

PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, January 20, 2015

7:00 p.m.

in

Second Floor Meeting Room

344 Broadway

Cambridge, Massachusetts

Catherine Preston Connolly, Vice Chair

Hugh Russell, Member

Steven A. Cohen, Member

Louis Bacci, Jr., Member

Ahmed Nur, Associate Member

Brian Murphy, Assistant City Manager for
Community Development

Community Development Staff:

Liza Paden

Jeff Roberts

Stuart Dash

Suzannah Bigolin

REPORTERS, INC.
CAPTURING THE OFFICIAL RECORD
617.786.7783/617.639.0396
www.reportersinc.com

I N D E X

	<u>PAGE</u>
GENERAL BUSINESS	
Update, Brian Murphy, Assistant City Manager for Community Development	4
Adoption of Meeting Transcript (s)	6
Board of Zoning Appeal Cases	7
MBTA Presentation of the new Lechmere Station and Green Line Extension plans	8
PUBLIC HEARINGS	
8:00 p.m. PB#175, Major Amendment to PUD Special permit and Project Review Special Permit by Archstone North Point II, LLC, for the property located at 1-5, 7-13, and 23 East Street to permit a reduction of the maximum height of the project's Phase 2 to 70 feet and a reduction of the maximum number of dwelling units in Phase 2 to 300. The Major Amendment to PUD Special permit and Project Review Special Permit (PB#175) is required pursuant to Section 12.37 and Section 19.25 of the Ordinance. This is the second public hearing of the two required.	58

(Index Continued on the Following Page)

I N D E X (Continued)

Page

8:30 p.m. PB#179, Major Amendment to PUD Special Permit and Project Review Special Permit by CIUF III NorthPoint, LLC, to amend the existing special permit for the area known as North Point in the North Point 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 NorthPoint; reducing parking ratios based on actual need; and allowing retail parking at a maximum ratio of 0.5 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. The increased retail square footage would be offset by a corresponding reduction in other commercial square footage, and (3) allowing up to 50,000 square feet of grocery store, as part of the total retail area of up to 300,000 square feet. This is the second public hearing of the two required for the PUD.

A new special permit is requested to reduce the required parking pursuant to Section 6.35.1. 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.

127

Keyword Index

P R O C E E D I N G S

* * * * *

CATHERINE PRESTON CONNOLLY: Okay.

It being seven o'clock and us having a quorum present, we're going to get started with the meeting of the Cambridge Planning Board.

It's 7:03 p.m. on Tuesday, January 20th. The first order of business is an update from Brian Murphy.

BRIAN MURPHY: Thanks.

So this evening we've got two public hearings on Planning Board Special Permit No. 179, North Point Major Amendment second hearing and 175 East Street Major Amendment second hearing as well as general business on MBTA Lechmere Station plans and discussion with the Board. North Point GLX evening.

Next week the 27th we've got a -- actually, this week Thursday, the 22nd the

Ordinance Committee will be having its hearing on the Normandy Twining petition on January 27th which is the Tuesday the Planning Board hearing. There will be a Board of Zoning Appeal case for 10 Canal Park, sign variance and heightened sign illumination, and that's under general business. For public hearing we've got the Normandy Twining Properties petition to amend the Zoning Ordinance by creating a new section for the Mass. and Main Overlay.

In addition for General Business, we'll have discussions on potential Zoning changes to the Volpe Transportation lot, Cambridge Research Park design revision approval, and 88 Ames Street request to extend the time for the Special Permit process.

February 3rd we're at the Senior Center where we'll have Town Gown reports.

And February 10th also at the Senior Center for additional Town Gown discussion by the Board. And also most likely, although I don't have it completely confirmed yet, disposition process for the Foundry building, 101 Rogers Street.

CATHERINE PRESTON CONNOLLY: Thanks, Brian.

BRIAN MURPHY: Thanks.

CATHERINE PRESTON CONNOLLY: All right.

Next, Liza, do we have transcripts?

LIZA PADEN: We have the transcripts from October 28th, November 18th, December 2nd, and December 16th. So we're caught up through January.

CATHERINE PRESTON CONNOLLY: Okay. And they've all been certified?

LIZA PADEN: All been certified.

CATHERINE PRESTON CONNOLLY: Do I have a motion to accept the transcripts?

STEVEN COHEN: So moved.

HUGH RUSSELL: So moved.

STEVEN COHEN: Hugh, first I'm second.

CATHERINE PRESTON CONNOLLY: Okay. All those in favor?

(Raising hands.)

CATHERINE PRESTON CONNOLLY: All members voting in favor.

Thank you.

Do we have -- did anyone -- do we have any BZA cases this evening, Liza, did we request any BZA cases?

LIZA PADEN: No, not this week. There will be some next week.

CATHERINE PRESTON CONNOLLY: All right.

We're going to move on to our first item of General Business since our public hearings are scheduled to start at eight, and that is the MBTA presentation of the new Lechmere Station and Green Line extension plans.

So who is speaking first on this matter?

MARY AINSLEY: I will.

CATHERINE PRESTON CONNOLLY: Please introduce yourself to our recorder, spell your name, and push the button on the microphone.

MARY AINSLEY: Good evening. I'm Mary Ainsley, A-i-n-s-l-e-y. I'm a senior director for the MBTA, and I oversee the design and construction of the Green Line for MassDOT and MBTA. I'm here to give you an overview of Lechmere. I'm going to talk

about the GLX update and the FFGA update; design development, station design, and community path, and then we'll have Q&A.

I brought along Mike McBride who may jump in, his last name M-c-B-r-i-d-e.

There's quite a bit of milestones happening on the Green Line. One is well, this past fall we awarded four contracts, two of them are procurement contracts for long lead items, contract 1 and 4A. And the long lead items under 1 is for substation equipment and track work, special track work.

That procurement under 4A is for the viaduct steel that is required for the majority of the work happening under the -- and around the Lechmere Station.

The contract 2 is for the relocation of the utilities on bridges along the alignment.

And contract 3 is for work that needed

to be started on the Miller's River and the Fitchburg line. We have an -- MBTA has a small start project in Fitchburg and they have, they have shut downs where they do not have to have busses or replacement for the trains when -- so on weekends we shut down the Fitchburg line and we're piggybacking on the work that's happening in Fitchburg. It is a small starts project for the MBTA, and so it's like a win/win proposal for the TA, FGA because they're funded by FTA. And so we're taking advantage --so a majority of the work on the Union Square line, which is our Fitchburg line, will -- we're relocating the commuter rail in '15 and early '16. And so most of that work will be done in this year and beginning of next year.

I don't know, if you haven't heard, but we did receive our funding from the Federal

Government on January 5th. It was a big celebration for us. Like I said, we were in design and wondering where the money's coming. Now we have the money and now we're going to go out and build.

In those four contracts that we let out in the fall, we were allowed to, under the Federal Government -- under their full funding or their new starts program, where you can go out and start doing some work, but you can't do a majority of the contract construction until you have a full funding grant agreement. If you spend money that you don't have, they won't reimburse you until they have this agreement. So January 5th is -- it's amazing how much we have gotten done last -- in 2014 to get money by this time. And we are planning on -- we are in the middle of contract with the completion of

the Phase II which is the Lechmere Station out to Washington Street Station and out to Union Square. So we plan on starting construction in the spring of this year and complete construction with revenue by -- our goal is December of 2017.

Like I said, we got a full funding grant agreement was signed on January 5th and the feds are paying -- it ends up being just under 50 percent of the project cost if you include finance charges, and so they have provided us \$996 million to do the, to design and construct.

We have many community public outreach on the Green Line, so we have, we have done a lot to -- we heard the community. We've been working with the developers in the area. And so what we did is we moved our south head house towards Boston so it allows the MBTA to

have more flexibility on when it comes to trains and bringing trains in and out. It gives us two -- it gives us a four car platform. So you could have two sets, two cars together, and you can have two -- one going to Lechmere -- or one going to Washington or one going out to Union Square, so there's really -- it's nice for us at the MBTA when it comes to operations.

We increased the bike parking at this station. We have about 250 bike parking spaces. We have, we have our bus way design, our pedestrian experience, we've been working with HYM on O'Brien Highway. We integrated our arts program on the Green Line so we have art at each station. We have different artists at each station that will bring and integrate artwork within the -- it won't be like a statue standalone art, it will be

integrated with the architecture of the station. And big news is when I started on this project, the path went to Washington Street. Now the path, the community path goes from Lowell out to -- back to Lechmere. So that was a big milestone also on this project.

And the other milestone was that it was the design and construction of the path is within our full funding grant agreement. Where Somerville was going to pay the construction, we were gonna pay the design, now it's, we're doing a design and construction through our full funding grant.

So this is the site, Lechmere Station site. Right now we actually come this way and this is where the old station is.

Again, here's the old viaduct, it comes across. This is where our new station area

is.

Here's our site plan. Water Street. This is East First Street extension and Avalon's over here, HYM's over here, and 22 Water is over here.

We have a bus turnaround loop so we're relocating -- so the busses will come in, turn around, and come out. And then eventually one bus route comes out and either goes this way or turns.

We have our north head house. The north entrance, south entrance. And this is the head house I was talking about that we moved where it gives us our four car platform. It was located here, and eventually what the T's vision is that to have four cars running on the Green Line from Tufts down to Riverside. And so they have plans where they're going to try to do four

car -- there's a lot of things that have to happen in the inner subway system when it comes to power and platforms and that, but we have actually, I have actually thought about, you know, it's -- to move a platform, to add on a platform, it's not a lot of money, but to move a head house, you might as well move it now, take advantage of the operation aspect of it.

What we also did is we made this entrance and exit only. Our entrance and exit, it's a full use head house where originally it was exit only -- well, originally it was an emergency exit only and then it became an exit only, and now it's a full second head house.

This here location is the bike facility where we will house about 200 plus -- 250 bikes.

And another thing that we have done was we have parking that exists over in this area, and we have built -- we are going to build lot A. We have worked with the developer HYM on and for the location of lot A, and this will house approximately 240 cars and that exists today and for, again, MBTA purpose, it's the revenue that we need that we cannot lose in this area, so we've relocated it to this point. And we also have it where the busses will come in, come around, pick up, come out, so it keeps -- people will have bus routes where we'll be picking people up and then we won't have people coming through -- so even when this station here is still operating, we'll pick up people here and pick up people here so they're not walking through our construction site while we're building --

AHMED NUR: Where is East Street?

MARY AINSLEY: East First is right here. North First is right here.

MIKE McBRIDGE: East is one over.

AHMED NUR: East is one over to the left.

Okay, thank you.

MARY AINSLEY: This is our Lechmere Station. This is the north head house. The major, the main head house, and this is the second head house. This head house has stairs and an elevator where this head house will have an escalator, stairs, and two elevators. And then the platform is on top.

This is the view from the south. Main head house, and then a bus way. I'm sorry, the platform.

The view from first -- North First Street off of O'Brien. This is the glass

factory. So you come in and you can have a drop off here, and we have our ride drop off is integrated with the bus way.

This is our entrance, one of our entrances. So this is North First Street right here and the entrance is right there.

This is from looking from our bus way. So we'll have four berths on our bus way. And this is a lobby area for our bus drivers and for our inspectors. So they'll have a little area 'cause I don't know if people know this, but there are people that work double -- they work shifts, so they'll start in the morning and then they'll have a lull for like two, three hours, and then they'll go back and work the rest of their shift. So that we provide them an area. And we did have an area in the old station and we're gonna have an area for them to be located out

in the bus area.

This is where you enter into our station. And then on the other side we'll have a ticket area and where you can buy your bus pass and that. So fares and -- and over here underneath is where you can sit, wait for the bus, and this is glass factory up here.

And then over here is -- will be further -- future development.

This is where you enter our station from the bus way. And as you enter, you go through the gates, up the escalator or the stairs or you walk around and the elevators are over on this side.

Our fare gates are mainly for -- what we have done on this project is to have them for all for one, one for all, so they're the wider fare gates. So if you have luggage and

that, you can use pretty much any fare gate that you want to go into.

We also have over on this side it will be a police questions and answers, see it, go see them, they'll help you out. It will not have a jail or anything, but it will be a place where you can put your complaints in and tell us how we're doing, how good we're doing and -- or how bad we're doing. Or if you have an incident, you can go report it to the police area right in this area.

We have bathrooms located on this. They're used for the public. You have to ask for a key, but they will be for public use also.

AHMED NUR: Is that before or after you pay?

MARY AINSLEY: After you pay.

AHMED NUR: After you pay?

MARY AINSLEY: Yes. We have more control that way. So....

And this is the head house south -- this is our -- oh, sorry.

This is the secondary head house. Well, what I call a secondary head house. This has a stair and one elevator.

Again, you go through the fare gates, up the stairs or up the elevator, and that will bring you right up to the platform.

This is a view from the platform.

And this is a view from the bus way. Yeah, from the busload.

This is a view of the bike facility. What we do at the T, we've been building these bike facilities, you can take in or click in, click out, it's secure, it's lighted, it has a call box, it has CCTV. So your bike is secure in this area and you --

it costs nothing to use, you just need a Charlie Card.

This is a view from the north.

This is a view from the south, from North First Street.

And then because the Green Line that exists today is the oldest viaduct and it's the last piece of our Green Line viaduct, so we have integrated pieces of our viaduct in its original location. So when you -- you'll be able to see where the old was and where the new is by this integration. And what we actually have done was we have -- this vents, we'll have them refinished and then whatever, and then put back in its original, and then we'll have medallions showing you the path of how the viaduct was.

This is a community path. I will show you, we have touched down here, right

outside, right near 22 Water Street. You can go up, it follows the path, goes along our viaduct, it goes out to Washington Street station. And what we have done, one creative way of getting into our full funding grant agreement, getting paid by the feds, we integrated it as part of our emergency egress. Because we need an emergency egress on the viaduct because the distance between Lechmere and Washington was greater than what is required by NFPA. So what we have done, and it's also greater going to Union, so we have used -- we figured out a way where we can actually use the community path as our public way. So once you're on a public way, you can either -- wherever the incident is, you could come back to Washington or go back -- or go over to Washington Street station to get off -- out of the area that's

in question.

HUGH RUSSELL: What are the curved ramps in the foreground?

MARY AINSLEY: Pardon me?

HUGH RUSSELL: What are the curved ramps in the foreground?

MARY AINSLEY: Good question.

This is a viaduct that actually -- I've got to figure this out. Okay.

This, you're coming from Lechmere and this takes you over to Washington Street. This is our existing commuter rail tracks. So we had to go over them. So this goes out to Washington. This one goes over to Union. This one comes back from Union. This is your path. And this is a -- it's the viaduct that takes you over to the maintenance facility for maintenance.

This is just a look from the start of

the path at Lechmere Station in Cambridge.
So you go up and then you follow.

Here's a path where it curves over --
we end up, we end up starting on one side of
the viaduct and we end up on the other side
of the viaduct. So we have to cross over the
tracks and -- with our path and that's how it
shows you taking this curve.

STEVE COHEN: Is that for bikes and
pedestrians?

MARY AINSLEY: Yes.

STEVE COHEN: What's the total
width?

MARY AINSLEY: It's from 12 to 18
feet.

AHMED NUR: On the previous view, 22
Water Street, you have another one before --
I'm sorry, the one before that. Yeah, so
over straight across where those little

houses are on the left-hand side over that wide roof.

No, further up to the left. Left.

Yeah, up there.

MARY AINSLEY: This one?

AHMED NUR: Yeah, up there. Yeah, are you buying that lot? It's a car lot, right, on Gore Street. A little further up. Up high. Yes, right there. It looks like houses.

MARY AINSLEY: No.

AHMED NUR: What?

MARY AINSLEY: No, we're not buying any.

AHMED NUR: Yes, there's a lot in that corner. Car sales. Okay.

MARY AINSLEY: No. Nope.

What we have tried to do is we're building within our right of way and we're

taking -- when I started in two-thousand -- I've been on this job for about five years now. When I started, MassDOT was the project, was in charge, MassDOT planning was in charge, and the charge was to stay within the existing right of way and take minimal amount of land that is required. So we have eight takings on this project, but we really have just taken slivers here and there, but mainly it's -- we just have, you know, I don't want to sound like just eight, but eight takings for a maintenance facility and for Ball Square Station.

And this is just another view of it on an tangent, the community path.

And we have little bump outs once in a while for people just wanted to sit and catch their breath. And.... Here's another view.

AHMED NUR: I have a question about

that, may I?

CATHERINE PRESTON CONNOLLY: Sure,
go.

AHMED NUR: Thank you.

The guardrails there seem to be glass
and 30 inches high. What's on the other side
of that guardrail? Is it a walkway or --

MARY AINSLEY: This?

AHMED NUR: Yes, right above.

MARY AINSLEY: That's where the
tracks are.

AHMED NUR: It is the tracks?

MARY AINSLEY: Yes.

AHMED NUR: It's not a walkway?

That's why I was going to say you have
high areas to protect it but you don't have
it here. So that makes sense. If you cross
over this, there's no third rail --

MARY AINSLEY: It's on (inaudible).

MIKE McBRIDE: And that's a wooden screen.

AHMED NUR: Yes, that's a wooden screen there?

MARY AINSLEY: Yeah, it's a wind screen because we're in -- we're up high.

AHMED NUR: Yes.

MARY AINSLEY: So we thought that a wind screen would, you know, for protection.

AHMED NUR: Yes, sure. You just can't tell from this angle. Okay.

MARY AINSLEY: Yep, yes.

CATHERINE PRESTON CONNOLLY: Okay.
Other questions or comments from the Board?

Yes, Hugh.

HUGH RUSSELL: I guess we should tell the T that we think this is a great thing you're doing. That we --

MARY AINSLEY: Thank you.

HUGH RUSSELL: You may not hear that from everybody.

MARY AINSLEY: You're right.

HUGH RUSSELL: But this is a tremendous transportation improvement and it seems like what you're -- the way you're approaching it, you know, Lechmere is really consistent with the planning for Lechmere and the community path to Somerville is a really important thing.

So, thank you.

MARY AINSLEY: Thank you.

STEVEN COHEN: I have one question. When you say that the project will be completed December 2017, what do you mean by project? Are we just talking about the Lechmere Station or -- we're not talking about the entire GLX I presume?

MARY AINSLEY: Right. I should

expand on that, but I'm here to talk about Lechmere. We have two revenue operation dates. We have phase -- we had -- we brought -- we broke this Green Line under phases.

So Phase I is being built by -- oh, my God, I just forgot the name. Barletta Heavy Division. They're doing a bridge in Medford, they're doing a bridge in Somerville, and they are -- they demoed a -- one of our buildings near Lechmere, the future Lechmere Station which was our tire -- our tire build -- our tire facility and so that we have Phase I.

And Phase II is Lechmere to Washington Street and Lechmere to Union. And our projection is to have it completed by 2017, the end of 2017.

Phase III is our maintenance facility

which is located where the Walker Facility was, is still today, and we plan on having that one completed by 2018, right?

MIKE McBRIDGE: Middle of '19.

MARY AINSLEY: Middle of '19.

And then Phase IV is from Washington out to Tufts University, and that is -- our goal is 2020, June mid, end of 2020, but our full funding grant agreement schedule has it to be June of 2021. People laugh at me when I say this, this is not my first job, it is my last job at the T. And my goal is once I complete this project, I go home and I'm all done. So my goal is to beat the 2021, because the sooner I can get home, I will be a lot happier.

AHMED NUR: Do you plan on taking the T home?

MARY AINSLEY: So, people laugh at

me when I say this, but this is my last job. And I have personal investment. I am -- want to get this one done under budget and under schedule because I can then go home and go on to my next phase in life.

So to answer your question, the complete completion of this job is now the between June and December of 2020.

STEVEN COHEN: Thank you.

Anybody who has ever said the MBTA is faceless, you're destroying that stereotype. Appreciate it.

MARY AINSLEY: I enjoy my job.

AHMED NUR: Let's see, I had a couple -- when was the bike room -- that's such a great idea, I like that a lot.

MARY AINSLEY: The what?

AHMED NUR: The bike storage room. You had a different name for it.

MARY AINSLEY: We call them pedal and park facilities.

AHMED NUR: Pedal and park.

MARY AINSLEY: Yes.

AHMED NUR: Do you have any amenities for other than the folks to put the bikes in, maybe a tire fix or any other amenities in case someone's bike is stored there and they're flat?

MARY AINSLEY: No.

AHMED NUR: No? Okay.

And then the next question I had -- okay, I think I'll just pass. I can't remember.

CATHERINE PRESTON CONNOLLY: Okay. Louis, anything? No, you're good?

Steve, you're all set?

AHMED NUR: Actually, I remembered.

CATHERINE PRESTON CONNOLLY: Okay.

AHMED NUR: Thanks.

You were saying that you probably would have, I don't know, seven to eight thousand riders more than you have right now on the Green Line based on this new construction. Are we doing any repairs outside of the new line? In other words, the existing line, the oldest in the U.S. subway --

MARY AINSLEY: Oh, no, we are -- we are just doing the extension. I can just say that -- I have tunnel vision. I only look at the Green Line extension. I know people inside the MBTA is looking, you know, beyond because there are power issues inside the main system, you know, the subway system, and so they know what the issues are. So -- but we just -- we're just concentrating on the extension.

AHMED NUR: Okay.

And considering the extension, are the cars, new cars or just extension of existing cars?

MARY AINSLEY: We are actually purchasing 24 new vehicles and they will be here for the Phase IV opening or sooner. I can't -- we're not promising anything for 2017 opening because we don't really need new cars. And what we're actually doing is we're going and we're fixing up just enough old cars to keep us moving while we're procuring the new cars which are 24 new vehicles. Low floor.

One thing that we have done on these, on these stations, just for your information, the platforms are higher than what we -- because of the low floor -- because of our other vehicles, they have to be a different elevation. So once the No. 7s, we call them

the No. 7s, are the ones with the stairs and the No. 8s are the ones with the bi-fold doors, and/or the No. 8 or the No. 9 have the pocket like the Red Line cars. So once we have all the vehicles with the pockets, we're ending up going back and we can actually lower the floor -- no, increase -- higher the floor or, you know, and then it will be level boarding for all.

So, and our stations are being designed, the stairs -- so when you make the platforms where they have to be, you don't have to do any rework at the stairs or the elevators, so kind of taking a -- you know. And then the other thing that we're doing at other stations, this will be a four-car station. All our other stations are being designed for four-car platforms where we're only building for three-car platforms, but in

the future if they ever do four-car, the infrastructure, the tracks are where they should be and they could just come by and do the kit apart.

Another thing we're trying to do -- well, what we're doing on the Green Line is we're making our stations very universal. So when you go into a station, you go one way, you go -- it's the same type of pathway to our platform. So you really, you know, try to make them universal. They all look different because each neighborhood is different, but -- and they're all integrated and they all have bike parking. There's no -- this is the only station that has car parking. All the other stations have no parking except for bikes. Might have one or two parking spaces for our maintenance people and that, but mainly there's no commuter

parkers allowed at any of the other stations. So there's a lot of cool things going on with the....

STEVEN COHEN: Will the stations have the data monitor that the Red Lines have telling you when the next train --

MARY AINSLEY: Yes.

STEVEN COHEN: -- will be arriving?

MARY AINSLEY: Yep.

AHMED NUR: Speaking of that, did you have -- did you have any input from the public as to what -- what sort of -- as we move on towards the future, I mean things are changing. I used to ride the Green Line to Brigham Circle in the 80s and then it was no cellphones. Everyone just stare at each other or not stare at each other, there were no phones. Right? And today you go in there and everyone's got either, you know, either

one of their ear hole is occupied with a listening device and iPhone in their hands. And so as we mold towards the future, did you ask the public their input as of whether, you know, you would have that equation, monitors for emergency you go that way? Something into the future, maybe chargers or anything of that sort? Or you guys just went ahead and --

MARY AINSLEY: No, we don't have a -- we're here to move people.

AHMED NUR: That's what you're doing.

MARY AINSLEY: That's what we're doing. We're moving people.

STEVEN COHEN: You've moved us.

CATHERINE PRESTON CONNOLLY: I'll just, you know, second what Hugh said. I think the comments of the Board are a lot of

tinkering around the edges or asking questions about the operations because in general I think we're very supportive of what the MBTA is doing and certainly reflects all the work that we've been doing here for years, what we'd like this area to look like. So we really appreciate you coming in and give us an update. But it is very encouraging to see this moving forward, and I know we were all very glad to hear that the full funding grant agreement had been signed and that the money really is there.

MARY AINSLEY: And now I really have to go to work. Only kidding.

CATHERINE PRESTON CONNOLLY: I see Bill Deignan is here. Do you want to make any comments from a staff perspective on how things are moving along?

BILL DEIGNAN: Only that we're, you

know, we're still -- there's still a few elements of the design that we're waiting to hear back from the MBTA about in our comments, as well as a meeting planned in the near future to, along with some community people, to talk about how the -- a future grand junction path could connect up to this area which is kind of has to be a part of the whole Green Line extension design. So we're excited to hear how that might work. But in general --

MARY AINSLEY: It's not part of the -- the grand junction is not part of the Green Line extension project.

BILL DEIGNAN: Right. I realize that.

MARY AINSLEY okay. So we had the community path and -- I'm sorry, but I had to jump in. But the community path from

Lechmere to Lowell Street is part of this.

CATHERINE PRESTON CONNOLLY: Right.

MARY AINSLEY: And I can tell you originally none of it was part of this. So it's -- the community path has -- from -- you know, the Somerville -- we call it the Somerville community path, but it reaches out to all communities, but the grand junction -- we're meeting on Tuesday, the 27th at one o'clock, anyone's invited, to talk about how we're not precluding a grand junction connection. So that's all I just wanted to say. Building a grand junction connection is not part of the Green Line extension.

CATHERINE PRESTON CONNOLLY: Right.

And I took at least from what you were saying, that making sure that the design accommodates any future grand junction was kind of what the city was looking for; is

that correct?

BILL DEIGNAN: Correct.

CATHERINE PRESTON CONNOLLY: Okay.

Did you have anything else you wanted to add, Bill?

BILL DEIGNAN: No, other than we also feel like it's a really exciting development. It's, you know, taken a lot of coordination with the MBTA and MassDOT and the other parties that are working in the area and we're excited to see it happen.

MARY AINSLEY: It's been very cooperative. I've been on projects that no one likes you and it's not fun. This project, it's just been amazing to me how the community of all the communities, you know, Cambridge, Somerville, and Medford have just -- can't go out of their way to help us get this project built. I mean, we can't

build it fast enough. But it's just been amazing how the developers have come up, have -- the developers, the cities, the communities, the -- it's just -- it's wonderful. And I wish all projects would go this way. And I don't know why they don't, but this is something that will benefit a lot of people.

STUART DASH: And I just want to add, Catherine. They've made an effort to involve the city's staff from years back.

CATHERINE PRESTON CONNOLLY: I well remember. I sat on some of those early committee meetings back when I worked for the city.

Hugh.

HUGH RUSSELL: One of our later pieces of business tonight is a completion of the Avalon project and it -- it's two

buildings which will have as its border the new viaduct. And there's a big question about how we can make the area over the viaduct as useful as possible, sort of by your head house? You've just got tracks overhead.

Are you, what's your responsibility for under the viaduct now and are you open to working cooperatively with HYM to see if we can develop a better, you know, a more interesting plan to figure out how that area might be used?

MARY AINSLEY: My main objective under the viaduct when it comes to Avalon, because our head house, our patrons flow that way, it's for, to me, and, you know, I might be selfish when I say this, I want a pathway that's safe for the people that are coming off, off of the subway system. We have been

working together with Avalon. We have been working together with HYM. You know, HYM talks about a public farmer's market. You know, we have area for that. We have, you know, we're looking at, you know, spigots and outlets. And so we are working with the developer, you know, when it comes to what it looks like. Our main goal is to get trains running.

HUGH RUSSELL: Right.

MARY AINSLEY: Our main goal is to get a station and a platform and to keep our people safe. Our client -- our riders safe.

STEVEN COHEN: Mary, just so perhaps a more specific follow up, the renderings are showing all kinds of site furniture; planters, trees, benches, and so forth in the sidewalk itself. Is that part of your scope?

MARY AINSLEY: Yes.

MIKE McBRIDE: If you go back to --

CATHERINE PRESTON CONNOLLY: Can you stand and say your name for the recorder, please?

MIKE McBRIDGE: My name is Mike McBride.

And if we just go back to -- this is I think some of the area that you're talking about. This is the area by the secondary -- the secondary head house is in the back and the bike cage is in this area, and the farmer's market area is rendered here on the left. This area has been coordinated between the Green Line project and HYM extensively. The Green Line project will take the scope of putting in the plantings and doing the sidewalk treatments, etcetera. Under a maintenance agreement HYM will maintain them long term.

From the secondary head house, this is the bike area. And then just go back to a slide that shows the limits a little better.

So here is, here is the area with HYM and then Avalon is here. Right now the Green Line scope of work, and that's -- this is that same head house here. Here is Avalon's -- our Green Line work basically stops the treatment on the sidewalk in the area just outside the head house. And then the area underneath the viaduct at this point in time, the Green Line scope is basically pave it in asphalt, but I know that as we've been working with the Avalon folks, they're looking at ways to one, continue and add back the path that was there and to look at ways of activating that space.

CATHERINE PRESTON CONNOLLY: Right.

MIKE McBRIDE: And we had meetings

going in that space. But right now the Green Line scope is to just finish the infrastructure so that it can be activated at a later date as part of the Avalon work.

STEVE COHEN: So where --

CATHERINE PRESTON CONNOLLY: Hugh's going to follow up on that.

STEVE COHEN: Oh, sorry.

HUGH RUSSELL: Who owns the land surface?

MIKE McBRIDE: The actual land surface is owned by Avalon.

HUGH RUSSELL: Okay.

MIKE McBRIDE: And the MBTA has an aerial easement and a touch down easement for the columns.

HUGH RUSSELL: Right. So that treatment makes -- reflects that ownership.

CATHERINE PRESTON CONNOLLY: Steve,

did you want to follow up as well?

STEVEN COHEN: Well, just to confirm what I think I'm understanding, at least in the renderings that we're looking at today to the extent that we do see site development down there, whether it be the MBTA or HYM, you know, those renderings reflect actual plans and agreements.

MIKE McBRIDE: That's correct. Yes. Yeah. And we've done our best. And we know HYM, and Doug is here, has been working on O'Brien Highway, and the ideas of how to treat O'Brien Highway and the area along the curb of O'Brien Highway back in this direction will all be done by HYM. This is the area around the station that the Green Line will be doing the landscaping for, but then as we said, maintained by HYM going forward. And then HYM has all the rest of

the streetscape along the corridor.

STEVEN COHEN: Thank you.

MIKE McBRIDE: Thank you.

CATHERINE PRESTON CONNOLLY:

Anything further?

AHMED NUR: This could be probably for -- it was something that HYM had talked about, some sort of farmer's market in that corner? Brian, so -- yes, okay.

DOUG MANNS: I'll come over.

AHMED NUR: I know we're talking about the Green Line. We know that we're talking about the Green Line and I'm pretty sure I that could be more patient.

DOUG MANNS: We're very interested. So, Doug Manns from the HYM Investment Group.

And so consistent with -- and it doesn't show on this plan, but consistent for a long time we've always talked about it, a

plaza area on parcel B, part of the public market, which is a strong desire by the East Cambridge Planning Team. And we talked about having an area here as well, too, for, you know, for public market, too. And recently the MBTA has actually been working very closely with us that where Mary had mentioned that we are talking about hose bibs as well as power in this location as well. And also we've been working integrative that there actually will be irrigation for this landscape which is very, very rare for any MBTA station. You know --

MARY AINSLEY: No, we don't maintain. I'm telling you. We like grey.

HUGH RUSSELL: That's a compliment.

DOUG MANNS: So the MBTA is doing the first improvement and then it will turn into a licensed agreement to maintain it

because essentially this is very much a front door for all of North Point, and so, yeah. So, again, there's been no changes that there would still be a large plaza area on parcel B. There will be one here. And the goal is hopefully both of them get activated and utilized, you know, actively over time. And the good news is that the one next to the MBTA station will be here by December 2017. Whereas, parcel B is longer because remember the existing station has to get torn down before something can get rebuilt. So that one is going to be later.

CATHERINE PRESTON CONNOLLY: Okay.

AHMED NUR: Thank you. We appreciate all you're doing.

HUGH RUSSELL: I have another question.

CATHERINE PRESTON CONNOLLY: Don't

go far.

HUGH RUSSELL: This is -- I have a question for Mary.

CATHERINE PRESTON CONNOLLY: Okay.

HUGH RUSSELL: The glass factory has a parking lot that's to the right of the building I think. Are you not touching that; is that correct?

MIKE McBRIDE: This lot here?

HUGH RUSSELL: Right.

MIKE McBRIDE: We don't touch it.

MARY AINSLEY: We don't touch it.

We stay within our little area.

MIKE McBRIDE: On the edge.

MARY AINSLEY: We're right there.

HUGH RUSSELL: As the person who actually designed that parking lot, I've been dreaming for 15 years that somehow it would manage to get put to better public purpose.

It's also the access to the garage on the top upper garage at glass factory.

MIKE McBRIDE: Right.

HUGH RUSSELL: But I guess my comments were actually addressed to HYM who could actually -- you might want to think about that, just as a -- you could improve your entrance there if you could make a deal with the glass factory to eventually put the parking places someplace else. And as I say, 15, 20 years ago I guess it was now when that building was done, there were some compromises because we didn't know what was going to happen. So just putting that bug in your ear.

CATHERINE PRESTON CONNOLLY: Okay?

AHMED NUR: Okay. Thank you.

CATHERINE PRESTON CONNOLLY: Thank you very much for coming.

MARY AINSLEY: Thank you for having us.

CATHERINE PRESTON CONNOLLY: All right, we've got five minutes before we can start our next item of business which I think is perfect time for our next presenters to set up. So we'll recess for five minutes.

(A short recess was taken.)

CATHERINE PRESTON CONNOLLY: Before we start, a couple of items to note.

First, Tom Sieniewicz who is not here this evening wanted it noted for the record he is not recusing himself, he merely had to travel for work today and he's not able to be present.

As you will noted, we only have five board members present, therefore, we need your permission to go forward with the public hearing in light of the fact that you would

need all five of us to vote in favor.

RICHARD McKINNON: You have our permission.

CATHERINE PRESTON CONNOLLY: With that you can begin your presentation.

STEVE GORNING: All right. Thank you, good evening, and thanks for having us again tonight. For the new board members my name is Steve Gorning, G-o-r-n-i-n-g, development manager with Avalon Bay Communities. I also have with me tonight our design team. We've got Copley Wolff, Cube 3 Studio, and Kyu Sung Woo architects. We're here tonight to present our final development plan for our Major Amendment for our Phase II portion of the North Point project. You know, since the passed summer we've been in front of the Planning Board several times presenting our design, refining our design.

We've also had several meetings with Community Development staff as well as the East Cambridge Planning Team to present the overall building design, gather feedback and incorporate that feedback. I think it's been a truly collaborative process, and I think in the end we're ending up with a, you know, a beautiful building, a much enhanced building, and would integrate not only with the North Point community but the East Cambridge community as a whole.

With that said, our amendment request boils down to two primary things: A reduction in height from the currently approved plans of approximately 140 feet down to a maximum of 70 feet. The 140 feet was achieved through a Zoning Variance -- variance waiver in the PUD that Archstone achieved. So one of the things that the

height reduction does is it brings it in to the project into greater conformance with the original Zoning for the PUD. It also matches the relative height of the neighboring East Cambridge community and it enhances the skyline to see the higher towers especially down Cambridge Street as you can see on the model.

The second portion of it is a density reduction for the Phase II parcel from 341 homes down to a maximum of 300 homes. This kind of provides two things along with adjusting the building layout:

It allows us to break up the building into two separate buildings. So it kind of cuts down the scale on Glassworks Avenue. And the new site plan kind of frames the public space allowing some private space and some public space. In addition, the

reduction for the Phase II parcel, the reduction in the number of homes along with the conversion of the Maple Leaf building which added 103 homes to the original PUD, we actually have more total homes in the entire Special Permit because it includes the Phase I tower, the Maple Leaf building, and the Phase II parcel. So the original PUD was approved at 467 homes and we're now looking at around 800 or slightly above, you know, tentatively on final unit count on Phase II parcel. And the heights is, you know, relatively in the same range as the original PUD.

With that I'm going to hand it over to Kyu Sung Woo who will go over the specifics of our design.

KYU SUNG WOO: Good evening. Thank you. Kyu Sung Woo. My office is actually

two blocks away from here and we've been working the last three months.

The first slide shows that just as the -- this is what we had before we started and it was about 500 feet, and I think what we changed -- we presented the last time is we break down that scale into two parcels on the blocks, and each one became somewhere around 200 feet, which is tremendous from -- and that was main change we presented last time. The main concern is from North Point as new development is happening we would like to look at how we can make that connect with East Cambridge. And if you look at the site, this two site itself just about the size of this block here. This is 200 feet. This is 200 feet. And by creating similar scale at this point, actually we are transplanting the East Cambridge to here so the connection is

much stronger.

The first thing we want to look at is the -- from original eleven-story, eleven stories to -- we made, you know, only six stories. So the height issue is one thing we addressed.

Interesting enough here that this is eight stories, this is ten stories, this is twelve stories, thirteen stories, twenty stories. The only thing missing is eleven-story. And all of this different heights is not really coming together as one. And I think it was, when we looked at it, we looked at it in such a way that having uniform height is actually making this area more coherent in place. So this one -- actually, this one is actually helping not just bringing the same scale from East Cambridge over here, but it is also helping

North Point, in our opinion, to form this areas together.

And we have had two renderings. One is looking from Cambridge Street down towards the our site. This one shows eleven stories, and that one is six stories. And there's all different heights that I was talking is here and there is a huge wall that was there.

And as you changing to six stories, actually, we are continuing the skylines of East Cambridge over here and also we can sense the space here between this one and that. And that height building stands up, but this one forms the foreground and we feel like this is much better way of the development in the area.

One of the elements that we looked at is the buildings and streets; cities made of buildings and streets and open spaces. And

the street itself, Glasswork Avenue, is just about 45 feet of the width, and the tree is about 70 feet. That is very comfortable scale of the street that we have to work with. And the Leighton Street also is same as the size here. And the block itself, building is form the block just like any other East Cambridge blocks, and that's about 200 feet and 200 feet and this is about 200 feet.

This shows -- this rendering shows the view from the Glassworks. Each, it has six stories. It has the base which would be one kind of material and then divided by more is glass. And as upper level, which we're thinking about some sort of masonry material, because it's street side and it's broken by bay windows. This is what's loading. This side is north side of it. So north of the

bay windows can capture some of the light from the east and west. And on top we have orientation which gives the scale of the building of the much more smaller scale. And we do have entrances. We have the retail entrance at this corner and the actual is the stoop. I'll talk more about the stoop. But this is stoop in collective sense. It's not a single unit, but not a stoop on here. We also have another stoop at this point. And then we do have small public areas along it, but this shows generally the scale of the building and scale of the street.

The -- when you look at the stoop, unfortunately this doesn't show much, but let me try to explain it. East Cambridge has -- it's actually easy to think that East Cambridge is all triple deckers and texture. It has two different textures: One is this

side which is small houses and buildings. And as you get close to Lechmere, the size upscale becomes much bigger. Like this one shows Second Street. And our site -- my mind is more close to Second Street area than the much for the west which is more like small buildings. And for that matter, if you look at a street scale and entrances and stoop, similar logic applies in my mind in this instance.

Along Glasswork Avenue we do have first one is about 20 feet, and this one before we turn the corner, it's about 100 feet. We have one main entrance here and one entrance for the retail. And this side we have -- out of 150 feet, we have one main entrance. And so, and then this becomes a gap. So actually the main entrance and the collective stoop itself is every 150 feet, which one could say

that from that entrance to edge of the building is 75 feet. I have been living in Cambridge for about 40 years, but I never thought about stoop as much. And actually one day I went over the Howard Street and walked through it. And the other buildings, the side streets in different scale has individual stoops. But like Howard Street, some portion of it, they have apartment buildings and they do have a stoop which is much more grand than individual but I think it is collectible. And in my mind I think it fits better in this instance, those, the appropriate of 150 wide and then this larger stoop.

