12, 87:13, 89:16, 95:2, 111:19, 118:7, 120:15, 147:1, 203:12, 204:6, 221:12, 241:5</p> <p><b>queue</b> [2] - 91:15, 112:12</p>	<p><b>R-o-d-e-r-i-c-k</b> [1] - 47:11</p> <p><b>rail</b> [17] - 17:16, 20:9, 21:6, 24:15, 39:15, 50:17, 69:12, 69:18, 92:17, 96:10, 97:9, 180:19, 188:10, 205:7, 205:18, 207:13, 216:2</p> <p><b>railroad</b> [5] - 15:11, 43:17, 51:19, 150:12, 150:16</p> <p><b>railroads</b> [1] - 68:15</p> <p><b>rain</b> [1] - 161:17</p> <p><b>raining</b> [1] - 130:14</p> <p><b>rains</b> [4] - 152:17, 152:19, 154:17, 162:3</p> <p><b>raise</b> [2] - 148:16, 148:18</p> <p><b>raised</b> [4] - 30:12, 61:6, 61:10, 275:4</p> <p><b>raising</b> [1] - 283:19</p> <p><b>Raising</b> [6] - 9:5, 178:1, 264:16, 265:16, 283:18, 284:3</p> <p><b>ramp</b> [5] - 101:4, 158:5, 158:6, 159:7, 159:12</p> <p><b>ramps</b> [1] - 21:11</p> <p><b>ran</b> [1] - 191:3</p> <p><b>range</b> [5] - 221:9, 225:18, 234:14, 242:11, 260:19</p> <p><b>rapid</b> [3] - 110:12, 111:11, 111:14</p>		

<p>286:15  <b>reasons</b> [6] - 66:9, 157:2, 157:18, 157:19, 233:7, 285:13  <b>rebuild</b> [1] - 73:6  <b>received</b> [1] - 8:13  <b>RECEIVED</b> [1] - 285:18  <b>recent</b> [1] - 103:10  <b>recently</b> [4] - 166:10, 181:16, 186:5, 211:11  <b>recess</b> [1] - 178:6  <b>recognizing</b> [1] - 116:15  <b>recollection</b> [2] - 223:12, 262:8  <b>recommend</b> [4] - 85:8, 85:9, 86:7, 100:2  <b>recommendation</b> [3] - 7:19, 117:17, 257:14  <b>recommendations</b> [1] - 82:15  <b>recommending</b> [1] - 87:7  <b>reconfirmed</b> [1] - 252:18  <b>RECORD</b> [1] - 1:18  <b>record</b> [3] - 105:1, 285:7, 286:18  <b>recreational</b> [1] - 277:3  <b>Rectangle</b> [1] - 58:12  <b>red</b> [2] - 189:3, 271:10  <b>Red</b> [7] - 38:11, 38:18, 73:11, 81:17, 87:6, 108:4, 109:17  <b>redesign</b> [1] - 52:1  <b>redesigned</b> [1] - 18:12  <b>redevelopment</b> [1] - 48:18  <b>redoing</b> [1] - 25:9  <b>reduce</b> [10] - 12:12, 35:4, 41:8, 44:17, 86:15, 87:2, 88:7, 206:10, 207:1, 235:5  <b>reduced</b> [6] - 11:3, 11:4, 38:19, 78:7, 80:12, 97:12  <b>reduces</b> [2] - 111:2, 134:17  <b>reducing</b> [6] - 3:11, 123:16, 138:1, 226:17, 238:8, 239:5  <b>reduction</b> [24] - 2:13,</p>	<p>2:16, 13:17, 14:13, 44:13, 44:15, 72:4, 78:15, 78:16, 79:3, 79:9, 134:14, 134:17, 137:11, 137:13, 209:2, 215:9, 215:15, 216:4, 217:14, 221:5, 228:1, 231:4, 231:19  <b>reductions</b> [3] - 13:7, 203:18, 239:6  <b>Refer</b> [1] - 286:7  <b>refer</b> [1] - 27:15  <b>reference</b> [1] - 14:15  <b>referred</b> [1] - 155:11  <b>referring</b> [1] - 22:19  <b>refined</b> [1] - 96:6  <b>regard</b> [1] - 84:13  <b>regarding</b> [5] - 61:7, 103:3, 118:14, 220:14, 258:10  <b>regardless</b> [1] - 114:19  <b>regards</b> [2] - 7:8, 54:2  <b>region</b> [1] - 45:4  <b>regional</b> [2] - 94:4, 106:15  <b>regulation</b> [1] - 251:5  <b>reiterate</b> [1] - 65:15  <b>reiterating</b> [1] - 247:18  <b>related</b> [2] - 102:13, 287:6  <b>relates</b> [1] - 25:7  <b>relationship</b> [2] - 31:9, 96:4  <b>relative</b> [1] - 43:12  <b>relatively</b> [2] - 25:8, 181:15  <b>relators</b> [1] - 100:2  <b>relax</b> [1] - 19:10  <b>released</b> [1] - 155:2  <b>relevant</b> [2] - 210:16, 244:3  <b>relief</b> [1] - 160:15  <b>relies</b> [1] - 259:2  <b>relieve</b> [1] - 92:15  <b>relocate</b> [1] - 100:15  <b>relocating</b> [1] - 185:13  <b>rely</b> [1] - 86:16  <b>remain</b> [1] - 135:3  <b>remaining</b> [1] - 214:1  <b>remarks</b> [1] - 29:3  <b>remediation</b> [1] - 55:1  <b>remedied</b> [1] - 127:5  <b>remember</b> [8] - 19:14, 73:15, 166:10, 171:19, 205:5, 237:13, 251:6,</p>	<p>280:5  <b>remind</b> [3] - 7:1, 102:2, 276:6  <b>reminder</b> [1] - 180:17  <b>reminds</b> [1] - 68:4  <b>removed</b> [2] - 95:15, 99:3  <b>removing</b> [1] - 45:12  <b>rendering</b> [2] - 157:7, 195:14  <b>renderings</b> [3] - 160:6, 160:7, 169:6  <b>renovated</b> [1] - 7:2  <b>rent</b> [2] - 142:8, 142:9  <b>rental</b> [4] - 65:1, 65:4, 211:17, 228:6  <b>renting</b> [2] - 211:18, 229:1  <b>REP</b> [1] - 286:2  <b>repeating</b> [2] - 55:5, 56:14  <b>REPLACE</b> [1] - 285:16  <b>reply</b> [1] - 120:12  <b>report</b> [2] - 57:1, 57:11  <b>Reporter</b> [2] - 287:4, 287:14  <b>REPORTER</b> [1] - 287:19  <b>REPORTERS</b> [1] - 1:18  <b>representing</b> [2] - 59:10, 269:3  <b>REPRODUCTION</b> [1] - 287:18  <b>request</b> [8] - 6:2, 148:9, 176:11, 177:2, 177:4, 219:17, 238:7, 265:3  <b>requested</b> [2] - 3:9, 104:12  <b>requesting</b> [6] - 191:10, 192:11, 192:12, 238:9, 259:15, 259:17  <b>requests</b> [2] - 2:9, 220:3  <b>require</b> [4] - 75:18, 90:2, 124:4, 219:11  <b>required</b> [4] - 2:16, 3:16, 67:5, 221:5  <b>required</b> [1] - 286:7  <b>requirement</b> [5] - 48:7, 103:7, 116:11, 116:14, 124:11  <b>requirements</b> [3] - 2:13, 118:2, 248:8  <b>requires</b> [6] - 107:19, 214:17, 221:4,</p>	<p>230:4, 231:18  <b>resale</b> [1] - 229:5  <b>Reservation</b> [1] - 115:15  <b>reserved</b> [1] - 21:10  <b>Reservoir</b> [1] - 152:5  <b>reshape</b> [1] - 10:18  <b>resident</b> [1] - 130:10  <b>residential</b> [6] - 2:9, 3:15, 3:15, 13:19, 16:14, 17:14, 18:8, 18:19, 22:18, 23:10, 23:12, 24:5, 25:16, 32:8, 32:14, 61:8, 63:2, 68:5, 80:17, 81:3, 87:18, 87:19, 88:4, 90:1, 90:3, 92:10, 93:1, 135:15, 151:1, 160:16, 193:15, 198:15, 198:19, 199:1, 200:1, 200:3, 204:18, 206:5, 207:13, 207:16, 208:4, 208:9, 209:6, 209:10, 210:5, 211:12, 213:13, 213:19, 222:6, 223:3, 226:18, 227:1, 227:7, 227:13, 227:17, 228:3, 232:6, 242:2, 245:10, 248:17  <b>Residents</b> [2] - 30:5, 112:4  <b>residents</b> [14] - 31:6, 45:9, 46:18, 76:18, 80:13, 80:15, 132:4, 148:12, 208:2, 208:11, 229:1, 267:13, 277:3  <b>resolution</b> [1] - 97:6  <b>resource</b> [1] - 117:2  <b>respect</b> [3] - 31:19, 147:18, 268:2  <b>respond</b> [1] - 138:6  <b>responding</b> [1] - 138:2  <b>responds</b> [1] - 154:11  <b>Response</b> [4] - 74:11, 256:4, 264:13, 283:15  <b>response</b> [4] - 11:3, 78:4, 95:14, 154:9  <b>responsibility</b> [2] - 127:17, 128:4  <b>responsible</b> [1] - 188:5  <b>rest</b> [11] - 10:17, 91:10, 122:10, 125:9, 127:2,</p>	<p>151:12, 160:2, 160:18, 166:18, 167:13, 192:15  <b>restaurants</b> [1] - 140:1  <b>restriction</b> [1] - 189:10  <b>result</b> [4] - 41:4, 42:3, 45:2, 201:5  <b>resulted</b> [2] - 97:12, 204:16  <b>retail</b> [12] - 3:11, 3:12, 13:10, 17:17, 18:9, 18:17, 19:4, 22:12, 23:3, 23:14, 23:15, 24:7, 24:13, 27:2, 32:9, 45:8, 45:11, 68:11, 69:2, 76:1, 76:11, 77:1, 77:10, 77:11, 95:11, 96:11, 99:1, 99:10, 99:14, 99:16, 100:11, 130:12, 130:16, 144:9, 144:10, 144:15, 144:18, 145:5, 145:13, 158:2, 179:4, 182:3, 186:16, 186:18, 187:7, 187:9, 188:11, 188:19, 189:2, 189:4, 189:5, 189:7, 189:9, 189:12, 189:14, 190:4, 190:6, 190:9, 190:19, 191:1, 192:1, 192:9, 192:13, 193:2, 193:10, 194:1, 194:3, 194:12, 194:15, 194:16, 195:1, 195:3, 195:13, 195:15, 196:10, 197:2, 197:14, 197:15, 198:1, 198:2, 201:17, 202:4, 203:4, 204:19, 206:5, 210:15, 210:17, 210:19, 214:15, 215:1, 215:3, 220:14, 220:15, 220:19, 223:16, 223:17, 223:18, 224:7, 225:7, 226:7, 226:10, 238:10, 238:12, 238:18, 243:14, 253:14, 255:1, 255:11, 257:5, 258:10, 258:12, 261:2,</p>
---	--	---	--	---

