

PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, June 3, 2014

7:00 p.m.

in

City Hall Annex

344 Broadway

Cambridge, Massachusetts

Hugh Russell, Chair

H. Theodore Cohen, Vice Chair

Pamela Winters, Member

Steven Winter, Member

Steven Cohen, Member

Ahmed Nur, Associate Member

Catherine Preston Connolly, Associate Member

Brian Murphy, Assistant City Manager for
Community Development

Community Development Staff:

Liza Paden

Jeff Roberts

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I N D E X

	<u>PAGE</u>
GENERAL BUSINESS	
Update, Jeff Roberts, for Community Development	3
Adoption of Meeting Transcript(s)	9
Board of Zoning Appeal Cases -- Sign at Foundation Medicine, 150 Second Street	10
 PUBLIC HEARING	
John Chun, et al, (refiled) Zoning Petition to amend the Zoning Map of the City of Cambridge in the entire district currently zoned Residence B located in the Cambridge Highlands neighborhood, situated north of Concord Avenue, south of and adjacent to the Blair Pond Reservation, and east of and adjacent to the municipal boundary with the Town of Belmont by deleting the designation Residence B and substitution therefore a designation of Residence A-2. The lot area per dwelling unit would increase from 2,500 per unit for the first 5,000 square feet of lot area to 4,500 square feet in the Res. A-2 district, the setback requirements would increase and the minimum lot width would increase from 50 feet to 65 feet. The Residence A-2 district does not allow two family dwellings or townhouse dwellings as allowed in the existing Residence B district.	41
 GENERAL BUSINESS	
PB#179, North Point Parking Update	91
Keyword Index	

P R O C E E D I N G S

(Sitting Members: Hugh Russell, H. Theodore Cohen, Pamela Winters, Steven Winter, Steven Cohen, Catherine Preston Connolly.)

HUGH RUSSELL: Good evening. This is a meeting of the Cambridge Planning Board. And the first item on our agenda is an update, at which Jeff Roberts is going to give us.

JEFF ROBERTS: Thank you, Mr. Chair. We're a little bit short on the staff that is normally here at the Planning Board, and the reason for that is that there are lots of competing events going on. There's a public meeting to discuss the East Cambridge and Kendall Square Open Space Planning Study and competition that's down at the Marriott and there's also a listening session that is going on.

So we circulated the Planning Board and there are some copies in the front, a schedule of what we're calling Master Plan Listening Sessions or Cambridge Conversations. The idea is to spend sometime talking to people. This isn't the master planning process, it's an opportunity to hear from people about what their thoughts and issues and concerns are in order to inform the development of that process that will take place in the future.

So for people who are in the audience we know you had a choice and thank you for choosing the Planning Board.

Moving to the schedule. So the next meeting that's scheduled is June 17th, and the public hearings that are scheduled are Planning Board case No. 292 which is the residential development at 180R Cambridge

Park Drive. And the Planning Board should have materials or be receiving materials on that. The second public hearing is the Flaherty, et al Zoning Petition and that is to extend the Medical Marijuana Overlay Districts to encompass 61 Mooney Street, and we'll be sending you some further background information on that as well.

On the General Business for June 17th, we're scheduled to have a preview for the Planning Board, as the Planning Board has requested to hear more about the Harvard Kennedy School of Government campus planning, and that will just be -- there won't be -- it won't be a hearing, there's no application yet, but there will be just a preview of what will be coming.

On the schedule there will be 40 Thorndike Street, the courthouse case will

come back on June 17th because it requires an extension due to the expiration of that. And so we expect that that will be a, that we'll be sending the Board a request for a specific extension date. And we also expect on that as part of the General Business on June 17th to have the Board review an application for a comprehensive permit having to do with Jefferson Park, the Cambridge Housing Authority. So they are, they're doing some work that will require a -- they will be seeking a comprehensive permit and you'll be getting more information about that.

Upcoming meetings are July 8th and July 22nd. In July we know that the 75 New Street case has been announced to come back on July 22nd. July 8th has not been advertised, but we had tentatively been holding that for the continuation of the 40 Thorndike Street case,

but the Board will be receiving confirmation about that. I should note that the City Council has requested that that meeting be held in a location in the East Cambridge neighborhood. So the location has not yet been confirmed, but we're exploring and Liza's exploring options for where that meeting might be held. So just keep an eye out when you see that announcement that you are in the right place as the rest of us.

And August 5th we will be bringing back to the Planning Board discussion of the Town Gown process. If you recall last time, we talked about that. It was, it was decided that we would bring back to the Planning Board some thinking about what material would be sent to the institutions as they prepare their reports for the end of the year. So we'll be doing that at that time.

And then there's more meetings coming up, August 19th, September 2nd, and September 16th if you want to put those on your calendars.

I think that does it for updates.

PAMELA WINTERS: So, Jeff, can I ask you a question? On June 17th did you say that the courthouse issue is just going to be -- they were going to request a continuance?

JEFF ROBERTS: Yes. There's no public -- there's no public hearing --

PAMELA WINTERS: Okay.

JEFF ROBERTS: -- advertised for that date. But we will need to, because I forget the exact date that the case expires.

JOHN HAWKINSON: June 20th.

JEFF ROBERTS: It will need to be extended.

PAMELA WINTERS: Okay, thank you.

HUGH RUSSELL: Okay, the next item on our agenda, adoption of meeting transcripts. And following that the BZA cases.

LIZA PADEN: So we have two transcripts; one for April 1st and one for April 29th that have been certified.

HUGH RUSSELL: Someone like to make a motion to approve those?

PAMELA WINTERS: So moved.

HUGH RUSSELL: Pam.

Is there a second?

STEVEN COHEN: Second.

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

(Raising hands.)

HUGH RUSSELL: All members voting in favor.

(Russell, H.T. Cohen, Winters,
Winter, S. Cohen, Connolly.)

LIZA PADEN: So on the Zoning Board of Appeal cases, Mr. Brennan is here. He represents the Foundation Medicine Company who would like to place a sign on the building at 150 Second Street. 150 Second Street is part of the Planning Board Special Permit for the residential and office development that was done between First Street and Second Street.

You're not -- do you have a schedule at the Board of Zoning Appeal yet?

DAN BRENNAN: No.

LIZA PADEN: Okay. So this is his second stop after the East Cambridge Planning Team? Did you talk to them?

DAN BRENNAN: No.

LIZA PADEN: So you're the first

stop.

So why don't you go ahead.

DAN BRENNAN: Sure. I have handouts, too.

LIZA PADEN: Okay.

DAN BRENNAN: Okay. Hello, my name's Dan Brennan and I'm representing Foundation Medicine. Our proposal is for a height variance on the sign for the building. The sign height will be roughly 45 feet off the ground. Due to facade conditions, we feel it's the best option on the building. The landlord is not allowing us to do it towards the center of the building because he doesn't want people to be confused and think that we're the only tenant in the building. We will be taking -- we take up about 60 percent of the building, 70,000 square feet. So it's not like we're a small piece of the

building, we are the majority of it. We consist of labs and offices conducting cancer research and, yeah, that's pretty much it.

HUGH RUSSELL: So, the sign is facing the --

DAN BRENNAN: Bench.

HUGH RUSSELL: -- the open space that you --

DAN BRENNAN: Yeah.

HUGH RUSSELL: Would this sign be visible from the river?

DAN BRENNAN: Let me see. So the area we're speaking of is right over here. There's some larger buildings in front of us in both directions so I don't believe that it would be visible from the river.

HUGH RUSSELL: Okay.

DAN BRENNAN: I don't have it shown on this picture of the building, but it's

roughly here. I included this so we could see the whole scope of the building so you can kind of get a feel for where it is. This is where the landlord won't allow us to really put the sign anywhere over here, so this seems to be the best option.

PAMELA WINTERS: So even though that is your -- that is your part of the -- of -- you inhabit that part of the building, he doesn't want you to put the sign there; is that correct?

DAN BRENNAN: Yeah, he feels that it's too close to the main entrance.

PAMELA WINTERS: Oh, okay.

DAN BRENNAN: We did seek an option to have it right here. But first of all, it does look a little odd on the building, because it's just not centered on the building, so, yeah, he wouldn't allow us to

do that. Also, there is a -- this picture doesn't show it because it's an early rendering of the building, but there is a tree right here which kind of blocks this whole section.

PAMELA WINTERS: That was my next question.

DAN BRENNAN: I did include a picture in the packet. It was wintertime but it shows the tree there.

PAMELA WINTERS: Okay.

(Nur Seated.)

LIZA PADEN: Just to let you know, the sign itself is 60 square feet. It is not internally illuminated. There's no illumination for this sign. It is -- it exceeds the height limit which is 20 feet to the top of the sign.

STEVEN WINTER: Excuse me, that's 20

feet?

LIZA PADEN: From the ground.

STEVEN WINTER: From the ground,
right.

LIZA PADEN: Or the second floor
sill line depending on which is lower.

So they're asking for a dimensional
variance for the height.

H. THEODORE COHEN: So could they
have put the sign if the landlord had allowed
it in that middle?

LIZA PADEN: Yes.

H. THEODORE COHEN: That would have
been --

LIZA PADEN: No.

HUGH RUSSELL: No, because that's
above the second floor sill. They have to
put it down there where there really isn't --

LIZA PADEN: Where are you --

DAN BRENNAN: He's thinking right here.

H. THEODORE COHEN: The middle horizontal.

LIZA PADEN: No, because of the second -- it's the second floor sill line or 20 feet, whichever is lower.

H. THEODORE COHEN: Whichever is lower.

LIZA PADEN: Yes.

H. THEODORE COHEN: So the 20 feet would probably be --

LIZA PADEN: Yes.

PAMELA WINTERS: So another question I have is you have it in green and in orange.

DAN BRENNAN: Yes.

PAMELA WINTERS: Is that because that's the color or the logo of the company?

DAN BRENNAN: Yeah, exactly.

And I've been in discussions with concerned resident Carol and we've discussed some terms of the sign variance to remove the sign if the tenant was to leave. It's not going to stay up. It's not, you know, for another perspective tenant to use in the future and that we would not be trying to illuminate it in the future. And the landlord's agreed to not have other tenants apply for a height variance on this building other than us. So....

AHMED NUR: I guess that answers the question that I have, which is if the change of use happens and Mike's moves over there, could we require a letter from the landlord that this will not continue after the change, you know, of occupancy? Something of that sort? You know, it's easy for you to say yeah, we're not going to do it, but once you

move out, the landlord owns that Variance now.

DAN BRENNAN: Understood.

LIZA PADEN: The Variance goes -- when you take down a sign, especially this one which is pin mounted, then you're into another -- a new sign. The Variance doesn't go from one person to another person unless you have a very specific sign, for example, it has to be a sign that you're just doing a face replacement. So you'll see some freestanding signs, which are non-conforming because they were put in when you were allowed to do internal illumination. So if they just take the plastic face out and pop in another plastic face, that's, that's allowed, because the face replacement is less than 50 percent of the value of a whole new freestanding sign.

AHMED NUR: I see.

LIZA PADEN: But in this particular case, you would have to take down all of the letters, and since they're pin mounted and somebody new would have to apply for a new Variance.

AHMED NUR: I didn't know that it was pin mounted versus framed. I thought once we said it's okay and recommend a sign to be there --

LIZA PADEN: It's a 50 percent value that they wouldn't meet that threshold.

HUGH RUSSELL: We can't regulate the content of signs because of the First Amendment to the U.S. Constitution.

CAROL O'HARE: But they can make a commitment.

HUGH RUSSELL: Yes, I mean --

CAROL O'HARE: Which is what he

agreed to do.

HUGH RUSSELL: Yes, yes, please.

So we -- I have no -- but I think that's a prudent thing for the Zoning Board to do.

STEVEN WINTER: Yes. To seek that commitment?

HUGH RUSSELL: Yes.

STEVEN WINTER: Yes, I totally agree.

HUGH RUSSELL: Okay.

And we received a message from Carol today saying that she was okay with it. Yes, I mean she was not opposing this.

CAROL O'HARE: I support it.

HUGH RUSSELL: Supports it. Thank you.

I want to get the --

CAROL O'HARE: With those

conditions.

HUGH RUSSELL: With the conditions,
yes.

CAROL O'HARE: Especially the light
condition.

STEVEN WINTER: Mr. Chair, I want to
stick to our format which is that the public
is recognized by the Chair.

Thank you.

CAROL O'HARE: I didn't realize.
Excuse me, may I speak?

HUGH RUSSELL: So let me just say
that we had a very unpleasant public hearing
at last meeting and we're still somewhat in
shock.

CAROL O'HARE: Sorry.

HUGH RUSSELL: And so, in this case,
it is an unusual case where Ms. O'Hare has
taken -- spent a lot of time analyzing these

issues and looking at them, so I think in this case it might be useful to hear from her.

STEVEN WINTER: Sure.

HUGH RUSSELL: Even though this is not technically a public hearing.

CAROL O'HARE: Thank you so much. And I appreciate -- I didn't realize, Mr. Winter, that there -- I mean, I realize that I was speaking during his session, but since we had talked quite a bit, I didn't know that I could be recognized.

HUGH RUSSELL: So you can speak from your chair.

CAROL O'HARE: Well, I just wanted to say that I think that this particular sign proceeding has -- is perfect. He hasn't jumped the gun by applying. I'm not saying I would approve all signs because as you know,

I have principal objections to many of them, especially the ones that are in your face and lit up on account of the fact that our Zoning Law is violated every time. But this is such a modest sign and this petitioner has accorded to you and the public an opportunity to speak and to review the sign instead of barreling it through, you know, so I want to give them huge credit.

HUGH RUSSELL: Okay, thank you.

I would actually concur that this is a reasonable sign proposal. Our sign ordinance presumes there is a sign ban above the first floor windows and below the second floor windows. This building has a projecting canopy in that location that is shielding the glass from the sun. It may be that as buildings get more environmentally conscious, we may have more examples of this.

CAROL O'HARE: Can I say one more thing?

HUGH RUSSELL: Sure.

CAROL O'HARE: Including these commitments annual recommendation to the Board of Zoning Appeal will go a long way to educating that Board which needs education about these matters. As you know, they approved all but one of the 13 variances applied for last year. So including the commitments that this gentleman offered to me, I did not extract them, would go a long way to helping this process and making it more regularizing.

STEVEN COHEN: Mr. Chair, two quick comments.

First of all, I have no objection to this sign proposal in and of itself. But I must say I have difficulty reviewing

proposals like this without really reviewing an entire signage scheme for a building. You know, you approve one sign like this, there are other tenants in the building. Other tenants may seek a sign, some of which they may be entitled to as of right, others may be seeking a Variance, but one in very similar circumstances as the one already granted for the building. And you just sort of wonder where you're going to end up. And so, again, I'm not objecting to this, but I'm just expressing some difficulty with the notion of, you know, looking at one piece of the signage of a building rather than a comprehensive picture.

And my second quick comment, and picking up on yours, and that is as we approve buildings going forward, it might be useful to think and to ask applicants about

what their plans and intentions are for future signage. Frequently they won't include those requests in their initial applications, but they will dribble in, you know, later frequently after the building's been constructed as here. So, you know, if we care about the signage on these buildings, we might want to push it further into the front of our discussions in the future.

CAROL O'HARE: The commitments include a commitment that -- of the landlord that no other sign height variance will be permitted. And the landlord has agreed to that, so that's one of the three and I will shut up now.

HUGH RUSSELL: Thank you.

PAMELA WINTERS: Hugh, may I just say one thing?

HUGH RUSSELL: Yes.

PAMELA WINTERS: I'm really happy that it cannot be seen from the river.

DAN BRENNAN: Yeah.

PAMELA WINTERS: You know, across the river. That makes me happy.

Also I think we kind of need to take these case -- these sign issues on a case-by-case basis in a way because, you know, every sign is different, every building is different, and, you know, when they come before us, it's nice to take it, you know, look at the building as a whole. I know that you are -- you -- I was going to say own, but you're renting most of that building, so -- and, again, as Ms. O'Hare said, no other signs will be on that particular building. So in this case I think it's a good thing. And, you know, you just take it case-by-case is -- and also there was a study done I

think. Hugh, wasn't there a study done on signs? Didn't you and -- or was that -- maybe that was --

HUGH RUSSELL: There was a study done and we recommended changes to the Ordinance which were adopted by the City Council.

PAMELA WINTERS: Right.

HUGH RUSSELL: And then there was essentially, as I understood it, a dispute between two tenants in one building that boiled up into an incredible brouha that -- and the position of the anti-sign position then found a lot of sympathy with a lot of people who cared a lot about the river, and the result was the particular legislation was rescinded and went back and took place where we have no standards. So, you know, it's -- that's the way it is. I think the suggestion

that the particular features of this sign that it's, you know, not illuminated, it's not -- it's sort of, its impact is on the very local area that it's in, that it's being done because you cannot reasonably put a sign at the place where you would like to have a sign in terms of the Ordinance, sort of because of those factors and because of the commitment to remove it should the petitioner no longer need it, all those are factors and I think are in some ways things we should keep in mind for future signs.

STEVEN WINTER: Mr. Chair?

HUGH RUSSELL: Yes.

STEVEN WINTER: I concur with Mr. Cohen, I don't have any problems with the sign. And I think, however, I think that a letter that -- we could send a letter to the BZA that says that we appreciate the process

that the proponent used and that we felt like there's some modeling there that could be used. And maybe you could talk to Ms. O'Hare and find out exactly what kind of things did really bring consensus on this sign, and maybe we could mention to the BZA that there was a community conversation that included these points and it seemed to work in this case. Maybe?

LIZA PADEN: Okay.

HUGH RUSSELL: I should probably respond to Steve's comment. That Steve's comment about the Board (Cohen) wanting to know the signage on the building. That's sort have been one of our principles, so I'll ask you whatever signage is on this particular building now, do you know?

DAN BRENNAN: Yeah, just the one -- just the address at the entrance right now.

LIZA PADEN: So they have a conforming freestanding sign on the property that's a large 1-5-0 for the street number.

DAN BRENNAN: Yeah.

HUGH RUSSELL: Okay. And presumably there's more sign, signage entitlement?

LIZA PADEN: Yes. This building has a lot of allocation.

HUGH RUSSELL: Right, because it's three streets.

LIZA PADEN: It's three streets and it's also, you know, it's across courtyard on both sides. So all of that counts.

HUGH RUSSELL: So it's possible someone might come back for another sign, but if the Zoning Board follows the recommendations, it will not be a height variance someone is seeking. And if they follow good sense, it will not be an

internally illuminated sign.

H. THEODORE COHEN: Hugh.

HUGH RUSSELL: Yes.

H. THEODORE COHEN: Just to add one thing to our discussion, I think the sign is fine. I have no objections. It makes sense to me. But I would suggest to my colleagues that they might take a look at two new signs in Boston, and I don't know what Boston Zoning is, but there is now a huge Converse sign on this building that is being renovated down on the waterfront when you cross the rocks that just appeared recently. And also the Vertex sign that is down in the innovation district which is visible from pretty much everywhere, from the green way, and both of these signs have just seemed to appeared out of nowhere and seems to have contradict what Boston has been doing up

until now.

AHMED NUR: Hugh, I also have no problem with this particular proposal. I'm in support of it, but just to tag along with taking a look at the signs, Harvard Square, corner of Winthrop and Eliot, that place that had many small little restaurants that come and go, it's a corner, they have something now there on the glass, full glass, that looks like a tattoo painted on the glass. It's not a sign. Well, I don't know a sign --

HUGH RUSSELL: The things painted on glass are signs.

AHMED NUR: Okay. So it's a full glass. The whole place is basically two walls on Winthrop and on the other side. It's an eyesore, but that's one other thing that I wanted to bring in. We really have no

way of enforcing signs in Cambridge. I don't know.

HUGH RUSSELL: We do.

LIZA PADEN: File a complaint with the Inspector.

AHMED NUR: Okay.

PAMELA WINTERS: Right.

HUGH RUSSELL: And so, we -- and, you know, you don't have to do it personally, we can ask that a complaint be filed.

AHMED NUR: Thank you.

PAMELA WINTERS: So do we want to do that, Hugh, ask that a complaint be filed?

HUGH RUSSELL: I guess I'd like to have a few more facts.

AHMED NUR: Yeah, take a look at it.

LIZA PADEN: Well, I'll go out and do an inspection and I can send you photographs and at the next meeting if you

want to, we'll file a complaint.

PAMELA WINTERS: Thanks, Liza.

AHMED NUR: Thank you very much.

HUGH RUSSELL: Great, perfect.

So, it seems like we are agreed to send a letter to the Zoning Board at the appropriate time saying that we support the request for a Variance for this sign citing that the conditions that are being proposed seem to us to be very important and germane to our favorable recommendation. And also citing that the design of the building makes it difficult to put signage in the location that was intended in the regulations.

And you've been listening to us.

LIZA PADEN: Yes.

STEVEN COHEN: And citing that the owner has sought to seek no other height variances on the building.

LIZA PADEN: That's one of the conditions.

HUGH RUSSELL: Yes.

STEVEN COHEN: Technically is the -- who is the applicant? Is it the owner of the building or the tenant?

LIZA PADEN: The tenant is the applicant and the owner has to sign off on all applications whether it's for a Planning Board Special Permit or a Board of Zoning Appeal application.

STEVEN COHEN: You wonder if a condition on the tenant's Variance would be binding upon the owner, but I'll let some other brilliant legal theorist address that technical issue.

DAN BRENNAN: I do have a letter -- I already have a notarized letter from the landlord allowing you us to apply for the

Zoning Appeal. I'll have him add in that condition so that it's clear so he's not going to allow another tenant to do the same thing.

STEVEN COHEN: That would be good.

CAROL O'HARE: Condition has to be written into the Variance in order for it to be binding.

HUGH RUSSELL: Okay.

Is there a motion, then, to send this recommendation?

H. THEODORE COHEN: So moved.

HUGH RUSSELL: Okay.

STEVEN COHEN: Second.

HUGH RUSSELL: Discussion? If not, all those in favor?

(Raising hands.)

HUGH RUSSELL: All members voting in favor. All but Tom.

DAN BRENNAN: Thank you.

HUGH RUSSELL: Thank you.

LIZA PADEN: So the other case that a board member or two wanted to look at was for 48 Lopez Street. And this is a Board of Zoning Appeal Variance to renovate the third floor of the building so that the bedrooms that currently exist there become more habitable. Overall, it's in the Residence C District on Lopez Street in Cambridgeport. And the lot itself is already small. It's only 1,838 square feet. So I have a set of plans here as well as a photograph of what the existing building looks like, so it's a small little single-family structure. And what they're proposing to do is to rebuild the back of the building so that they have headroom in the upper two spaces. So that's the existing house. And these are the plans.

I think Steve was the one -- I think you wanted to look at it.

PAMELA WINTERS: Liza, what's the height now of the bedrooms?

LIZA PADEN: The inside height? I don't know that they said anything, what it was. I mean, the complication is that the existing -- it just doesn't go all the way across. And so what they're proposing to do is to bump it up like this.

PAMELA WINTERS: Yeah, yeah, yeah. Oh, yeah. That's not good. Yeah. I don't have any problem with that.

LIZA PADEN: Oh, okay.

STEVEN WINTER: I'm fine.

LIZA PADEN: Okay. Anybody else want to look at it?

(No Response.)

HUGH RUSSELL: Okay, does that --

LIZA PADEN: That's all I have.

H. THEODORE COHEN: And, Liza, is it going to come back at another time?

LIZA PADEN: What? Ipson?

H. THEODORE COHEN: Yes.

LIZA PADEN: So Ipson decided to withdraw their case for the Board of Zoning Appeal case for the 12th and they will come back at a later time after they've had some discussions. They I believe are scheduling a meeting with the East Cambridge Planning Team as well as Ms. O'Hare.

HUGH RUSSELL: Okay.

Then the next item on our agenda is a public hearing on the Chun Zoning Petition which has been re-filed, and I think Jeff is going to do that for us.

JEFF ROBERTS: Yes, Mr. Chair, I'll just try to set this up and then the

Petitioner can speak when the Board would like to move to public comment.

So, the -- this is the third go-around for the Chun et al Zoning Petition, and the petition as it currently stands, as it originally was proposed to rezone the portion of the Cambridge Highlands Neighborhood. It's currently Residence B to Residence A-2. And I think the Board has discussed this many times and many concerns have been brought up with that Zoning change.

The Planning Board did transmit a recommendation the last time which was to propose Zoning to create a petition that would require multi-unit projects, projects of three units or more, to get a Special Permit from the Planning Board pursuant to the townhouse and multi-family Special Permit procedures which apply. In this district

they currently apply if you have six units or more. The idea would be just to take that down so that any project of that type would get a Special Permit, would be reviewed for the sort of the design fit, how the -- how the project works on the site and how it fits within the neighborhood.

The City Council was interested in taking it a -- had some City Councilors had an interest in taking a different approach. So that when it was -- when the recommendation was referred because the petition was expiring soon, the City Council opted to re-file the entire petition. So technically it's still the same petition it was before, but the comment that has been expressed is that an alternative approach is still the approach that's being sought.

So the last time we -- the last time we

talked about this, it was at the City Council Ordinance Committee which had a public hearing on May 20th, and at that meeting we brought back this sort of table of options that we had talked about with the Planning Board. And the most recent memo we sent you has that on page 4. So we went back to walking through the different impacts that a change to Residence A-2 would have. We looked at the option of retaining the current Residence B zoning but making a townhouse not an allowed use which would, which would reorient development to being single or two-family structures, but would still -- but would -- I'm sorry, but would not affect the allowed density on any of the sites. It would just affect the form of development. And then the other option that we had brought up as a possibility was to retain the

Residence B Zoning to keep townhouses as an allowed use, but to increase the minimum lot area per dwelling unit for lots that are larger than 5,000 square feet. And then the Planning Board -- what the Planning Board recommended was to make the Special Permit provision apply. So the Ordinance Committee when they discussed this, there was -- I can I guess reflect that there was some debate on the topic, but in the end the Ordinance Committee moved to request that we provide Zoning text in the form of an overlay district that would implement both the Special Permit requirement and the increase in minimum lot area per dwelling unit. So now it comes back to the -- although it's the petition itself that is -- the original petition itself that's coming back to the Planning Board, we thought it was prudent to

provide you with the, with the proposal that we're actively working on so that the Planning Board could give its comment on that and that could go back to the Council when they meet about the next time.

STEVEN WINTER: Mr. Chair?

HUGH RUSSELL: Yes.

STEVEN WINTER: Mr. Chair? Jeff, could you tell us just very briefly in an anecdotal way, what additional layer of protection does the lot size issue add to that neighborhood which we know is a very fragile echo system? What additional protection are we providing with the lot size?

JEFF ROBERTS: So if you look at the map that we provided at the end, I think it's a helpful map in looking at what the ownership layout of the neighborhood looks

like. There are a couple of lots that are currently single-family homes on lots that are larger than 9,000 square feet but smaller than 10,000 square feet. And there has been concern about redevelopment of those into additional townhouse developments. I think the feeling was that the more appropriate style of development for lots such as that would be to retain single-family or two families, and so that that change would, would have that effect.

Another effect that some residents brought up as a concern was the potential of lots being purchased and then merged to be developed as a larger townhouse development. Under current Zoning it -- so the current Zoning to sort of disincentivize that you have a larger lot size, the ratio dwelling units that you can put on that goes down

because you need 20 to 100 square feet for each of the first two units, and then for additional units you need 4,000 additional square feet of lot area. So the idea behind this suggestion, suggested Zoning changes that it's that same, it's that same incentive but it's taking it up a notch in order to deal with those, the small number of sites that have a, that have a single-family home on an unusually large lots.

Another -- something else that would do is it would have some impact on the remaining vacant lot in the neighborhood. It would reduce probably not by a lot, but it would reduce the somewhat number of dwelling units that could be built on that site.

STEVEN WINTER: And that's a very large lot?

JEFF ROBERTS: It is a very large

lot. And it's unusual also because it's in a split zoning. So the Residence B portion of the lot is very limited in its Zoning. And then the other half of the lot is in Industry B-2 which allows somewhat higher density housing. So you would -- in looking at that lot, they would end up applying the Zoning provision that essentially kind of averages out what you're allowed to build when you have a split lot such as that and then, so that's how it would get a somewhat larger set of units and development allowed.

STEVEN WINTER: And, Jeff, the final question that I have is did we as a Board discuss -- make any recommendations about Loomis Street or discuss in any way about the concern that we don't want that opened up to be a through street or to connect to other streets because that, again, would be very

detrimental to the fabric of the neighborhood. So have we protected that in some way?

JEFF ROBERTS: I would say that -- so that we did discuss that in the previous hearings and commented that the Concord/Alewife planning study makes clear that that should, you know, not -- that should not be a continued roadway connection, although there are some -- there could be possibilities for pedestrian/bicycle connections from that neighborhood into the quadrangle area. I would say that my own opinion is that the best way to deal with the condition out there is to have the project review requirements in place so that, so that that -- so that that issue could be considered and conditions could be put in place if development were to happen on that

vacant site that would essentially resolve the issue of having sort of unregulated cut-through traffic. So both of the design of the site and the project and the conditions on the Special Permit, that could be resolved by closing that off.

H. THEODORE COHEN: Excuse me, Jeff, could a cut-through be done without the approval of the Traffic Department?

JEFF ROBERTS: Well, it's -- this is sort of a complicated issue. It's out of my depth a little bit. I have discussed it a little with the director of Traffic, Parking and Transportation, and with the Commissioner of Public Works, and the city has been very active in finding ways to prevent that from, that route from operating as a de facto, you know, public road connection. But given that it's private property, it's much more

difficult to enforce. It's been a difficult provision to enforce, but I know that the city has actively tried to do that.

That's -- so it's not for, it's not for lack of trying that issues arise on that site.

It's more just because it's difficult to, you know, you can't physically go out there and put barriers up in place. So that's sort of where -- it's in a murky legal state.

PAMELA WINTERS: Yes?

HUGH RUSSELL: Yes, Pam.

PAMELA WINTERS: Okay. So I guess the motivation here for this is that brown piece is that the fear is that there's going to be a lot of development in terms of townhouses or more units in that particular area. Is that correct, would you say?

HUGH RUSSELL: Well, actually, we have the Petitioner in front of us. That

might be the kind of question he could, you know, tell us about.

PAMELA WINTERS: Great.

And can I just say one more thing? Your neighborhood, your streets in your neighborhood, the Res B looks very similar to the one that I live in, and I just wanted to check, Jeff, is the -- so we had suggested last time to retain Residence B, the last one, retain Residence B Zoning but low to the threshold. Is that correct?

JEFF ROBERTS: That was the Planning Board's recommendation.

PAMELA WINTERS: That was the recommendation. Okay, thank you.

STEVEN COHEN: And, Jeff --

PAMELA WINTERS: I'm sorry. Go ahead.

STEVEN COHEN: And, Jeff, just one

quick question. I just want to see if I'm reading this plan correctly. In looking at those lots, parcels that are in excess of 9,000 square feet, several of them look like they're fully developed, so there's basically only three that might be affected, two that seem to have single-family homes on them, and one which is vacant. And I presume, therefore, that the increased look or the suggested increased lot area per dwelling unit would probably impact those two parcels with a single-family home, not so much the larger vacant parcel?

JEFF ROBERTS: That, that was, I think, I think that accurately reflects my analysis of it, is that it appears that it would only affect a small number of lots. It would affect the future development on lots that are currently sort of the ones that you

would see that appear to be underdeveloped under current Zoning. On the lots that are already developed, it could put those, the existing development in greater non-conformity. I haven't fully analyzed all of the implications that that would be, that that would cause. Some of the lots might, you know, the number of the units that's allowed, that are allowed under the proposed rezoning or the suggested rezoning might drop below what's there now. I think that the -- the other option that was looked at was the, was to make townhouse development non-conforming by use. And I think the issue there was that it might have a greater impact on -- in terms of, in terms of making those existing townhouse projects non-conforming. Because that means -- that would mean any alteration to that could be an expansion of a

non-conforming use which can be treated more strictly and under Zoning.

HUGH RUSSELL: Okay. If questions are in order, why don't we ask Mr. Chun to speak and then we'll see if other people want to speak.

JOHN CHUN: Yes. Good evening, Mr. Chair and the Members of the board. It's good to see you here, and this is our third time presenting our petition. And we have gone through some modifications to our language and we do appreciate the CDD for assisting us with modifying the language that we came to present. And I think -- I believe that we are coming now closer to the end of the journey here, and we're hoping to come up with some resolution in the near future.

As for the question asked by Ms. Winters. Yes, if you look at the map

there, the color map, I live on 48 Newman Street which is the pink house next to the brown lot there. And since the lot, the brown lot was purchased by the developer back in 2003, we have gone through a lot of suffering having to suffer through so many issues that we had right next to our house. And then our -- another concern was that overdeveloping next to my house, the brown lot there. And by the way, the yellow lot that's adjacent to the brown lot had already been developed and there's a -- two buildings. The first building in the residential zone where the three units and next one is in the IB-2 Zone with the four units. And then even in the process of building those units, we had gone through a lot of issues with the neighbors. And then I made the frequent visits to the Inspectional

Services trying to file complaints, etcetera, but again, it really has not come to a good resolution to this day. And we're still just waiting to see what's going to happen to the brown area.