And then there's something else we also thought about which is that sidewalk is just about typically in Cambridge eight feet, nine feet that way and that is always tight. And

one way we thought we could make it easier is that from there we make some kind of indentation which could be paved extension of the sidewalk which kind of bench and that keeps the rhythm of the public space actually occupying some private spaces, but it does give that rhythm of private houses, the stoop to a sense. So in this instance we have one, two, three, four, including in terms of four, five out of 200 feet. So every 40 feet we have indentation, but out of that somehow a big stoop coming out of it.

Actually, I've been to this site quite a bit. And across the street there was an attempt, I think, for Cambridge we need to have it, but it's special what kind and what density. In this instance I think there's private entrances, but I think that's not being used as much because building one

addition doesn't support it. And in that case suppose I'm in the street knowing it's not used, almost like empty house. What we like to do is we like to make the street the sidewalk even more lively and provide the stoop or entrances much more grand way which is filling to this density, because for this density I think as we see here, that this area has one kind of street. But this street, even though it is traffic, is not through traffic, and -- but I think what is interesting is called Glassworks Avenue. It is an avenue that it, the scale of it and occupants is more like not side street but more like Howard Street or it can be that hierarchy of the street. So this is what we're proposing start can make -- actually, we can walk with, I think, actually the walk experience is quite good especially -- we can

walk but this is what we thought which is worth looking at it, because it does not only carry what has East Cambridge or Cambridge, but we would like to expand that the public spaces has areas that people can see it and the street can be much more lively.

This one shows, this is Leighton Street. This side is high rise and that's the six stories as we have, and base. And then top and a bay windows.

And this shows clearly that main entrance here and this entrance across from each other. What's more important to me, if you assume that there's only eleven stories, it's sky, sky. It looks like more like downtown Boston rather than East Cambridge. And in that sense I think this rendering shows that low rise six-story is providing more space and more air and better street.

And just to go a little farther, that the floor plan shows the passage is connecting from the park, the small pocket park all the way through, visually connecting to the one area here. And this is the block which has main entrance, this side across this entrance in this location. And then the -- we also have, we added additional entrance here exactly for the purpose of breaking that every 150 feet of the building, and we have another entrance for this building which is separate building and then the entrance for retail use in this location. Because we are searching for facilities here, has to be shared with them, we have all small entrances which can connect this way.

Buildings are -- and the ground floor, these are the public spaces which is fronting to the street. And upper level we have three

bedrooms, two bedrooms, and one bedrooms and studio reasonably mixed.

And a parking is simply put that we have one large parking. Access is from Glasswork Avenue at this location and then we have this portion is two floors. And then the remaining is one floor and we have about 20 parking spaces and bicycles.

Next.

I'd like to talk a little bit about open space because from the beginning I think in this site what is most important to look at is the area itself and the space underneath it. And it is part of a long, the several miles, long bike paths, several miles along the walking path whatsoever. And a lot of cities actually, they have, including Boston underneath the -- usually the transportation facilities or highways is kind

of forgotten land, it's usually useless. But in this instance it's part of a very important part of our land and I think the size is quite sizable to capture open space. And we should look at obviously as a part of this whole system of the entire land.

And I think what could possibly happen is that if we highlight, this could be low lying. It can -- because we can capture the advantage of the cover, being protected, and make it such a place, such a way that this side can only share part of it, and should share a part of it, but I think we're thinking about, for example, it's fitness related because that's perfect for the city of Cambridge where the bike and running, all of this is very important, and we can make -- this portion can contribute to the develop of whole bike path. We can work with it. We

consider that as great potential. And in that sense this small triangular provides great relief to the hard surface and so forth.

I also would like to mention as we see this slide, that I'm going to talk about private, semiprivate open space which can be shared by the residents and amenities for them. But I think that connection, that space to connection of this space is important. And that cut to me is going to be more powerful than actually cutting the building down. Because that says it's cut, it says it draws attention to it, connecting it. So we're trying to attempt to make a positive connection than just reducing the dimension. Because this is 35 feet and that's 24 feet, and this, for this 35-foot height viaduct, I think we are putting the

building back doesn't help. But trying to make some positive effort to show that is just a way of connecting, in my mind, it's going to work much better than the other way.

Next.

I think the site plan we have been working with, but I just continue here that this path is part of it and the fitness and activities is like part tree, whatever we figure it out and the historic elements and so forth. And that path is being developed as a part of this long one, seems to me, is a tremendous opportunity not just for this site. And then this connecting to that small park here and along Glasswork Avenue, we have those indentations I mentioned before and these are the entrances. These are the stoops, three major stoops. And we have this, the punctuation of small spaces with

bench.

And this one is a, the semiprivate open space which is used for the other amenities and used for residences. And that becomes like the porch.

And we looked at various possibilities, a place to rest, fitness, and the lighting and bike and chess. All those things can add to, and obviously, again, it doesn't have to be happening in all this space, but we can contribute to the formation of the large hole.

Next.

And then this, if you look at actually this, the semiprivate space, courtyard space, typically building city is formed with streets and block. And block is -- probably that is right size, but it's cut. But it's almost like inside the block equivalent. But

at the same time because there's people moving here, we like to have open to this way. At the moment we have the level change about four feet because parking is -- I know there are some privacy issues, and we went into work and edge can be more gentrified. It can be much softer. And the spaces there, one can feel it. And I think the landscape edges there which can connect it, but I think there's more room in my mind that can be worked out.

This shows the one we built in the Assembly Mall area. That's a private courtyard coming out here. So that same space.

And that's kind of rendering roughly showing that there will be some communal with a landscape area and then private courtyards. The pathways are coming out here. And that's

the porch area connected with wood. And this edge, I think, we are going to explore further that this level difference is four feet, but it can be much more gradual and it feels much more inviting. I think we had it in different ways, but I myself had a similar issue for housing for Harvard, and I think we have done level differences not as much as here, but I think we have achieved some of the sense of connection and transparency. So I think we are moving forward in this area.

And that's kind of brief presentation of what we have done. And also we have a model. And so I'd like to invite later so you can look at the model.

CATHERINE PRESTON CONNOLLY: Thank you very much. Do we want to take comments from the public first? Yes.

Is there a sign-up sheet?

HUGH RUSSELL: The only thing is that it's a hearing on both a design review for the building and for the approval of the changes of the master plan.

CATHERINE PRESTON CONNOLLY: Right.

HUGH RUSSELL: Those have not been put on the table by any presentation. And maybe somebody should just say what the, what action of the Board is being sought from the Board tonight.

CATHERINE PRESTON CONNOLLY: Rich, are you prepared to remind us what action we're taking tonight?

RICHARD McKINNON: Actually, I'm going to let Kevin do it. I am, but I still think I'll let Kevin do it where he's right behind me.

HUGH RUSSELL: Just so people who are talking to understand what's going on

tonight.

CATHERINE PRESTON CONNOLLY: It's helpful to have the coaching of a former Chair.

RICHARD MCKINNON: He drove all the way here from New Hampshire so we'll put him to use.

CATHERINE PRESTON CONNOLLY: There you go.

ATTORNEY KEVIN RENNA: Kevin Renna from Goulston and Storrs, attorney for the project. As Hugh said, formally this is the second stage in the process, it's an amendment to the PUD Special Permit, and an amendment to the Article 19 Project Review Special Permit. So we already had the Board approve the preliminary plan, and we're here now requesting approval of the, you know, the final planning stage for the final amendment

to those two Special Permits.

HUGH RUSSELL: Okay. And those amendments are the -- amount of parking, etcetera, etcetera.

ATTORNEY KEVIN RENNA: So, yeah, Steve did cover in his presentation but it's to lower the maximum height from a hundred and --

STEVE GORNING: So the two main pieces to the amendment are lowering the maximum height of the building from approximately 140 feet down to a maximum of 70 feet and then lowering the maximum number of dwelling units for the second phase from 341 to a maximum of 300.

ATTORNEY KEVIN RENNA: In otherwise all of the other amenities proposed originally with Phase II are being kept in place and the parking ratio, to Hugh's point,

is also staying at --

STEVE GORNING: 0.8.

ATTORNEY KEVIN RENNA: -- 0.8 per dwelling unit which is consistent with the existing approval.

CATHERINE PRESTON CONNOLLY: Okay.
Thank you for going over that again.

So --

STEVEN COHEN: Could I ask a question? Hugh stated that there's also a design review of the specific building?

ATTORNEY KEVIN RENNA: Well the two --

STEVEN COHEN: Did I misunderstand that somehow?

ATTORNEY KEVIN RENNA: The two special -- the two existing special permits, the PUD special permits --

STEVEN COHEN: Right.

ATTORNEY KEVIN RENNA: -- and, you know, any project of this scale requires a Special Permit under Article 19. So it's not necessarily design review. It's project review, all of the impacts, and because we're having the level of changes, we're asking for an amendment to that issued Special Permit which, you know, Jeff's -- the planning staff's memo runs through. So I don't know if Jeff can go through any of it, but, you know, what the requirements are for that. And, you know, no substantial adverse impact on traffic and remains consistent with the citywide, you know, urban design objectives. But, you know, the basic idea is we're amending the existing Article 19 approval and the impacts here are not, are less than on the initial approval.

STEVEN COHEN: Forgive me. This is

fundamental and I'm missing something. For the Article 19 review are we providing the Article 19 review for this or these two buildings now? Is this our final review for approval of these two buildings?

ATTORNEY KEVIN RENNA: Yes, application is to amend both the existing Special Permits, you know, speaking loosely the existing approval for Phase II which we need a PUD Special Permit and to amend the project review, you know, the Article 19 special permit to accommodate these changes.

CATHERINE PRESTON CONNOLLY: Right. And you would not be seeking planning to come back to the Board for design review of either -- for this project again.

ATTORNEY KEVIN RENNA: Well, I mean technically the Article 19 Amendment that hasn't been our proposal. Obviously there's

always your standard conditions include ongoing design review with the staff, usually the caveat in there for if there's a need to come back to the Board to present different changes, you know, that would be part of the process.

CATHERINE PRESTON CONNOLLY: But frequently in the PUD process, as opposed to the Article 19, if it was just an Article 19 Special Permit, a PUD process would ordinarily have a building come back to Planning Board for a review.

ATTORNEY KEVIN RENNA: Certainly. This project requires the Article 19 project review Special Permit independent from the --

CATHERINE PRESTON CONNOLLY: That's a different question.

HUGH RUSSELL: So I think the project had a review of the previous design.

CATHERINE PRESTON CONNOLLY: Yes.

HUGH RUSSELL: It was more or less at the same level that we're seeing now and so I think the proposal is to have us bring the approval of this project up to the same place that it used to be.

CATHERINE PRESTON CONNOLLY: Okay.

HUGH RUSSELL: There would be ongoing review by the staff of anything that was called out in the decision, and the Board feels that it wants to be involved, it has to be involved in that review process beyond this point, we can add that as a condition.

CATHERINE PRESTON CONNOLLY: All right.

HUGH RUSSELL: You know, as a matter of practice, we sent it to the staff to be reviewed and if in the staff's judgment something is significantly different than

what we saw, they'll bring it back --

CATHERINE PRESTON CONNOLLY: Right.

HUGH RUSSELL: -- on their own initiative.

CATHERINE PRESTON CONNOLLY: Okay.

STEVEN COHEN: Hugh, I guess the one confusion that I had is, you know, I understood the -- any of the changes in terms of how parking and overall square footage, as far as the actual building goes, I guess I thought that we were just reviewing the massing of the building and the change in massing of the building. But now it sounds like that this approval addresses, I mean materials, detailing -- it doesn't seem like we have actually been looking at these buildings with that, you know, fine a lens.

STEVE GORNING: If you don't mind, so I think, you know, for Article 19 there's

a pretty, I guess, specific or somewhat limited scope to what that amendment covers or what we're asking to get amended, and it has to do with design objectives, you know, scale, feel, that type of stuff, impact to traffic, things of those nature. But there's also going to be continued design review that focus on more granular details like you were alluding to, the materials used on the skin, you know, colors, that type of stuff. And that's, I think, you know, what Kevin was saying would normally be handed off to staff continuing design review. But as Mr. Russell here pointed out, could be a condition, you know, of the approval tonight that we come back and present, you know, to you guys some of the greater detail.

STEVEN COHEN: I guess that could be a matter for us to discuss when we --

RICHARD MCKINNON: Yeah.

STEVEN COHEN: -- finish the rest of the presentation of --

CATHERINE PRESTON CONNOLLY: Right.

STEVEN COHEN: -- public comment.

CATHERINE PRESTON CONNOLLY: Okay.

Thank you very much.

Do we have -- is there a sign-up sheet?

All right, so our sign-up sheet right now has only one name on it. So that's Heather Hoffman. And then if there are others in the audience who wish to speak in this matter, they can be recognized after Heather has spoken.

HEATHER HOFFMAN: Hi. My name is Heather Hoffman. I live at 213 Hurley Street and I will probably be able to see this if not from my house, from paths that I'm likely to be travelling frequently. In general I

want to thank the developer for making this smaller, especially for making it shorter. And I really want to thank the architect for pointing out the sky because the sky is something we're losing. And I also want to thank him for talking about people being on the street and people using the entrances, because all of those things create or I hope they create community. The thing we are losing with the buildings that we're building in Cambridge is community. We're losing a connection to the street. We're losing a connection to the ground. We're losing connection with other people. I hope that this will be a trend to change that. And I would say to the people on e-mail lists that I am on, who have decried this and said how dare they build less? And I would say I hope they're building way better. And we are not

going to fulfill all of the desire for people to live in Cambridge. It won't happen, because if we built that many units, we would create a place that we wouldn't want to live in. So I hope that this project will encourage more people to build things that, that make Cambridge a place that we do want to live in.

Thanks.

CATHERINE PRESTON CONNOLLY: Thanks, Heather.

Councillor Carlone.

DENNIS CARLONE: Well, Dennis Carlone, Nine Washington Avenue, apartment 6.

What a delight to talk about this project. I know I've come before you sometimes as a consultant, other times as a citizen to say I think we can do better. I can pay this project the highest compliment

by calling it urban design architecture. You know, Article 19 approval, it's important. I think we need to refine it, but it doesn't always equal a great building or a great project or knitting the city back together. This does all that, and I was looking forward to the presentation tonight but I'll go home a happy man. The scale, the texture, the street, and open space definition and richness, the silhouette, the active zones, and as Heather Hoffman said, the most important thing is six stories. I know the architect knows this and the developers as well, but six-story buildings are economic to build. But also people in six-story buildings relate to the ground. And above six stories, it's relating more to a view beyond. And there are studies on this. It's been proven. And in the end I judge

architecture by making its neighbors better, not just views, but making -- and this knits together not only North Point and the T station elevated line but knits the project I worked on across the road to East Cambridge with the scale that the architect talked about, and that's what I think is what we're all here about, is knitting the pieces together.

Yet to come are details. We always had a materials wall done. I have no doubt that will happen here. That was subject to design review that looked at the questionable or the areas of the building that seemed to need more resolution. We always did that. In fact, we used to always show pictures of that to the Board. We always gave an update and I appreciate the fact that the developer said, the development team said they would come

back if you so warranted. What a pleasure. I think the renderings conveyed a kind of material that is warm and inviting. It's not red brick that some people don't like. Obviously I like it across the way, but there's an articulation of materials. I can't say enough about it. Even the notion of the public space versus the private open space is all logical. The richness along the street that abuts the HYM side of the street is logical and has great opportunity for enrichment. So I congratulate late everybody in the room. Thank you.

RICHARD McKINNON: Thank you.

CATHERINE PRESTON CONNOLLY: Is there anyone else who wants to speak on this project?

(No Response.)

CATHERINE PRESTON CONNOLLY: A11

right.

Jeff, do you want to talk to us about the memo you gave us?

JEFF ROBERTS: Sure. I will just say that we -- I think a lot of the discussion at the beginning of the memo was covered at the beginning of the public hearing and so it's a question to the Board of whether the Board would make the findings to approve the amendments to the already granted Special Permits and then what conditions regarding any issues such as continuing design review would be placed.

Aside from that, I would like to invite Suzannah Bigolin to talk a little bit about some of the urban design comments.

CATHERINE PRESTON CONNOLLY: If you would, Suzannah?

SUZANNAH BIGOLIN: Thank you.

Well, we're, as everyone sort of mentioned tonight, we met with the development team on a number of occasions and continue to refine the original concept and the design. And I think it's quite clear that breaking the building in two has made a substantial difference in the urban form and how it relates to East Cambridge. And it's very evident in the renderings and some of the perspective views that were presented as well. It also enables a much better relationship with buildings S and T which are located behind. And it does create that sense of enclosure and definition with the open space. In previous proposals we just had one large open space that would have been somehow divided to accommodate private urban space or semiprivate. So this creates a much better backdrop and clarity and order in the

design. And I think the massing and the articulation have also been sort of improved with the bays and the notches along the roof line have hoped as well. And the building materials have been sort of a point of some discussion in our meetings, and we're happy to say that it's being refined with the brick and the precast stone base as well. And the renderings really do show the walk and the interest in those materials.

In the memo we did mention some of staff concerns in terms of the treatment of the courtyard and the interface with the viaduct and that pedestrian experience and the retaining wall as well, and how that can be softened and broken down and if there should be more activity at that point because that is sort of the public phase of the building. And then looking at the clarity of

pedestrian connections and the bicycle connections that will sort of flow through to the head house, there was some sort of concern about if we were connecting sort of where the direct route through to the Leighton Street side, so we wanted to look at refining that as well.

And then with the residential stoops along Glassworks Ave. that's, I think, being a part of refinement as well. And we're looking to sort of work more with the stoops and the idea of how they can have a more residential character perhaps with planting or seating integrated into the sort of stoops.

And then I don't think we received elevations of all sides of the building, so that would be another item that we want to look at in more detail, particularly along

the highway elevations.

CATHERINE PRESTON CONNOLLY: Thanks very much.

All right. Who wants to kick us off?

All right, Hugh.

HUGH RUSSELL: So I have -- my general comment is I think this is going to be very distinguished addition to this part of the city. The architectural quality is at the top of the scale. I am clearly convinced by all of the things that was convincing Suzannah and Councillor Carlone that these are all -- I think it's very interesting to me is that it all seems very simple. And if you think about, let's say, the building on New Street which is, you know, there are a million things going on and ins and outs and ups and downs and this material and this color and that color, and here's a building

who's in the length is similar, although it's broken by the -- its height is actually taller, yet it seems much more serene, much more comfortable, much more in scale with the city. Isn't that interesting that the scale, the way in which the scaling, the elements makes the building seem to fit better?

Another comment I would have is the comment about the stoops, and I think we should accept the proposal even though it's different than what we've been thinking about for 15 years and it causes me to really rethink it. First, the notion that big buildings are different than a bunch of little buildings next to each other and they, they need a more substantial entrance and like a common front porch. And you see that in some of the older buildings along Howard Street where there's -- you know, you'll see

people hanging out there on those front porches. And you don't know where they live in the building, but they have a -- every unit has a front porch because there's the common front porch. And it's not like there are 50 people there at once, but sometimes there are a few. And, but if you have individual front stoops, all of that is private. And so here the notion is to add some seating areas that have U-shaped benches where people might actually sit and talk to each other across the corner. And it seems to me that's a very intriguing idea, that it adds another dimension to the streetscape. It's a place where you can stop, get out of the movement, and just hang out or talk to somebody or, you know, adjust the pebble out of your shoe or deal with a two-year-old that won't go another step. I mean, the things of

life. And so it's going to actually potentially bring more life to the street because it will be these human things happening from time to time.

Now on the bike path, I think the main bike path actually goes down the NorthPoint Boulevard.

RICHARD McKINNON: That's right.

HUGH RUSSELL: And -- but there's a split at roughly, at the beginning of this site where if somebody who wants to go across the Museum of Science bridge to Boston can actually divert at this point. So there will probably be bicycles there, but it's not the main desire line we think. We don't always know. So it's important to have that work out, but -- and I think it's not exactly what's happening in that zone from the curb back to the green space. It needs more

thought. I think everybody understands that that's going to be a crucial point of the thinking and it's, it's set up to be successful. It just has to now go the extra steps.

And I was pleased to see that, you know, the T was -- when they were here an hour ago saying, yeah, we're, we're doing our part and we're working with the various -- the two major landowners, and well, this front of the Avalon property. Avalon owns the grounds. They're going to work on the ground plane. And so that means that there's a -- there's sort of, like, well, as long as they don't interrupt the trains overhead, everything's fine.

So I think, I think we should -- we can act on this tonight. I think we should act on it and let them keep going, keep moving.

To me it's also interesting a process where the proposal came to us six months ago -- was it in August?

RICHARD McKINNON: July, yeah.

HUGH RUSSELL: And we were just a little uncomfortable with it and we couldn't quite articulate why.

STEVEN COHEN: A lot.

HUGH RUSSELL: Yes.

And we were convinced that the problem was the roof line, but it turns out that that wasn't the problem, you know? So it's also interesting to see how that plays out. Those of you who criticize us for making -- giving approval, you should understand that sometimes there are major changes to major improvements, projects that we see.

RICHARD McKINNON: Yes.

CATHERINE PRESTON CONNOLLY: Okay.

Ahmed, go ahead.

AHMED NUR: I want to start by saying I'm really happy to see this project. I also thank the public that came to support, Heather Hoffman and Councillor Carlone, it's nice to see you show up and support and not only in opposition. And when I saw only one name on the list, I knew they done their work. So I congratulate the proponent for cooperating with the city and the neighborhood to bring it down on heights and the splittingness (sic). And having said that, I also appreciate Mr. Woo's work here. It's well received, especially what you did on the first floor to work with these concrete supports for the train structures and recessing the bottom of that lobby area to mirror image and give that same warmth. That's really nice to see in our city.

It just so happens that I go to Home Depot in Somerville and I never, ever go to this other mall that was opened. For the first time I went there looking for something, and I'm not sure, and I was like oh, my God, Somerville's really built. It looks like another city. What is this? So I'm relieved that just tonight I'm learning from all the different parties involved in this small radius that definitely just by looking in these pictures it's finally coming, you know, it's finally coming together and I'm glad to hear that.

Having said that, I am ready to support in any form and shape and have the city work with the design.

The only question I have, and this is just a question, I'm not an architect, if you look at, I think it's the north elevation

closest to me on the building on this end, these windows seem somewhat a little bit small. Height's fine, but it looks a little narrow. And I'm not sure how you work those in terms of operating them. Are they two different panels?

STEVE GORNING: I think in general with the windows it's a design concept at this point. The units behind the windows still need to be worked out. If that's a bathroom or a living room or a dining room, it's going to turn into perhaps more of a grand window, but it's -- to give you an idea of the design concept that will work through the building, but there are definitely some tweaks that need to be done.

AHMED NUR: Right, that is just something that comes right at me. It looks like it's plain, simple, rectangular wall

with very small punched holes and I, that's the only concern I have in that area, but other than that I'm done with my comment.

Thank you.

CATHERINE PRESTON CONNOLLY: Steve.

STEVEN COHEN: First of all, I agree with all the complimentary comments that Hugh and Ahmed have made. So I have only two quick comments:

First of all, looking back at the dramatic changes, you made a lot of dramatic changes, a lot of improvements. But one I would certainly point to, which we raised last time around as well, it wasn't just the roof line, it was also what I frequently hear referred to as relentless lengths of a building. And I think breaking up this building into two masses makes an enormous improvement. And as much as I like the

renderings and what I'm saying of the elevation and the texture of the building, I think once again, if it had not been broken up into two masses, if this were just one building with those same lovely features, I think I would still be troubled. Fortunately that's not the case.

RICHARD McKINNON: I agree.

STEVEN COHEN: So my only other comment is going back to my original comments having to do with the design review, and particularly the face of the building facing the public way which is, you know, you truly -- the entrance. The front door to North Point. I'm not saying any detail elevations on that, and actually there's a distant perspective on it, and I'm not quite sure that what I'm looking at that I'm not quite sure that works as well as the more

articulated rendering that we see of the inward facing elevation.

So clearly you're still doing, you know, work on the design. Clearly you're still working for staff -- with staff. So I guess my only comment and suggestion to my colleagues on the Board is that as much as we respect our staff, we may want to come to a design review and architecture -- I would relish the opportunity to take another look with particular emphasis on I guess what I'm thinking of is the public face or the more public face, the face that faces the new station. And not just the buildings as we've learned, or at least as I've learned more clearly today, the whole public space, including space, you know, beneath the trains. It's all owned by the developer here, and the design is all within their

bailiwick. And so I think we'd really like to see some, you know, more detail, more, you know, worked out design of the site and the landscape and the hardscape and, you know, how it relates to the public and how it relates to the buildings and so forth. Based on what we've seen to date, I'm certainly optimistic, the direction that it's going and I'm looking forward to getting a good, hard look at that next stage of design. But I do hope and suggest and request that it come back to us when staff and the applicant feel that enough, you know, for progress and development has been made.

RICHARD McKINNON: Yes.

LOUIS BACCI, JR.: I guess I'd just like to kind of agree with my colleague here that I don't think we should give up the architectural review of this a little bit. I

think it's a great looking place. I think maybe warming up this -- these entrances and the view from the street, like to be able to see it. But in general, pretty good. I like your idea of the kind of funneling of the masses into these buildings and making everyone say hello every morning. I agree, but be nice to see a little more detail than what you have in mind.

RICHARD MCKINNON: Okay.

CATHERINE PRESTON CONNOLLY: So I think I may be the lone voice here on the collective stoops. I'm not a fan. I'm mostly not a fan, not because of any great design objective, but because if I read the drawings correctly, they're not accessible; is that correct?

KYU SUNG WOO: It is accessible. We have a ramp next to it.

CATHERINE PRESTON CONNOLLY: Next to it?

KYU SUNG WOO: Side ways.

STEVE GORNING: I'm not sure if it shows up in the rendering.

CATHERINE PRESTON CONNOLLY: So, help me out because that's my major objection is the idea that we have this great common space that --

STEVE GORNING: They would be accessible.

KYU SUNG WOO: We cannot build without accessible ramps so....

CATHERINE PRESTON CONNOLLY: I mean, I know you have to have accessible entrances. That's what I want to --

FROM THE AUDIENCE: There is a ramp shown.

KYU SUNG WOO: We do have it.

(All talking at once.)

HUGH RUSSELL: If you look at the site plan --

CATHERINE PRESTON CONNOLLY: Yes.

HUGH RUSSELL: -- Catherine, three pages in.

CATHERINE PRESTON CONNOLLY: Three pages in. Okay.

(Gorning explanation plans.)

CATHERINE PRESTON CONNOLLY: So can you speak clearly?

STEVE GORNING: Yeah. So we do have the one ramp on the smaller of the two buildings. We have an accessible ramp off Leighton Street. To the larger building, the determination we would need to make if one is necessary and/or desired on the Glassworks side of the larger building. We certainly have the room to add it in. It's just not

shown on these drawings just yet. These collective stoops are relatively a new concept.

CATHERINE PRESTON CONNOLLY: Okay.

STEVE GORNING: So, again, it's just the time to integrate and refine, but we would certainly include them.

HUGH RUSSELL: The MassDOT calls for all of them. But you can -- you can -- if there's like an exit stair that doesn't have to be accessible for the public entrance.

CATHERINE PRESTON CONNOLLY: Right. So to the extent that we're trying to create common spaces where people can congregate, I would say there needs to be a ramp there.

RICHARD McKINNON: Yes.

CATHERINE PRESTON CONNOLLY: And -- yes, I'm still -- I always disliked, you know, stairs for everybody else and ramps for

folks who need them to main entrances, they feel frankly like second, second rate solutions that I'm comfortable with on pre-existing buildings, but I don't love them on new buildings. I don't, I appreciate the roles stoops play here and the kind of historical architecture that they invoke, but it still feels to me like the main entrance is up the stairs. But if you need help, you can use this other longer less convenient entrance. I would ask that in the continuing design review think about -- is there a more elegant way to achieve both what you're trying to do with those entrances, which I support, but also not end up with something that feels like it's slapped on as a second thought. And like I said, you do that with existing buildings because you have to. I don't see any reason you have to do that with

a new building.

KYU SUNG WOO: I think one -- if I may -- I think it's a really excellent point that we're concerned that typically ramps turn around, and I think everybody's going up but you have to go a different direction and come back. So at least when you try to do here was a straight ramp. And also the starting point, the ramp is more about the corner or close to the corner of the street rather than, you know, out of nowhere. So we attempted that. And I'm sure there's better ways to doing it and I think we will try for that accessibility, yes.

CATHERINE PRESTON CONNOLLY: All right.

Other issues? I guess my sense of the concept for the under the viaduct space, it didn't seem to at this point at least

integrate with what we saw last hour from the MBTA. And I don't, I have mixed feelings on whether or not those materials need to be the same and the furnishings need to be the same. I could see arguments either way both demarcating your space and being -- integrating it and make all of it seem public. I would encourage you to have those conversations. And even if you need your space to be demarcated as your space, then at least it should flow smoothly into that new space.

And I would like to see, I agree with Steve's comment, that I'd like to see things back here especially because we don't at this point have good elevations for that really critical space between the buildings and the viaduct. We don't have any information on how that courtyard space is going to

transition into the public space other than the original plan of having a retaining wall, and I think my sense is that's a less than ideal solution. So I would support the plan to have you all, to approve this tonight but have you all back before the Board for design -- continuing design review with the Planning Board.

Any other last comments? Questions?

STEVEN COHEN: No.

AHMED NUR: We're good.

CATHERINE PRESTON CONNOLLY: We ready for a motion then?

STEVEN COHEN: What does that motion have to look like?

HUGH RUSSELL: I think our -- in some ways are the fact that this is a two-stage process means we can reiterate the findings from the first stage review.

CATHERINE PRESTON CONNOLLY: Okay.

HUGH RUSSELL: Because of the things we asked them to look at and change were very minor and they don't affect the findings.

CATHERINE PRESTON CONNOLLY: Right.

HUGH RUSSELL: I think we should try to make sure we're clear with the areas that Suzannah wants to have listed as things for ongoing review.

CATHERINE PRESTON CONNOLLY: Okay.

HUGH RUSSELL: And so it's, you just mentioned the quality of the transition between the private courtyard and the public area. The treatment of the area under the viaduct, I think more -- I think they need to have a full landscape development.

CATHERINE PRESTON CONNOLLY: Yes.

HUGH RUSSELL: And of course we identified wanting more information on

materials and the elevations, in particular the side that faces the viaduct.

Were there any others?

SUZANNAH BIGOLIN: I think just more detail with the stoops and the integration plans.

HUGH RUSSELL: Yes.

STEVEN COHEN: And of course materials.

CATHERINE PRESTON CONNOLLY: He got materials in there.

STEVEN COHEN: I missed it.

CATHERINE PRESTON CONNOLLY: So the idea, then, is the motion on the table of -- just to reiterate then, is to make the -- to approve both requested -- Major Amendments to the Special Permits, reiterating the findings made on a preliminary basis on the last hearing with conditions of continuing design

review that you just listed; is that correct?

HUGH RUSSELL: Right. And the summarized findings are the proposal conforms to general and public development controls in the Zoning Ordinance and conforms to the policy and guidelines for the area, and has benefits to the city that outweigh it in the adverse effects.

And that the proposal amendment based on the review by the Traffic and Parking Department will not have substantial adverse impact on traffic and that the proposed amendment remains consistent with the CSI objectives.

CATHERINE PRESTON CONNOLLY: So that's the motion.

STEVEN COHEN: Second.

CATHERINE PRESTON CONNOLLY: There we go.

Yes, Liza.

LIZA PADEN: I'd like to ask for an extension to get the decision written and filed with the City Clerk's office, and the applicant's agreed to a decision date of February 19th.

CATHERINE PRESTON CONNOLLY: Okay.

And is that a separate vote from these two or can we do them all as one?

LIZA PADEN: I think it can be done as one.

CATHERINE PRESTON CONNOLLY: Can we amend your motion to include that extension?

HUGH RUSSELL: Friendly amendment.

CATHERINE PRESTON CONNOLLY:
Friendly amendment.

STEVEN COHEN: Second.

CATHERINE PRESTON CONNOLLY: Second?

All right.

Any further discussion on the matter?

STEVEN COHEN: Only to comment that I wouldn't want to limit in any way the design review to be offered by staff and to, you know, shortly bring back to the Board any design issues even if not otherwise mentioned in this motion that will -- staff feels to be important and making this great project work as well as it can work.

CATHERINE PRESTON CONNOLLY: Okay.

On the motion, all those in favor?

(Raising hands.)

Okay. Unanimous vote. Thank you very much.

RICHARD MCKINNON: Thank you.

STEVE GORNING: Thank you.

CATHERINE PRESTON CONNOLLY: We do have another Special Permit or another public hearing scheduled, so if folks could -- who

are leaving, could leave as quickly and efficiently and as quietly as possible so we can get set up for the next one and move people along, that would be great.

Looks like we're ready to start. Anyone not staying for the second public hearing, move their discussions outside. That would be great. We about ready?

DOUG MANNS: Slide angle.

CATHERINE PRESTON CONNOLLY: Want to start us off?

DOUG MANNS: Yes, I can. Thank you for seeing us again tonight. My name is Doug Manns. I'm with the HYM Investment Group. I'm joined by Michael Barowsky of HYM as well as our attorney Anthony Galluccio. Ian McKinley and then Susan Sloan-Rossiter VHB who is our traffic engineer.

So thank you again. We have been

before you several times, but tonight we are before you for the continuation of our request for a Special Permit Amendment that deals with retail, retail parking, and parking ratios to the site which we've talked about several times. I put this up here only because I know we have a new member or we have a few new members of the Planning Board. And I won't take too much time on it. But North Point is a 45-acre mixed use campus. And, again, you got a little bit of a preview because we are right next to Avalon property as well as the new Green Line T station which is here. It's a little bit of an older aerial. 2020 is almost complete at this point. But we're a 45-acre mixed use campus originally approved in 2003, and we came back in 2012 and did a major update to the amendment and basically reset the table and

made some enhancements to the site back 5.2 million square feet. Approximately 3 million residential and 2 million of 2.1 million of commercial.

There are already three buildings built or under construction. So Sierra and Tango are two condominium buildings already constructed, about 329 units. This is a four-acre central park known as North Point Common, it's already constructed as well.

And 2020 is under construction and open up in June of this year. So a lot going on at the site.

Part of this, too, which is really important is one of the mitigation items is a new pedestrian bicycle connection up to the Gilmore Bridge. The Gilmore Bridge is 35 feet up in the air in this area. There's a new park-like connection that will go up to

the Gilmore Bridge, but it will allow direct access to the Orange Line station which is very important for this site. One of the few sites that has two T stations at the site. So we're really excited about this.

This is the approved 2012 master plan. So it was the update. Just some key things to talk about, again, as a real overview, is that really creating a new, a real urban or retail square around the Lechmere station was a major upgrade that we did back in 2012, and also we added about two additional acres of open space.

JOHN HAWKINSON: Is that focussed any better?

DOUG MANNS: Yep, I can -- I'll try not to move too much.

Just for background, yeah, it's just --

JOHN HAWKINSON: That's good enough.

Thank you. Sorry.

DOUG MANNS: Auto zoom.

Yellow is residential, blue is commercial, and the orange is kind of mixed use. This is representing kind of a hotel. Again, we talked a little bit about this is the community plaza, public plaza here, and there's another one that's under the T station here. But, again, this is just one of the plans that was back then.

This is 2020. 355 residential units, and we went through design review with this Board back in 2012. And, again, first units open up in June of this year. And then the remaining units open up in August of this year. There is 8,000 square feet of ground floor retail at the base. And this is kind of showing a quick site plan, but this is the building here. That's that 50 foot, 200-foot

long park connection up to the Gilmore Bridge. And this is a 17,000 square foot child street park that will open as well to the bridge and the park will be actually open up in June as well. So when the building opens those connections will be open. So a lot is going on.

So the retail Special Permit Amendment again is related to retail and parking changes. We'll have a little bit of a history review for all of us. I mean many of you all know this. So we started this back in June of 2014. We came before you with a pretty detailed presentation kind of going through what we were proposing. We also presented it to the East Cambridge Planning Team back in June of 2014. And after that that led us to a formal submission in June 25th of 2014.

We had our first hearing with this Planning Board on the entire Special Permit amendment.

In August this Board unanimously approved and found a preliminary determination at that time.

And then we had to take a little bit of hiatus because we had to go to the City Council, because the one thing that we were asking as part of the application was retail parking which was not allowed in the North Point Zoning District. So we went to the City Council, submitted a Zoning Petition to amend it, to allow 0.5 spaces per thousand square feet for retail parking subject to Planning Board approval obviously after that.

We went through the Ordinance Committee. They voted to approve that, recommended approval. We actually came back

to see you guys again, and just on that specific item about retail parking so you've heard from us again. Probably getting tired of us at this point.

And you guys also recommended to the City Council to approve that. And then the City Council did their first reading on October 27th and they ordained and approved it unanimously on November 10th.

So now that's why we're back before you, because now the retail parking component which was the missing component is now in place for the Zoning, so we can come back and ask you guys to consider the whole application and seek the second vote and final vote of this. That's the timeline.

So, again, I'm going to go through this again. I'm going to try to keep it short but just for background to remind us all. I

think that would be helpful.

This is the area that we considered the retail square or Lechmere Square. Lechmere Square is an end station, it's not a place. And the idea is to concentrate retail around this area. And, again, this master plan was already in this configuration was back in 2012, but we had a lot more plaza space in this area really opened the buildings up to create a sense of place, and, again, we treat the square from Cambridge Street all the way into our site. So it was meant to be a bridge. Now O'Brien Highway which will be back before you in a couple months just showing the updated design, is really about reconnecting North Point back to East Cambridge and really designing a boulevard on that.

So the original plan or Special Permit

allowed us to have 150,000 square feet of retail in total. And again out of 5.2 million square feet, that's a very small amount. There's a maximum size of 10,000 square feet. It did allow one store at 15,000 square feet, but everything else is limited to 10,000 square feet. And, you now, it kind of was a retail square crush. That was our last plan.

So the permit that you have before us was to allow the following additional changes:

It was to allow a one, 50,000 square foot grocery store. So again from our perspective having a grocery store was an anchor as part of this new neighborhood. We envisioned it on parcel B.

In addition to that, allowing an additional 100,000 square feet of kind of

ground floor retail. So that's where we go from the 150 plus the 50 to 100 total, gets the total of 300,000 square feet. In total we're asking for 150,000 but 50 of that is the grocery store.

This is not increasing the amount of commercial square footage. So it was 2.1 million. 2.185 million square feet total. It still is. It's simply a reallocation of from office and lab uses into retail. We're not increasing the total amount of commercial square footage, it's a matter of shifting, that's what we talked about last time.

And then obviously the key component was allowing parking as part of this up to 1,000 square feet.

This is just a quick rendering. This is the review of the retail square. Looking into the retail square looking north, and

this is a view actually looking back at the MBTA station here. So, again, a lot more open, more of an urban square type feel typical of other Cambridge type squares.

This was the specific Zoning map that was approved. And, again, I just want to point out clearly that, you know, no off street parking is provided. This was submitted to the Planning Board, retail except as provided by Planning Board and 1,000 square feet and that was the request that was approved.

Again, total is only 300,000 square feet. Still left with 50 percent total development rights on-site.

The 0.5 spaces per thousand square feet retail, we worked on this ratio with staff. This is the same limit at MIT Kendall Square Zoning adopted. It's also well below typical

parking for, you know, retail. Again, we're trying to limit the amount. But it's still very important that, you know, there are some. Because, again, from our perspective and these are some of the repeat for most of you, but every successful Cambridge square has some amount of retail to support it and that's important from our perspective.

Also for grocery stores, all of our competing grocery stores within almost walking distance of us have some form of parking for their patrons. It doesn't have been a lot, but it's important to attract for a grocery store.

So this is kind of a recap. One thing that is key is that the retail will be subject to a PTDM plan. We actually worked out with Stephanie Groll an amendment to the PTDM plan that covers retail parking

specifically, and that was actually submitted through staff. And so that is actually in place as well, too.