<p>261:5, 262:12, 262:17, 263:4  <b>retail's</b> [1] - 201:18  <b>retailer</b> [1] - 162:1  <b>retailers</b> [1] - 77:7  <b>retain</b> [1] - 66:8  <b>retained</b> [1] - 97:17  <b>retainer</b> [1] - 101:1  <b>retention</b> [5] - 112:11, 112:13, 115:7, 115:8, 147:8  <b>rethinking</b> [1] - 25:9  <b>rethought</b> [1] - 83:7  <b>reverse</b> [1] - 208:13  <b>review</b> [13] - 4:5, 7:9, 7:16, 30:19, 102:6, 122:5, 173:12, 183:6, 213:6, 214:11, 233:5, 274:15, 283:2  <b>Review</b> [1] - 3:5  <b>reviewed</b> [1] - 30:18  <b>reviewer</b> [1] - 168:12  <b>reviewing</b> [2] - 136:17, 267:4  <b>revise</b> [1] - 78:5  <b>revised</b> [2] - 9:17, 65:19  <b>revisions</b> [1] - 3:10  <b>revisit</b> [1] - 139:13  <b>rich</b> [1] - 151:13  <b>Rich</b> [18] - 10:9, 13:2, 13:5, 13:17, 33:13, 48:15, 53:17, 67:3, 67:9, 70:16, 71:5, 71:12, 72:9, 105:17, 123:14, 129:13, 142:18, 179:6  <b>Rich's</b> [4] - 34:16, 56:18, 57:10, 65:19  <b>Richard</b> [2] - 119:10, 151:3  <b>RICHARD</b> [23] - 10:10, 28:9, 28:16, 52:16, 60:4, 60:6, 60:11, 130:1, 131:4, 131:12, 131:15, 132:15, 133:1, 133:17, 138:15, 145:19, 146:7, 151:5, 162:5, 166:7, 174:9, 176:12, 177:5  <b>rid</b> [1] - 83:13  <b>ride</b> [1] - 38:4  <b>Ride</b> [1] - 206:13  <b>ridge</b> [1] - 92:16  <b>right-hand</b> [1] - 170:15  <b>Rindge</b> [3] - 7:4, 79:1, 91:19</p>	<p><b>rise</b> [5] - 59:18, 172:19, 189:12, 189:13, 191:18  <b>rising</b> [2] - 155:6, 155:18  <b>risk</b> [2] - 228:10  <b>river</b> [2] - 115:19, 148:3  <b>River</b> [4] - 152:7, 155:6, 155:7, 155:15  <b>road</b> [6] - 34:11, 43:16, 73:6, 94:1, 130:18, 141:11  <b>Road</b> [2] - 29:19, 194:9  <b>road/vehicle</b> [1] - 19:15  <b>roads</b> [1] - 94:3  <b>roadway</b> [1] - 83:5  <b>Robert</b> [4] - 29:16, 29:19, 70:14, 172:2  <b>ROBERT</b> [1] - 29:18  <b>Roberts</b> [1] - 1:15  <b>ROBERTS</b> [18] - 75:1, 102:1, 112:15, 114:11, 115:8, 175:1, 175:8, 219:8, 220:9, 231:6, 231:17, 247:17, 248:11, 257:10, 265:6, 274:13, 276:5, 276:18  <b>Rockland</b> [1] - 60:17  <b>Roderick</b> [3] - 46:2, 47:9, 47:10  <b>RODERICK</b> [2] - 46:4, 47:12  <b>Roger</b> [1] - 268:18  <b>role</b> [4] - 7:7, 55:16, 107:6, 123:14  <b>roll</b> [1] - 12:4  <b>roof</b> [14] - 97:15, 108:10, 148:6, 266:15, 266:18, 267:9, 270:5, 270:11, 271:11, 271:18, 277:2, 280:18, 282:1  <b>Room</b> [1] - 1:6  <b>room</b> [3] - 7:4, 35:11, 164:8  <b>Roseland</b> [2] - 251:13, 251:15  <b>Rossiter</b> [1] - 179:7  <b>rotary</b> [1] - 92:8  <b>rotate</b> [1] - 15:3  <b>roughly</b> [3] - 169:14, 181:2, 241:13  <b>Round</b> [1] - 92:8  <b>Route</b> [9] - 39:7, 42:5,</p>	<p>56:13, 91:5, 91:18, 108:1, 152:8, 172:1  <b>route</b> [1] - 12:7  <b>routes</b> [2] - 20:17, 98:18  <b>Rudman</b> [1] - 179:6  <b>rules</b> [1] - 266:17  <b>run</b> [7] - 62:3, 64:9, 108:4, 123:15, 175:1, 180:14, 180:16  <b>running</b> [2] - 16:8, 218:9  <b>RUSSELL</b> [135] - 5:3, 5:7, 8:10, 8:16, 9:1, 9:3, 9:6, 9:10, 13:1, 27:6, 29:1, 33:6, 36:16, 41:14, 44:9, 45:17, 46:1, 47:5, 47:8, 47:11, 47:14, 53:1, 53:11, 56:8, 58:17, 59:1, 59:3, 59:6, 60:8, 60:13, 60:15, 60:18, 65:8, 70:9, 71:14, 74:9, 74:12, 84:12, 105:10, 107:17, 108:14, 110:10, 112:2, 118:4, 118:12, 118:16, 120:6, 120:13, 120:19, 122:18, 123:3, 123:9, 129:6, 129:8, 134:8, 144:6, 151:19, 156:11, 159:11, 162:6, 165:19, 166:8, 168:4, 172:13, 173:7, 174:2, 174:7, 175:18, 176:10, 176:14, 177:1, 177:8, 177:12, 177:15, 177:18, 178:2, 178:7, 219:3, 220:8, 221:11, 221:15, 223:16, 223:19, 239:13, 240:9, 240:13, 240:15, 241:7, 247:8, 247:14, 248:10, 248:13, 249:1, 251:19, 254:2, 254:8, 256:2, 256:5, 256:10, 259:7, 259:19, 261:16, 263:14, 264:6, 264:8, 264:11, 264:14, 264:17, 265:9, 265:12, 265:14, 265:17, 265:19, 268:2, 268:6,</p>	<p>268:10, 268:14, 273:10, 273:14, 274:8, 274:12, 278:14, 280:3, 280:8, 280:11, 281:7, 281:10, 281:13, 283:6, 283:13, 283:16, 283:19, 284:4, 284:6, 284:9  <b>Russell</b> [2] - 1:8, 178:18</p> <p style="text-align: center;"><b>S</b></p> <p><b>safe</b> [1] - 194:9  <b>safety</b> [2] - 91:14, 259:4  <b>SAME</b> [1] - 287:18  <b>samples</b> [3] - 120:16, 120:18, 130:19  <b>sat</b> [1] - 278:10  <b>satellite</b> [1] - 106:14  <b>satisfy</b> [1] - 248:7  <b>save</b> [1] - 138:1  <b>saved</b> [2] - 126:11, 221:19  <b>saves</b> [1] - 137:14  <b>saw</b> [9] - 9:3, 20:6, 28:2, 28:10, 99:15, 113:10, 119:17, 179:18, 187:2  <b>scale</b> [7] - 41:19, 49:8, 117:5, 124:18, 164:1, 170:6, 191:12  <b>scaled</b> [2] - 66:3, 66:5  <b>Schattner</b> [2] - 36:18, 41:15  <b>SCHATTNER</b> [1] - 41:17  <b>schedule</b> [4] - 173:15, 174:1, 174:3, 185:8  <b>scheduled</b> [2] - 175:5, 178:8  <b>scheduling</b> [1] - 10:13  <b>schematic</b> [1] - 121:2  <b>scheme</b> [1] - 195:3  <b>Schlager</b> [2] - 70:14, 105:14  <b>school</b> [2] - 59:15, 68:13  <b>School</b> [3] - 7:5, 8:9, 59:16  <b>schools</b> [2] - 68:12, 140:3  <b>scientific</b> [1] - 79:13  <b>scope</b> [1] - 115:1  <b>screen</b> [2] - 26:19, 171:19</p>	<p><b>screening</b> [1] - 98:11  <b>sea</b> [3] - 100:6, 155:13, 155:18  <b>seating</b> [1] - 99:8  <b>Second</b> [1] - 1:6  <b>second</b> [30] - 9:1, 9:2, 29:17, 38:9, 42:6, 43:6, 45:18, 46:2, 46:3, 62:13, 72:11, 83:15, 115:4, 149:2, 167:11, 177:13, 177:14, 195:4, 219:15, 221:3, 237:11, 240:6, 242:19, 245:2, 264:8, 264:10, 265:13, 270:18, 270:19, 283:4  <b>seconded</b> [1] - 265:14  <b>seconding</b> [1] - 264:9  <b>secondly</b> [2] - 55:4, 154:7  <b>section</b> [2] - 170:2, 182:14  <b>Section</b> [14] - 2:10, 2:11, 2:11, 2:12, 2:13, 2:14, 2:15, 2:16, 3:3, 3:4, 3:17, 258:4, 259:8  <b>sector</b> [2] - 58:10, 143:3  <b>securing</b> [1] - 89:12  <b>see</b> [71] - 13:15, 15:1, 15:4, 17:16, 20:19, 22:14, 23:1, 23:18, 28:13, 30:15, 36:13, 40:2, 48:4, 48:19, 51:4, 51:13, 54:12, 69:5, 72:2, 73:7, 73:8, 81:11, 104:4, 116:1, 119:3, 119:7, 121:3, 121:9, 122:15, 130:18, 140:6, 141:14, 147:11, 150:3, 153:7, 159:3, 161:6, 164:12, 164:15, 165:2, 165:11, 168:7, 170:18, 172:3, 172:15, 175:10, 185:1, 185:4, 189:11, 196:9, 232:3, 240:10, 240:19, 241:4, 242:5, 243:5, 250:14, 251:4, 253:15, 255:19, 256:5, 261:9, 270:12, 271:14, 272:8, 273:8, 273:18, 274:1, 279:10, 279:13,</p>
--	---	---	--	---