So there has been a concern, and as well as you mentioned, Mr. Winter mentioned, there has been the issue with the Loomis Street being used as a through-fare connecting from the industrial side. And again currently there's a jersey barriers blocking any through traffic, but that jersey barrier goes up and down at any moment so we do not have the control over the jersey barrier. It's really at the mercy whoever is managing the jersey barrier that we can block some of the through traffic. And sometimes we do see when the jersey barrier is open, commercial traffic coming through at a pretty

high speed and that's concern for parents with the kids.

So our petition has been modified since, and as Jeff has explained at the last meeting that we presented to you, you did recommend having a special design review for building of a three or more units of townhouses in our neighborhood. At the Ordinance Committee meeting that we held with the Council members last month we wanted to add another condition to that, and that was by increasing the lot size requirements for building a third or more units in our neighborhood. And at this point we like to present to you our modified petition to preserve our neighbor's character as well as prevent any overdevelopment in the area. And, you know, something that we desire is that we'd like to preserve our neighborhood

with plenty of green space. And, again, it's mostly built up by single or two-family homes there. And what we observed is that whenever townhouses are being built, there's hardly any green space and they try to maximize the floor to lot ratio. So, for example, the yellow lot that's next to the brown spot there on the map, there's hardly any green space over there. They just have a huge asphalt open space there. And, again, that sticks out in our neighborhood and really does not conform to the character of our neighborhood. So those are the kind of development that we're trying to prevent. And as the map displays, there are only very few lots left in the neighborhood that can build these multiple unit townhouses. And those are the ones that we're really targeting without impacting any of the

existing neighbors. So that's the petition that we're presenting to you here today.

Thank you.

HUGH RUSSELL: Thank you.

Is there a sign-up sheet?

LIZA PADEN: Yes, but I don't believe anybody signed up. I'll check it.

HUGH RUSSELL: Okay, well, then maybe I should just ask does anyone want to speak on this?

Would you like to come forward? Give your name and address for the record.

PATRICIA AMOROSO: Yes. My name is Patricia Amoroso, A-m-o-r-o-s-o. And I live at 40 Loomis Street.

And again thank you for hearing us. And I'm in total agreement of the John Chun Petition. I think we've stated our case many times over and hopefully you're in agreement

with this. Again, I mean I did -- I'm passionate about this because again, I have 50 years in the city and started in East Cambridge and now in West Cambridge for 40 years. And I, I represent -- I live at 40 and I own 34 Loomis and my family resides at 36 Loomis and 32 Loomis and I speak for them, too, that we're in favor of this. And I was on the Concord/Alewife Planning Board several years ago so I do have a vested interest in the area. And I leave it in your hands and hope that you understand our concerns.

HUGH RUSSELL: Okay, thank you.

PATRICIA AMOROSO: Thank you.

HUGH RUSSELL: Does anyone else wish to speak?

(No Response.)

HUGH RUSSELL: Okay, I see no one.

So I just want to see if I understand

what I heard from Mr. Chun, that in terms of these options, the chart of options we'd retain Residence B Zoning, lower the threshold for review of townhouses, and increase the minimum lot area for the third and subsequent units.

Is that the package?

JOHN CHUN: Yes.

HUGH RUSSELL: So from our point of view, and I think is since we've already -- two pieces of that we've already recommended, can we sign onto the third piece?

PAMELA WINTERS: 5,000 --

HUGH RUSSELL: Yes, increasing from 4,000 square foot for the third unit to 5,000?

Have I got that right, Jeff?

JEFF ROBERTS: Yes.

STEVEN COHEN: So, Mr. Chair, I'm

trying to understand this also, so what we're proposing is going to essentially affect those units that are more than 9,000 square feet, but less than 10,000 --

HUGH RUSSELL: Right.

STEVEN COHEN: -- square feet?

HUGH RUSSELL: And there are three current lots like that --

STEVEN COHEN: I'm not clear.

Actually, I was going to ask Jeff. It's labeled as larger than 9,000 feet. Are they less than 10,000 feet? Certainly the vacant lot isn't.

JEFF ROBERTS: No. The one that is on Loomis Street, the single-family home that's on Loomis Street is -- according to records, which are, you know, not always entirely accurate is about 9900 square feet. And I think the other one is comparable to

that. I don't know what the exact number is offhand.

STEVEN COHEN: And the vacant lot of course is larger. So this is basically affecting these two parcels on which going forward they would only be allowed two units, but not three units as would be allowed under current law. Is that right?

JEFF ROBERTS: That's right.

PAMELA WINTERS: So, Hugh, that's what you just said, it would only impact three units?

STEVEN COHEN: Two parcels.

PAMELA WINTERS: Two parcels? Okay.

STEVEN COHEN: It might reduce the total number of units permissible on the vacant parcel.

HUGH RUSSELL: Right.

So I'm a little confused. There's a

parcel on Loomis Street that's yellow, irregular in shape, that says four units. Is that current development or is that the potential development?

JEFF ROBERTS: I'm sorry, that is current development. The labelled on the map, I should have explained, are the current number of units on that site.

HUGH RUSSELL: So is the potential single-family house the one that's just before the bend?

JEFF ROBERTS: No, it's the one that's blue with a red line around it.

HUGH RUSSELL: Oh, got it.

JEFF ROBERTS: So everything that's blue is single-family and the purple is two-family. The townhouses we just labelled with the number of units so that it would be clear.

HUGH RUSSELL: Okay. I understand.

STEVEN COHEN: Jeff, how big is the vacant lot?

JEFF ROBERTS: The vacant lot is about, I think, they're somewhere around the 20, 20 to 25,000 square feet.

STEVEN COHEN: But that's I guess problematic for us to analyze anyway because it's split into the two zonings.

JEFF ROBERTS: That's the difficulty. I could attempt an analysis that would say how many units are actually permitted under the current and proposed Zoning on all of these lots. We haven't gone that far in our analysis yet, but the idea is that if, you know, the general concept is that most lots in the neighborhood which are around 5,000 square feet are definitely less than 9,000 square feet would be unaffected by

the change, but lots that are more than 9,000 square feet would be affected, you know, assuming, you know, if they would be extra square footage to build those additional units. So it brings it down by a margin of either bringing it down from three to two or, you know, in some cases maybe bringing it down -- in the case of a larger lot, you know, it's the -- even though the Residence B portion of the lot is larger, it allows fewer units than the part that's in 3B-2.

H. THEODORE COHEN: Jeff, if the larger lot were subdivided, what's the smallest lot one could have in this district?

JEFF ROBERTS: 5,000 square feet is the minimum lot size in the district.

H. THEODORE COHEN: And so if it's 20 plus, conceivably they could get four lots out of it?

JEFF ROBERTS: Yep.

HUGH RUSSELL: Although it might be difficult to meet the frontage.

JEFF ROBERTS: That's right. They would need -- there's a lot width, 50-foot lot width requirement so it might require constructing a private way or something that would allow that.

H. THEODORE COHEN: Right. But just looking at I guess they could probably do three lots and could put a two-family on each of them?

JEFF ROBERTS: Yes, I think they could probably do that. If the lot were subdivided they could be sold and developed as two-family structures or single-family structures, but --

H. THEODORE COHEN: Right, so if we did two -- my guess is correct, that they

could put in three, 5,000 plus square foot lots and meet the frontage requirement, then they could maybe have six units?

JEFF ROBERTS: Right. And under -- and I think a townhouse style development would still probably yield more units, but it would be townhouses versus single-family or two-family, so there would sort of be economic balancing of what's better.

HUGH RUSSELL: In some ways the -- if we look to -- if you remember the Bellis Circle case we looked at where there seemed to be many places in the city where there's a desire to develop lots that have potential for three units with several structures because it increases the amount of open space.

Was there another comment, Pam?

PAMELA WINTERS: Yes. So, I feel

like this is déjà vu all over again here. I've been through a similar situation as this, I guess. My concern I guess is for the green space. You know, certainly, you know, increasing it to 5,000 square feet would protect the green space, but on the other hand I feel as though, I feel as though there's a lot of green space going around here just looking at the map, I'm not an architect, but the other question -- the other concern that I had was because there's so few units or parcels that would be affected, would this be considered spot zoning? I don't know. I mean, that's just, that's a legal question I guess.

And my last question would be the jersey barrier, who, who authorizes taking that down and putting that back up again?

JOHN CHUN: We do not control that.

So I believe it is the lot owner that handles it and there's sometimes a backhoe that comes over and lifts it up. For example, when we had a lot of snow over the winter, they opened it so that the backhoe could come in and shovel, plow the snow on their lot. In fact, the brown lot and then the yellow lot they used to be single parcel, but they actually subdivided that and then sold off the yellow lot for a dollar I believe to another person so they could develop townhouses in the yellow lot. So whoever is controlling the brown lot does have access to the jersey barrier and then they could bring in backhoe or other industrial equipment to do some work on the yellow lot area.

PAMELA WINTERS: So how many times a year is the other jersey barriers, roughly, removed so the traffic can go through?

JOHN CHUN: So I have observed -- it's been less frequent over the years, but I've observed in the past year maybe two, three times. Just the ones that I observed.

PAMELA WINTERS: All right.

JOHN CHUN: But there are some neighbors that they're watching just to make sure that does not get lifted up, because again, once that's lifted up, there's through traffic coming through.

PAMELA WINTERS: I understand.

Well, I, I feel as though I will have to say that I kind of agree with what we voted on before, but I'm, you know, I'm curious to see how my other colleagues feel about it.

STEVEN COHEN: Could I just say once again in response to Pam, when you say it's going to protect open space, if fact, nothing

that we're doing here affects lot coverage ratios or floor area ratios, nothing is affecting how much structure can be built on these lots. And frankly as a developer myself, you know, that's how I gained profitability, how many square feet I can build, not necessarily how many units I can build unless I'm pushed into building units than are larger than the market could bear. But I don't think that's the situation that you have here.

You know, my own sense is that this is primarily a design problem that the neighborhood has been encountering. And my own sense is that rather than monkeying around with some of the technical rules about, you know what you can build and how, is that the best tool that we have to protect the neighborhood, is that it would be a

robust design review. I think we understand the issues expressed by the neighbors and I think with such a design review, that we have the judgment and the power to protect those concerns and interests.

HUGH RUSSELL: Steve.

STEVEN WINTER: Steve, does that mean that you feel that the Ordinance Committee recommendations are not viable in your estimation?

STEVEN COHEN: Well, I don't know if I would use the word viable. I certainly support the recommendation for the Special Permit and design review for three more units, that's as we had originally recommended. It's just the changing the requisite lot area per unit. And, you know, I'm a little bit troubled that it only affects two units, two parcels in the

neighborhood. And, frankly, I don't even know that they have actual notice. They may have legal notice. I'm not sure that they have actual notice that this hearing is even taking place and affecting their units. But it only affects two units. And as I say, I really do think it's primarily a design issue that we can improve.

STEVEN WINTER: Okay. Thank you for the clarification.

I have to say I feel that the additional capacity that the Ordinance Committee has suggested is a good idea. I like that. And one of the reasons that I am -- that I'm going there is that Cambridge, one of the things that makes Cambridge so liveable and so successful, and I'm not telling anybody anything new here, is that we have things that are nestled right up against

each other. You've got a really nice little neighborhood next to some industrial stuff and then some more neighborhoods and then a couple of schools. But we've managed to nestle them in close to one another, pretty close. And I think this is such a delicate fabric in this neighborhood; Loomis, Normandy. Any safeties that we can give, we need to give those. And I am going to assume that Mr. Chun is in favor of the additional protection recommended by the Ordinance Committee.

JOHN CHUN: Yes.

STEVEN WINTER: And so I'm listening to that, too, and my feeling is that we should do both of those.

Thanks.

H. THEODORE COHEN: Well, I was originally opposed to the original petition

because of the impact it would have on all the other lots in the neighborhood, and I became very comfortable with what we came up with at our last hearing because I think, I agree with Steve, that it is really a design issue. And while the neighbors may not agree with me, I think they probably don't, I think the townhouses that have been built there are very sensitive to the neighborhood and fit into the neighborhood very well. And so I see, I also see it as a design issue. And I think requiring a Special Permit for three or more units achieves the goal that we really want to see happen there. I have to say I don't have the strongest feelings one way or the other at this point. I am concerned that really it is just relating primarily to one lot, perhaps a second lot. I think the concept of people putting lots together is

somewhat far fetched in this particular neighborhood, this particular locale. So I would come down personally, you know, supporting what we had come up with at our last hearing, not necessarily supporting what the Ordinance Committee suggested as a third alternative, but as I say, I don't have the strongest feeling about it. If my colleagues wanted to go that way, it's okay with me.

HUGH RUSSELL: Well, let me speak in favor of the Ordinance Committee proposal because I -- part of -- it takes two lots and the potential of combining lots perhaps out of play in terms of demolition of existing structures and replacing those structures with new buildings. And I think that the safest design approach is not to be tearing down buildings and building new ones. So if you get rid of that incentive, even if it's

only applied to a few lots, I think that, that would be a good thing. And I think it's, you know, if a developer says well, I can only get two units on that, his approach is different than if he thinks I can get three. I mean, you know, developers have their own beliefs and their own opinions and all the rest, but I think that's -- that was the motivation behind this and I think there's some sense to it. It's not very sweeping, but it's a little tinkering that would be valuable.

STEVEN COHEN: Hugh, just a quick comment. From a developer's perspective, if you have a lot and you can only build say 5,000 feet on it, then the only question is whether that 5,000 feet gets divvied up between two units and three units. There are actually many efficiencies with building two

units; better kitchens, better baths, more windows, more saleable unit. I'm not sure if you'd really be making a substantial difference in the appeal to a developer. I don't feel that -- actually, I don't feel -- that's certainly this issue either. I feel strongly about the design review. I just think that this is needles meddling with the underlying mechanics that isn't going to achieve all of that much and, you know, we have an abutter who cares about what's going to happen in the parcel next-door to him. And, you know, I'm not sure if that's the right approach to sort of global zoning, but as I said, I don't think this will achieve much, but the design review is what's important to me. And if we ended up with a motion, we all have to make compromises, I would support the motion because it includes

the design review. I would oppose the change in the lot area, but I wouldn't vote against such a motion.

HUGH RUSSELL: So if we're trying to give our best advice to the Council, it sounds like that we're all convinced that the design review is for three-unit and their structures is an excellent idea to have the largest impact.

That changing the Zoning from B to A-2 has a big impact that we don't favor.

And a third point, we're simply not convinced that this mechanism will be very effective to do much. We're not -- and because of that, we're reluctant to -- some of us are quite reluctant to support it. I mean, I think we can send the report that basically says that. We're not proposing it. We're not saying it's a bad idea. We just

don't -- we're not convinced it's a good idea. It's different.

PAMELA WINTERS: Hugh, I don't know how many of us are very reluctant about it, you know what I mean? That's the only thing, that's the only addition I would say to what you said. It sounds like, you know, it's -- a lot of us just feel kind of, you know, neutral about either/or.

HUGH RUSSELL: Yes.

PAMELA WINTERS: Maybe I'm wrong on that.

HUGH RUSSELL: Right. I mean I think we can convey that in a report to the Council. I mean, the Council has the authority, they have more information than we have. It's -- we give them advice and then they continue on with their process. So I think that's okay to do that. We don't have

to say, yes, it's got to be X or Y --

PAMELA WINTERS: Right.

HUGH RUSSELL: -- if we don't feel that it's got to be X or Y.

PAMELA WINTERS: Right.

STEVEN COHEN: It might be interesting to ask for a straw vote on the number of units.

HUGH RUSSELL: Yes. So let's just ask that question. The -- so the straw vote is: Do you think it's a good idea to do the -- raise the number of square feet required for the third and subsequent units, that's the third line of the chart? So all those who feel that's a good idea, raise their hand?

STEVEN WINTER: That's the Ordinance recommendations, correct?

HUGH RUSSELL: That's what's come

out.

PAMELA WINTERS: The Zoning options.

(Raising Hands.)

HUGH RUSSELL: So there are three members.

And how many people think it's a probably not a good idea?

(Raising Hands.)

HUGH RUSSELL: And there are four members who think it's not a good idea. And if I count right, has everybody voted?

STEVEN COHEN: Yes, four.

HUGH RUSSELL: Good. Okay, so we don't usually forward votes to the -- straw votes to the Council because it's --

PAMELA WINTERS: They're going to get confused.

HUGH RUSSELL: They're going to get confused, but I trust the staff's ability at

least on long observation and reading every long decision and recommendation that goes out under our name, that they're able to capture what we're trying to say even if we can't at the moment put it into precise wording.

STEVEN WINTER: Mr. Chair, I'm very comfortable with that as long as we are giving them a -- we're announcing something very clear, even if it's that there was a mixed feeling about it. I think we just need to announce it very clear. We certainly don't need to confuse the Council any more than may already exist.

HUGH RUSSELL: Right. Well, that's as I say, that is what Jeff and Liza do so well when they write up our decisions.

AHMED NUR: Mr. Chairman, may I speak? I agree with and I'm actually glad of

the outcome of this, but there are far too many developers that have these jersey barriers that would use that towards their own access point, move it back and forth, traffic from here to there, where the public department -- I'd like to see honestly collaboration between the Public Works and the Traffic to see if they can mandate something or be able to look at not just Mr. Chun's petition, you know, some neighborhoods don't have anyone to speak for them and a lot of these are out there. So I would like to recommend a citywide study of these type of issues. You know, they can come to us one by one, but I just wanted to make a note that I've seen a lot where, you know, these lots are 100 percent asphalt and it's not a parking lot. We know what asphalt is and heat affects and unsustainability and

whatnot and yet we just let it happen so....

HUGH RUSSELL: I think the neighborhood planning process does look at these kinds of situations neighborhood by neighborhood.

JEFF ROBERTS: Yes. And just to respond to that quickly, I would say that we're fortunate in Cambridge that these kinds of scenarios are rare, but there are places where they do exist and they can be difficult to resolve because it's -- it really has to do with how someone uses their private property and how much the city can do to pressure people to conform to a certain standard. And it's especially difficult when it's someone who just has a vacant lot or something that they're not, you know, actively trying to develop. Because if they were doing that, there could be building

permits that have to be issued and Special Permits have to be issued and then the city has more leverage. But when that's not the case, it's more difficult.

HUGH RUSSELL: Right. And when you -- my expectation would be that this lot will not remain vacant for very long if -- because there's a person who's owned it has already developed some structures and so he's -- and when that happens, we can't actually, as Jeff said, we can get this issue resolved in the context of the conditions on a Special Permit.

So do you want a vote from the Board on this recommendation or can we just send it?

JEFF ROBERTS: The Board's pleasure. I feel like that I have enough, you know, material to draft it, but if the Board would like to take a vote to close the issue and

then that would be appropriate.

HUGH RUSSELL: Okay.

So then the motion would be to reiterate our previous decision, our previous recommendation and discuss the -- and relay the discussion about this additional provision which did not convince a majority of the Board. So is there --

STEVEN WINTER: Mr. Chair, I would have one other thing to add with the permission of my colleagues, which is to say that we've appreciated the -- John Chun, the proponent, announcing very clearly what the needs are and being very temperate and helping us to move along by gathering facts and such.

HUGH RUSSELL: Okay.

JOHN CHUN: Pleasure. Thank you.

HUGH RUSSELL: And so, there's a

motion which I have made. I guess the Chair can make motions occasionally.

Is there a second?

H. THEODORE COHEN: Second.

HUGH RUSSELL: Is there more discussion?

(No Response.)

HUGH RUSSELL: On that motion?

(Raising hands.)

HUGH RUSSELL: All members voting in favor.

Okay, do we need to take a break before our last item which I understand is --

LIZA PADEN: Well, we need to set up a PowerPoint presentation.

HUGH RUSSELL: Okay.

(A short recess was taken.)

HUGH RUSSELL: Okay, I think we're ready to get started. The first step is Jeff

is going to give us some background.

JEFF ROBERTS: Thanks, I wanted to situate the Board with this project.

In October 2012 the Planning Board granted a Major Amendment to the North Point development plan, that's case No. 179. There were a few additional conditions put on to the project at the time of that Major Amendment, and one of them is that the permittee shall meet with the city staff to discuss opportunities for smaller parking ratios and/or shared parking as well as challenges of managing an MBTA commuter lot and a possible need for retail parking. And it goes on to say that before any development on lots beyond the one that is currently under construction by the proponent, that the permittee would report back to the Planning Board on the status of the discussions and

any recommended changes as appropriate. So that's what they're here to do.

HUGH RUSSELL: Thank you.

THOMAS O'BRIEN: Thank you very, much Jeff, and thank you everybody for having us back here tonight. My name is Tom O'Brien.

JOHN HAWKINSON: Could you use the mic, sir?

THOMAS O'BRIEN: Sure.

My name is Tom O'Brien and I'm with the HYM Investment Group and we're here to do exactly what Jeff suggests, which is to give you an update on that and to discuss our proposal that we've been working together with staff on to try and answer that request of us that was made of the Board when we were last back before you.

What we're going to do tonight is I'm

going to give you a brief update just because before the last time we were before you was 2012. And I've never been accused of needing a microphone before in my life. Was 2012 so we're going to give you an update on what's been happening and give you a quick sense of that which I will do. And then Doug Manz, my partner, you'll recall who is the director of our development team, will give you much more in the way of the specifics of what it is we've been working on with the staff and talk to our parking proposal. So if you're okay, I'd like to just begin.

So, first I'm going to give you an update on our project status. So just a couple of quick reminders. You'll recall that the North Point site is a 45-acre mixed use campus. I don't have it on the slide, but just to remind you, so we are the HYM

Investment Group. We're a local firm based here in Boston. We have a significant amount of activity from this site as well as in downtown Boston and also a project in Brighton as well. So we're very pleased about the level of activity that we've been engaged with, and our partners on this site are a group of investors based, for the most part, outside of the area. But we developed a really strong and good relationship with those folks. They're good decision makers, they've been terrific, and they've really helped us follow through and deliver on all the things that we said we're going to do on the outset of this.

Again, 45-acre mixed use campus. The master plan was originally approved in 2003. And then you'll recall after a hiatus we required the site in August of 2008. We

worked extensively with the community and with this Board and with the members of the City Council to put forward a Major Amendment which had a number of different parameters which that folks I'm sure will remember. We completed that amendment in 2012. As part of that amendment, we also sought and received the design review approval to begin the first building, which is 2020. We're going to talk about that a little bit more in a second.

The master plan, which was unchanged by the amendment in terms of the total square footage, allows for 5,245,000 square feet of total development. There's a split of approximately 3,000,000 square feet of residential and 2,000,000 approximately square feet of commercial. That was changed by the Major Amendment. The total amount is still the same as it was in 2003.

To date parcels S and T, which are two condo building here, those were completed. Those condos were not only completed but they were also sold out, so there's a significant number of people who actually are calling the site home today which is wonderful.

Many of those folks are now going into a second generation of reselling those condos as well, and I think with renewed confidence and renewed strength in the market people are feeling pretty good about their original investment in the site which is good.

In addition, North Point Common which is approximately five acres of what will be in its final form, a seven-acre common park, has been completed. For anybody, I'm sure most of you folks have visited the site, the park is quite nice and it actually works really well. With all the parks that have

been completed on the Charles River, there's plenty left over for more development. So we feel really good about the foothold of the green space and kind of where we're heading with that so far.

In addition Earhart Park which is a park, kind of a pocket park, that's created between Sierra and Tango here as well. It's a good sitting spot and a great spot located between the two buildings. And Northpoint Boulevard which is the portion of the major street that will run along the spine, along the green space here between Sierra and Tango and, and North Point Common has been completed together with the bike lanes as appropriate and the connection to the Charles River and the overall bike path. So these pieces have all been completed to date.

In addition to that, when we were last

before you, we were asking for the okay to begin the construction of parcel N which is a 220-foot tall building, 355 units. We've since named that building. It's now called 2020. It's a play on the fact that there are really some great views from that building both to the Charles River as well as into downtown Boston, but also toward the Back Bay of Boston as well. So it's -- and a play on the fact that it's actual address is 20 Child Street which is the small street that runs off Northpoint Boulevard here.

So 2020 is the name of that building. I'm going to give you a quick update on the progress of that.

As part of that, we're working on a pedestrian bridge connection as well as another park that's going to be located in front of the building known as Charles Street

Park.

One other bullet point on this slide we spent a great deal of time (inaudible) working on Green Line coordination matters. The, you know, we had been working closely with the community to try and address a number of issues that have come up in the course of the construction of the Green Line. I think all of us understand what a wonderful transportation project piece of infrastructure this is going to be when it's completed. Obviously when a major piece of infrastructure is being worked on and in the process of being completed, there are disruptions. And so what we've been working to do is to try to minimize those disruptions as best we can, and to make sure that the station, Lechmere Station in particular, when it's completed, is completed in a way that

really does make this a pedestrian-friendly and transit-oriented site. Those are the key watch words for us and I think, too, for the community.

So just a bit about this project. This is our 2020 project. Again, 355 units. We've -- we're building all of the affordable units on-site, so there will be 41 affordable units. Obviously as part of the whole process the entire (inaudible) on the actual design and location, and all of that's been completed and the affordability, those are all in process.

There will be 8,000 square feet of ground floor retail, including what we hope is going to be a very strong restaurant here at this corner. We're purposeful in that regard and we're asking black iron to the construction of that space to make sure it

does operate as a restaurant. But what we're trying to do, you'll recall, this building -- let me just go back real quick. -- this building is the first building to be located on the far side of North Point Common. So that's a key objective for us. Is, you know, it was, it was an important statement for us to start to move on the rest of the site and develop on that far side. And so as part of that, you know, to build a restaurant here on this site, we think is going to create the concept of an anchor there together with the open space and the concept of the green space connection up to the Gilmore Bridge, which obviously that connection also will allow us to connect the Orange Line station and community college for the first time to a Cambridge spot, meaning our site, which we think is a really important factor as well.

These are the parks that will be created in front of this building right about here.

And, again, here's the overall site plan showing the connection to the Gilmore Bridge. These parks, we worked with Land Works which did a great job of helping us think through how to develop these parks with an eye toward the long term. We very much wanted this to be a grand entrance to the site, pedestrian entrance. It probably was a temptation for some folks to think of this as just a simple granite staircase, but we wanted it to be green and open. This was about the width of a city street. And, again, to be a really grand entrance that will withstand the test of time in terms of it being a great spot for the site.

In addition, we are creating a 355 bike

space, one to one, bike space storage facility in the building. We've embraced that and elected to make that an amenity for the building. So we'll have bike repair spots and places to hose off your bikes and all those sorts of things in that space.

Just a few more bits about this building. We, you know, we completed our work with you in the fall of 2012. We moved immediately toward completing the design of the building and working with the contractors. So, as you can see, this is a pretty solid schedule having completed with you folks in fall of 2012. We have foundation commencement beginning in April 2013. We completed the core in November of 2013. Steel topped off in April 2014. We actually got a nice day for a steel topping ceremony with a lot of folks attended. And

we expect the building to open in spring of 2015. It's a beautiful building and it's a great statement for, you know, creating progress and the sense of progress on the site.

Let me give a quick update on our retail square which will lead into discussion that we're going to talk about tonight.

So one of the things that we talked extensively about from way back from the very beginning, so remember I said we completed the amendment to the master plan with you in 2012. We acquired the site in 2010, in August of 2010. So we spent about two years really in a community process both listening to people and trying to work hard and think through about what we thought the site needed. And one of the things that really cried out from all those meetings, both from

the community and frankly from our design team and in our group of professionals, was that there was no overall retail square or retail plan for the site. That in the previous plan, there was, there were a lot of buildings thought about but there really wasn't a sense of a central square, a central town square, a central space. And that was particularly galling I think for everybody because of a couple things:

No. 1, the Green Line Station that's going to be built here, really calls out for a kind of central retail spot on the site. But in addition to that, with the creation of the new Green Line Station here, there will be significant improvements made here at Monsignor O'Brien. And what we really wanted to make sure happened was that there be a retail square that encompasses both sides of

that street. So that Monsignor O'Brien stopped being Monsignor O'Brien Highway, hopefully, and became something like Monsignor O'Brien Boulevard; a place that really was more pedestrian friendly and a place that could work more clearly as a retail square on both sides of that street. That was a really important piece for us.

In addition to that, I would just add a couple of quick things that are important details I think that we care about and the community cares about. We thought carefully about the concept of a public market, and this came up early on, within the first month or two of us sitting down and meeting with the community. When we were back before you in 2012, we were sort of back and forth as to whether or not the public market should be here on this side of the street, kind of

supported by the overall retail, the amount of retail that could be here or here on this side of the street with parcel V hoping to add to the vibrancy on both sides of the street. And where we really migrated to over time is that we think the public market should be here on V which aligns itself, I think, well with the sense of, again, of trying to create a vibrant retail square on both sides. And also that was the preferred location of the community as well. So we're happy to embrace that sense.

So we're working now toward the process of establishing how that can be designed, thinking through -- this is the current location of Lechmere Station. So thinking through elements of Lechmere Station that could be preserved and how we can create the public market on parcel V here. So we're

really excited about that. But, again, the overall concept is that this would be a retail square. That we would take each of these parcels: V, R, Q, I, and B, and really dedicate these to a retail square. In addition, there was significant support in the community and continues to be for the concept of a decent sized grocery store, which would he thought might best be located here at B as sort of a destination at the back of the retail square. So, you know, what we had focussed on early on in that process was that this could be about a 50,000 square foot grocery store here on this side, that we could also use that as a spot that could manage a significant amount of the parking on the site as well so that that could be both a garage as well as a grocery store with perhaps some of the use on top of

that as well. So that laid out pretty well.

And then in addition to that, we wanted to make sure that while on the original concept no retail could be, no individual retail particular unit could be more than 10,000 square feet. We wanted to be sure that we embraced that and what we've been working toward is making sure that this retail is distinctive and unique and sort of grounded in Cambridge. Sort of Cambridge. We already are close by the Cambridge Galleria Mall, which does just fine. The last thing we need to do is copy that with the same kind of national chains. This should be unique and different and really, you know, hope to create a neighborhood here.

So that's -- those are the sort of the basic concepts that we thought about with the retail square. But the overall idea is to

take some of the retail that was scattered in the original plan and focus it into the concept of a public square.

So, you know, we, as we thought this through, part of what we struggled with was that in the original plan there was an overall amount of retail that was envisioned at no more than about 150,000 square feet. As I said to you, about 10,000 square feet is the maximum size of any one retail piece. And really what we thought about that there should be a retail cluster. These darker red pieces are what we thought about as the retail. As I'm going to represent to you in a second, we think that the amount of retail given the overall volume of five million square feet should be and could be bigger. And one of the key things that both the community we agree on is that there should be

a supermarket. So there should be at least one space that can be bigger than 10,000 square feet, focused on a grocery store.

So what we're going to talk to you tonight about is increasing the retail to approximately 300,000 square feet. This is not an increase in the 5.2 million square feet. This is would be a reallocation.

AHMED NUR: I'm sorry to interrupt you. Could you go back to one more and tell me what the potential retail and existing retail color differences are just by looking at this map? They look both the same.

THOMAS O'BRIEN: Sure. It does look a little bit. So the proposed retail really are the darker red pieces here. And these are all projects to be completed. So, you know, V, I, all the way across to the site to B, these are all new buildings to be

completed. So those are, those are proposed retail.

You're right, that the coloring on this slide doesn't come out very well. But there is some retail, for example, here and here. So these are existing retail spots in existing buildings. But the darker red is proposed new.

AHMED NUR: And I was looking at the left, bottom corner you have three markings here consisting of potential -- is that potential at the very bottom?

THOMAS O'BRIEN: Yeah. It says potential. But that's really these pieces up here which could be here also on the site as well. Sorry, the colors don't really come out okay on the slide. Apologize by that.

DOUG MANZ: This was the plan that was approved in 2012. What we've been trying

to show is how far we've stretched the 150,000 square feet which is the dark red. The additional areas which is, again, is really again, on the North Point side of the potential retail. Those were the areas that could also be potential retail that we all thought, but we didn't have enough square footage to get to those potential. This was a way to prioritizing. We only have 150,000 square feet. We thought the parcel N and the connection with the Gilmore Bridge was really important and the retail square cluster and then we ran out.

AHMED NUR: All right. So now we're proposed?

DOUG MANZ: Try to increase to fill it in.

THOMAS O'BRIEN: So, again, we're gonna talk a little bit more in detail. I'll

move through my part and get to Doug's part.

So increase the retail to 300,000 square feet. Again, a reallocation, not an increase in the 5.2.

Allow a 50,000 square foot grocery store. And then also to talk through the retail parking. There's today no retail parking allowed on the North Point site which is a, you know, it's important piece that we need to fix that we've been working with on staff. And so our suggestion is that we allow retail parking at 0.5 spaces per thousand square feet. And then we could talk about how we're going to get there through a shared parking analysis.