And the actual location of the retail parking is still subject to the Planning Board review process. So, again, we're just approving that retail parking will be here up to this amount. But as we come back for each of the parcels, whichever one ends up with the retail parking, which is likely parcel B, we would be back before you showing you specifically where it is and to go through that in detail.

As part of this because we were shifting uses, VHB did a traffic memo and reviewed it with Traffic and Parking in detail to show that as we shifted uses from office and lab to retail, that we weren't increasing the trips. Again, we're still

with the same amount of square footage, but we are shifting the uses around, you know, within the site as well, too. So we went through a detailed trip generation analysis which basically shows that as we reduce the office and lab and increase the retail with some other changes on the residential mode shares, overall we come up with less trips overall. So we still maintain which is still an important item, too. So we maintain the same amount of trip counts coming to and from the site which was a key item for the city at the beginning. This gives you a synopsis of it again. Our number was included. There's no increase of peak hour trips, no increase in daily trips. Again the PTDM for retail uses. But, again to be clear, too, there's no change in total square footage for North Point, specifically the allocations within

North Point.

So that was kind of part one which is retail of the Special Permit Amendment.

Part two is parking ratios, which is a little bit more dramatic.

So originally we started when this project was approved in 2003, it was permitted approved for approximately 5,000 parking spaces, which was a huge amount. It was based upon these ratios originally, one space per thousand for office, for lab. Residential was one space per unit. Hotel was there and, again, obviously retail parking was not allowed. There was some other parameters that were allowed, too, as well. But in general shared parking was not allowed between the parcels. So North Point was actually permitted for almost too much parking. So we were asked back in 2012

to go back and work with the city of Cambridge staff to come up with a new parking strategy to the overall site with the goal of trying to reduce parking which then in turn leads to most likely reduce traffic impacts for the overall site because there's less parking that you can actually drive to a site. This has been an ongoing process with the city of Cambridge staff for probably now close to 18 months to be honest. And Suzannah has been working on very detailed. So we think it's been a great process. The idea is to create North Point as a parking district, and specifically within that allowing buildings to share parking. And we can talk about that concept in a second. But the idea was that it was joint uses of a centralized managed parking supply, and really looking at, you know, the peaks of

different uses. So residential, the peak parking is at night. And obviously some people still drive to work at night. Where the office, it's the opposite, the office at night it's empty. So the idea was to offset it to further reduce our parking count.

Again, this is part of the memo that VHB submitted. We showed you how we can reduce further the parking by using shared parking, and it led to a parking reduction supply.

And so to kind of summarize, is that we agreed with the city of Cambridge to change our parking ratios first off to bring in today the lines of what today is, and these are based on Kendall Square for the most part. So 0.9 spaces per thousand for office. 0.8 spaces per thousand for lab. Residential is 0.75 spaces per unit average, but there's a key item. On average once the whole site

is built out, there will be 0.75 spaces per unit. But there's a minimum and maximum for each of these parcel that comes to you because it's pretty important that a residential buildings that are rental don't need much parking. They can go pretty low 0.5 spaces per unit. But when we looked at condominium buildings, you know, especially when the value of these buildings get pretty large, a lot of owners still want the right to have a spot with that condominium unit and that's why we created a range. And so the idea is we go through each building, you know, we would come to looking within that range, but overall by the end of the day, we need to end up with that 0.75 space per average for the residential. And flexibility is pretty important to us and it's part of the request that we have for you.

And the retail parking is 0.5 spaces per thousand square feet. And then, again, we have a series of retail parking PTDM measures that we've worked out with the city of Cambridge in detail. And so after going through all of this analysis and, again, for many of this it's a recap, but we went through this and we were able to show and demonstrate that we can actually reduce our on-site parking to 3800 spaces which is significant change. It's a thousand space reduction. The goal would be that if you guys approve this tonight, we still would be going back as each building goes forward. It's important how we're doing with that total amount. I think generally the city of Cambridge are comfortable with that amount will work well. It also allows for shared parking between all parcels and uses. And so

for this to work, the idea is that the commercial buildings might have slightly larger garages because that's where the residents can, you know, sometimes park at, you know, during -- at night when those garages are empty and allows a better flow between the uses, too, as well. And so we're still looking at accommodation above grade and below grade parking. But, again, we'll be giving parking updates during individual parcel design review.

We have this one comment here, too, some Planning Board members had last time talked about whether or not 3800 was the right number, whether it should be higher? That's really I guess the discretion of the Planning Board. I think the staff is comfortable with the 3800 spaces for the cap. We're comfortable with it. But, again, the

idea is that we're coming back here to this Board just to make sure that, you know, you as each parcel goes forward that we collectively made the right decision on the total number of spaces because things can still change in the future. But anyway, I think it's important.

And one thing that we may have talked about, but again to be very specific, part of this application also specifically asks for 2020.

2020 when we approved it during design review a years ago, we asked for one space per unit, because that's what was allowed at that point. In time 0.5 spaces was located in the building. The other 0.5 spaces was located on the temporary surface lot next to parcels L and M. By approving this, this will allow us -- this is a rental building --

this will allow us to eliminate the temporary surface parking lot and just work with the 0.5 spaces in the building, which is a key element as part of this.

That's it.

CATHERINE PRESTON CONNOLLY: Okay. Before we go further, I realized that we're in the same situation we were with the previous public hearing, where we have five board members present. And so I wanted to officially ask are you ready to go forward with public hearing?

DOUG MANNS: Yeah, thank you.

ATTORNEY ANTHONY GALLUCCIO: Yes, thank you.

CATHERINE PRESTON CONNOLLY: Sorry for not asking you that before your presentation. And also applies for Tom Sieniewicz. He's not recusing himself, he's

just travelling today.

DOUG MANNS: Okay.

CATHERINE PRESTON CONNOLLY: Any questions from the Board before we check and see on public comment?

No? Hugh?

HUGH RUSSELL: Yes.

The MBTA 300 car lot -- so the T explained to us a couple of hours ago that the location of that lot was going to be moving very soon to I think what you call parcel A. And the city would like to see the MBTA lot be reduced or go away because it seems kind of inconsistent with the concept of the district. And the T person was -- said she'd like, you know, having this facility. So I guess I'm trying to -- you've got an agreement with the T and the state about the land, presuming that it includes an

agreement about the parking. So tell me some more about this.

DOUG MANNS: Yeah, so we should go back in time. The first item is that the T currently has on their land 300 MBTA parking spaces that are currently in this location here. As part of our original MEPA approval when North Point was approved, we were required by MEPA and by the MBTA that in order for us to build out the previous plan or this plan, that we were required to replicate those 300 spaces on the site. And so it's a mitigation obligation by MEPA. The T should speak for itself, but I would say those 300 spaces have always been part of the station in this mind. It probably would continue to be part of the station in this area in their mind. Our goal has been to permanently put them at some point in the

future in parcel B, you know, which is kind of that garage area which is still in close proximity to the T station. They're okay with it. I do know that also this parking lot is part of a package of parking lots that supports bonds for the MBTA directly. And so this is something that's very near and dear to their hearts financially. And so -- but there's no question that the city of Cambridge, and we've talked with Adam and Sue about this, (Name) as well, that the city of Cambridge does not like the parking lot. So, I mean, we're kind of stuck a little bit in between. We have clearly relayed to the MBTA the sentiments of the city of Cambridge. They have been very forthright back with us. So I think the good news is that the interim, which is very important to us and the city of Cambridge, it doesn't solve the parking

issue. If we were not to give them lot A temporarily over here, the parking would stay right at the front door of North Point. And for us and I think for the city of Cambridge that would be very bad from an urban design perspective trying to open this up. So in some ways it's good because it kind of, it gets them out of the way. And to the parcel it's probably the last to be developed at North Point. And also the T is not preventing us to building out the Q and R until we find the permanent parking. We could have a temporary lot here, build out Q and R, before we replicated the permanent parking. That just gives you the background. I know it's something that the city of Cambridge has struggled with. They're settled when the Green Line gets extended. It's really not a park and ride lot anymore.

The T continues to maintain that as it is, and it will continue to be. But there are probably financial reasons that are really, you know, driving it, too. Obviously it's a very complicated issue. So that's a lot of detail.

HUGH RUSSELL: It actually answers most of my questions. So there is a new building that's built across the street from A and it may be a higher up another grade change out there. But in the design of the temporary parking lot that might be there for, you know, a long time, many years, are you doing something in terms of landscaping or treescaping or something that make that better for North Street.

DOUG MANNS: So the one thing, just from a design perspective, is that the multiuse path would be between that and the

parking lot, and there's landscaping on the multiuse path as well as lighting. Also the MBTA, as part of this, will be constructing West Boulevard. So it is also West Boulevard that's between it and the parking lot. And then it actually will be sloping away from those. So 22 Water Street will be level with the multiuse path and West Boulevard and then just because the way the grade's going to work in the interim and the parking lot just slopes down and away. And so -- and the MBTA plans -- the plans for the MBTA is to pick up that lot into their commuter rail yard. And so -- and then the idea is when we come back, the grade will change dramatically because then we'll be building the grade back up because our building would be level with 22 Water Street. It will be a fully built out that street. Probably additional landscaping

as well. So that's the current plans that we have seen from the MBTA.

CATHERINE PRESTON CONNOLLY: Thanks.

HUGH RUSSELL: Thank you.

CATHERINE PRESTON CONNOLLY: Should we check on the public comment now?

LOUIS BACCI, JR.: I have a question.

CATHERINE PRESTON CONNOLLY: Okay.

LOUIS BACCI, JR.: In the retail parking section has there been any talk about meters?

DOUG MANNS: So we have talked with the city of Cambridge and I'm going to look at Susan. Is there any on street parking spaces that we may have in the future?

SUSAN SLOAN-ROSSITER: It's like 200 something like that.

DOUG MANNS: 200 or something.

So our perspective and the city of Cambridge and staff agrees with the idea is that we do want for the most part the majority of the on street parking which is spread throughout the site, right, to be metered spaces, right? We've been getting actually a lot of community requests, because right now NorthPoint Boulevard has no metered spaces on them until you get to the very end of the -- towards the DCR, you know, North Point parks. So very limited for those, you know, who want to drive and use those parks because it's basically we have visitor only. It was a holdover from the original when the plan was first built. But our perspective for the retail square to be viable, as well to get more access to the parks, the idea is the majority of the on street space besides required handicap spaces, bus stops and

things like that, would be retail parking. In our perspective we would like them later in the evening as well. Our goal is not to necessarily provide resident parking on the site, you know? And I think that's the current thinking. And that was actually in Traffic and Parking's memo. One of the items that was stated in the memo too as well. Between the retail parking and the 0.5 spaces which would be gated and ticketed and you have to get validated, otherwise you get charged a higher fee, and plus the on street retail parking that would help to be a viable place for the retail itself. But, again, this is not meant to be a destination style retail, an urban square, that's related to Cambridge and the neighborhood.

LOUIS BACCI, JR.: How much metered spots are we talking?

DOUG MANNS: Throughout entire site I think it's up to 180 or 200.

LOUIS BACCI, JR.: Sounds like a parking garage almost on the street.

DOUG MANNS: It's spread out through 45 acres as well.

LOUIS BACCI, JR.: Well, more along the retail area, no?

DOUG MANNS: Correct. But, no, it's really throughout, it goes through --

CATHERINE PRESTON CONNOLLY: It also serves that whole park length and all the way down.

DOUG MANNS: This side, parts of this. Dodge Street has it. You know, there's actually some parking in here. There's very limited parking on North First Street here, as well Water Street because there are entries and exits to the site.

And, again, we would be working with Traffic and Parking, because every road segment that we have to build has to go through Traffic and Parking and they would be reviewing, this is where the comment came up as they review certain street segment. From the city's perspective, they would be reviewing every square foot of that right of way. What is it used for? Things like that. So it will be spread, you know, which again is meant to be important, too, as well.

STEVEN COHEN: I have just a few questions about the parking. You know, I guess I guess I had been consistently the only one who's ever expressed any skepticism at all or maybe a bit of concern would be a better term of reducing parking. And I guess if the reduction of parking had only potential impact on the owner/developer, I'd

say hey, it's your issue. So the only time I really do have any concern at all is if there's insufficiency of parking, if there's a possibility of, you know, parking spilling over into adjacent neighborhoods, then it's not just your issue, it's potentially a neighborhood, a city issue.

So, it's, it's a bit of a concern. I know experience seems to be suggesting that it's not a problem in other locations, in Kendall and in Central, and if it gets to one of my things where I'm, I'm not quite sure what North Point is yet. You know, is it urban? Is it city? If so, you know, maybe it will replicate that parking experience. But we know in all more outlying areas and suburban areas the demands for parking is much greater in the city, this isn't quite suburban either. It seems to be something in

between, and maybe one day it really will be an urban square. I guess that certainly is a division. I'm not sure how it will play out and when, though, this is not a three-year project.

HUGH RUSSELL: I think it's the fact that its base means that right now they're three buildings when they're, you know, 15 buildings built. And if the parking crisis there's still nine buildings left.

STEVEN COHEN: That too works out.

HUGH RUSSELL: Solves that problem. You have a district.

STEVEN COHEN: I agree. I agree. And, you know, I don't see this as an urgent issue or problem. Perhaps I just feel the need to --

CATHERINE PRESTON CONNOLLY: And I might suggest that is better expressed in the

discussion after we get public comment.

STEVEN COHEN: Okay. Well, that's true.

CATHERINE PRESTON CONNOLLY: I mean the question, is there a question?

STEVEN COHEN: Well, I guess leading up to a couple related questions.

Who do you see as the client base for the retail in general and the grocery store in particular? Are you seeing the customers to be the residents and office workers in North Point or are they and to what extent are they coming from further afield?

DOUG MANNS: So I would say so there's no question of primary customers for the retail square first and for most probably North Point, okay? And when I say North Point, I mean greater than just our site. Obviously you have Avalon, you have EF,

you've got Riverview. Also when you think about it, if you were to draw a circle around Central Square, it would also pick up a bunch of East Cambridge as well. And so when we think about the grocery store which is probably -- that's the really biggest user. Once you get beyond that, you shrink back down to 10,000 square feet and now you're getting into small restaurants, it's a smaller restaurant.

STEVEN COHEN: We know and I'm sure you know, for instance, that Whole Foods in more suburban locations looking for six to one ratios, plus parking for employees. And here instead of six to one plus, you -- we're talking about 0.5 to one. So that's pretty dramatic difference in the functioning of the grocery store.

DOUG MANNS: No question about it.

And this is meant to be a very urban grocery store. I mean, again, Whole Foods operates in Central Square with a very limited amount of parking as well. Johnnie's Foodmasters is now Whole Foods just across in Charlestown, even though they have a lot of parking, they're sharing it with other retail. For a grocery store in an urban area it's not trying to accommodate a parking ratio making sure they still have the ability to have some parking because someone from five blocks away who has a car and doing their shopping, they're not going to walk there, they're going to drive there. And that's really important. But again, it's really a limited area. When I say that, Charlestown likely is not coming to our grocery store because they already have their grocery store. You know, East Cambridge will have the option, there is

the Twin City Plaza as well. This is not, this is 3,000 square feet. The ones in suburbs are 100,000 square feet.

STEVEN COHEN: Limit 40.

DOUG MANNS: And they're drawing in a much larger ratio. So, again, I think the grocery store has the bigger draw and that is neighborhood based from our perspective. We will give people, which is good news, that might be travelling farther but they're on the Green Line, they might get off or they may work on Second Street or something like that, and instead of hopping on the T they may walk to the grocery store and pick some stuff. We do envision a farmer's scene. Pharmacy is really neighborhood based at this point because there are so many of them. After that I mean the rest of those really again go around that. So that's our

perspective. I mean the amount of retail, it may sound like a lot when we say 3,000 square feet. But when you spread it out across the site, it's not that much. And so that's something we go through. And going back to the -- the other thing we agreed to, too, as we go through this, we're also monitoring, besides traffic monitoring every year we're monitoring our garage uses. So the Planning Board will have a lot of data when we go forward and come back for design review so you can analyze it as we go forward. But I think as a goal, at least I think the Cambridge staff would agree, this is a goal we're all comfortable with it, but we have to evaluate as we go forward because if there is a bump or something that changes, we obviously want to be able to address it as we go forward.

STEVEN COHEN: One more quick question. And how do you envision the connection over Monsignor O'Brien between the, I guess that's the V building, and that whole portion of the retail square and the main site?

DOUG MANNS: So I mean to go back and, again, we have to come back we're working with city staff on this really diligently. So we're reconstructing from Third Street all the way down to Museum Way. The biggest changes, though, is in the middle the, current viaduct it cuts O'Brien Highway in half. The key things at first is being transformed really from a 1960s kind of highway to more of a boulevard setting and really emphasizing new key pedestrian crossings at Water Street, First Street, and one at East Street.

CATHERINE PRESTON CONNOLLY: And those are at grade crossings?

DOUG MANNS: All at grade crossing. A lot more landscaping. So landscape medium strip down the middle. One of the newest changes which again we've just -- we've worked out with the city of Cambridge, we have not come back to the public yet, although the bicycle committee I think knows about it per request of the bicycle and pedestrian committee we're adding cycle tracks on O'Brien Highway as well. And so this is really going to be more of a boulevard setting. Now it only goes to Third Street. We don't control what goes on beyond Third Street, and Somerville will ground the graph and continue through it. But it's a lot more about, you know, reinforcing, you know, the crossings that go across O'Brien as

opposed to today where O'Brien is just going right through. And so, but we have more detailed plans that will be coming back and sharing, but we've been working with the city of Cambridge pretty diligently and we're excited where that's going. And especially in this area, heavily integrated with the MBTA to make sure that we have the right crossing. The crosswalks that cross O'Brien, most of them will be 20 feet wide. So you think about these are really big crosswalks, really about pedestrians going across. And it's always been a key item, because the station has moved for East Cambridge perspective, the station has moved to the other side of O'Brien, and for that being integrated, is really important to them.

STEVEN COHEN: Thanks.

CATHERINE PRESTON CONNOLLY: Okay,

we are going to see if there is any public comment here.

Is there a sign-up sheet?

LIZA PADEN: There is but nobody signed up.

CATHERINE PRESTON CONNOLLY: Okay. Do we have anyone from the public who wants to speak on this matter?

(No Response.)

CATHERINE PRESTON CONNOLLY: All right, thank you.

In that case, does anyone have any further questions or comments?

ATTORNEY ANTHONY GALLUCCIO: Madam Chair, can I comment to member Bacci, because you weren't here for a lot of these early phases, but the -- there was interest in the East Cambridge community in the retail. I mean, that was a long stage for us where we

really went out and not just explained but got them vested in the retail square and also some of the retail opportunities at grade, at the buildings, restaurants, and there was interest in parking. You know, there is certainly some folks who wanted to come over and enjoy the site. You know, I don't think it's huge numbers, but wanted to make sure you were aware of that. And also just the crossings, that was a big phase for us early on where folks wanted to make sure that the crossings were narrower and they were safe haven for pedestrians and to really improve that, not just at First Street, but also from the neighborhood side. The Water Street entrance was something that the community saw as because it's closer, probably one that would be more utilized by the community, too.

DOUG MANN: And one quick thing

I'll mention, too, as well. This shows only one T station entrance, but obviously there's two that was talked about in the presentation. And one key item with O'Brien Highway was before there was actually a mid-block crossing that's kind of a no man's land on O'Brien's Highway. That's been shifted over to the second head house where it's not a signalized intersection. If you come out of this T station, you're landing at signalized crosswalks, which is an important concept, too, as well. Which when you're going to the Galleria which you cut into the opening in Lechmere canal or going over to First Street or Second Street, and so where there's one today, there's going to be, you know, three new ones tomorrow. And I think that's really about enhancing how people reconnect.

I mean, there's still a lot of volume going through. This is still a state highway, you know, we're calling it a boulevard now. And, you know, the state says call it whatever you want, but you know we're obviously balancing act to get volume of traffic from MassDOT, but they've been really receptive to things like cycle tracks to signalization and the city of Cambridge controls the signals, obviously, I think, a goal for the city of Cambridge, which I think really helps. So we spent a lot of time on that as well.

You guys, we'll be coming back, as well as the community and we'll be working with staff pretty closely and show you more detail of O'Brien. We're about 25 percent design plans of which we're ready to get ready to split to MassDOT and you'll see the

presentation of that.

CATHERINE PRESTON CONNOLLY: Great.

LOUIS BACCI, JR.: I guess a couple back on the parking a little bit.

DOUG MANNS: Yeah.

LOUIS BACCI, JR.: And I know these are going to be -- this is phased. When do you find out if you don't have enough parking? And how would you add it?

DOUG MANNS: So, again, I think what we would do is that we -- so, I think --

LOUIS BACCI, JR.: One of the reasons I'm wondering, I'm afraid you're going to get a lot of people dropping them off and picking people up and that's going to make your traffic.

DOUG MANNS: Well, I think the first thing, this is really a unique site when it goes to transportation. We have -- I'm not

sure how that station became blue. That's the Orange Line. And so I mean we have two subway lines which is really unique in that, again, one of the key items from the original Special Permit was to create this bridge connection up to the Gilmore Bridge to really open up the Orange Line. And the Green Line's great, the Green Line extension is great but the Orange Line is the backbone of the system, too. You could be in the (inaudible). Commuter rail hubs as well. That's one.

And second, we have the EZ Ride shuttle which comes from North Station. It drives right through our site on the way to Kendall Square, that cross connection.

So one, not to go through the detail, we have transportation, we don't actually see it. There's going to be a lot of big

drop-off/pick-up type issues. That's one.

But going back to the comment of we wouldn't agree to these ratios if we weren't comfortable from a real state perspective on the ratios. The city of Cambridge is not taking a flyer on this necessarily. I think we feel comfortable on this. But we will be looking at data with you and that's the important part, not with traffic monitoring, so we can see the trips coming in and out. But also looking at the parking data, too. And as we go through it, we'll hear it from our own property management companies and the tenants. When I say that, you guys notice every office tenant in Cambridge would love to have more than 0.9 spaces per thousand. And, you know, they just would like to have more. We're comfortable that from a feasibility point of view. Kendall Square is

0.9. We're 0.9. Parking ratios in Boston tend to be less utilization. Those are different by price more than the city of Boston requirements. So I think it's going to be working with you working on each building. Here are the three buildings, the five buildings are doing and I think collectively city of Cambridge has great staff, they may see trends before we see trends and I think if anything, parking is only -- we're only showing parking going down not necessarily, you know, up.

CATHERINE PRESTON CONNOLLY: So, Adam, I see you standing. Do you want to jump in here and brief us a little bit on what Traffic and Parking has been doing and thinking about this and give some of my skeptical board members here a little bit more comfort?

ADAM SHULMAN: Yes, thank you. I did want to jump in specific about the parking. I just want to just -- thank you. Adam Shulman Cambridge Traffic Department. The parking, so I just wanted to say don't forget one of the unique things that's going on here at North Point is the shared parking component. So when you think about the parking, because of the shared parking, by them lowering the number of physical spaces doesn't necessarily mean that they're lowering the number of available spaces. Because what happened previously we felt without the ability to do shared parking, is you have spaces for office uses, and those are used during the day. And at night they're pretty much empty. And then you have the spaces for the residents and, you know, they're used at night, and during the day a

lot of them are empty. By doing the shared parking, you have a lot of spaces that essentially one space is kind of used for twice. So the reduction in parking doesn't necessarily mean that it's a reduction in available spaces at that specific time of day when spaces are needed. So it was a very, very careful, careful analysis to try to come up with what's the right number. Not too much parking because that's, that's going to encourage more people to drive frankly, but not, you know, but have enough parking. Because like you said, you know, the city doesn't want to have spillover issues also. And I think as Doug was talking about, this is going to be a long-term project. It's going to get built out for many years. So there's a lot of conditions about monitoring as it's built, including the parking

utilization, the parking demands, and the PTDM requirements, and the mode splits and how people are getting to work and all of that will play out over time. But we think for all the research that's -- and all the trends that have been going on over the past ten years since the project was initially approved, we think we hit on the numbers pretty well. But, again, there is also some built in flexibility through shared parking and other mechanisms.

LOUIS BACCI, JR.: I'm just thinking of the peak times. Saturday morning people are home, some people are working, some people are shopping.

ADAM SHULMAN: Yes.

LOUIS BACCI, JR.: It's going to create a lot of -- and will the retail component be able to use the residential

spaces?

ADAM SHULMAN: So, we're actually not -- so that will get played out a little bit because this will, this will change and evolve.

LOUIS BACCI, JR.: Everything is fluid, I understand.

ADAM SHULMAN: But we kind of see that most of the retail parking will be over by the retail square.

LOUIS BACCI, JR.: Absolutely.

ADAM SHULMAN: That's not necessarily --

LOUIS BACCI, JR.: Right.

ADAM SHULMAN: Some of those spaces might be available for residents in the evening, but we have to be careful about how, about the retail not exceeding that parking ratio that's been established, because if

there's too much retail parking, it's going to do what it was originally planned to try to avoid which is to turn this into some type of destination place where people are just -- and encourage more and more people to come and drive. The goal to turn this more into a neighborhood with neighborhood retail uses that encourage people to live here and walk to the supermarket or work here, walk to the supermarket or go to any of the retail stores and take the transit, bike, and so forth, that, that kind of plan is partly why it's important to sort of keep the retail parking tight.

LOUIS BACCI, JR.: I understand the intent. I'm just trying to see if, see how the numbers work. That's just -- if you build it they'll come.

CATHERINE PRESTON CONNOLLY: So --

ADAM SHULMAN: And hopefully they'll come by all the trains.

LOUIS BACCI, JR.: Probably not. Not many people go shopping on the train.

CATHERINE PRESTON CONNOLLY: Well, other than grocery shopping, I mean --

LOUIS BACCI, JR.: That's a big component of this.

CATHERINE PRESTON CONNOLLY: Well, right, but I think the point about -- and we've seen this with the new Asian grocery store in Central Square, you can do urban grocery stores on the T with very limited parking.

I think just a comment to staff, I don't, I don't know if we have a regular update from the PTDM planning officer on all of the data that's collected each year or any of that, and I know our schedule is way

overpacked as it is, but some education for the Board and the public on why staff is so confident in these numbers and being able to make these calculations, would probably go a long way. So, let's, let's figure out where that is on the agenda at some point because I personally have, have a ton of confidence in these numbers and -- but I've seen all the plans. You know, I was -- Susan Sloan-Rossiter and I put together the first PTDM plan for North Point and we did the calculations.

Yes, Stuart.

STUART DASH: I figured I'd mention just for a minute we might take advantage of something we talked about with the Board when we're talking about Planning Board process, it might be appropriate to sort of have a staff presentation to the Board as well under

North Point planning, North Point planning because there are a few members who weren't here for the most recent piece, and this is a project that staff worked on for 15 years. So to get it at that point, we would be happy to do that.

LOUIS BACCI, JR.: I understand completely. Just driving through a lot of our shopping centers and so forth throughout our neighborhoods, they're full off and people are driving and dropping off so that's what....

CATHERINE PRESTON CONNOLLY: Right. And I think staff --

LOUIS BACCI, JR.: I'm just curious to make it lower.

ADAM SHULMAN: So just also -- sorry.

CATHERINE PRESTON CONNOLLY: Yes.

ADAM SHULMAN: Just also, this is not taking away parking or reducing parking, any retail parking. This project is asking to create -- for permission to create.

LOUIS BACCI, JR.: Create something.

ADAM SHULMAN: That they didn't otherwise have permission to do.

LOUIS BACCI, JR.: No, I understand. So in the initial process there was no retail parking?

CATHERINE PRESTON CONNOLLY: And there was nothing that couldn't have then been a grocery store. And the neighborhood has requested a grocery store, and so there is some amount of parking that is appropriate with that.

LOUIS BACCI, JR.: Absolutely.

DOUG MANNS: So I just kind of had a couple quick comments to it, too. Every

parcel will have parking, right? It's just about the amount of parking. And, again, Boston is starting to go do projects with no parking which we're not even close to. And just to give you a sense, some of these parcels get as big as if, you know, it's 500,000 square feet. That will have over 400 parking spaces in there. We're talking about big numbers. It sounds like a big reduction but when these were originally established, it was almost 14 years ago, and it was a much different thought process about what the parking should be in Cambridge and how it should operate and obviously that's changed and updated. Again, we do submit annual reports with the city of Cambridge staff and traffic monitoring. And that's going to start concluding. You know, parking counts as well, too, as part of this, and so, again,

I think that data will be shared with the city of Cambridge. I'll tell you right now if you were to read our last two years or three years from the first two buildings that you have, you would be underwhelmed because, you know, it is an urban area. You know, people do have cars, but they're not using them necessarily every single day. It's just again going back to, especially condo owners having a car.

CATHERINE PRESTON CONNOLLY: Yes.

And that's exactly to my point. I think having that data in front of the Planning Board so that we have and the public have a better sense of why staff is so confident in these numbers and what the data -- the city is collecting a lot of good data and has been for 15 years. The information is out there to back up these decisions, but it would be

helpful to share it so that someone other than me on the Board has a mathematical basis for believing that this can be done safely.

Yes.

HUGH RUSSELL: So I'm going to bring people's memory back at 26 years.

CATHERINE PRESTON CONNOLLY:

Excellent.

HUGH RUSSELL: When I joined the Board in 1988 and we were discussing the rezoning of this area for -- and creating the North Point Zoning, and at that time there was tremendous concern about traffic and parking. And ultimately it came down to something that was pretty simple to understand, that the limiting traffic movement was people coming in from the northwest on O'Brien Highway and having to turn left into the site across the competing

traffic, and the calculations made as to how many left turns could be made in the peak hour. And then from that the total amount of commercial parking and residential parking and routes all ended up with the result of the limitation on parking and limitation on development. So now we've discovered that people can rent apartments and rent office space with less parking. A little bit less. We looked at the -- remember the chart that was shown here earlier? The traffic movements are coming in and out of the site in the peak hours haven't changed too much. So that same constraints are being met. So I can believe the -- and understanding that it says okay, we've got a clever way to do the parking, but we're not going to actually change the trips very much we think. So that's it. You know, point being is what was

it, Johnnie's Foodmaster in Beacon Street in Somerville about three blocks from the Cambridge border, and they had this big parking lot and there were like never any cars in it. And maybe the busiest was a third full. And now there's Whole Food Store, exactly the same area of store, and I've been there where you couldn't find a parking place. I only live, you know, three blocks away, but I think like many people, I mean like today, I stopped there on my way back from going to Lowell. And so, yes, I parked in the lot and yes, I drove there, but it was part of a long trip. And I was, you know, carrying four bags of groceries. So I think that -- what we get from this is I think that the specific businesses will affect. And a business that needs too much parking, you know, they won't come here. But

think about The Games People Play, that's a game store on Mass. Ave. You know, they've got regional basis. Is it a huge traffic draw? No. But, you know, they're going to, if they're going to be stores like that in North Point, that are going to be successful and fun and quirky and Cambridge-like, there will need to be some meters on the streets. And I think it's, it can work out. You know, so I'm, I'm comfortable with this because I think there is the safety value that we're reporting. If things change to require more parking, which seems unlikely, but, you know, you get down to 50 cents a gallon of gasoline. I remember when it went up 50 cents. And so it might affect car ownership. But, you know, given the -- nothing I have seen on this Board has shown that substantial set of streets and network and certain

capacity certain parts of it like the intersection, you know, in the lower right-hand corner are the stickier parts. The section is better now than it was before the central artery was built. O'Brien Highway traffic did go down significantly. But mostly things aren't going to change that much in terms of traffic and, therefore, people's car ownership is not going to go up I think.

CATHERINE PRESTON CONNOLLY: I would just add to that that the other thing that gives me comfort in the numbers is that banks finance things they believe will work.

And --

LOUIS BACCI, JR.: Real estate you can ensure it, right?

CATHERINE PRESTON CONNOLLY: And it's stores that can't live with the parking

that's provided aren't going to get the financing. And the reason Whole Foods on Beacon Street gets its financing is because even though there are times when people can't find parking there, they're still pretty confident that they're going to get enough people that walk and take the bus. And I see a lot of folks invited to the Whole Foods that they're going to get the revenue they need to make it work. And so, I mean I do think that the monitoring is key to this. The monitoring is what makes the case not only to us and to the neighborhood but ultimately to the banks that it works.

STEVEN COHEN: Financing doesn't work quite that way but be that it as it may --

LOUIS BACCI, JR.: As long as it catches up.

STEVEN COHEN: Be that as it may, as long as it affects the marketability and availability of a developer's project. I don't view that as a major concern for us. And if it turns out to be a problem for the developer down the road and, you know, they want to come back to us, we'll review the issue at that time. As I've said repeatedly, my only concern would be if and to the extent that the spillover into the neighborhoods, I'm sure we would hear from the neighborhoods.

CATHERINE PRESTON CONNOLLY:

Absolutely.

STEVEN COHEN: If there were such an issue and, you know, I meant to just mention this in passing as, you know, we revisit the parking, there's certainly no reason for this possible impediment of the granting of the

Major Amendment today, and I'm eager to get on to passing the Major Amendment today.

HUGH RUSSELL: Perhaps we should just remind Adam that, you know, monitoring traffic on Gore Street and parking on Gore Street might be part of the package, because if there's going to be spillover in East Cambridge -- now I've never been able to find a parking space on Gore Street.

STEVEN COHEN: Right, how would you know?

HUGH RUSSELL: When I was the architect for the Glassworks, I would try to drive, I would try to find parking, but I could never find a parking place. Of course courthouse was in full swing then.

So, it's -- and I would be more, you know, I'm more worried about actually Water Street and the spillover because sometimes

people who own residential buildings price the parking so the garages end up being empty, and because it's so expensive --

CATHERINE PRESTON CONNOLLY: Right.

HUGH RUSSELL: So that's, that's the kind of thing we do have to watch pretty carefully.

CATHERINE PRESTON CONNOLLY:
Absolutely.

Ahmed.

AHMED NUR: Thank you.

Once again I want to thank the HYM's Group. I continue to be happy with the work that you're doing. In several years East Cambridge is on top of parking spaces in their areas, and the fact of the matter that Heather likes it, I don't see any concerns.

JOHN HAWKINSON: She had to drive to pick up her daughter.

AHMED NUR: Thank you for the clarification.

In addition to that, I don't see any major issues as far as I'm concerned with Major Amendment in front of us and all the bulletin board, even though I would like a clarification. It seems that on the front page from CDD saying that -- that we're asking to increase the retail uses from 150 to 300,000 square feet and that they allow allowance of the grocery store up to 50,000 square feet. And then on the other side of that, under the summary of the findings, saying from 300, from 300. And also it says that the parking retail uses 10,000 square feet. Up to 10,000 square feet.

CATHERINE PRESTON CONNOLLY:
Exceeding.

AHMED NUR: Exceeding.

CATHERINE PRESTON CONNOLLY:

Exceeding 10,000 square feet.

AHMED NUR: So what are they asking here? The reason I'm asking is if it's 0.5 spaces to that, that could be up to 100 spaces they're asking for. If it's 150, 200,000 square feet on the retail versus 10,000.

CATHERINE PRESTON CONNOLLY: You want to go over the parking numbers again?

DOUG MANNS: Yeah. The parking numbers -- so to make sure I have it correct here. And so we're asking for a total of 300,000 square feet of retail. Okay?

And the ratio is 0.5 spaces per thousand square feet, which gives us a maximum of 150 spaces for that 300,000 square feet of retail.

AHMED NUR: Okay. So 75 spaces?

DOUG MANNS: Sorry?

AHMED NUR: It comes down to for 75 spaces?

CATHERINE PRESTON CONNOLLY: Not for the grocery spaces.

DOUG MANNS: The grocery store would be 0.5 per thousand. The theory if it's just a grocery store, it's 25 spaces if I'm doing the math right.

AHMED NUR: That's the number I want to get to.

DOUG MANNS: The goal as we build out retail on the site, we have up to 300,000 square feet which is likely to be located in one location which we parcel kind of a central parking area for the retail. But, again, if there's not 300,000 square feet built out, the ratio would limit the amount of retail parking available. So if only

100,000 was built at first, that's 50 space
as --

AHMED NUR: So it is.

DOUG MANNS: We would be back before
the Planning Board design review.

This phase of the project is going to
have this amount of retail and up to five
spaces per thousand for the retail that's
being proposed.

AHMED NUR: Appreciate the
clarification. And I appreciate the CDD and
Traffic for the only one of the tools that
they're using is to make sure that there is
just right parking spaces for that grocery so
other people aren't driving and creating
traffic.

I notice -- I work in downtown Boston,
unlike my colleague Mr. Russell, that that
bottleneck in front of the Museum of Science

has gotten far worse in my life. It is backed up constantly to the point where they hired a trooper constantly staffed in there and stopping people. And so any other parking going into that end would be good.

DOUG MANNS: I will say -- well, I think it was just mentioned we've seen it, too, as well but I think the Longfellow Bridge construction is --

CATHERINE PRESTON CONNOLLY: It's being diverted.

JOHN HAWKINSON: No, it's permanent construction.

AHMED NUR: Usually bridges are.

CATHERINE PRESTON CONNOLLY:
Anything else? Have we exhausted this?

STEVEN COHEN: Exhausted.

LOUIS BACCI, JR.: Exhausted when the neighbors come knocking.

CATHERINE PRESTON CONNOLLY: Okay.

All right, anyone prepared to make a necessary motion to approve the requested Major Amendment to the Special Permits?

STEVEN COHEN: You should have the former Chair make all the motions as a matter of default.

AHMED NUR: Yeah, I second that motion.

HUGH RUSSELL: I move that we grant the Amendment to the Special Permit for North Point which includes the parking revision to shared parking district, reducing the parking ratios, allowing retail parking at the maximum ratio per thousand, and increasing the total amount of retail the applicant can build from 150 to 300,000 square feet and allowing that 300,000 square feet up to 50,000 square feet in the grocery store which

exceeds the other limits of -- that are in the current Special Permit.

And I think we can look to the findings that were made on the first go-round. We asked in our determination that two things be done:

First thing was that they get -- petition the City Council to amend the Zoning to permit retail parking.

That's been done.

CATHERINE PRESTON CONNOLLY: Yes.

HUGH RUSSELL: And the second is to seek a Special Permit for reduction in the minimum parking requirement in the final development plan, and that is part of this application.

You remember when we looked at this before, we basically found that overall concept of the project is unchanged, the

overall impacts are unchanged. The biggest change to the project is the grocery store. And the ability to not build parking spaces that aren't needed. Maybe.

So I would then move that we grant these permits and amendments.

STEVEN COHEN: Second.

CATHERINE PRESTON CONNOLLY: All right.

Any further discussion on the matter?

STEVEN COHEN: No.

CATHERINE PRESTON CONNOLLY: Okay.

All those in favor?

(Raising hands.)

All members voting in favor.

DOUG MANNS: Thank you very much. I appreciate your patience over the last six to seven months.

CATHERINE PRESTON CONNOLLY: And as

I believe we have no further business for the Board?

JEFF ROBERTS: Do we need to -- do we have a time on this one?

LIZA PADEN: The middle of February.

CATHERINE PRESTON CONNOLLY: Then we're adjourned.

(Whereupon, at 10:25 p.m., the Planning Board Adjourned.)

* * * * *

ERRATA SHEET AND SIGNATURE INSTRUCTIONS

The original transcript and Errata Sheet has been delivered to Community Development Department electronically.

INSTRUCTIONS

After reading this volume of the Planning Board transcript, indicate any corrections or changes to testimony and the reasons therefor on this Errata Sheet and sign it.

REPLACE THIS PAGE OF THE TRANSCRIPT WITH THE COMPLETED AND SIGNED ERRATA SHEET WHEN RECEIVED.

ATTACH TO PLANNING BOARD

DATE: 01/20/2015

REP: CAZ

ERRATA SHEET

INSTRUCTIONS: After reading the transcript of the Planning Board, note any change or correction and the reason therefor on this sheet. Sign and date this errata sheet

Refer to Page 208 of the transcript for Errata Sheet distribution instructions.

PAGE	LINE	
_____	_____	CHANGE: _____ REASON: _____
_____	_____	CHANGE: _____ REASON: _____
_____	_____	CHANGE: _____ REASON: _____
_____	_____	CHANGE: _____ REASON: _____
_____	_____	CHANGE: _____ REASON: _____
_____	_____	CHANGE: _____ REASON: _____

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

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

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

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

IN WITNESS WHEREOF, I have hereunto set
my hand this 3rd day of March, 2015.