<p>280:4  <b>seeing</b> [4] - 78:14,  163:17, 228:5,  269:12  <b>seek</b> [1] - 213:16  <b>seem</b> [1] - 102:15  <b>segmental</b> [1] -  159:16  <b>sell</b> [2] - 165:9, 212:5  <b>selling</b> [1] - 212:11  <b>send</b> [1] - 175:2  <b>sends</b> [1] - 115:18  <b>sense</b> [28] - 11:1,  25:2, 36:2, 45:13,  50:15, 51:7, 57:18,  72:11, 78:9, 79:19,  81:2, 82:2, 89:1,  123:7, 135:11,  139:3, 140:6,  144:13, 145:18,  170:11, 170:18,  191:12, 214:1,  239:9, 241:14,  250:13, 257:2,  277:7  <b>sensitive</b> [1] - 250:10  <b>sent</b> [1] - 257:16  <b>sentences</b> [1] - 41:1  <b>separate</b> [9] - 43:10,  44:1, 69:6, 126:5,  136:3, 173:3, 221:4,  237:16, 277:1  <b>separately</b> [2] - 247:4,  261:9  <b>September</b> [8] - 5:15,  5:16, 5:19, 6:9,  113:18, 174:3,  174:4, 174:6  <b>series</b> [2] - 22:8,  87:13  <b>serious</b> [3] - 20:8,  30:16, 255:10  <b>seriously</b> [2] - 50:18,  50:19  <b>serve</b> [2] - 117:6,  266:14  <b>served</b> [1] - 107:2  <b>service</b> [7] - 78:19,  90:7, 90:15, 90:18,  106:17, 108:7,  268:3  <b>services</b> [2] - 107:1,  140:3  <b>set</b> [8] - 21:2, 119:2,  165:16, 186:7,  229:16, 258:6,  287:9, 287:11  <b>sets</b> [2] - 231:10,  231:11  <b>seven</b> [2] - 68:15,  152:13</p>	<p><b>Seven</b> [1] - 65:14  <b>several</b> [8] - 9:18,  45:2, 45:7, 149:12,  153:14, 164:13,  166:2, 168:18  <b>severe</b> [1] - 45:6  <b>sewer</b> [8] - 61:15,  62:3, 63:7, 63:11,  63:15, 133:10,  154:18  <b>sewerage</b> [1] - 154:19  <b>sewers</b> [2] - 154:15,  155:3  <b>Shack</b> [2] - 73:13,  83:9  <b>shaded</b> [1] - 20:19  <b>shadow</b> [1] - 157:9  <b>shadowing</b> [1] -  146:10  <b>shall</b> [1] - 176:17  <b>shape</b> [2] - 17:3,  50:10  <b>shapes</b> [1] - 19:15  <b>share</b> [14] - 30:2,  78:12, 81:11, 86:16,  86:17, 87:2, 88:6,  200:1, 200:9, 203:7,  208:1, 208:3, 210:8,  235:5  <b>shared</b> [19] - 2:16,  3:10, 34:15, 39:1,  80:3, 81:2, 87:13,  203:17, 206:17,  207:2, 209:1, 210:4,  215:10, 215:16,  221:2, 223:4,  233:17, 235:4,  254:15  <b>shares</b> [5] - 199:14,  199:17, 200:3,  208:11  <b>sharing</b> [7] - 34:17,  34:19, 35:3, 38:4,  86:13, 207:7, 239:4  <b>sharp</b> [1] - 138:11  <b>Shaw's</b> [1] - 255:6  <b>shed</b> [1] - 97:4  <b>sheet</b> [7] - 29:14,  37:2, 45:18, 46:2,  155:19, 286:5,  286:6  <b>SHEET</b> [3] - 285:1,  285:17, 286:3  <b>Sheet</b> [4] - 285:2,  285:5, 285:13,  286:8  <b>shift</b> [2] - 186:14,  197:7  <b>shifted</b> [1] - 207:16  <b>shining</b> [1] - 157:3  <b>Shop</b> [1] - 191:13</p>	<p><b>shop</b> [1] - 163:9  <b>shopping</b> [2] - 45:8,  194:11  <b>Shopping</b> [1] - 145:1  <b>shops</b> [2] - 140:2,  162:2  <b>short</b> [3] - 29:5, 52:6,  178:6  <b>shorter</b> [1] - 101:19  <b>shortest</b> [1] - 73:12  <b>Shorthand</b> [2] -  287:4, 287:14  <b>show</b> [18] - 16:6,  26:17, 27:3, 67:14,  161:6, 170:9, 197:9,  200:14, 202:6,  202:8, 209:6,  210:12, 230:6,  235:4, 236:5,  266:10, 275:13  <b>showed</b> [4] - 79:9,  209:3, 217:6,  224:12  <b>showing</b> [15] - 14:13,  16:2, 121:4, 150:5,  171:14, 196:6,  200:9, 209:14,  217:8, 243:3, 269:6,  271:9, 273:3, 273:4,  279:14  <b>shown</b> [9] - 170:13,  199:6, 213:6, 239:6,  248:16, 275:1,  275:2, 275:5, 281:4  <b>shows</b> [11] - 13:16,  15:9, 18:1, 26:5,  48:14, 160:8, 160:9,  161:4, 189:1,  227:12, 242:1  <b>shuttle</b> [2] - 51:4,  206:14  <b>siblings</b> [1] - 19:9  <b>side</b> [29] - 2:13, 3:4,  14:8, 15:14, 21:13,  49:12, 49:15, 49:17,  49:19, 51:9, 68:10,  68:11, 68:13, 69:2,  73:11, 94:8, 96:1,  98:3, 98:6, 117:10,  135:14, 141:11,  181:1, 193:14,  196:8, 206:4, 207:9,  244:15, 244:16  <b>sides</b> [1] - 21:1  <b>sidewalk</b> [2] - 42:12,  158:5  <b>sidewalks</b> [1] - 21:1  <b>siding</b> [2] - 25:18,  157:15  <b>siege</b> [1] - 63:15  <b>Sierra</b> [2] - 182:9,</p>	<p>214:3  <b>sighting</b> [1] - 244:7  <b>sign</b> [6] - 29:14,  266:19, 267:3,  272:10, 275:9,  285:13  <b>Sign</b> [1] - 286:6  <b>sign's</b> [1] - 240:4  <b>sign-up</b> [1] - 29:14  <b>signal</b> [1] - 79:6  <b>signals</b> [1] - 93:16  <b>SIGNATURE</b> [1] -  285:1  <b>signed</b> [3] - 37:1,  268:19, 285:6  <b>SIGNED</b> [1] - 285:17  <b>significant</b> [12] -  13:11, 13:17, 15:6,  76:13, 76:14, 77:2,  79:15, 103:16,  203:19, 206:11,  215:14, 277:7  <b>significantly</b> [1] -  21:7  <b>signs</b> [1] - 251:5  <b>silly</b> [1] - 73:18  <b>Simha</b> [3] - 29:16,  29:19, 37:13  <b>SIMHA</b> [1] - 29:18  <b>similar</b> [10] - 21:14,  26:16, 76:6, 117:9,  179:18, 197:19,  200:12, 218:19,  270:17, 271:5  <b>simple</b> [6] - 18:5,  146:2, 225:6,  259:12, 270:14,  272:2  <b>simplified</b> [1] - 15:19  <b>simply</b> [4] - 225:10,  230:14, 234:13,  235:17  <b>single</b> [1] - 202:1  <b>sit</b> [3] - 19:9, 183:13,  260:10  <b>site</b> [65] - 14:17, 18:1,  21:8, 21:16, 31:13,  49:10, 50:6, 51:1,  52:19, 72:5, 72:6,  83:2, 95:8, 116:13,  116:19, 117:3,  117:7, 125:7,  125:11, 125:15,  153:15, 154:6,  154:9, 170:10,  181:5, 181:6,  181:14, 183:3,  183:16, 183:19,  184:6, 184:11,  186:2, 186:10,  188:4, 188:18,</p>	<p>190:5, 190:8, 192:7,  196:11, 196:15,  197:1, 198:2, 198:9,  199:2, 199:18,  204:11, 204:14,  205:11, 205:16,  206:12, 207:9,  207:12, 211:14,  212:18, 222:3,  222:11, 222:14,  224:16, 226:11,  229:11, 231:14,  243:2, 259:3  <b>sites</b> [5] - 81:10, 83:9,  114:3, 115:2, 244:2  <b>sitting</b> [3] - 74:14,  75:2, 119:9  <b>situation</b> [2] - 31:6,  37:7  <b>six</b> [13] - 11:4, 64:13,  102:19, 107:3,  139:19, 146:3,  146:12, 164:1,  164:8, 209:8,  212:11, 282:6,  283:19  <b>six-story</b> [1] - 164:1  <b>sixth</b> [1] - 169:14  <b>sizable</b> [1] - 222:14  <b>size</b> [16] - 13:7, 44:15,  71:7, 77:13, 79:18,  124:4, 129:1,  135:11, 189:11,  189:15, 198:14,  199:1, 226:18,  241:9, 241:13,  241:14  <b>sized</b> [2] - 81:1, 145:6  <b>sizes</b> [3] - 198:16,  241:17, 242:13  <b>skeptical</b> [1] - 254:14  <b>skew</b> [2] - 247:12,  247:13  <b>skill</b> [1] - 287:10  <b>skin</b> [2] - 185:2,  279:15  <b>sky</b> [1] - 109:6  <b>skylights</b> [1] - 162:13  <b>slab</b> [2] - 172:10,  185:5  <b>slash</b> [1] - 42:11  <b>slide</b> [6] - 158:9,  165:13, 170:14,  180:8, 211:7,  231:11  <b>slides</b> [1] - 25:13  <b>slight</b> [2] - 198:6,  202:14  <b>slightly</b> [4] - 181:6,  202:17, 217:9,  228:2</p>
--	---	---	---	---