This is my last slide and I'm going to introduce Doug. I do just wanted to point out on this slide, as we build out the building 2020, we included this photo. So

this is the view from one of the top floors of 2020. So this is the kind of view that can be achieved from the site, which I think even though we had thought about it and been around it, it was surprising to us as well and really quite nice. So we're excited about, you know, kind of the views that are available.

So, again, what we're going to talk about tonight, and I'm going to introduce Doug in one second, an updated trip generation analysis that we think can suggest the increase in retail square footage. The reallocation, as I said, some of the commercial square footage to retail from some of the existing square footage think through the current mode shares and, you know, we'll walk you through that. We'll talk about an updated average size of the residential

units, the units are shifting in comparison to the market. And at the end of the day there will be no increase in peak hour trips, no increase in daily trips. All those pieces -- the transportation, the changes in transportation expectations and processes and habits of people are really sort of coming our way in terms of how this mixed use site can be put together and the way we can share and use the parking overall and in a more effective way.

So, again, let me just go through these quickly:

No change in total square footage across the site.

No change in the split of commercial and residential.

Simply reallocation on approved uses in square footage.

And so with that unless there are other questions for me, I'll come back.

H. THEODORE COHEN: I have questions should I raise them now?

HUGH RUSSELL: I think I'd like to hear the whole thing.

THOMAS O'BRIEN: So Doug is going to keep going through the details.

DOUG MANZ: Doug Manz from HYM Investment Group, director of development. Thank you. Good to see most of you. Some new faces here as well which is great.

So Tom kind of went through this, but again, you know, given that we are reallocating, particularly in the commercial square footage, again, we had 200 square feet of approved commercial space. There was 150,000 square feet of basically retail. About 200,000 of hotel. And the rest was

office and lab. So this has really taken retail from the one to 300 and then reducing the office and lab amount.

So, again, it's really a reallocation within the uses themselves. So we have actually submitted a preliminary trip generation analysis to the staff. We've been working with Sue Clippinger and Adam Shulman on this as well, but basically going through all these assumptions. And we come back with a Special Permit Amendment, you guys will receive this analysis, the detailed memo. We'll go through it, you know, methodically so you can see it.

But, again, we're really excited that now that 2020 is well underway, our focus is really now shifting to what's next at North Point? And, again, with the green light extension kind of coming, you know, feels

fast and furious, we're meeting with them almost every other week now. We would love to start looking at the retail square coming online either at the time the Green Line Station opens or very soon after. So that's why we're coming back to you now on this, and but the retail parking is a key component, too, as well.

So, but with that I'm going to shift gears to the North Point parking district. And, again, this is where we were required by the Special Permit amendment to come back to you. So we have been working very diligently with the City of Cambridge staff, so particularly with Sue Clippinger, Adam Shulman, with Jeff as well, as well Stephanie Groll. A whole host of staff members that we've been working with. So we've been meeting over the course of a full year. And

so we've had a great experience. So this is really a result of a really great joint effort to get to this point. We're pretty excited about it.

And so the existing North Point Special Permit parking parameters -- so this is what's currently approved. Okay? And this was really approved back in 2003 to give you a sense of this is almost, you know, 12 years now, 11 years almost old in terms of the information. So we were originally approved for 4,980 spaces. Basically 5,000 spaces. That's a lot. In addition, there's also still the 300 MBTA parking spaces. So the 49 plus the 300.

The parking ratios there are the parking ratios that are in the North Point Zoning. And as you can tell, these are, you know, a bit older and out of date. This

Planning Board and the City Council have approved Zoning ratios that are less than this and updating the Zoning. So Kendall Square, for example, is less than these ratios. But that's what is in our Special Permit at this point.

There are some key parameters that, you know, we should just look at, too. We are allowed to build up to 1.25 spaces per thousand square feet for some of the earlier buildings. This really deals with the parking strategy. As you guys may remember from the site plan, we abut the commuter rail yards. So there's a parking strategy about having above grade garage and a larger garage against the commuter rail yard creating a buffer to the overall site. And, you know, it allows us -- we would still front it with uses towards the site. So you wouldn't see

them from the site itself. That's a very important consideration.

However, the original North Point Special Permit did not allow shared parking between parcels. So each parcel was basically a standalone entity. It built its parking as they thought it needed, but again was a combination of above grade and below grade parking strategies. What we're going through now the efforts of about a year's worth of work.

So, we've been again meeting with the City of Cambridge staff and so, we've definitely come up with what we believe is to create a North Point parking district. And this will lead through shared parking to a very material reduction of proposed parking throughout the site. And, again, we're really calling it shared parking district.

It would only -- now again, North Point Zoning District is a larger area. When we talked about the shared district, it really is just North Point. Again, there is one area here that we included the glass factory which was not purposeful. It's really meant to include our site. It would include Sierra and Tango, but it does not include any of the Archstone or Avalon properties now or 22 Water Street. It's really focussed on our mixed use plan.

So, I'm going to do the best way I can from a shared parking district in laymen's terms to how it works. And, again, many of you might be familiar with this. This is not the first time it's been used in Cambridge. This is basically joint usage of a central larger managed parking supply. And the idea is that we've analyzed what the City of

Cambridge and Susan Sloan-Rossiter is here as well. Susan's working here for the last year. The idea is to analyze parking needs by type of use, and by that time of day. And so, for example, residential uses have peak parking demand at night and then they have a low parking demand during the day, particularly Monday through Friday, during the workday, and offices are the opposite. Their peak demand is during the day, at night it gets very low. Although with some of the technology companies maybe not low enough for them, but, you know, the idea is very low at night.

And so the idea is that the shared analysis shows peak shared demands. The idea is that we're looking to rather than planning a site for all the peaks of the individual parcels, we're looking at how can we share?

And so the idea is basically the shared analysis leads to a lower of sum of individual uses peak demands. So basically by sharing parking we can actually build less parking, and that's really important because it actually caps the number of potential trips generated to the site but the idea is trying to be sufficient with the working supply which is really important. This is really beneficial for mixed use developments. Again, we're a perfect example. We have three million square feet of residential, two million of commercial. It doesn't really work well when it's all commercial or it's you know, commercial and retail. You've got to have mixed times. It also works much better in urban environments. Again, these are expectations. People in urban environments are used to parking in larger

shared garages where they could be parking next to, you know, employees of a company and they might be a resident of a condo building. So, again, we think this is an ideal site for it.

This, I'm not going to go through this again. This is going to be part of the parking that we submitted in detail. This kind of shows the parking demands of individual uses through the course of the day. So this is blurry. Can we adjust that a little bit. This is eight a.m. -- or six a.m. in the morning and this is basically midnight. And these two lines are really residential and hotel. It's hard to see the colors. This is residential and hotel where at night, you know, five a.m. in the morning everyone's home, parked. And this kind of shows the reverse commuting pattern with

vehicles leaving the site. And, again, it's not a significant number, again, in Cambridge because there's not a lot of reverse commuting type of thing, but there's a dip and they're leaving their spaces. And then office and lab and retail kind of go the other way, which is they peak more around eight to nine a.m., kind of hold steady during the workday and then they drop. So the idea to reduce parking is really in this toft here which is between the peak and the low, the idea is they can be shared parking. So this is absolutely a great opportunity. Now we have all these designs here. We'll go through this in a lot more detail. You know, again, this shows the office and lab that drops off pretty quickly, but the retail stays around longer. But, again, remember most of our site is residential and office

and lab and that's where the big opportunity is.

AHMED NUR: So what happens at nine o'clock when the two meet together, these guys are coming and these guys are going?

DOUG MANZ: Yeah, so this is where, again, you know, we look at the peak time. So, again, you start to see peak demands based on those crossover events, you know, and that's where the analysis really takes hold where the share can happen. We want to make sure there's still enough parking supply.

So, now we again have done detailed analysis. We have shared the preliminary results with the City of Cambridge because again we've been working jointly on this. But the analysis shows that we can have on-site parking demand with 3800 shared

parking spaces. This is almost a -- this a reduction of 1100 parking spaces. This is huge from our perspective. But, again, it is a very detailed analysis because, again, from our perspective we want to shake sure from an investment point of view and also future uses of the site, there still is enough parking. But this is a pretty material reduction of it. By showing this, too, we also have the opportunity, and I think this is really -- this is not a Zoning change. These parking ratio reductions is really through the Special Permit, but we can actually reduce the parking ratios because now with less need of parking we can lower those ratios in our Special Permit to bring it more current with what you guys are seeing in Kendall Square and other places which I think is really important.

So, but in order for this to work as shared parking, these are some key parameters I just wanted to go through. This is a shared parking district, so this only work if we're allowed to share between the parcels. So the idea is that we set the boundary of the district, we cap the number of spaces at 3800 or some number close to that, but then there's not a lot of restrictions between parcels, because again in order for the parcels to work, there are two or three parcels may be sharing one garage during different times of the day. So that's a key component. It's still very important for us to build some of the earlier buildings at 1.25 spaces per thousand square feet, but that's again more about the strategy of that. We're trying to get the bigger garages in the back which also are associated with the

commercial buildings. It's easier for the residential users to go into a commercial garage associated with an office building and vice versa. So we've always had this in the plans. Our office related garages are basically built bigger. They end up having almost two entrances to maybe one to the office but there may be a separate one more public out which allows it easier to shared so it's an important point.

Some other parameters, this is getting a little bit into the detail, so on the ratio a second ago, and this is an important drop, the residential goes from one space to unit to 0.75 spaces per unit. So, again, that's a big drop. But there is a nuance that that's an average which is really important. And we've been working again with the City of Cambridge staff. The minimum would be 0.5

spaces per unit, but the maximum would be still one point space per unit. The average over the site will still be 0.75. This is important because rental buildings need a lot less parking. So, again, N parcel and 2020 we would be find with other lenders, our future residents, and our investors 0.5 spaces per unit.

For condominiums like Sierra and Tango, there would be a lot angst when somebody owns, you know, a \$500,000 condominium and they go to sell it and they don't have a right to a space. It doesn't have to be a deeded space or a dedicated space, but there's a lot of concern that if you sell condos in the city, at least having one space associated with that is very important. So that's the reason for the nuance that there's a range. Now it doesn't mean that we -- we

could end up building a condo with less than one space per unit. But the idea is that really, I mean, this tends to gravitate more towards to the rental side and the ones (inaudible) tend to gravitate more towards the condominium. And as part of this, if you guys approved it, we would reduce the parking ratio at 2020 right to 0.5 spaces per unit. You guys may recall there was a large surface parking lot also associated with that. That would essentially go away, and which I think is important point.

And the retail parking parameters is also really important. Again, 0.5 spaces per thousand square feet. This stems from any successful urban square. Even in the City of Cambridge has some type of parking available for retailers, and particularly for the grocery stores. Now, to give you a

sense, this is not a lot of parking spaces. So if we have 300,000 square feet of retail, it's only 150 parking spaces between out of 300,000 to count. So, but for us to get a lease, say, with the grocery store, they're going to be very interested in knowing that in that garage on parcel B there's at least some number of spaces available for people to pull in and shop type of thing. And also when you get a cluster of restaurants, even though they're all under 10,000 square feet, they're all going to be interested is there a place, you know, for my patients to park. Again, we're not creating a big regional draw. We're not Cambridgeside Galleria. But someone just being able to drive just seven blocks, you know, away might want to drive as opposed to walking, you know, that kind of thing.

So, again, but it's an important parameter for us, but yeah, I don't think it's necessarily -- it's not a huge component so even though it seems like we're asking retail parking, the overall strategy, again, and it will be part of the 3800 spaces.

So next steps, Tom, do you want to go through it?

THOMAS O'BRIEN: So just to kind of wrap up and answer your questions, so our next steps is -- so first is to request for a Special Permit amendment. And, you know, as we said, we'll go through it in detail when we file it but we'll be asking for an increase in the retail allocation of 300,000 square feet. Within that we want to allow a grocery store of up to 50,000 square feet. The creation of the shared parking district, as Doug just suggested, and that will allow

us to reduce parking ratios across the different uses on the site and to allow retail parking of 0.5 spaces per 1,000 square foot. Again, that would be if we build (inaudible) retail 150 spaces within the overall allocation of the reduced amount.

And so in terms of schedule, we hope to submit the Special Permit amendment by June 26th. We will go back to East Cambridge Planning Team. We were just with the East Cambridge Planning Team -- I should just mention as an aside, we did a presentation about the potential of an i-cubed (phonetic) transaction at this North Point site in order for us to build out more infrastructure. So as Doug said, we're very pleased about the progress that the site has made so far and really pleased about where we can go next with the retail square. But in order to

continue the process of really putting the site in position to be able to build another commercial office building, for example, or another residential building, we think that the site cries out for further development of infrastructure. So we just -- in front of the East Cambridge Planning Team about two weeks ago walking through that process and we'll be filing that application with the city perhaps as soon as next week. That process has gone well. We've also meet with just about every city councillor with the exception of one or two at this point, and all of which has gone well on that. So we'll be back on just this piece, though, in front of the East Cambridge Planning Team and other community processes as well in June. So our hope is that if we can get that submission done on June 26th. We can host the first

public hearing in July, shooting for a potential approval in September. I know you folks are busy. And then that would be followed by a City Council Zoning Amendment to allow the retail parking in the North Point District which we think is required in the Zoning. So those are the key next steps for us.

And, again, that's the final piece. We're happy to take questions both Doug and I.

DOUG MANZ: And the only other comment I would add, too, is that the only item that requires City Council approval is the retail parking. The retail parking is not allowed by the underlying zoning district. All the other changes as far as we can tell from our lawyers, counsel is in the full purview for the Planning Board to make

which we are excited, because we can get everything now which is important for us to get most of this done now.

HUGH RUSSELL: Ted.

H. THEODORE COHEN: Thank you.

A number of questions. They're sort of all over the place.

The first one is what the current schedule for the T relocation and expansion?

THOMAS O'BRIEN: So the T has begun work on bridge relocations, bridgework, some demolition and things like that. So they let out a couple contracts to do that work right now. The work on the completion of the new station at Lechmere would begin in earnest in 2015, and then our understanding is that we would see that station, the physical station at Lechmere completed in about the summer of 2016. So you actually see it in the air.

However, unfortunately they're also going to be replacing -- so the station gets built here, but then all of this existing track, because remember the track makes a turn here to this current site, so all of this existing track must be replaced as well. So during the course of 2016, this track will be replaced. And then when replaced, when this connection is made between the completed station and the track, then there's a period of time where there's practice -- work done with the drivers, training with the drivers, things like that, all of which is being controlled by a variety of federal regulation. When the new station actually put into service even though it physically be there for a year in the summer of 2017.

H. THEODORE COHEN: And then it will then continue to Union Square?

THOMAS O'BRIEN: Yes. So the first three stations -- right now this is our understanding, are completely funded. So there is a loop that will basically make a turn out here just at the farthest corner and make a turn to Union Square. And then one of the pieces -- Brick Bottom -- those first three stations, Lechmere, Brick Bottom, and Union Square are funded and underway. In addition to that, the MBTA is in the process this summer of completing their application to the Feds to cover the cost of the rest of the project as well. To complete that. Although I don't have a final schedule for the other six stations to be completed.

H. THEODORE COHEN: And where would the final station terminus be if they got funded for everything?

THOMAS O'BRIEN: Right around Tufts

University.

H. THEODORE COHEN: So parcel V where you're talking about putting the open market.

THOMAS O'BRIEN: I can go back to that site plan. Or I can just work off of this one.

H. THEODORE COHEN: That's fine. So currently that's the T station?

THOMAS O'BRIEN: That's the T station today, yeah.

H. THEODORE COHEN: Now, when the T station is moved, I assume the property is still going to be owned by the T?

THOMAS O'BRIEN: No.

H. THEODORE COHEN: No?

THOMAS O'BRIEN: It's going to be owned by us. So --

H. THEODORE COHEN: Is that already

a done deal?

THOMAS O'BRIEN: That's a done deal, yes.

The T -- the MBTA, in order to build the Green Line Extension, required rail rights that are north of here, that they could not take by eminent domain because the railroad is an interstate commerce entity. So there's a superior sovereign in the Commonwealth of Massachusetts if you can believe it. As a result of that, that cannot be taken by eminent domain. So we worked together with the railroad on the one side and the MBTA on the other side to complete the swap of those rail rights which are rights that go all the way up the Fitchburg Line up to Route 2, as well as rights that go up to Manchester. So in exchange for the value of those rights, parcel V, parcel N,

and parcel I of the development, which is the original plan that was envisioned as well.

H. THEODORE COHEN: Great.

Now am I correct in assuming that the market and parcel V is not going to be part of this shared parking?

THOMAS O'BRIEN: Well, it would be -- I mean the market hopefully has really a strong sense of a walk-to market, a real neighborhood market. But it, you know, would be -- I mean the overall need of the market really would be considered part of the shared parking analysis. But hopefully it's a minimum burden in terms of trips and parking don't you think?

DOUG MANZ: Yeah, I don't think -- we're not -- I mean, the outdoor market I think is more of a, you know, sort of people would bring tents and set up. It could be

carts. You know, we're not envisioning a physical structure there today. If it's very successful today, maybe we're not counting as part of the retail square footage and build out.

THOMAS O'BRIEN: There's another outdoor market three stations down, Haymarket. There's another market, public market --

H. THEODORE COHEN: Right.

THOMAS O'BRIEN: -- being built with the Commonwealth of Massachusetts right at Haymarket. So I don't think this becomes -- I think that is a regional draw for people. I don't think this is a regional draw. I think this is a neighborhood-oriented public market.

H. THEODORE COHEN: Okay.

HUGH RUSSELL: And there will be

other uses on the site?

THOMAS O'BRIEN: And there will be other uses on the site, yes. Yeah, I would envision food uses, you know, maybe some other things. But things that are distinctive, unique, and sort of Cambridge.

DOUG MANZ: And when we say retail square, we should be clarifying, too, all of the parcels that Tom referenced I, Q, R, and B, these are still multi-story buildings with mostly residential on top over retail. So it's more of an urban square as opposed to retail square. There are no single story type of buildings on this site. And, again, the only thing that we're asking for a waiver, the 10,000 square foot minimum is the grocery store. Again, that's in keeping with the original intent of the plan which was meant to be a vibrant urban use mixed square.

H. THEODORE COHEN: A 5,000 square foot market, is that the size of Trader Joe's.

THOMAS O'BRIEN: 50,000?

H. THEODORE COHEN: I'm sorry, 50,000.

THOMAS O'BRIEN: 50,000 would be larger than a Trader Joe's. It could be a Whole Foods.

PAMELA WINTERS: Whole Foods.

HUGH RUSSELL: The old Stop-N-Shop was 40,000 or 45,000.

H. THEODORE COHEN: On Memorial Drive?

THOMAS O'BRIEN: On Memorial Drive, yeah. It's not a Super Stop-N-Shop. It's more like a Whole Food-ish type of thing.

H. THEODORE COHEN: Sure, okay.

So it's bigger than the Trader Joe's?

THOMAS O'BRIEN: Well, remember, when the overall plan -- if we're, you know, three million square feet of residential is about 3,000 dwelling units together with, you know, a vibrant East Cambridge Neighborhood which should create a good demand for a market there, there's -- remember Whole Foods purchased the old Johnny's Food Master which is up here in Charlestown, you know, just across the Gilmore Bridge. So there's a small Whole Foods that's probably 15,000 square feet. It's not a very big market. Yeah. And then of course there's other markets.

H. THEODORE COHEN: The Shaw's.

THOMAS O'BRIEN: The Shaw's is further north. But I think there really will be a tremendous amount of demands for a market. And I'm not saying it's a Whole

Foods, you know.

H. THEODORE COHEN: I just wanted to get the sense of the sizes.

Now you're talking about a hotel. Is there a proposed site for that?

THOMAS O'BRIEN: Yeah, so the hotel has been envisioned here. This red piece is the hotel. Again, we think of this as part of the retail square. So as Doug said, what we're really trying to do is if the MBTA is going to deliver the station in service in 2017, then it's not too soon if you think about a 24-month or so construction period plus a 12-month design period for a total of 36 months, now is the time for us to think about starting to deliver these buildings. So these are, as Doug said, these are residential buildings with retail below. We think of this an urban square. And the hotel

is something that can really bring -- attract a lot of vibrancy as well in terms of food service on the first floor and, you know, a very active draw for people that's what we want that to be. We want this to be a really strong pedestrian zone on both sides on Monsignor O'Brien Highway.

H. THEODORE COHEN: I've been using North Point Park a lot.

THOMAS O'BRIEN: Oh, great.

H. THEODORE COHEN: There's virtually no parking there. Do you envision there being some in this shared parking for recreational use? I know you're going to have the skateboard park, too, at some point.

DOUG MANZ: So, what I will say, so we have had conversations with the City of Cambridge staff, that it is the intent that over time that there will be metered parking

on a lot of the North Point streets. And that's also an important component and it's more we have to work out with the City of Cambridge how it works. But the idea is that a vibrant retail square has on street parking basically. And we also want to make sure that if we have on street parking, that we also have it available -- that it's available later in the evening, that it doesn't stop at five or six. Right now there's very limited metered spaces which is down at North Point Common.

H. THEODORE COHEN: Right.

DOUG MANZ: So I think as the roadway expands, the idea is that it won't be dedicated visitor parking just for buildings. It's meant to be a vibrant district and that's where, that would be, and that's where I think we would, you know, the metered

parking would provide that parking for people to actually share. We're going to have 11 acres of open space counting North Point Park, that's 20 acres of DCR Park. It's an incredible opportunity for people to get to the site.

THOMAS O'BRIEN: There's metered parking, you know, down --

H. THEODORE COHEN: Yes, a little bit.

THOMAS O'BRIEN: Yeah, I know, but in the mornings you can usually get it. But so there's probably, what do you think, 20, 25 spaces or so if I think.

H. THEODORE COHEN: And that metered parking I take it is not park of your -- it won't be part of your request?

DOUG MANZ: Correct. It won't be part of that. Right now today we manage

North Point Common. We take care of it. We also plow the streets on Northpoint Boulevard. Eventually the streets will be turned over to the City of Cambridge, and DPW is waiting for all the buildings to be constructed against it. So that these will be public roads and managed by the City of Cambridge. Long term I think the prospectus to having metered parking is part of the overall plan.

H. THEODORE COHEN: I guess my last question is if you get the reduction in the parking, what happens to what where those thousand spaces would have been?

THOMAS O'BRIEN: Well, I -- you know, I think what we're saying is that the analysis of the peak -- so when Doug showed the graph that, those intersections on either side of the graph, so at nine in the morning

or at six o'clock at night, what we're trying to do is plan for those overlaps, you know, to make sure that we have enough spaces for that. So we believe, based upon all the analysis, that we'll all have enough spaces long term, but there are still challenges to make it work so that's why in the initial buildings the 1.25 spaces, as Doug said, the buffer that could recreate and the railroad side. But also as we respond to the potentials of built-to-suit office tenants, often times they're pretty clear they want one space per thousand and stuff like that. In the early days trying to accomplish this will require some, you know, some clear thinking on our side to make sure it works out.

H. THEODORE COHEN: That really wasn't my question. You know, you said if

you do -- you can do away with the open air parking by 2020.

THOMAS O'BRIEN: It just happens with the parking, you mean?

H. THEODORE COHEN: Yes.

THOMAS O'BRIEN: It just goes away. We don't build it.

H. THEODORE COHEN: So how many open air lots are proposed now?

DOUG MANZ: So well, right now there's only -- and they're really meant to be interm lots. So eventually over time they're all open air lots. They all will be structured parking. That's important to note, too. So there's a current parcel (inaudible) which is 120 spaces. That's handicapped parking --

So parcel U is a service lot today. And it was built as parking for Sierra and

Tango. That lot would not go away. It goes back to the one space per unit kind of maximum. Eventually that 128 spaces being incorporated into a future garage somewhere else on the site, and that's how that lot would work. The parcel end lot we're going to build on L and M ceases to exist because it's not needed. Now, when you divide it by 20 parcels, you know, a thousand space sounds like a lot. When you divide it by 20 parcels, you're down to like 50 spaces per parcel. So what it basically means that there's a reduction of parking at almost all of the parcels, but we still probably would still have larger garages on E, F, G, and H which are commercial. So if there's a reduction more on the residential building, you know, parcels that we go through it. But it's not like suddenly like, you know,

three-and-a-half story parking garage slowly becomes one and a half. It's kind of incremental. That's the reason why it would evolve through. It is an important impact because by the time you get through the site, you know, instead of ending up with 5,000 square feet, you're down to more like 4,000 square --

H. THEODORE COHEN: Do you end up with more landscape open space?

HUGH RUSSELL: Probably not.

DOUG MANZ: Well, we already increased it by two acres last time, from nine to eleven. So I think what this might mean is that the mass of the parking structures themselves on the parcels probably gets less. So you might lose a half floor of parking, and some of the parcels, you know, that type of thing. It might be more

pronounced on an above grade garage. That might be more some of it comes down. We still have to evolve where it ends up to be honest.

THOMAS O'BRIEN: I nodded my head because the combination of all the changes that we have made has been, you know, we -- as part of what we've done in the last amendment is we relocated the residential remember here to this part of the site. And in doing that, we changed the where -- the basic footprints of those buildings. And so as Doug said, we were able to add two acres of open space. So this park in the previous plan did not exist. This park did not exist. This park did not exist, and I believe this park did not exist. And so we've added the overall -- our objective is to try to build a community here that does have a significant

amount of open space. So the overall group of changes made today has increased in the open space.

H. THEODORE COHEN: Okay. And now question for you or someone on staff, was there some rationale for there not being parking for retail?

CATHERINE PRESTON CONNOLLY: So that was my question was to go back to this because I remember these discussions fairly vividly, and the idea was that there would be -- having a little bit of retail parking was almost worse than having none because it would give people the impression that it was retail that one could drive to and you would end up with more cars who would drive as opposed to designing retail that specifically was not supposed to be driven to. That was the original rationale. And I will say at

the time the neighborhood was extremely concerned about the traffic as opposed to the amount of parking. And, therefore, the higher per square footage trip generation of retail was a very big concern. And that's also why the retail ratio was quite low for a project of this size. I guess I'm looking forward to seeing the new numbers because a lot has changed. We know a lot more about the data -- the mode shares have changed a lot. And, you know, the traffic in the area has changed. But there -- I mean, it was a very conscious decision to say if we give anyone the impression that you can drive to this retail, it will result in a higher trip generation.

PAMELA WINTERS: Well, can I --

H. THEODORE COHEN: I'm all set.

PAMELA WINTERS: Are you all done?

Yes.

H. THEODORE COHEN: I'm all done.

PAMELA WINTERS: Okay.

Catherine, I don't know if I agree with that or not and you're the traffic specialist here. But I think that in this, in this whole North Point development I think that retail parking is important because, you know, if you want to go and get some groceries, if there's a grocery store there --

CATHERINE PRESTON CONNOLLY: I'm not debating that, Pam. All I'm saying is that there was a conscious decision in 2003 --

PAMELA WINTERS: Oh, okay.

CATHERINE PRESTON CONNOLLY: -- that that was the rationale then.

PAMELA WINTERS: Oh, oh.

CATHERINE PRESTON CONNOLLY: I'm not

saying that that is necessarily the correct rationale to apply now.

PAMELA WINTERS: Gotcha.

CATHERINE PRESTON CONNOLLY: And especially -- I mean, we, again, the whole concept of a grocery store was considered at the time.

PAMELA WINTERS: Right.

CATHERINE PRESTON CONNOLLY: And the idea that it would attract so much traffic was considered prohibitive and why it was limited to 10,000 square feet, because they specifically did not want a grocery store going in there and causing that kind of traffic.

PAMELA WINTERS: But the people who are living there, right, they need to buy groceries, they need to have --

CATHERINE PRESTON CONNOLLY: Again,

not saying that's the right answer today,
Pam. I'm saying that was the rationale in
2003.

PAMELA WINTERS: No, I understand.
I'm not arguing with you. I'm just telling
you what my opinion is.

CATHERINE PRESTON CONNOLLY: No, I
understand. And I think it's an interesting
perspective and an interesting idea. I will
be interested to see the traffic numbers and
frankly to hear from the community as to
whether or not their opinion has changed,
because that was very much a driving factor
in setting all of these numbers in the first
place.

PAMELA WINTERS: Right.

But think of it this way, though, that
if there is a grocery store there and a
pharmacy there, that people will be using it

in this parcel of -- in this -- in North Point and not having to go through the city. So, you know, rather than going to, you know, Whole Foods or wherever, you know, they will stay in this, in this area and it will decrease, actually, the to me, to my -- I don't know --

CATHERINE PRESTON CONNOLLY: To the extent that you are attracting people who live there --

PAMELA WINTERS: That's right.

CATHERINE PRESTON CONNOLLY: -- that's right. To the extent that you're attracting people from East Cambridge, that may or may not be right.

PAMELA WINTERS: But they would have other places probably to shop. You know, I'm not familiar with the places in East Cambridge, but probably --

HUGH RUSSELL: Okay, so --

THOMAS O'BRIEN: Could I add to --

PAMELA WINTERS: Okay, so now I've started a little argument here.

THOMAS O'BRIEN: Here's what we've discovered.

CATHERINE PRESTON CONNOLLY: Yes.

THOMAS O'BRIEN: We've been doing this for four years, and what we've discovered is that there was a pretty clear sense from the neighborhood that people would now like a grocery store. So I wasn't there in '03 --

CATHERINE PRESTON CONNOLLY: Yes.

THOMAS O'BRIEN: -- so I can't speak to that. But it came up really early on, actually, that people would like to see a grocery store there of approximately 50,000 square feet. And in addition to that, there

was a sense that also come up pretty consistently in all the public meetings that we've done, that for people who live in this neighborhood let's say three, four, five blocks from the neighborhood, that they'd like to have, I think, if it's going to be a grocery store, that they'd like to have a place to park to go and load the groceries into the car and go back and forth.

CATHERINE PRESTON CONNOLLY: Right.

THOMAS O'BRIEN: And that issue, I can't speak for what happened in '03. I can say over the last four years it's been pretty consistent.

CATHERINE PRESTON CONNOLLY: Yes, and it doesn't surprise me that there's been evolution on the question. I mean in '03 when we were doing the traffic analysis and talking to the neighborhood about it, this

was much more of an unknown. And having Sierra and Tango over there and all of those and starting to see those connections to the neighborhood would -- and getting more data on how traffic is behaving, would tend to change people's perspectives on things. But as I say, the question that Ted has raised was, was there a rationale? There was. Is it applicable now? Maybe not. Maybe it is time to revisit it.

THOMAS O'BRIEN: One thing that --

HUGH RUSSELL: I guess I'd like to intervene on this discussion.

CATHERINE PRESTON CONNOLLY: Yes.

HUGH RUSSELL: I recollect that the entire development is traffic driven, the amount of parking was related to the amount of traffic, and there's one particular move that was the key to this which was the left

turn in from the top into the site in the a.m. peak hour. That that was the most difficult move to accommodate. And so that if you think about people driving across First Street to get to a grocery store at five o'clock in the afternoon or six o'clock or, you know, whenever, it's a -- you have to look at the various constraints.

Now I've been looking out at Adam and Sue who we all know we're going to be listening very carefully to their advice. And I was wondering if you wanted to say anything at this point in time?

SUSAN CLIPPINGER: So I, I think the information that you're -- that you have and the challenges that you'll have to be thinking about, are kind of interesting because this is a pretty big project and it had a long hiatus. And so a lot of things

have changed really from 2003 until now. And we've learned a huge amount of stuff and, you know, you had a very nice opening comment about how the parking is really matched to traffic and activities. But, you know, I think we've gotten much better at this and we've learned a lot of stuff along the way. So, you know, I think we're seeing in the city that auto ownership and residential is not as high as we had seen it and thought about it in 2003. I think we're seeing that the mode shares, and especially in the Kendall in this area, have really been excellent in terms of other modes of transportation. And we've done a lot of work thinking about the shared parking and ways in which you can more efficiently use things. So there's a really nice opportunity here which, you know, to really be thinking about

the parking and in the light of the things that we've learned since then, which I think is a really part of the conversation. And I think the other thing that's happening for which I can provide you no expertise whatsoever, is that people's opinions about what the right development to happen in the area, what makes this area the best, and what should be happening is also changing and so the conversation about the grocery store, and I think retail and parking, we've always felt that when it's small retail, not more than 10,000, we don't really see a significant parking need for that kind of retail. It's a lot of walk-in retail and a lot of retail from nearby people, and the expectation is these will be city streets, there will be metered parking, there will be some short term parking in the area. When a project is

wanting to do a bigger retail activity, then obviously, you know, that changes what's needed to support that. So I think that's the conversation that's happening. And the nice thing about this is that I think the change for looking at a grocery store and thinking about retail and retail parking and potential retail trips is being matched by some of the changes that we're seeing in the mode share for office and auto ownership for residential. So it feels like there's an opportunity to be rethinking this whole thing in a way where these kinds of changes can balance each other. And so, you know, obviously you're going to have decisions to make about what makes sense, but there are some, you know, sort of good news/bad news if you want to say or maybe it's all good news but they have different kinds of impacts.