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

My Commission Expires:
April 23, 2015

**THE FOREGOING CERTIFICATION OF THIS
TRANSCRIPT DOES NOT APPLY TO ANY REPRODUCTION
OF THE SAME IN ANY RESPECT UNLESS UNDER THE
DIRECT CONTROL AND/OR DIRECTION OF THE
CERTIFYING REPORTER.**

<p style="text-align: center;">\$</p> <p>\$996 [1] - 12:12</p> <p style="text-align: center;">.</p> <p>'15 [1] - 10:15 '16 [1] - 10:15 '19 [2] - 33:4, 33:5</p>	<p>200:17, 204:17 150,000 [3] - 3:10, 136:1, 137:4 16th [1] - 6:15 17,000 [1] - 132:2 175 [1] - 4:14 179 [1] - 4:13 18 [2] - 26:14, 143:10 180 [1] - 159:2 18th [1] - 6:14 19 [12] - 82:15, 85:3, 85:16, 86:2, 86:3, 86:11, 86:18, 87:9, 87:14, 89:19, 94:2 19.25 [1] - 2:14 1960s [1] - 168:15 1988 [1] - 190:10 19th [1] - 125:6</p>	<p>22nd [1] - 4:19 23 [2] - 2:10, 210:15 24 [3] - 37:5, 37:12, 76:18 240 [1] - 17:6 25 [2] - 174:17, 201:8 250 [2] - 13:11, 16:18 25th [1] - 132:19 26 [1] - 190:6 27th [4] - 4:18, 5:3, 44:9, 134:8 28th [1] - 6:14 2nd [1] - 6:15</p>	<p>137:4, 138:14, 193:14, 193:15, 202:1 50,000 [4] - 3:12, 136:13, 199:11, 204:19 500 [1] - 63:5 500,000 [1] - 188:7 5th [3] - 11:1, 11:15, 12:8</p>	<p>accept [2] - 7:2, 102:10 access [4] - 57:1, 74:4, 130:2, 157:17 accessibility [1] - 119:14 accessible [7] - 114:16, 114:18, 115:11, 115:13, 115:15, 116:14, 117:11 accommodate [3] - 86:12, 98:17, 165:9 accommodates [1] - 44:18 accommodation [1] - 147:8 accurate [2] - 209:17, 210:6 achieve [1] - 118:13 achieved [3] - 60:17, 60:19, 80:9 acre [1] - 129:9 acres [2] - 130:12, 159:6 act [3] - 105:18, 174:6 action [2] - 81:9, 81:12 activated [2] - 51:3, 55:6 activating [1] - 50:17 active [1] - 94:10 actively [1] - 55:7 activities [1] - 77:9 activity [1] - 99:17 actual [6] - 3:8, 51:11, 52:7, 67:6, 89:10, 140:4 Adam [4] - 152:10, 178:14, 179:4, 197:4 ADAM [10] - 179:1, 181:16, 182:2, 182:8, 182:12, 182:15, 184:1, 186:17, 187:1, 187:6 add [10] - 16:5, 45:5, 46:10, 50:15, 78:8, 88:13, 103:9, 116:19, 175:9, 194:12 added [3] - 62:4, 73:8, 130:12 adding [1] - 169:11 addition [6] - 5:12, 61:19, 71:1, 101:8, 136:18, 199:3 additional [6] - 6:2, 73:8, 130:12, 136:11, 136:19,</p>
<p style="text-align: center;">0</p>			<p style="text-align: center;">6</p>	
<p>0.5 [13] - 3:9, 133:14, 138:16, 145:7, 146:1, 148:15, 148:16, 149:3, 158:9, 164:16, 200:4, 200:15, 201:7 0.75 [3] - 144:18, 145:1, 145:16 0.8 [2] - 84:3, 144:17 0.9 [4] - 144:16, 177:16, 178:1 01/20/2015 [1] - 209:1</p>	<p style="text-align: center;">2</p>	<p style="text-align: center;">3</p>	<p>6 [1] - 93:14 6.35.1 [1] - 3:16 617.786.7783/617. 639.0396 [1] - 1:19</p>	<p style="text-align: center;">7</p>
<p style="text-align: center;">1</p>				
<p>1 [3] - 3:7, 9:10, 9:11 1,000 [3] - 3:9, 137:16, 138:11 1-5 [1] - 2:10 10 [1] - 5:5 10,000 [7] - 136:4, 136:7, 164:8, 199:15, 199:16, 200:2, 200:8 100 [3] - 68:13, 137:2, 200:5 100,000 [3] - 136:19, 166:3, 202:1 101 [1] - 6:6 103 [1] - 62:4 10:25 [1] - 207:8 10th [2] - 6:1, 134:9 12 [1] - 26:14 12.37 [1] - 2:14 14 [1] - 188:11 140 [3] - 60:15, 60:16, 83:12 147703 [1] - 210:13 15 [6] - 56:18, 57:11, 102:12, 162:8, 186:4, 189:18 15,000 [1] - 136:6 150 [9] - 68:16, 68:19, 69:14, 73:10, 137:2, 199:9, 200:6,</p>	<p>2 [5] - 2:11, 2:12, 3:9, 9:17, 129:3 2.1 [2] - 129:3, 137:7 2.185 [1] - 137:8 20 [5] - 1:4, 57:11, 68:12, 74:8, 170:10 200 [11] - 16:18, 63:9, 63:16, 63:17, 66:9, 70:10, 156:17, 156:19, 159:2 200,000 [1] - 200:7 200-foot [1] - 131:19 2003 [2] - 128:17, 142:7 2012 [6] - 128:18, 130:6, 130:11, 131:13, 135:8, 142:19 2014 [4] - 11:17, 132:13, 132:17, 132:19 2015 [3] - 1:4, 210:8, 210:15 2017 [6] - 12:6, 31:15, 32:17, 32:18, 37:8, 55:9 2018 [1] - 33:3 2020 [8] - 33:8, 34:8, 128:15, 129:11, 131:11, 148:11, 148:12 2021 [2] - 33:10, 33:14 208 [1] - 209:6 20th [1] - 4:7 213 [1] - 91:16 22 [5] - 15:4, 24:1, 26:16, 155:7, 155:17</p>	<p>3 [4] - 3:12, 9:19, 59:12, 129:2 3,000 [2] - 166:2, 167:2 30 [1] - 29:6 300 [9] - 2:12, 61:11, 83:15, 150:8, 151:5, 151:12, 151:15, 199:14 300,000 [11] - 3:10, 3:13, 137:3, 138:13, 199:10, 200:14, 200:17, 201:13, 201:17, 204:17, 204:18 329 [1] - 129:8 341 [2] - 61:10, 83:15 344 [1] - 1:7 35 [2] - 76:17, 129:17 35-foot [1] - 76:18 355 [1] - 131:11 3800 [3] - 146:10, 147:14, 147:18 3rd [2] - 5:18, 210:8</p>	<p style="text-align: center;">8</p>	
		<p style="text-align: center;">4</p>	<p style="text-align: center;">9</p>	
		<p>4 [1] - 2:4 40 [3] - 69:3, 70:10, 166:4 400 [1] - 188:7 45 [2] - 66:2, 159:6 45-acre [2] - 128:10, 128:16 467 [1] - 62:9 4A [2] - 9:10, 9:13</p>	<p style="text-align: center;">A</p>	
		<p style="text-align: center;">5</p>	<p>A-i-n-s-l-e-y [1] - 8:15 ability [3] - 165:10, 179:14, 206:3 able [9] - 23:11, 58:14, 91:17, 114:3, 146:8, 167:18, 181:19, 185:3, 197:8 absolutely [4] - 182:11, 187:17, 196:14, 198:9 abuts [1] - 96:10</p>	

<p>155:19 address [1] - 167:18 addressed [2] - 57:5, 64:6 addresses [1] - 89:14 adds [1] - 103:14 adjacent [1] - 161:5 adjourned [1] - 207:7 Adjourned [1] - 207:9 adjust [1] - 103:17 adjusting [1] - 61:13 adopted [1] - 138:19 Adoption [1] - 2:5 advantage [4] - 10:12, 16:8, 75:10, 185:15 adverse [3] - 85:12, 124:8, 124:11 aerial [2] - 51:15, 128:15 affect [3] - 122:4, 192:18, 193:16 affects [1] - 196:2 afield [1] - 163:13 afraid [1] - 175:13 agenda [1] - 185:6 ago [6] - 57:11, 105:8, 106:2, 148:13, 150:9, 188:11 agree [9] - 110:6, 111:8, 113:17, 114:7, 120:13, 162:14, 167:14, 177:3 agreed [3] - 125:5, 144:12, 167:6 agreement [11] - 11:13, 11:15, 12:8, 14:10, 24:6, 33:9, 42:11, 49:18, 54:19, 150:18, 151:1 agreements [1] - 52:8 agrees [1] - 157:2 ahead [2] - 41:9, 107:1 Ahmed [3] - 1:10, 107:1, 110:8 ahmed [1] - 198:10 AHMED [45] - 18:1, 18:5, 21:16, 21:19, 26:16, 27:6, 27:12, 27:15, 28:19, 29:4, 29:9, 29:12, 29:14, 30:3, 30:7, 30:10, 33:17, 34:14, 34:18, 35:3, 35:5, 35:11, 35:18, 36:1, 36:19, 40:10, 41:12, 53:6, 53:11, 55:15, 57:17, 107:2, 109:17, 121:11, 198:11, 199:1, 199:19,</p>	<p>200:3, 200:19, 201:2, 201:10, 202:3, 202:10, 203:14, 204:8 AINSLEY [50] - 8:9, 8:14, 18:2, 18:8, 21:18, 22:1, 25:4, 25:7, 26:11, 26:14, 27:5, 27:11, 27:13, 27:17, 29:8, 29:10, 29:13, 29:19, 30:5, 30:8, 30:12, 30:19, 31:3, 31:12, 31:19, 33:5, 33:19, 34:13, 34:17, 35:1, 35:4, 35:10, 36:9, 37:4, 40:7, 40:9, 41:10, 41:14, 42:13, 43:12, 43:17, 44:3, 45:12, 47:13, 48:11, 48:19, 54:14, 56:12, 56:15, 58:1 Ainsley [1] - 8:15 air [2] - 72:19, 129:18 alignment [1] - 9:18 allocation [1] - 3:17 allocations [1] - 141:19 allow [8] - 130:1, 133:14, 136:5, 136:11, 136:13, 148:19, 149:1, 199:10 allowance [1] - 199:11 allowed [8] - 11:7, 40:1, 133:11, 136:1, 142:14, 142:15, 142:17, 148:14 allowing [8] - 3:8, 3:12, 61:18, 136:18, 137:15, 143:15, 204:14, 204:18 allows [4] - 12:19, 61:14, 146:18, 147:6 alluding [1] - 90:9 almost [7] - 71:3, 78:19, 128:15, 139:10, 142:18, 159:4, 188:11 amazing [3] - 11:16, 45:15, 46:2 amend [7] - 3:4, 5:9, 86:7, 86:10, 125:13, 133:14, 205:8 amended [1] - 90:3 amending [1] - 85:16 amendment [14] - 60:12, 82:14, 82:15, 82:19, 83:10, 85:7,</p>	<p>90:2, 124:9, 124:13, 125:14, 125:16, 128:19, 133:3, 139:18 Amendment [15] - 2:9, 2:13, 3:3, 4:13, 4:14, 59:15, 86:18, 128:3, 132:8, 142:3, 197:1, 197:2, 199:5, 204:4, 204:11 Amendments [2] - 3:6, 123:16 amendments [3] - 83:3, 97:10, 206:6 amenities [5] - 35:6, 35:8, 76:8, 78:3, 83:17 Ames [1] - 5:16 amount [22] - 3:9, 28:7, 83:3, 136:4, 137:6, 137:11, 139:2, 139:7, 140:8, 141:1, 141:11, 142:9, 146:16, 146:17, 165:3, 167:1, 187:15, 188:2, 191:3, 201:18, 202:7, 204:16 analysis [3] - 141:4, 146:6, 180:8 analyze [1] - 167:12 anchor [1] - 136:16 AND [2] - 208:1, 208:16 and... [1] - 28:18 AND/OR [1] - 210:18 angle [2] - 30:11, 127:9 annual [1] - 188:15 answer [1] - 34:6 answers [2] - 21:4, 154:7 ANTHONY [2] - 149:14, 171:14 Anthony [1] - 127:16 ANY [2] - 210:17, 210:17 anyway [1] - 148:6 apart [1] - 39:4 apartment [2] - 69:9, 93:14 apartments [1] - 191:8 Appeal [2] - 2:6, 5:5 Applicant [1] - 3:10 applicant [2] - 113:12, 204:16 applicant's [1] - 125:5 application [5] - 86:7, 133:10, 134:15,</p>	<p>148:10, 205:16 applies [2] - 68:9, 149:18 APPLY [1] - 210:17 appreciate [9] - 34:12, 42:7, 55:16, 95:18, 107:13, 118:5, 202:10, 202:11, 206:17 approaching [1] - 31:7 appropriate [3] - 69:14, 185:18, 187:15 approval [16] - 5:15, 81:3, 82:18, 84:5, 85:16, 85:18, 86:5, 86:9, 88:5, 89:14, 90:15, 94:2, 106:15, 133:16, 133:19, 151:7 approve [8] - 82:17, 97:10, 121:5, 123:16, 133:18, 134:6, 146:13, 204:3 approved [13] - 60:15, 62:9, 128:17, 130:6, 133:5, 134:8, 138:6, 138:12, 142:7, 142:8, 148:12, 151:8, 181:8 approving [2] - 140:7, 148:18 april [1] - 210:15 architect [5] - 92:3, 94:13, 95:6, 108:18, 197:13 architects [1] - 59:13 architectural [2] - 101:9, 113:19 architecture [5] - 14:1, 94:1, 95:1, 112:9, 118:7 Archstone [2] - 2:10, 60:18 area [68] - 3:4, 3:13, 3:17, 12:17, 14:19, 17:3, 17:9, 19:9, 19:11, 19:17, 19:18, 19:19, 20:1, 20:4, 21:11, 22:19, 24:19, 42:6, 43:8, 45:11, 47:3, 47:11, 48:4, 49:8, 49:9, 49:11, 49:12, 49:13, 50:2, 50:4, 50:10, 50:11, 52:13, 52:16, 54:1, 54:4, 55:4, 56:13, 64:15, 65:16, 68:5, 71:9, 73:5, 74:13, 79:13, 79:18, 80:1,</p>	<p>80:11, 107:17, 110:2, 122:14, 124:6, 129:18, 135:2, 135:6, 135:9, 151:18, 152:2, 159:8, 165:8, 165:16, 170:7, 189:6, 190:11, 192:7, 201:16 areas [10] - 29:16, 65:2, 67:11, 72:5, 95:14, 103:10, 122:7, 161:16, 161:17, 198:16 arguments [1] - 120:5 arriving [1] - 40:8 art [2] - 13:16, 13:19 artery [1] - 194:5 Article [12] - 82:15, 85:3, 85:16, 86:2, 86:3, 86:11, 86:18, 87:9, 87:14, 89:19, 94:2 articulate [1] - 106:7 articulated [1] - 112:1 articulation [2] - 96:6, 99:2 artists [1] - 13:17 arts [1] - 13:15 artwork [1] - 13:18 Asian [1] - 184:11 aside [1] - 97:14 aspect [1] - 16:9 asphalt [1] - 50:13 Assemble [1] - 79:13 Assistant [2] - 1:12, 2:3 Associate [1] - 1:10 assume [1] - 72:14 ATTACH [1] - 209:1 attempt [2] - 70:15, 76:15 attempted [1] - 119:12 attention [1] - 76:14 attorney [2] - 82:11, 127:16 ATTORNEY [12] - 82:10, 83:5, 83:16, 84:3, 84:12, 84:16, 85:1, 86:6, 86:17, 87:13, 149:14, 171:14 attract [1] - 139:13 audience [1] - 91:12 AUDIENCE [1] - 115:17 August [3] - 106:3, 131:15, 133:4 auto [1] - 131:2 availability [1] - 196:3</p>
--	--	---	--	--

<p>available [4] - 179:12, 180:6, 182:16, 201:19</p> <p>Avalon [12] - 46:19, 47:14, 48:1, 50:5, 50:14, 51:4, 51:12, 59:10, 105:11, 128:12, 163:19</p> <p>Avalon's [2] - 15:4, 50:8</p> <p>Ave [2] - 100:9, 193:2</p> <p>Avenue [7] - 61:16, 66:1, 68:11, 71:12, 74:5, 77:15, 93:14</p> <p>avenue [1] - 71:13</p> <p>average [3] - 144:18, 144:19, 145:17</p> <p>avoid [1] - 183:3</p> <p>awarded [1] - 9:8</p> <p>aware [1] - 172:9</p>	<p>basic [1] - 85:15</p> <p>basis [3] - 123:18, 190:2, 193:3</p> <p>bathroom [1] - 109:11</p> <p>bathrooms [1] - 21:12</p> <p>bay [3] - 66:18, 67:1, 72:10</p> <p>Bay [1] - 59:10</p> <p>bays [1] - 99:3</p> <p>Beacon [2] - 192:1, 195:3</p> <p>beat [1] - 33:14</p> <p>beautiful [1] - 60:8</p> <p>became [3] - 16:15, 63:8, 176:1</p> <p>becomes [3] - 68:3, 68:17, 78:4</p> <p>bedrooms [3] - 74:1</p> <p>begin [1] - 59:5</p> <p>beginning [6] - 10:17, 74:11, 97:6, 97:7, 104:10, 141:13</p> <p>behind [3] - 81:17, 98:13, 109:9</p> <p>below [2] - 138:19, 147:9</p> <p>bench [2] - 70:4, 78:1</p> <p>benches [2] - 48:17, 103:10</p> <p>beneath [1] - 112:17</p> <p>benefit [1] - 46:7</p> <p>benefits [1] - 124:7</p> <p>berths [1] - 19:8</p> <p>best [1] - 52:10</p> <p>better [21] - 47:10, 50:3, 56:19, 65:15, 69:13, 72:19, 77:4, 92:19, 93:18, 95:1, 98:11, 98:19, 102:7, 119:12, 130:15, 147:6, 154:16, 160:17, 162:19, 189:15, 194:4</p> <p>between [16] - 3:17, 24:9, 34:8, 49:13, 65:12, 120:17, 122:13, 142:17, 146:19, 147:7, 152:14, 154:19, 155:5, 158:9, 162:1, 168:3</p> <p>beyond [5] - 36:13, 88:12, 94:18, 164:7, 169:15</p> <p>bi [1] - 38:2</p> <p>bi-fold [1] - 38:2</p> <p>bibs [1] - 54:8</p> <p>bicycle [4] - 100:1, 129:16, 169:9, 169:10</p> <p>bicycles [2] - 74:8,</p>	<p>104:14</p> <p>big [14] - 11:1, 14:2, 14:6, 47:2, 70:12, 102:13, 170:11, 172:10, 176:19, 184:7, 188:6, 188:9, 192:3</p> <p>bigger [2] - 68:3, 166:7</p> <p>biggest [3] - 164:6, 168:12, 206:1</p> <p>BIGOLIN [2] - 97:19, 123:4</p> <p>Bigolin [2] - 1:15, 97:15</p> <p>bike [19] - 13:10, 13:11, 16:17, 22:14, 22:16, 22:19, 34:15, 34:18, 35:8, 39:14, 49:11, 50:2, 74:15, 75:16, 75:19, 78:8, 104:5, 104:6, 183:11</p> <p>bikes [4] - 16:19, 26:9, 35:7, 39:17</p> <p>Bill [2] - 42:16, 45:5</p> <p>BILL [4] - 42:19, 43:15, 45:2, 45:6</p> <p>bit [20] - 9:6, 70:14, 74:10, 97:15, 109:2, 113:19, 128:11, 128:14, 131:6, 132:10, 133:7, 142:5, 152:13, 160:16, 161:8, 175:4, 178:15, 178:18, 182:4, 191:9</p> <p>block [8] - 63:16, 66:6, 66:7, 73:5, 78:17, 78:19, 173:6</p> <p>blocks [6] - 63:1, 63:8, 66:8, 165:11, 192:2, 192:10</p> <p>blue [2] - 131:3, 176:1</p> <p>BOARD [2] - 1:2, 209:1</p> <p>board [5] - 58:17, 59:8, 149:10, 178:18, 199:6</p> <p>Board [51] - 2:6, 4:6, 4:12, 4:17, 5:4, 5:5, 6:3, 30:14, 41:19, 59:18, 81:9, 81:10, 82:16, 86:15, 87:4, 87:12, 88:10, 95:17, 97:8, 97:9, 112:7, 121:6, 121:8, 126:5, 128:8, 131:13, 133:2, 133:4, 133:16, 138:9, 138:10, 140:6,</p>	<p>147:13, 147:17, 148:2, 150:4, 167:10, 185:2, 185:16, 185:17, 185:19, 189:14, 190:2, 190:10, 193:18, 202:5, 207:2, 207:9, 208:7, 209:4, 209:16</p> <p>boarding [1] - 38:9</p> <p>boils [1] - 60:13</p> <p>bonds [1] - 152:6</p> <p>border [2] - 47:1, 192:3</p> <p>Boston [8] - 12:19, 72:16, 74:18, 104:12, 178:1, 178:4, 188:3, 202:17</p> <p>bottleneck [1] - 202:19</p> <p>bottom [1] - 107:17</p> <p>boulevard [4] - 135:17, 168:16, 169:14, 174:4</p> <p>Boulevard [6] - 3:6, 104:7, 155:4, 155:8, 157:8</p> <p>box [1] - 22:18</p> <p>break [2] - 61:14, 63:7</p> <p>breaking [3] - 73:10, 98:6, 110:17</p> <p>breath [1] - 28:18</p> <p>BRIAN [2] - 4:10, 6:9</p> <p>Brian [5] - 1:12, 2:3, 4:9, 6:8, 53:9</p> <p>brick [2] - 96:4, 99:7</p> <p>Bridge [6] - 129:17, 130:1, 132:2, 176:6, 203:9</p> <p>bridge [6] - 32:8, 32:9, 104:12, 132:4, 135:13, 176:5</p> <p>bridges [2] - 9:18, 203:14</p> <p>brief [2] - 80:12, 178:15</p> <p>Brigham [1] - 40:15</p> <p>bring [9] - 13:17, 22:10, 88:4, 89:1, 104:2, 107:11, 126:5, 144:13, 190:5</p> <p>bringing [2] - 13:2, 64:18</p> <p>brings [1] - 61:1</p> <p>BRISTOL [1] - 210:3</p> <p>Broadway [1] - 1:7</p> <p>broke [1] - 32:4</p> <p>broken [4] - 66:17, 99:16, 102:2, 111:3</p>	<p>brought [2] - 9:4, 32:4</p> <p>budget [1] - 34:3</p> <p>bug [1] - 57:14</p> <p>build [16] - 3:10, 11:5, 17:4, 32:13, 46:1, 92:18, 93:6, 94:15, 115:12, 151:10, 153:13, 160:3, 183:18, 201:12, 204:17, 206:3</p> <p>building [69] - 6:5, 17:19, 22:15, 27:19, 38:19, 44:13, 56:7, 57:12, 60:4, 60:8, 61:13, 61:14, 62:3, 62:7, 65:13, 66:7, 67:4, 67:13, 69:2, 70:19, 73:10, 73:12, 76:13, 77:1, 78:16, 81:3, 83:11, 84:11, 87:11, 89:10, 89:12, 89:13, 92:10, 92:19, 94:4, 95:14, 98:6, 99:4, 99:19, 100:17, 101:15, 101:19, 102:7, 103:3, 109:1, 109:15, 110:17, 110:18, 111:2, 111:5, 111:12, 116:15, 116:18, 119:1, 131:19, 132:5, 145:13, 146:14, 148:16, 148:19, 149:3, 153:11, 154:9, 155:16, 155:17, 168:4, 178:6</p> <p>buildings [44] - 32:11, 47:1, 61:15, 65:18, 65:19, 68:1, 68:7, 69:6, 69:10, 73:17, 86:4, 86:5, 89:17, 92:10, 94:14, 94:16, 98:12, 102:14, 102:15, 102:18, 112:14, 113:6, 114:6, 116:14, 118:4, 118:5, 118:18, 120:17, 129:5, 129:7, 135:9, 143:15, 145:5, 145:8, 145:9, 147:2, 162:8, 162:9, 162:10, 172:4, 178:6, 178:7, 189:4, 198:1</p> <p>built [18] - 17:3, 32:6, 45:19, 79:12, 93:3, 108:6, 129:5, 145:1, 154:9, 155:18, 157:15, 162:9, 180:17, 180:19,</p>
B				
<p>Bacci [2] - 1:10, 171:15</p> <p>BACCI [25] - 113:16, 156:7, 156:10, 158:18, 159:3, 159:7, 175:3, 175:6, 175:12, 181:12, 181:17, 182:6, 182:11, 182:14, 183:15, 184:3, 184:7, 186:7, 186:15, 187:5, 187:8, 187:17, 194:16, 195:18, 203:18</p> <p>backbone [1] - 176:9</p> <p>backdrop [1] - 98:19</p> <p>backed [1] - 203:2</p> <p>background [3] - 130:18, 134:19, 153:15</p> <p>bad [2] - 21:9, 153:5</p> <p>bags [1] - 192:15</p> <p>bailiwick [1] - 113:1</p> <p>balancing [1] - 174:6</p> <p>Ball [1] - 28:13</p> <p>banks [2] - 194:13, 195:14</p> <p>Barletta [1] - 32:7</p> <p>Barowsky [1] - 127:15</p> <p>base [6] - 66:13, 72:9, 99:8, 131:17, 162:7, 163:8</p> <p>based [8] - 3:8, 36:5, 113:6, 124:9, 142:10, 144:15, 166:8, 166:16</p>	<p>behind [3] - 81:17, 98:13, 109:9</p> <p>below [2] - 138:19, 147:9</p> <p>bench [2] - 70:4, 78:1</p> <p>benches [2] - 48:17, 103:10</p> <p>beneath [1] - 112:17</p> <p>benefit [1] - 46:7</p> <p>benefits [1] - 124:7</p> <p>berths [1] - 19:8</p> <p>best [1] - 52:10</p> <p>better [21] - 47:10, 50:3, 56:19, 65:15, 69:13, 72:19, 77:4, 92:19, 93:18, 95:1, 98:11, 98:19, 102:7, 119:12, 130:15, 147:6, 154:16, 160:17, 162:19, 189:15, 194:4</p> <p>between [16] - 3:17, 24:9, 34:8, 49:13, 65:12, 120:17, 122:13, 142:17, 146:19, 147:7, 152:14, 154:19, 155:5, 158:9, 162:1, 168:3</p> <p>beyond [5] - 36:13, 88:12, 94:18, 164:7, 169:15</p> <p>bi [1] - 38:2</p> <p>bi-fold [1] - 38:2</p> <p>bibs [1] - 54:8</p> <p>bicycle [4] - 100:1, 129:16, 169:9, 169:10</p> <p>bicycles [2] - 74:8,</p>	<p>104:14</p> <p>big [14] - 11:1, 14:2, 14:6, 47:2, 70:12, 102:13, 170:11, 172:10, 176:19, 184:7, 188:6, 188:9, 192:3</p> <p>bigger [2] - 68:3, 166:7</p> <p>biggest [3] - 164:6, 168:12, 206:1</p> <p>BIGOLIN [2] - 97:19, 123:4</p> <p>Bigolin [2] - 1:15, 97:15</p> <p>bike [19] - 13:10, 13:11, 16:17, 22:14, 22:16, 22:19, 34:15, 34:18, 35:8, 39:14, 49:11, 50:2, 74:15, 75:16, 75:19, 78:8, 104:5, 104:6, 183:11</p> <p>bikes [4] - 16:19, 26:9, 35:7, 39:17</p> <p>Bill [2] - 42:16, 45:5</p> <p>BILL [4] - 42:19, 43:15, 45:2, 45:6</p> <p>bit [20] - 9:6, 70:14, 74:10, 97:15, 109:2, 113:19, 128:11, 128:14, 131:6, 132:10, 133:7, 142:5, 152:13, 160:16, 161:8, 175:4, 178:15, 178:18, 182:4, 191:9</p> <p>block [8] - 63:16, 66:6, 66:7, 73:5, 78:17, 78:19, 173:6</p> <p>blocks [6] - 63:1, 63:8, 66:8, 165:11, 192:2, 192:10</p> <p>blue [2] - 131:3, 176:1</p> <p>BOARD [2] - 1:2, 209:1</p> <p>board [5] - 58:17, 59:8, 149:10, 178:18, 199:6</p> <p>Board [51] - 2:6, 4:6, 4:12, 4:17, 5:4, 5:5, 6:3, 30:14, 41:19, 59:18, 81:9, 81:10, 82:16, 86:15, 87:4, 87:12, 88:10, 95:17, 97:8, 97:9, 112:7, 121:6, 121:8, 126:5, 128:8, 131:13, 133:2, 133:4, 133:16, 138:9, 138:10, 140:6,</p>	<p>147:13, 147:17, 148:2, 150:4, 167:10, 185:2, 185:16, 185:17, 185:19, 189:14, 190:2, 190:10, 193:18, 202:5, 207:2, 207:9, 208:7, 209:4, 209:16</p> <p>boarding [1] - 38:9</p> <p>boils [1] - 60:13</p> <p>bonds [1] - 152:6</p> <p>border [2] - 47:1, 192:3</p> <p>Boston [8] - 12:19, 72:16, 74:18, 104:12, 178:1, 178:4, 188:3, 202:17</p> <p>bottleneck [1] - 202:19</p> <p>bottom [1] - 107:17</p> <p>boulevard [4] - 135:17, 168:16, 169:14, 174:4</p> <p>Boulevard [6] - 3:6, 104:7, 155:4, 155:8, 157:8</p> <p>box [1] - 22:18</p> <p>break [2] - 61:14, 63:7</p> <p>breaking [3] - 73:10, 98:6, 110:17</p> <p>breath [1] - 28:18</p> <p>BRIAN [2] - 4:10, 6:9</p> <p>Brian [5] - 1:12, 2:3, 4:9, 6:8, 53:9</p> <p>brick [2] - 96:4, 99:7</p> <p>Bridge [6] - 129:17, 130:1, 132:2, 176:6, 203:9</p> <p>bridge [6] - 32:8, 32:9, 104:12, 132:4, 135:13, 176:5</p> <p>bridges [2] - 9:18, 203:14</p> <p>brief [2] - 80:12, 178:15</p> <p>Brigham [1] - 40:15</p> <p>bring [9] - 13:17, 22:10, 88:4, 89:1, 104:2, 107:11, 126:5, 144:13, 190:5</p> <p>bringing [2] - 13:2, 64:18</p> <p>brings [1] - 61:1</p> <p>BRISTOL [1] - 210:3</p> <p>Broadway [1] - 1:7</p> <p>broke [1] - 32:4</p> <p>broken [4] - 66:17, 99:16, 102:2, 111:3</p>	<p>brought [2] - 9:4, 32:4</p> <p>budget [1] - 34:3</p> <p>bug [1] - 57:14</p> <p>build [16] - 3:10, 11:5, 17:4, 32:13, 46:1, 92:18, 93:6, 94:15, 115:12, 151:10, 153:13, 160:3, 183:18, 201:12, 204:17, 206:3</p> <p>building [69] - 6:5, 17:19, 22:15, 27:19, 38:19, 44:13, 56:7, 57:12, 60:4, 60:8, 61:13, 61:14, 62:3, 62:7, 65:13, 66:7, 67:4, 67:13, 69:2, 70:19, 73:10, 73:12, 76:13, 77:1, 78:16, 81:3, 83:11, 84:11, 87:11, 89:10, 89:12, 89:13, 92:10, 92:19, 94:4, 95:14, 98:6, 99:4, 99:19, 100:17, 101:15, 101:19, 102:7, 103:3, 109:1, 109:15, 110:17, 110:18, 111:2, 111:5, 111:12, 116:15, 116:18, 119:1, 131:19, 132:5, 145:13, 146:14, 148:16, 148:19, 149:3, 153:11, 154:9, 155:16, 155:17, 168:4, 178:6</p> <p>buildings [44] - 32:11, 47:1, 61:15, 65:18, 65:19, 68:1, 68:7, 69:6, 69:10, 73:17, 86:4, 86:5, 89:17, 92:10, 94:14, 94:16, 98:12, 102:14, 102:15, 102:18, 112:14, 113:6, 114:6, 116:14, 118:4, 118:5, 118:18, 120:17, 129:5, 129:7, 135:9, 143:15, 145:5, 145:8, 145:9, 147:2, 162:8, 162:9, 162:10, 172:4, 178:6, 178:7, 189:4, 198:1</p> <p>built [18] - 17:3, 32:6, 45:19, 79:12, 93:3, 108:6, 129:5, 145:1, 154:9, 155:18, 157:15, 162:9, 180:17, 180:19,</p>