<p><b>Sloan</b> [1] - 179:7</p> <p><b>Sloan-Rossiter</b> [1] - 179:7</p> <p><b>slow</b> [1] - 150:18</p> <p><b>slowly</b> [1] - 156:13</p> <p><b>small</b> [12] - 22:17, 51:4, 83:15, 84:2, 107:7, 182:13, 184:4, 189:8, 190:1, 198:10, 222:7, 226:1</p> <p><b>smaller</b> [7] - 11:9, 12:15, 45:14, 114:19, 126:12, 172:18, 222:16</p> <p><b>Smith</b> [1] - 61:13</p> <p><b>smooth</b> [1] - 38:14</p> <p><b>snow</b> [1] - 42:14</p> <p><b>so...</b> [1] - 269:1</p> <p><b>Society</b> [1] - 110:12</p> <p><b>soften</b> [1] - 98:12</p> <p><b>solar</b> [1] - 98:4</p> <p><b>solution</b> [1] - 49:9</p> <p><b>solve</b> [4] - 52:9, 109:11, 109:16, 110:4</p> <p><b>solved</b> [1] - 107:18</p> <p><b>solving</b> [1] - 71:12</p> <p><b>someone</b> [13] - 63:16, 87:3, 139:8, 140:13, 141:18, 142:11, 142:13, 150:10, 150:14, 254:16, 266:3, 279:6, 280:18</p> <p><b>Somerville</b> [13] - 243:3, 243:12, 243:17, 244:11, 245:8, 245:19, 246:3, 248:4, 248:15, 251:3, 251:16, 252:9, 253:1</p> <p><b>Somerville's</b> [1] - 249:4</p> <p><b>sometime</b> [2] - 24:16, 173:15</p> <p><b>sometimes</b> [2] - 35:3, 90:1</p> <p><b>somewhat</b> [6] - 80:12, 115:12, 117:9, 179:18, 267:16, 282:11</p> <p><b>somewhere</b> [9] - 58:6, 58:7, 143:18, 143:19, 208:12, 208:14, 260:17, 260:18</p> <p><b>soon</b> [1] - 255:6</p> <p><b>sorry</b> [11] - 27:18, 112:4, 116:9, 135:1,</p>	<p>178:9, 189:15, 195:2, 226:16, 240:16, 265:19, 278:1</p> <p><b>sort</b> [45] - 10:7, 29:7, 29:12, 34:8, 34:18, 37:6, 40:9, 42:16, 66:11, 75:6, 76:2, 76:17, 82:10, 83:10, 93:15, 94:7, 96:3, 96:4, 98:12, 105:16, 106:14, 120:9, 122:6, 123:6, 125:19, 135:18, 144:15, 148:1, 152:3, 155:4, 160:4, 163:6, 171:4, 171:5, 171:18, 172:6, 190:1, 196:14, 230:8, 248:11, 256:18, 271:2, 273:8, 276:19</p> <p><b>sorts</b> [1] - 125:18</p> <p><b>sounded</b> [1] - 133:15</p> <p><b>sounds</b> [2] - 223:7, 260:3</p> <p><b>south</b> [7] - 14:3, 14:7, 21:10, 21:13, 31:10, 49:17, 94:6</p> <p><b>South</b> [2] - 73:17, 74:1</p> <p><b>Southeast</b> [1] - 110:8</p> <p><b>space</b> [72] - 8:8, 13:13, 18:13, 18:15, 19:5, 20:11, 22:10, 23:6, 24:7, 24:13, 25:6, 27:2, 31:4, 32:16, 35:4, 36:10, 44:14, 45:11, 57:16, 61:13, 72:17, 72:18, 74:5, 76:2, 80:8, 86:9, 93:15, 96:12, 96:17, 96:18, 97:2, 98:19, 99:8, 100:12, 100:16, 106:8, 106:12, 106:13, 108:8, 108:10, 133:6, 149:3, 149:5, 158:12, 182:5, 204:16, 204:17, 204:18, 211:7, 212:2, 212:12, 213:2, 213:16, 216:4, 217:13, 221:18, 226:18, 227:19, 228:16, 229:10, 230:7, 231:1, 231:2, 232:7, 233:6, 233:9, 249:16, 253:14, 267:12, 267:14, 270:9, 282:4</p>	<p><b>spaces</b> [85] - 3:4, 3:12, 11:14, 11:17, 13:9, 13:11, 14:10, 19:2, 19:3, 20:11, 23:13, 34:19, 35:1, 39:1, 39:6, 77:13, 80:10, 80:12, 81:12, 82:9, 84:14, 86:7, 86:11, 86:17, 87:3, 87:5, 87:10, 88:8, 88:9, 89:5, 89:6, 90:2, 194:18, 194:19, 195:2, 195:3, 195:5, 195:7, 204:12, 204:13, 204:19, 208:16, 211:9, 211:12, 211:16, 212:17, 212:19, 213:6, 213:9, 213:12, 214:14, 214:16, 215:11, 215:13, 215:14, 215:15, 215:19, 222:13, 223:1, 225:8, 225:9, 225:11, 225:18, 226:5, 227:19, 228:8, 230:9, 230:10, 231:13, 234:14, 235:3, 235:6, 235:9, 236:3, 237:5, 238:16, 239:16, 239:17, 240:3, 246:3, 249:18</p> <p><b>span</b> [1] - 75:12</p> <p><b>speaking</b> [3] - 62:17, 145:19, 146:19</p> <p><b>Special</b> [31] - 2:7, 3:5, 3:7, 6:1, 7:7, 7:9, 7:14, 7:15, 7:16, 139:9, 139:11, 178:10, 204:9, 206:8, 211:3, 221:4, 230:2, 231:9, 232:2, 232:10, 236:8, 244:9, 245:14, 247:19, 248:8, 253:4, 270:4, 274:6, 276:8, 276:11, 283:1</p> <p><b>special</b> [3] - 2:9, 3:7, 139:10</p> <p><b>specialist</b> [2] - 99:15, 144:16</p> <p><b>specialty</b> [1] - 140:2</p> <p><b>specific</b> [12] - 56:15, 57:13, 82:9, 83:1, 118:16, 118:17, 121:8, 129:10, 177:2, 233:11, 250:12, 258:7</p>	<p><b>specifically</b> [5] - 61:5, 63:4, 94:11, 231:4, 239:13</p> <p><b>specifics</b> [3] - 57:6, 123:11, 128:15</p> <p><b>speed</b> [1] - 110:7</p> <p><b>spend</b> [2] - 77:4, 254:16</p> <p><b>spending</b> [2] - 110:2, 185:18</p> <p><b>spent</b> [4] - 24:16, 203:18, 232:9, 253:17</p> <p><b>spill</b> [2] - 62:6, 218:5</p> <p><b>spin</b> [1] - 27:16</p> <p><b>split</b> [1] - 213:18</p> <p><b>splits</b> [1] - 263:7</p> <p><b>spoken</b> [2] - 66:10, 105:17</p> <p><b>spot</b> [3] - 212:6, 212:7, 273:15</p> <p><b>spots</b> [1] - 222:1</p> <p><b>spread</b> [1] - 190:5</p> <p><b>spreadsheet</b> [1] - 40:4</p> <p><b>spring</b> [1] - 157:12</p> <p><b>Square</b> [17] - 70:4, 73:17, 76:9, 77:9, 99:15, 101:11, 103:11, 139:14, 139:18, 145:10, 162:1, 192:6, 203:9, 211:10, 255:14</p> <p><b>square</b> [64] - 3:12, 3:13, 3:13, 6:3, 11:8, 61:12, 150:5, 155:8, 155:9, 158:16, 181:12, 182:1, 182:3, 183:12, 186:17, 187:7, 188:11, 188:18, 189:5, 189:6, 189:7, 189:10, 189:16, 189:19, 191:11, 191:14, 192:9, 192:13, 193:1, 193:4, 193:6, 193:8, 193:16, 193:17, 194:18, 195:1, 195:15, 197:2, 197:3, 198:19, 202:18, 203:5, 203:6, 205:3, 210:19, 221:1, 221:17, 238:9, 238:13, 238:18, 239:15, 241:12, 241:15, 241:19, 244:6, 244:14, 244:18, 252:19,</p>	<p>261:18, 276:13, 276:16</p> <p><b>SS</b> [1] - 287:3</p> <p><b>stacked</b> [1] - 193:7</p> <p><b>Staff</b> [1] - 1:14</p> <p><b>staff</b> [30] - 10:3, 31:15, 33:2, 38:13, 56:18, 56:19, 57:6, 57:11, 57:19, 74:15, 77:3, 102:6, 113:9, 141:13, 204:1, 204:4, 206:7, 206:9, 206:16, 214:19, 216:8, 217:16, 226:13, 234:17, 235:8, 235:18, 262:7, 274:19, 275:7, 283:2</p> <p><b>stage</b> [1] - 122:3</p> <p><b>staging</b> [2] - 143:11, 143:17</p> <p><b>stair</b> [8] - 159:17, 184:4, 271:11, 271:16, 278:4, 278:5, 278:7, 282:18</p> <p><b>stair/pedestrian</b> [1] - 183:15</p> <p><b>staircase</b> [1] - 185:5</p> <p><b>stairway</b> [1] - 271:17</p> <p><b>stand</b> [2] - 82:3, 273:19</p> <p><b>standalone</b> [1] - 192:3</p> <p><b>standard</b> [1] - 83:1</p> <p><b>standards</b> [1] - 2:10</p> <p><b>standing</b> [2] - 22:16, 161:7</p> <p><b>Star</b> [1] - 255:6</p> <p><b>stared</b> [1] - 119:4</p> <p><b>start</b> [22] - 18:6, 58:11, 107:13, 109:7, 123:13, 128:7, 134:10, 146:13, 180:5, 188:7, 191:2, 192:14, 194:13, 205:7, 206:15, 209:11, 209:12, 215:8, 218:9, 233:2, 248:2, 269:5</p> <p><b>started</b> [5] - 75:2, 75:10, 76:7, 183:3, 197:1</p> <p><b>starting</b> [12] - 46:13, 75:16, 75:17, 104:17, 114:8, 146:15, 156:17, 159:2, 185:14, 186:9, 186:14, 186:16</p>
--	--	--	--	---