AHMED NUR: I just have a quick question.

HUGH RUSSELL: I think one of the things that we've spent a lot of time thinking about is what makes successful streets? What creates life? And I think -- so the decision to try to focus the retail in that zone adjacent to the T station, a place that people will be filtering through as they're going to their homes that are out in some of the other blocks, that's very much in tune with what we're learning.

SUSAN CLIPPINGER: Right.

HUGH RUSSELL: That you need a certain amount of concentration and intensity. Add to that a supermarket, that, you know, that seems to incorporate a lot of learning. So I'm happy -- Ahmed.

AHMED NUR: I have maybe four items

here and I'll make it very quickly.

And first of all, I wanted to say this is a really great presentation; easy to understand, very clear, and I appreciate you being here and taking the time.

THOMAS O'BRIEN: Other than the colors on the one slide, though.

AHMED NUR: Secondly, I vividly remember two things that we brought up, one was my family -- this summer it hasn't happened because we're doing renovations at our house, but we oftentimes go to the park, North Point Park, and I recall not having bathrooms there with all the people and the children and the birthdays and so on and so forth, and we talked about public bathrooms. And you don't have to answer that right at this minute, but I just wanted to put it out there.

And we also talked about having this, was it -- all the commercial buildings in the garages sort of be a retaining wall from that view and the noise of the railroad. And having all the residential buildings internally coming in.

THOMAS O'BRIEN: We could make it all, but yeah, you could see that there are two residential buildings still there. But what we tried to do is move those residential buildings into the park which is a nice amenity for the residential.

AHMED NUR: Okay, yes. So we're still doing that. Because I heard the structural garages will now be using that as a --

THOMAS O'BRIEN: Yes. The blue here -- I should have said that. The blue here is commercial. So we envision these to

be buildings that have larger floor plates that, you know, will be back up against the rail yard. The advantage we see sometimes like this one, you know, you might say well, you're putting them against the rail yard, so it's going to be hard to attract a company. But this is also a very prominent site for, you know, for a potential company. And close by the Orange Line Station as well. So it's a good area.

AHMED NUR: Another comment -- two more, is the -- I would like to see for your next visit, and members can obviously express, I'd like to see maybe a 3-D drawing, just like the one that you have in the completed buildings. For example, parcel 2020 is parcel N, that's building 2020?

THOMAS O'BRIEN: Yes.

AHMED NUR: And then there is the

indication first, and I don't know where that is with respect to that 2020.

THOMAS O'BRIEN: So here's education. So here's the existing -- well, actually, they're both existing now because they both moved in last week. But so this is the original EF Building, and then this is the new EF Building. They have not yet completed this glass piece here. That's been, that's been --

AHMED NUR: Oh, yes, the waterfall.

THOMAS O'BRIEN: Yes. The wall, the waterfall. It always seems like a great idea until they actually build it, right?

So that will be completed as quickly as they can hammer the contract to get it done.

AHMED NUR: Right.

THOMAS O'BRIEN: But they are in this building. They are operating in this

building as of right now. So that's the second EF building.

These are the two, you know, what were originally museum towers and now called --

AHMED NUR: Okay, you do have -- okay, so you do have the drawings? That is completed.

THOMAS O'BRIEN: This is parcel N, 2020 right here. And these two counter buildings are completed. And this building, this is the Archstone, that's completed.

AHMED NUR: Okay.

THOMAS O'BRIEN: These others are to be built.

AHMED NUR: Okay.

And the last comment, you know, I wanted to say it's possible, I mean, no one's thought about it yet, we have a lot of boats going in the summertime, you know, the

Charles River, both the duck boats going in and out of there. Talk about shopping and talk about transportation, that bottleneck right in the middle of the Museum of Science, is completely jammed constantly. So why not use the water transportation to go shopping? The Whole Foods is right at the Charles River, right at the bank. You know, the water taxi to go shopping in case there was none over there. People can get dropped off right there and go shopping at the Whole Foods right at the BU, come back in, and drive them wherever they want.

THOMAS O'BRIEN: I love that idea. Yeah. We love the idea. There isn't a water taxi on the Charles. As you know, there's a water taxi in the harbor, but there's not a water taxi in the Charles. In addition I would say, too, you know, what a lot of

people have discovered is that North Bank Bridge, which you probably have discovered --

AHMED NUR: Yes, right.

THOMAS O'BRIEN: -- which is a great access point to the Paul Revere Parks on the other side and it allows you to get into the North End pretty easily. And there's another pedestrian bridge, you can see it framed out right along the tracks, that will take you directly from this side of the North Point Park directly across to the back of North Station as well so you don't even have to make the jump to cross the Charles River. So there's more alternatives, you know, pedestrian, boat, all of that that's coming.

HUGH RUSSELL: Are there questions or comments?

PAMELA WINTERS: I have just, I just have one very tiny question. You had

mentioned something about black iron being in the corner of one of the restaurants.

THOMAS O'BRIEN: Yeah.

PAMELA WINTERS: What is that?

THOMAS O'BRIEN: So the systems that are necessary to handle air handling and run the cooking, you know, move air from cooking --

PAMELA WINTERS: Okay.

THOMAS O'BRIEN: Will be, you know we're investing in that.

PAMELA WINTERS: I understand.

THOMAS O'BRIEN: To build that out as a restaurant. True restaurant space.

PAMELA WINTERS: Great. I didn't know if that was the name of the restaurant.

AHMED NUR: It can be.

HUGH RUSSELL: They're built out of black iron so that they can, there can be a

fire inside and maintain their intactness.

DOUG MANZ: If you don't build them out initially or provide the space for it to create a restaurant, it can be very expensive. So we made the leap of dedicated space and putting the iron in. I don't want to call it plug and play because it's complicated for it, planning for it is really important because it gears it towards that use.

PAMELA WINTERS: I also wanted to say I liked Ahmed's suggestion about the public restrooms. And I think that's it. And possibly a pharmacy. I don't know if that was something that came up in your thinking or not.

THOMAS O'BRIEN: Yeah, I think definitely a pharmacy would be the right thing, though. The way pharmacies work

today, sometimes they have a significant grocery piece of it so you have to balance the pharmacy and the grocery through -- we have to think that through. I think definitely the pharmacy. You can envision the things that people want and need every day. Clearly a great coffee shop. We want to make it an attractive place for people to be. Maybe a cleaners, clothes cleaners. A lot of these people that work in these places today have a pet. Pet grooming facility. All those kinds of things. Mostly great food places where people can gather.

PAMELA WINTERS: Great.

DOUG MANZ: We have discovered we have the largest dog park in, you know, in East Cambridge right now with North Point Common on four acres which we diligently try to maintain as we can and police people.

Side note.

THOMAS O'BRIEN: It is a dog park.

STEVEN COHEN: I had a few comments myself. First of all, in general I'm very supportive of your vision here. I certainly support the additional retail. I have no problem with it, 50,000 foot market. I contrast by the way, the design, the architecture of your 2020 with the Museum Towers on the other side of the bridge, boy, is that night and day.

THOMAS O'BRIEN: Yeah.

STEVEN COHEN: So I think you're going in a great direction and I encourage it.

But about parking, I'm -- I tend to be sort of the parking skeptic on this Board. And, again, certainly no issue with providing parking for retail, but the reduction of

one -- is it 1,000 spaces thereabouts?

THOMAS O'BRIEN: Approximately.

STEVEN COHEN: And I certainly understand from the developer's perspective, I mean, gosh, I don't know, that's 15, 20 million dollars. So there's certainly some serious motivation, and I understand that. In other locations where we've been dealing with reduction in parking, I mean, it's been a conventional urban centers and at Kendall Square and Central Square, and you know, I question whether those, that same reasoning would apply here. But in any location one of my concerns has been well, okay, it sounds good, but what if it turns out not to be so? What if it turns out that the demand actually exceeds the parking that you provide? Now if it only affects the economics and marketability of your project, well, that's

the, that's on you. But if it results in spillover parking on adjacent neighborhoods, then that's another issue that I would be concerned about. Now, again if you're in the heart of the city, there are adjacent neighborhoods. Here you're somewhat in an island of your own, but I wonder even here, especially for the office workers, to what extent if in fact demand exceeds your supply. I wonder to what extent they may in fact cross over the highway and park on the other side in the existing neighborhoods. And that would be a concern. That would be exacerbating a situation which is already problematic.

So, I guess that's just an issue that I raise and it's one that we always have to grapple with when we speculate about parking needs in the future. But, you know, when we

get to that point and when we really have to make the decisions, and I guess it's more the Traffic and Parking folks that will evaluate it. I just wonder how confident we are of those numbers? I mean, the ratios that you're talking about are very low of course by many standards. Gosh, what was it a half a space per thousand for retail. For instance, you know, in the suburbs Whole Foods is looking for six per thousand. You know, I don't know how that plays out here, but I would be concerned about the spillover.

HUGH RUSSELL: So, I guess I'd comment from my perspective, I do not anticipate that we're getting a request to build, you know, 15 buildings at once. We'll be getting a request to build them in probably, you know, groups. We'll have time to test our assumptions as time goes on. If

there's -- I mean, just as we did on the Smith now Avalon Properties when we discovered, they discovered people weren't parking, we said okay, you can use that garage for the cloverleaf building. If parking is tight on a parcel, closest parcel to the bridge, which is apt to be the first one to go, then, you know, you put in an extra 30 spaces in the next one so that the shared parking -- but it seems to me thinking of this now, as we go forward for the next buildings, based on what we know now, yes, there's an overall plan. Most of the parking spaces I think are being picked up -- a lot of them are being picked up in the shared concept, which particularly with a revised site plan makes more sense than it used to because you could, you walk across North Street to the garage entrance that is --

presuming there's going to be some parking in your building, some across the street. So it's a very close share, somebody's not walking six blocks.

STEVEN COHEN: Hugh, if I could interrupt for a second?

HUGH RUSSELL: Yes.

STEVEN COHEN: First of all, I totally buy the shared parking concept. That's a truth.

HUGH RUSSELL: Yes.

STEVEN COHEN: But maybe procedurally I'm wondering are we being asked, are you guys asking us now to reduce the parking requirements by a thousand or are we still coming at this on a building-by-building basis? And that thousand is just a speculative projection for where you, you know, may be going?

THOMAS O'BRIEN: When we file, we will file the revised, you know, ratios that we described which will result in an overall reduction of parking. I would just add, though, that, we were -- we're as nervous about this -- I mean, it's not just a question of savings on the construction of parking. The one piece that's untested is the commercial piece, right? I mean, I think the residential piece has been tested, you know, and I think that market is fairly well known at this point. But I would say the commercial market, we still face the issue of as we're trying to attract a commercial tenant to the site. You know, every time we respond to an RFP, you know, every single time it's by root, the broker will ask us to provide one space per thousand. Right? And so the challenge we have is that even though

the population of these companies is changing, and their use is changing, their real estate team, the senior real estate team of the company hasn't yet changed their, you know, their parameters nor have the brokers and other sorts of folks. There's a lot of education at all levels of doing this. So I guess I would say, you know, we, we didn't simply look at this as, wow, this is a great idea, let's see if we can save money on the construction of parking. We're embracing this as something that helps us make this parking district work more rationally, you know, rather than having an empty residential parking garage during the course of the day we can use those spaces more efficiently more effectively.

STEVEN COHEN: I understand it's still the spillover I'm concerned about. But

still procedurally I'm still not clear.

So when Doug says that we're reducing the ratios in the Zoning, is that Zoning Amendment that we're talking about?

DOUG MANZ: No. So I think we should clarify, too. So all of the requests questions that we're having is really within the Special Permit amendment. So when we request the reduction of ratios, right, it's really within the Special Permit amendment. It leaves the Zoning unchanged. It keeps the Planning Board flexibility that if we rundown that road. We're asking for you to cap. Right? So we reduce the ratios, we would cap it at some number. We say approximately 3800 because we're all in agreement with the analysis. And so, again, but we would be asking for that today. I think what we're really excited about is the shared parking

district. I'll give you some speaking points.

On the residential side for apartments, there is definitely no issue going to 0.5 spaces minimum. We have investor sign off on that on 2020. We got lender sign off on that on 2020. So again, this goes back to Tom's point, very well proven.

Condominiums is a different story. The average is 0.75. We know that even if the data shows 0.9 spaces per unit, that I should not count condominium units. The lender, who puts, you know, the big construction on that is not going to do that because they're nervous about it. And so the challenge is the office side, but I will say that we have an Orange Line Station which, again, from Cambridge's perspective the Orange Line probably seems like the other side of the

world from North Point, it's 150 yards away with the Gilmore Bridge connection. That's huge. We have the Green Line, which again is going to be extended which is huge from our perspective. We're walking distance today from the commuter station at North Station. So surprisingly we have a lot more access to transportation than say Kendall Square does, which seems surprising to other folks. They're just not used to.

The EZ Ride shuttle goes right through our site. And I think, again, I think that's where -- the good news is that commercial parkers can't park in the East Cambridge neighborhood. It is a bit of a haul, too, when you think of about. And the residential uses I think were again are peak demand of all parking is really that kind of daytime switchover. So I don't -- I think we feel

very comfortable, but that's why we're working with the City of Cambridge staff very closely because we want -- we think this is an incredible joint opportunity, but it is something that we, especially be making sure that we're very careful with. We have to convince our investors in particular that we're not making a mistake by constraining the parking supply. We're trying to be efficient with it is what we're trying to do.

HUGH RUSSELL: If I run the numbers in my head, right now two million square feet of commercial development requires 2,000 spaces. If you change the ratio to 0.9, it's 1800. So there are 200 fewer commercial spaces that are needed. The retail adds, as you said, 150 spaces. For residential, if it's 2500 units, then you're losing a quarter of that or 625 spaces. So that -- you add

those three things together, you get about 500 net spaces that are five or six hundred reduction. The additional reduction is the shared parking which is, you know, maybe 500 spaces out of 4,000. So it's not a huge amount of sharing, but it's enough to be, you know, to make it significant, to do. So what we're being asked, we're being asked to approve is a Special Permit that allows these reduction and allows them to make a case for shared parking.

SUSAN CLIPPINGER: Hugh, I'd like to say one more thing.

HUGH RUSSELL: Yes.

SUSAN CLIPPINGER: One of the things that we have to our advantage is the PTDM Ordinance, the Parking and Transportation Demand Management Ordinance, requires employers to report on their employees' mode

share and the success or lack of success that they may be having. And so that's been in place for quite a while. And we have a lot of information about the mode decisions that people are making, not just in Kendall, but in other areas in the city. And so that's an opportunity we have to learn from what's actually happening in Cambridge and try to make sure that information is used as we're thinking about or as we're talking with you about ideas about where we might go. So, it -- there is a factual base to this stuff that we're able to pull together to look at that.

STEVEN COHEN: I would just say that, again, being somewhat the skeptic on this subject to a kind of narrow range actually that I'm skeptical, but still somewhat skeptical and being the pragmatist, and I guess I, I guess I would be inclined

to, you know, to not actually reduce the ratios upfront but to create a mechanism to reduce them so we have some flexibility as we go along. And if in fact experience shows that our projections were a little bit more optimistic than the reality turns out to be that the mechanism is in there to, you know, go back to the original numbers. You know, simply, you know, you make it an ongoing subject that has to be advocated and demonstrated as we go along rather than simply reducing the ratios upfront.

Now, to some extent the market will speak and you'll have to respond to the market. And as I say, if we're just that, then I say that's your issue and only you bear the consequences. The only concern I express as I say, is if the demand exceeds supply and it spills over elsewhere. And it

may be as you say, you know, I haven't looked closely, it may be that the possible alternate locations for parkers are really not so close or appealing and that this really isn't a matter of concern. Just throwing out the concern in general early on and, you know, perhaps you can address it when you're actually, you know, present these matters to us.

THOMAS O'BRIEN: Yes, I think when we present, we'll present a lot more detail around the numbers. What we're trying to do is introduce the concept to you tonight. We approach this, we're very nervous, you know, me in particular on the commercial side, you know, just because I know how we are in terms of trying to compete for the commercial tenants that are going to be needed to build this out. And so we were -- sort of went

over by the numbers, but it certainly deserves more depth and, you know, a lot of presentations which we're more than happy to do.

PAMELA WINTERS: Steve, I think that Hugh had mentioned also that this is sort of an ongoing process, and as the buildings come up and, you know, we'll sort of see how it goes in terms of --

STEVEN COHEN: I'm advocating for that also, but it's just that I believe that the folks are requesting a reduction in the ratios upfront, and so that -- that kind of sets the table. It's not a totally flexible --

HUGH RUSSELL: I think it's -- I would say it's an updating of the ratios to the current practice.

AHMED NUR: And I'm also thinking

that this is a brief update and which that they are projecting proposal, maybe testing the waters and, you know, but they are just basically proposal and they're projecting that this is what they're going to most likely ask. When the time comes, I'm assuming that even though the city has been meeting with the developer time to time with regarding to these updates, that the traffic engineers, theirs and ours, would update us in the new proposal.

THOMAS O'BRIEN: If I could just add one thing. It's not solely the reduction in spaces. Remember what we're doing here kind of hand in hand is making it possible for each of the buildings to work together in terms of the parking that's created. So the hand that we were dealt was that there could be no shared parking between buildings on

this 2020 building site which just seems not, you know, just seems odd, right?

STEVEN COHEN: It seems crazy.

THOMAS O'BRIEN: It seems crazy. So the idea was, okay, let's make it possible for people, even though you're going to the office building and be able to use the parking garage across the street in the residential building, and for the residential building frankly to get revenue from that during the course of the day. That's a good thing, right, from both sides?

Really what we're saying in that analysis, then we're realizing that we don't have to build as much parking as what was originally. So that's part of it. And then the other part of it is the changes in mode shares, but that's sort of a lesser piece of the overall, you know, using the parking in a

rational way.

STEVEN COHEN: I think what you suggested is that it does come to the parking demand in the office buildings.

THOMAS O'BRIEN: Yes, that's the part. I mean, that's why I agree with the Chairman. There's a piece that's untested, yes. It's not tested, as I said, because the companies that we're talking to, we know -- we think we know the population of the workers. And when the companies are building these buildings, they're building the buildings to attract more of those kinds of workers. And most of those worker do not want to own a car. They want to work in a colloquial --

STEVEN COHEN: I was going to say all the executives and managers still want their parking spaces.

THOMAS O'BRIEN: I agree. And they think everybody else wants their parking place. So that's part of the challenge.

STEVEN WINTER: Mr. Chair, I have a comments if I could.

HUGH RUSSELL: Sure.

STEVEN WINTER: We've reached close to our ten o'clock time. I just want to comment that I feel very hopeful and very optimistic about what's happening at North Point. I feel like there's a proponent who is doing urban planning as opposed to simply doing developments. So that makes me very hopeful and very confident. And I also feel like we have a professional staff in the city that is working very closely and clearly there's a free exchange of information. That makes me very confident. And I think that the inner play between the Board and the

proponent is also very good. So in a larger sense, pulling back, I'm feeling very hopeful about where we're going. Of course, we're going to disagree on some points and that's okay. It's not all hugs and smiles. But in a general sense we should acknowledge that we're really going the right way here.

STEVEN COHEN: Great.

H. THEODORE COHEN: Just two things. Catherine, I'm wondering was there a 2003 rationale for no shared parking?

CATHERINE PRESTON CONNOLLY: Yes. The two-thousand -- as I recall the 2003 rationale for that was that people were afraid of what happens when the buildings get sold off to different owners and the new owner wants additional parking on their own site and suddenly we're getting a lot of pressure to exceed the cap of parking that

had been carefully calibrating to match the traffic situation. So that was their rationale.

I think what the developer is now talking about is an overall scheme that would have to have built into it what happens when these buildings are split up and broken off. And I think within the context of shared parking and everything we know now that can be accomplished. But that was really in response to people's fears about what, will there be overwhelming pressure once the buildings are sold off to individual owners to exceed the parking cap?

STEVEN COHEN: That of course echos the discussion that we had a few weeks ago with the PUDs --

CATHERINE PRESTON CONNOLLY: Yes.
That's exactly right.

STEVEN COHEN: And they make it so that the discussion about some overarching organization to coordinate requirements, you know, within the PUD and perhaps that's how the parking, you know, will be addressed here.

THOMAS O'BRIEN: Can I just add, the overwhelming theme that we've seen over the last 10 or 15 years is buildings, in particular residential buildings, that were built let's say prior to '07, way overbuilt the parking. Way overbuilt the parking. Because they built it on the assumption of, you know, one space per unit or whatever it is. And so the owners now have the opposite problem. They're looking, they can't get revenue from all the parking they built. We see it. We have a 2,300 space garage in downtown Boston and only 1500 spaces in the

garage are full every single day. And so, it's, so, you know, the parking demand has changed drastically particularly in residential side.

CATHERINE PRESTON CONNOLLY:

Mr. Chair, if I can just summarize even though I'm -- I being kind of the voice of 2003 parking analyst here, I would just like to -- I would just like to say I actually am really excited about seeing what the data shows and how this is going to be accomplished and think that all of the good work the city has done in the many years since I have left and all the analysis that has been done and data collected could really result in an exciting change to the project here that could make it even better. And, you know, I do think that the data will need to bear that out. But I'm optimistic that

it's going to and that these situations can be figured out and it can, you know, be a better integrated and feel more, more part of Cambridge and similar to the rest of the fabric of the city than a place onto itself. So, that's the updated view of what I think as opposed to what was pressuring us to set the ratios the way we did in 2003.

H. THEODORE COHEN: And I just have one last question.

Who -- does anyone know who owns the lands on the other side of the Gilmore Bridge?

THOMAS O'BRIEN: Right here?

H. THEODORE COHEN: Yes.

THOMAS O'BRIEN: Yeah, so this is owned by DCR. They've set it up as a some say temporary, some say permanent, as a truck yard today. We've been trying to track it

down. It's a little unclear. As of right now they're -- we believe that they have an obligation to build these out as fields, but that's a little unclear as well. So, you know, part of our effort is not only to move the next stop of, you know, retail square of next buildings, but also to make sure that whatever the obligations are for the Commonwealth and DCR are on that site as well.

H. THEODORE COHEN: So ultimately it may just be open space?

THOMAS O'BRIEN: Well, we hope. But DCR doesn't always agree with us on that. So we'd love it to be open space, but I'm not sure that the state agrees with us on that.

STEVEN COHEN: What city is that?

THOMAS O'BRIEN: That's still in Cambridge.

STEVEN COHEN: That's still
Cambridge?

THOMAS O'BRIEN: Yes.

So the borders are Boston --
Charlestown comes across kind of like there.
There's a box that comes across. The site
plans show it. We actually had a slide I
think on this, that. Here's the borders.
So, Boston comes like this. This is
Charlestown on this side and then this is
Somerville.

PAMELA WINTERS: Somerville.

DOUG MANZ: You know, one thing we
should update you, too, on as well, that we
did go last fall to the City of Somerville
before when we acquired the site there was
only industrial zone still in Somerville. We
have actually updated the Zoning now and have
been approved for the Zoning that matches up

to the site plan the Cambridge site plan basically exactly. And so that's been in place, too. So now, the site is fully zoned in all three cities, and then we have at least Special Permits in Cambridge as well as Boston.

THOMAS O'BRIEN: So here's -- imagine this, so next stop for us will be Palestine I suppose to figure out, but imagine building this thing, right? This potentially could require building permits in all three communities.

STEVEN COHEN: That serpentine line otherwise known as squiggly line that's the boundary?

HUGH RUSSELL: That's the boundary.

STEVEN COHEN: Who the hell drew that line?

PAMELA WINTERS: A river. There was

a lot of controversy on that too.

THOMAS O'BRIEN: There's been a ton of money spent on lawyers and the -- all the rest of it. And the controversy was resolved.

HUGH RUSSELL: And every time we would ask Bob Healy the question, he'd say there's no dispute between Cambridge and Somerville.

PAMELA WINTERS: There you go.

HUGH RUSSELL: We're not fighting over that. We each collect our taxes from the property owner and we -- of course, there are streets in your neighborhood where there are houses are split between --

PAMELA WINTERS: That's right.

HUGH RUSSELL: -- between the City of Cambridge and Somerville.

UNIDENTIFIED AUDIENCE MEMBER: Hugh,

if that were true, I wouldn't have a job.

HUGH RUSSELL: The only thing I would say is that on the parking question, the interests of the city and the interest of the developer, are very closely aligned. In total, you know, there are places where the developer gets pushes from potential clients to put in more parking and, you know, their nervous lenders on certain things that they have to respond to, but they don't want to build parking that's empty and nor do we. At least there's probably an ideal vacancy rate of a parking garage which is probably a little bit, there always should be a space available for the guy that's coming home at eleven o'clock at night to park his car. And because there are really very few spillover options, we can trust that that alignment exists. And ever tried to find a parking

place between Cambridge Street and O'Brien Highway for one reason or another, I used to when I was supervising reconstruction of a building in North Point, I would -- several times I'd tried that and realized what a foolish idea that was. And so I don't think that's changed in the 15 years since I was doing that.

So are we complete?

AHMED NUR: We are.

H. THEODORE COHEN: I believe so.

HUGH RUSSELL: Thank you very much for this update and the work you're putting in.

BRIAN MURPHY: I have some papers for the members as well.

(Whereupon, at 10:05 p.m., the
Planning Board Adjourned.)

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<p style="text-align: center;">\$</p> <p>\$500,000 [1] - 132:11</p> <p style="text-align: center;">.</p> <p>'03 [3] - 165:13, 166:12, 166:17 '07 [1] - 206:11</p>	<p>16th [1] - 8:3 179 [1] - 91:6 17th [5] - 4:16, 5:9, 6:1, 6:6, 8:7 1800 [1] - 194:15 180R [1] - 4:19 19th [1] - 8:2 1st [1] - 9:7</p>	<p>22nd [2] - 6:15, 6:17 23 [1] - 217:16 23rd [1] - 217:11 24-month [1] - 149:13 25 [1] - 152:14 25,000 [1] - 66:6 2500 [1] - 194:18 26th [2] - 136:9, 137:19 292 [1] - 4:18 29th [1] - 9:8 2nd [1] - 8:2</p>	<p>79:16, 79:17, 120:12, 147:1, 157:6 5,245,000 [1] - 95:13 5.2 [2] - 111:7, 114:4 50 [5] - 2:15, 18:18, 19:11, 61:3, 156:11 50,000 [7] - 108:13, 114:5, 135:17, 147:6, 147:7, 165:18, 183:7 50,0000 [1] - 147:4 50-foot [1] - 68:5 500 [2] - 195:2, 195:4 5th [1] - 7:11</p>	<p>134:16, 137:2, 158:13, 196:13, 201:7 absolutely [1] - 127:13 abut [1] - 121:13 abutter [1] - 80:11 access [4] - 71:13, 86:4, 179:5, 193:7 accommodate [1] - 168:3 accomplish [1] - 154:14 accomplished [2] - 205:10, 207:12 accorded [1] - 23:6 according [1] - 63:16 account [1] - 23:3 accurate [3] - 63:18, 216:17, 217:8 accurately [1] - 53:15 accused [1] - 93:3 achieve [2] - 80:10, 80:15 achieved [1] - 115:3 achievers [1] - 77:13 acknowledge [1] - 204:6 acquired [2] - 104:13, 210:16 acre [1] - 96:15 acres [6] - 96:14, 152:3, 152:4, 157:13, 158:13, 182:18 active [2] - 50:16, 150:4 actively [3] - 45:2, 51:3, 87:18 activities [1] - 169:5 activity [3] - 94:3, 94:6, 171:1 actual [4] - 75:2, 75:4, 98:10, 100:10 Adam [3] - 118:8, 119:15, 168:9 add [15] - 32:4, 37:1, 45:11, 58:11, 89:10, 106:9, 107:4, 138:13, 158:13, 165:2, 172:16, 189:4, 194:19, 200:12, 206:7 added [1] - 158:17 addition [13] - 82:6, 96:13, 97:6, 97:19, 102:19, 105:14, 106:9, 108:6, 109:2, 120:13, 141:10, 165:19, 178:18 additional [14] -</p>
<p style="text-align: center;">0</p>	<p style="text-align: center;">2</p>	<p style="text-align: center;">3</p>	<p style="text-align: center;">6</p>	<p>60 [2] - 11:17, 14:14 61 [1] - 5:6 617.786.7783/617. 639.0396 [1] - 1:18 625 [1] - 194:19 65 [1] - 2:15</p>
<p>0.5 [7] - 114:12, 131:19, 132:7, 133:8, 133:14, 136:3, 192:4 0.75 [3] - 131:15, 132:3, 192:10 0.9 [2] - 192:11, 194:14 06/03/2014 [1] - 216:1</p>	<p>2 [1] - 143:17 2,000 [1] - 194:13 2,000,000 [1] - 95:16 2,300 [1] - 206:18 2,500 [1] - 2:13 20 [14] - 14:17, 14:19, 16:7, 16:11, 47:1, 66:6, 67:18, 98:10, 152:4, 152:13, 156:9, 156:10, 184:5 200 [2] - 117:16, 194:15 200,000 [1] - 117:19 2003 [12] - 56:5, 94:17, 95:19, 120:8, 161:14, 163:3, 169:1, 169:11, 204:10, 204:13, 207:8, 208:8 2008 [1] - 94:19 2010 [2] - 104:13, 104:14 2012 [9] - 91:4, 93:3, 93:4, 95:6, 103:9, 103:14, 104:13, 106:17, 112:19 2013 [2] - 103:16, 103:17 2014 [3] - 1:4, 103:17, 217:11 2015 [3] - 104:2, 139:16, 217:16 2016 [2] - 139:19, 140:7 2017 [2] - 140:17, 149:12 2020 [18] - 95:9, 98:5, 98:13, 100:6, 114:19, 115:2, 118:16, 132:5, 133:8, 155:2, 175:17, 176:2, 177:9, 183:9, 192:6, 192:7, 201:1 20th [2] - 8:17, 43:3 215 [1] - 216:7 22 [1] - 123:9 220-foot [1] - 98:3</p>	<p>3 [2] - 1:4, 2:3 3,000 [1] - 148:4 3,000,000 [1] - 95:15 3-D [1] - 175:14 30 [1] - 187:9 300 [3] - 118:2, 120:14, 120:15 300,000 [5] - 111:6, 114:2, 134:2, 134:4, 135:15 32 [1] - 61:7 34 [1] - 61:6 344 [1] - 1:6 355 [3] - 98:3, 100:6, 102:19 36 [2] - 61:7, 149:15 3800 [4] - 128:19, 130:8, 135:6, 191:15 3B-2 [1] - 67:11</p>	<p style="text-align: center;">7</p> <p>70,000 [1] - 11:18 75 [1] - 6:15 7:00 [1] - 1:5</p>	<p style="text-align: center;">8</p> <p>8,000 [1] - 100:14 8th [2] - 6:14, 6:17</p>
<p style="text-align: center;">1</p>	<p style="text-align: center;">4</p>	<p>4 [1] - 43:7 4,000 [4] - 47:3, 62:15, 157:7, 195:5 4,500 [1] - 2:14 4,980 [1] - 120:12 40 [5] - 5:18, 6:19, 60:15, 61:4, 61:5 40,000 [1] - 147:12 41 [2] - 2:17, 100:8 45 [1] - 11:10 45,000 [1] - 147:12 45-acre [2] - 93:17, 94:16 48 [2] - 38:5, 56:1 49 [1] - 120:14</p>	<p style="text-align: center;">9</p> <p>9 [1] - 2:4 9,000 [6] - 46:3, 53:4, 63:3, 63:11, 66:19, 67:1 91 [1] - 2:18 9900 [1] - 63:18</p>	<p style="text-align: center;">A</p> <p>A-2 [6] - 2:12, 2:14, 2:16, 41:8, 43:9, 81:10 A-m-o-r-o-s-o [1] - 60:14 a.m [5] - 126:12, 126:13, 126:17, 127:8, 168:2 ability [2] - 84:19, 217:9 able [7] - 85:3, 86:9,</p>
<p>1 [1] - 105:11 1,000 [2] - 136:3, 184:1 1,838 [1] - 38:12 1-5-0 [1] - 31:3 1.25 [3] - 121:9, 130:16, 154:8 10 [2] - 2:6, 206:9 10,000 [10] - 46:4, 63:4, 63:12, 109:6, 110:9, 111:2, 134:11, 146:16, 162:12, 170:13 100 [2] - 47:1, 86:17 10:05 [1] - 214:17 11 [2] - 120:10, 152:2 1100 [1] - 129:2 12 [1] - 120:9 12-month [1] - 149:14 120 [1] - 155:16 128 [1] - 156:3 12th [1] - 40:8 13 [1] - 24:9 147703 [1] - 217:14 15 [4] - 184:5, 186:16, 206:9, 214:7 15,000 [1] - 148:11 150 [7] - 2:6, 10:7, 134:3, 136:5, 193:1, 194:17 150,000 [4] - 110:8, 113:2, 113:9, 117:18 1500 [1] - 206:19</p>	<p>2 [1] - 143:17 2,000 [1] - 194:13 2,000,000 [1] - 95:16 2,300 [1] - 206:18 2,500 [1] - 2:13 20 [14] - 14:17, 14:19, 16:7, 16:11, 47:1, 66:6, 67:18, 98:10, 152:4, 152:13, 156:9, 156:10, 184:5 200 [2] - 117:16, 194:15 200,000 [1] - 117:19 2003 [12] - 56:5, 94:17, 95:19, 120:8, 161:14, 163:3, 169:1, 169:11, 204:10, 204:13, 207:8, 208:8 2008 [1] - 94:19 2010 [2] - 104:13, 104:14 2012 [9] - 91:4, 93:3, 93:4, 95:6, 103:9, 103:14, 104:13, 106:17, 112:19 2013 [2] - 103:16, 103:17 2014 [3] - 1:4, 103:17, 217:11 2015 [3] - 104:2, 139:16, 217:16 2016 [2] - 139:19, 140:7 2017 [2] - 140:17, 149:12 2020 [18] - 95:9, 98:5, 98:13, 100:6, 114:19, 115:2, 118:16, 132:5, 133:8, 155:2, 175:17, 176:2, 177:9, 183:9, 192:6, 192:7, 201:1 20th [2] - 8:17, 43:3 215 [1] - 216:7 22 [1] - 123:9 220-foot [1] - 98:3</p>	<p style="text-align: center;">5</p> <p>5,000 [13] - 2:13, 44:4, 62:13, 62:16, 66:18, 67:15, 69:1, 70:5,</p>	<p style="text-align: center;">6</p> <p>60 [2] - 11:17, 14:14 61 [1] - 5:6 617.786.7783/617. 639.0396 [1] - 1:18 625 [1] - 194:19 65 [1] - 2:15</p>	<p style="text-align: center;">7</p> <p>70,000 [1] - 11:18 75 [1] - 6:15 7:00 [1] - 1:5</p>