<p>181:10, 194:5, 201:18, 202:1 bulletin [1] - 199:6 bump [2] - 28:16, 167:17 bunch [2] - 102:14, 164:3 bus [16] - 13:12, 15:6, 15:9, 17:13, 18:16, 19:3, 19:7, 19:8, 19:9, 20:1, 20:5, 20:7, 20:12, 22:12, 157:19, 195:7 busiest [1] - 192:5 business [7] - 4:8, 4:15, 5:8, 46:18, 58:5, 192:18, 207:1 BUSINESS [1] - 2:2 Business [2] - 5:12, 8:2 businesses [1] - 192:17 busload [1] - 22:13 busses [3] - 10:5, 15:7, 17:11 button [1] - 8:12 buy [1] - 20:4 buying [2] - 27:7, 27:13 BZA [2] - 7:14, 7:15</p>	<p>174:9, 174:11, 177:5, 177:15, 178:8, 179:4, 188:13, 188:16, 189:2, 192:3, 193:7, 197:8, 198:15 Cambridge-like [1] - 193:7 campus [2] - 128:10, 128:16 canal [1] - 173:14 Canal [1] - 5:5 cannot [2] - 17:9, 115:12 cap [1] - 147:18 capacity [1] - 194:1 capture [3] - 67:1, 75:4, 75:9 CAPTURING [1] - 1:18 car [15] - 13:3, 15:14, 16:1, 27:7, 27:16, 38:16, 38:18, 38:19, 39:1, 39:15, 150:8, 165:12, 189:10, 193:16, 194:9 Card [1] - 23:2 careful [3] - 180:8, 182:17 carefully [1] - 198:7 CARLONE [1] - 93:13 Carlone [4] - 93:12, 93:13, 101:12, 107:5 carry [1] - 72:3 carrying [1] - 192:15 cars [12] - 13:5, 15:17, 17:6, 37:2, 37:3, 37:9, 37:11, 37:12, 38:4, 189:7, 192:5 case [6] - 5:5, 35:8, 71:2, 111:7, 171:12, 195:12 cases [2] - 7:14, 7:15 Cases [1] - 2:6 catch [1] - 28:17 catches [1] - 195:19 CATHERINE [122] - 4:3, 6:7, 6:10, 6:17, 7:1, 7:7, 7:10, 7:18, 8:10, 29:2, 30:13, 35:15, 35:19, 41:17, 42:15, 44:2, 44:15, 45:3, 46:12, 49:2, 50:18, 51:6, 51:19, 53:4, 55:14, 55:19, 56:4, 57:16, 57:18, 58:3, 58:9, 59:4, 80:16, 81:5, 81:11, 82:2, 82:8, 84:6, 86:13, 87:7, 87:16,</p>	<p>88:1, 88:7, 88:14, 89:2, 89:5, 91:4, 91:6, 93:10, 96:15, 96:19, 97:17, 101:2, 106:19, 110:5, 114:11, 115:1, 115:6, 115:14, 116:4, 116:7, 116:10, 117:4, 117:12, 117:17, 119:15, 121:12, 122:1, 122:5, 122:10, 122:17, 123:10, 123:13, 124:15, 124:18, 125:7, 125:12, 125:15, 125:18, 126:10, 126:17, 127:10, 149:6, 149:16, 150:3, 156:3, 156:5, 156:9, 159:11, 162:18, 163:4, 169:1, 170:19, 171:6, 171:10, 175:2, 178:13, 183:19, 184:5, 184:9, 186:13, 186:19, 187:11, 189:11, 190:7, 194:11, 194:18, 196:13, 198:4, 198:8, 199:17, 200:1, 200:9, 201:4, 203:10, 203:15, 204:1, 205:11, 206:8, 206:12, 206:19, 207:6 Catherine [5] - 1:8, 46:10, 116:5, 210:4, 210:12 caught [1] - 6:15 causes [1] - 102:12 caveat [1] - 87:3 CAZ [1] - 209:2 CCTV [1] - 22:18 CDD [2] - 199:8, 202:11 celebration [1] - 11:2 cellphones [1] - 40:16 Center [2] - 5:18, 6:2 centers [1] - 186:9 Central [4] - 161:11, 164:3, 165:3, 184:12 central [3] - 129:9, 194:5, 201:16 centralized [1] - 143:18 cents [2] - 193:14, 193:16 certain [3] - 160:6,</p>	<p>193:19, 194:1 certainly [9] - 42:4, 87:13, 110:13, 113:7, 116:18, 117:7, 162:2, 172:6, 196:18 CERTIFICATION [1] - 210:16 Certified [2] - 210:4, 210:13 certified [2] - 6:18, 6:19 certify [1] - 210:5 CERTIFYING [1] - 210:18 Chair [4] - 1:8, 82:4, 171:15, 204:6 change [17] - 63:10, 79:3, 89:12, 92:15, 122:3, 141:18, 144:12, 146:11, 148:6, 154:11, 155:15, 182:4, 191:18, 193:12, 194:7, 206:2, 209:4 CHANGE [6] - 209:9, 209:10, 209:11, 209:12, 209:13, 209:14 changed [3] - 63:6, 188:14, 191:13 changes [19] - 3:16, 5:13, 55:3, 81:4, 85:6, 86:12, 87:5, 89:8, 106:16, 110:11, 110:12, 132:10, 136:12, 141:7, 167:17, 168:12, 169:6, 208:8, 209:16 changing [2] - 40:14, 65:9 character [1] - 100:13 charge [3] - 28:4, 28:5 charged [1] - 158:12 chargers [1] - 41:7 charges [1] - 12:11 Charlestown [2] - 165:5, 165:16 Charlie [1] - 23:2 chart [1] - 191:10 check [2] - 150:4, 156:6 chess [1] - 78:8 child [1] - 132:3 circle [1] - 164:2 Circle [1] - 40:15 cities [3] - 46:3, 65:18, 74:17 citizen [1] - 93:18 CITY [1] - 1:2</p>	<p>city [42] - 44:19, 46:15, 75:15, 78:16, 94:5, 101:9, 102:5, 107:10, 107:19, 108:7, 108:15, 124:7, 141:12, 143:1, 143:9, 144:12, 146:4, 146:16, 150:12, 152:9, 152:11, 152:15, 152:18, 153:4, 153:16, 156:14, 157:1, 161:7, 161:14, 161:18, 168:9, 169:7, 170:4, 174:9, 174:11, 177:5, 178:3, 178:8, 180:13, 188:16, 189:2, 189:16 City [9] - 1:12, 2:3, 125:4, 133:8, 133:13, 134:6, 134:7, 166:1, 205:8 city's [2] - 46:11, 160:6 citywide [1] - 85:14 CIUF [1] - 3:4 clarification [3] - 199:2, 199:7, 202:11 clarity [2] - 98:19, 99:19 clear [3] - 98:5, 122:7, 141:17 clearly [8] - 72:11, 101:10, 112:3, 112:4, 112:16, 116:11, 138:7, 152:14 Clerk's [1] - 125:4 clever [1] - 191:16 click [2] - 22:17 client [2] - 48:13, 163:8 close [6] - 68:2, 68:5, 119:10, 143:10, 152:2, 188:4 closely [2] - 54:7, 174:16 closer [1] - 172:17 closest [1] - 109:1 coaching [1] - 82:3 COHEN [49] - 7:3, 7:5, 26:9, 26:12, 31:13, 34:9, 40:4, 40:8, 41:16, 48:14, 51:5, 51:8, 52:2, 53:2, 84:9, 84:14, 84:19, 85:19, 89:6, 90:18, 91:2, 91:5, 106:8,</p>
C				
<p>cake [1] - 49:11 calculations [3] - 185:4, 185:12, 191:1 CAMBRIDGE [1] - 1:2 Cambridge [69] - 1:7, 4:6, 5:14, 26:1, 45:17, 54:3, 60:3, 60:10, 61:5, 61:7, 63:14, 63:19, 64:19, 65:4, 65:11, 66:8, 67:16, 67:18, 69:3, 69:18, 70:15, 72:3, 72:16, 75:16, 92:11, 93:2, 93:7, 95:5, 98:8, 132:16, 135:11, 135:17, 138:4, 139:6, 143:2, 143:9, 144:12, 146:5, 146:17, 152:10, 152:12, 152:15, 152:19, 153:4, 153:17, 156:14, 157:2, 158:17, 164:4, 165:19, 167:14, 169:7, 170:5, 170:14, 171:18,</p>	<p>174:9, 174:11, 177:5, 177:15, 178:8, 179:4, 188:13, 188:16, 189:2, 192:3, 193:7, 197:8, 198:15 Cambridge-like [1] - 193:7 campus [2] - 128:10, 128:16 canal [1] - 173:14 Canal [1] - 5:5 cannot [2] - 17:9, 115:12 cap [1] - 147:18 capacity [1] - 194:1 capture [3] - 67:1, 75:4, 75:9 CAPTURING [1] - 1:18 car [15] - 13:3, 15:14, 16:1, 27:7, 27:16, 38:16, 38:18, 38:19, 39:1, 39:15, 150:8, 165:12, 189:10, 193:16, 194:9 Card [1] - 23:2 careful [3] - 180:8, 182:17 carefully [1] - 198:7 CARLONE [1] - 93:13 Carlone [4] - 93:12, 93:13, 101:12, 107:5 carry [1] - 72:3 carrying [1] - 192:15 cars [12] - 13:5, 15:17, 17:6, 37:2, 37:3, 37:9, 37:11, 37:12, 38:4, 189:7, 192:5 case [6] - 5:5, 35:8, 71:2, 111:7, 171:12, 195:12 cases [2] - 7:14, 7:15 Cases [1] - 2:6 catch [1] - 28:17 catches [1] - 195:19 CATHERINE [122] - 4:3, 6:7, 6:10, 6:17, 7:1, 7:7, 7:10, 7:18, 8:10, 29:2, 30:13, 35:15, 35:19, 41:17, 42:15, 44:2, 44:15, 45:3, 46:12, 49:2, 50:18, 51:6, 51:19, 53:4, 55:14, 55:19, 56:4, 57:16, 57:18, 58:3, 58:9, 59:4, 80:16, 81:5, 81:11, 82:2, 82:8, 84:6, 86:13, 87:7, 87:16,</p>	<p>88:1, 88:7, 88:14, 89:2, 89:5, 91:4, 91:6, 93:10, 96:15, 96:19, 97:17, 101:2, 106:19, 110:5, 114:11, 115:1, 115:6, 115:14, 116:4, 116:7, 116:10, 117:4, 117:12, 117:17, 119:15, 121:12, 122:1, 122:5, 122:10, 122:17, 123:10, 123:13, 124:15, 124:18, 125:7, 125:12, 125:15, 125:18, 126:10, 126:17, 127:10, 149:6, 149:16, 150:3, 156:3, 156:5, 156:9, 159:11, 162:18, 163:4, 169:1, 170:19, 171:6, 171:10, 175:2, 178:13, 183:19, 184:5, 184:9, 186:13, 186:19, 187:11, 189:11, 190:7, 194:11, 194:18, 196:13, 198:4, 198:8, 199:17, 200:1, 200:9, 201:4, 203:10, 203:15, 204:1, 205:11, 206:8, 206:12, 206:19, 207:6 Catherine [5] - 1:8, 46:10, 116:5, 210:4, 210:12 caught [1] - 6:15 causes [1] - 102:12 caveat [1] - 87:3 CAZ [1] - 209:2 CCTV [1] - 22:18 CDD [2] - 199:8, 202:11 celebration [1] - 11:2 cellphones [1] - 40:16 Center [2] - 5:18, 6:2 centers [1] - 186:9 Central [4] - 161:11, 164:3, 165:3, 184:12 central [3] - 129:9, 194:5, 201:16 centralized [1] - 143:18 cents [2] - 193:14, 193:16 certain [3] - 160:6,</p>	<p>193:19, 194:1 certainly [9] - 42:4, 87:13, 110:13, 113:7, 116:18, 117:7, 162:2, 172:6, 196:18 CERTIFICATION [1] - 210:16 Certified [2] - 210:4, 210:13 certified [2] - 6:18, 6:19 certify [1] - 210:5 CERTIFYING [1] - 210:18 Chair [4] - 1:8, 82:4, 171:15, 204:6 change [17] - 63:10, 79:3, 89:12, 92:15, 122:3, 141:18, 144:12, 146:11, 148:6, 154:11, 155:15, 182:4, 191:18, 193:12, 194:7, 206:2, 209:4 CHANGE [6] - 209:9, 209:10, 209:11, 209:12, 209:13, 209:14 changed [3] - 63:6, 188:14, 191:13 changes [19] - 3:16, 5:13, 55:3, 81:4, 85:6, 86:12, 87:5, 89:8, 106:16, 110:11, 110:12, 132:10, 136:12, 141:7, 167:17, 168:12, 169:6, 208:8, 209:16 changing [2] - 40:14, 65:9 character [1] - 100:13 charge [3] - 28:4, 28:5 charged [1] - 158:12 chargers [1] - 41:7 charges [1] - 12:11 Charlestown [2] - 165:5, 165:16 Charlie [1] - 23:2 chart [1] - 191:10 check [2] - 150:4, 156:6 chess [1] - 78:8 child [1] - 132:3 circle [1] - 164:2 Circle [1] - 40:15 cities [3] - 46:3, 65:18, 74:17 citizen [1] - 93:18 CITY [1] - 1:2</p>	<p>city [42] - 44:19, 46:15, 75:15, 78:16, 94:5, 101:9, 102:5, 107:10, 107:19, 108:7, 108:15, 124:7, 141:12, 143:1, 143:9, 144:12, 146:4, 146:16, 150:12, 152:9, 152:11, 152:15, 152:18, 153:4, 153:16, 156:14, 157:1, 161:7, 161:14, 161:18, 168:9, 169:7, 170:4, 174:9, 174:11, 177:5, 178:3, 178:8, 180:13, 188:16, 189:2, 189:16 City [9] - 1:12, 2:3, 125:4, 133:8, 133:13, 134:6, 134:7, 166:1, 205:8 city's [2] - 46:11, 160:6 citywide [1] - 85:14 CIUF [1] - 3:4 clarification [3] - 199:2, 199:7, 202:11 clarity [2] - 98:19, 99:19 clear [3] - 98:5, 122:7, 141:17 clearly [8] - 72:11, 101:10, 112:3, 112:4, 112:16, 116:11, 138:7, 152:14 Clerk's [1] - 125:4 clever [1] - 191:16 click [2] - 22:17 client [2] - 48:13, 163:8 close [6] - 68:2, 68:5, 119:10, 143:10, 152:2, 188:4 closely [2] - 54:7, 174:16 closer [1] - 172:17 closest [1] - 109:1 coaching [1] - 82:3 COHEN [49] - 7:3, 7:5, 26:9, 26:12, 31:13, 34:9, 40:4, 40:8, 41:16, 48:14, 51:5, 51:8, 52:2, 53:2, 84:9, 84:14, 84:19, 85:19, 89:6, 90:18, 91:2, 91:5, 106:8,</p>

<p>110:6, 111:9, 121:10, 121:14, 123:8, 123:12, 124:17, 125:17, 126:2, 160:12, 162:11, 162:14, 163:2, 163:6, 164:11, 166:4, 168:1, 170:18, 195:15, 196:1, 196:15, 197:10, 203:17, 204:5, 206:7, 206:11</p> <p>Cohen [1] - 1:9</p> <p>coherent [1] - 64:16</p> <p>collaborative [1] - 60:6</p> <p>colleague [2] - 113:17, 202:18</p> <p>colleagues [1] - 112:7</p> <p>collected [1] - 184:18</p> <p>collectible [1] - 69:12</p> <p>collecting [1] - 189:17</p> <p>collective [4] - 67:8, 68:18, 114:13, 117:2</p> <p>collectively [2] - 148:4, 178:8</p> <p>color [2] - 101:19</p> <p>colors [1] - 90:10</p> <p>columns [1] - 51:16</p> <p>comfort [2] - 178:19, 194:13</p> <p>comfortable [11] - 66:3, 102:4, 118:3, 146:17, 147:18, 147:19, 167:15, 177:4, 177:7, 177:18, 193:10</p> <p>coming [21] - 11:4, 17:15, 25:10, 42:7, 47:18, 57:19, 64:12, 70:12, 79:14, 79:19, 108:12, 141:11, 148:1, 163:13, 165:17, 170:3, 174:14, 177:10, 190:17, 191:12</p> <p>comment [18] - 91:5, 101:7, 102:8, 102:9, 110:3, 111:10, 112:6, 120:14, 126:2, 147:12, 150:5, 156:6, 160:5, 163:1, 171:2, 171:15, 177:2, 184:15</p> <p>comments [13] - 30:14, 41:19, 42:17, 43:4, 57:5, 80:17, 97:16, 110:7, 110:9,</p>	<p>111:10, 121:9, 171:13, 187:19</p> <p>commercial [7] - 3:12, 129:4, 131:4, 137:7, 137:11, 147:2, 191:4</p> <p>Commission [1] - 210:14</p> <p>Committee [2] - 5:1, 133:18</p> <p>committee [3] - 46:14, 169:9, 169:11</p> <p>Common [1] - 129:10</p> <p>common [4] - 102:17, 103:5, 115:8, 117:14</p> <p>COMMONWEALTH [1] - 210:2</p> <p>communal [1] - 79:17</p> <p>communities [3] - 44:8, 45:16, 46:4</p> <p>Communities [1] - 59:11</p> <p>Community [5] - 1:12, 1:13, 2:4, 60:2, 208:4</p> <p>community [25] - 9:3, 12:14, 12:16, 14:4, 23:18, 24:14, 28:15, 31:9, 43:5, 43:18, 43:19, 44:5, 44:7, 45:16, 60:10, 60:11, 61:5, 92:9, 92:11, 131:7, 157:7, 171:18, 172:16, 172:18, 174:15</p> <p>commuter [5] - 10:15, 25:12, 39:19, 155:13, 176:11</p> <p>companies [1] - 177:13</p> <p>competing [2] - 139:10, 190:19</p> <p>complaints [1] - 21:7</p> <p>complete [4] - 12:5, 33:13, 34:7, 128:15</p> <p>completed [3] - 31:15, 32:17, 33:3</p> <p>COMPLETED [1] - 208:16</p> <p>completely [2] - 6:4, 186:8</p> <p>completion [3] - 11:19, 34:7, 46:18</p> <p>complicated [1] - 154:5</p> <p>compliment [2] - 54:16, 93:19</p> <p>complimentary [1] - 110:7</p>	<p>component [6] - 134:11, 134:12, 137:14, 179:8, 181:19, 184:8</p> <p>compromises [1] - 57:13</p> <p>concentrate [1] - 135:5</p> <p>concentrating [1] - 36:17</p> <p>concept [9] - 98:4, 109:8, 109:14, 117:3, 119:18, 143:16, 150:14, 173:12, 205:19</p> <p>concern [9] - 63:11, 100:4, 110:2, 160:16, 161:2, 161:8, 190:13, 196:4, 196:9</p> <p>concerned [2] - 119:4, 199:4</p> <p>concerns [2] - 99:12, 198:17</p> <p>concluding [1] - 188:18</p> <p>concrete [1] - 107:16</p> <p>condition [2] - 88:13, 90:14</p> <p>conditions [4] - 87:1, 97:12, 123:19, 180:18</p> <p>condo [1] - 189:9</p> <p>condominium [3] - 129:7, 145:8, 145:11</p> <p>confidence [1] - 185:7</p> <p>confident [3] - 185:3, 189:15, 195:6</p> <p>configuration [1] - 135:7</p> <p>confirm [1] - 52:2</p> <p>confirmed [1] - 6:4</p> <p>conformance [1] - 61:2</p> <p>conforms [2] - 124:3, 124:5</p> <p>confusion [1] - 89:7</p> <p>congratulate [2] - 96:12, 107:9</p> <p>congregate [1] - 117:14</p> <p>connect [4] - 43:7, 63:13, 73:16, 79:9</p> <p>connected [1] - 80:1</p> <p>connecting [6] - 73:3, 73:4, 76:14, 77:3, 77:14, 100:4</p> <p>connection [16] - 44:12, 44:13, 63:19,</p>	<p>76:9, 76:10, 76:16, 80:10, 92:12, 92:13, 92:14, 129:16, 129:19, 132:1, 168:3, 176:6, 176:16</p> <p>connections [3] - 100:1, 100:2, 132:6</p> <p>CONNOLLY [122] - 4:3, 6:7, 6:10, 6:17, 7:1, 7:7, 7:10, 7:18, 8:10, 29:2, 30:13, 35:15, 35:19, 41:17, 42:15, 44:2, 44:15, 45:3, 46:12, 49:2, 50:18, 51:6, 51:19, 53:4, 55:14, 55:19, 56:4, 57:16, 57:18, 58:3, 58:9, 59:4, 80:16, 81:5, 81:11, 82:2, 82:8, 84:6, 86:13, 87:7, 87:16, 88:1, 88:7, 88:14, 89:2, 89:5, 91:4, 91:6, 93:10, 96:15, 96:19, 97:17, 101:2, 106:19, 110:5, 114:11, 115:1, 115:6, 115:14, 116:4, 116:7, 116:10, 117:4, 117:12, 117:17, 119:15, 121:12, 122:1, 122:5, 122:10, 122:17, 123:10, 123:13, 124:15, 124:18, 125:7, 125:12, 125:15, 125:18, 126:10, 126:17, 127:10, 149:6, 149:16, 150:3, 156:3, 156:5, 156:9, 159:11, 162:18, 163:4, 169:1, 170:19, 171:6, 171:10, 175:2, 178:13, 183:19, 184:5, 184:9, 186:13, 186:19, 187:11, 189:11, 190:7, 194:11, 194:18, 196:13, 198:4, 198:8, 199:17, 200:1, 200:9, 201:4, 203:10, 203:15, 204:1, 205:11, 206:8, 206:12, 206:19, 207:6</p> <p>Connolly [1] - 1:8</p> <p>consider [2] - 76:1,</p>	<p>134:14</p> <p>considered [1] - 135:2</p> <p>considering [1] - 37:1</p> <p>consistent [6] - 31:8, 53:17, 53:18, 84:4, 85:13, 124:13</p> <p>consistently [1] - 160:14</p> <p>constantly [2] - 203:2, 203:3</p> <p>constraints [1] - 191:14</p> <p>construct [1] - 12:13</p> <p>constructed [2] - 129:8, 129:10</p> <p>constructing [1] - 155:3</p> <p>construction [13] - 8:17, 11:12, 12:4, 12:5, 14:9, 14:12, 14:14, 17:18, 36:5, 129:6, 129:11, 203:9, 203:13</p> <p>consultant [1] - 93:17</p> <p>continuation [1] - 128:2</p> <p>continue [7] - 50:15, 77:7, 98:4, 151:17, 154:2, 169:17, 198:13</p> <p>Continued [2] - 2:18, 3:1</p> <p>continued [1] - 90:7</p> <p>continues [1] - 154:1</p> <p>continuing [6] - 65:10, 90:13, 97:13, 118:11, 121:7, 123:19</p> <p>contract [5] - 9:10, 9:17, 9:19, 11:11, 11:19</p> <p>contracts [3] - 9:8, 9:9, 11:6</p> <p>contribute [2] - 75:18, 78:11</p> <p>control [2] - 22:2, 169:15</p> <p>CONTROL [1] - 210:18</p> <p>controls [2] - 124:4, 174:10</p> <p>convenient [1] - 118:10</p> <p>conversations [1] - 120:9</p> <p>conversion [1] - 62:3</p> <p>conveyed [1] - 96:2</p> <p>convinced [2] - 101:10, 106:10</p> <p>convincing [1] -</p>
--	---	---	--	--

<p>101:11 cool [1] - 40:2 cooperating [1] - 107:10 cooperative [1] - 45:13 cooperatively [1] - 47:9 coordinated [1] - 49:13 coordination [1] - 45:9 Copley [1] - 59:12 corner [8] - 27:16, 53:9, 67:6, 68:13, 103:12, 119:10, 194:3 correct [8] - 45:1, 45:2, 52:9, 56:8, 114:17, 124:1, 159:9, 200:12 correction [1] - 209:5 corrections [2] - 208:8, 209:16 correctly [1] - 114:16 corresponding [1] - 3:11 corridor [1] - 53:1 cost [1] - 12:10 costs [1] - 23:1 Council [5] - 133:9, 133:13, 134:6, 134:7, 205:8 Councillor [2] - 101:12, 107:5 councillors [1] - 93:12 count [2] - 62:11, 144:6 counts [2] - 141:11, 188:18 couple [7] - 34:15, 58:10, 135:14, 150:9, 163:7, 175:3, 187:19 course [3] - 122:18, 123:8, 197:15 courthouse [1] - 197:16 courtyard [5] - 78:15, 79:14, 99:13, 120:19, 122:13 courtyards [1] - 79:18 cover [2] - 75:10, 83:6 covered [1] - 97:7 covers [2] - 90:2, 139:19 create [12] - 92:8, 92:9, 93:4, 98:13, 117:13, 135:10, 143:13, 176:5, 181:18, 187:4,</p>	<p>187:5 created [1] - 145:12 creates [1] - 98:18 creating [6] - 3:7, 5:10, 63:17, 130:9, 190:11, 202:15 creative [1] - 24:4 crisis [1] - 162:9 critical [1] - 120:17 criticize [1] - 106:14 cross [4] - 26:6, 29:17, 170:9, 176:16 crossing [3] - 169:3, 170:9, 173:6 crossings [5] - 168:18, 169:2, 169:19, 172:10, 172:12 crosswalks [3] - 170:9, 170:11, 173:11 crucial [1] - 105:2 crush [1] - 136:8 CSI [1] - 124:13 Cube [1] - 59:12 curb [2] - 52:14, 104:18 curious [1] - 186:15 current [4] - 156:1, 158:6, 168:13, 205:2 curve [1] - 26:8 curved [2] - 25:2, 25:5 curves [1] - 26:3 customers [2] - 163:10, 163:15 cut [4] - 76:11, 76:13, 78:18, 173:13 cuts [2] - 61:16, 168:13 cutting [1] - 76:12 cycle [2] - 169:11, 174:8</p> <hr/> <p style="text-align: center;">D</p> <hr/> <p>daily [1] - 141:16 dare [1] - 92:18 Dash [1] - 1:15 DASH [2] - 46:9, 185:14 data [9] - 40:5, 167:10, 177:8, 177:11, 184:18, 189:1, 189:13, 189:16, 189:17 date [4] - 51:4, 113:7, 125:5, 209:5 DATE [1] - 209:1</p>	<p>dates [1] - 32:3 daughter [1] - 198:19 DCR [1] - 157:10 deal [2] - 57:8, 103:18 deals [1] - 128:4 dear [1] - 152:7 December [6] - 6:14, 6:15, 12:6, 31:15, 34:8, 55:9 decision [4] - 88:10, 125:3, 125:5, 148:4 decisions [1] - 189:19 deckers [1] - 67:18 decried [1] - 92:17 default [1] - 204:7 definitely [2] - 108:10, 109:15 definition [2] - 94:9, 98:14 Deignan [1] - 42:16 DEIGNAN [4] - 42:19, 43:15, 45:2, 45:6 delight [1] - 93:15 delivered [1] - 208:4 demands [2] - 161:17, 181:1 demarcated [1] - 120:10 demarcating [1] - 120:6 demoed [1] - 32:10 demonstrate [1] - 146:9 DENNIS [1] - 93:13 Dennis [1] - 93:13 density [4] - 61:9, 70:17, 71:7, 71:8 Department [3] - 124:11, 179:4, 208:5 Depot [1] - 108:2 design [60] - 5:15, 8:17, 9:2, 11:3, 12:12, 13:12, 14:9, 14:12, 14:13, 43:2, 43:9, 44:17, 59:12, 59:19, 60:4, 62:17, 81:2, 84:11, 85:4, 85:14, 86:15, 87:2, 87:19, 90:4, 90:7, 90:13, 94:1, 95:12, 97:13, 97:16, 98:5, 99:1, 108:16, 109:8, 109:14, 111:11, 112:4, 112:9, 112:19, 113:3, 113:10, 114:15, 118:12, 121:7, 123:19, 126:4, 126:6, 131:12, 135:15, 147:11,</p>	<p>148:12, 153:5, 154:11, 154:18, 167:11, 174:17, 202:5 designed [3] - 38:11, 38:18, 56:17 designing [1] - 135:17 desire [3] - 54:2, 93:1, 104:15 desired [1] - 116:17 destination [2] - 158:15, 183:4 destroying [1] - 34:11 detail [12] - 90:17, 100:19, 111:15, 113:2, 114:8, 123:5, 140:13, 140:17, 146:5, 154:6, 174:16, 176:17 detailed [4] - 132:14, 141:4, 143:11, 170:3 detailing [1] - 89:15 details [2] - 90:8, 95:10 determination [3] - 116:16, 133:6, 205:5 develop [2] - 47:10, 75:18 developed [2] - 77:11, 153:9 developer [6] - 17:5, 48:7, 92:1, 95:18, 112:18, 196:6 developer's [1] - 196:3 developers [4] - 12:17, 46:2, 46:3, 94:13 Development [5] - 1:12, 1:13, 2:4, 60:2, 208:5 development [17] - 3:18, 9:2, 20:10, 45:8, 52:5, 59:10, 59:14, 63:12, 65:16, 95:19, 98:3, 113:14, 122:16, 124:4, 138:15, 191:7, 205:15 device [1] - 41:2 difference [3] - 80:3, 98:7, 164:17 differences [1] - 80:8 different [21] - 13:16, 34:19, 37:18, 39:12, 39:13, 64:11, 65:7, 67:19, 69:7, 80:6, 87:4, 87:17, 88:19,</p>	<p>102:11, 102:14, 108:9, 109:6, 119:6, 144:1, 178:3, 188:12 diligently [2] - 168:10, 170:5 dimension [2] - 76:17, 103:14 dining [1] - 109:11 direct [2] - 100:5, 130:1 DIRECT [1] - 210:18 direction [3] - 52:15, 113:8, 119:6 DIRECTION [1] - 210:18 directly [1] - 152:6 director [1] - 8:16 discovered [1] - 191:7 discretion [1] - 147:16 discuss [1] - 90:19 discussing [1] - 190:10 discussion [7] - 4:16, 6:2, 97:6, 99:6, 126:1, 163:1, 206:10 discussions [2] - 5:13, 127:7 disliked [1] - 117:18 disposition [1] - 6:5 distance [2] - 24:9, 139:11 distant [1] - 111:17 distinguished [1] - 101:8 distribution [1] - 209:7 District [2] - 3:5, 133:12 district [5] - 3:7, 143:14, 150:15, 162:13, 204:13 divert [1] - 104:13 diverted [1] - 203:11 divided [2] - 66:14, 98:17 division [1] - 162:3 Division [1] - 32:8 Dodge [1] - 159:15 DOES [1] - 210:17 done [24] - 10:16, 11:17, 12:15, 17:1, 20:17, 23:13, 24:4, 24:11, 33:14, 34:3, 37:14, 52:10, 52:15, 57:12, 80:8, 80:13, 95:11, 107:8, 109:16, 110:3,</p>
---	--	---	---	---

<p>125:10, 190:3, 205:6, 205:10</p> <p>door [3] - 55:2, 111:14, 153:3</p> <p>doors [1] - 38:3</p> <p>double [1] - 19:13</p> <p>doubt [1] - 95:11</p> <p>Doug [4] - 52:11, 53:16, 127:13, 180:15</p> <p>DOUG [34] - 53:10, 53:15, 54:17, 127:9, 127:12, 130:16, 131:2, 149:13, 150:2, 151:3, 154:17, 156:13, 156:19, 159:1, 159:5, 159:9, 159:14, 163:14, 164:19, 166:5, 168:7, 169:3, 172:19, 175:5, 175:10, 175:17, 187:18, 200:11, 201:1, 201:6, 201:12, 202:4, 203:6, 206:16</p> <p>down [29] - 10:6, 15:18, 23:19, 51:15, 52:6, 55:11, 60:13, 60:15, 61:7, 61:11, 61:16, 63:7, 65:4, 76:13, 83:12, 99:16, 104:6, 107:11, 155:11, 159:13, 164:8, 168:11, 169:5, 178:11, 190:14, 193:14, 194:6, 196:6, 201:2</p> <p>downs [2] - 10:4, 101:18</p> <p>downtown [2] - 72:16, 202:17</p> <p>dramatic [4] - 110:11, 142:5, 164:17</p> <p>dramatically [1] - 155:15</p> <p>draw [3] - 164:2, 166:7, 193:4</p> <p>drawing [1] - 166:5</p> <p>drawings [2] - 114:16, 117:1</p> <p>draws [1] - 76:14</p> <p>dreaming [1] - 56:18</p> <p>drive [8] - 143:7, 144:3, 157:12, 165:14, 180:11, 183:6, 197:14, 198:18</p> <p>drivers [1] - 19:9</p> <p>drives [1] - 176:14</p>	<p>driving [4] - 154:4, 186:8, 186:11, 202:15</p> <p>drop [3] - 19:2, 177:1</p> <p>drop-off/pick-up [1] - 177:1</p> <p>dropping [2] - 175:14, 186:11</p> <p>drove [2] - 82:5, 192:13</p> <p>during [5] - 147:5, 147:10, 148:12, 179:16, 179:19</p> <p>dwelling [3] - 2:12, 83:14, 84:4</p> <hr/> <p style="text-align: center;">E</p> <hr/> <p>e-mail [1] - 92:16</p> <p>eager [1] - 197:1</p> <p>ear [2] - 41:1, 57:15</p> <p>early [4] - 10:15, 46:13, 171:16, 172:10</p> <p>easement [2] - 51:15</p> <p>easier [1] - 70:1</p> <p>East [29] - 2:11, 3:5, 4:14, 15:3, 18:1, 54:2, 60:3, 60:10, 61:4, 63:14, 63:19, 64:18, 65:11, 66:8, 67:16, 67:17, 72:3, 72:16, 95:5, 98:8, 132:16, 135:16, 164:4, 165:19, 168:19, 170:14, 171:18, 197:7, 198:14</p> <p>east [4] - 18:2, 18:4, 18:5, 67:2</p> <p>easy [1] - 67:17</p> <p>economic [1] - 94:14</p> <p>edge [4] - 56:14, 69:1, 79:6, 80:2</p> <p>edges [2] - 42:1, 79:9</p> <p>education [1] - 185:1</p> <p>EF [1] - 163:19</p> <p>effects [1] - 124:8</p> <p>efficiently [1] - 127:2</p> <p>effort [2] - 46:10, 77:2</p> <p>egress [2] - 24:8</p> <p>eight [7] - 8:3, 28:8, 28:11, 28:12, 36:3, 64:8, 69:18</p> <p>either [7] - 15:9, 24:16, 40:19, 86:15, 120:5, 161:19</p> <p>electronically [1] - 208:5</p> <p>elegant [1] - 118:13</p>	<p>element [1] - 149:4</p> <p>elements [4] - 43:2, 65:17, 77:10, 102:6</p> <p>elevated [1] - 95:4</p> <p>elevation [4] - 37:19, 108:19, 111:2, 112:2</p> <p>elevations [5] - 100:17, 101:1, 111:16, 120:16, 123:1</p> <p>elevator [3] - 18:12, 22:7, 22:9</p> <p>elevators [3] - 18:14, 20:14, 38:14</p> <p>eleven [5] - 64:3, 64:11, 65:5, 72:14</p> <p>eleven-story [2] - 64:3, 64:11</p> <p>eliminate [1] - 149:1</p> <p>emergency [4] - 16:14, 24:7, 24:8, 41:6</p> <p>emphasis [1] - 112:11</p> <p>emphasizing [1] - 168:17</p> <p>employees [1] - 164:14</p> <p>empty [6] - 71:3, 144:5, 147:6, 179:17, 180:1, 198:3</p> <p>enables [1] - 98:11</p> <p>enclosure [1] - 98:14</p> <p>encourage [5] - 93:6, 120:8, 180:11, 183:5, 183:8</p> <p>encouraging [1] - 42:9</p> <p>end [15] - 26:4, 26:5, 32:18, 33:8, 60:7, 94:19, 109:1, 118:15, 135:4, 145:15, 145:16, 157:9, 198:2, 203:5</p> <p>ended [1] - 191:5</p> <p>ending [2] - 38:6, 60:7</p> <p>ends [2] - 12:9, 140:9</p> <p>engineer [1] - 127:18</p> <p>enhanced [1] - 60:8</p> <p>enhancements [1] - 129:1</p> <p>enhances [1] - 61:5</p> <p>enhancing [1] - 173:18</p> <p>enjoy [2] - 34:13, 172:7</p> <p>enormous [1] - 110:18</p> <p>enrichment [1] - 96:12</p>	<p>ensure [1] - 194:17</p> <p>enter [3] - 20:2, 20:11, 20:12</p> <p>entire [6] - 3:18, 31:18, 62:5, 75:6, 133:2, 159:1</p> <p>entrance [27] - 15:12, 16:11, 19:4, 19:6, 57:8, 67:6, 68:14, 68:16, 68:18, 69:1, 72:12, 73:6, 73:7, 73:9, 73:11, 73:13, 102:16, 111:14, 117:11, 118:8, 118:11, 172:16, 173:2</p> <p>entrances [12] - 19:5, 67:5, 68:8, 70:18, 71:6, 73:16, 77:17, 92:7, 114:2, 115:15, 118:1, 118:14</p> <p>entries [1] - 159:19</p> <p>envision [2] - 166:15, 168:2</p> <p>envisioned [1] - 136:17</p> <p>equal [1] - 94:4</p> <p>equation [1] - 41:5</p> <p>equipment [1] - 9:12</p> <p>equivalent [1] - 78:19</p> <p>ERRATA [3] - 208:1, 208:16, 209:3</p> <p>Errata [3] - 208:3, 208:8, 209:7</p> <p>errata [1] - 209:5</p> <p>escalator [2] - 18:13, 20:13</p> <p>especially [8] - 61:6, 71:19, 92:2, 107:14, 120:15, 145:8, 170:6, 189:9</p> <p>essentially [2] - 55:1, 180:3</p> <p>established [2] - 182:19, 188:10</p> <p>estate [1] - 194:16</p> <p>etcetera [3] - 49:17, 83:4</p> <p>evaluate [1] - 167:16</p> <p>evening [9] - 4:11, 4:17, 7:14, 8:14, 58:12, 59:7, 62:18, 158:3, 182:17</p> <p>eventually [3] - 15:9, 15:16, 57:9</p> <p>evident [1] - 98:9</p> <p>evolve [1] - 182:5</p> <p>exactly [4] - 73:9, 104:17, 189:12, 192:7</p> <p>example [1] - 75:14</p>	<p>exceeding [4] - 182:18, 199:18, 199:19, 200:2</p> <p>exceeds [1] - 205:1</p> <p>excellent [2] - 119:3, 190:8</p> <p>except [3] - 39:17, 138:10, 209:16</p> <p>excited [4] - 43:10, 45:11, 130:5, 170:6</p> <p>exciting [1] - 45:7</p> <p>exhausted [3] - 203:16, 203:17, 203:18</p> <p>existing [13] - 3:4, 25:12, 28:6, 36:7, 37:2, 55:11, 84:5, 84:17, 85:16, 86:7, 86:9, 118:4, 118:18</p> <p>exists [3] - 17:2, 17:7, 23:7</p> <p>exit [6] - 16:11, 16:12, 16:13, 16:14, 16:15, 117:10</p> <p>exits [1] - 159:19</p> <p>expand [2] - 32:1, 72:4</p> <p>expensive [1] - 198:3</p> <p>experience [5] - 13:13, 71:19, 99:14, 161:9, 161:15</p> <p>Expires [1] - 210:14</p> <p>explain [1] - 67:16</p> <p>explained [2] - 150:9, 172:1</p> <p>explanation [1] - 116:9</p> <p>explore [1] - 80:2</p> <p>expressed [2] - 160:15, 162:19</p> <p>extend [1] - 5:16</p> <p>extended [1] - 153:18</p> <p>Extension [1] - 2:7</p> <p>extension [14] - 8:5, 15:3, 36:10, 36:12, 36:18, 37:1, 37:2, 43:9, 43:14, 44:14, 70:3, 125:3, 125:13, 176:8</p> <p>extensively [1] - 49:14</p> <p>extant [4] - 52:5, 117:13, 163:12, 196:9</p> <p>extra [1] - 105:4</p> <p>EZ [1] - 176:13</p> <hr/> <p style="text-align: center;">F</p> <hr/> <p>face [4] - 111:12,</p>
--	--	--	--	--

<p>112:12, 112:13 faceless [1] - 34:11 faces [2] - 112:13, 123:2 facilities [4] - 22:16, 35:2, 73:14, 74:19 facility [7] - 16:17, 22:14, 25:17, 28:12, 32:13, 32:19, 150:17 Facility [1] - 33:1 facing [2] - 111:12, 112:2 fact [6] - 58:19, 95:16, 95:18, 121:17, 162:6, 198:16 factory [5] - 19:1, 20:7, 56:5, 57:2, 57:9 fall [2] - 9:8, 11:7 fan [2] - 114:13, 114:14 far [4] - 56:1, 89:10, 199:4, 203:1 fare [4] - 20:16, 20:19, 21:1, 22:8 fares [1] - 20:5 farmer's [4] - 48:3, 49:12, 53:8, 166:15 fast [1] - 46:1 favor [6] - 7:8, 7:11, 59:1, 126:11, 206:13, 206:15 features [1] - 111:5 February [4] - 5:18, 6:1, 125:6, 207:5 Federal [2] - 10:19, 11:8 feds [2] - 12:9, 24:6 fee [1] - 158:12 feedback [2] - 60:4, 60:5 feelings [1] - 120:2 feet [72] - 2:12, 3:9, 3:10, 3:11, 3:12, 3:13, 26:15, 60:15, 60:16, 63:5, 63:9, 63:16, 63:17, 66:2, 66:3, 66:9, 66:10, 68:12, 68:13, 68:16, 68:19, 69:2, 69:18, 69:19, 70:10, 73:10, 76:17, 76:18, 79:4, 80:4, 83:12, 83:13, 129:2, 129:18, 131:16, 133:15, 136:1, 136:3, 136:5, 136:6, 136:7, 136:19, 137:3, 137:8, 137:16, 138:11, 138:14,</p>	<p>138:16, 146:2, 164:8, 166:2, 166:3, 167:3, 170:10, 188:7, 199:10, 199:12, 199:16, 200:2, 200:7, 200:14, 200:16, 200:18, 201:14, 201:17, 204:17, 204:18, 204:19 felt [1] - 179:13 few [6] - 43:1, 103:7, 128:8, 130:3, 160:12, 186:2 FFGA [1] - 9:1 FGA [1] - 10:11 figure [4] - 25:9, 47:11, 77:10, 185:5 figured [2] - 24:13, 185:14 filed [1] - 125:4 filling [1] - 71:7 final [7] - 59:14, 62:11, 82:19, 86:4, 134:16, 205:14 finally [2] - 108:11, 108:12 finance [2] - 12:11, 194:14 financial [1] - 154:3 financially [1] - 152:8 financing [3] - 195:2, 195:3, 195:15 findings [7] - 97:9, 121:19, 122:4, 123:17, 124:3, 199:13, 205:3 fine [3] - 89:17, 105:16, 109:3 finish [2] - 51:2, 91:2 First [11] - 3:6, 15:3, 18:2, 18:3, 18:18, 19:5, 23:5, 159:17, 168:18, 172:14, 173:15 first [32] - 4:8, 7:5, 8:1, 8:7, 18:18, 33:11, 54:18, 58:11, 63:3, 64:2, 68:11, 80:18, 102:13, 107:15, 108:4, 110:6, 110:10, 121:19, 131:13, 133:1, 134:7, 144:13, 151:4, 157:15, 163:16, 168:14, 175:17, 185:10, 189:4, 202:1, 205:4, 205:7 fit [1] - 102:7 Fitchburg [5] - 10:2,</p>	<p>10:3, 10:7, 10:8, 10:14 fitness [3] - 75:14, 77:8, 78:7 fits [1] - 69:13 five [10] - 28:2, 58:4, 58:7, 58:16, 59:1, 70:10, 149:9, 165:11, 178:7, 202:7 fix [1] - 35:7 fixing [1] - 37:10 flat [1] - 35:9 flexibility [3] - 13:1, 145:17, 181:10 floor [12] - 3:17, 3:17, 37:13, 37:17, 38:7, 38:8, 73:2, 73:17, 74:7, 107:15, 131:17, 137:1 Floor [1] - 1:6 floors [1] - 74:6 flow [4] - 47:15, 100:2, 120:11, 147:6 fluid [1] - 182:7 flyer [1] - 177:6 focus [1] - 90:8 focussed [1] - 130:14 fold [1] - 38:2 folks [7] - 35:6, 50:14, 118:1, 126:19, 172:6, 172:11, 195:8 follow [4] - 26:2, 48:15, 51:7, 52:1 Following [1] - 2:18 following [1] - 136:11 follows [1] - 24:2 Food [1] - 192:6 Foodmaster [1] - 192:1 Foodmasters [1] - 165:4 Foods [5] - 164:12, 165:2, 165:5, 195:2, 195:8 foot [4] - 131:19, 132:2, 136:14, 160:8 footage [7] - 3:11, 3:12, 89:9, 137:7, 137:12, 141:1, 141:18 FOR [1] - 1:2 FOREGOING [1] - 210:16 foregoing [1] - 209:15 foreground [3] - 25:3, 25:6, 65:14 forget [1] - 179:6</p>	<p>forgive [1] - 85:19 forgot [1] - 32:7 forgotten [1] - 75:1 form [5] - 65:1, 66:7, 98:7, 108:15, 139:11 formal [1] - 132:18 formally [1] - 82:12 formation [1] - 78:11 formed [1] - 78:16 former [2] - 82:3, 204:6 forms [1] - 65:14 forth [7] - 48:17, 76:4, 77:11, 113:6, 183:11, 186:9, 210:6 forthright [1] - 152:16 fortunately [1] - 111:6 forward [13] - 42:9, 52:19, 58:18, 80:11, 94:6, 113:9, 146:14, 148:3, 149:11, 167:11, 167:12, 167:16, 167:19 Foundry [1] - 6:5 four [16] - 9:8, 11:6, 13:3, 15:14, 15:17, 15:19, 19:8, 38:16, 38:18, 39:1, 70:9, 79:4, 80:3, 129:9, 192:15 four-acre [1] - 129:9 four-car [3] - 38:16, 38:18, 39:1 frames [1] - 61:17 frankly [2] - 118:2, 180:11 frequently [3] - 87:8, 91:19, 110:15 friendly [2] - 125:14, 125:16 FROM [1] - 115:17 front [14] - 55:1, 59:18, 102:17, 103:1, 103:4, 103:5, 103:8, 105:11, 111:14, 153:3, 189:13, 199:5, 199:7, 202:19 fronting [1] - 73:18 FTA [1] - 10:11 fulfill [1] - 93:1 full [14] - 11:8, 11:12, 12:7, 14:10, 14:14, 16:12, 16:16, 24:5, 33:9, 42:11, 122:16, 186:10, 192:6, 197:16 fully [1] - 155:18 fun [2] - 45:14, 193:7</p>	<p>functioning [1] - 164:17 fundamental [1] - 86:1 funDED [1] - 10:11 funding [9] - 10:19, 11:9, 11:12, 12:7, 14:10, 14:14, 24:5, 33:9, 42:11 funneling [1] - 114:5 furnishings [1] - 120:4 furniture [1] - 48:16 future [12] - 20:10, 32:11, 39:1, 40:13, 41:3, 41:7, 43:5, 43:6, 44:18, 148:6, 152:1, 156:16</p>
G				
			<p>Galleria [1] - 173:13 gallon [1] - 193:14 Galluccio [1] - 127:16 GALLUCCIO [2] - 149:14, 171:14 game [1] - 193:2 Games [1] - 193:1 gap [1] - 68:17 garage [5] - 57:1, 57:2, 152:2, 159:4, 167:9 garages [3] - 147:3, 147:6, 198:2 gasoline [1] - 193:15 gate [1] - 21:1 gated [1] - 158:10 gates [4] - 20:13, 20:16, 20:19, 22:8 gather [1] - 60:4 GENERAL [2] - 1:3, 2:2 general [10] - 4:15, 5:7, 42:3, 43:11, 91:19, 101:7, 109:7, 114:4, 124:4, 163:9 General [2] - 5:12, 8:2 generally [4] - 3:5, 67:12, 142:16, 146:16 generation [1] - 141:4 gentrified [1] - 79:6 Gilmore [5] - 129:17, 130:1, 132:1, 176:6 given [1] - 193:17 glad [2] - 42:10, 108:13 glass [7] - 18:19, 20:7, 29:5, 56:5, 57:2, 57:9, 66:15</p>	