<p><b>starts</b> [3] - 76:5, 154:18, 222:4</p> <p><b>statement</b> [2] - 58:1, 273:11</p> <p><b>statements</b> [1] - 286:18</p> <p><b>states</b> [1] - 141:10</p> <p><b>station</b> [23] - 20:3, 20:15, 39:15, 43:18, 51:5, 69:13, 70:4, 73:9, 76:12, 92:17, 108:5, 109:5, 171:2, 184:2, 185:11, 185:13, 185:16, 186:2, 187:12, 188:1, 195:16, 196:1, 196:5</p> <p><b>Station</b> [6] - 73:17, 73:19, 74:1, 139:18, 186:7, 187:18</p> <p><b>stations</b> [2] - 111:7, 206:13</p> <p><b>status</b> [1] - 180:7</p> <p><b>stay</b> [1] - 147:4</p> <p><b>staying</b> [1] - 199:5</p> <p><b>stays</b> [2] - 193:16, 209:18</p> <p><b>stenographic</b> [1] - 287:9</p> <p><b>step</b> [5] - 67:3, 67:13, 121:5, 121:9, 245:13</p> <p><b>Stephanie</b> [1] - 215:6</p> <p><b>stepping</b> [1] - 23:4</p> <p><b>steps</b> [5] - 112:8, 180:4, 186:11, 195:11, 256:15</p> <p><b>STEVE</b> [2] - 36:19, 40:19</p> <p><b>Steve</b> [13] - 33:7, 36:17, 40:18, 81:15, 120:12, 129:12, 135:12, 137:11, 155:11, 156:4, 265:12, 265:14</p> <p><b>Steve's</b> [1] - 9:3</p> <p><b>Steven</b> [2] - 1:9, 1:10</p> <p><b>STEVEN</b> [74] - 8:19, 60:5, 90:6, 93:6, 94:10, 94:18, 95:3, 99:12, 101:3, 108:13, 109:8, 110:6, 111:18, 112:3, 114:6, 115:6, 118:10, 118:14, 119:18, 122:17, 123:2, 123:5, 123:12, 137:18, 138:10, 139:1, 141:6, 144:1, 144:3, 146:6, 156:10,</p>	<p>176:17, 177:4, 177:10, 177:17, 180:13, 226:16, 229:13, 230:12, 230:17, 230:19, 231:15, 232:3, 233:12, 234:2, 234:6, 236:14, 238:2, 248:19, 251:13, 252:12, 252:14, 254:5, 256:8, 259:13, 260:3, 264:2, 264:10, 265:11, 265:13, 267:19, 272:13, 272:14, 272:19, 273:13, 274:4, 275:11, 278:3, 278:7, 282:14, 282:16, 282:17, 283:4, 283:12</p> <p><b>sticking</b> [1] - 91:15</p> <p><b>still</b> [43] - 5:17, 12:14, 31:11, 37:6, 41:19, 43:5, 43:19, 49:18, 50:15, 54:8, 54:19, 58:7, 75:2, 79:1, 90:18, 97:19, 98:9, 100:6, 114:17, 128:18, 153:19, 162:19, 166:16, 191:18, 193:6, 197:19, 199:4, 201:16, 205:10, 214:9, 214:16, 214:17, 215:19, 216:3, 217:13, 227:7, 236:2, 236:3, 236:9, 242:14, 249:16, 267:18, 277:14</p> <p><b>stipulations</b> [1] - 46:19</p> <p><b>stone</b> [1] - 143:13</p> <p><b>stood</b> [1] - 10:17</p> <p><b>stop</b> [9] - 20:9, 26:13, 150:11, 150:17, 150:18, 173:12, 237:7, 259:19, 270:11</p> <p><b>Stop</b> [1] - 191:13</p> <p><b>Stop-N-Shop</b> [1] - 191:13</p> <p><b>stops</b> [1] - 70:6</p> <p><b>storage</b> [9] - 28:17, 54:2, 54:10, 93:7, 93:13, 130:3, 154:3, 154:4, 156:3</p> <p><b>store</b> [26] - 106:17, 107:2, 189:18, 190:2, 191:8,</p>	<p>191:11, 191:13, 191:19, 192:8, 194:14, 195:9, 197:12, 226:3, 255:3, 255:4, 255:5, 255:17, 261:17, 261:19, 262:2, 262:5, 262:11, 262:17, 263:2, 263:10</p> <p><b>storefront</b> [1] - 27:1</p> <p><b>stores</b> [9] - 45:8, 45:9, 140:2, 145:9, 145:11, 194:16, 226:3, 255:11, 255:12</p> <p><b>stories</b> [3] - 11:4, 125:3, 162:17</p> <p><b>storing</b> [1] - 62:1</p> <p><b>storm</b> [16] - 41:3, 41:4, 112:10, 112:13, 115:5, 115:6, 115:11, 115:17, 116:13, 116:19, 147:19, 148:7, 154:10, 154:12, 155:16</p> <p><b>storms</b> [1] - 153:4</p> <p><b>story</b> [4] - 15:7, 164:1, 192:3, 268:4</p> <p><b>straight</b> [1] - 111:1</p> <p><b>straightforward</b> [1] - 149:6</p> <p><b>strategies</b> [1] - 12:1</p> <p><b>strategy</b> [2] - 205:5, 208:5</p> <p><b>street</b> [26] - 9:18, 15:15, 16:17, 17:9, 18:10, 19:1, 19:6, 21:1, 22:14, 35:8, 35:9, 42:14, 51:9, 98:13, 98:14, 145:2, 156:17, 160:4, 161:19, 164:2, 170:16, 184:16, 189:12, 223:14, 251:4, 252:4</p> <p><b>Street</b> [33] - 3:9, 3:9, 6:7, 6:10, 18:3, 31:13, 53:16, 56:11, 61:10, 62:7, 71:18, 72:14, 72:17, 73:5, 96:18, 108:3, 108:6, 111:12, 152:5, 165:1, 182:15, 184:9, 187:16, 187:17, 188:3, 251:11, 251:13, 251:15, 251:17, 254:13, 280:6</p> <p><b>street's</b> [1] - 73:3</p> <p><b>streets</b> [4] - 16:18,</p>	<p>22:4, 73:2, 143:11</p> <p><b>streetscape</b> [2] - 126:19, 128:19</p> <p><b>stretch</b> [2] - 34:2, 34:6</p> <p><b>stretching</b> [1] - 242:9</p> <p><b>striation</b> [1] - 170:5</p> <p><b>stripe</b> [4] - 166:1, 167:8, 167:10, 169:12</p> <p><b>strong</b> [4] - 96:5, 118:1, 121:4, 273:11</p> <p><b>stronger</b> [2] - 20:7, 96:4</p> <p><b>structural</b> [4] - 26:12, 171:17, 279:16, 280:13</p> <p><b>Structure</b> [1] - 2:15</p> <p><b>structure</b> [5] - 43:10, 60:9, 125:14, 125:15, 171:14</p> <p><b>structures</b> [3] - 86:10, 125:19, 136:4</p> <p><b>Stuart</b> [1] - 1:16</p> <p><b>studied</b> [2] - 75:9, 153:6</p> <p><b>studies</b> [2] - 103:10, 112:13</p> <p><b>studio</b> [3] - 102:14, 102:18, 242:10</p> <p><b>studios</b> [1] - 105:4</p> <p><b>Study</b> [1] - 75:10</p> <p><b>study</b> [22] - 10:5, 38:11, 49:2, 51:17, 54:7, 65:19, 78:6, 79:13, 112:9, 113:2, 113:5, 113:9, 113:12, 114:18, 116:6, 128:1, 196:17, 199:15, 200:3, 201:13, 241:11, 246:9</p> <p><b>studying</b> [3] - 104:15, 114:2, 114:3</p> <p><b>stuff</b> [5] - 83:10, 127:5, 140:7, 142:2, 253:13</p> <p><b>stuffing</b> [1] - 125:11</p> <p><b>subject</b> [1] - 283:2</p> <p><b>submission</b> [2] - 69:14, 269:7</p> <p><b>submit</b> [1] - 253:7</p> <p><b>submitted</b> [5] - 187:5, 203:1, 266:10, 267:17, 268:16</p> <p><b>submitting</b> [1] - 195:11</p> <p><b>subscribe</b> [1] - 286:17</p> <p><b>subsidized</b> [1] - 55:11</p>	<p><b>substantial</b> [2] - 113:5, 282:19</p> <p><b>substantially</b> [1] - 122:14</p> <p><b>subtext</b> [1] - 233:7</p> <p><b>subtle</b> [1] - 164:10</p> <p><b>suburbs</b> [1] - 70:5</p> <p><b>succeed</b> [1] - 45:10</p> <p><b>success</b> [1] - 145:15</p> <p><b>successful</b> [1] - 250:9</p> <p><b>sucked</b> [1] - 144:19</p> <p><b>sudden</b> [1] - 279:5</p> <p><b>Sue</b> [14] - 74:17, 75:1, 77:17, 77:19, 78:2, 86:5, 90:6, 134:4, 135:8, 141:3, 141:6, 141:7, 238:3</p> <p><b>sufficient</b> [4] - 79:3, 80:3, 93:7, 255:12</p> <p><b>suggest</b> [3] - 42:15, 222:4, 254:4</p> <p><b>suggested</b> [3] - 30:9, 104:12, 146:1</p> <p><b>suggesting</b> [2] - 18:14, 234:11</p> <p><b>suggests</b> [1] - 158:18</p> <p><b>suitable</b> [2] - 23:3, 23:13</p> <p><b>Sullivan</b> [1] - 7:2</p> <p><b>summarize</b> [1] - 202:12</p> <p><b>summary</b> [3] - 18:5, 75:6, 82:11</p> <p><b>summer</b> [6] - 10:13, 42:10, 149:16, 157:8, 157:10, 185:15</p> <p><b>Summer</b> [2] - 73:13, 83:9</p> <p><b>sun</b> [5] - 157:3, 157:5, 157:6, 157:10, 157:13</p> <p><b>sun's</b> [1] - 157:11</p> <p><b>sunny</b> [1] - 157:3</p> <p><b>supermarket</b> [4] - 200:8, 200:10, 200:11, 239:15</p> <p><b>supplied</b> [1] - 285:13</p> <p><b>supply</b> [7] - 81:6, 81:14, 88:2, 89:7, 89:11, 207:6, 209:2</p> <p><b>support</b> [16] - 32:19, 37:2, 44:3, 46:7, 47:2, 59:14, 62:18, 63:1, 64:19, 103:19, 151:17, 195:9, 257:5, 257:7, 279:10</p> <p><b>supports</b> [3] - 89:1, 198:2, 217:5</p> <p><b>suppose</b> [1] - 150:18</p>
--	---	--	--	--