<p>45:10, 45:13, 46:6, 47:3, 67:4, 75:12, 76:10, 89:6, 91:7, 113:3, 183:6, 195:3, 204:17</p> <p>address [6] - 30:19, 36:15, 60:12, 98:10, 99:6, 198:7</p> <p>addressed [1] - 206:5</p> <p>adds [1] - 194:16</p> <p>adjacent [6] - 2:10, 2:11, 56:11, 172:8, 185:2, 185:5</p> <p>Adjourned [1] - 214:18</p> <p>adjust [1] - 126:11</p> <p>adopted [1] - 28:6</p> <p>adoption [1] - 9:3</p> <p>Adoption [1] - 2:4</p> <p>advantage [2] - 175:3, 195:16</p> <p>advertised [2] - 6:17, 8:14</p> <p>advice [3] - 81:5, 82:17, 168:11</p> <p>advocated [1] - 197:10</p> <p>advocating [1] - 199:10</p> <p>affect [5] - 43:15, 43:17, 53:17, 53:18, 63:2</p> <p>affected [3] - 53:6, 67:2, 70:13</p> <p>affecting [3] - 64:5, 73:3, 75:5</p> <p>affects [5] - 73:1, 74:19, 75:6, 86:19, 184:18</p> <p>affordability [1] - 100:12</p> <p>affordable [2] - 100:7, 100:8</p> <p>afraid [1] - 204:15</p> <p>afternoon [1] - 168:6</p> <p>agenda [3] - 3:7, 9:3, 40:14</p> <p>ago [4] - 61:10, 131:13, 137:8, 205:16</p> <p>agree [10] - 20:10, 72:13, 77:5, 77:6, 85:19, 110:19, 161:4, 202:6, 203:1, 209:14</p> <p>agreed [4] - 17:9, 20:1, 26:13, 35:5</p> <p>agreement [3] - 60:17, 60:19, 191:16</p> <p>agrees [1] - 209:16</p>	<p>ahead [2] - 11:2, 52:18</p> <p>AHMED [29] - 17:12, 19:1, 19:7, 33:2, 33:15, 34:6, 34:11, 34:16, 35:3, 85:18, 111:9, 112:9, 113:14, 128:3, 172:1, 172:19, 173:8, 174:13, 175:11, 175:19, 176:11, 176:17, 177:5, 177:12, 177:15, 179:3, 180:17, 199:19, 214:10</p> <p>Ahmed [2] - 1:10, 172:18</p> <p>Ahmed's [1] - 181:12</p> <p>air [6] - 139:19, 155:1, 155:9, 155:13, 180:6, 180:7</p> <p>al [3] - 2:7, 5:4, 41:4</p> <p>aligned [1] - 213:5</p> <p>alignment [1] - 213:18</p> <p>aligns [1] - 107:7</p> <p>allocation [3] - 31:8, 135:15, 136:6</p> <p>allow [13] - 2:16, 13:4, 13:19, 37:3, 68:8, 101:15, 114:5, 114:12, 122:4, 135:16, 135:19, 136:2, 138:5</p> <p>allowed [17] - 2:17, 15:10, 18:14, 18:17, 43:12, 43:16, 44:2, 48:9, 48:12, 54:9, 64:6, 64:7, 114:8, 121:9, 130:5, 138:16</p> <p>allowing [2] - 11:13, 36:19</p> <p>allows [8] - 48:5, 67:10, 95:13, 121:18, 131:9, 179:6, 195:9, 195:10</p> <p>almost [7] - 119:2, 120:9, 120:10, 129:1, 131:7, 156:13, 159:13</p> <p>alteration [1] - 54:19</p> <p>alternate [1] - 198:3</p> <p>alternative [2] - 42:17, 78:7</p> <p>alternatives [1] - 179:14</p> <p>amend [1] - 2:8</p> <p>amendment [10] -</p>	<p>95:6, 95:7, 95:12, 104:12, 119:12, 135:12, 136:8, 158:9, 191:8, 191:10</p> <p>Amendment [8] - 19:15, 91:5, 91:9, 95:3, 95:18, 118:11, 138:4, 191:4</p> <p>amenity [2] - 103:3, 174:12</p> <p>AMOROSO [2] - 60:13, 61:14</p> <p>Amoroso [1] - 60:14</p> <p>amount [17] - 69:16, 94:2, 95:18, 107:1, 108:16, 110:7, 110:15, 118:3, 136:6, 148:18, 159:1, 160:3, 167:17, 169:2, 172:15, 195:6</p> <p>analysis [20] - 53:16, 66:11, 66:15, 114:15, 115:12, 118:7, 118:12, 124:16, 125:2, 128:10, 128:15, 128:18, 129:4, 144:13, 153:17, 154:5, 166:18, 191:17, 201:14, 207:14</p> <p>analyst [1] - 207:8</p> <p>analyze [2] - 66:8, 124:3</p> <p>analyzed [2] - 54:5, 123:19</p> <p>analyzing [1] - 21:19</p> <p>anchor [1] - 101:12</p> <p>AND [2] - 215:1, 215:17</p> <p>AND/OR [1] - 217:18</p> <p>anecdotal [1] - 45:10</p> <p>angst [1] - 132:10</p> <p>Annex [1] - 1:6</p> <p>announced [1] - 6:16</p> <p>announcement [1] - 7:9</p> <p>annual [1] - 24:5</p> <p>annunciate [1] - 85:12</p> <p>annunciating [2] - 85:9, 89:13</p> <p>answer [4] - 92:16, 135:10, 163:1, 173:17</p> <p>answers [1] - 17:12</p> <p>anti [1] - 28:13</p> <p>anti-sign [1] - 28:13</p> <p>anticipate [1] - 186:15</p>	<p>ANY [2] - 217:17, 217:18</p> <p>anyway [1] - 66:8</p> <p>apartments [1] - 192:3</p> <p>apologize [1] - 112:17</p> <p>Appeal [8] - 2:5, 10:4, 10:13, 24:6, 36:11, 37:1, 38:6, 40:8</p> <p>appeal [1] - 80:4</p> <p>appealing [1] - 198:4</p> <p>appear [1] - 54:1</p> <p>appeared [2] - 32:13, 32:18</p> <p>applicable [1] - 167:9</p> <p>applicant [2] - 36:5, 36:8</p> <p>applicants [1] - 25:19</p> <p>application [5] - 5:15, 6:7, 36:11, 137:9, 141:11</p> <p>applications [2] - 26:4, 36:9</p> <p>applied [2] - 24:10, 79:1</p> <p>APPLY [1] - 217:17</p> <p>apply [8] - 17:10, 19:5, 36:19, 41:19, 42:1, 44:7, 162:2, 184:13</p> <p>applying [2] - 22:18, 48:7</p> <p>appreciate [4] - 22:8, 29:19, 55:12, 173:4</p> <p>appreciated [1] - 89:12</p> <p>approach [7] - 42:10, 42:17, 42:18, 78:17, 79:4, 80:14, 198:14</p> <p>appropriate [5] - 35:7, 46:7, 89:1, 92:1, 97:16</p> <p>approval [4] - 50:9, 95:8, 138:2, 138:14</p> <p>approve [5] - 9:10, 22:19, 25:3, 25:18, 195:9</p> <p>approved [11] - 24:9, 94:17, 112:19, 116:18, 117:17, 120:7, 120:8, 120:11, 121:2, 133:7, 210:19</p> <p>april [1] - 217:16</p> <p>April [4] - 9:7, 9:8, 103:15, 103:17</p> <p>apt [1] - 187:7</p> <p>architect [1] - 70:10</p> <p>architecture [1] - 183:9</p> <p>Archstone [2] - 123:9,</p>	<p>177:11</p> <p>area [28] - 2:12, 2:14, 12:13, 29:4, 44:3, 44:15, 47:4, 49:13, 51:17, 53:10, 57:5, 58:17, 61:11, 62:5, 71:16, 73:2, 74:17, 81:2, 94:9, 123:2, 123:5, 160:11, 164:5, 169:13, 170:8, 170:19, 175:10</p> <p>areas [3] - 113:3, 113:5, 196:6</p> <p>arguing [1] - 163:5</p> <p>argument [1] - 165:4</p> <p>arise [1] - 51:5</p> <p>aside [1] - 136:12</p> <p>asphalt [3] - 59:10, 86:17, 86:18</p> <p>Assistant [1] - 1:12</p> <p>assisting [1] - 55:13</p> <p>Associate [2] - 1:10, 1:11</p> <p>associated [4] - 130:19, 131:3, 132:17, 133:10</p> <p>assume [2] - 76:9, 142:13</p> <p>assuming [3] - 67:3, 144:4, 200:7</p> <p>assumption [1] - 206:13</p> <p>assumptions [2] - 118:10, 186:19</p> <p>ATTACH [1] - 216:1</p> <p>attempt [1] - 66:11</p> <p>attended [1] - 103:19</p> <p>attract [5] - 150:1, 162:10, 175:6, 189:14, 202:13</p> <p>attracting [2] - 164:9, 164:14</p> <p>attractive [1] - 182:8</p> <p>AUDIENCE [1] - 212:19</p> <p>audience [1] - 4:12</p> <p>August [4] - 7:11, 8:2, 94:19, 104:14</p> <p>authority [1] - 82:16</p> <p>Authority [1] - 6:10</p> <p>authorizes [1] - 70:17</p> <p>auto [2] - 169:9, 171:10</p> <p>available [6] - 115:8, 133:18, 134:8, 151:8, 213:15</p> <p>Avalon [2] - 123:9, 187:2</p> <p>Avenue [1] - 2:10</p> <p>average [4] - 115:19,</p>
--	--	--	--	---

<p>131:17, 132:2, 192:10 averages [1] - 48:8</p>	<p>bend [1] - 65:11 beneficial [1] - 125:10 best [10] - 11:12, 13:6, 49:14, 73:18, 81:5, 99:17, 108:9, 123:12, 170:8, 217:9 better [7] - 69:9, 80:1, 125:17, 169:6, 207:17, 208:3 between [19] - 10:10, 28:11, 79:18, 86:7, 97:8, 97:10, 97:13, 122:5, 127:11, 130:5, 130:9, 134:3, 140:9, 200:19, 203:19, 212:8, 212:15, 212:17, 214:1 beyond [1] - 91:16 big [9] - 66:2, 81:11, 128:1, 131:16, 134:14, 148:12, 160:5, 168:18, 192:13 bigger [6] - 110:17, 111:2, 130:18, 131:6, 147:19, 171:1 bike [5] - 97:15, 97:17, 102:19, 103:1, 103:4 bikes [1] - 103:5 binding [2] - 36:14, 37:8 birthdays [1] - 173:15 bit [16] - 3:11, 22:11, 50:12, 74:18, 95:10, 100:5, 111:15, 113:19, 120:19, 126:12, 131:12, 152:10, 159:12, 193:15, 197:5, 213:14 bits [1] - 103:7 black [3] - 100:18, 180:1, 180:19 Blair [1] - 2:10 block [1] - 57:16 blocking [1] - 57:12 blocks [5] - 14:4, 134:17, 166:5, 172:11, 188:4 blood [1] - 217:6 blue [4] - 65:13, 65:16, 174:17, 174:18 blurry [1] - 126:11 BOARD [2] - 1:2, 216:1 board [2] - 38:4, 55:8</p>	<p>Board [55] - 2:5, 3:6, 3:12, 4:1, 4:14, 4:18, 5:1, 5:11, 6:4, 6:7, 7:1, 7:12, 7:16, 10:3, 10:8, 10:13, 20:4, 24:6, 24:7, 30:13, 31:16, 35:6, 36:10, 38:5, 40:7, 41:1, 41:9, 41:12, 41:17, 43:6, 44:5, 44:19, 45:3, 48:14, 61:9, 88:14, 88:18, 89:8, 91:3, 91:4, 91:19, 92:17, 95:2, 121:1, 138:19, 183:17, 191:12, 203:19, 214:18, 215:12, 216:4, 216:16 Board's [2] - 52:13, 88:16 boat [1] - 179:15 boats [2] - 177:18, 178:1 Bob [1] - 212:7 boiled [1] - 28:12 borders [2] - 210:4, 210:8 Boston [11] - 32:9, 32:19, 94:2, 94:4, 98:8, 98:9, 206:19, 210:4, 210:9, 211:6 bottleneck [1] - 178:3 Bottom [2] - 141:7, 141:8 bottom [2] - 112:10, 112:12 Boulevard [4] - 97:11, 98:12, 106:4, 153:3 boundary [4] - 2:11, 130:6, 211:15, 211:16 box [1] - 210:6 boy [1] - 183:10 break [1] - 90:12 Brennan [2] - 10:4, 11:7 BRENNAN [20] - 10:14, 10:18, 11:3, 11:6, 12:6, 12:9, 12:12, 12:18, 13:12, 13:15, 14:8, 16:1, 16:16, 16:19, 18:3, 27:3, 30:18, 31:4, 36:17, 38:1 Brian [1] - 1:12 BRIAN [1] - 214:15 Brick [2] - 141:7, 141:8 bridge [5] - 98:17, 139:11, 179:8, 183:10, 187:7</p>	<p>Bridge [7] - 101:14, 102:6, 113:11, 148:10, 179:2, 193:2, 208:13 bridgework [1] - 139:11 brief [2] - 93:1, 200:1 briefly [1] - 45:9 Brighton [1] - 94:5 brilliant [1] - 36:15 bring [7] - 7:15, 30:5, 33:19, 71:14, 129:16, 144:19, 150:1 bringing [3] - 7:11, 67:6, 67:7 brings [1] - 67:5 BRISTOL [1] - 217:2 Broadway [1] - 1:6 broken [1] - 205:7 broker [1] - 189:17 brokers [1] - 190:5 brought [5] - 41:10, 43:4, 43:18, 46:13, 173:9 brouha [1] - 28:12 brown [9] - 51:13, 56:3, 56:4, 56:9, 56:11, 57:5, 59:7, 71:7, 71:13 BU [1] - 178:12 buffer [2] - 121:17, 154:9 build [29] - 48:9, 59:17, 67:4, 73:7, 73:8, 73:17, 79:15, 101:10, 114:18, 121:9, 125:4, 130:15, 136:4, 136:15, 137:2, 143:4, 145:4, 155:7, 156:7, 158:18, 176:14, 180:13, 181:2, 186:16, 186:17, 198:18, 201:15, 209:3, 213:11 building [85] - 10:7, 11:9, 11:12, 11:14, 11:16, 11:18, 12:1, 12:19, 13:2, 13:9, 13:17, 13:19, 14:3, 17:10, 23:15, 25:2, 25:4, 25:9, 25:14, 27:9, 27:12, 27:14, 27:16, 28:11, 30:14, 30:17, 31:7, 32:11, 35:12, 35:19, 36:6, 38:7, 38:14, 38:17, 56:13, 56:17, 58:7, 58:13, 73:8, 78:18, 79:19, 87:19, 95:9, 96:2, 98:3, 98:4, 98:6, 98:13, 98:19, 100:7, 101:2, 101:4, 102:2, 103:2, 103:4, 103:8, 103:11, 104:1, 104:2, 114:19, 126:3, 131:3, 133:1, 137:3, 137:4, 156:17, 175:17, 176:19, 177:1, 177:2, 177:10, 187:5, 188:2, 188:17, 201:1, 201:7, 201:9, 201:10, 202:11, 202:12, 211:10, 211:11, 214:4 Building [2] - 176:7, 176:8 building's [1] - 26:5 building-by-building [1] - 188:17 buildings [44] - 12:14, 23:18, 25:18, 26:7, 56:13, 78:16, 78:18, 97:10, 105:6, 111:19, 112:7, 121:11, 130:15, 131:1, 132:4, 146:10, 146:14, 149:16, 149:18, 151:16, 153:5, 154:8, 158:12, 174:2, 174:5, 174:9, 174:11, 175:1, 175:16, 177:10, 186:16, 187:12, 199:7, 200:16, 200:19, 202:4, 202:12, 202:13, 204:15, 205:7, 205:13, 206:9, 206:10, 209:7 built [18] - 47:16, 59:2, 59:4, 73:3, 77:8, 105:12, 122:6, 131:6, 140:2, 145:11, 154:11, 155:19, 177:14, 180:18, 205:6, 206:11, 206:13, 206:17 built-to-suit [1] - 154:11 bullet [1] - 99:2 bump [1] - 39:10 burden [1] - 144:14 BUSINESS [2] - 2:2, 2:18 Business [2] - 5:9,</p>	
<p>B</p> <p>B-2 [1] - 48:5 background [2] - 5:7, 91:1 backhoe [3] - 71:2, 71:5, 71:15 bad [1] - 81:19 balance [2] - 171:14, 182:2 balancing [1] - 69:9 ban [1] - 23:13 bank [1] - 178:8 Bank [1] - 179:1 barrelling [1] - 23:8 barrier [6] - 57:13, 57:15, 57:16, 57:18, 70:17, 71:14 barriers [4] - 51:8, 57:11, 71:18, 86:3 base [1] - 196:12 based [5] - 94:1, 94:8, 128:9, 154:4, 187:12 basic [2] - 109:18, 158:12 basis [2] - 27:8, 188:17 bathrooms [2] - 173:14, 173:16 baths [1] - 80:1 Bay [1] - 98:8 bear [3] - 73:9, 197:17, 207:19 beautiful [1] - 104:2 became [2] - 77:3, 106:3 become [1] - 38:8 becomes [2] - 145:13, 157:2 bedrooms [2] - 38:7, 39:4 begin [4] - 93:13, 95:8, 98:2, 139:15 beginning [2] - 103:15, 104:11 begun [1] - 139:10 behaving [1] - 167:5 behind [2] - 47:4, 79:9 beliefs [1] - 79:7 Bellis [1] - 69:11 Belmont [1] - 2:11 below [4] - 23:14, 54:11, 122:8, 149:18 bench [1] - 12:6</p>				

<p>6:6 busy [1] - 138:3 buy [2] - 162:17, 188:9 BY [1] - 217:18 BZA [3] - 9:4, 29:19, 30:6</p> <p style="text-align: center;">C</p> <p>calendars [1] - 8:4 calibrating [1] - 205:1 CAMBRIDGE [1] - 1:2 Cambridge [53] - 1:7, 2:8, 2:9, 3:6, 3:15, 4:4, 4:19, 6:9, 7:4, 10:16, 34:1, 40:11, 41:7, 61:4, 75:15, 75:16, 87:8, 101:18, 109:10, 119:14, 122:13, 123:16, 124:1, 127:2, 128:16, 131:19, 133:17, 136:9, 136:11, 137:7, 137:16, 146:6, 148:5, 150:18, 151:4, 153:4, 153:8, 164:14, 164:19, 182:17, 193:14, 194:2, 196:8, 208:4, 209:19, 210:2, 211:1, 211:5, 212:8, 212:18, 214:1 Cambridge's [1] - 192:18 Cambridgeport [1] - 38:10 Cambridgeside [2] - 109:11, 134:15 campus [3] - 5:13, 93:18, 94:16 cancer [1] - 12:2 cannot [3] - 27:2, 29:5, 143:11 canopy [1] - 23:16 cap [5] - 130:7, 191:13, 191:14, 204:19, 205:14 capacity [1] - 75:12 caps [1] - 125:6 capture [1] - 85:4 CAPTURING [1] - 1:18 car [3] - 166:9, 202:15, 213:16 care [3] - 26:7, 106:11, 153:1 cared [1] - 28:15 careful [1] - 194:6 carefully [3] - 106:12,</p>	<p>168:11, 205:1 cares [2] - 80:11, 106:12 Carol [2] - 17:2, 20:12 CAROL [13] - 19:16, 19:19, 20:15, 20:19, 21:4, 21:10, 21:16, 22:7, 22:15, 24:1, 24:4, 26:10, 37:6 cars [1] - 159:16 carts [1] - 145:1 case [26] - 4:18, 5:19, 6:16, 6:19, 8:16, 19:3, 21:17, 21:18, 22:2, 27:7, 27:8, 27:17, 27:18, 30:9, 38:3, 40:7, 40:8, 60:18, 67:8, 69:12, 88:4, 91:6, 178:9, 195:10 case-by-case [2] - 27:8, 27:18 Cases [1] - 2:5 cases [3] - 9:5, 10:4, 67:7 CATHERINE [18] - 159:8, 161:12, 161:16, 161:19, 162:4, 162:9, 162:19, 163:7, 164:8, 164:12, 165:7, 165:14, 166:10, 166:15, 167:14, 204:12, 205:18, 207:5 Catherine [6] - 1:11, 3:4, 161:4, 204:10, 217:3, 217:13 causing [1] - 162:14 CAZ [1] - 216:2 CDD [1] - 55:12 ceases [1] - 156:7 center [1] - 11:14 centered [1] - 13:18 centers [1] - 184:10 central [5] - 105:7, 105:8, 105:13, 123:17 Central [1] - 184:11 ceremony [1] - 103:19 certain [3] - 87:14, 172:15, 213:9 certainly [10] - 63:12, 70:4, 74:12, 80:6, 85:12, 183:5, 183:18, 184:3, 184:6, 199:1 CERTIFICATION [1] - 217:17 certified [1] - 9:8 Certified [2] - 217:4,</p>	<p>217:14 certify [2] - 217:4, 217:8 CERTIFYING [1] - 217:19 chains [1] - 109:14 chair [13] - 3:10, 21:6, 22:14, 24:15, 29:13, 40:18, 45:6, 45:8, 55:8, 62:19, 85:7, 89:9, 207:6 Chair [5] - 1:8, 1:8, 21:8, 90:1, 203:4 Chairman [2] - 85:18, 202:7 challenge [3] - 189:19, 192:15, 203:3 challenges [3] - 91:13, 154:6, 168:16 change [15] - 17:13, 17:16, 41:11, 43:9, 46:10, 67:1, 81:1, 116:14, 116:16, 129:11, 167:6, 171:6, 194:14, 207:16, 216:4 CHANGE [6] - 216:9, 216:10, 216:11, 216:12, 216:13, 216:14 changed [10] - 95:17, 158:11, 160:9, 160:10, 160:12, 163:12, 169:1, 190:4, 207:3, 214:7 changes [13] - 28:5, 47:5, 92:1, 116:5, 138:17, 158:6, 159:2, 171:2, 171:9, 171:13, 201:17, 215:12, 216:17 changing [5] - 74:16, 81:10, 170:9, 190:2 character [2] - 58:16, 59:12 Charles [9] - 97:1, 97:16, 98:7, 98:19, 178:1, 178:7, 178:16, 178:18, 179:13 Charlestown [3] - 148:9, 210:5, 210:10 chart [2] - 62:2, 83:14 check [2] - 52:8, 60:7 Child [1] - 98:10 children [1] - 173:15 choice [1] - 4:13 choosing [1] - 4:14</p>	<p>Chun [8] - 2:7, 40:15, 41:4, 55:4, 60:17, 62:1, 76:10, 89:12 CHUN [7] - 55:7, 62:8, 70:19, 72:1, 72:6, 76:13, 89:18 Chun's [1] - 86:10 Circle [1] - 69:12 circulated [1] - 4:1 circumstances [1] - 25:8 cities [1] - 211:4 citing [3] - 35:8, 35:12, 35:17 city [22] - 50:15, 51:3, 61:3, 69:13, 87:13, 88:2, 91:10, 102:15, 132:16, 137:10, 137:12, 164:2, 169:9, 170:17, 185:5, 196:6, 200:7, 203:15, 207:13, 208:5, 209:17, 213:4 CITY [1] - 1:2 City [26] - 1:6, 1:12, 2:8, 7:2, 28:6, 42:8, 42:9, 42:13, 43:1, 95:3, 119:14, 121:1, 122:13, 123:19, 128:16, 131:18, 133:17, 138:4, 138:14, 150:17, 151:3, 153:4, 153:7, 194:2, 210:15, 212:17 citywide [1] - 86:13 clarification [1] - 75:10 clarify [1] - 191:6 clarifying [1] - 146:8 cleaners [2] - 182:9 clear [11] - 37:2, 49:7, 63:9, 65:19, 85:10, 85:12, 154:12, 154:15, 165:10, 173:4, 191:1 clearly [4] - 89:13, 106:6, 182:7, 203:16 clients [1] - 213:7 CLIPPINGER [4] - 168:14, 172:13, 195:12, 195:15 Clippinger [2] - 118:8, 119:15 close [10] - 13:13, 76:5, 76:6, 88:19, 109:11, 130:8, 175:8, 188:3, 198:4, 203:7</p>	<p>closely [5] - 99:5, 194:3, 198:2, 203:16, 213:5 closer [1] - 55:15 closest [1] - 187:6 clothing [1] - 50:6 clothes [1] - 182:9 cloverleaf [1] - 187:5 cluster [3] - 110:12, 113:12, 134:10 coffee [1] - 182:7 Cohen [8] - 1:8, 1:10, 3:3, 3:4, 10:1, 10:2, 29:16, 30:13 COHEN [94] - 9:14, 15:9, 15:13, 16:3, 16:8, 16:11, 24:15, 32:2, 32:4, 35:17, 36:4, 36:12, 37:5, 37:12, 37:14, 40:2, 40:5, 50:7, 52:16, 52:19, 62:19, 63:6, 63:9, 64:3, 64:13, 64:15, 66:2, 66:7, 67:12, 67:17, 68:9, 68:18, 72:17, 74:11, 76:18, 79:13, 83:6, 84:12, 90:4, 117:3, 139:5, 140:18, 141:16, 142:2, 142:8, 142:12, 142:16, 142:19, 144:3, 145:10, 145:18, 147:1, 147:5, 147:13, 147:18, 148:15, 149:2, 150:8, 150:11, 151:13, 152:9, 152:15, 153:11, 154:18, 155:5, 155:8, 157:9, 159:4, 160:18, 161:2, 183:3, 183:13, 184:3, 188:5, 188:8, 188:12, 190:18, 196:14, 199:10, 201:3, 202:2, 202:17, 204:8, 204:9, 205:15, 206:1, 208:9, 208:15, 209:11, 209:17, 210:1, 211:13, 211:17, 214:11 collaboration [1] - 86:7 colleagues [4] - 32:7, 72:15, 78:8, 89:11 collect [1] - 212:12 collected [1] - 207:15 college [1] - 101:17</p>
--	---	--	--	---

<p>colloquial [1] - 202:16 color [3] - 16:18, 56:1, 111:12 coloring [1] - 112:3 colors [3] - 112:16, 126:16, 173:7 combination [2] - 122:8, 158:6 combining [1] - 78:13 comfortable [3] - 77:3, 85:8, 194:1 coming [15] - 5:17, 8:1, 44:18, 55:15, 57:19, 72:10, 116:7, 118:19, 119:3, 119:6, 128:5, 174:6, 179:15, 188:16, 213:15 commencement [1] - 103:15 comment [14] - 25:16, 30:12, 30:13, 41:2, 42:16, 45:3, 69:18, 79:14, 138:13, 169:3, 175:11, 177:16, 186:14, 203:9 commented [1] - 49:6 comments [4] - 24:16, 179:17, 183:3, 203:5 commerce [1] - 143:8 commercial [23] - 57:19, 95:17, 115:15, 116:16, 117:15, 117:17, 125:13, 125:14, 125:15, 131:1, 131:2, 137:3, 156:16, 174:2, 174:19, 189:9, 189:13, 189:14, 193:13, 194:13, 194:15, 198:15, 198:17 Commission [1] - 217:15 Commissioner [1] - 50:14 commitment [4] - 19:17, 20:7, 26:11, 29:9 commitments [3] - 24:5, 24:11, 26:10 Committee [9] - 43:2, 44:7, 44:11, 58:9, 74:9, 75:13, 76:12, 78:6, 78:11 Common [6] - 96:13, 97:14, 101:5, 151:12, 153:1,</p>	<p>182:18 common [1] - 96:15 Commonwealth [3] - 143:10, 145:12, 209:9 COMMONWEALTH [1] - 217:2 communities [1] - 211:12 community [15] - 30:7, 95:1, 99:6, 100:4, 101:17, 104:15, 105:1, 106:12, 106:16, 107:11, 108:7, 110:19, 137:17, 158:19, 163:11 Community [5] - 1:12, 1:13, 2:3, 215:3, 215:8 commuter [3] - 91:13, 121:16, 193:6 commuting [2] - 126:19, 127:4 companies [4] - 124:12, 190:1, 202:9, 202:11 Company [1] - 10:5 company [5] - 16:18, 126:2, 175:6, 175:8, 190:4 comparable [1] - 63:19 comparison [1] - 116:1 compete [1] - 198:17 competing [1] - 3:14 competition [1] - 3:17 complaint [4] - 34:4, 34:10, 34:13, 35:1 complaints [1] - 57:1 complete [3] - 141:13, 143:14, 214:9 COMPLETED [1] - 215:17 completed [28] - 95:6, 96:2, 96:3, 96:16, 97:1, 97:15, 97:18, 99:12, 99:14, 99:19, 100:12, 103:8, 103:13, 103:16, 104:11, 111:17, 112:1, 139:18, 140:9, 141:15, 175:16, 176:9, 176:15, 177:7, 177:10, 177:11, 215:6 completely [2] - 141:3, 178:5 completing [2] -</p>	<p>103:10, 141:11 completion [1] - 139:14 complicated [2] - 50:11, 181:8 complication [1] - 39:7 component [4] - 119:7, 130:14, 135:3, 151:2 comprehensive [3] - 6:8, 6:12, 25:15 compromises [1] - 80:18 computer [1] - 121:13 conceivably [1] - 67:18 concentration [1] - 172:15 concept [13] - 66:16, 77:19, 101:12, 101:13, 106:13, 108:2, 108:8, 109:4, 110:3, 162:6, 187:16, 188:9, 198:13 concepts [1] - 109:18 concern [14] - 46:5, 46:13, 48:17, 56:8, 57:6, 58:1, 70:3, 70:11, 132:15, 160:5, 185:13, 197:17, 198:5, 198:6 concerned [6] - 17:2, 77:16, 160:2, 185:4, 186:12, 190:19 concerns [5] - 4:9, 41:10, 61:12, 74:5, 184:14 Concord [1] - 2:10 Concord/Alewife [2] - 49:7, 61:9 concur [2] - 23:11, 29:15 condition [6] - 21:5, 36:13, 37:2, 37:6, 49:15, 58:11 conditions [9] - 11:11, 21:1, 21:2, 35:9, 36:2, 49:18, 50:5, 88:12, 91:7 condo [3] - 96:2, 126:3, 133:1 condominium [3] - 132:11, 133:6, 192:12 condominiums [2] - 132:9, 192:9 condos [3] - 96:3, 96:8, 132:16</p>	<p>conducting [1] - 12:2 confidence [1] - 96:9 confident [3] - 186:4, 203:14, 203:18 confirmation [1] - 7:1 confirmed [1] - 7:6 conform [2] - 59:12, 87:14 conforming [5] - 18:12, 31:2, 54:14, 54:17, 55:1 conformity [1] - 54:5 confuse [1] - 85:13 confused [4] - 11:15, 64:19, 84:17, 84:19 connect [2] - 48:18, 101:16 connecting [1] - 57:10 connection [10] - 49:9, 50:18, 97:16, 98:17, 101:14, 101:15, 102:5, 113:11, 140:9, 193:2 connections [2] - 49:12, 167:3 Connolly [3] - 1:11, 3:4, 10:2 CONNOLLY [18] - 159:8, 161:12, 161:16, 161:19, 162:4, 162:9, 162:19, 163:7, 164:8, 164:12, 165:7, 165:14, 166:10, 166:15, 167:14, 204:12, 205:18, 207:5 conscious [3] - 23:18, 160:13, 161:14 consensus [1] - 30:5 consequences [1] - 197:17 consideration [1] - 122:2 considered [5] - 49:18, 70:13, 144:12, 162:6, 162:11 consist [1] - 12:2 consistent [1] - 166:14 consistently [1] - 166:2 consisting [1] - 112:11 constantly [1] - 178:5 Constitution [1] - 19:15 constraining [1] -</p>	<p>194:8 constraints [1] - 168:8 constructed [2] - 26:6, 153:6 constructing [1] - 68:7 construction [8] - 91:17, 98:2, 99:8, 100:19, 149:13, 189:7, 190:11, 192:13 content [1] - 19:14 context [2] - 88:12, 205:8 continuance [1] - 8:10 continuation [1] - 6:19 continue [4] - 17:16, 82:18, 137:1, 140:19 continued [1] - 49:9 continues [1] - 108:7 contract [1] - 176:16 contractors [1] - 103:12 contracts [1] - 139:13 contradict [1] - 32:19 contrast [1] - 183:8 CONTROL [1] - 217:18 control [2] - 57:14, 70:19 controlled [1] - 140:14 controlling [1] - 71:13 controversy [2] - 212:1, 212:4 conventional [1] - 184:10 conversation [4] - 30:7, 170:3, 170:10, 171:4 Conversations [1] - 4:5 conversations [1] - 150:17 Converse [1] - 32:10 convey [1] - 82:14 convince [2] - 89:7, 194:7 convinced [3] - 81:6, 81:13, 82:1 cooking [2] - 180:7, 180:8 coordinate [1] - 206:3 coordination [1] - 99:4 copies [1] - 4:2 copy [2] - 109:13,</p>
--	---	---	---	---