<p>Glasswork [4] - 66:1, 68:11, 74:5, 77:15</p> <p>Glassworks [6] - 61:16, 66:12, 71:12, 100:9, 116:17, 197:13</p> <p>GLX [3] - 4:17, 9:1, 31:18</p> <p>go-round [1] - 205:4</p> <p>goal [16] - 12:6, 33:8, 33:12, 33:14, 48:8, 48:11, 55:5, 143:3, 146:12, 151:18, 158:3, 167:13, 167:14, 174:11, 183:6, 201:12</p> <p>God [2] - 32:7, 108:6</p> <p>goings [1] - 170:12</p> <p>gonna [2] - 14:12, 19:19</p> <p>Gore [4] - 27:8, 197:5, 197:9</p> <p>GORNING [11] - 59:6, 59:9, 83:9, 84:2, 89:18, 109:7, 115:4, 115:10, 116:12, 117:5, 126:16</p> <p>Gorning [2] - 59:9, 116:9</p> <p>Goulston [1] - 82:11</p> <p>Government [2] - 11:1, 11:8</p> <p>Gown [2] - 5:19, 6:2</p> <p>grade [8] - 147:8, 147:9, 154:10, 155:15, 155:16, 169:2, 169:3, 172:3</p> <p>grade's [1] - 155:9</p> <p>gradual [1] - 80:4</p> <p>grand [9] - 43:7, 43:13, 44:8, 44:11, 44:13, 44:18, 69:11, 71:6, 109:13</p> <p>grant [9] - 11:13, 12:8, 14:10, 14:14, 24:5, 33:9, 42:11, 204:10, 206:5</p> <p>granted [1] - 97:11</p> <p>granting [1] - 196:19</p> <p>granular [1] - 90:8</p> <p>graph [1] - 169:17</p> <p>great [18] - 30:17, 34:16, 76:1, 76:3, 94:4, 96:11, 114:1, 114:14, 115:8, 126:8, 127:4, 127:8, 143:12, 175:2, 176:8, 176:9, 178:8</p> <p>greater [6] - 24:10, 24:12, 61:2, 90:17, 161:18, 163:18</p>	<p>Green [31] - 2:7, 8:5, 8:17, 9:7, 12:15, 13:15, 15:17, 23:6, 23:8, 32:4, 36:5, 36:12, 39:6, 40:14, 43:9, 43:14, 44:14, 49:14, 49:15, 50:5, 50:8, 50:12, 51:1, 52:16, 53:12, 53:13, 128:13, 153:18, 166:11, 176:7, 176:8</p> <p>green [1] - 104:19</p> <p>grey [1] - 54:15</p> <p>groceries [1] - 192:15</p> <p>grocery [28] - 3:12, 136:14, 136:15, 137:5, 139:9, 139:10, 139:14, 163:9, 164:5, 164:18, 165:1, 165:8, 165:17, 165:18, 166:7, 166:14, 184:6, 184:11, 184:13, 187:13, 187:14, 199:11, 201:5, 201:6, 201:8, 202:14, 204:19, 206:2</p> <p>Groll [1] - 139:18</p> <p>gross [2] - 3:17</p> <p>ground [7] - 73:17, 92:13, 94:16, 105:13, 131:16, 137:1, 169:16</p> <p>grounds [1] - 105:12</p> <p>Group [3] - 53:16, 127:14, 198:13</p> <p>guardrail [1] - 29:7</p> <p>guardrails [1] - 29:5</p> <p>guess [20] - 30:16, 57:4, 57:11, 89:6, 89:10, 90:1, 90:18, 112:6, 112:11, 113:16, 119:17, 147:16, 150:17, 160:14, 160:17, 162:2, 163:6, 168:4, 175:3</p> <p>guidelines [1] - 124:6</p> <p>guys [8] - 41:8, 90:16, 134:1, 134:5, 134:14, 146:13, 174:14, 177:14</p> <hr/> <p style="text-align: center;">H</p> <hr/> <p>half [1] - 168:14</p> <p>Hampshire [1] - 82:6</p> <p>hand [4] - 27:1, 62:15,</p>	<p>194:3, 210:8</p> <p>handed [1] - 90:12</p> <p>handicap [1] - 157:19</p> <p>hands [4] - 7:9, 41:2, 126:12, 206:14</p> <p>hang [1] - 103:16</p> <p>hanging [1] - 103:1</p> <p>happier [1] - 33:16</p> <p>happy [5] - 94:8, 99:6, 107:3, 186:5, 198:13</p> <p>hard [2] - 76:3, 113:9</p> <p>hardscape [1] - 113:4</p> <p>Harvard [1] - 80:7</p> <p>haven [1] - 172:13</p> <p>HAWKINSON [4] - 130:14, 130:19, 198:18, 203:12</p> <p>head [23] - 12:18, 15:11, 15:13, 16:7, 16:12, 16:16, 18:9, 18:10, 18:11, 18:12, 18:16, 22:3, 22:5, 22:6, 47:5, 47:15, 49:10, 50:1, 50:7, 50:10, 100:3, 173:8</p> <p>hear [8] - 31:1, 42:10, 43:3, 43:10, 108:13, 110:15, 177:12, 196:11</p> <p>heard [3] - 10:18, 12:16, 134:3</p> <p>HEARING [1] - 1:3</p> <p>hearing [17] - 2:15, 3:14, 4:14, 4:15, 5:2, 5:4, 5:8, 58:19, 81:2, 97:8, 123:19, 126:19, 127:7, 133:1, 149:9, 149:12, 210:6</p> <p>hearings [2] - 4:12, 8:3</p> <p>HEARINGS [1] - 2:8</p> <p>hearts [1] - 152:8</p> <p>Heather [7] - 91:11, 91:14, 91:16, 93:11, 94:11, 107:5, 198:17</p> <p>HEATHER [1] - 91:15</p> <p>heavily [1] - 170:7</p> <p>Heavy [1] - 32:7</p> <p>height [11] - 2:11, 60:14, 61:1, 61:4, 64:5, 64:15, 65:13, 76:19, 83:7, 83:11, 102:2</p> <p>height's [1] - 109:3</p> <p>heightened [1] - 5:6</p> <p>heights [4] - 62:12, 64:12, 65:7, 107:11</p> <p>hello [1] - 114:7</p>	<p>help [6] - 21:5, 45:18, 77:1, 115:7, 118:9, 158:13</p> <p>helpful [3] - 82:3, 135:1, 190:1</p> <p>helping [2] - 64:17, 64:19</p> <p>helps [1] - 174:12</p> <p>hereby [1] - 209:16</p> <p>herein [1] - 210:6</p> <p>hereunto [1] - 210:8</p> <p>hi [1] - 91:15</p> <p>hiatus [1] - 133:8</p> <p>hierarchy [1] - 71:16</p> <p>high [5] - 27:9, 29:6, 29:16, 30:6, 72:8</p> <p>higher [6] - 37:16, 38:7, 61:6, 147:15, 154:10, 158:12</p> <p>highest [1] - 93:19</p> <p>highlight [1] - 75:8</p> <p>Highway [11] - 13:14, 52:12, 52:13, 52:14, 135:13, 168:13, 169:12, 173:5, 173:7, 190:18, 194:6</p> <p>highway [3] - 101:1, 168:16, 174:3</p> <p>highways [1] - 74:19</p> <p>himself [2] - 58:13, 149:19</p> <p>hired [1] - 203:3</p> <p>historic [1] - 77:10</p> <p>historical [1] - 118:7</p> <p>history [1] - 132:11</p> <p>hit [1] - 181:8</p> <p>Hoffman [4] - 91:11, 91:16, 94:11, 107:5</p> <p>HOFFMAN [1] - 91:15</p> <p>holdover [1] - 157:14</p> <p>hole [2] - 41:1, 78:12</p> <p>holes [1] - 110:1</p> <p>Home [1] - 108:1</p> <p>home [6] - 33:13, 33:15, 33:18, 34:4, 94:7, 181:14</p> <p>homes [6] - 61:11, 62:2, 62:4, 62:5, 62:9</p> <p>honest [1] - 143:10</p> <p>hope [5] - 92:8, 92:14, 92:18, 93:5, 113:11</p> <p>hoped [1] - 99:4</p> <p>hopefully [2] - 55:6, 184:1</p> <p>hopping [1] - 166:13</p> <p>hose [1] - 54:8</p> <p>hotel [2] - 131:5, 142:12</p> <p>hour [4] - 105:8,</p>	<p>120:1, 141:15, 191:3</p> <p>hours [3] - 19:15, 150:9, 191:13</p> <p>house [27] - 12:19, 15:11, 15:13, 16:7, 16:12, 16:16, 16:18, 17:6, 18:9, 18:10, 18:11, 18:12, 18:16, 22:3, 22:5, 22:6, 47:5, 47:15, 49:10, 50:1, 50:7, 50:10, 71:3, 91:18, 100:3, 173:8</p> <p>houses [4] - 27:1, 27:10, 68:1, 70:7</p> <p>housing [1] - 80:7</p> <p>Howard [4] - 69:5, 69:8, 71:15, 102:18</p> <p>hubs [1] - 176:11</p> <p>huge [4] - 65:8, 142:9, 172:8, 193:3</p> <p>HUGH [54] - 7:4, 25:2, 25:5, 30:16, 31:1, 31:4, 46:17, 48:10, 51:9, 51:13, 51:17, 54:16, 55:17, 56:2, 56:5, 56:10, 56:16, 57:4, 81:1, 81:6, 81:18, 83:2, 87:18, 88:2, 88:8, 88:16, 89:3, 101:6, 104:9, 106:5, 106:9, 116:2, 116:5, 117:8, 121:16, 122:2, 122:6, 122:11, 122:18, 123:7, 124:2, 125:14, 150:7, 154:7, 156:4, 162:6, 162:12, 190:5, 190:9, 197:3, 197:12, 198:5, 204:10, 205:12</p> <p>Hugh [11] - 1:9, 7:5, 30:15, 41:18, 46:16, 82:12, 84:10, 89:6, 101:5, 110:7, 150:6</p> <p>Hugh's [2] - 51:6, 83:19</p> <p>human [1] - 104:3</p> <p>hundred [1] - 83:7</p> <p>Hurley [1] - 91:16</p> <p>HYM [19] - 13:14, 17:5, 47:9, 48:2, 49:14, 49:18, 50:4, 52:6, 52:11, 52:15, 52:18, 52:19, 53:7, 53:16, 57:5, 96:10, 127:14, 127:15</p> <p>HYM's [2] - 15:4, 198:12</p>
--	--	---	--	---

I				
<p>I</p> <p>lan [1] - 127:16</p> <p>idea [18] - 34:16, 85:15, 100:12, 103:13, 109:13, 114:5, 115:8, 123:14, 135:5, 143:13, 143:17, 144:5, 145:13, 147:1, 148:1, 155:14, 157:2, 157:17</p> <p>ideal [1] - 121:4</p> <p>ideas [1] - 52:12</p> <p>identified [1] - 122:19</p> <p>II [10] - 2:10, 12:1, 32:15, 59:15, 61:10, 62:1, 62:8, 62:11, 83:18, 86:9</p> <p>III [2] - 3:4, 32:19</p> <p>illumination [1] - 5:7</p> <p>image [1] - 107:18</p> <p>impact [4] - 85:12, 90:5, 124:12, 160:19</p> <p>impacts [4] - 85:5, 85:17, 143:5, 206:1</p> <p>impediment [1] - 196:19</p> <p>important [27] - 31:10, 72:13, 74:12, 75:3, 75:17, 76:11, 94:2, 94:12, 104:16, 126:8, 129:15, 130:3, 139:3, 139:8, 139:13, 141:10, 145:4, 145:18, 146:15, 148:7, 152:18, 160:11, 165:15, 170:17, 173:11, 177:9, 183:13</p> <p>improve [2] - 57:7, 172:13</p> <p>improved [1] - 99:2</p> <p>improvement [3] - 31:5, 54:18, 110:19</p> <p>improvements [2] - 106:17, 110:12</p> <p>IN [2] - 210:8, 210:17</p> <p>inaudible [2] - 29:19, 176:11</p> <p>INC [1] - 1:18</p> <p>inches [1] - 29:6</p> <p>incident [2] - 21:10, 24:16</p> <p>include [4] - 12:11, 87:1, 117:7, 125:13</p> <p>included [1] - 141:14</p>	<p>includes [3] - 62:6, 150:19, 204:12</p> <p>including [5] - 3:7, 70:9, 74:17, 112:17, 180:19</p> <p>inconsistent [1] - 150:14</p> <p>incorporate [1] - 60:5</p> <p>increase [5] - 38:7, 141:6, 141:15, 199:9</p> <p>increased [2] - 3:11, 13:10</p> <p>increasing [5] - 3:9, 137:6, 137:11, 140:19, 204:15</p> <p>indentation [2] - 70:3, 70:11</p> <p>indentations [1] - 77:16</p> <p>independent [1] - 87:15</p> <p>Index [2] - 2:18, 3:19</p> <p>indicate [1] - 208:7</p> <p>individual [4] - 69:8, 69:11, 103:8, 147:10</p> <p>information [4] - 37:15, 120:18, 122:19, 189:18</p> <p>infrastructure [2] - 39:2, 51:3</p> <p>initial [2] - 85:18, 187:9</p> <p>initiative [1] - 89:4</p> <p>inner [1] - 16:2</p> <p>input [2] - 40:11, 41:4</p> <p>inside [3] - 36:13, 36:14, 78:19</p> <p>inspectors [1] - 19:10</p> <p>instance [6] - 68:10, 69:13, 70:8, 70:17, 75:2, 164:12</p> <p>instead [2] - 164:15, 166:13</p> <p>INSTRUCTIONS [3] - 208:1, 208:6, 209:4</p> <p>instructions [1] - 209:7</p> <p>insufficiency [1] - 161:3</p> <p>integrate [4] - 13:18, 60:9, 117:6, 120:1</p> <p>integrated [9] - 13:14, 14:1, 19:3, 23:9, 24:7, 39:13, 100:14, 170:7, 170:17</p> <p>integrating [1] - 120:7</p> <p>integration [2] - 23:12, 123:5</p> <p>integrative [1] - 54:10</p>	<p>intent [1] - 183:16</p> <p>interest [3] - 99:10, 171:17, 172:5</p> <p>interested [1] - 53:15</p> <p>interesting [7] - 47:11, 64:7, 71:12, 101:13, 102:5, 106:1, 106:13</p> <p>interface [1] - 99:13</p> <p>interim [2] - 152:17, 155:10</p> <p>interrupt [1] - 105:15</p> <p>intersection [2] - 173:9, 194:2</p> <p>intriguing [1] - 103:13</p> <p>introduce [1] - 8:11</p> <p>investment [1] - 34:2</p> <p>Investment [2] - 53:16, 127:14</p> <p>invite [2] - 80:14, 97:14</p> <p>invited [2] - 44:10, 195:8</p> <p>inviting [2] - 80:5, 96:3</p> <p>invoke [1] - 118:7</p> <p>involve [1] - 46:11</p> <p>involved [3] - 88:11, 88:12, 108:9</p> <p>inward [1] - 112:2</p> <p>iPhone [1] - 41:2</p> <p>irrigation [1] - 54:11</p> <p>issue [10] - 64:5, 80:7, 153:1, 154:5, 161:1, 161:6, 161:7, 162:16, 196:8, 196:16</p> <p>issued [1] - 85:7</p> <p>issues [9] - 36:14, 36:16, 79:5, 97:12, 119:17, 126:6, 177:1, 180:14, 199:4</p> <p>item [10] - 8:2, 58:5, 100:18, 134:2, 141:10, 141:12, 144:19, 151:4, 170:13, 173:4</p> <p>items [6] - 9:10, 9:11, 58:10, 129:15, 158:7, 176:4</p> <p>itself [8] - 48:18, 63:15, 66:1, 66:6, 68:19, 74:13, 151:14, 158:14</p> <p>IV [2] - 33:6, 37:6</p>	<p>January [7] - 1:4, 4:7, 5:3, 6:16, 11:1, 11:15, 12:8</p> <p>JEFF [2] - 97:4, 207:3</p> <p>Jeff [3] - 1:14, 85:10, 97:2</p> <p>Jeff's [1] - 85:8</p> <p>job [6] - 28:2, 33:11, 33:12, 34:1, 34:7, 34:13</p> <p>JOHN [4] - 130:14, 130:19, 198:18, 203:12</p> <p>Johnnie's [2] - 165:4, 192:1</p> <p>joined [2] - 127:15, 190:9</p> <p>joint [1] - 143:17</p> <p>JR [25] - 113:16, 156:7, 156:10, 158:18, 159:3, 159:7, 175:3, 175:6, 175:12, 181:12, 181:17, 182:6, 182:11, 182:14, 183:15, 184:3, 184:7, 186:7, 186:15, 187:5, 187:8, 187:17, 194:16, 195:18, 203:18</p> <p>Jr [1] - 1:10</p> <p>judge [1] - 94:19</p> <p>judgment [1] - 88:18</p> <p>July [1] - 106:4</p> <p>jump [4] - 9:5, 43:19, 178:15, 179:2</p> <p>junction [6] - 43:7, 43:13, 44:8, 44:11, 44:13, 44:18</p> <p>June [9] - 33:8, 33:10, 34:8, 129:12, 131:14, 132:5, 132:13, 132:17, 132:18</p>	<p>84:12, 84:16, 85:1, 86:6, 86:17, 87:13</p> <p>key [13] - 21:14, 130:7, 137:14, 139:16, 141:12, 144:19, 149:3, 168:14, 168:17, 170:13, 173:4, 176:4, 195:11</p> <p>Keyword [1] - 3:19</p> <p>kick [1] - 101:4</p> <p>kidding [1] - 42:14</p> <p>kind [39] - 38:14, 43:8, 44:19, 61:12, 61:15, 61:17, 66:14, 70:2, 70:4, 70:16, 71:9, 74:19, 79:16, 80:12, 96:2, 113:17, 114:5, 118:6, 131:4, 131:5, 131:17, 132:14, 136:8, 136:19, 139:15, 142:2, 144:11, 150:14, 152:1, 152:13, 153:7, 168:15, 173:6, 180:3, 182:8, 183:12, 187:18, 198:6, 201:15</p> <p>kinds [1] - 48:16</p> <p>kit [1] - 39:4</p> <p>knits [2] - 95:2, 95:4</p> <p>knitting [2] - 94:5, 95:8</p> <p>knocking [1] - 203:19</p> <p>knowing [1] - 71:2</p> <p>known [2] - 3:5, 129:9</p> <p>knows [2] - 94:13, 169:9</p> <p>Kyu [3] - 59:13, 62:16, 62:19</p> <p>KYU [6] - 62:18, 114:18, 115:3, 115:12, 115:19, 119:2</p>
			K	L
		J	<p>keep [6] - 37:11, 48:12, 105:19, 134:18, 183:13</p> <p>keeps [2] - 17:12, 70:5</p> <p>Kendall [5] - 138:18, 144:15, 161:11, 176:15, 177:19</p> <p>kept [1] - 83:18</p> <p>Kevin [4] - 81:15, 81:16, 82:10, 90:11</p> <p>KEVIN [10] - 82:10, 83:5, 83:16, 84:3,</p>	<p>lab [5] - 137:10, 140:18, 141:6, 142:11, 144:17</p> <p>land [9] - 28:7, 51:9, 51:11, 75:1, 75:3, 75:6, 150:19, 151:5, 173:7</p> <p>landing [1] - 173:10</p> <p>landowners [1] - 105:10</p> <p>landscape [6] - 54:12, 79:8, 79:18, 113:4, 122:16, 169:4</p>
		<p>jail [1] - 21:6</p>		

<p>landscaping [5] - 52:17, 154:14, 155:1, 155:19, 169:4</p> <p>large [5] - 55:4, 74:4, 78:11, 98:16, 145:10</p> <p>larger [5] - 69:14, 116:15, 116:18, 147:3, 166:6</p> <p>last [18] - 9:5, 11:17, 23:8, 33:12, 34:1, 63:2, 63:6, 63:10, 110:14, 120:1, 121:9, 123:18, 136:9, 137:13, 147:13, 153:9, 189:3, 206:17</p> <p>late [1] - 96:12</p> <p>laugh [2] - 33:10, 33:19</p> <p>Lawson [1] - 210:4</p> <p>layout [1] - 61:13</p> <p>lead [2] - 9:10, 9:11</p> <p>leading [1] - 163:6</p> <p>leads [1] - 143:5</p> <p>Leaf [2] - 62:3, 62:7</p> <p>learned [2] - 112:15</p> <p>learning [1] - 108:8</p> <p>leasability [1] - 177:19</p> <p>least [7] - 44:16, 52:3, 112:15, 119:7, 119:19, 120:11, 167:13</p> <p>leave [1] - 127:1</p> <p>leaving [1] - 127:1</p> <p>Lechmere [27] - 2:6, 4:16, 8:5, 8:19, 9:16, 12:1, 13:6, 14:5, 14:15, 18:8, 24:10, 25:10, 26:1, 31:7, 31:8, 31:17, 32:2, 32:11, 32:15, 32:16, 44:1, 68:2, 130:10, 135:3, 173:14</p> <p>led [2] - 132:18, 144:10</p> <p>left [9] - 18:6, 27:1, 27:3, 49:13, 138:14, 162:10, 190:19, 191:2</p> <p>left-hand [1] - 27:1</p> <p>Leighton [4] - 66:5, 72:7, 100:6, 116:15</p> <p>length [2] - 102:1, 159:12</p> <p>lengths [1] - 110:16</p> <p>lens [1] - 89:17</p> <p>less [10] - 85:17, 88:2, 92:18, 118:10,</p>	<p>121:3, 141:8, 143:6, 178:2, 191:9</p> <p>level [10] - 38:8, 66:15, 73:19, 79:3, 80:3, 80:8, 85:6, 88:3, 155:7, 155:17</p> <p>License [1] - 210:13</p> <p>licensed [1] - 54:19</p> <p>life [4] - 34:5, 104:1, 104:2, 203:1</p> <p>light [2] - 58:19, 67:1</p> <p>lighted [1] - 22:18</p> <p>lighting [2] - 78:7, 155:2</p> <p>likely [6] - 6:3, 91:18, 140:10, 143:5, 165:16, 201:14</p> <p>limit [5] - 126:3, 138:18, 139:2, 166:4, 201:18</p> <p>limitation [2] - 191:6</p> <p>limited [7] - 90:2, 136:7, 157:11, 159:17, 165:3, 165:15, 184:13</p> <p>limiting [1] - 190:16</p> <p>limits [2] - 50:3, 205:1</p> <p>line [11] - 10:2, 10:7, 10:13, 10:14, 36:7, 95:4, 99:4, 104:15, 106:11, 110:15</p> <p>Line [35] - 2:7, 8:5, 8:17, 9:7, 12:15, 13:15, 15:17, 23:6, 23:8, 32:4, 36:5, 36:12, 38:4, 39:6, 40:14, 43:9, 43:14, 44:14, 49:14, 49:15, 50:6, 50:8, 50:12, 51:2, 52:17, 53:12, 53:13, 128:13, 130:2, 153:18, 166:11, 176:2, 176:7, 176:8, 176:9</p> <p>LINE [1] - 209:8</p> <p>Line's [1] - 176:8</p> <p>Lines [1] - 40:5</p> <p>lines [2] - 144:14, 176:3</p> <p>list [1] - 107:8</p> <p>listed [2] - 122:8, 124:1</p> <p>listening [1] - 41:2</p> <p>lists [1] - 92:16</p> <p>live [8] - 91:16, 93:2, 93:4, 93:8, 103:2, 183:8, 192:9, 194:19</p> <p>lively [2] - 71:5, 72:6</p> <p>living [2] - 69:2, 109:11</p>	<p>Liza [4] - 1:14, 6:12, 7:14, 125:1</p> <p>LIZA [7] - 6:13, 6:19, 7:16, 125:2, 125:10, 171:4, 207:5</p> <p>LLC [2] - 2:10, 3:4</p> <p>loading [1] - 66:18</p> <p>lobby [2] - 19:9, 107:17</p> <p>located [10] - 2:10, 3:5, 15:15, 19:19, 21:12, 33:1, 98:13, 148:15, 148:17, 201:14</p> <p>location [11] - 16:17, 17:5, 23:10, 54:9, 73:7, 73:13, 74:5, 140:4, 150:10, 151:6, 201:15</p> <p>locations [2] - 161:10, 164:13</p> <p>logic [1] - 68:9</p> <p>logical [2] - 96:9, 96:11</p> <p>lone [1] - 114:12</p> <p>long-term [1] - 180:16</p> <p>Longfellow [1] - 203:8</p> <p>look [24] - 25:19, 36:11, 39:11, 42:6, 50:16, 63:13, 63:14, 64:2, 67:14, 68:7, 74:12, 75:5, 78:14, 80:15, 100:6, 100:19, 108:19, 112:10, 113:10, 116:2, 121:15, 122:3, 156:14, 205:3</p> <p>looked [8] - 64:13, 64:14, 65:17, 78:6, 95:13, 145:7, 191:10, 205:17</p> <p>looking [28] - 19:7, 36:13, 44:19, 48:5, 50:15, 52:4, 62:9, 65:4, 72:2, 89:16, 94:6, 99:19, 100:11, 108:4, 108:11, 110:10, 111:18, 113:9, 114:1, 137:18, 137:19, 138:1, 143:19, 145:14, 147:8, 164:13, 177:8, 177:11</p> <p>looks [7] - 27:9, 48:8, 72:15, 108:7, 109:3, 109:18, 127:5</p> <p>loop [1] - 15:6</p> <p>loosely [1] - 86:8</p>	<p>lose [1] - 17:9</p> <p>losing [5] - 92:5, 92:10, 92:11, 92:12, 92:13</p> <p>LOUIS [25] - 113:16, 156:7, 156:10, 158:18, 159:3, 159:7, 175:3, 175:6, 175:12, 181:12, 181:17, 182:6, 182:11, 182:14, 183:15, 184:3, 184:7, 186:7, 186:15, 187:5, 187:8, 187:17, 194:16, 195:18, 203:18</p> <p>Louis [2] - 1:10, 35:16</p> <p>love [2] - 118:4, 177:15</p> <p>lovely [1] - 111:5</p> <p>low [5] - 37:12, 37:17, 72:18, 75:8, 145:6</p> <p>Lowell [3] - 14:5, 44:1, 192:12</p> <p>lower [4] - 38:7, 83:7, 186:16, 194:2</p> <p>lowering [4] - 83:10, 83:13, 179:10, 179:12</p> <p>luggage [1] - 20:19</p> <p>lull [1] - 19:14</p> <p>lying [1] - 75:9</p>	<p>77:18, 105:10, 106:16, 115:7, 128:18, 130:11, 196:4, 199:4</p> <p>majority [5] - 9:15, 10:12, 11:11, 157:4, 157:18</p> <p>Mall [1] - 79:13</p> <p>mall [1] - 108:3</p> <p>man [1] - 94:8</p> <p>man's [1] - 173:6</p> <p>manage [1] - 56:19</p> <p>managed [1] - 143:18</p> <p>management [1] - 177:13</p> <p>Manager [2] - 1:12, 2:3</p> <p>manager [1] - 59:10</p> <p>MANN'S [34] - 53:10, 53:15, 54:17, 127:9, 127:12, 130:16, 131:2, 149:13, 150:2, 151:3, 154:17, 156:13, 156:19, 159:1, 159:5, 159:9, 159:14, 163:14, 164:19, 166:5, 168:7, 169:3, 172:19, 175:5, 175:10, 175:17, 187:18, 200:11, 201:1, 201:6, 201:12, 202:4, 203:6, 206:16</p> <p>Manns [2] - 53:16, 127:14</p> <p>map [1] - 138:5</p> <p>Maple [2] - 62:3, 62:7</p> <p>March [1] - 210:8</p> <p>market [5] - 48:3, 49:12, 53:8, 54:2, 54:5</p> <p>marketability [1] - 196:2</p> <p>MARY [50] - 8:9, 8:14, 18:2, 18:8, 21:18, 22:1, 25:4, 25:7, 26:11, 26:14, 27:5, 27:11, 27:13, 27:17, 29:8, 29:10, 29:13, 29:19, 30:5, 30:8, 30:12, 30:19, 31:3, 31:12, 31:19, 33:5, 33:19, 34:13, 34:17, 35:1, 35:4, 35:10, 36:9, 37:4, 40:7, 40:9, 41:10, 41:14, 42:13, 43:12, 43:17, 44:3, 45:12, 47:13, 48:11, 48:19, 54:14,</p>
M				
<p>M-c-B-r-i-d-e [1] - 9:5</p> <p>Madam [1] - 171:14</p> <p>mail [1] - 92:16</p> <p>Main [1] - 5:11</p> <p>main [19] - 18:10, 18:15, 36:15, 47:13, 48:8, 48:11, 63:10, 63:11, 68:14, 68:16, 68:18, 72:11, 73:6, 83:9, 104:5, 104:15, 118:1, 118:8, 168:6</p> <p>maintain [6] - 49:18, 54:15, 54:19, 141:9, 141:10, 154:1</p> <p>maintained [1] - 52:18</p> <p>maintenance [6] - 25:17, 25:18, 28:12, 32:19, 39:18, 49:18</p> <p>Major [12] - 2:9, 2:12, 3:3, 3:6, 4:13, 4:14, 59:15, 123:16, 197:1, 197:2, 199:5, 204:4</p> <p>major [10] - 18:10,</p>				

<p>56:12, 56:15, 58:1 Mary [4] - 8:15, 48:14, 54:7, 56:3 masonry [1] - 66:16 Mass [2] - 5:11, 193:2 Massachusetts [1] - 1:7 MASSACHUSETTS [1] - 210:2 MassDOT [7] - 8:18, 28:3, 28:4, 45:9, 117:8, 174:7, 174:19 masses [3] - 110:18, 111:4, 114:6 massing [3] - 89:12, 89:13, 99:1 master [3] - 81:4, 130:6, 135:6 matches [1] - 61:3 material [4] - 66:14, 66:16, 96:3, 101:18 materials [10] - 89:15, 90:9, 95:11, 96:6, 99:5, 99:10, 120:3, 123:1, 123:9, 123:11 math [1] - 201:9 mathematical [1] - 190:2 matter [11] - 8:8, 68:7, 88:16, 90:19, 91:13, 126:1, 137:12, 171:8, 198:16, 204:6, 206:10 maximum [16] - 2:11, 2:12, 3:8, 3:10, 3:10, 60:16, 61:11, 83:7, 83:11, 83:12, 83:13, 83:15, 136:4, 145:2, 200:17, 204:15 MBTA [34] - 2:6, 4:16, 8:4, 8:16, 8:18, 10:2, 10:9, 12:19, 13:9, 17:7, 34:10, 36:13, 42:4, 43:3, 45:9, 51:14, 52:6, 54:6, 54:13, 54:17, 55:9, 120:2, 138:2, 150:8, 150:13, 151:5, 151:9, 152:6, 152:14, 155:3, 155:11, 155:12, 156:2, 170:8 McBride [13] - 9:4, 30:1, 49:1, 49:6, 50:19, 51:11, 51:14, 52:9, 53:3, 56:9, 56:11, 56:14, 57:3 McBRIDGE [3] - 18:4,</p>	<p>33:4, 49:5 McKinley [1] - 127:17 McKINNON [13] - 59:2, 81:14, 82:5, 91:1, 96:14, 104:8, 106:4, 106:18, 111:8, 113:15, 114:10, 117:16, 126:15 mean [23] - 31:15, 40:13, 45:19, 86:17, 89:14, 103:19, 115:14, 132:11, 152:13, 163:4, 163:18, 165:2, 166:18, 167:1, 168:7, 171:19, 174:1, 176:2, 179:11, 180:5, 184:6, 192:11, 195:10 means [3] - 105:13, 121:18, 162:7 meant [5] - 135:12, 158:15, 160:10, 165:1, 196:16 measures [1] - 146:4 mechanisms [1] - 181:11 medallions [1] - 23:16 Medford [2] - 32:8, 45:17 medium [1] - 169:4 meeting [3] - 4:6, 43:4, 44:9 Meeting [2] - 1:6, 2:5 meetings [4] - 46:14, 50:19, 60:1, 99:6 member [2] - 128:7, 171:15 Member [4] - 1:9, 1:9, 1:10, 1:10 members [9] - 7:11, 58:17, 59:8, 128:8, 147:13, 149:10, 178:18, 186:2, 206:15 memo [8] - 85:9, 97:3, 97:6, 99:11, 140:15, 144:7, 158:7, 158:8 memory [1] - 190:6 mention [5] - 76:5, 99:11, 173:1, 185:14, 196:16 mentioned [6] - 54:7, 77:16, 98:2, 122:12, 126:6, 203:7 MEPA [3] - 151:7, 151:9, 151:13 merely [1] - 58:13 met [2] - 98:2, 191:14</p>	<p>metered [3] - 157:6, 157:8, 158:18 meters [2] - 156:12, 193:8 Michael [1] - 127:15 microphone [1] - 8:13 mid [2] - 33:8, 173:6 mid-block [1] - 173:6 middle [6] - 11:19, 33:4, 33:5, 168:12, 169:5, 207:5 might [17] - 16:7, 39:17, 43:10, 47:12, 47:16, 57:6, 103:11, 147:2, 154:12, 162:19, 166:10, 166:11, 182:16, 185:15, 185:18, 193:16, 197:6 Mike [2] - 9:4, 49:5 MIKE [14] - 18:4, 30:1, 33:4, 49:1, 49:5, 50:19, 51:11, 51:14, 52:9, 53:3, 56:9, 56:11, 56:14, 57:3 miles [2] - 74:15 milestone [2] - 14:6, 14:8 milestones [1] - 9:6 Miller's [1] - 10:1 million [9] - 12:12, 101:17, 129:2, 129:3, 136:3, 137:8 mind [9] - 68:4, 68:9, 69:12, 77:3, 79:10, 89:18, 114:9, 151:16, 151:18 minimal [1] - 28:6 minimum [2] - 145:2, 205:14 minor [1] - 122:4 minute [1] - 185:15 minutes [2] - 58:4, 58:7 mirror [1] - 107:18 missed [1] - 123:12 missing [3] - 64:10, 86:1, 134:12 misunderstand [1] - 84:14 MIT [1] - 138:18 mitigation [2] - 129:15, 151:13 mixed [5] - 74:2, 120:2, 128:10, 128:16, 131:4 mode [2] - 141:7, 181:2 model [3] - 61:8, 80:14, 80:15 mold [1] - 41:3</p>	<p>moment [1] - 79:3 money [5] - 11:4, 11:13, 11:17, 16:6, 42:12 money's [1] - 11:3 monitor [1] - 40:5 monitoring [9] - 167:7, 167:8, 167:9, 177:9, 180:18, 188:17, 195:11, 195:12, 197:4 monitors [1] - 41:5 Monsignor [1] - 168:3 months [5] - 63:2, 106:2, 135:14, 143:10, 206:18 morning [3] - 19:14, 114:7, 181:13 most [13] - 6:3, 10:16, 74:12, 94:11, 139:5, 143:5, 144:15, 154:8, 157:3, 163:16, 170:10, 182:9, 186:3 mostly [2] - 114:14, 194:7 motion [10] - 7:2, 121:13, 121:14, 123:14, 124:16, 125:13, 126:7, 126:11, 204:3, 204:9 motions [1] - 204:6 move [11] - 8:1, 16:5, 16:7, 40:13, 41:11, 127:3, 127:7, 130:17, 204:10, 206:5 moved [7] - 7:3, 7:4, 12:18, 15:14, 41:16, 170:14, 170:15 movement [2] - 103:16, 190:17 movements [1] - 191:12 moving [8] - 37:11, 41:15, 42:9, 42:18, 79:2, 80:11, 105:19, 150:11 multiuse [3] - 154:19, 155:2, 155:8 MURPHY [2] - 4:10, 6:9 Murphy [3] - 1:12, 2:3, 4:9 Museum [3] - 104:12, 168:11, 202:19</p>	<p>32:7, 34:19, 49:3, 49:5, 59:9, 91:10, 91:15, 107:8, 127:13 Name [1] - 152:11 narrow [1] - 109:4 narrower [1] - 172:12 nature [1] - 90:6 near [4] - 24:1, 32:11, 43:5, 152:7 necessarily [8] - 85:4, 158:4, 177:6, 178:12, 179:11, 180:5, 182:13, 189:8 necessary [2] - 116:17, 204:3 need [28] - 3:8, 17:8, 23:1, 24:8, 37:8, 58:17, 59:1, 70:15, 86:10, 87:3, 94:3, 95:14, 102:16, 109:10, 109:16, 116:16, 118:1, 118:9, 120:3, 120:4, 120:9, 122:15, 145:6, 145:16, 162:17, 193:8, 195:10, 207:3 needed [3] - 9:19, 180:7, 206:4 needs [3] - 104:19, 117:15, 192:18 neighborhood [12] - 39:12, 107:11, 136:16, 158:17, 161:7, 166:8, 166:16, 172:15, 183:7, 187:13, 195:13 neighborhoods [4] - 161:5, 186:10, 196:10, 196:12 neighboring [1] - 61:4 neighbors [2] - 95:1, 203:19 network [1] - 193:19 never [5] - 69:3, 108:2, 192:4, 197:8, 197:15 new [35] - 2:6, 3:15, 5:10, 8:4, 11:9, 14:19, 23:12, 36:5, 36:6, 37:2, 37:5, 37:8, 37:12, 47:2, 59:8, 61:17, 63:12, 112:13, 117:2, 118:5, 119:1, 120:11, 128:7, 128:8, 128:13, 129:16, 129:19,</p>
N				
<p>name [11] - 8:12, 9:5,</p>				