<p><b>surface</b> [2] - 213:7, 230:11</p> <p><b>surfaces</b> [1] - 25:10</p> <p><b>surges</b> [1] - 41:3</p> <p><b>surprised</b> [1] - 79:16</p> <p><b>surprisingly</b> [1] - 214:3</p> <p><b>Susan</b> [1] - 179:7</p> <p><b>SUSAN</b> [14] - 78:1, 85:4, 85:19, 87:12, 90:14, 93:14, 94:14, 94:19, 141:5, 230:16, 236:12, 236:15, 238:5, 238:19</p> <p><b>SUZANNAH</b> [1] - 95:4</p> <p><b>Suzannah</b> [9] - 1:16, 74:18, 95:5, 100:6, 121:6, 158:2, 159:18, 267:16, 268:1</p> <p><b>swap</b> [1] - 252:7</p> <p><b>swimming</b> [7] - 27:10, 27:12, 28:1, 132:3, 132:8, 132:11, 133:2</p> <p><b>switch</b> [1] - 214:8</p> <p><b>sync</b> [1] - 237:15</p> <p><b>system</b> [2] - 154:18</p> <p><b>systems</b> [1] - 30:17</p>	<p><b>technical</b> [2] - 165:8, 274:6</p> <p><b>technically</b> [1] - 220:18</p> <p><b>technique</b> [1] - 119:5</p> <p><b>Ted</b> [2] - 134:8, 138:16</p> <p><b>teed</b> [1] - 253:12</p> <p><b>teeing</b> [1] - 83:10</p> <p><b>ten</b> [9] - 11:4, 61:4, 75:11, 76:8, 88:12, 125:8, 139:17, 140:4, 159:6</p> <p><b>tenants</b> [1] - 270:8</p> <p><b>tend</b> [2] - 75:19, 94:15</p> <p><b>tentative</b> [2] - 8:6, 57:7</p> <p><b>term</b> [5] - 19:3, 19:4, 55:12, 101:19, 250:9</p> <p><b>terms</b> [21] - 13:7, 14:5, 15:7, 25:8, 37:15, 55:4, 57:9, 80:5, 81:13, 93:4, 95:8, 98:2, 98:11, 98:17, 117:12, 122:2, 128:16, 172:16, 196:16, 197:5, 281:18</p> <p><b>terrace</b> [6] - 266:15, 266:18, 267:9, 270:19, 277:2, 282:1</p> <p><b>terrific</b> [3] - 57:11, 144:10, 251:2</p> <p><b>TERZIS</b> [12] - 268:5, 269:2, 272:16, 273:1, 274:3, 275:15, 275:19, 276:8, 278:1, 278:5, 278:8, 284:8</p> <p><b>Terzis</b> [1] - 269:2</p> <p><b>testimony</b> [5] - 28:19, 254:4, 285:13, 286:5, 287:8</p> <p><b>texture</b> [1] - 125:19</p> <p><b>that...</b> [1] - 79:3</p> <p><b>THE</b> [11] - 1:2, 1:18, 45:19, 59:2, 60:17, 285:16, 287:17, 287:18, 287:19</p> <p><b>theme</b> [1] - 55:6</p> <p><b>themselves</b> [2] - 130:17, 160:12</p> <p><b>THEODORE</b> [27] - 8:4, 9:2, 60:2, 84:13, 85:14, 86:3, 134:9, 138:4, 138:12, 138:18, 144:5, 144:7, 146:9, 221:13, 221:16,</p>	<p>223:11, 223:17, 224:2, 226:14, 226:17, 227:4, 227:10, 251:15, 262:6, 275:17, 276:2, 283:7</p> <p><b>Theodore</b> [1] - 1:8</p> <p><b>theory</b> [1] - 235:9</p> <p><b>therefor</b> [2] - 285:13, 286:5</p> <p><b>therefore</b> [3] - 84:1, 262:3, 282:5</p> <p><b>thereof</b> [1] - 285:6</p> <p><b>they've</b> [11] - 47:2, 57:14, 106:15, 106:17, 107:9, 107:10, 113:4, 153:6, 154:7, 232:10, 239:2</p> <p><b>thinking</b> [19] - 24:16, 37:12, 37:16, 52:16, 75:18, 76:16, 83:11, 84:6, 88:13, 93:3, 104:2, 110:3, 132:10, 137:8, 137:9, 230:8, 239:8, 280:15</p> <p><b>thinks</b> [2] - 39:19, 163:14</p> <p><b>third</b> [8] - 11:5, 43:17, 46:11, 123:17, 154:13, 159:9, 167:11, 258:14</p> <p><b>THIS</b> [2] - 285:16, 287:17</p> <p><b>Thomas</b> [1] - 179:11</p> <p><b>Thorndike</b> [1] - 6:7</p> <p><b>thoughtful</b> [1] - 261:12</p> <p><b>thoughts</b> [2] - 128:15, 176:4</p> <p><b>thousand</b> [20] - 194:18, 204:17, 205:3, 211:8, 211:9, 212:11, 214:16, 216:1, 216:4, 217:13, 221:19, 222:13, 223:1, 225:8, 225:10, 225:12, 228:9, 241:19, 246:3</p> <p><b>three</b> [30] - 10:10, 64:4, 65:3, 68:10, 78:8, 82:17, 102:15, 103:1, 104:7, 104:13, 107:3, 110:15, 136:3, 137:4, 137:16, 140:1, 152:15, 153:16, 157:11, 157:19, 166:4, 166:5, 166:17,</p>	<p>168:13, 193:17, 206:2, 228:14, 236:11, 242:12, 242:16</p> <p><b>three-bedroom</b> [1] - 65:3</p> <p><b>throughout</b> [2] - 190:5, 209:19</p> <p><b>throw</b> [2] - 63:17, 66:2</p> <p><b>throwing</b> [1] - 147:10</p> <p><b>thrust</b> [1] - 76:16</p> <p><b>Thursday</b> [1] - 78:11</p> <p><b>tide</b> [1] - 152:14</p> <p><b>tides</b> [1] - 155:16</p> <p><b>Tiger</b> [1] - 113:13</p> <p><b>tight</b> [3] - 128:19, 185:3, 186:1</p> <p><b>tiles</b> [1] - 131:3</p> <p><b>timbers</b> [1] - 271:7</p> <p><b>timid</b> [1] - 167:13</p> <p><b>TIS</b> [1] - 202:13</p> <p><b>TMA</b> [3] - 38:1, 38:6, 92:15</p> <p><b>TO</b> [2] - 286:1, 287:18</p> <p><b>today</b> [22] - 5:14, 12:3, 15:16, 90:15, 94:16, 175:19, 184:3, 184:19, 185:7, 187:15, 187:17, 188:1, 193:2, 194:2, 214:2, 215:2, 216:15, 216:16, 232:13, 250:12, 250:19</p> <p><b>today's</b> [1] - 216:13</p> <p><b>together</b> [16] - 14:18, 17:12, 22:3, 57:13, 58:12, 71:1, 105:15, 134:6, 140:11, 143:5, 146:4, 173:15, 224:14, 233:17, 233:19, 251:9</p> <p><b>Tom</b> [1] - 280:4</p> <p><b>tomatoes</b> [1] - 108:12</p> <p><b>ton</b> [1] - 254:13</p> <p><b>tonight</b> [20] - 10:1, 10:7, 59:10, 66:1, 66:10, 84:8, 98:4, 118:5, 122:9, 142:12, 178:17, 179:5, 179:11, 179:17, 219:4, 224:18, 254:3, 257:1, 266:3, 277:11</p> <p><b>took</b> [4] - 38:7, 48:10, 118:19, 189:18</p> <p><b>top</b> [12] - 54:16, 54:19, 156:4, 159:14, 159:15,</p>	<p>266:8, 276:7, 279:4, 279:7, 282:3, 282:4, 282:5</p> <p><b>topic</b> [1] - 104:15</p> <p><b>topics</b> [1] - 188:14</p> <p><b>tos</b> [1] - 109:16</p> <p><b>total</b> [13] - 3:14, 32:14, 35:5, 88:2, 88:7, 192:19, 193:3, 193:4, 193:7, 226:19, 231:11, 231:13, 244:18</p> <p><b>totality</b> [1] - 32:6</p> <p><b>totally</b> [3] - 43:10, 124:9, 239:5</p> <p><b>touch</b> [2] - 35:16, 173:17</p> <p><b>touched</b> [2] - 34:9, 36:3</p> <p><b>towards</b> [11] - 21:5, 24:15, 42:18, 45:6, 55:18, 56:6, 75:13, 185:17, 195:19, 207:14</p> <p><b>tower</b> [1] - 159:17</p> <p><b>Town</b> [2] - 266:6, 282:3</p> <p><b>town</b> [4] - 44:2, 87:6, 87:11, 168:12</p> <p><b>track</b> [3] - 68:18, 69:3, 218:1</p> <p><b>tracks</b> [7] - 15:11, 43:18, 44:6, 51:19, 68:10, 68:14, 205:7</p> <p><b>Traffic</b> [1] - 11:16</p> <p><b>traffic</b> [39] - 42:11, 43:15, 44:4, 44:7, 61:7, 62:5, 63:4, 64:12, 78:6, 78:8, 78:15, 83:12, 83:13, 86:15, 87:1, 87:2, 90:11, 92:10, 93:11, 93:16, 94:4, 107:19, 109:1, 133:18, 134:18, 135:7, 149:13, 196:17, 199:3, 199:15, 240:5, 244:7, 244:8, 246:8, 259:3, 262:13, 263:11, 264:4</p> <p><b>train</b> [4] - 43:18, 150:12, 150:15, 150:17</p> <p><b>training</b> [1] - 104:16</p> <p><b>trains</b> [1] - 110:7</p> <p><b>transcript</b> [9] - 8:14, 8:18, 285:9, 285:14, 286:4, 286:6, 286:7, 286:16, 286:17</p> <p><b>TRANSCRIPT</b> [2] -</p>
<b>T</b>				
<p><b>T's</b> [3] - 142:6, 163:9, 170:16</p> <p><b>table</b> [2] - 36:13, 152:12</p> <p><b>tables</b> [1] - 158:7</p> <p><b>talks</b> [2] - 141:9, 151:12</p> <p><b>tall</b> [1] - 269:12</p> <p><b>taller</b> [2] - 266:13, 280:17</p> <p><b>tandem</b> [1] - 140:18</p> <p><b>Tango</b> [2] - 182:9, 214:4</p> <p><b>tank</b> [3] - 154:5, 154:16, 155:1</p> <p><b>task</b> [1] - 68:7</p> <p><b>tax</b> [2] - 251:3, 251:19</p> <p><b>taxpayers'</b> [1] - 73:5</p> <p><b>TDM</b> [1] - 82:18</p> <p><b>tea</b> [1] - 147:10</p> <p><b>TEAGUE</b> [1] - 71:17</p> <p><b>Teague</b> [1] - 71:18</p> <p><b>team</b> [7] - 33:13, 48:6, 52:14, 53:18, 57:10, 97:5, 280:8</p> <p><b>Team</b> [1] - 190:14</p> <p><b>tear</b> [1] - 267:6</p>				