<p>215:6 core [1] - 103:16 corner [6] - 33:6, 33:8, 100:17, 112:10, 141:5, 180:2 correct [8] - 13:11, 51:17, 52:11, 68:19, 83:18, 144:4, 152:18, 162:1 correction [1] - 216:5 corrections [2] - 215:12, 216:17 correctly [1] - 53:2 cost [1] - 141:12 Council [16] - 7:3, 28:7, 42:8, 42:13, 43:1, 45:4, 58:10, 81:5, 82:15, 84:15, 85:13, 95:3, 121:1, 138:4, 138:14 councillor [1] - 137:12 Councillors [1] - 42:9 counsel [1] - 138:18 count [3] - 84:11, 134:4, 192:12 counter [1] - 177:9 counting [2] - 145:3, 152:3 counts [1] - 31:13 couple [6] - 46:1, 76:4, 93:16, 105:10, 106:10, 139:13 course [12] - 64:4, 99:8, 119:19, 126:10, 140:7, 148:13, 186:6, 190:15, 201:11, 204:3, 205:15, 212:13 courthouse [2] - 5:19, 8:8 courtyard [1] - 31:12 cover [1] - 141:12 coverage [1] - 73:1 crazy [2] - 201:3, 201:4 create [9] - 41:14, 101:11, 107:9, 107:18, 109:16, 122:15, 148:6, 181:4, 197:2 created [3] - 97:7, 102:2, 200:17 creates [1] - 172:6 creating [4] - 102:19, 104:3, 121:16, 134:14 creation [2] - 105:14, 135:18</p>	<p>credit [1] - 23:9 cried [1] - 104:19 cries [1] - 137:5 cross [3] - 32:12, 179:13, 185:11 crossover [1] - 128:9 cubed [1] - 136:13 curious [1] - 72:15 current [17] - 43:10, 46:16, 54:2, 63:8, 64:8, 65:3, 65:6, 65:7, 66:13, 107:15, 115:17, 129:16, 139:8, 140:5, 155:15, 199:18 cut [2] - 50:3, 50:8 cut-through [2] - 50:3, 50:8</p> <hr/> <p style="text-align: center;">D</p> <hr/> <p>daily [1] - 116:4 DAN [20] - 10:14, 10:18, 11:3, 11:6, 12:6, 12:9, 12:12, 12:18, 13:12, 13:15, 14:8, 16:1, 16:16, 16:19, 18:3, 27:3, 30:18, 31:4, 36:17, 38:1 Dan [1] - 11:7 dark [1] - 113:2 darker [3] - 110:12, 111:16, 112:7 data [6] - 160:10, 167:4, 192:11, 207:10, 207:15, 207:18 date [7] - 6:5, 8:15, 8:16, 96:1, 97:18, 120:19, 216:6 DATE [1] - 216:1 days [1] - 154:14 daytime [1] - 193:18 DCR [4] - 152:4, 208:17, 209:9, 209:14 de [1] - 50:17 deal [5] - 47:8, 49:14, 99:3, 143:1, 143:2 dealing [1] - 184:8 deals [1] - 121:11 dealt [1] - 200:18 debate [1] - 44:9 debating [1] - 161:13 decent [1] - 108:8 decided [2] - 7:14, 40:6 decision [6] - 85:2, 89:4, 94:11, 160:13,</p>	<p>161:14, 172:7 decisions [4] - 85:17, 171:15, 186:2, 196:4 decrease [1] - 164:6 dedicate [1] - 108:5 dedicated [3] - 132:14, 151:16, 181:5 deeded [1] - 132:14 definitely [5] - 66:18, 122:14, 181:18, 182:5, 192:4 deleting [1] - 2:11 delicate [1] - 76:6 deliver [3] - 94:13, 149:11, 149:16 delivered [4] - 215:3, 215:7, 215:8, 215:10 demand [11] - 124:6, 124:7, 124:10, 128:19, 148:6, 184:16, 185:9, 193:17, 197:18, 202:4, 207:2 Demand [1] - 195:18 demands [5] - 124:16, 125:3, 126:9, 128:8, 148:18 demolition [2] - 78:14, 139:12 demonstrated [1] - 197:11 density [2] - 43:16, 48:5 department [1] - 86:6 Department [3] - 50:9, 215:4, 215:9 depth [2] - 50:12, 199:2 described [1] - 189:3 deserves [1] - 199:2 design [22] - 35:12, 42:5, 50:3, 58:6, 73:13, 74:1, 74:3, 74:14, 75:7, 77:5, 77:11, 78:17, 80:7, 80:16, 81:1, 81:7, 95:8, 100:11, 103:10, 105:1, 149:14, 183:8 designation [2] - 2:11, 2:12 designed [1] - 107:14 designing [1] - 159:17 designs [1] - 127:14 desire [2] - 58:18, 69:14 destination [1] -</p>	<p>108:10 detail [6] - 113:19, 126:8, 127:15, 131:12, 135:13, 198:11 detailed [3] - 118:12, 128:14, 129:4 details [2] - 106:11, 117:8 detrimental [1] - 49:1 develop [5] - 69:14, 71:11, 87:18, 101:9, 102:8 developed [7] - 46:15, 53:5, 54:3, 56:12, 68:15, 88:9, 94:9 developer [8] - 56:4, 73:4, 79:3, 80:4, 200:8, 205:4, 213:5, 213:7 developer's [2] - 79:14, 184:4 developers [2] - 79:6, 86:2 Development [5] - 1:12, 1:13, 2:3, 215:3, 215:8 development [30] - 4:10, 4:19, 10:10, 43:13, 43:17, 46:8, 46:15, 48:12, 49:19, 51:15, 53:18, 54:4, 54:13, 59:14, 65:3, 65:4, 65:6, 69:5, 91:6, 91:15, 93:9, 95:14, 97:2, 117:10, 137:5, 144:1, 161:7, 167:16, 170:7, 194:13 developments [3] - 46:6, 125:10, 203:13 difference [1] - 80:4 differences [1] - 111:12 different [13] - 27:9, 27:10, 42:10, 43:8, 79:5, 82:2, 95:4, 109:15, 130:13, 136:2, 171:19, 192:9, 204:16 difficult [9] - 35:13, 51:1, 51:6, 68:3, 87:10, 87:15, 88:4, 168:3 difficulty [3] - 24:19, 25:12, 66:11 diligently [2] - 119:13, 182:18 dimensional [1] - 15:7</p>	<p>dip [1] - 127:4 DIRECT [1] - 217:18 direction [1] - 183:14 DIRECTION [1] - 217:18 directions [1] - 12:15 directly [2] - 179:10, 179:11 director [3] - 50:13, 93:8, 117:10 disagree [1] - 204:4 discovered [7] - 165:6, 165:10, 179:1, 179:2, 182:15, 187:3 discuss [7] - 3:15, 48:15, 48:16, 49:5, 89:5, 91:11, 92:14 discussed [4] - 17:2, 41:9, 44:8, 50:12 discussion [9] - 7:12, 32:5, 37:15, 89:6, 90:6, 104:7, 167:13, 205:16, 206:2 discussions [5] - 17:1, 26:9, 40:10, 91:19, 159:10 disincentivize [1] - 46:17 displays [1] - 59:15 dispute [2] - 28:10, 212:8 disruptions [2] - 99:15, 99:16 distance [1] - 193:5 distinctive [2] - 109:9, 146:6 distribution [1] - 216:8 District [3] - 38:10, 123:2, 138:6 district [21] - 2:8, 2:14, 2:16, 2:17, 32:15, 41:19, 44:13, 67:14, 67:16, 119:10, 122:15, 122:19, 123:3, 123:13, 130:4, 130:7, 135:18, 138:17, 151:17, 190:13, 192:1 Districts [1] - 5:6 divide [2] - 156:8, 156:10 divvied [1] - 79:17 DO [1] - 216:5 DOES [1] - 217:17 dog [2] - 182:16, 183:2 dollar [1] - 71:10 dollars [1] - 184:6</p>
---	--	---	--	---

<p>domain [2] - 143:7, 143:12</p> <p>done [20] - 10:10, 27:19, 28:1, 28:5, 29:5, 50:8, 128:14, 137:19, 139:3, 140:11, 143:1, 143:2, 158:8, 160:19, 161:2, 166:3, 169:15, 176:16, 207:13, 207:15</p> <p>door [1] - 80:12</p> <p>DOUG [16] - 112:18, 113:16, 117:9, 128:6, 138:12, 144:16, 146:7, 150:16, 151:14, 152:18, 155:10, 157:12, 181:2, 182:15, 191:5, 210:13</p> <p>Doug [14] - 93:7, 114:17, 115:11, 117:7, 117:9, 135:19, 136:16, 138:10, 149:9, 149:17, 153:17, 154:8, 158:13, 191:2</p> <p>Doug's [1] - 114:1</p> <p>down [23] - 3:17, 15:18, 18:5, 19:3, 32:12, 32:14, 42:3, 46:19, 57:13, 67:5, 67:6, 67:8, 70:18, 78:3, 78:18, 106:15, 145:7, 151:11, 152:8, 156:11, 157:7, 158:2, 209:1</p> <p>downtown [3] - 94:4, 98:8, 206:19</p> <p>DPW [1] - 153:4</p> <p>draft [1] - 88:18</p> <p>drastically [1] - 207:3</p> <p>draw [4] - 134:15, 145:14, 145:15, 150:4</p> <p>drawing [1] - 175:14</p> <p>drawings [1] - 177:6</p> <p>drew [1] - 211:17</p> <p>dribble [1] - 26:4</p> <p>drive [6] - 134:16, 134:17, 159:15, 159:16, 160:14, 178:13</p> <p>Drive [3] - 5:1, 147:14, 147:15</p> <p>driven [2] - 159:18, 167:16</p> <p>drivers [2] - 140:12</p>	<p>driving [2] - 163:13, 168:4</p> <p>drop [4] - 54:10, 127:9, 131:13, 131:16</p> <p>dropped [1] - 178:10</p> <p>drops [1] - 127:17</p> <p>duck [1] - 178:1</p> <p>due [2] - 6:2, 11:11</p> <p>during [9] - 22:10, 124:7, 124:8, 124:10, 127:9, 130:12, 140:6, 190:15, 201:11</p> <p>dwelling [7] - 2:13, 44:3, 44:15, 46:18, 47:15, 53:10, 148:4</p> <p>dwellings [2] - 2:16</p> <p>déjà [1] - 70:1</p> <p style="text-align: center;">E</p> <p>Earhart [1] - 97:6</p> <p>early [6] - 14:2, 106:14, 108:12, 154:14, 165:16, 198:6</p> <p>earnest [1] - 139:15</p> <p>easier [2] - 131:1, 131:9</p> <p>easily [1] - 179:7</p> <p>East [14] - 3:15, 7:4, 10:16, 40:11, 61:3, 136:9, 136:10, 137:7, 137:16, 148:5, 164:14, 164:18, 182:17, 193:14</p> <p>east [1] - 2:10</p> <p>easy [2] - 17:18, 173:3</p> <p>echo [1] - 45:13</p> <p>echos [1] - 205:15</p> <p>economic [1] - 69:9</p> <p>economics [1] - 184:18</p> <p>educating [1] - 24:7</p> <p>education [3] - 24:7, 176:4, 190:7</p> <p>EF [3] - 176:7, 176:8, 177:2</p> <p>effect [2] - 46:11, 46:12</p> <p>effective [2] - 81:14, 116:11</p> <p>effectively [1] - 190:17</p> <p>efficiencies [1] - 79:19</p> <p>efficient [1] - 194:10</p> <p>efficiently [2] -</p>	<p>169:17, 190:16</p> <p>effort [2] - 120:3, 209:5</p> <p>efforts [1] - 122:10</p> <p>eight [2] - 126:12, 127:8</p> <p>either [4] - 67:6, 80:6, 119:4, 153:18</p> <p>either/or [1] - 82:9</p> <p>elected [1] - 103:3</p> <p>elements [1] - 107:17</p> <p>eleven [2] - 157:14, 213:16</p> <p>Eliot [1] - 33:6</p> <p>elsewhere [1] - 197:19</p> <p>embrace [1] - 107:12</p> <p>embraced [2] - 103:2, 109:7</p> <p>embracing [1] - 190:11</p> <p>eminent [2] - 143:7, 143:12</p> <p>employees [1] - 126:2</p> <p>employees' [1] - 195:19</p> <p>employers [1] - 195:19</p> <p>empty [2] - 190:14, 213:11</p> <p>encompass [1] - 5:6</p> <p>encompasses [1] - 105:19</p> <p>encountering [1] - 73:14</p> <p>encourage [1] - 183:14</p> <p>end [12] - 7:18, 25:10, 44:10, 45:17, 48:7, 55:15, 116:2, 131:6, 133:1, 156:6, 157:9, 159:16</p> <p>End [1] - 179:7</p> <p>ending [1] - 80:17</p> <p>ending [1] - 157:6</p> <p>ends [1] - 158:3</p> <p>enforce [2] - 51:1, 51:2</p> <p>enforcing [1] - 34:1</p> <p>engaged [1] - 94:7</p> <p>engineers [1] - 200:10</p> <p>entire [5] - 2:8, 25:2, 42:14, 100:10, 167:16</p> <p>entirely [1] - 63:18</p> <p>entitled [1] - 25:6</p> <p>entitlement [1] - 31:6</p> <p>entity [2] - 122:6, 143:8</p> <p>entrance [6] - 13:13,</p>	<p>30:19, 102:10, 102:11, 102:16, 187:19</p> <p>entrances [1] - 131:7</p> <p>environmentally [1] - 23:18</p> <p>environments [2] - 125:17, 125:19</p> <p>envision [4] - 146:4, 150:12, 174:19, 182:5</p> <p>envisioned [3] - 110:7, 144:2, 149:7</p> <p>envisioning [1] - 145:1</p> <p>equipment [1] - 71:15</p> <p>ERRATA [3] - 215:1, 215:17, 216:3</p> <p>errata [1] - 216:6</p> <p>Errata [4] - 215:2, 215:5, 215:13, 216:7</p> <p>especially [8] - 18:5, 21:4, 23:2, 87:15, 162:5, 169:12, 185:8, 194:5</p> <p>essentially [5] - 28:10, 48:8, 50:1, 63:2, 133:11</p> <p>establishing [1] - 107:14</p> <p>estate [2] - 190:3</p> <p>estimation [1] - 74:10</p> <p>et [3] - 2:7, 5:4, 41:4</p> <p>etcetera [1] - 57:1</p> <p>evaluate [1] - 186:3</p> <p>evening [3] - 3:5, 55:7, 151:9</p> <p>events [2] - 3:14, 128:9</p> <p>eventually [3] - 153:3, 155:12, 156:3</p> <p>everywhere [1] - 32:16</p> <p>evolution [1] - 166:17</p> <p>evolve [2] - 157:4, 158:3</p> <p>exacerbating [1] - 185:14</p> <p>exact [2] - 8:16, 64:1</p> <p>exactly [5] - 16:19, 30:4, 92:13, 205:19, 211:2</p> <p>example [9] - 18:9, 59:6, 71:3, 112:5, 121:4, 124:5, 125:11, 137:3, 175:16</p> <p>examples [1] - 23:19</p> <p>exceed [2] - 204:19, 205:14</p>	<p>exceeds [4] - 14:17, 184:17, 185:9, 197:18</p> <p>excellent [2] - 81:8, 169:14</p> <p>exception [1] - 216:16</p> <p>except [1] - 137:13</p> <p>excess [1] - 53:3</p> <p>exchange [2] - 143:18, 203:17</p> <p>excited [7] - 108:1, 115:6, 118:15, 120:4, 139:1, 191:19, 207:10</p> <p>exciting [1] - 207:16</p> <p>excuse [3] - 14:19, 21:11, 50:7</p> <p>executives [1] - 202:18</p> <p>exist [8] - 38:8, 85:14, 87:10, 156:7, 158:15, 158:16, 158:17</p> <p>existing [18] - 2:17, 38:14, 38:19, 39:8, 54:4, 54:17, 60:1, 78:14, 111:11, 112:6, 112:7, 115:16, 120:5, 140:3, 140:5, 176:4, 176:5, 185:12</p> <p>exists [1] - 213:19</p> <p>expands [1] - 151:15</p> <p>expansion [2] - 54:19, 139:9</p> <p>expect [3] - 6:3, 6:5, 104:1</p> <p>expectation [2] - 88:6, 170:16</p> <p>expectations [2] - 116:6, 125:18</p> <p>expensive [1] - 181:5</p> <p>experience [2] - 120:1, 197:4</p> <p>expertise [1] - 170:5</p> <p>expiration [1] - 6:2</p> <p>expires [1] - 8:16</p> <p>Expires [1] - 217:15</p> <p>expiring [1] - 42:13</p> <p>explained [2] - 58:4, 65:7</p> <p>exploring [2] - 7:6, 7:7</p> <p>express [2] - 175:14, 197:18</p> <p>expressed [2] - 42:17, 74:2</p> <p>expressing [1] - 25:12</p> <p>extend [1] - 5:5</p> <p>extended [2] - 8:19,</p>
--	---	---	---	--

<p>193:4 extension [3] - 6:2, 6:5, 118:19 Extension [1] - 143:5 extensively [2] - 95:1, 104:10 extent [5] - 164:9, 164:13, 185:9, 185:10, 197:13 extra [2] - 67:3, 187:9 extract [1] - 24:12 extremely [1] - 160:1 eye [2] - 7:8, 102:9 eyesore [1] - 33:18 EZ [1] - 193:11</p>	<p>fare [1] - 57:9 farthest [1] - 141:5 fast [1] - 119:1 favor [9] - 9:16, 9:19, 37:16, 37:19, 61:8, 76:10, 78:11, 81:11, 90:11 favorable [1] - 35:11 fear [1] - 51:14 fears [1] - 205:11 features [1] - 29:1 federal [1] - 140:14 Feds [1] - 141:12 feelings [1] - 77:15 feet [64] - 2:13, 2:14, 2:15, 11:10, 11:18, 14:14, 14:17, 15:1, 16:7, 16:11, 38:12, 44:4, 46:3, 46:4, 47:1, 47:4, 53:4, 63:4, 63:6, 63:11, 63:12, 63:18, 66:6, 66:18, 66:19, 67:2, 67:15, 70:5, 73:6, 79:16, 79:17, 83:12, 95:13, 95:15, 95:17, 100:14, 109:6, 110:8, 110:9, 110:17, 111:3, 111:6, 111:8, 113:2, 113:10, 114:3, 114:13, 117:16, 117:18, 121:10, 125:12, 130:16, 133:15, 134:2, 134:11, 135:16, 135:17, 148:3, 148:12, 157:7, 162:12, 165:19, 194:12 felt [2] - 30:1, 170:11 fetched [1] - 78:1 few [9] - 34:15, 59:16, 70:12, 79:1, 91:7, 103:7, 183:3, 205:16, 213:17 fewer [2] - 67:10, 194:15 fields [1] - 209:3 fighting [1] - 212:11 figure [1] - 211:9 figured [1] - 208:2 file [7] - 34:4, 35:1, 42:14, 57:1, 135:14, 189:1, 189:2 filed [3] - 34:10, 34:13, 40:16 filing [1] - 137:9 fill [1] - 113:16 filtering [1] - 172:9 final [5] - 48:13,</p>	<p>96:15, 138:9, 141:14, 141:17 fine [4] - 32:6, 39:15, 109:12, 142:8 fire [1] - 181:1 firm [1] - 94:1 First [3] - 10:10, 19:14, 168:5 first [27] - 2:13, 3:7, 10:19, 13:16, 23:13, 24:17, 47:2, 56:13, 90:19, 93:14, 95:8, 101:4, 101:17, 106:14, 123:16, 135:11, 137:19, 139:8, 141:1, 141:7, 150:3, 163:14, 173:2, 176:1, 183:4, 187:7, 188:8 fit [2] - 42:5, 77:9 Fitchburg [1] - 143:16 fits [1] - 42:6 five [7] - 96:14, 110:16, 126:17, 151:10, 166:4, 168:6, 195:2 fix [1] - 114:10 Flaherty [1] - 5:4 flexibility [2] - 191:12, 197:3 flexible [1] - 199:15 floor [12] - 15:5, 15:17, 16:6, 23:14, 38:7, 59:6, 73:2, 100:15, 150:3, 157:17, 175:1 floors [1] - 115:1 focus [3] - 110:2, 118:16, 172:7 focused [1] - 111:3 focussed [2] - 108:12, 123:10 folks [12] - 94:11, 95:5, 96:7, 96:17, 102:12, 103:14, 103:19, 138:3, 186:3, 190:6, 193:9, 199:12 follow [2] - 31:19, 94:13 followed [1] - 138:4 following [1] - 9:4 follows [1] - 31:16 food [3] - 146:4, 150:2, 182:13 Food [2] - 147:17, 148:8 Food-ish [1] - 147:17 Foods [9] - 147:9, 147:10, 148:7, 148:11, 149:1,</p>	<p>164:4, 178:7, 178:12, 186:10 foolish [1] - 214:6 foot [8] - 62:15, 69:1, 108:14, 114:5, 136:4, 146:16, 147:2, 183:7 footage [11] - 67:4, 95:13, 113:8, 115:13, 115:15, 115:16, 116:14, 116:19, 117:16, 145:4, 160:4 foothold [1] - 97:3 footprints [1] - 158:12 FOR [1] - 1:2 foregoing [1] - 216:16 FOREGOING [1] - 217:17 forget [1] - 8:16 form [3] - 43:17, 44:12, 96:15 format [1] - 21:7 forth [5] - 86:4, 106:17, 166:9, 173:16, 217:8 fortunate [1] - 87:8 forward [7] - 25:18, 60:11, 64:6, 84:14, 95:3, 160:8, 187:11 Foundation [3] - 2:5, 10:5, 11:8 foundation [1] - 103:15 four [10] - 56:15, 65:2, 67:18, 84:9, 84:12, 165:9, 166:4, 166:13, 172:19, 182:18 fragile [1] - 45:13 framed [2] - 19:8, 179:8 frankly [5] - 73:4, 75:1, 105:1, 163:11, 201:10 free [1] - 203:17 freestanding [3] - 18:12, 18:19, 31:2 frequent [2] - 56:19, 72:2 frequently [2] - 26:2, 26:5 Friday [1] - 124:8 friendly [2] - 100:1, 106:5 front [9] - 4:2, 12:14, 26:9, 51:19, 98:19, 102:2, 121:18, 137:6, 137:15 frontage [2] - 68:3, 69:2</p>	<p>full [5] - 33:9, 33:15, 119:19, 138:19, 207:1 fully [3] - 53:5, 54:5, 211:3 funded [3] - 141:3, 141:9, 141:18 furious [1] - 119:1 future [12] - 4:11, 17:7, 17:8, 26:2, 26:9, 29:12, 53:18, 55:17, 129:6, 132:7, 156:4, 185:19</p>
F				G
<p>fabric [3] - 49:1, 76:7, 208:5 facade [1] - 11:11 face [6] - 18:11, 18:15, 18:16, 18:17, 23:2, 189:13 faces [1] - 117:12 facility [2] - 103:2, 182:12 facing [1] - 12:5 fact [8] - 23:3, 71:7, 72:19, 98:5, 98:10, 185:9, 185:10, 197:4 facto [1] - 50:17 factor [2] - 101:19, 163:13 factors [2] - 29:8, 29:10 factory [1] - 123:5 facts [2] - 34:15, 89:15 factual [1] - 196:12 fairly [2] - 159:10, 189:11 fall [3] - 103:9, 103:14, 210:15 familiar [2] - 123:15, 164:18 families [1] - 46:10 family [21] - 2:16, 38:15, 41:18, 43:14, 46:2, 46:9, 47:9, 53:7, 53:12, 59:2, 61:6, 63:15, 65:10, 65:16, 65:17, 68:11, 68:16, 69:7, 69:8, 173:10 far [9] - 66:15, 78:1, 86:1, 97:5, 101:5, 101:9, 113:1, 136:17, 138:17</p>	<p>gained [1] - 73:5 Galleria [2] - 109:12, 134:15 galling [1] - 105:9 garage [16] - 108:18, 121:15, 130:12, 131:3, 134:7, 156:4, 157:1, 158:1, 187:5, 187:19, 190:15, 201:8, 206:18, 207:1, 213:13 garages [6] - 126:1, 130:18, 131:5, 156:15, 174:3, 174:15 gather [1] - 182:13 gathering [1] - 89:15 gears [2] - 119:10, 181:9 general [4] - 66:16, 183:4, 198:6, 204:6 GENERAL [3] - 1:3, 2:2, 2:18 General [2] - 5:9, 6:6 generated [1] - 125:7 generation [5] - 96:8, 115:12, 118:7, 160:4, 160:16 gentleman [1] - 24:11 germane [1] - 35:10 Gilmore [6] - 101:14, 102:5, 113:11, 148:10, 193:2, 208:12 given [3] - 50:18, 110:16, 117:14 glad [1] - 85:19 glass [8] - 23:17, 33:9, 33:10, 33:14, 33:16, 123:5, 176:9 global [1] - 80:14 go-around [1] - 41:3 goal [1] - 77:13 gonna [1] - 113:19</p>			

<p>gosh [2] - 184:5, 186:7</p> <p>gotcha [1] - 162:3</p> <p>Government [1] - 5:13</p> <p>Gown [1] - 7:13</p> <p>grade [4] - 121:15, 122:8, 122:9, 158:1</p> <p>grand [2] - 102:10, 102:16</p> <p>granite [1] - 102:13</p> <p>granted [2] - 25:8, 91:5</p> <p>graph [2] - 153:18, 153:19</p> <p>grapple [1] - 185:18</p> <p>gravitate [2] - 133:3, 133:5</p> <p>great [24] - 35:4, 52:3, 97:9, 98:6, 99:3, 102:7, 102:18, 104:3, 117:12, 120:1, 120:2, 127:13, 144:3, 150:10, 173:3, 176:13, 179:4, 180:15, 182:7, 182:13, 182:14, 183:14, 190:9, 204:8</p> <p>greater [2] - 54:4, 54:15</p> <p>Green [7] - 99:4, 99:8, 105:11, 105:15, 119:4, 143:5, 193:3</p> <p>green [13] - 16:15, 32:16, 59:1, 59:5, 59:8, 70:4, 70:6, 70:8, 97:4, 97:13, 101:13, 102:14, 118:18</p> <p>groceries [3] - 161:10, 162:18, 166:8</p> <p>grocery [21] - 108:8, 108:14, 108:18, 111:3, 114:5, 133:19, 134:5, 135:17, 146:17, 161:10, 162:6, 162:13, 163:18, 165:12, 165:18, 166:7, 168:5, 170:10, 171:6, 182:2, 182:3</p> <p>Groll [1] - 119:17</p> <p>grooming [1] - 182:11</p> <p>ground [4] - 11:11, 15:2, 15:3, 100:15</p> <p>grounded [1] - 109:10</p> <p>group [3] - 94:8,</p>	<p>105:2, 159:1</p> <p>Group [3] - 92:12, 94:1, 117:10</p> <p>groups [1] - 186:18</p> <p>guess [20] - 17:12, 34:14, 44:9, 51:12, 66:7, 68:10, 68:19, 70:3, 70:15, 90:1, 153:11, 160:7, 167:12, 185:16, 186:2, 186:13, 190:8, 196:19</p> <p>gun [1] - 22:18</p> <p>guy [1] - 213:15</p> <p>guys [8] - 118:11, 121:12, 128:5, 129:17, 133:7, 133:9, 188:14</p> <hr/> <p style="text-align: center;">H</p> <hr/> <p>H.T [1] - 10:1</p> <p>habitable [1] - 38:9</p> <p>habits [1] - 116:7</p> <p>half [5] - 48:4, 157:1, 157:2, 157:17, 186:7</p> <p>Hall [1] - 1:6</p> <p>hammer [1] - 176:16</p> <p>hand [6] - 70:7, 83:16, 200:15, 200:18, 217:11</p> <p>handicapped [1] - 155:17</p> <p>handle [1] - 180:6</p> <p>handles [1] - 71:1</p> <p>handling [1] - 180:6</p> <p>handouts [1] - 11:4</p> <p>Hands [2] - 84:3, 84:8</p> <p>hands [4] - 9:17, 37:17, 61:11, 90:9</p> <p>happy [6] - 27:1, 27:5, 107:12, 138:10, 172:18, 199:3</p> <p>harbor [1] - 178:17</p> <p>hard [3] - 104:16, 126:15, 175:6</p> <p>hardly [2] - 59:4, 59:8</p> <p>Harvard [2] - 5:12, 33:5</p> <p>haul [1] - 193:15</p> <p>HAWKINSON [2] - 8:17, 92:8</p> <p>Haymarket [2] - 145:8, 145:13</p> <p>head [2] - 158:5, 194:12</p> <p>heading [1] - 97:4</p> <p>headroom [1] - 38:18</p> <p>Healy [1] - 212:7</p>	<p>hear [5] - 4:7, 5:12, 22:2, 117:6, 163:11</p> <p>heard [2] - 62:1, 174:14</p> <p>hearing [12] - 5:3, 5:15, 8:12, 21:13, 22:6, 40:15, 43:3, 60:16, 75:4, 77:4, 78:5, 138:1</p> <p>HEARING [2] - 1:3, 2:7</p> <p>hearings [2] - 4:17, 49:6</p> <p>heart [1] - 185:5</p> <p>heat [1] - 86:19</p> <p>height [10] - 11:9, 11:10, 14:17, 15:8, 17:10, 26:12, 31:17, 35:18, 39:4, 39:5</p> <p>held [3] - 7:4, 7:8, 58:9</p> <p>hell [1] - 211:17</p> <p>hello [1] - 11:6</p> <p>helped [1] - 94:13</p> <p>helpful [1] - 45:18</p> <p>helping [3] - 24:13, 89:15, 102:7</p> <p>helps [1] - 190:12</p> <p>hereby [1] - 216:17</p> <p>hereinbefore [1] - 217:8</p> <p>hereunto [1] - 217:10</p> <p>hiatus [2] - 94:18, 168:19</p> <p>high [2] - 58:1, 169:10</p> <p>higher [3] - 48:5, 160:4, 160:15</p> <p>Highlands [2] - 2:9, 41:7</p> <p>highway [1] - 185:11</p> <p>Highway [3] - 106:2, 150:7, 214:2</p> <p>hold [2] - 127:8, 128:11</p> <p>holding [1] - 6:18</p> <p>home [6] - 47:9, 53:12, 63:15, 96:6, 126:18, 213:15</p> <p>homes [4] - 46:2, 53:7, 59:2, 172:10</p> <p>honest [1] - 158:4</p> <p>honestly [1] - 86:6</p> <p>hope [6] - 61:12, 100:15, 109:16, 136:7, 137:18, 209:13</p> <p>hopeful [3] - 203:9, 203:14, 204:2</p> <p>hopefully [4] - 60:19, 106:3, 144:8, 144:13</p>	<p>hoping [2] - 55:16, 107:3</p> <p>horizontal [1] - 16:4</p> <p>hose [1] - 103:5</p> <p>host [2] - 119:17, 137:19</p> <p>hotel [7] - 117:19, 126:15, 126:16, 149:4, 149:6, 149:8, 149:19</p> <p>hour [2] - 116:3, 168:2</p> <p>house [6] - 38:19, 56:2, 56:7, 56:9, 65:10, 173:12</p> <p>houses [1] - 212:15</p> <p>housing [1] - 48:6</p> <p>Housing [1] - 6:9</p> <p>huge [9] - 23:9, 32:10, 59:9, 129:3, 135:3, 169:2, 193:3, 193:4, 195:5</p> <p>HUGH [115] - 3:5, 9:2, 9:9, 9:12, 9:15, 9:18, 12:4, 12:7, 12:10, 12:17, 15:16, 19:13, 19:18, 20:2, 20:8, 20:11, 20:16, 21:2, 21:12, 21:17, 22:5, 22:13, 23:10, 24:3, 26:16, 26:19, 28:4, 28:9, 29:14, 30:11, 31:5, 31:9, 31:14, 32:3, 33:13, 34:3, 34:8, 34:14, 35:4, 36:3, 37:9, 37:13, 37:15, 37:18, 38:2, 39:19, 40:13, 45:7, 51:11, 51:18, 55:3, 60:4, 60:8, 61:13, 61:15, 61:18, 62:9, 62:14, 63:5, 63:7, 64:18, 65:9, 65:14, 66:1, 68:2, 69:10, 74:6, 78:10, 81:4, 82:10, 82:13, 83:3, 83:9, 83:19, 84:4, 84:9, 84:13, 84:18, 85:15, 87:2, 88:5, 89:2, 89:17, 89:19, 90:5, 90:8, 90:10, 90:16, 90:18, 92:3, 117:5, 139:4, 145:19, 147:11, 157:11, 165:1, 167:12, 167:15, 172:3, 172:14, 179:16, 180:18, 186:13, 188:7, 188:11, 194:11, 195:14, 199:16, 203:6, 211:16,</p>	<p>212:6, 212:11, 212:17, 213:2, 214:12</p> <p>Hugh [14] - 1:8, 3:2, 26:17, 28:1, 32:2, 33:2, 34:13, 64:10, 79:13, 82:3, 188:5, 195:12, 199:6, 212:19</p> <p>hugs [1] - 204:5</p> <p>hundred [1] - 195:2</p> <p>HYM [3] - 92:12, 93:19, 117:9</p> <p style="text-align: center;">I</p> <hr/> <p>i-cubed [1] - 136:13</p> <p>IB-2 [1] - 56:15</p> <p>idea [35] - 4:5, 42:2, 47:4, 66:15, 75:13, 81:8, 81:19, 82:2, 83:11, 83:15, 84:7, 84:10, 109:19, 123:18, 124:3, 124:13, 124:15, 124:16, 125:1, 125:7, 127:10, 127:12, 130:6, 133:2, 151:4, 151:15, 159:11, 162:10, 163:9, 176:13, 178:14, 178:15, 190:10, 201:5, 214:6</p> <p>ideal [2] - 126:4, 213:12</p> <p>ideas [1] - 196:11</p> <p>illuminate [1] - 17:8</p> <p>illuminated [3] - 14:15, 29:2, 32:1</p> <p>illumination [2] - 14:16, 18:14</p> <p>imagine [2] - 211:8, 211:10</p> <p>immediately [1] - 103:10</p> <p>impact [9] - 29:3, 47:12, 53:11, 54:15, 64:11, 77:1, 81:9, 81:11, 157:4</p> <p>impacting [1] - 59:19</p> <p>impacts [2] - 43:8, 171:19</p> <p>implement [1] - 44:13</p> <p>implications [1] - 54:6</p> <p>important [27] - 35:10, 80:17, 101:7, 101:19, 106:8, 106:10, 113:12, 114:9, 122:2, 125:5,</p>
---	--	--	---	---