<p>130:9, 136:16, 143:2, 154:8, 168:17, 173:17, 184:11 New [2] - 82:6, 101:16 newest [1] - 169:5 news [4] - 14:2, 55:8, 152:17, 166:9 next [20] - 4:18, 6:12, 7:17, 10:17, 34:5, 35:12, 40:6, 55:8, 58:5, 58:6, 74:9, 77:5, 78:13, 102:15, 113:10, 114:19, 115:1, 127:3, 128:12, 148:17 NFPA [1] - 24:11 nice [4] - 13:8, 107:6, 107:19, 114:8 night [6] - 144:2, 144:3, 144:5, 147:5, 179:16, 179:19 nine [2] - 69:18, 162:10 Nine [1] - 93:14 nobody [1] - 171:4 non [1] - 3:18 non-residential [1] - 3:18 none [1] - 44:4 normally [1] - 90:12 Normandy [2] - 5:2, 5:9 north [9] - 15:11, 15:12, 18:3, 18:9, 23:3, 66:19, 108:19, 137:19 North [41] - 2:10, 3:5, 4:13, 4:17, 18:18, 19:5, 23:5, 55:2, 59:16, 60:9, 63:11, 65:1, 95:3, 111:15, 128:10, 129:9, 133:11, 135:16, 141:18, 142:1, 142:17, 143:13, 151:8, 153:3, 153:10, 154:16, 157:10, 159:17, 161:13, 163:12, 163:17, 176:14, 179:7, 185:11, 186:1, 190:12, 193:6, 204:11 NorthPoint [5] - 3:4, 3:6, 3:7, 104:6, 157:8 northwest [1] - 190:18 NOT [1] - 210:17 Notary [2] - 210:5,</p>	<p>210:12 notches [1] - 99:3 note [2] - 58:10, 209:4 noted [3] - 58:12, 58:16, 209:16 nothing [3] - 23:1, 187:12, 193:17 notice [2] - 177:14, 202:17 notion [3] - 96:7, 102:13, 103:9 November [2] - 6:14, 134:9 nowhere [1] - 119:11 number [11] - 2:12, 62:2, 83:13, 98:3, 141:14, 147:15, 148:5, 179:10, 179:12, 180:9, 201:10 numbers [10] - 172:8, 181:8, 183:17, 185:3, 185:8, 188:9, 189:16, 194:13, 200:10, 200:12 Nur [1] - 1:10 NUR [45] - 18:1, 18:5, 21:16, 21:19, 26:16, 27:6, 27:12, 27:15, 28:19, 29:4, 29:9, 29:12, 29:14, 30:3, 30:7, 30:10, 33:17, 34:14, 34:18, 35:3, 35:5, 35:11, 35:18, 36:1, 36:19, 40:10, 41:12, 53:6, 53:11, 55:15, 57:17, 107:2, 109:17, 121:11, 198:11, 199:1, 199:19, 200:3, 200:19, 201:2, 201:10, 202:3, 202:10, 203:14, 204:8</p> <hr/> <p style="text-align: center;">O</p> <hr/> <p>O'Brien [17] - 13:14, 18:19, 52:12, 52:13, 52:14, 135:13, 168:3, 168:13, 169:12, 169:19, 170:1, 170:9, 170:16, 173:4, 174:17, 190:18, 194:5 O'Brien's [1] - 173:7 o'clock [2] - 4:4, 44:10 o.8 [1] - 84:2 objection [1] - 115:7</p>	<p>objective [2] - 47:13, 114:15 objectives [3] - 85:14, 90:4, 124:14 obligation [1] - 151:13 obviously [15] - 75:5, 78:9, 86:19, 96:5, 133:16, 137:14, 142:13, 144:2, 154:4, 163:19, 167:18, 173:2, 174:6, 174:10, 188:14 occasions [1] - 98:3 occupants [1] - 71:14 occupied [1] - 41:1 occupying [1] - 70:6 October [2] - 6:14, 134:8 OF [6] - 1:2, 208:15, 210:2, 210:16, 210:17, 210:18 off/pick [1] - 177:1 offered [1] - 126:4 office [13] - 62:19, 125:4, 137:10, 140:18, 141:6, 142:11, 144:4, 144:16, 163:11, 177:15, 179:15, 191:8 officer [1] - 184:17 OFFICIAL [1] - 1:18 officially [1] - 149:11 offset [2] - 3:11, 144:5 old [6] - 14:17, 14:18, 19:18, 23:11, 37:10, 103:18 older [2] - 102:18, 128:14 oldest [2] - 23:7, 36:8 on-site [2] - 138:15, 146:10 once [11] - 24:15, 28:16, 33:12, 37:19, 38:4, 103:6, 111:3, 116:1, 144:19, 164:7, 198:12 one [120] - 9:7, 13:5, 13:6, 13:7, 15:9, 18:4, 18:5, 19:4, 20:18, 22:7, 24:4, 25:14, 25:15, 26:4, 26:17, 26:18, 27:5, 31:13, 32:10, 33:3, 34:3, 37:14, 39:8, 39:17, 41:1, 44:9, 45:14, 46:17, 50:15, 55:5, 55:8, 55:13, 60:19, 63:8, 64:5,</p>	<p>64:12, 64:16, 64:17, 65:3, 65:5, 65:6, 65:12, 65:14, 65:17, 66:13, 67:19, 68:3, 68:12, 68:14, 68:16, 68:19, 69:5, 70:1, 70:8, 70:19, 71:9, 72:7, 73:5, 74:1, 74:4, 74:7, 77:12, 78:2, 79:8, 79:12, 89:6, 91:10, 98:16, 107:7, 110:12, 111:4, 116:13, 116:16, 119:2, 125:9, 125:11, 127:3, 129:15, 130:3, 131:8, 131:9, 133:9, 136:5, 136:13, 139:15, 140:9, 142:2, 142:10, 142:12, 147:12, 148:8, 148:13, 154:17, 158:7, 160:15, 161:11, 162:1, 164:14, 164:15, 164:16, 168:1, 168:19, 169:5, 172:17, 172:19, 173:2, 173:4, 173:16, 176:4, 176:12, 176:17, 177:1, 179:6, 180:3, 201:15, 202:12, 207:4 One [1] - 175:12 ones [4] - 38:1, 38:2, 166:2, 173:17 ongoing [4] - 87:2, 88:9, 122:9, 143:8 open [21] - 47:8, 65:19, 74:11, 75:4, 76:7, 78:2, 79:2, 94:9, 96:8, 98:15, 98:16, 129:11, 130:13, 131:14, 131:15, 132:3, 132:4, 132:6, 138:3, 153:6, 176:7 opened [2] - 108:3, 135:9 opening [3] - 37:6, 37:8, 173:14 opens [1] - 132:6 operate [1] - 188:14 operates [1] - 165:2 operating [2] - 17:16, 109:5 operation [2] - 16:8, 32:2 operations [2] - 13:9, 42:2</p>	<p>opinion [1] - 65:1 opportunities [1] - 172:3 opportunity [3] - 77:13, 96:11, 112:10 opposed [2] - 87:8, 170:1 opposite [1] - 144:4 opposition [1] - 107:7 optimistic [1] - 113:8 option [1] - 165:19 Orange [4] - 130:2, 176:2, 176:7, 176:9 orange [1] - 131:4 ordained [1] - 134:8 order [3] - 4:8, 98:19, 151:10 Ordinance [5] - 2:14, 5:1, 5:10, 124:5, 133:17 ordinarily [1] - 87:11 orientation [1] - 67:3 original [15] - 23:10, 23:15, 61:3, 62:4, 62:8, 62:13, 64:3, 98:4, 111:10, 121:2, 135:19, 151:7, 157:14, 176:4, 208:3 originally [9] - 16:13, 16:14, 44:4, 83:18, 128:17, 142:6, 142:10, 183:2, 188:10 otherwise [4] - 83:16, 126:6, 158:11, 187:7 outlets [1] - 48:6 outlying [1] - 161:16 outreach [1] - 12:14 outs [2] - 28:16, 101:17 outside [4] - 24:1, 36:6, 50:10, 127:7 outweigh [1] - 124:7 overall [9] - 60:4, 89:9, 141:8, 141:9, 143:3, 143:6, 145:15, 205:18, 206:1 overhead [2] - 47:6, 105:15 Overlay [1] - 5:11 overpacked [1] - 185:1 oversee [1] - 8:16 overview [2] - 8:19, 130:8 own [3] - 89:3, 177:13, 198:1</p>
--	---	--	---	--

<p>owned [2] - 51:12, 112:18</p> <p>owner/developer [1] - 160:19</p> <p>owners [2] - 145:10, 189:9</p> <p>ownership [3] - 51:18, 193:16, 194:9</p> <p>owns [2] - 51:9, 105:11</p>	<p>parking [166] - 3:7, 3:8, 3:8, 3:16, 13:10, 13:11, 17:2, 39:14, 39:16, 39:17, 39:18, 56:6, 56:17, 57:10, 74:3, 74:4, 74:8, 79:4, 83:3, 83:19, 89:9, 128:4, 128:5, 132:9, 133:11, 133:15, 134:2, 134:11, 137:15, 138:8, 139:1, 139:12, 139:19, 140:5, 140:7, 140:10, 142:4, 142:9, 142:14, 142:16, 142:19, 143:2, 143:4, 143:7, 143:13, 143:15, 143:18, 144:2, 144:6, 144:9, 144:10, 144:13, 145:6, 146:1, 146:3, 146:10, 146:19, 147:9, 147:10, 149:2, 151:1, 151:5, 152:4, 152:5, 152:12, 152:19, 153:2, 153:12, 153:15, 154:12, 155:1, 155:5, 155:10, 156:11, 156:15, 157:4, 158:1, 158:4, 158:9, 158:13, 159:4, 159:16, 159:17, 160:13, 160:17, 160:18, 161:3, 161:4, 161:15, 161:17, 162:9, 164:14, 165:4, 165:6, 165:9, 165:11, 172:5, 175:4, 175:9, 177:11, 178:1, 178:10, 178:11, 179:3, 179:5, 179:7, 179:9, 179:14, 180:2, 180:4, 180:10, 180:12, 180:19, 181:1, 181:10, 182:9, 182:18, 183:1, 183:13, 184:14, 187:2, 187:3, 187:10, 187:15, 188:1, 188:2, 188:4, 188:8, 188:13, 188:18, 190:14, 191:4, 191:6, 191:9, 191:17, 192:4,</p>	<p>192:9, 192:19, 193:13, 194:19, 195:5, 196:18, 197:5, 197:9, 197:14, 197:15, 198:2, 198:15, 199:15, 200:10, 200:11, 201:16, 201:19, 202:14, 203:5, 204:12, 204:13, 204:14, 205:9, 205:14, 206:3</p> <p>Parking's [1] - 158:7</p> <p>parks [3] - 157:11, 157:12, 157:17</p> <p>part [47] - 3:13, 24:7, 43:8, 43:12, 43:13, 44:1, 44:4, 44:14, 48:18, 51:4, 54:1, 74:14, 75:2, 75:3, 75:5, 75:12, 75:13, 77:8, 77:9, 77:12, 87:5, 100:10, 101:8, 105:9, 129:14, 133:10, 136:16, 137:15, 140:14, 142:2, 142:4, 144:7, 144:16, 145:18, 148:9, 149:4, 151:7, 151:15, 151:17, 152:5, 155:3, 157:3, 177:9, 188:19, 192:14, 197:6, 205:15</p> <p>particular [3] - 112:11, 123:1, 163:10</p> <p>particularly [2] - 100:19, 111:12</p> <p>parties [2] - 45:10, 108:9</p> <p>partly [1] - 183:12</p> <p>parts [3] - 159:14, 194:1, 194:3</p> <p>pass [2] - 20:5, 35:13</p> <p>passage [1] - 73:2</p> <p>passed [1] - 59:17</p> <p>passing [2] - 196:17, 197:2</p> <p>past [2] - 9:8, 181:6</p> <p>path [30] - 9:3, 14:3, 14:4, 14:9, 23:16, 23:18, 24:2, 24:14, 25:16, 26:1, 26:3, 26:7, 28:15, 31:9, 43:7, 43:18, 43:19, 44:5, 44:7, 50:16, 74:16, 75:19, 77:8, 77:11, 104:5, 104:6, 154:19, 155:2, 155:8</p>	<p>paths [2] - 74:15, 91:18</p> <p>pathway [2] - 39:9, 47:17</p> <p>pathways [1] - 79:19</p> <p>patience [1] - 206:17</p> <p>patient [1] - 53:14</p> <p>patrons [2] - 47:15, 139:12</p> <p>pave [1] - 50:13</p> <p>paved [1] - 70:3</p> <p>pay [6] - 14:11, 14:12, 21:17, 21:18, 21:19, 93:19</p> <p>paying [1] - 12:9</p> <p>PB#175 [2] - 2:9, 2:13</p> <p>PB#179 [1] - 3:3</p> <p>peak [5] - 141:15, 144:1, 181:13, 191:2, 191:13</p> <p>peaks [1] - 143:19</p> <p>pebble [1] - 103:17</p> <p>pedal [2] - 35:1, 35:3</p> <p>pedestrian [6] - 13:13, 99:14, 100:1, 129:16, 168:17, 169:11</p> <p>pedestrians [3] - 26:10, 170:12, 172:13</p> <p>People [1] - 193:1</p> <p>people [58] - 17:13, 17:14, 17:15, 17:17, 19:11, 19:12, 28:17, 33:10, 33:19, 36:12, 39:18, 41:11, 41:15, 43:6, 46:8, 47:18, 48:13, 72:5, 79:1, 81:18, 92:6, 92:7, 92:14, 92:16, 93:1, 93:6, 94:15, 96:4, 103:1, 103:6, 103:11, 117:14, 127:4, 144:3, 166:9, 173:18, 175:14, 175:15, 180:11, 181:3, 181:13, 181:14, 181:15, 183:4, 183:5, 183:8, 184:4, 186:11, 189:7, 190:17, 191:8, 192:10, 195:4, 195:7, 198:1, 202:15, 203:4</p> <p>people's [2] - 190:6, 194:9</p> <p>per [20] - 3:9, 84:3, 133:14, 138:16, 142:11, 142:12, 144:16, 144:17, 144:18, 145:1,</p>	<p>145:7, 145:16, 146:2, 148:14, 169:10, 177:16, 200:15, 201:7, 202:8, 204:15</p> <p>percent [3] - 12:10, 138:14, 174:17</p> <p>perfect [2] - 58:6, 75:15</p> <p>perhaps [5] - 48:14, 100:13, 109:12, 162:16, 197:3</p> <p>permanent [3] - 153:12, 153:14, 203:12</p> <p>permanently [1] - 151:19</p> <p>permission [4] - 58:18, 59:3, 187:4, 187:7</p> <p>permit [8] - 2:9, 2:11, 2:13, 3:4, 3:15, 86:12, 136:10, 205:9</p> <p>Permit [24] - 2:10, 2:13, 3:3, 3:4, 4:12, 5:17, 62:6, 82:14, 82:16, 85:3, 85:7, 86:10, 87:10, 87:15, 126:18, 128:3, 132:8, 133:2, 135:19, 142:3, 176:5, 204:11, 205:2, 205:13</p> <p>Permits [5] - 83:1, 86:8, 97:11, 123:17, 204:4</p> <p>permits [3] - 84:17, 84:18, 206:6</p> <p>permitted [3] - 3:17, 142:8, 142:18</p> <p>person [2] - 56:16, 150:15</p> <p>personal [1] - 34:2</p> <p>personally [1] - 185:7</p> <p>perspective [16] - 42:17, 98:10, 111:17, 136:15, 139:4, 139:8, 153:6, 154:18, 157:1, 157:15, 158:2, 160:7, 166:8, 167:1, 170:15, 177:4</p> <p>Petition [1] - 133:13</p> <p>petition [3] - 5:2, 5:9, 205:8</p> <p>pharmacy [1] - 166:16</p> <p>phase [6] - 32:3, 34:5, 83:14, 99:18, 172:10, 202:6</p> <p>Phase [17] - 2:11,</p>
P				
<p>p.m [5] - 1:5, 2:9, 3:3, 4:7, 207:8</p> <p>package [2] - 152:5, 197:6</p> <p>Paden [1] - 1:14</p> <p>PADEN [7] - 6:13, 6:19, 7:16, 125:2, 125:10, 171:4, 207:5</p> <p>Page [3] - 2:18, 3:2, 209:6</p> <p>page [1] - 199:8</p> <p>PAGE [3] - 2:2, 208:15, 209:8</p> <p>pages [2] - 116:6, 116:8</p> <p>paid [1] - 24:6</p> <p>panels [1] - 109:6</p> <p>parameters [1] - 142:15</p> <p>parcel [17] - 54:1, 55:4, 55:10, 61:10, 62:1, 62:8, 62:12, 136:17, 140:10, 145:3, 147:11, 148:3, 150:12, 152:1, 153:8, 188:1, 201:15</p> <p>parcels [6] - 63:7, 140:9, 142:17, 146:19, 148:18, 188:6</p> <p>pardon [1] - 25:4</p> <p>Park [2] - 5:6, 5:15</p> <p>park [13] - 35:2, 35:3, 73:3, 73:4, 77:15, 129:9, 129:19, 132:1, 132:3, 132:4, 147:4, 153:19, 159:12</p> <p>park-like [1] - 129:19</p> <p>parked [1] - 192:13</p> <p>parkers [1] - 40:1</p> <p>Parking [6] - 3:7, 124:10, 140:16, 160:2, 160:4, 178:16</p>				

<p>2:12, 12:1, 32:6, 32:14, 32:15, 32:19, 33:6, 37:6, 59:15, 61:10, 62:1, 62:6, 62:8, 62:11, 83:18, 86:9</p> <p>phased [1] - 175:7</p> <p>phases [3] - 3:18, 32:5, 171:17</p> <p>phones [1] - 40:18</p> <p>physical [1] - 179:10</p> <p>pick [7] - 17:12, 17:16, 17:17, 155:12, 164:3, 166:14, 198:19</p> <p>picking [2] - 17:14, 175:15</p> <p>pictures [2] - 95:16, 108:11</p> <p>piece [2] - 23:8, 186:3</p> <p>pieces [4] - 23:9, 46:18, 83:10, 95:8</p> <p>piggybacking [1] - 10:7</p> <p>place [18] - 21:7, 64:16, 75:11, 78:7, 83:19, 88:6, 93:4, 93:7, 103:15, 114:1, 134:13, 135:4, 135:10, 140:3, 158:14, 183:4, 192:9, 197:15</p> <p>placed [1] - 97:13</p> <p>places [1] - 57:10</p> <p>plain [1] - 109:19</p> <p>plan [28] - 12:3, 15:2, 33:2, 33:17, 47:11, 53:18, 59:15, 61:17, 73:2, 77:6, 81:4, 82:17, 116:3, 121:2, 121:4, 130:6, 131:18, 135:6, 135:19, 136:9, 139:17, 139:19, 151:10, 151:11, 157:15, 183:12, 185:11, 205:15</p> <p>plane [1] - 105:13</p> <p>planned [2] - 43:4, 183:2</p> <p>Planning [25] - 4:6, 4:12, 5:4, 54:3, 59:18, 60:3, 87:12, 121:8, 128:8, 132:16, 133:2, 133:16, 138:9, 138:10, 140:5, 147:13, 147:17, 167:9, 185:17, 189:13, 202:5, 207:9, 208:7, 209:4,</p>	<p>209:16</p> <p>planning [9] - 11:18, 28:4, 31:8, 82:19, 85:8, 86:14, 184:17, 186:1</p> <p>PLANNING [2] - 1:2, 209:1</p> <p>plans [15] - 2:7, 4:16, 8:6, 15:19, 52:8, 60:15, 116:9, 123:6, 131:10, 155:12, 156:1, 170:3, 174:18, 185:9</p> <p>planters [1] - 48:17</p> <p>planting [1] - 100:13</p> <p>plantings [1] - 49:16</p> <p>platform [10] - 13:4, 15:15, 16:5, 16:6, 18:14, 18:17, 22:10, 22:11, 39:10, 48:12</p> <p>platforms [5] - 16:3, 37:16, 38:12, 38:18, 38:19</p> <p>play [3] - 118:6, 162:3, 181:4</p> <p>Play [1] - 193:1</p> <p>played [1] - 182:3</p> <p>plays [1] - 106:13</p> <p>plaza [5] - 54:1, 55:4, 131:7, 135:8</p> <p>Plaza [1] - 166:1</p> <p>pleased [1] - 105:6</p> <p>pleasure [1] - 96:1</p> <p>plus [5] - 16:18, 137:2, 158:12, 164:14, 164:15</p> <p>pocket [2] - 38:4, 73:3</p> <p>pockets [1] - 38:5</p> <p>Point [35] - 2:10, 3:5, 4:13, 4:17, 55:2, 59:16, 60:10, 63:11, 65:1, 95:3, 111:15, 128:10, 129:9, 133:12, 135:16, 141:19, 142:1, 142:18, 143:13, 151:8, 153:3, 153:10, 157:11, 161:13, 163:12, 163:17, 163:18, 179:7, 185:11, 186:1, 190:12, 193:6, 204:12</p> <p>point [29] - 17:10, 50:11, 63:18, 67:10, 83:19, 88:13, 99:5, 99:17, 104:13, 105:2, 109:9, 110:13, 119:3, 119:9, 119:19, 120:16, 128:16,</p>	<p>134:4, 138:7, 148:15, 151:19, 166:17, 177:19, 184:10, 185:6, 186:5, 189:12, 191:19, 203:2</p> <p>pointed [1] - 90:14</p> <p>pointing [1] - 92:4</p> <p>police [2] - 21:4, 21:11</p> <p>policy [1] - 124:6</p> <p>porch [5] - 78:5, 80:1, 102:17, 103:4, 103:5</p> <p>porches [1] - 103:2</p> <p>portion [6] - 59:16, 61:9, 69:9, 74:6, 75:18, 168:5</p> <p>positive [2] - 76:16, 77:2</p> <p>possibilities [1] - 78:6</p> <p>possibility [1] - 161:4</p> <p>possible [3] - 47:4, 127:2, 196:19</p> <p>possibly [1] - 75:7</p> <p>potential [3] - 5:13, 76:1, 160:19</p> <p>potentially [2] - 104:2, 161:6</p> <p>power [3] - 16:3, 36:14, 54:9</p> <p>powerful [1] - 76:12</p> <p>practice [1] - 88:17</p> <p>pre [1] - 118:4</p> <p>pre-existing [1] - 118:4</p> <p>precast [1] - 99:8</p> <p>precluding [1] - 44:11</p> <p>preliminary [3] - 82:17, 123:18, 133:5</p> <p>prepared [2] - 81:12, 204:2</p> <p>present [8] - 4:5, 58:15, 58:17, 59:14, 60:3, 87:4, 90:16, 149:10</p> <p>Presentation [1] - 2:6</p> <p>presentation [12] - 8:4, 59:5, 80:12, 81:7, 83:6, 91:3, 94:7, 132:14, 149:18, 173:4, 175:1, 185:19</p> <p>presented [4] - 63:6, 63:10, 98:10, 132:16</p> <p>presenters [1] - 58:6</p> <p>presenting [1] - 59:19</p> <p>Preston [1] - 1:8</p> <p>PRESTON [122] - 4:3,</p>	<p>6:7, 6:10, 6:17, 7:1, 7:7, 7:10, 7:18, 8:10, 29:2, 30:13, 35:15, 35:19, 41:17, 42:15, 44:2, 44:15, 45:3, 46:12, 49:2, 50:18, 51:6, 51:19, 53:4, 55:14, 55:19, 56:4, 57:16, 57:18, 58:3, 58:9, 59:4, 80:16, 81:5, 81:11, 82:2, 82:8, 84:6, 86:13, 87:7, 87:16, 88:1, 88:7, 88:14, 89:2, 89:5, 91:4, 91:6, 93:10, 96:15, 96:19, 97:17, 101:2, 106:19, 110:5, 114:11, 115:1, 115:6, 115:14, 116:4, 116:7, 116:10, 117:4, 117:12, 117:17, 119:15, 121:12, 122:1, 122:5, 122:10, 122:17, 123:10, 123:13, 124:15, 124:18, 125:7, 125:12, 125:15, 125:18, 126:10, 126:17, 127:10, 149:6, 149:16, 150:3, 156:3, 156:5, 156:9, 159:11, 162:18, 163:4, 169:1, 170:19, 171:6, 171:10, 175:2, 178:13, 183:19, 184:5, 184:9, 186:13, 186:19, 187:11, 189:11, 190:7, 194:11, 194:18, 196:13, 198:4, 198:8, 199:17, 200:1, 200:9, 201:4, 203:10, 203:15, 204:1, 205:11, 206:8, 206:12, 206:19, 207:6</p> <p>presume [1] - 31:18</p> <p>presuming [1] - 150:19</p> <p>pretty [17] - 21:1, 53:13, 90:1, 114:4, 132:14, 145:4, 145:6, 145:9, 145:18, 164:16, 170:5, 174:16, 179:17, 181:9, 190:15, 195:5,</p>	<p>198:6</p> <p>preventing [1] - 153:11</p> <p>preview [1] - 128:11</p> <p>previous [5] - 26:16, 87:19, 98:15, 149:9, 151:10</p> <p>previously [1] - 179:13</p> <p>price [2] - 178:3, 198:1</p> <p>primary [2] - 60:13, 163:15</p> <p>privacy [1] - 79:5</p> <p>private [11] - 61:18, 70:6, 70:7, 70:18, 76:7, 79:13, 79:18, 96:8, 98:17, 103:9, 122:13</p> <p>problem [6] - 106:10, 106:12, 161:10, 162:12, 162:16, 196:5</p> <p>proceedings [1] - 210:7</p> <p>process [16] - 5:17, 6:5, 60:6, 82:13, 87:6, 87:8, 87:10, 88:12, 106:1, 121:18, 140:6, 143:8, 143:12, 185:17, 187:9, 188:12</p> <p>procurement [2] - 9:9, 9:13</p> <p>procuring [1] - 37:11</p> <p>program [2] - 11:9, 13:15</p> <p>progress [1] - 113:13</p> <p>Project [4] - 2:9, 2:13, 3:3, 82:15</p> <p>project [47] - 3:18, 10:3, 10:9, 12:10, 14:3, 14:7, 20:17, 28:4, 28:8, 31:14, 31:16, 33:13, 43:14, 45:15, 45:19, 46:19, 49:14, 49:15, 59:16, 61:2, 82:12, 85:2, 85:4, 86:11, 86:16, 87:14, 87:19, 88:5, 93:5, 93:16, 93:19, 94:5, 95:4, 96:17, 107:3, 126:8, 142:7, 162:5, 180:16, 181:7, 186:4, 187:3, 196:3, 202:6, 205:19, 206:2</p> <p>project's [1] - 2:11</p> <p>projection [1] - 32:17</p> <p>projects [4] - 45:13,</p>
--	---	---	---	---

<p>46:5, 106:17, 188:3 promising [1] - 37:7 Properties [1] - 5:9 property [4] - 2:10, 105:11, 128:12, 177:13 proponent [1] - 107:9 proposal [7] - 10:10, 86:19, 88:4, 102:10, 106:2, 124:3, 124:9 proposals [1] - 98:15 proposed [4] - 3:16, 83:17, 124:12, 202:9 proposing [2] - 71:17, 132:15 protect [1] - 29:16 protected [1] - 75:10 protection [1] - 30:9 proven [1] - 94:19 provide [3] - 19:17, 71:5, 158:4 provided [4] - 12:12, 138:8, 138:10, 195:1 provides [2] - 61:12, 76:2 providing [2] - 72:18, 86:2 proximity [1] - 152:3 PTDM [7] - 139:17, 139:19, 141:16, 146:3, 181:2, 184:17, 185:11 PUBLIC [1] - 2:8 Public [2] - 210:5, 210:12 public [52] - 2:14, 3:14, 4:11, 5:8, 8:2, 12:14, 21:13, 21:14, 24:15, 40:12, 41:4, 48:3, 54:1, 54:5, 56:19, 58:18, 61:18, 61:19, 67:11, 70:5, 72:4, 73:18, 80:18, 91:5, 96:8, 97:7, 99:18, 107:4, 111:13, 112:12, 112:13, 112:16, 113:5, 117:11, 120:8, 121:1, 122:13, 124:4, 126:18, 127:6, 131:7, 149:9, 149:12, 150:5, 156:6, 163:1, 169:8, 171:1, 171:7, 185:2, 189:14 PUD [14] - 2:9, 2:13, 3:3, 3:14, 60:18, 61:3, 62:4, 62:8,</p>	<p>62:14, 82:14, 84:18, 86:10, 87:8, 87:10 punched [1] - 110:1 punctuation [1] - 77:19 purchasing [1] - 37:5 purpose [3] - 17:8, 56:19, 73:9 pursuant [2] - 2:14, 3:16 push [1] - 8:12 put [11] - 21:7, 23:15, 35:6, 56:19, 57:9, 74:3, 81:7, 82:6, 128:6, 151:19, 185:10 putting [3] - 49:16, 57:14, 76:19</p> <hr/> <p style="text-align: center;">Q</p> <hr/> <p>Q&A [1] - 9:3 quality [2] - 101:9, 122:12 questionable [1] - 95:13 questions [9] - 21:4, 30:14, 42:2, 121:9, 150:4, 154:8, 160:13, 163:7, 171:13 quick [6] - 110:9, 131:18, 137:17, 168:1, 172:19, 187:19 quickly [1] - 127:1 quietly [1] - 127:2 quirky [1] - 193:7 quite [11] - 9:6, 70:13, 71:19, 75:4, 98:5, 106:7, 111:17, 111:19, 161:12, 161:18, 195:16 quorum [1] - 4:4</p> <hr/> <p style="text-align: center;">R</p> <hr/> <p>radius [1] - 108:10 rail [5] - 10:15, 25:12, 29:18, 155:13, 176:11 raised [1] - 110:13 Raising [3] - 7:9, 126:12, 206:14 ramp [7] - 114:19, 115:17, 116:13, 116:14, 117:15, 119:8, 119:9 ramps [5] - 25:3, 25:6, 115:13, 117:19,</p>	<p>119:4 range [3] - 62:13, 145:12, 145:15 rare [1] - 54:12 rate [1] - 118:2 rather [2] - 72:16, 119:11 ratio [9] - 3:9, 83:19, 138:17, 165:9, 166:6, 182:19, 200:15, 201:18, 204:15 ratios [10] - 3:8, 128:5, 142:4, 142:10, 144:13, 164:14, 177:3, 177:5, 178:1, 204:14 reaches [1] - 44:7 read [3] - 114:15, 189:3, 209:15 reading [3] - 134:7, 208:7, 209:4 ready [7] - 108:14, 121:13, 127:5, 127:8, 149:11, 174:18 real [4] - 130:8, 130:9, 177:4, 194:16 realize [1] - 43:15 realized [1] - 149:7 reallocation [1] - 137:9 really [53] - 13:8, 28:8, 31:7, 31:9, 37:8, 39:10, 42:7, 42:12, 42:13, 45:7, 64:12, 92:3, 99:9, 102:12, 107:3, 107:19, 108:6, 113:1, 119:3, 120:16, 129:14, 130:5, 130:9, 135:9, 135:15, 135:17, 143:19, 147:16, 153:19, 154:3, 159:10, 161:2, 162:1, 164:6, 165:14, 165:15, 166:16, 166:18, 168:9, 168:15, 168:17, 169:13, 170:11, 170:12, 170:17, 172:1, 172:13, 173:18, 174:7, 174:12, 175:18, 176:3, 176:6 REASON [6] - 209:9, 209:10, 209:11, 209:12, 209:13, 209:14 reason [5] - 118:19,</p>	<p>195:2, 196:18, 200:4, 209:5 reasonably [1] - 74:2 reasons [3] - 154:3, 175:13, 208:8 rebuilt [1] - 55:12 recap [2] - 139:15, 146:7 receive [1] - 10:19 RECEIVED [1] - 208:17 received [2] - 100:16, 107:14 recent [1] - 186:3 recently [1] - 54:5 receptive [1] - 174:8 recess [2] - 58:7, 58:8 recessing [1] - 107:17 recognized [1] - 91:13 recommended [2] - 133:19, 134:5 reconnect [1] - 173:19 reconnecting [1] - 135:16 reconstructing [1] - 168:10 RECORD [1] - 1:18 record [3] - 58:12, 209:17, 210:6 recorder [2] - 8:11, 49:3 rectangular [1] - 109:19 recusing [2] - 58:13, 149:19 Red [2] - 38:4, 40:5 red [1] - 96:4 reduce [7] - 3:15, 141:5, 143:4, 143:5, 144:6, 144:8, 146:9 reduced [1] - 150:13 reducing [5] - 3:8, 76:16, 160:17, 187:2, 204:13 reduction [15] - 2:11, 2:12, 3:11, 60:14, 61:1, 61:10, 62:1, 62:2, 144:10, 146:12, 160:18, 180:4, 180:5, 188:9, 205:13 Refer [1] - 209:6 referred [1] - 110:16 refine [3] - 94:3, 98:4, 117:6 refined [1] - 99:7 refinement [1] - 100:10 refining [2] - 59:19,</p>	<p>100:7 refinished [1] - 23:14 reflect [1] - 52:7 reflects [2] - 42:4, 51:18 regarding [1] - 97:12 regional [1] - 193:3 regular [1] - 184:16 reimburse [1] - 11:14 reinforcing [1] - 169:18 reiterate [2] - 121:18, 123:15 reiterating [1] - 123:17 relate [1] - 94:16 related [4] - 75:15, 132:9, 158:16, 163:7 relates [3] - 98:8, 113:5, 113:6 relating [1] - 94:17 relationship [1] - 98:12 relative [1] - 61:4 relatively [2] - 62:13, 117:2 relayed [1] - 152:14 relentless [1] - 110:16 relief [1] - 76:3 relieved [1] - 108:8 relish [1] - 112:10 relocated [1] - 17:10 relocating [2] - 10:14, 15:7 relocation [1] - 9:17 remaining [2] - 74:7, 131:15 remains [2] - 85:13, 124:13 remember [6] - 35:14, 46:13, 55:10, 191:10, 193:15, 205:17 remembered [1] - 35:18 remind [3] - 81:12, 134:19, 197:4 rendered [1] - 49:12 rendering [6] - 66:11, 72:17, 79:16, 112:1, 115:5, 137:17 renderings [8] - 48:15, 52:4, 52:7, 65:3, 96:2, 98:9, 99:9, 111:1 RENNA [10] - 82:10, 83:5, 83:16, 84:3, 84:12, 84:16, 85:1, 86:6, 86:17, 87:13 Renna [1] - 82:10</p>
--	--	--	--	---

<p>rent [2] - 191:8 rental [2] - 145:5, 148:19 REP [1] - 209:2 repairs [1] - 36:6 repeat [1] - 139:5 repeatedly [1] - 196:8 REPLACE [1] - 208:15 replacement [1] - 10:5 replicate [2] - 151:12, 161:15 replicated [1] - 153:14 report [1] - 21:10 REPORTER [1] - 210:18 Reporter [2] - 210:4, 210:13 REPORTERS [1] - 1:18 reporting [1] - 193:12 reports [2] - 5:19, 188:16 representing [1] - 131:5 REPRODUCTION [1] - 210:17 request [8] - 5:16, 7:15, 60:12, 113:11, 128:3, 138:11, 145:19, 169:10 requested [5] - 3:6, 3:15, 123:16, 187:14, 204:3 requesting [1] - 82:18 requests [1] - 157:7 require [1] - 193:12 required [10] - 2:13, 2:15, 3:14, 3:16, 9:14, 24:11, 28:7, 151:9, 151:11, 157:19 requirement [1] - 205:14 requirements [3] - 85:11, 178:4, 181:2 requires [2] - 85:2, 87:14 Research [1] - 5:15 research [1] - 181:5 reset [1] - 128:19 residences [1] - 78:4 resident [1] - 158:4 residential [16] - 3:17, 3:18, 100:8, 100:13, 129:3, 131:3, 131:11, 141:7, 142:12, 144:1, 144:17, 145:5,</p>	<p>145:17, 181:19, 191:4, 198:1 residents [5] - 76:8, 147:4, 163:11, 179:18, 182:16 resolution [1] - 95:15 respect [1] - 112:8 RESPECT [1] - 210:17 Response [2] - 96:18, 171:9 responsibility [1] - 47:7 rest [5] - 19:16, 52:19, 78:7, 91:2, 166:18 restaurant [1] - 164:10 restaurants [2] - 164:9, 172:4 result [1] - 191:5 retail [80] - 3:8, 3:9, 3:11, 3:13, 67:5, 68:15, 73:13, 128:4, 130:10, 131:17, 132:8, 132:9, 133:10, 133:15, 134:2, 134:11, 135:3, 135:5, 136:2, 136:8, 137:1, 137:10, 137:18, 137:19, 138:9, 138:17, 139:1, 139:7, 139:16, 139:19, 140:4, 140:7, 140:10, 140:18, 141:6, 141:16, 142:3, 142:13, 146:1, 146:3, 156:10, 157:16, 158:1, 158:9, 158:13, 158:14, 158:16, 159:8, 163:9, 163:16, 165:7, 167:1, 168:5, 171:18, 172:2, 172:3, 181:18, 182:9, 182:10, 182:18, 183:1, 183:7, 183:10, 183:13, 187:3, 187:9, 199:9, 199:15, 200:7, 200:14, 200:18, 201:13, 201:16, 201:19, 202:7, 202:8, 204:14, 204:16, 205:9 retaining [2] - 99:15, 121:2 rethink [1] - 102:13 revenue [4] - 12:5,</p>	<p>17:8, 32:2, 195:9 review [39] - 81:2, 84:11, 85:4, 85:5, 86:2, 86:3, 86:4, 86:11, 86:15, 87:2, 87:12, 87:15, 87:19, 88:9, 88:12, 90:7, 90:13, 95:13, 97:13, 111:11, 112:9, 113:19, 118:12, 121:7, 121:19, 122:9, 124:1, 124:10, 126:4, 131:12, 132:11, 137:18, 140:6, 147:11, 148:13, 160:5, 167:11, 196:7, 202:5 Review [4] - 2:9, 2:13, 3:3, 82:15 reviewed [2] - 88:18, 140:16 reviewing [3] - 89:11, 160:4, 160:7 revision [2] - 5:15, 204:12 revisions [1] - 3:7 revisit [1] - 196:17 rework [1] - 38:13 rezoning [1] - 190:11 rhythm [2] - 70:5, 70:7 Rich [1] - 81:11 RICHARD [13] - 59:2, 81:14, 82:5, 91:1, 96:14, 104:8, 106:4, 106:18, 111:8, 113:15, 114:10, 117:16, 126:15 richness [2] - 94:10, 96:9 Ride [1] - 176:13 ride [3] - 19:2, 40:14, 153:19 riders [2] - 36:4, 48:13 right-hand [1] - 194:3 rights [1] - 138:15 rise [2] - 72:8, 72:18 River [1] - 10:1 Riverside [1] - 15:18 Riverview [1] - 164:1 road [3] - 95:5, 160:2, 196:6 Roberts [1] - 1:14 ROBERTS [2] - 97:4, 207:3 Rogers [1] - 6:6 roles [1] - 118:6 roof [4] - 27:2, 99:3, 106:11, 110:15</p>	<p>room [7] - 34:15, 34:18, 79:10, 96:13, 109:11, 116:19 Room [1] - 1:6 ROSSITER [1] - 156:17 Rossiter [2] - 127:17, 185:10 roughly [2] - 79:16, 104:10 round [1] - 205:4 route [2] - 15:9, 100:5 routes [2] - 17:13, 191:5 running [3] - 15:17, 48:9, 75:16 runs [1] - 85:9 RUSSELL [54] - 7:4, 25:2, 25:5, 30:16, 31:1, 31:4, 46:17, 48:10, 51:9, 51:13, 51:17, 54:16, 55:17, 56:2, 56:5, 56:10, 56:16, 57:4, 81:1, 81:6, 81:18, 83:2, 87:18, 88:2, 88:8, 88:16, 89:3, 101:6, 104:9, 106:5, 106:9, 116:2, 116:5, 117:8, 121:16, 122:2, 122:6, 122:11, 122:18, 123:7, 124:2, 125:14, 150:7, 154:7, 156:4, 162:6, 162:12, 190:5, 190:9, 197:3, 197:12, 198:5, 204:10, 205:12 Russell [3] - 1:9, 90:13, 202:18</p>	<p>scaling [1] - 102:6 scene [1] - 166:15 schedule [3] - 33:9, 34:4, 184:19 scheduled [2] - 8:3, 126:19 Science [2] - 104:12, 202:19 scope [6] - 48:18, 49:15, 50:6, 50:12, 51:2, 90:2 screen [4] - 30:2, 30:4, 30:6, 30:9 searching [1] - 73:14 seating [2] - 100:14, 103:10 Second [5] - 1:6, 68:4, 68:5, 166:12, 173:15 second [25] - 2:14, 3:13, 4:13, 4:15, 7:6, 16:16, 18:11, 41:18, 61:9, 82:13, 83:14, 118:2, 118:16, 124:17, 125:17, 125:18, 127:6, 134:15, 143:16, 173:8, 176:13, 204:8, 205:12, 206:7 secondary [5] - 22:5, 22:6, 49:9, 49:10, 50:1 section [3] - 5:11, 156:11, 194:4 Section [3] - 2:14, 3:16 secure [2] - 22:17, 22:19 see [49] - 21:4, 21:5, 23:11, 34:14, 42:9, 42:15, 45:11, 47:9, 52:5, 61:6, 61:7, 71:8, 72:5, 76:5, 91:17, 102:17, 102:19, 105:6, 106:13, 106:17, 107:3, 107:6, 107:19, 112:1, 113:2, 114:4, 114:8, 118:19, 120:5, 120:13, 120:14, 134:1, 150:5, 150:12, 162:15, 163:8, 171:1, 174:19, 176:18, 177:10, 178:9, 178:14, 182:8, 183:16, 195:7, 198:17, 199:3 seeing [3] - 88:3, 127:13, 163:10</p>
--	---	--	--	---