<p>285:16, 287:18  <b>Transcript(s)</b> [1] - 2:4  <b>transcription</b> [1] - 287:9  <b>transcripts</b> [1] - 8:12  <b>transforming</b> [1] - 7:6  <b>transforms</b> [1] - 124:9  <b>transit</b> [11] - 38:4, 38:11, 45:3, 76:12, 87:6, 93:1, 110:12, 111:11, 111:15, 199:19, 200:7  <b>transparent</b> [1] - 165:6  <b>transportation</b> [8] - 37:10, 37:17, 38:10, 64:11, 65:6, 70:17, 113:9, 179:8  <b>Transportation</b> [1] - 38:1  <b>travel</b> [1] - 162:15  <b>treatment</b> [1] - 115:13  <b>treats</b> [1] - 115:17  <b>tree</b> [1] - 273:17  <b>trees</b> [5] - 42:10, 158:12, 163:7, 163:8, 274:2  <b>trekking</b> [1] - 255:15  <b>trellis</b> [5] - 270:17, 271:5, 271:18, 272:4, 273:5  <b>trellises</b> [1] - 270:18  <b>trend</b> [1] - 79:14  <b>trespassers</b> [1] - 68:16  <b>triangle</b> [1] - 16:1  <b>Triangle</b> [14] - 39:13, 58:13, 68:1, 75:7, 79:6, 80:1, 90:13, 101:6, 117:10, 117:15, 118:15, 145:5, 146:2, 146:4  <b>triangled</b> [1] - 91:6  <b>tributaries</b> [1] - 62:6  <b>tributary</b> [1] - 62:10  <b>tried</b> [5] - 13:12, 26:4, 164:14, 165:6, 261:11  <b>triggered</b> [2] - 78:18, 79:1  <b>triggers</b> [1] - 78:17  <b>trip</b> [10] - 82:1, 197:8, 197:13, 200:14, 201:12, 202:19, 235:10, 239:11, 241:11, 249:19  <b>trips</b> [16] - 90:11, 93:5, 197:16, 199:5, 201:3, 201:4, 201:5, 201:7, 201:14, 201:15, 202:5,</p>	<p>202:10, 202:13, 239:5, 239:18, 240:1  <b>true</b> [5] - 54:11, 125:18, 281:2, 281:3, 287:9  <b>trust</b> [1] - 46:17  <b>truth</b> [1] - 60:11  <b>try</b> [11] - 73:10, 92:17, 93:15, 112:16, 150:1, 150:3, 165:8, 207:1, 248:5, 254:19, 274:1  <b>trying</b> [28] - 8:7, 21:15, 26:8, 44:2, 52:9, 56:12, 59:14, 67:10, 80:3, 80:4, 83:13, 83:19, 91:12, 92:13, 108:19, 117:18, 126:18, 137:19, 138:13, 159:5, 167:14, 197:16, 202:3, 208:3, 209:5, 233:13, 246:2, 247:11  <b>Tuesday</b> [1] - 1:4  <b>Tufts</b> [1] - 185:17  <b>turf</b> [2] - 108:4, 163:10  <b>turn</b> [6] - 27:16, 28:12, 93:8, 94:19, 237:6, 239:17  <b>turned</b> [1] - 266:9  <b>turns</b> [1] - 94:11  <b>TV</b> [1] - 119:2  <b>Twin</b> [1] - 255:15  <b>two</b> [56] - 3:16, 5:15, 7:10, 10:16, 14:12, 15:17, 16:10, 22:9, 35:3, 42:1, 42:13, 43:12, 44:1, 48:17, 54:1, 60:8, 70:6, 71:1, 74:4, 83:1, 83:19, 84:16, 92:1, 102:14, 108:2, 109:16, 111:14, 112:5, 132:10, 154:10, 157:5, 161:7, 168:9, 171:12, 172:16, 181:7, 187:2, 203:15, 203:16, 206:13, 218:7, 224:6, 224:14, 233:18, 236:11, 240:7, 242:8, 247:6, 251:12, 251:19, 253:16, 256:15, 261:3, 269:16, 276:19  <b>two's</b> [1] - 242:16</p>	<p><b>two-bedroom</b> [1] - 242:8  <b>two-family</b> [1] - 251:12  <b>two-year</b> [2] - 7:10, 154:10  <b>type</b> [15] - 81:10, 99:17, 102:8, 138:7, 145:7, 184:18, 189:14, 190:1, 191:12, 192:3, 192:4, 198:3, 198:5, 210:19, 226:10  <b>types</b> [2] - 77:13, 197:18  <b>typical</b> [1] - 210:11  <b>typically</b> [3] - 64:18, 231:5, 242:5</p> <hr/> <p style="text-align: center;"><b>U</b></p> <hr/> <p><b>ultimately</b> [3] - 21:5, 122:13, 220:10  <b>umbrella</b> [1] - 158:7  <b>uncertain</b> [2] - 31:11, 114:17  <b>uncomfortable</b> [1] - 145:3  <b>under</b> [18] - 15:13, 16:11, 36:1, 63:15, 63:18, 126:11, 161:8, 161:16, 172:7, 220:16, 221:4, 232:15, 258:4, 266:16, 269:10, 272:7, 273:7, 276:17  <b>UNDER</b> [1] - 287:18  <b>undermines</b> [1] - 126:10  <b>underscores</b> [1] - 34:8  <b>undersigned</b> [1] - 287:4  <b>underway</b> [1] - 186:6  <b>unfolded</b> [1] - 72:3  <b>unfortunate</b> [1] - 112:17  <b>unfortunately</b> [1] - 109:13  <b>uniform</b> [1] - 153:13  <b>unit</b> [27] - 103:4, 149:9, 156:3, 198:14, 198:16, 199:1, 204:18, 211:12, 211:16, 212:3, 212:17, 213:1, 213:2, 213:13, 213:16, 226:18, 227:13, 227:19, 228:1,</p>	<p>230:7, 232:7, 233:6, 233:9, 236:17, 241:8, 241:13, 241:14  <b>Unit</b> [1] - 3:17  <b>units</b> [41] - 11:5, 13:8, 16:15, 18:19, 44:18, 44:19, 63:2, 65:2, 65:4, 66:4, 66:5, 66:9, 66:13, 71:8, 78:8, 78:16, 123:16, 125:2, 132:10, 134:14, 134:17, 135:1, 137:4, 137:17, 138:2, 138:16, 151:11, 198:15, 199:1, 206:5, 213:6, 214:4, 214:6, 227:1, 227:3, 227:5, 227:7, 228:3, 242:10, 242:15, 271:1  <b>University</b> [2] - 185:18, 249:8  <b>unknown</b> [1] - 282:11  <b>UNLESS</b> [1] - 287:18  <b>unless</b> [3] - 28:17, 171:2, 180:9  <b>unlikely</b> [2] - 90:19, 174:5  <b>unrelenting</b> [2] - 125:17, 129:3  <b>unused</b> [2] - 39:6, 89:4  <b>unusual</b> [2] - 37:14, 278:14  <b>up</b> [115] - 12:11, 12:18, 15:2, 16:7, 20:4, 20:14, 20:15, 21:2, 21:16, 26:13, 29:14, 31:3, 31:18, 35:14, 36:8, 37:1, 40:18, 41:6, 54:17, 56:2, 62:6, 62:11, 63:11, 63:16, 64:1, 67:3, 67:14, 68:5, 69:16, 75:3, 77:2, 83:10, 84:9, 85:10, 91:11, 93:6, 99:10, 101:4, 103:10, 104:17, 105:7, 109:10, 112:5, 116:9, 119:3, 125:19, 126:2, 126:3, 126:4, 127:11, 128:1, 129:14, 133:18, 136:3, 141:12, 143:1, 143:17, 144:19, 148:18, 151:17, 153:1, 154:19, 155:16,</p>	<p>156:16, 160:3, 163:18, 164:13, 168:17, 170:19, 171:11, 183:8, 183:16, 183:17, 184:19, 185:2, 185:17, 187:14, 189:4, 191:10, 197:9, 198:5, 208:4, 209:13, 209:16, 210:16, 211:1, 213:1, 213:8, 216:18, 225:17, 227:3, 228:4, 232:9, 233:4, 234:14, 240:4, 242:14, 244:13, 249:17, 249:19, 251:7, 253:12, 254:11, 255:10, 257:16, 266:15, 266:18, 267:9, 271:13, 272:9, 276:12, 276:15, 279:17, 281:6  <b>upcoming</b> [1] - 5:13  <b>Update</b> [2] - 2:2, 4:4  <b>update</b> [5] - 5:8, 179:2, 182:7, 211:5, 216:12  <b>updated</b> [7] - 26:17, 182:1, 186:17, 199:4, 199:14, 201:6, 203:8  <b>updates</b> [1] - 200:12  <b>updating</b> [1] - 182:18  <b>upgraded</b> [1] - 154:11  <b>upgrading</b> [1] - 188:6  <b>upper</b> [1] - 225:14  <b>uproar</b> [1] - 269:11  <b>upsetting</b> [1] - 134:14  <b>upstairs</b> [1] - 106:16  <b>urban</b> [14] - 16:1, 50:14, 76:2, 95:12, 95:18, 105:16, 108:11, 117:10, 118:7, 126:16, 182:3, 187:7, 206:12, 210:19  <b>urbanistically</b> [1] - 50:7  <b>urge</b> [2] - 124:10, 127:16  <b>usable</b> [1] - 25:10  <b>useful</b> [4] - 40:13, 106:4, 267:14, 281:15  <b>useless</b> [1] - 147:8  <b>uses</b> [24] - 3:15, 3:15, 57:6, 62:3, 163:8, 191:19, 193:14,</p>
---	--	--	---	---