<p>125:9, 129:19, 130:14, 131:10, 131:13, 131:17, 132:4, 132:17, 133:12, 133:14, 135:1, 139:2, 151:2, 155:14, 157:4, 161:8, 181:9 impression [2] - 159:14, 160:14 improve [1] - 75:8 improvements [1] - 105:16 IN [1] - 217:10 inaudible [5] - 99:3, 100:10, 133:5, 136:5, 155:16 INC [1] - 1:17 incentive [2] - 47:6, 78:19 inclined [1] - 196:19 include [6] - 14:8, 26:3, 26:11, 123:7, 123:8 included [4] - 13:1, 30:7, 114:19, 123:5 includes [1] - 80:19 including [3] - 24:4, 24:10, 100:15 incorporate [1] - 172:17 incorporated [1] - 156:4 increase [14] - 2:13, 2:15, 2:15, 44:2, 44:14, 62:5, 111:7, 113:16, 114:2, 114:4, 115:13, 116:3, 116:4, 135:15 increased [4] - 53:9, 53:10, 157:13, 159:2 increases [1] - 69:16 increasing [4] - 58:12, 62:14, 70:5, 111:5 incredible [3] - 28:12, 152:5, 194:4 incremental [1] - 157:3 Index [1] - 2:19 indicate [1] - 215:12 indication [1] - 176:1 individual [5] - 109:4, 124:18, 125:3, 126:10, 205:13 industrial [4] - 57:10, 71:15, 76:2, 210:17 Industry [1] - 48:4 inform [1] - 4:9</p>	<p>information [8] - 5:8, 6:13, 82:16, 120:11, 168:15, 196:4, 196:9, 203:17 infrastructure [4] - 99:11, 99:13, 136:15, 137:6 inhabit [1] - 13:9 initial [2] - 26:3, 154:7 inner [1] - 203:19 innovation [1] - 32:15 inside [2] - 39:5, 181:1 inspection [1] - 34:18 Inspectional [1] - 56:19 Inspector [1] - 34:5 instance [1] - 186:9 instead [2] - 23:7, 157:6 institutions [1] - 7:17 INSTRUCTIONS [3] - 215:1, 215:11, 216:4 instructions [1] - 216:8 intactness [1] - 181:1 integrated [1] - 208:3 intended [1] - 35:14 intensity [1] - 172:16 intent [2] - 146:18, 150:18 intentions [1] - 26:1 interest [3] - 42:10, 61:10, 213:4 interested [5] - 42:8, 134:6, 134:12, 163:10, 217:6 interesting [4] - 83:7, 163:8, 163:9, 168:17 interests [2] - 74:5, 213:4 interm [1] - 155:12 internal [1] - 18:14 internally [3] - 14:15, 32:1, 174:6 interrupt [2] - 111:9, 188:6 intersections [1] - 153:18 interstate [1] - 143:8 intervene [1] - 167:13 introduce [3] - 114:17, 115:10, 198:13 investing [1] - 180:11 investment [2] - 96:12, 129:6 Investment [3] - 92:12, 94:1, 117:10</p>	<p>investor [1] - 192:5 investors [3] - 94:8, 132:7, 194:7 Ipson [2] - 40:4, 40:6 iron [4] - 100:18, 180:1, 180:19, 181:6 irregular [1] - 65:2 ish [1] - 147:17 island [1] - 185:7 issue [21] - 8:8, 36:16, 45:11, 49:17, 50:2, 50:11, 54:14, 57:8, 75:7, 77:6, 77:11, 80:6, 88:11, 88:19, 166:11, 183:18, 185:3, 185:16, 189:13, 192:4, 197:16 issued [2] - 88:1, 88:2 issues [9] - 4:9, 22:1, 27:7, 51:5, 56:7, 56:18, 74:2, 86:14, 99:7 item [5] - 3:7, 9:2, 40:14, 90:13, 138:14 items [1] - 172:19 itself [10] - 14:14, 24:18, 38:11, 44:17, 44:18, 107:7, 122:1, 208:5, 215:14, 216:6</p> <p style="text-align: center;">J</p> <p>jammed [1] - 178:5 Jeff [22] - 1:14, 2:2, 3:8, 8:6, 40:16, 45:8, 48:13, 50:7, 52:8, 52:16, 52:19, 58:4, 62:17, 63:10, 66:2, 67:12, 85:16, 88:11, 90:19, 92:5, 92:13, 119:16 JEFF [27] - 3:10, 8:11, 8:14, 8:18, 40:18, 45:16, 47:19, 49:4, 50:10, 52:12, 53:14, 62:18, 63:14, 64:9, 65:5, 65:12, 65:15, 66:4, 66:10, 67:15, 68:1, 68:4, 68:13, 69:4, 87:6, 88:16, 91:2 Jefferson [1] - 6:9 jersey [9] - 57:11, 57:12, 57:14, 57:16, 57:18, 70:17, 71:14, 71:18, 86:2 job [2] - 102:7, 213:1</p>	<p>Joe's [3] - 147:3, 147:8, 147:19 JOHN [9] - 8:17, 55:7, 62:8, 70:19, 72:1, 72:6, 76:13, 89:18, 92:8 John [3] - 2:7, 60:17, 89:12 Johnny's [1] - 148:8 joint [3] - 120:2, 123:17, 194:4 jointly [1] - 128:17 journey [1] - 55:16 judgment [1] - 74:4 July [6] - 6:14, 6:15, 6:16, 6:17, 138:1 jump [1] - 179:13 jumped [1] - 22:18 June [11] - 1:4, 4:16, 5:9, 6:1, 6:6, 8:7, 8:17, 136:8, 137:17, 137:19, 217:11</p> <p style="text-align: center;">K</p> <p>keep [4] - 7:8, 29:12, 44:1, 117:8 keeping [1] - 146:17 keeps [1] - 191:11 Kendall [7] - 3:16, 121:3, 129:17, 169:13, 184:10, 193:8, 196:5 Kennedy [1] - 5:13 key [9] - 100:2, 101:6, 110:18, 119:7, 121:7, 130:2, 130:13, 138:7, 167:19 Keyword [1] - 2:19 kids [1] - 58:2 kind [35] - 13:3, 14:4, 27:6, 30:4, 48:8, 52:1, 59:13, 72:13, 82:8, 97:4, 97:7, 105:13, 106:19, 109:14, 115:2, 115:7, 117:13, 118:19, 126:9, 126:18, 127:6, 127:8, 134:18, 135:9, 156:2, 157:2, 162:14, 168:17, 170:14, 193:18, 196:16, 199:13, 200:14, 207:7, 210:5 kinds [6] - 87:4, 87:8, 171:13, 171:19, 182:12, 202:13 kitchens [1] - 80:1</p>	<p>knowing [1] - 134:6 knowledge [1] - 217:9 known [3] - 98:19, 189:12, 211:14</p> <p style="text-align: center;">L</p> <p>lab [5] - 118:1, 118:3, 127:6, 127:16, 128:1 labeled [1] - 63:11 labelled [2] - 65:6, 65:17 labs [1] - 12:2 lack [2] - 51:4, 196:1 laid [1] - 109:1 Land [1] - 102:6 landlord [8] - 11:13, 13:4, 15:10, 17:15, 18:1, 26:11, 26:13, 36:19 landlord's [1] - 17:9 lands [1] - 208:12 landscape [1] - 157:10 lanes [1] - 97:15 language [2] - 55:12, 55:13 large [5] - 31:3, 47:10, 47:18, 47:19, 133:9 larger [21] - 12:14, 44:4, 46:3, 46:15, 46:18, 48:11, 53:13, 63:11, 64:4, 67:8, 67:10, 67:13, 73:9, 121:15, 123:2, 123:18, 125:19, 147:8, 156:15, 175:1, 204:1 largest [2] - 81:9, 182:16 last [29] - 7:13, 21:14, 24:10, 41:13, 42:19, 52:9, 58:4, 58:10, 70:16, 77:4, 78:5, 90:13, 92:18, 93:2, 97:19, 109:13, 114:16, 124:2, 153:11, 157:13, 158:8, 166:13, 176:6, 177:16, 206:9, 208:10, 210:15 Law [1] - 23:4 law [1] - 64:8 Lawson [1] - 217:3 lawyers [2] - 138:18, 212:3 layer [1] - 45:10 laymen's [1] - 123:13 layout [1] - 45:19</p>
--	---	---	---	--

lead [2] - 104:7, 122:16
leads [1] - 125:2
leap [1] - 181:5
learn [1] - 196:7
learned [3] - 169:2, 169:7, 170:2
learning [2] - 172:12, 172:18
lease [1] - 134:5
least [6] - 85:1, 111:1, 132:16, 134:7, 211:5, 213:12
leave [2] - 17:4, 61:11
leaves [1] - 191:11
leaving [2] - 127:1, 127:5
Lechmere [6] - 99:18, 107:16, 107:17, 139:15, 139:18, 141:8
left [5] - 59:16, 97:2, 112:10, 167:19, 207:14
legal [4] - 36:15, 51:9, 70:15, 75:3
legislation [1] - 28:16
lender [2] - 192:6, 192:12
lenders [2] - 132:6, 213:9
less [12] - 18:17, 63:4, 63:12, 66:18, 72:2, 121:2, 121:4, 125:4, 129:14, 132:5, 133:1, 157:17
lesser [1] - 201:18
letter [6] - 17:15, 29:18, 35:6, 36:17, 36:18
letters [1] - 19:4
level [1] - 94:6
levels [1] - 190:7
leverage [1] - 88:3
License [1] - 217:14
life [2] - 93:4, 172:6
lifted [2] - 72:8, 72:9
lifts [1] - 71:3
light [3] - 21:4, 118:18, 170:1
likely [1] - 200:6
limit [1] - 14:17
limited [3] - 48:3, 151:10, 162:12
line [7] - 15:6, 16:6, 65:13, 83:14, 211:13, 211:14, 211:18
Line [12] - 99:4, 99:8, 101:16, 105:11, 105:15, 119:4,

143:5, 143:17, 175:9, 192:17, 192:18, 193:3
LINE [1] - 216:9
lines [1] - 126:14
listening [5] - 3:18, 35:15, 76:14, 104:15, 168:11
Listening [1] - 4:4
lit [1] - 23:3
live [6] - 52:7, 56:1, 60:14, 61:5, 164:10, 166:3
liveable [1] - 75:17
living [1] - 162:17
LIZA [35] - 9:6, 10:3, 10:15, 10:19, 11:5, 14:13, 15:2, 15:5, 15:12, 15:15, 15:19, 16:5, 16:10, 16:13, 18:4, 19:2, 19:11, 30:10, 31:1, 31:7, 31:11, 34:4, 34:17, 35:16, 36:1, 36:7, 38:3, 39:5, 39:14, 39:16, 40:1, 40:4, 40:6, 60:6, 90:14
Liza [5] - 1:14, 35:2, 39:3, 40:2, 85:16
Liza's [1] - 7:7
load [1] - 166:8
local [2] - 29:4, 94:1
locale [1] - 78:2
located [5] - 2:9, 97:9, 98:18, 101:4, 108:9
location [8] - 7:4, 7:5, 23:16, 35:13, 100:11, 107:11, 107:16, 184:13
locations [2] - 184:8, 198:3
logo [1] - 16:18
look [22] - 13:17, 27:12, 32:8, 33:5, 34:16, 38:4, 39:2, 39:17, 45:16, 53:4, 53:9, 55:19, 69:11, 86:9, 87:3, 111:13, 111:14, 121:8, 128:7, 168:8, 190:9, 196:13
looked [4] - 43:10, 54:12, 69:12, 198:1
looking [17] - 22:1, 25:13, 45:18, 48:6, 53:2, 68:10, 70:9, 111:12, 112:9, 119:3, 124:17, 124:19, 160:7, 168:9, 171:6, 186:10, 206:16

looks [4] - 33:10, 38:14, 45:19, 52:6
Loomis [10] - 48:16, 57:8, 60:15, 61:6, 61:7, 63:15, 63:16, 65:1, 76:7
loop [1] - 141:4
Lopez [2] - 38:5, 38:10
lose [1] - 157:17
losing [1] - 194:18
love [4] - 119:2, 178:14, 178:15, 209:15
low [8] - 52:10, 124:7, 124:11, 124:12, 124:13, 127:12, 160:6, 186:6
lower [6] - 15:6, 16:7, 16:9, 62:3, 125:2, 129:15

M

main [1] - 13:13
maintain [2] - 181:1, 182:19
Major [4] - 91:5, 91:8, 95:3, 95:18
major [2] - 97:11, 99:12
majority [2] - 12:1, 89:7
makers [1] - 94:11
Mall [1] - 109:12
manage [2] - 108:16, 152:19
managed [3] - 76:4, 123:18, 153:7
Management [1] - 195:18
Manager [1] - 1:12
managers [1] - 202:18
managing [2] - 57:16, 91:13
Manchester [1] - 143:18
mandate [1] - 86:8
Manz [2] - 93:7, 117:9
MANZ [16] - 112:18, 113:16, 117:9, 128:6, 138:12, 144:16, 146:7, 150:16, 151:14, 152:18, 155:10, 157:12, 181:2, 182:15, 191:5, 210:13
Map [1] - 2:8
map [9] - 45:17,

45:18, 55:19, 56:1, 59:8, 59:15, 65:7, 70:9, 111:13
margin [1] - 67:5
Marijuana [1] - 5:5
market [27] - 73:9, 96:10, 106:13, 106:18, 107:6, 107:19, 116:2, 142:4, 144:5, 144:8, 144:9, 144:10, 144:11, 144:17, 145:7, 145:8, 145:9, 145:17, 147:2, 148:7, 148:12, 148:19, 183:7, 189:11, 189:13, 197:13, 197:15
marketability [1] - 184:19
markets [1] - 148:14
markings [1] - 112:10
marks [2] - 215:14, 216:6
marriage [1] - 217:6
Marriott [1] - 3:17
mass [1] - 157:15
Massachusetts [3] - 1:7, 143:10, 145:12
MASSACHUSETTS [1] - 217:2
Master [2] - 4:3, 148:8
master [4] - 4:6, 94:17, 95:11, 104:12
match [1] - 205:1
matched [2] - 169:4, 171:8
matches [1] - 210:19
material [4] - 7:16, 88:18, 122:17, 129:8
materials [2] - 5:2
matter [3] - 198:5, 217:6, 217:7
matters [3] - 24:8, 99:4, 198:9
maximize [1] - 59:5
maximum [3] - 110:10, 132:1, 156:3
MBTA [6] - 91:13, 120:14, 141:10, 143:4, 143:14, 149:10
mean [31] - 19:18, 20:14, 22:9, 39:7, 54:18, 61:1, 70:14, 74:8, 79:6, 81:17, 82:5, 82:13, 82:15, 132:19, 133:3,

144:8, 144:11, 144:17, 155:4, 157:15, 160:12, 162:5, 166:17, 177:17, 184:5, 184:9, 186:5, 187:1, 189:6, 189:9, 202:6
meaning [1] - 101:18
MEANS [1] - 217:18
means [2] - 54:18, 156:12
meant [4] - 123:6, 146:19, 151:17, 155:11
mechanics [1] - 80:9
mechanism [3] - 81:13, 197:2, 197:7
meddling [1] - 80:8
Medical [1] - 5:5
Medicine [3] - 2:5, 10:5, 11:8
meet [7] - 19:12, 45:5, 68:3, 69:2, 91:10, 128:4, 137:11
meeting [17] - 3:6, 3:15, 4:16, 7:3, 7:8, 9:3, 21:14, 34:19, 40:11, 43:3, 58:5, 58:9, 106:15, 119:1, 119:19, 122:12, 200:8
Meeting [1] - 2:4
meetings [4] - 6:14, 8:1, 104:19, 166:2
member [1] - 38:4
Member [5] - 1:9, 1:9, 1:10, 1:10, 1:11
MEMBER [1] - 212:19
members [10] - 9:18, 37:18, 58:10, 84:5, 84:10, 90:10, 95:2, 119:17, 175:13, 214:16
Members [2] - 3:2, 55:8
memo [2] - 43:6, 118:12
Memorial [2] - 147:13, 147:15
mention [2] - 30:6, 136:12
mentioned [4] - 57:7, 180:1, 199:6
mercy [1] - 57:15
merged [1] - 46:14
message [1] - 20:12
metered [7] - 150:19, 151:11, 151:19, 152:7, 152:15, 153:9, 170:18
methodically [1] -

<p>118:13 mic [1] - 92:9 microphone [1] - 93:4 middle [3] - 15:11, 16:3, 178:4 midnight [1] - 126:14 might [25] - 7:8, 22:2, 25:18, 26:8, 31:15, 32:8, 52:1, 53:6, 54:7, 54:10, 54:15, 64:15, 68:2, 68:6, 83:6, 108:9, 123:15, 126:3, 134:17, 157:14, 157:17, 157:19, 158:2, 175:4, 196:11 migrated [1] - 107:5 Mike's [1] - 17:14 million [7] - 110:16, 111:7, 125:12, 125:13, 148:3, 184:6, 194:12 mind [1] - 29:12 minimize [1] - 99:16 minimum [9] - 2:15, 44:2, 44:15, 62:5, 67:16, 131:19, 144:14, 146:16, 192:5 minute [1] - 173:18 mistake [1] - 194:8 mixed [8] - 85:11, 93:17, 94:16, 116:8, 123:11, 125:10, 125:16, 146:19 mode [7] - 115:17, 160:10, 169:12, 171:10, 195:19, 196:4, 201:17 modeling [1] - 30:2 modes [1] - 169:14 modest [1] - 23:5 modifications [1] - 55:11 modified [2] - 58:3, 58:15 modifying [1] - 55:13 moment [2] - 57:13, 85:5 Monday [1] - 124:8 money [2] - 190:10, 212:3 monkeying [1] - 73:15 Monsignor [5] - 105:17, 106:1, 106:2, 106:4, 150:7 month [2] - 58:10, 106:14 months [1] - 149:15 Mooney [1] - 5:6</p>	<p>morning [3] - 126:13, 126:17, 153:19 mornings [1] - 152:12 most [12] - 27:14, 43:6, 66:17, 94:8, 96:17, 117:11, 127:19, 139:3, 168:2, 187:13, 200:5, 202:14 mostly [3] - 59:2, 146:11, 182:12 motion [9] - 9:10, 9:15, 37:10, 80:18, 80:19, 81:3, 89:3, 90:1, 90:8 motions [1] - 90:2 motivation [3] - 51:13, 79:9, 184:7 mounted [3] - 18:6, 19:4, 19:8 move [11] - 18:1, 41:2, 86:4, 89:15, 101:8, 114:1, 167:18, 168:3, 174:10, 180:7, 209:5 moved [6] - 9:11, 37:12, 44:11, 103:9, 142:13, 176:6 moves [1] - 17:14 moving [1] - 4:15 multi [3] - 41:15, 41:18, 146:10 multi-family [1] - 41:18 multi-story [1] - 146:10 multi-unit [1] - 41:15 multiple [1] - 59:17 municipal [1] - 2:11 murky [1] - 51:9 Murphy [1] - 1:12 MURPHY [1] - 214:15 museum [1] - 177:4 Museum [2] - 178:4, 183:9 must [2] - 24:19, 140:6</p> <p style="text-align: center;">N</p> <p>name [7] - 60:12, 60:13, 85:3, 92:6, 92:11, 98:13, 180:16 name's [1] - 11:7 named [1] - 98:4 narrow [1] - 196:16 national [1] - 109:14 near [1] - 55:17 nearby [1] - 170:16</p>	<p>necessarily [4] - 73:7, 78:5, 135:3, 162:1 necessary [1] - 180:6 need [24] - 8:15, 8:18, 27:6, 29:10, 47:1, 47:3, 68:5, 76:9, 85:11, 85:13, 90:12, 90:14, 91:14, 109:13, 114:10, 129:14, 132:4, 144:11, 162:17, 162:18, 170:14, 172:14, 182:6, 207:18 needed [6] - 104:18, 122:7, 156:8, 171:3, 194:16, 198:18 needing [1] - 93:3 needles [1] - 80:8 needs [4] - 24:7, 89:14, 124:3, 185:19 neighbor's [1] - 58:16 neighborhood [40] - 2:9, 7:5, 42:7, 45:12, 45:19, 47:13, 49:2, 49:12, 52:5, 52:6, 58:8, 58:14, 58:19, 59:11, 59:13, 59:16, 66:17, 73:14, 73:19, 75:1, 76:2, 76:7, 77:2, 77:9, 77:10, 78:2, 87:3, 87:4, 87:5, 109:16, 144:10, 145:16, 160:1, 165:11, 166:4, 166:5, 166:19, 167:4, 193:15, 212:14 Neighborhood [2] - 41:7, 148:5 neighborhood-oriented [1] - 145:16 neighborhoods [5] - 76:3, 86:11, 185:2, 185:6, 185:12 neighbors [5] - 56:18, 60:1, 72:7, 74:2, 77:6 nervous [4] - 189:5, 192:15, 198:14, 213:9 nestle [1] - 76:5 nestled [1] - 75:19 net [1] - 195:2 neutral [1] - 82:9 never [1] - 93:3 new [18] - 18:7, 18:18, 19:5, 32:8, 75:18, 78:16, 78:18, 105:15, 111:19,</p>	<p>112:8, 117:12, 139:14, 140:15, 160:8, 176:8, 200:11, 204:16 New [1] - 6:15 Newman [1] - 56:1 news [3] - 171:17, 171:18, 193:13 news/bad [1] - 171:17 next [26] - 4:15, 9:2, 14:6, 34:19, 40:14, 45:5, 56:2, 56:7, 56:9, 56:15, 59:7, 76:2, 80:12, 118:17, 126:2, 135:7, 135:11, 136:18, 137:10, 138:7, 175:13, 187:9, 187:11, 209:6, 209:7, 211:8 next-door [1] - 80:12 nice [9] - 27:11, 76:1, 96:18, 103:18, 115:6, 169:3, 169:18, 171:5, 174:11 night [7] - 124:6, 124:10, 124:14, 126:17, 154:1, 183:11, 213:16 nine [4] - 127:8, 128:3, 153:19, 157:14 noise [1] - 174:4 non [5] - 18:12, 54:5, 54:14, 54:17, 55:1 non-conforming [4] - 18:12, 54:14, 54:17, 55:1 non-conformity [1] - 54:5 none [2] - 159:13, 178:10 normally [1] - 3:12 Normandy [1] - 76:8 north [3] - 2:9, 143:6, 148:17 North [36] - 2:18, 91:5, 93:17, 96:13, 97:14, 101:5, 113:4, 114:8, 118:17, 119:10, 120:5, 120:17, 122:3, 122:15, 123:1, 123:4, 136:14, 138:5, 150:9, 151:1, 151:11, 152:3, 153:1, 161:7, 164:1, 173:13, 179:1, 179:7, 179:10, 179:11, 182:17,</p>	<p>187:18, 193:1, 193:6, 203:10, 214:4 Northpoint [3] - 97:10, 98:12, 153:2 NOT [3] - 215:14, 216:5, 217:17 notarized [1] - 36:18 Notary [3] - 216:7, 217:4, 217:13 notations [2] - 215:14, 216:6 notch [1] - 47:7 note [5] - 7:2, 86:16, 155:15, 183:1, 216:4 noted [1] - 216:17 notes [1] - 217:9 nothing [2] - 72:19, 73:2 notice [3] - 75:2, 75:3, 75:4 notion [1] - 25:12 November [1] - 103:16 nowhere [1] - 32:18 nuance [2] - 131:16, 132:18 number [21] - 31:3, 47:8, 47:15, 53:17, 54:8, 64:1, 64:16, 65:8, 65:18, 83:8, 83:12, 95:4, 96:5, 99:7, 125:6, 127:2, 130:7, 130:8, 134:8, 139:6, 191:15 numbers [8] - 160:8, 163:10, 163:14, 186:5, 194:11, 197:8, 198:12, 199:1 NUR [29] - 17:12, 19:1, 19:7, 33:2, 33:15, 34:6, 34:11, 34:16, 35:3, 85:18, 111:9, 112:9, 113:14, 128:3, 172:1, 172:19, 173:8, 174:13, 175:11, 175:19, 176:11, 176:17, 177:5, 177:12, 177:15, 179:3, 180:17, 199:19, 214:10 Nur [2] - 1:10, 14:12</p> <p style="text-align: center;">O</p> <p>O'BRIEN [71] - 92:4, 92:10, 111:14,</p>
--	--	--	--	---

<p>112:13, 113:18, 117:7, 135:9, 139:10, 141:1, 141:19, 142:5, 142:10, 142:15, 142:17, 143:2, 144:7, 145:6, 145:11, 146:2, 147:4, 147:7, 147:15, 148:1, 148:16, 149:6, 150:10, 152:7, 152:11, 153:15, 155:3, 155:6, 158:5, 165:2, 165:5, 165:8, 165:15, 166:11, 167:11, 173:6, 174:7, 174:17, 175:18, 176:3, 176:12, 176:18, 177:8, 177:13, 178:14, 179:4, 180:3, 180:5, 180:10, 180:13, 181:17, 183:2, 183:12, 184:2, 189:1, 198:10, 200:12, 201:4, 202:5, 203:1, 206:7, 208:14, 208:16, 209:13, 209:18, 210:3, 211:7, 212:2</p> <p>O'Brien [8] - 92:7, 92:11, 105:17, 106:1, 106:2, 106:4, 150:7, 214:1</p> <p>o'clock [6] - 128:4, 154:1, 168:6, 203:8, 213:16</p> <p>O'HARE [13] - 19:16, 19:19, 20:15, 20:19, 21:4, 21:10, 21:16, 22:7, 22:15, 24:1, 24:4, 26:10, 37:6</p> <p>O'Hare [4] - 21:18, 27:15, 30:3, 40:12</p> <p>objecting [1] - 25:11</p> <p>objection [1] - 24:17</p> <p>objections [2] - 23:1, 32:6</p> <p>objective [2] - 101:6, 158:18</p> <p>obligation [1] - 209:3</p> <p>obligations [1] - 209:8</p> <p>observation [1] - 85:1</p> <p>observed [4] - 59:3, 72:1, 72:3, 72:4</p> <p>obviously [6] - 99:12, 100:9, 101:15, 171:2, 171:15, 175:13</p>	<p>occasionally [1] - 90:2</p> <p>occupancy [1] - 17:17</p> <p>October [1] - 91:4</p> <p>odd [2] - 13:17, 201:2</p> <p>OF [6] - 1:2, 215:16, 217:2, 217:17, 217:18, 217:18</p> <p>offered [1] - 24:11</p> <p>offhand [1] - 64:2</p> <p>office [16] - 10:9, 118:1, 118:3, 127:6, 127:16, 127:19, 131:3, 131:5, 131:8, 137:3, 154:11, 171:10, 185:8, 192:16, 201:7, 202:4</p> <p>offices [2] - 12:2, 124:9</p> <p>OFFICIAL [1] - 1:18</p> <p>often [1] - 154:12</p> <p>oftentimes [1] - 173:12</p> <p>old [3] - 120:10, 147:11, 148:8</p> <p>older [1] - 120:19</p> <p>on-site [2] - 100:8, 128:19</p> <p>once [6] - 17:19, 19:9, 72:9, 72:17, 186:16, 205:12</p> <p>one [93] - 9:7, 18:6, 18:8, 24:1, 24:9, 25:3, 25:7, 25:8, 25:13, 26:14, 26:18, 28:11, 30:15, 30:18, 32:4, 33:18, 36:1, 39:1, 52:4, 52:7, 52:10, 52:19, 53:8, 56:15, 61:18, 63:14, 63:19, 65:10, 65:12, 67:14, 75:14, 75:16, 76:5, 77:15, 77:17, 86:15, 89:10, 91:9, 91:16, 99:2, 103:1, 104:9, 104:18, 110:10, 110:18, 111:2, 111:10, 115:1, 115:11, 118:2, 123:4, 130:12, 131:7, 131:8, 131:14, 132:2, 132:16, 133:2, 137:13, 139:8, 141:6, 142:7, 143:13, 154:13, 156:2, 157:2, 159:15, 167:11, 167:18, 172:3, 173:7, 173:9, 175:4, 175:15, 179:19,</p>	<p>180:2, 184:1, 184:13, 185:17, 187:8, 187:9, 189:8, 189:18, 195:13, 195:15, 200:13, 206:14, 208:10, 210:13, 214:2</p> <p>one's [1] - 177:17</p> <p>ones [6] - 23:2, 53:19, 59:18, 72:4, 78:18, 133:4</p> <p>ongoing [2] - 197:9, 199:7</p> <p>online [1] - 119:4</p> <p>Open [1] - 3:16</p> <p>open [19] - 12:7, 57:18, 59:10, 69:16, 72:19, 101:13, 102:14, 104:1, 142:3, 152:3, 155:1, 155:8, 155:13, 157:10, 158:14, 159:1, 159:3, 209:12, 209:15</p> <p>opened [2] - 48:17, 71:5</p> <p>opening [1] - 169:3</p> <p>opens [1] - 119:5</p> <p>operate [1] - 101:1</p> <p>operating [2] - 50:17, 176:19</p> <p>opinion [3] - 49:14, 163:6, 163:12</p> <p>opinions [2] - 79:7, 170:6</p> <p>opportunities [1] - 91:11</p> <p>opportunity [10] - 4:7, 23:6, 127:13, 128:1, 129:10, 152:5, 169:18, 171:12, 194:4, 196:7</p> <p>oppose [1] - 81:1</p> <p>opposed [7] - 76:19, 134:18, 146:12, 159:17, 160:2, 203:12, 208:7</p> <p>opposing [1] - 20:14</p> <p>opposite [2] - 124:9, 206:15</p> <p>opted [1] - 42:14</p> <p>optimistic [3] - 197:6, 203:10, 207:19</p> <p>option [6] - 11:12, 13:6, 13:15, 43:10, 43:18, 54:12</p> <p>options [6] - 7:7, 43:4, 62:2, 84:2, 213:18</p> <p>orange [1] - 16:15</p> <p>Orange [4] - 101:16,</p>	<p>175:9, 192:17, 192:18</p> <p>order [9] - 4:9, 37:7, 47:7, 55:4, 130:1, 130:10, 136:14, 136:19, 143:4</p> <p>Ordinance [14] - 28:6, 29:7, 43:2, 44:7, 44:10, 58:9, 74:8, 75:12, 76:11, 78:6, 78:11, 83:17, 195:17, 195:18</p> <p>ordinance [1] - 23:12</p> <p>organization [1] - 206:3</p> <p>oriented [2] - 100:2, 145:16</p> <p>original [14] - 44:17, 76:19, 96:11, 109:3, 110:2, 110:6, 122:3, 144:2, 146:18, 159:19, 176:7, 197:8, 215:2, 215:9</p> <p>ORIGINAL [1] - 215:8</p> <p>originally [7] - 41:6, 74:15, 76:19, 94:17, 120:11, 177:4, 201:16</p> <p>otherwise [1] - 211:14</p> <p>outcome [2] - 86:1, 217:6</p> <p>outdoor [2] - 144:17, 145:7</p> <p>outset [1] - 94:15</p> <p>outside [1] - 94:9</p> <p>overall [22] - 38:9, 97:17, 102:4, 105:3, 107:1, 108:2, 109:19, 110:7, 110:16, 116:10, 121:17, 135:5, 136:6, 144:11, 148:2, 153:10, 158:18, 159:1, 187:13, 189:3, 201:19, 205:5</p> <p>overarching [1] - 206:2</p> <p>overbuilt [2] - 206:11, 206:12</p> <p>overdeveloping [1] - 56:9</p> <p>overdevelopment [1] - 58:17</p> <p>overlaps [1] - 154:2</p> <p>overlay [1] - 44:12</p> <p>Overlay [1] - 5:5</p> <p>overwhelming [2] - 205:12, 206:8</p> <p>own [11] - 27:13, 49:13, 61:6, 73:12,</p>	<p>73:15, 79:7, 86:4, 185:7, 202:15, 204:17</p> <p>owned [4] - 88:8, 142:14, 142:18, 208:17</p> <p>owner [7] - 35:18, 36:5, 36:8, 36:14, 71:1, 204:17, 212:13</p> <p>owners [3] - 204:16, 205:13, 206:15</p> <p>ownership [3] - 45:19, 169:9, 171:10</p> <p>owns [3] - 18:1, 132:11, 208:11</p> <hr/> <p style="text-align: center;">P</p> <hr/> <p>p.m [2] - 1:5, 214:17</p> <p>package [1] - 62:7</p> <p>packet [1] - 14:9</p> <p>PADEN [35] - 9:6, 10:3, 10:15, 10:19, 11:5, 14:13, 15:2, 15:5, 15:12, 15:15, 15:19, 16:5, 16:10, 16:13, 18:4, 19:2, 19:11, 30:10, 31:1, 31:7, 31:11, 34:4, 34:17, 35:16, 36:1, 36:7, 38:3, 39:5, 39:14, 39:16, 40:1, 40:4, 40:6, 60:6, 90:14</p> <p>Paden [1] - 1:14</p> <p>Page [1] - 216:7</p> <p>page [1] - 43:7</p> <p>PAGE [3] - 2:1, 215:16, 216:9</p> <p>painted [2] - 33:10, 33:13</p> <p>Palestine [1] - 211:9</p> <p>Pam [6] - 9:12, 51:11, 69:18, 72:18, 161:13, 163:2</p> <p>PAMELA [63] - 8:6, 8:13, 9:1, 9:11, 13:7, 13:14, 14:6, 14:11, 16:14, 16:17, 26:17, 27:1, 27:4, 28:8, 34:7, 34:12, 35:2, 39:3, 39:11, 51:10, 51:12, 52:3, 52:14, 52:17, 62:13, 64:10, 64:14, 69:19, 71:17, 72:5, 72:11, 82:3, 82:11, 83:2, 83:5, 84:2, 84:16, 147:10, 160:17,</p>
---	---	--	---	---