S

<p>seek [2] - 134:15, 205:13</p> <p>seeking [1] - 86:14</p> <p>seem [6] - 29:5, 89:15, 102:7, 109:2, 119:19, 120:7</p> <p>segment [2] - 160:2, 160:6</p> <p>selfish [1] - 47:17</p> <p>semiprivate [4] - 76:7, 78:2, 78:15, 98:18</p> <p>senior [1] - 8:15</p> <p>Senior [2] - 5:18, 6:1</p> <p>sense [13] - 29:17, 65:12, 67:8, 70:8, 72:17, 76:2, 80:10, 98:14, 119:17, 121:3, 135:10, 188:5, 189:15</p> <p>sent [1] - 88:17</p> <p>sentiments [1] - 152:15</p> <p>separate [3] - 61:15, 73:12, 125:8</p> <p>serene [1] - 102:3</p> <p>series [1] - 146:3</p> <p>serves [1] - 159:12</p> <p>set [7] - 35:17, 58:7, 105:3, 127:3, 193:19, 210:6, 210:8</p> <p>sets [1] - 13:4</p> <p>setting [2] - 168:16, 169:14</p> <p>settled [1] - 153:18</p> <p>seven [3] - 4:4, 36:3, 206:18</p> <p>several [7] - 59:18, 60:1, 74:15, 128:1, 128:6, 198:14</p> <p>shape [1] - 108:15</p> <p>shaped [1] - 103:10</p> <p>share [4] - 75:12, 75:13, 143:15, 190:1</p> <p>shared [13] - 3:7, 73:15, 76:8, 142:16, 144:9, 146:18, 179:7, 179:9, 179:14, 180:1, 181:10, 189:1, 204:13</p> <p>shares [1] - 141:8</p> <p>sharing [2] - 165:7, 170:4</p> <p>sheet [6] - 80:19, 91:8, 91:9, 171:3, 209:5</p> <p>SHEET [3] - 208:1, 208:16, 209:3</p>	<p>Sheet [3] - 208:4, 208:8, 209:7</p> <p>shift [1] - 19:16</p> <p>shifted [2] - 140:17, 173:8</p> <p>shifting [3] - 137:12, 140:15, 141:2</p> <p>shifts [1] - 19:13</p> <p>shoe [1] - 103:18</p> <p>shopping [5] - 165:12, 181:15, 184:4, 184:6, 186:9</p> <p>short [2] - 58:8, 134:18</p> <p>shorter [1] - 92:2</p> <p>Shorthand [2] - 210:4, 210:13</p> <p>shortly [1] - 126:5</p> <p>show [10] - 23:18, 53:18, 67:15, 77:2, 95:16, 99:9, 107:6, 140:17, 146:8, 174:16</p> <p>showed [1] - 144:8</p> <p>showing [7] - 23:16, 48:16, 79:17, 131:18, 135:15, 140:11, 178:11</p> <p>shown [4] - 115:18, 117:1, 191:11, 193:18</p> <p>shows [16] - 26:8, 50:3, 63:3, 65:5, 66:11, 67:12, 68:4, 72:7, 72:11, 72:18, 73:2, 79:12, 115:5, 141:5, 173:1</p> <p>shrink [1] - 164:7</p> <p>SHULMAN [10] - 179:1, 181:16, 182:2, 182:8, 182:12, 182:15, 184:1, 186:17, 187:1, 187:6</p> <p>Shulman [1] - 179:4</p> <p>shut [2] - 10:4, 10:6</p> <p>shuttle [1] - 176:13</p> <p>sic [1] - 107:12</p> <p>side [26] - 20:3, 20:15, 21:3, 26:4, 26:5, 27:1, 29:6, 66:17, 66:19, 68:1, 68:15, 69:7, 71:14, 72:8, 73:6, 75:12, 96:10, 100:6, 115:3, 116:18, 123:2, 159:14, 170:16, 172:15, 199:12</p> <p>sides [1] - 100:17</p> <p>sidewalk [6] - 48:18, 49:17, 50:9, 69:17,</p>	<p>70:4, 71:5</p> <p>Sienniewicz [2] - 58:11, 149:19</p> <p>Sierra [1] - 129:6</p> <p>sign [7] - 5:6, 80:19, 91:8, 91:9, 171:3, 208:9</p> <p>Sign [1] - 209:5</p> <p>sign-up [4] - 80:19, 91:8, 91:9, 171:3</p> <p>signalized [2] - 173:9, 173:11</p> <p>signals [1] - 174:10</p> <p>SIGNATURE [1] - 208:1</p> <p>signed [3] - 12:8, 42:11, 171:5</p> <p>SIGNED [1] - 208:16</p> <p>significant [1] - 146:11</p> <p>significantly [2] - 88:19, 194:6</p> <p>silhouette [1] - 94:10</p> <p>similar [4] - 63:17, 68:9, 80:6, 102:1</p> <p>simple [3] - 101:14, 109:19, 190:15</p> <p>simply [2] - 74:3, 137:9</p> <p>single [2] - 67:9, 189:8</p> <p>sit [3] - 20:6, 28:17, 103:11</p> <p>site [47] - 14:15, 14:16, 15:2, 17:19, 48:16, 52:5, 61:17, 63:14, 63:15, 65:5, 68:4, 70:13, 74:12, 77:6, 77:14, 104:11, 113:3, 116:3, 128:5, 129:1, 129:13, 130:3, 130:4, 131:18, 135:12, 138:15, 141:3, 141:12, 143:3, 143:6, 143:8, 144:19, 146:10, 151:12, 157:5, 158:5, 159:1, 159:19, 163:18, 167:4, 168:6, 172:7, 175:18, 176:15, 190:19, 191:12, 201:13</p> <p>sites [1] - 130:4</p> <p>situation [1] - 149:8</p> <p>six [14] - 64:4, 65:6, 65:9, 66:12, 72:9, 72:18, 94:12, 94:14, 94:15, 94:17, 106:2, 164:13, 164:15,</p>	<p>206:17</p> <p>six-story [3] - 72:18, 94:14, 94:15</p> <p>sizable [1] - 75:4</p> <p>size [6] - 63:15, 66:6, 68:2, 75:4, 78:18, 136:4</p> <p>skeptical [1] - 178:18</p> <p>skepticism [1] - 160:15</p> <p>skin [1] - 90:9</p> <p>sky [4] - 72:15, 92:4</p> <p>skyline [1] - 61:6</p> <p>skylines [1] - 65:10</p> <p>slapped [1] - 118:16</p> <p>slide [4] - 50:3, 63:3, 76:6, 127:9</p> <p>slightly [2] - 62:10, 147:2</p> <p>slivers [1] - 28:9</p> <p>SLOAN [1] - 156:17</p> <p>Sloan [2] - 127:17, 185:10</p> <p>SLOAN-ROSSITER [1] - 156:17</p> <p>Sloan-Rossiter [2] - 127:17, 185:10</p> <p>slopes [1] - 155:11</p> <p>sloping [1] - 155:6</p> <p>small [15] - 10:3, 10:9, 67:11, 68:1, 68:6, 73:3, 73:15, 76:2, 77:14, 77:19, 108:10, 109:3, 110:1, 136:3, 164:9</p> <p>smaller [4] - 67:4, 92:2, 116:13, 164:10</p> <p>smoothly [1] - 120:11</p> <p>so... [2] - 22:2, 115:13</p> <p>softened [1] - 99:16</p> <p>softer [1] - 79:7</p> <p>solution [1] - 121:4</p> <p>solutions [1] - 118:3</p> <p>solve [1] - 152:19</p> <p>solves [1] - 162:12</p> <p>someone [2] - 165:11, 190:1</p> <p>someplace [1] - 57:10</p> <p>Somerville [9] - 14:11, 31:9, 32:9, 44:6, 44:7, 45:17, 108:2, 169:16, 192:2</p> <p>Somerville's [1] - 108:6</p> <p>sometimes [5] - 93:17, 103:6, 106:16, 147:4, 197:19</p> <p>somewhat [2] - 90:1,</p>	<p>109:2</p> <p>somewhere [1] - 63:8</p> <p>soon [1] - 150:11</p> <p>sooner [2] - 33:15, 37:6</p> <p>sorry [9] - 18:16, 22:4, 26:18, 43:18, 51:8, 131:1, 149:16, 186:18, 201:1</p> <p>sort [17] - 40:12, 41:8, 47:4, 53:8, 66:16, 98:1, 99:2, 99:5, 99:18, 100:2, 100:3, 100:4, 100:11, 100:14, 105:14, 183:13, 185:18</p> <p>sought [1] - 81:9</p> <p>sound [2] - 28:11, 167:2</p> <p>sounds [3] - 89:13, 159:3, 188:9</p> <p>south [5] - 12:18, 15:12, 18:15, 22:3, 23:4</p> <p>space [49] - 50:17, 51:1, 61:18, 61:19, 65:12, 70:5, 72:19, 74:11, 74:13, 75:4, 76:7, 76:10, 78:3, 78:10, 78:15, 79:15, 94:9, 96:8, 96:9, 98:15, 98:16, 98:18, 104:19, 112:16, 112:17, 115:9, 119:18, 120:6, 120:10, 120:12, 120:17, 120:19, 121:1, 130:13, 135:8, 142:11, 142:12, 145:16, 146:11, 148:13, 157:18, 180:3, 191:9, 197:9, 202:1</p> <p>spaces [57] - 3:9, 13:12, 39:18, 65:19, 70:6, 72:5, 73:18, 74:8, 77:19, 79:7, 117:14, 133:14, 138:16, 142:9, 144:16, 144:17, 144:18, 145:1, 145:7, 146:1, 146:10, 147:18, 148:5, 148:15, 148:16, 149:3, 151:6, 151:12, 151:15, 156:16, 157:6, 157:9, 157:19, 158:9, 177:16, 179:10, 179:12, 179:15, 179:18, 180:2,</p>
--	---	---	---	--

<p>180:6, 180:7, 182:1, 182:15, 188:8, 198:15, 200:5, 200:6, 200:15, 200:17, 200:19, 201:3, 201:5, 201:8, 202:8, 202:14, 206:3</p> <p>speaking [3] - 8:7, 40:10, 86:8</p> <p>Special [31] - 2:9, 2:13, 2:13, 3:3, 4:12, 5:17, 62:6, 82:14, 82:16, 83:1, 85:3, 85:7, 86:8, 86:10, 87:10, 87:15, 97:11, 123:17, 126:18, 128:3, 132:8, 133:2, 135:19, 142:3, 176:5, 204:4, 204:11, 205:2, 205:13</p> <p>special [8] - 3:4, 3:15, 9:12, 70:16, 84:17, 84:18, 86:12</p> <p>specific [9] - 48:15, 84:11, 90:1, 134:2, 138:5, 148:9, 179:2, 180:6, 192:17</p> <p>specifically [5] - 140:1, 140:12, 141:19, 143:14, 148:10</p> <p>specifics [1] - 62:16</p> <p>spell [1] - 8:11</p> <p>spend [1] - 11:13</p> <p>spent [1] - 174:12</p> <p>spigots [1] - 48:5</p> <p>spilling [1] - 161:4</p> <p>spillover [4] - 180:14, 196:10, 197:7, 197:19</p> <p>split [2] - 104:10, 174:19</p> <p>splits [1] - 181:2</p> <p>splittingness [1] - 107:12</p> <p>spoken [1] - 91:14</p> <p>spot [1] - 145:11</p> <p>spots [1] - 158:19</p> <p>spread [4] - 157:5, 159:5, 160:10, 167:3</p> <p>spring [1] - 12:4</p> <p>square [65] - 3:9, 3:10, 3:11, 3:12, 3:12, 3:13, 89:9, 129:2, 130:10, 131:16, 132:2, 133:15, 135:3,</p>	<p>135:11, 136:1, 136:3, 136:5, 136:6, 136:7, 136:8, 136:13, 136:19, 137:3, 137:7, 137:8, 137:12, 137:16, 137:18, 137:19, 138:3, 138:11, 138:13, 138:16, 139:6, 141:1, 141:18, 146:2, 157:16, 158:16, 160:8, 162:2, 163:16, 164:8, 166:2, 166:3, 167:2, 168:5, 172:2, 182:10, 188:7, 199:10, 199:12, 199:15, 199:16, 200:2, 200:7, 200:14, 200:16, 200:17, 201:14, 201:17, 204:17, 204:18, 204:19</p> <p>Square [13] - 10:13, 12:3, 13:7, 28:13, 135:3, 135:4, 138:18, 144:15, 164:3, 165:3, 176:16, 177:19, 184:12</p> <p>squares [1] - 138:4</p> <p>SS [1] - 210:3</p> <p>Staff [1] - 1:13</p> <p>staff [31] - 42:17, 46:11, 60:2, 87:2, 88:9, 88:17, 90:12, 99:12, 112:5, 112:8, 113:12, 126:4, 126:7, 138:17, 140:2, 143:2, 143:9, 147:17, 157:2, 167:14, 168:9, 174:16, 178:9, 184:15, 185:2, 185:19, 186:4, 186:14, 188:16, 189:15</p> <p>staff's [2] - 85:9, 88:18</p> <p>staffed [1] - 203:3</p> <p>stage [6] - 82:13, 82:19, 113:10, 121:18, 121:19, 171:19</p> <p>stair [2] - 22:7, 117:10</p> <p>stairs [9] - 18:12, 18:13, 20:14, 22:9, 38:1, 38:11, 38:13, 117:19, 118:9</p> <p>stand [1] - 49:3</p> <p>standalone [1] -</p>	<p>13:19</p> <p>standard [1] - 87:1</p> <p>standing [1] - 178:14</p> <p>stands [1] - 65:13</p> <p>stare [2] - 40:16, 40:17</p> <p>start [12] - 8:3, 10:3, 11:10, 19:13, 25:19, 58:5, 58:10, 71:17, 107:2, 127:5, 127:11, 188:18</p> <p>started [8] - 4:5, 10:1, 14:2, 28:1, 28:3, 63:4, 132:12, 142:6</p> <p>starting [4] - 12:3, 26:4, 119:9, 188:3</p> <p>starts [2] - 10:9, 11:9</p> <p>state [4] - 150:18, 174:2, 174:4, 177:4</p> <p>statement(s) [1] - 209:17</p> <p>Station [13] - 2:6, 4:16, 8:5, 9:16, 12:1, 12:2, 14:15, 18:9, 26:1, 28:13, 31:17, 32:12, 176:14</p> <p>station [37] - 9:2, 13:11, 13:16, 13:17, 14:2, 14:17, 14:19, 17:16, 19:18, 20:3, 20:11, 24:4, 24:19, 38:17, 39:8, 39:15, 48:12, 52:16, 54:13, 55:9, 55:11, 95:4, 112:14, 128:13, 130:2, 130:10, 131:9, 135:4, 138:2, 151:16, 151:17, 152:3, 170:14, 170:15, 173:2, 173:10, 176:1</p> <p>stations [9] - 37:15, 38:10, 38:16, 38:17, 39:7, 39:16, 40:1, 40:4, 130:4</p> <p>statue [1] - 13:19</p> <p>stay [3] - 28:5, 56:13, 153:2</p> <p>staying [2] - 84:1, 127:6</p> <p>steel [1] - 9:14</p> <p>step [1] - 103:19</p> <p>Stephanie [1] - 139:18</p> <p>steps [1] - 105:5</p> <p>stereotype [1] - 34:11</p> <p>STEVE [14] - 26:9, 26:12, 51:5, 51:8, 59:6, 83:9, 84:2, 89:18, 109:7, 115:4,</p>	<p>115:10, 116:12, 117:5, 126:16</p> <p>Steve [5] - 35:17, 51:19, 59:9, 83:6, 110:5</p> <p>Steve's [1] - 120:14</p> <p>STEVEN [45] - 7:3, 7:5, 31:13, 34:9, 40:4, 40:8, 41:16, 48:14, 52:2, 53:2, 84:9, 84:14, 84:19, 85:19, 89:6, 90:18, 91:2, 91:5, 106:8, 110:6, 111:9, 121:10, 121:14, 123:8, 123:12, 124:17, 125:17, 126:2, 160:12, 162:11, 162:14, 163:2, 163:6, 164:11, 166:4, 168:1, 170:18, 195:15, 196:1, 196:15, 197:10, 203:17, 204:5, 206:7, 206:11</p> <p>Steven [1] - 1:9</p> <p>stickier [1] - 194:3</p> <p>still [30] - 17:16, 33:2, 43:1, 55:4, 81:15, 109:10, 111:6, 112:3, 112:5, 117:18, 118:8, 137:9, 138:14, 139:2, 140:5, 140:19, 141:9, 144:3, 145:10, 146:13, 147:8, 148:6, 152:2, 162:10, 165:10, 174:1, 174:2, 195:5</p> <p>stone [1] - 99:8</p> <p>stoop [14] - 67:7, 67:8, 67:9, 67:10, 67:14, 68:8, 68:18, 69:4, 69:10, 69:15, 70:7, 70:12, 71:6</p> <p>stoops [12] - 69:8, 77:18, 100:8, 100:11, 100:15, 102:9, 103:8, 114:13, 117:2, 118:6, 123:5</p> <p>stop [1] - 103:15</p> <p>stopped [1] - 192:11</p> <p>stopping [1] - 203:4</p> <p>stops [2] - 50:9, 157:19</p> <p>storage [1] - 34:18</p> <p>store [25] - 3:13, 136:5, 136:14, 136:15, 137:5,</p>	<p>139:14, 163:9, 164:5, 164:18, 165:2, 165:8, 165:17, 165:18, 166:7, 166:14, 184:12, 187:13, 187:14, 192:7, 193:2, 199:11, 201:6, 201:8, 204:19, 206:2</p> <p>Store [1] - 192:7</p> <p>stored [1] - 35:8</p> <p>stores [6] - 139:9, 139:10, 183:10, 184:13, 193:5, 194:19</p> <p>stories [15] - 64:4, 64:5, 64:8, 64:9, 64:10, 65:5, 65:6, 65:9, 66:13, 72:9, 72:14, 94:12, 94:17</p> <p>Storrs [1] - 82:11</p> <p>story [5] - 64:3, 64:11, 72:18, 94:14, 94:15</p> <p>straight [2] - 26:19, 119:8</p> <p>strategy [1] - 143:3</p> <p>Street [60] - 2:11, 3:5, 3:6, 4:14, 5:16, 6:6, 12:2, 14:4, 15:2, 15:3, 18:1, 18:19, 19:5, 23:5, 24:1, 24:3, 24:18, 25:11, 26:17, 27:8, 32:16, 44:1, 61:7, 65:4, 66:5, 68:4, 68:5, 69:5, 69:8, 71:15, 72:8, 91:16, 100:6, 101:16, 102:19, 116:15, 135:11, 154:16, 155:7, 155:18, 159:15, 159:18, 166:12, 168:11, 168:18, 168:19, 169:15, 169:16, 172:14, 172:15, 173:15, 192:1, 195:3, 197:5, 197:6, 197:9, 197:19</p> <p>street [33] - 66:1, 66:4, 66:17, 67:13, 68:8, 70:14, 71:2, 71:4, 71:9, 71:10, 71:14, 71:16, 72:6, 72:19, 73:19, 92:7, 92:12, 94:9, 96:10, 104:2, 114:3, 119:10, 132:3, 138:8, 154:9, 155:19, 156:15, 157:4, 157:18,</p>
---	---	---	---	---

<p>158:12, 159:4, 160:6</p> <p>streets [6] - 65:18, 65:19, 69:7, 78:17, 193:8, 193:19</p> <p>streetscape [2] - 53:1, 103:14</p> <p>strip [1] - 169:5</p> <p>strong [1] - 54:2</p> <p>stronger [1] - 64:1</p> <p>structures [1] - 107:16</p> <p>struggled [1] - 153:17</p> <p>STUART [2] - 46:9, 185:14</p> <p>Stuart [2] - 1:15, 185:13</p> <p>stuck [1] - 152:13</p> <p>studies [1] - 94:18</p> <p>Studio [1] - 59:13</p> <p>studio [1] - 74:2</p> <p>stuff [3] - 90:5, 90:10, 166:15</p> <p>style [1] - 158:15</p> <p>subject [4] - 95:12, 133:15, 139:17, 140:5</p> <p>submission [1] - 132:18</p> <p>submit [1] - 188:15</p> <p>submitted [4] - 133:13, 138:9, 140:1, 144:8</p> <p>subscribe [1] - 209:17</p> <p>substantial [5] - 85:12, 98:7, 102:16, 124:11, 193:18</p> <p>substation [1] - 9:11</p> <p>suburban [3] - 161:17, 161:19, 164:13</p> <p>suburbs [1] - 166:3</p> <p>subway [5] - 16:2, 36:8, 36:15, 47:19, 176:3</p> <p>successful [3] - 105:4, 139:6, 193:6</p> <p>Sue [1] - 152:10</p> <p>suggest [2] - 113:11, 162:19</p> <p>suggesting [1] - 161:9</p> <p>suggestion [1] - 112:6</p> <p>summarize [1] - 144:11</p> <p>summarized [1] - 124:3</p> <p>summary [1] - 199:13</p> <p>summer [1] - 59:17</p>	<p>SUNG [6] - 62:18, 114:18, 115:3, 115:12, 115:19, 119:2</p> <p>Sung [3] - 59:13, 62:16, 62:19</p> <p>supermarket [2] - 183:9, 183:10</p> <p>supply [2] - 143:18, 144:10</p> <p>support [7] - 71:1, 107:4, 107:6, 108:14, 118:15, 121:4, 139:7</p> <p>supportive [1] - 42:3</p> <p>supports [2] - 107:16, 152:6</p> <p>suppose [1] - 71:2</p> <p>surface [5] - 51:10, 51:12, 76:3, 148:17, 149:2</p> <p>Susan [3] - 127:17, 156:15, 185:9</p> <p>SUSAN [1] - 156:17</p> <p>Suzannah [6] - 1:15, 97:15, 97:18, 101:12, 122:8, 143:11</p> <p>SUZANNAH [2] - 97:19, 123:4</p> <p>swing [1] - 197:16</p> <p>synopsis [1] - 141:13</p> <p>system [6] - 16:2, 36:15, 47:19, 75:6, 176:10</p>	<p>tenants [1] - 177:14</p> <p>tend [1] - 178:2</p> <p>tentatively [1] - 62:11</p> <p>term [3] - 49:19, 160:17, 180:16</p> <p>terms [6] - 70:9, 89:8, 99:12, 109:5, 154:14, 194:8</p> <p>testimony [1] - 208:8</p> <p>texture [3] - 67:18, 94:8, 111:2</p> <p>textures [1] - 67:19</p> <p>THE [9] - 1:2, 1:18, 115:17, 208:15, 210:16, 210:17, 210:18</p> <p>the... [1] - 40:3</p> <p>theory [1] - 201:7</p> <p>therefor [2] - 208:8, 209:5</p> <p>therefore [2] - 58:17, 194:8</p> <p>they've [4] - 6:18, 46:10, 174:7, 193:2</p> <p>thinking [8] - 66:16, 75:14, 102:11, 105:3, 112:12, 158:6, 178:17, 181:12</p> <p>Third [3] - 168:11, 169:14, 169:16</p> <p>third [2] - 29:18, 192:6</p> <p>thirteen [1] - 64:9</p> <p>THIS [2] - 208:15, 210:16</p> <p>thousand [14] - 28:1, 36:3, 133:14, 138:16, 142:11, 144:16, 144:17, 146:2, 146:11, 177:16, 200:16, 201:7, 202:8, 204:15</p> <p>three [16] - 19:15, 38:19, 63:2, 70:9, 73:19, 77:18, 116:5, 116:7, 129:5, 162:4, 162:8, 173:17, 178:6, 189:4, 192:2, 192:9</p> <p>three-car [1] - 38:19</p> <p>three-year [1] - 162:4</p> <p>throughout [4] - 157:5, 159:1, 159:10, 186:9</p> <p>Thursday [1] - 4:19</p> <p>ti's [1] - 164:9</p> <p>ticket [1] - 20:4</p> <p>ticketed [1] - 158:10</p> <p>tight [2] - 69:19,</p>	<p>183:14</p> <p>timeline [1] - 134:16</p> <p>tinkering [1] - 42:1</p> <p>tire [4] - 32:12, 32:13, 35:7</p> <p>tired [1] - 134:3</p> <p>TO [2] - 209:1, 210:17</p> <p>today [15] - 17:7, 23:7, 33:2, 40:18, 52:4, 58:14, 112:16, 144:14, 150:1, 170:1, 173:16, 192:11, 197:1, 197:2</p> <p>together [10] - 13:5, 48:1, 48:2, 64:12, 65:2, 94:5, 95:3, 95:9, 108:13, 185:10</p> <p>Tom [2] - 58:11, 149:18</p> <p>tomorrow [1] - 173:17</p> <p>ton [1] - 185:7</p> <p>tonight [16] - 46:18, 59:8, 59:11, 59:14, 81:10, 81:13, 82:1, 90:15, 94:7, 98:2, 105:18, 108:8, 121:5, 127:13, 128:1, 146:13</p> <p>took [1] - 44:16</p> <p>tools [1] - 202:12</p> <p>top [6] - 18:14, 57:1, 67:2, 72:10, 101:10, 198:15</p> <p>torn [1] - 55:11</p> <p>total [18] - 3:13, 3:16, 26:12, 62:5, 136:2, 137:2, 137:3, 137:8, 137:11, 138:13, 138:14, 141:18, 146:16, 148:5, 191:3, 200:13, 204:16</p> <p>touch [3] - 51:15, 56:11, 56:12</p> <p>touched [1] - 23:19</p> <p>touching [1] - 56:7</p> <p>towards [5] - 12:19, 40:13, 41:3, 65:4, 157:10</p> <p>tower [1] - 62:7</p> <p>towers [1] - 61:6</p> <p>Town [2] - 5:19, 6:2</p> <p>track [2] - 9:12</p> <p>tracks [8] - 25:12, 26:7, 29:11, 29:12, 39:2, 47:5, 169:12, 174:8</p> <p>Traffic [8] - 124:10, 140:16, 158:7,</p>	<p>160:1, 160:3, 178:16, 179:4, 202:12</p> <p>traffic [22] - 71:10, 71:11, 85:13, 90:6, 124:12, 127:18, 140:15, 143:5, 167:8, 174:7, 175:16, 177:9, 188:17, 190:13, 190:16, 191:1, 191:11, 193:3, 194:6, 194:8, 197:5, 202:16</p> <p>train [3] - 40:6, 107:16, 184:4</p> <p>trains [7] - 10:6, 13:2, 48:8, 105:15, 112:18, 184:2</p> <p>Transcript [1] - 2:5</p> <p>transcript [6] - 208:3, 208:7, 209:4, 209:6, 209:15, 209:17</p> <p>TRANSCRIPT [2] - 208:15, 210:17</p> <p>transcripts [3] - 6:12, 6:13, 7:2</p> <p>transformed [1] - 168:15</p> <p>transit [1] - 183:11</p> <p>transition [2] - 121:1, 122:12</p> <p>transparency [1] - 80:10</p> <p>transplanting [1] - 63:18</p> <p>transportation [4] - 31:5, 74:19, 175:19, 176:18</p> <p>Transportation [1] - 5:14</p> <p>travel [1] - 58:14</p> <p>travelling [3] - 91:19, 150:1, 166:10</p> <p>treat [2] - 52:13, 135:10</p> <p>treatment [4] - 50:9, 51:18, 99:12, 122:14</p> <p>treatments [1] - 49:17</p> <p>tree [2] - 66:2, 77:9</p> <p>trees [1] - 48:17</p> <p>treescaping [1] - 154:15</p> <p>tremendous [4] - 31:5, 63:9, 77:13, 190:13</p> <p>trend [1] - 92:15</p> <p>trends [3] - 178:9, 178:10, 181:6</p> <p>triangular [1] - 76:2</p>
T				
<p>T's [1] - 15:16</p> <p>TA [1] - 10:10</p> <p>table [3] - 81:7, 123:14, 128:19</p> <p>takings [2] - 28:8, 28:12</p> <p>talks [1] - 48:3</p> <p>taller [1] - 102:3</p> <p>tangent [1] - 28:15</p> <p>Tango [1] - 129:6</p> <p>team [3] - 59:12, 95:19, 98:3</p> <p>Team [3] - 54:3, 60:3, 132:17</p> <p>technically [1] - 86:18</p> <p>temporarily [1] - 153:2</p> <p>temporary [4] - 148:17, 149:1, 153:13, 154:12</p> <p>ten [2] - 64:8, 181:7</p> <p>tenant [1] - 177:15</p>				

<p>tried [1] - 27:18 trip [3] - 141:4, 141:11, 192:14 triple [1] - 67:18 trips [6] - 140:19, 141:8, 141:15, 141:16, 177:10, 191:18 trooper [1] - 203:3 troubled [1] - 111:6 true [2] - 163:3, 210:6 truly [2] - 60:6, 111:14 try [12] - 15:19, 39:10, 67:16, 119:7, 119:13, 122:6, 130:16, 134:18, 180:8, 183:2, 197:13, 197:14 trying [11] - 39:5, 76:15, 77:1, 117:13, 118:14, 139:2, 143:4, 150:17, 153:6, 165:9, 183:16 Tuesday [4] - 1:4, 4:7, 5:3, 44:9 Tufts [2] - 15:18, 33:7 tunnel [1] - 36:11 turn [9] - 15:8, 54:18, 68:13, 109:12, 119:5, 143:4, 183:3, 183:6, 190:19 turnaround [1] - 15:6 turns [4] - 15:10, 106:11, 191:2, 196:5 tweaks [1] - 109:16 twelve [1] - 64:9 twenty [1] - 64:9 twice [1] - 180:4 Twin [1] - 166:1 Twining [2] - 5:2, 5:9 two [51] - 2:15, 3:14, 4:11, 9:8, 13:3, 13:4, 13:5, 18:13, 19:15, 28:1, 32:2, 39:18, 46:19, 60:13, 61:12, 61:15, 63:1, 63:7, 63:15, 65:3, 67:19, 70:9, 74:1, 74:6, 83:1, 83:9, 84:13, 84:16, 84:17, 86:3, 86:5, 98:6, 103:18, 105:10, 109:5, 110:8, 110:18, 111:4, 116:13, 121:18, 125:9, 129:7, 130:4, 130:12, 142:4, 173:3, 176:2, 189:3, 189:4, 205:5</p>	<p>two-stage [1] - 121:18 two-thousand [1] - 28:1 two-year-old [1] - 103:18 type [7] - 39:9, 90:5, 90:10, 138:3, 138:4, 177:1, 183:3 typical [2] - 138:4, 138:19 typically [3] - 69:18, 78:16, 119:4</p> <hr/> <p style="text-align: center;">U</p> <hr/> <p>U-shaped [1] - 103:10 U.S [1] - 36:8 ultimately [2] - 190:14, 195:14 unanimous [1] - 126:13 unanimously [2] - 133:4, 134:9 unchanged [2] - 205:19, 206:1 uncomfortable [1] - 106:6 UNDER [1] - 210:17 under [22] - 5:7, 9:11, 9:13, 9:15, 11:7, 11:8, 12:10, 32:4, 34:3, 47:8, 47:14, 49:17, 85:3, 119:18, 122:14, 129:6, 129:11, 131:8, 185:19, 189:5, 199:13 underneath [4] - 20:6, 50:11, 74:14, 74:18 undersigned [1] - 210:4 understood [1] - 89:8 unfortunately [1] - 67:15 uniform [1] - 64:15 Union [7] - 10:13, 12:3, 13:7, 24:12, 25:14, 25:15, 32:16 unique [3] - 175:18, 176:3, 179:6 unit [10] - 62:11, 67:9, 84:4, 103:4, 142:12, 144:18, 145:2, 145:7, 145:11, 148:14 units [8] - 2:12, 83:14, 93:3, 109:9, 129:8, 131:11, 131:13, 131:15 universal [2] - 39:7, 39:11</p>	<p>University [1] - 33:7 UNLESS [1] - 210:17 unlike [1] - 202:18 unlikely [1] - 193:13 up [96] - 3:12, 3:13, 6:15, 12:9, 17:12, 17:14, 17:17, 20:7, 20:13, 22:9, 22:10, 24:2, 26:2, 26:4, 26:5, 27:3, 27:4, 27:6, 27:8, 27:9, 30:6, 37:10, 38:6, 43:7, 46:2, 48:15, 51:7, 52:1, 58:7, 60:7, 61:14, 65:13, 80:19, 88:5, 91:8, 91:9, 105:3, 107:6, 110:17, 111:4, 113:18, 114:2, 115:5, 118:9, 118:15, 119:5, 127:3, 128:6, 129:12, 129:16, 129:18, 129:19, 131:14, 131:15, 132:1, 132:5, 135:9, 137:15, 140:7, 140:9, 141:8, 143:2, 145:16, 153:6, 154:10, 155:12, 155:16, 159:2, 160:5, 163:7, 164:3, 171:3, 171:5, 175:15, 176:6, 176:7, 177:1, 178:12, 180:9, 189:19, 191:5, 193:15, 194:9, 195:19, 198:2, 198:19, 199:11, 199:16, 200:5, 201:13, 202:7, 203:2, 204:18 update [8] - 4:8, 9:1, 42:8, 95:17, 128:18, 130:7, 184:17 Update [1] - 2:3 updated [2] - 135:15, 188:15 updates [1] - 147:10 upgrade [1] - 130:11 upper [3] - 57:2, 66:15, 73:19 ups [1] - 101:18 upscale [1] - 68:3 urban [15] - 85:14, 94:1, 97:16, 98:7, 98:17, 130:9, 138:3, 153:5, 158:16, 161:14, 162:2, 165:1, 165:8, 184:12, 189:6</p>	<p>urgent [1] - 162:15 useful [1] - 47:4 useless [1] - 75:1 user [1] - 164:6 uses [16] - 3:17, 3:18, 137:10, 140:15, 140:17, 141:2, 141:17, 143:17, 144:1, 146:19, 147:7, 167:9, 179:15, 183:7, 199:9, 199:15 utilities [1] - 9:18 utilization [2] - 178:2, 181:1 utilized [2] - 55:7, 172:18</p> <hr/> <p style="text-align: center;">V</p> <hr/> <p>validated [1] - 158:11 value [2] - 145:9, 193:11 variance [2] - 5:6, 60:18 Variance [1] - 60:17 various [2] - 78:6, 105:9 vehicles [4] - 37:5, 37:12, 37:18, 38:5 vents [1] - 23:13 versus [2] - 96:8, 200:7 vested [1] - 172:2 VHB [3] - 127:17, 140:15, 144:7 viable [2] - 157:16, 158:13 viaduct [24] - 9:14, 14:18, 23:7, 23:8, 23:9, 23:17, 24:3, 24:9, 25:8, 25:16, 26:5, 26:6, 47:2, 47:4, 47:8, 47:14, 50:11, 76:19, 99:14, 119:18, 120:18, 122:15, 123:2, 168:13 Vice [1] - 1:8 view [16] - 18:15, 18:18, 22:11, 22:12, 22:14, 23:3, 23:4, 26:16, 28:14, 28:18, 66:12, 94:17, 114:3, 138:1, 177:19, 196:4 views [2] - 95:2, 98:10 vision [2] - 15:16, 36:11 visitor [1] - 157:13 visually [1] - 73:4</p>	<p>voice [1] - 114:12 Volpe [1] - 5:14 volume [3] - 174:1, 174:6, 208:7 vote [5] - 59:1, 125:8, 126:13, 134:15, 134:16 voted [1] - 133:18 voting [2] - 7:11, 206:15</p> <hr/> <p style="text-align: center;">W</p> <hr/> <p>wait [1] - 20:6 waiting [1] - 43:2 waiver [1] - 60:18 walk [10] - 20:14, 71:18, 72:1, 99:9, 165:13, 166:14, 183:8, 183:9, 195:7 walked [1] - 69:6 Walker [1] - 33:1 walking [3] - 17:18, 74:16, 139:11 walkway [2] - 29:7, 29:14 wall [5] - 65:8, 95:11, 99:15, 109:19, 121:2 wants [6] - 88:11, 96:16, 101:4, 104:11, 122:8, 171:7 warm [1] - 96:3 warming [1] - 114:2 warmth [1] - 107:18 warranted [1] - 96:1 Washington [12] - 12:2, 13:7, 14:3, 24:3, 24:10, 24:17, 24:18, 25:11, 25:14, 32:15, 33:6, 93:14 watch [1] - 198:6 water [1] - 15:2 Water [9] - 15:5, 24:1, 26:17, 155:7, 155:18, 159:18, 168:18, 172:15, 197:18 ways [7] - 50:15, 50:16, 80:6, 115:3, 119:13, 121:17, 153:7 wee [1] - 145:7 week [4] - 4:18, 4:19, 7:16, 7:17 weekends [1] - 10:6 West [3] - 155:4, 155:8 west [2] - 67:2, 68:6</p>
--	--	--	--	---

<p>what... ^[1] - 186:12 whatsoever ^[1] - 74:16 whelmed ^[1] - 189:5 WHEN ^[1] - 208:16 whereas ^[1] - 55:10 WHEREOF ^[1] - 210:8 whichever ^[1] - 140:9 Whole ^[6] - 164:12, 165:2, 165:5, 192:6, 195:2, 195:8 whole ^[9] - 43:9, 60:11, 75:6, 75:19, 112:16, 134:14, 144:19, 159:12, 168:5 wide ^[3] - 27:2, 69:14, 170:10 wider ^[1] - 20:19 width ^[2] - 26:13, 66:2 win/win ^[1] - 10:10 wind ^[2] - 30:5, 30:9 window ^[1] - 109:13 windows ^[6] - 66:18, 67:1, 72:10, 109:2, 109:8, 109:9 wish ^[2] - 46:5, 91:12 WITH ^[1] - 208:15 WITNESS ^[1] - 210:8 Wolff ^[1] - 59:12 wonderful ^[1] - 46:5 wondering ^[2] - 11:3, 175:13 WOO ^[6] - 62:18, 114:18, 115:3, 115:12, 115:19, 119:2 Woo ^[3] - 59:13, 62:16, 62:19 Woo's ^[1] - 107:13 wood ^[1] - 80:1 wooden ^[2] - 30:1, 30:3 words ^[1] - 36:7 workers ^[1] - 163:11 works ^[3] - 111:19, 162:11, 195:14 worried ^[1] - 197:18 worse ^[1] - 203:1 worth ^[1] - 72:2 written ^[1] - 125:3 www.reportersinc.com ^[1] - 1:19</p>	<p>131:16, 162:4, 167:8, 184:18 years ^[18] - 28:2, 42:6, 46:11, 56:18, 57:11, 69:3, 102:12, 148:13, 154:13, 180:17, 181:7, 186:4, 188:11, 189:3, 189:4, 189:18, 190:6, 198:14 yellow ^[1] - 131:3 yourself ^[1] - 8:11</p>
Y	Z
<p>yard ^[1] - 155:13 year ^[10] - 10:16, 10:17, 12:4, 103:18, 129:12, 131:14,</p>	<p>Zelinski ^[2] - 210:4, 210:12 zone ^[1] - 104:18 zones ^[1] - 94:10 Zoning ^[14] - 2:6, 5:5, 5:10, 5:13, 60:17, 61:3, 124:5, 133:12, 133:13, 134:13, 138:5, 138:19, 190:12, 205:8 zoom ^[1] - 131:2</p>