<p>196:11, 196:16, 197:6, 197:7, 197:18, 201:6, 207:5, 208:8, 212:1, 215:17, 226:10, 237:2, 237:15, 240:1, 245:11, 250:19 <b>utilities</b> [1] - 259:4 <b>utilize</b> [1] - 101:2 <b>utilized</b> [2] - 101:12, 223:4</p>	<p>68:2, 135:18, 166:6, 195:14, 196:3, 282:10 <b>viewpoints</b> [1] - 14:14 <b>views</b> [5] - 14:12, 22:8, 23:19, 118:17, 119:1 <b>visibility</b> [1] - 113:1 <b>visible</b> [3] - 160:12, 160:13, 165:9 <b>vision</b> [2] - 16:4, 57:2 <b>visit</b> [1] - 64:14 <b>visual</b> [2] - 97:13, 126:18 <b>visualize</b> [2] - 17:11, 34:2 <b>Volpe</b> [1] - 4:4 <b>volume</b> [7] - 14:13, 92:6, 222:11, 270:14, 285:12, 285:14, 286:6 <b>volumes</b> [2] - 25:17 <b>vote</b> [4] - 10:1, 123:1, 123:4, 264:19 <b>voting</b> [5] - 9:6, 178:2, 264:14, 264:17, 265:15 <b>vulnerability</b> [2] - 54:7, 117:19</p>	<p>145:12, 254:13, 254:15, 254:17, 261:13, 267:19 <b>Whole</b> [2] - 106:14, 191:12 <b>wide</b> [3] - 21:9, 184:16 <b>wider</b> [1] - 152:11 <b>width</b> [2] - 91:8, 152:17 <b>willing</b> [8] - 71:11, 101:13, 101:14, 110:17, 120:17, 212:16, 234:18, 235:12 <b>wimps</b> [1] - 255:18 <b>windows</b> [7] - 164:9, 164:14, 167:19, 169:3, 169:4, 169:5 <b>WINTER</b> [30] - 99:12, 101:3, 109:8, 111:18, 112:3, 114:6, 115:6, 118:10, 119:18, 122:17, 123:2, 137:18, 138:10, 139:1, 141:6, 144:1, 144:3, 146:6, 156:10, 180:13, 236:14, 248:19, 251:13, 252:12, 254:5, 265:11, 272:14, 272:19, 282:16, 283:4 <b>Winter</b> [1] - 1:9 <b>winter</b> [2] - 42:11, 43:4 <b>WINTERS</b> [36] - 27:5, 27:8, 27:13, 27:18, 28:2, 28:7, 28:15, 40:17, 69:15, 120:11, 120:14, 129:4, 129:7, 129:9, 130:7, 131:5, 131:14, 131:16, 132:19, 133:3, 133:19, 143:19, 144:2, 159:10, 168:3, 173:6, 251:17, 254:6, 263:13, 263:19, 264:7, 268:8, 268:13, 273:12, 274:11, 275:13 <b>Winters</b> [1] - 1:9 <b>wise</b> [1] - 81:7 <b>wish</b> [9] - 58:18, 59:4, 65:9, 71:15, 74:10, 88:15, 114:11, 166:3, 256:3 <b>wishes</b> [2] - 47:18, 53:13</p>	<p><b>WITH</b> [1] - 285:16 <b>WITNESS</b> [1] - 287:11 <b>wonder</b> [2] - 35:11, 159:13 <b>wondered</b> [1] - 150:13 <b>wonderful</b> [1] - 57:12 <b>wondering</b> [3] - 54:5, 129:13, 132:3 <b>wood</b> [1] - 60:3 <b>word</b> [2] - 40:14, 148:2 <b>worded</b> [1] - 260:7 <b>words</b> [3] - 16:5, 39:5, 257:3 <b>works</b> [1] - 259:5 <b>Works</b> [3] - 136:17, 140:19, 147:16 <b>workshops</b> [1] - 123:15 <b>world</b> [1] - 48:10 <b>worried</b> [2] - 41:2, 155:18 <b>worry</b> [1] - 156:2 <b>worst</b> [1] - 95:1 <b>worth</b> [1] - 76:16 <b>wrap</b> [2] - 40:17, 69:16 <b>wrapped</b> [1] - 206:4 <b>WRIGHT</b> [2] - 174:10, 175:11 <b>Wright</b> [1] - 174:11 <b>writing</b> [1] - 151:6 <b>written</b> [3] - 220:17, 256:15, 265:3 <b>www.reportersinc.</b> <b>com</b> [1] - 1:19</p>
<b>V</b>			
<p><b>vacant</b> [1] - 208:19 <b>vacation</b> [2] - 179:12, 210:15 <b>valid</b> [1] - 236:9 <b>validation</b> [1] - 226:11 <b>variation</b> [1] - 26:9 <b>varies</b> [1] - 210:13 <b>variety</b> [2] - 82:6, 167:7 <b>various</b> [3] - 80:1, 93:17, 105:18 <b>vast</b> [1] - 33:19 <b>Vecta</b> [1] - 17:7 <b>vegetated</b> [1] - 26:19 <b>vegetation</b> [4] - 115:18, 148:2, 149:17, 150:3 <b>vehicle</b> [3] - 64:8, 78:19, 111:1 <b>vehicles</b> [6] - 39:7, 62:11, 64:7, 64:14, 227:6, 227:12 <b>vehicularly</b> [1] - 44:6 <b>venues</b> [1] - 139:19 <b>version</b> [1] - 119:1 <b>versus</b> [4] - 90:1, 213:19, 228:6, 244:16 <b>vertical</b> [3] - 159:19, 169:12, 170:5 <b>verticality</b> [2] - 26:7, 97:15 <b>vertically</b> [1] - 25:19 <b>VHB</b> [2] - 179:8, 199:9 <b>VHB's</b> [1] - 201:2 <b>via</b> [1] - 97:3 <b>viability</b> [1] - 128:8 <b>viable</b> [1] - 262:2 <b>vibrant</b> [2] - 17:12, 32:19 <b>Vice</b> [1] - 1:8 <b>view</b> [17] - 13:14, 14:7, 15:5, 22:6, 22:15, 22:17, 23:1, 24:9, 24:12, 50:14,</p>	<p><b>wait</b> [4] - 28:18, 74:2, 153:1, 280:15 <b>waiting</b> [3] - 58:7, 266:1, 266:3 <b>Walden</b> [2] - 64:2, 64:3 <b>walk</b> [13] - 12:18, 22:3, 33:18, 42:17, 54:10, 111:1, 139:18, 142:11, 145:3, 156:16, 159:2, 161:16, 184:3 <b>walked</b> [1] - 33:19 <b>walking</b> [8] - 16:18, 22:7, 24:10, 68:13, 163:16, 172:7, 199:19, 262:1 <b>wall</b> [5] - 26:19, 42:9, 42:12, 163:6, 170:17 <b>Waltham</b> [3] - 108:3, 108:6, 111:12 <b>wants</b> [5] - 50:11, 74:17, 84:15, 101:16, 148:15 <b>war</b> [1] - 64:1 <b>warehouse</b> [1] - 61:13 <b>warm</b> [2] - 169:3,</p>	<p>169:18 <b>warming</b> [1] - 43:5 <b>warmth</b> [1] - 157:14 <b>wars</b> [1] - 255:4 <b>Washington</b> [1] - 47:19 <b>waste</b> [1] - 44:3 <b>wastewater</b> [2] - 148:1, 148:5 <b>watched</b> [1] - 46:13 <b>water</b> [27] - 112:10, 112:13, 115:5, 115:6, 115:12, 115:13, 115:17, 116:13, 116:19, 147:8, 147:10, 147:11, 147:15, 147:16, 147:18, 147:19, 148:6, 148:7, 149:14, 152:15, 152:18, 153:1, 153:10, 153:17, 154:14 <b>waters</b> [3] - 41:4, 148:7, 149:1 <b>ways</b> [7] - 38:12, 68:18, 69:3, 92:4, 103:17, 107:2, 206:10 <b>weak</b> [1] - 106:4 <b>weather</b> [4] - 43:4, 51:7, 130:15, 185:2 <b>Wednesday</b> [1] - 6:17 <b>week</b> [6] - 6:17, 9:9, 33:18, 40:16, 54:10, 272:18 <b>weekends</b> [4] - 64:8, 64:10, 64:15 <b>weeks</b> [1] - 95:8 <b>weigh</b> [1] - 10:5 <b>west</b> [5] - 22:18, 43:7, 135:14, 135:17 <b>West</b> [1] - 65:3 <b>western</b> [3] - 70:5, 99:6, 115:16 <b>wet</b> [2] - 54:14, 148:15 <b>wetland</b> [4] - 115:14, 116:5, 116:17, 147:7 <b>whatnot</b> [1] - 12:3 <b>WHEN</b> [1] - 285:17 <b>whereas</b> [2] - 169:7, 210:15 <b>WHEREOF</b> [1] - 287:11 <b>white</b> [4] - 89:19, 161:7, 169:3, 169:5 <b>whole</b> [12] - 30:16, 68:8, 92:14, 110:5, 114:10, 115:16,</p>	<p><b>Y</b></p> <p><b>yard</b> [5] - 2:13, 36:8, 61:19, 180:19, 205:19 <b>yards</b> [2] - 188:10, 216:3 <b>year</b> [14] - 7:10, 14:6, 50:1, 72:6, 75:12, 79:12, 84:16, 104:17, 133:4, 154:10, 154:12, 183:9, 232:18, 253:2 <b>years</b> [27] - 36:12, 46:12, 58:8, 58:14, 61:4, 64:4, 68:14, 73:15, 73:16, 75:11, 76:8, 84:16, 88:12, 90:13, 156:12, 181:16, 187:2, 197:3, 198:16,</p>
<b>W</b>			
	<p><b>wait</b> [4] - 28:18, 74:2, 153:1, 280:15 <b>waiting</b> [3] - 58:7, 266:1, 266:3 <b>Walden</b> [2] - 64:2, 64:3 <b>walk</b> [13] - 12:18, 22:3, 33:18, 42:17, 54:10, 111:1, 139:18, 142:11, 145:3, 156:16, 159:2, 161:16, 184:3 <b>walked</b> [1] - 33:19 <b>walking</b> [8] - 16:18, 22:7, 24:10, 68:13, 163:16, 172:7, 199:19, 262:1 <b>wall</b> [5] - 26:19, 42:9, 42:12, 163:6, 170:17 <b>Waltham</b> [3] - 108:3, 108:6, 111:12 <b>wants</b> [5] - 50:11, 74:17, 84:15, 101:16, 148:15 <b>war</b> [1] - 64:1 <b>warehouse</b> [1] - 61:13 <b>warm</b> [2] - 169:3,</p>	<p>169:18 <b>warming</b> [1] - 43:5 <b>warmth</b> [1] - 157:14 <b>wars</b> [1] - 255:4 <b>Washington</b> [1] - 47:19 <b>waste</b> [1] - 44:3 <b>wastewater</b> [2] - 148:1, 148:5 <b>watched</b> [1] - 46:13 <b>water</b> [27] - 112:10, 112:13, 115:5, 115:6, 115:12, 115:13, 115:17, 116:13, 116:19, 147:8, 147:10, 147:11, 147:15, 147:16, 147:18, 147:19, 148:6, 148:7, 149:14, 152:15, 152:18, 153:1, 153:10, 153:17, 154:14 <b>waters</b> [3] - 41:4, 148:7, 149:1 <b>ways</b> [7] - 38:12, 68:18, 69:3, 92:4, 103:17, 107:2, 206:10 <b>weak</b> [1] - 106:4 <b>weather</b> [4] - 43:4, 51:7, 130:15, 185:2 <b>Wednesday</b> [1] - 6:17 <b>week</b> [6] - 6:17, 9:9, 33:18, 40:16, 54:10, 272:18 <b>weekends</b> [4] - 64:8, 64:10, 64:15 <b>weeks</b> [1] - 95:8 <b>weigh</b> [1] - 10:5 <b>west</b> [5] - 22:18, 43:7, 135:14, 135:17 <b>West</b> [1] - 65:3 <b>western</b> [3] - 70:5, 99:6, 115:16 <b>wet</b> [2] - 54:14, 148:15 <b>wetland</b> [4] - 115:14, 116:5, 116:17, 147:7 <b>whatnot</b> [1] - 12:3 <b>WHEN</b> [1] - 285:17 <b>whereas</b> [2] - 169:7, 210:15 <b>WHEREOF</b> [1] - 287:11 <b>white</b> [4] - 89:19, 161:7, 169:3, 169:5 <b>whole</b> [12] - 30:16, 68:8, 92:14, 110:5, 114:10, 115:16,</p>	<p><b>Y</b></p> <p><b>yard</b> [5] - 2:13, 36:8, 61:19, 180:19, 205:19 <b>yards</b> [2] - 188:10, 216:3 <b>year</b> [14] - 7:10, 14:6, 50:1, 72:6, 75:12, 79:12, 84:16, 104:17, 133:4, 154:10, 154:12, 183:9, 232:18, 253:2 <b>years</b> [27] - 36:12, 46:12, 58:8, 58:14, 61:4, 64:4, 68:14, 73:15, 73:16, 75:11, 76:8, 84:16, 88:12, 90:13, 156:12, 181:16, 187:2, 197:3, 198:16,</p>

216:15, 242:18,  
249:12, 250:13,  
253:16, 262:14,  
263:1

**yellow** [3] - 136:9,  
170:2, 170:4

**Yesselmen** [1] - 60:13

**YESSELMEN** [1] -  
60:14

**yesterday** [1] - 118:19

**young** [1] - 66:15

**younger** [1] - 19:8

## Z

**Zelinski** [2] - 287:4,  
287:13

**zero** [1] - 12:13

**zone** [3] - 63:19, 64:1,  
152:4

**Zone** [2] - 148:11

**Zoning** [24] - 2:5,  
6:13, 103:2, 103:7,  
105:5, 194:3, 194:5,  
205:1, 220:16,  
220:18, 221:8,  
225:6, 231:8, 232:1,  
232:5, 232:6, 245:8,  
246:16, 252:16,  
253:1, 257:14,  
258:9, 276:4,  
283:11

**zoning** [2] - 151:15,  
231:19

**zoom** [1] - 18:4