<p>160:19, 161:3, 161:15, 161:18, 162:3, 162:8, 162:16, 163:4, 163:16, 164:11, 164:16, 165:3, 179:18, 180:4, 180:9, 180:12, 180:15, 181:11, 182:14, 199:5, 210:12, 211:19, 212:10, 212:16</p> <p>Pamela [2] - 1:9, 3:3</p> <p>papers [1] - 214:15</p> <p>parameters [1] - 135:2</p> <p>parameters [7] - 95:4, 120:6, 121:7, 130:2, 131:11, 133:13, 190:5</p> <p>parcel [27] - 53:13, 64:17, 65:1, 71:8, 80:12, 98:2, 107:3, 107:19, 113:10, 122:5, 132:5, 134:7, 142:2, 143:19, 144:1, 144:5, 155:16, 155:18, 156:6, 156:12, 164:1, 175:16, 175:17, 177:8, 187:6</p> <p>parcels [22] - 53:3, 53:11, 64:5, 64:13, 64:14, 70:12, 74:19, 96:1, 108:4, 122:5, 124:19, 130:5, 130:10, 130:11, 130:12, 146:9, 156:9, 156:11, 156:14, 156:18, 157:16, 157:18</p> <p>parents [1] - 58:1</p> <p>Park [9] - 5:1, 6:9, 97:6, 99:1, 150:9, 152:4, 173:13, 179:11</p> <p>park [20] - 96:15, 96:18, 97:7, 98:18, 134:13, 150:15, 152:16, 158:14, 158:15, 158:16, 158:17, 166:8, 173:12, 174:11, 182:16, 183:2, 185:11, 193:14, 213:16</p> <p>parked [1] - 126:18</p> <p>parkers [2] - 193:14, 198:3</p> <p>parking [148] - 86:18, 91:11, 91:12, 91:14, 93:12, 108:17,</p>	<p>114:7, 114:8, 114:12, 114:15, 116:10, 119:7, 119:10, 120:6, 120:14, 120:16, 120:17, 121:12, 121:14, 122:4, 122:7, 122:9, 122:15, 122:16, 122:17, 122:19, 123:13, 123:18, 124:3, 124:6, 124:7, 125:4, 125:5, 125:19, 126:1, 126:8, 126:9, 127:10, 127:12, 128:12, 128:19, 129:1, 129:2, 129:7, 129:11, 129:14, 129:15, 130:2, 130:4, 132:5, 133:7, 133:10, 133:13, 133:17, 134:1, 134:3, 135:5, 135:18, 136:1, 136:3, 138:5, 138:15, 144:6, 144:13, 144:14, 150:12, 150:13, 150:19, 151:5, 151:7, 151:16, 152:1, 152:8, 152:16, 153:9, 153:13, 155:2, 155:4, 155:14, 155:17, 155:19, 156:13, 157:1, 157:15, 157:18, 159:7, 159:12, 160:3, 161:8, 167:17, 169:4, 169:16, 170:1, 170:11, 170:14, 170:18, 170:19, 171:7, 183:16, 183:17, 183:19, 184:9, 184:17, 185:2, 185:18, 187:4, 187:6, 187:10, 187:13, 188:1, 188:9, 188:15, 189:4, 189:8, 190:11, 190:13, 190:15, 191:19, 193:18, 194:9, 195:4, 195:11, 200:17, 200:19, 201:8, 201:15, 201:19, 202:3, 202:19, 203:2, 204:11, 204:17, 204:19,</p>	<p>205:9, 205:14, 206:5, 206:12, 206:17, 207:2, 207:8, 213:3, 213:8, 213:11, 213:13, 213:19</p> <p>Parking [4] - 2:18, 50:13, 186:3, 195:17</p> <p>parks [4] - 96:19, 102:1, 102:6, 102:8</p> <p>Parks [1] - 179:5</p> <p>part [33] - 6:6, 10:8, 13:8, 13:9, 67:11, 78:12, 94:9, 95:6, 98:16, 100:9, 101:9, 110:5, 114:1, 126:7, 133:6, 135:6, 144:5, 144:12, 145:4, 149:8, 152:17, 152:19, 153:9, 158:8, 158:10, 170:3, 201:16, 201:17, 202:6, 203:3, 208:3, 209:5</p> <p>particular [16] - 19:2, 22:16, 27:16, 28:16, 29:1, 30:17, 33:3, 51:16, 78:1, 78:2, 99:18, 109:5, 167:18, 194:7, 198:15, 206:10</p> <p>particularly [7] - 105:9, 117:15, 119:15, 124:8, 133:18, 187:16, 207:3</p> <p>parties [1] - 217:5</p> <p>partner [1] - 93:8</p> <p>partners [1] - 94:7</p> <p>party [1] - 215:7</p> <p>passionate [1] - 61:2</p> <p>past [1] - 72:3</p> <p>path [1] - 97:17</p> <p>patients [1] - 134:13</p> <p>PATRICIA [2] - 60:13, 61:14</p> <p>Patricia [1] - 60:14</p> <p>pattern [1] - 126:19</p> <p>Paul [1] - 179:5</p> <p>PB#179 [1] - 2:18</p> <p>peak [12] - 116:3, 124:5, 124:10, 124:16, 125:3, 127:7, 127:11, 128:7, 128:8, 153:17, 168:2, 193:17</p> <p>peaks [1] - 124:18</p> <p>pedestrian [7] - 98:17, 100:1,</p>	<p>102:11, 106:5, 150:6, 179:8, 179:15</p> <p>pedestrian-friendly [1] - 100:1</p> <p>pedestrian/bicycle [1] - 49:11</p> <p>people [43] - 4:6, 4:8, 4:12, 11:15, 28:15, 55:5, 77:19, 84:6, 87:14, 96:5, 96:10, 104:16, 116:7, 125:18, 134:8, 144:18, 145:14, 150:4, 152:1, 152:5, 159:14, 162:16, 163:19, 164:9, 164:14, 165:11, 165:17, 166:3, 168:4, 170:16, 172:9, 173:14, 178:10, 179:1, 182:6, 182:8, 182:10, 182:13, 182:19, 187:3, 196:5, 201:6, 204:14</p> <p>people's [3] - 167:6, 170:6, 205:11</p> <p>per [26] - 2:13, 2:13, 44:3, 44:15, 53:10, 74:17, 114:12, 121:9, 130:16, 131:15, 132:1, 132:2, 132:8, 133:2, 133:8, 133:15, 136:3, 154:13, 156:2, 156:11, 160:4, 186:8, 186:10, 189:18, 192:11, 206:14</p> <p>percent [4] - 11:18, 18:18, 19:11, 86:17</p> <p>perfect [3] - 22:17, 35:4, 125:11</p> <p>perhaps [6] - 77:18, 78:13, 108:19, 137:10, 198:7, 206:4</p> <p>period [3] - 140:10, 149:13, 149:14</p> <p>permanent [1] - 208:18</p> <p>permissible [1] - 64:16</p> <p>permission [1] - 89:11</p> <p>Permit [23] - 10:9, 36:10, 41:17, 41:18, 42:4, 44:6, 44:14, 50:5, 74:14, 77:12, 88:13, 118:11,</p>	<p>119:12, 120:6, 121:6, 122:4, 129:13, 129:16, 135:12, 136:8, 191:8, 191:10, 195:9</p> <p>permit [2] - 6:8, 6:12</p> <p>permits [2] - 88:1, 211:11</p> <p>Permits [2] - 88:2, 211:5</p> <p>permitted [2] - 26:13, 66:13</p> <p>permittee [2] - 91:10, 91:18</p> <p>person [4] - 18:8, 71:11, 88:8</p> <p>personally [2] - 34:9, 78:3</p> <p>perspective [9] - 17:6, 79:14, 129:3, 129:5, 163:9, 184:4, 186:14, 192:18, 193:5</p> <p>perspectives [1] - 167:6</p> <p>pet [2] - 182:11</p> <p>Petition [5] - 2:7, 5:4, 40:15, 41:4, 60:18</p> <p>petition [13] - 41:5, 41:14, 42:13, 42:14, 42:15, 44:17, 44:18, 55:10, 58:3, 58:15, 60:1, 76:19, 86:10</p> <p>petitioner [2] - 23:5, 29:9</p> <p>Petitioner [2] - 41:1, 51:19</p> <p>pharmacies [1] - 181:19</p> <p>pharmacy [5] - 163:19, 181:14, 181:18, 182:3, 182:5</p> <p>phonetic [1] - 136:13</p> <p>photo [1] - 114:19</p> <p>photograph [1] - 38:13</p> <p>photographs [1] - 34:19</p> <p>physical [2] - 139:17, 145:2</p> <p>physically [2] - 51:7, 140:16</p> <p>picked [2] - 187:14, 187:15</p> <p>picking [1] - 25:17</p> <p>picture [4] - 12:19, 14:1, 14:9, 25:15</p> <p>piece [19] - 11:19, 25:13, 51:14, 62:12,</p>
---	--	--	--	--

<p>99:10, 99:12, 106:8, 110:10, 114:9, 137:15, 138:9, 149:7, 176:9, 182:2, 189:8, 189:9, 189:10, 201:18, 202:7</p> <p>pieces [7] - 62:11, 97:18, 110:13, 111:16, 112:14, 116:4, 141:7</p> <p>pin [3] - 18:6, 19:4, 19:8</p> <p>pink [1] - 56:2</p> <p>place [24] - 4:11, 7:10, 10:6, 28:17, 29:6, 33:6, 33:16, 49:16, 49:19, 51:8, 75:5, 106:4, 106:6, 134:13, 139:7, 163:15, 166:8, 172:8, 182:8, 196:3, 203:3, 208:5, 211:3, 214:1</p> <p>places [9] - 69:13, 87:9, 103:5, 129:18, 164:17, 164:18, 182:11, 182:13, 213:6</p> <p>Plan [1] - 4:3</p> <p>plan [24] - 53:2, 91:6, 94:17, 95:11, 102:5, 104:12, 105:4, 105:5, 110:2, 110:6, 112:18, 121:13, 123:11, 142:6, 144:2, 146:18, 148:2, 153:10, 154:2, 158:15, 187:13, 187:17, 211:1</p> <p>Planning [37] - 3:6, 3:12, 3:16, 4:1, 4:14, 4:18, 5:1, 5:11, 7:12, 7:15, 10:8, 10:16, 36:9, 40:11, 41:12, 41:17, 43:5, 44:5, 44:19, 45:3, 52:12, 61:9, 91:4, 91:18, 121:1, 136:10, 136:11, 137:7, 137:16, 138:19, 191:12, 214:18, 215:12, 216:4, 216:16</p> <p>PLANNING [2] - 1:2, 216:1</p> <p>planning [7] - 4:7, 5:13, 49:7, 87:3, 124:17, 181:8, 203:12</p> <p>plans [5] - 26:1,</p>	<p>38:13, 38:19, 131:5, 210:7</p> <p>plastic [2] - 18:15, 18:16</p> <p>plates [1] - 175:1</p> <p>play [5] - 78:14, 98:5, 98:9, 181:7, 203:19</p> <p>plays [1] - 186:11</p> <p>pleased [3] - 94:5, 136:16, 136:18</p> <p>pleasure [2] - 88:16, 89:18</p> <p>plenty [2] - 59:1, 97:2</p> <p>plow [2] - 71:6, 153:2</p> <p>plug [1] - 181:7</p> <p>plus [4] - 67:18, 69:1, 120:15, 149:14</p> <p>pocket [1] - 97:7</p> <p>Point [31] - 2:18, 91:5, 93:17, 96:13, 97:14, 101:5, 113:4, 114:8, 118:18, 119:10, 120:5, 120:17, 122:3, 122:15, 123:1, 123:4, 136:14, 138:6, 150:9, 151:1, 151:11, 152:3, 153:1, 161:7, 164:2, 173:13, 179:10, 182:17, 193:1, 203:11, 214:4</p> <p>point [20] - 58:14, 62:9, 77:16, 81:12, 86:4, 99:2, 114:17, 120:3, 121:6, 129:6, 131:10, 132:2, 133:12, 137:13, 150:15, 168:13, 179:5, 186:1, 189:12, 192:8</p> <p>points [3] - 30:8, 192:2, 204:4</p> <p>police [1] - 182:19</p> <p>Pond [1] - 2:10</p> <p>pop [1] - 18:15</p> <p>population [2] - 190:1, 202:10</p> <p>portion [4] - 41:6, 48:2, 67:10, 97:11</p> <p>position [3] - 28:13, 137:2</p> <p>possibilities [1] - 49:11</p> <p>possibility [1] - 43:19</p> <p>possible [6] - 31:14, 91:14, 177:17, 198:2, 200:15, 201:5</p> <p>possibly [1] - 181:14</p> <p>potential [18] - 46:13,</p>	<p>65:4, 65:9, 69:14, 78:13, 111:11, 112:11, 112:12, 112:14, 113:5, 113:6, 113:8, 125:6, 136:13, 138:2, 171:8, 175:8, 213:7</p> <p>potentially [1] - 211:11</p> <p>potentials [1] - 154:11</p> <p>power [1] - 74:4</p> <p>PowerPoint [1] - 90:15</p> <p>practice [2] - 140:11, 199:18</p> <p>pragmatist [1] - 196:18</p> <p>precise [1] - 85:5</p> <p>preferred [1] - 107:10</p> <p>preliminary [2] - 118:6, 128:15</p> <p>prepare [1] - 7:17</p> <p>present [5] - 55:14, 58:15, 198:8, 198:11</p> <p>presentation [3] - 90:15, 136:12, 173:3</p> <p>presentations [1] - 199:3</p> <p>presented [1] - 58:5</p> <p>presenting [2] - 55:10, 60:2</p> <p>preserve [2] - 58:16, 58:19</p> <p>preserved [1] - 107:18</p> <p>pressure [3] - 87:14, 204:19, 205:12</p> <p>pressuring [1] - 208:7</p> <p>PRESTON [18] - 159:8, 161:12, 161:16, 161:19, 162:4, 162:9, 162:19, 163:7, 164:8, 164:12, 165:7, 165:14, 166:10, 166:15, 167:14, 204:12, 205:18, 207:5</p> <p>Preston [2] - 1:11, 3:4</p> <p>presumably [1] - 31:5</p> <p>presume [1] - 53:8</p> <p>presumes [1] - 23:13</p> <p>presuming [1] - 188:1</p> <p>pretty [16] - 12:3, 32:16, 57:19, 76:5, 96:11, 103:13, 109:1, 120:3, 127:17, 129:8,</p>	<p>154:12, 165:10, 166:1, 166:13, 168:18, 179:7</p> <p>prevent [3] - 50:16, 58:17, 59:14</p> <p>preview [2] - 5:10, 5:16</p> <p>previous [5] - 49:5, 89:4, 105:5, 158:14</p> <p>primarily [3] - 73:13, 75:7, 77:17</p> <p>principal [1] - 23:1</p> <p>principles [1] - 30:15</p> <p>prioritizing [1] - 113:9</p> <p>private [3] - 50:19, 68:7, 87:12</p> <p>problem [5] - 33:3, 39:13, 73:13, 183:7, 206:16</p> <p>problematic [2] - 66:8, 185:15</p> <p>problems [1] - 29:16</p> <p>procedurally [2] - 188:13, 191:1</p> <p>procedures [1] - 41:19</p> <p>proceeding [1] - 22:17</p> <p>process [19] - 4:7, 4:10, 7:13, 24:13, 29:19, 56:16, 82:18, 87:3, 99:14, 100:10, 100:13, 104:15, 107:13, 108:13, 137:1, 137:8, 137:11, 141:10, 199:7</p> <p>processes [2] - 116:6, 137:17</p> <p>professional [1] - 203:15</p> <p>professionals [1] - 105:2</p> <p>profitability [1] - 73:6</p> <p>progress [4] - 98:15, 104:4, 136:17</p> <p>prohibitive [1] - 162:11</p> <p>project [17] - 42:3, 42:6, 49:15, 50:4, 91:3, 91:8, 93:15, 94:4, 99:10, 100:5, 100:6, 141:13, 160:7, 168:18, 170:19, 184:19, 207:16</p> <p>projecting [3] - 23:15, 200:2, 200:4</p> <p>projection [1] - 188:18</p> <p>projections [1] -</p>	<p>197:5</p> <p>projects [4] - 41:15, 54:17, 111:17</p> <p>prominent [1] - 175:7</p> <p>pronounced [1] - 158:1</p> <p>Properties [1] - 187:2</p> <p>properties [1] - 123:9</p> <p>property [5] - 31:2, 50:19, 87:13, 142:13, 212:13</p> <p>proponent [5] - 30:1, 89:13, 91:17, 203:11, 204:1</p> <p>proposal [11] - 11:8, 23:12, 24:18, 33:3, 45:1, 78:11, 92:15, 93:12, 200:2, 200:4, 200:11</p> <p>proposals [1] - 25:1</p> <p>propose [1] - 41:14</p> <p>proposed [11] - 35:9, 41:6, 54:9, 66:13, 111:15, 112:1, 112:8, 113:15, 122:17, 149:5, 155:9</p> <p>proposing [4] - 38:16, 39:9, 63:2, 81:18</p> <p>prospectus [1] - 153:8</p> <p>protect [4] - 70:6, 72:19, 73:18, 74:4</p> <p>protected [1] - 49:2</p> <p>protection [3] - 45:11, 45:14, 76:11</p> <p>proven [1] - 192:8</p> <p>provide [7] - 44:11, 45:1, 152:1, 170:5, 181:3, 184:17, 189:18</p> <p>provided [1] - 45:17</p> <p>providing [2] - 45:14, 183:18</p> <p>provision [4] - 44:7, 48:8, 51:2, 89:7</p> <p>prudent [2] - 20:4, 44:19</p> <p>PTDM [1] - 195:16</p> <p>Public [5] - 50:15, 86:7, 216:7, 217:4, 217:13</p> <p>public [27] - 3:14, 4:17, 5:3, 8:12, 21:7, 21:13, 22:6, 23:6, 40:15, 41:2, 43:2, 50:18, 86:5, 106:13, 106:18, 107:6, 107:19, 110:3, 131:9, 138:1, 145:8, 145:16,</p>
---	---	---	---	---

<p>153:7, 166:2, 173:16, 181:13 PUBLIC [1] - 2:7 PUD [1] - 206:4 PUDs [1] - 205:17 pull [2] - 134:9, 196:13 pulling [1] - 204:2 purchased [3] - 46:14, 56:4, 148:8 purple [1] - 65:16 purposeful [2] - 100:17, 123:6 pursuant [1] - 41:17 purview [1] - 138:19 push [1] - 26:8 pushed [1] - 73:8 pushes [1] - 213:7 put [22] - 8:3, 13:5, 13:10, 15:10, 15:18, 18:13, 29:5, 35:13, 46:19, 49:18, 51:8, 54:3, 68:11, 69:1, 85:5, 91:7, 95:3, 116:9, 140:16, 173:18, 187:8, 213:8 puts [1] - 192:13 putting [7] - 70:18, 77:19, 137:1, 142:3, 175:5, 181:6, 214:13</p>	<p>175:5 railroad [4] - 143:8, 143:13, 154:9, 174:4 raise [4] - 83:12, 83:15, 117:4, 185:17 raised [1] - 167:7 Raising [5] - 9:17, 37:17, 84:3, 84:8, 90:9 ran [1] - 113:13 range [2] - 132:19, 196:16 rare [1] - 87:9 rate [1] - 213:12 rather [6] - 25:14, 73:15, 124:17, 164:3, 190:14, 197:11 ratio [7] - 46:18, 59:6, 129:12, 131:12, 133:8, 160:6, 194:14 rational [1] - 202:1 rationale [9] - 159:6, 159:19, 161:17, 162:2, 163:2, 167:8, 204:11, 204:14, 205:3 rationality [1] - 190:13 ratios [20] - 73:2, 91:12, 120:16, 120:17, 121:2, 121:5, 129:14, 129:15, 136:1, 186:5, 189:2, 191:3, 191:9, 191:14, 197:2, 197:12, 199:13, 199:17, 208:8 re [2] - 40:16, 42:14 re-file [1] - 42:14 re-filed [1] - 40:16 reached [1] - 203:7 read [1] - 216:16 reading [4] - 53:2, 85:1, 215:12, 216:4 ready [1] - 90:19 real [4] - 101:3, 144:9, 190:3 reality [1] - 197:6 realize [3] - 21:10, 22:8, 22:9 realized [1] - 214:5 realizing [1] - 201:14 reallocating [1] - 117:15 reallocation [5] - 111:8, 114:3, 115:14, 116:18,</p>	<p>118:4 really [102] - 13:5, 15:18, 25:1, 27:1, 30:5, 33:19, 57:2, 57:15, 59:11, 59:18, 75:7, 76:1, 77:5, 77:13, 77:17, 80:3, 87:11, 94:10, 94:12, 96:19, 97:3, 98:6, 100:1, 101:19, 102:16, 104:15, 104:18, 105:6, 105:12, 105:17, 106:5, 106:8, 107:5, 108:1, 108:4, 109:15, 110:11, 111:15, 112:14, 112:16, 113:4, 113:11, 115:6, 116:7, 118:1, 118:4, 118:15, 118:17, 120:2, 120:8, 121:11, 122:19, 123:3, 123:6, 123:10, 125:5, 125:9, 125:10, 125:13, 126:14, 127:10, 128:10, 129:10, 129:12, 129:18, 131:17, 133:3, 133:14, 136:18, 137:1, 144:8, 144:12, 148:17, 149:10, 150:1, 150:6, 154:18, 155:11, 165:16, 169:1, 169:4, 169:13, 169:18, 169:19, 170:3, 170:13, 173:3, 181:8, 186:1, 191:7, 191:10, 191:19, 193:18, 198:3, 198:5, 201:13, 204:7, 205:10, 207:10, 207:15, 213:17 REASON [6] - 216:10, 216:11, 216:12, 216:13, 216:14, 216:15 reason [5] - 3:13, 132:18, 157:3, 214:2, 216:5 reasonable [1] - 23:12 reasonably [1] - 29:5 reasoning [1] - 184:12 reasons [2] - 75:14, 215:13 rebuild [1] - 38:16</p>	<p>receive [1] - 118:12 received [2] - 20:12, 95:7 RECEIVED [1] - 215:18 receiving [2] - 5:2, 7:1 recent [1] - 43:6 recently [1] - 32:13 recess [1] - 90:17 recognized [2] - 21:8, 22:12 recollect [1] - 167:15 recommend [3] - 19:9, 58:6, 86:13 recommendation [11] - 24:5, 35:11, 37:11, 41:13, 42:12, 52:13, 52:15, 74:13, 85:2, 88:15, 89:5 recommendations [4] - 31:17, 48:15, 74:9, 83:18 recommended [6] - 28:5, 44:6, 62:11, 74:16, 76:11, 92:1 reconstruction [1] - 214:3 record [3] - 60:12, 215:7, 216:18 RECORD [1] - 1:18 records [1] - 63:17 recreate [1] - 154:9 recreational [1] - 150:14 red [6] - 65:13, 110:12, 111:16, 112:7, 113:2, 149:7 redevelopment [1] - 46:5 reduce [11] - 47:14, 47:15, 64:15, 127:10, 129:13, 133:7, 136:1, 188:14, 191:14, 197:1, 197:3 reduced [1] - 136:6 reducing [3] - 118:2, 191:2, 197:12 reduction [15] - 122:17, 129:2, 129:8, 153:12, 156:13, 156:17, 183:19, 184:9, 189:4, 191:9, 195:3, 195:10, 199:12, 200:13 reductions [1] - 129:12 Refer [1] - 216:7 referenced [1] - 146:9 referred [1] - 42:12</p>	<p>refiled [1] - 2:7 reflect [1] - 44:9 reflects [1] - 53:15 regard [1] - 100:18 regarding [1] - 200:9 regional [3] - 134:14, 145:14, 145:15 regularizing [1] - 24:14 regulate [1] - 19:13 regulation [1] - 140:15 regulations [1] - 35:14 reiterate [1] - 89:4 related [3] - 131:5, 167:17, 217:5 relating [1] - 77:17 relationship [1] - 94:10 relay [1] - 89:5 relocated [1] - 158:9 relocation [1] - 139:9 relocations [1] - 139:11 reluctant [3] - 81:15, 81:16, 82:4 remain [1] - 88:7 remaining [1] - 47:12 remember [12] - 69:11, 95:5, 104:11, 121:12, 127:18, 140:4, 148:1, 148:7, 158:10, 159:10, 173:9, 200:14 remind [1] - 93:19 reminders [1] - 93:16 remove [2] - 17:3, 29:9 removed [1] - 71:19 rendering [1] - 14:3 renewed [2] - 96:9, 96:10 renovate [1] - 38:6 renovated [1] - 32:11 renovations [1] - 173:11 rental [2] - 132:4, 133:4 renting [1] - 27:14 reorient [1] - 43:13 REP [1] - 216:2 repair [1] - 103:4 REPLACE [1] - 215:16 replaced [3] - 140:6, 140:8 replacement [2] - 18:11, 18:17 replacing [2] - 78:15, 140:2</p>
Q				
<p>quadrangle [1] - 49:13 quarter [1] - 194:18 questions [8] - 55:3, 117:2, 117:3, 135:10, 138:10, 139:6, 179:16, 191:7 quick [11] - 24:15, 25:16, 53:1, 79:13, 93:6, 93:16, 98:14, 101:3, 104:6, 106:10, 172:1 quickly [5] - 87:7, 116:13, 127:17, 173:1, 176:15 quite [6] - 22:11, 81:16, 96:18, 115:6, 160:6, 196:3</p>				
R				
<p>rail [6] - 121:13, 121:16, 143:5, 143:15, 175:3,</p>	<p>111:8, 114:3, 115:14, 116:18,</p>	<p>118:4</p>	<p>rebuild [1] - 38:16</p>	<p>replaced [3] - 140:6, 140:8 replacement [2] - 18:11, 18:17 replacing [2] - 78:15, 140:2</p>

<p>report [4] - 81:17, 82:14, 91:18, 195:19</p> <p>Reporter [2] - 217:4, 217:14</p> <p>REPORTER [1] - 217:19</p> <p>REPORTERS [1] - 1:17</p> <p>reports [1] - 7:18</p> <p>represent [2] - 61:5, 110:14</p> <p>representing [1] - 11:7</p> <p>represents [1] - 10:5</p> <p>REPRODUCTION [1] - 217:17</p> <p>request [10] - 6:4, 8:9, 35:8, 44:11, 92:16, 135:11, 152:17, 186:15, 186:17, 191:9</p> <p>requested [2] - 5:12, 7:3</p> <p>requesting [1] - 199:12</p> <p>requests [2] - 26:3, 191:6</p> <p>require [6] - 6:11, 17:15, 41:15, 68:6, 154:15, 211:11</p> <p>required [5] - 83:12, 94:19, 119:11, 138:6, 143:5</p> <p>required [1] - 216:7</p> <p>requirement [3] - 44:14, 68:6, 69:2</p> <p>requirements [5] - 2:14, 49:16, 58:12, 188:15, 206:3</p> <p>requires [4] - 6:1, 138:14, 194:13, 195:18</p> <p>requiring [1] - 77:12</p> <p>requisite [1] - 74:17</p> <p>Res [2] - 2:14, 52:6</p> <p>rescinded [1] - 28:17</p> <p>research [1] - 12:3</p> <p>reselling [1] - 96:8</p> <p>Reservation [1] - 2:10</p> <p>Residence [16] - 2:9, 2:12, 2:12, 2:16, 2:17, 38:9, 41:8, 43:9, 43:11, 44:1, 48:2, 52:9, 52:10, 62:3, 67:9</p> <p>resident [2] - 17:2, 126:3</p> <p>residential [34] - 4:19, 10:9, 56:14, 95:16, 115:19, 116:17,</p>	<p>124:5, 125:12, 126:15, 126:16, 127:19, 131:2, 131:14, 137:4, 146:11, 148:3, 149:18, 156:17, 158:9, 169:9, 171:11, 174:5, 174:9, 174:10, 174:12, 189:10, 190:14, 192:3, 193:16, 194:17, 201:9, 206:10, 207:4</p> <p>residents [2] - 46:12, 132:7</p> <p>resides [1] - 61:6</p> <p>resolution [2] - 55:17, 57:3</p> <p>resolve [2] - 50:1, 87:11</p> <p>resolved [3] - 50:6, 88:12, 212:5</p> <p>respect [1] - 176:2</p> <p>respond [6] - 30:12, 87:7, 154:10, 189:16, 197:14, 213:10</p> <p>response [2] - 72:18, 205:11</p> <p>Response [3] - 39:18, 61:17, 90:7</p> <p>rest [7] - 7:10, 79:8, 101:8, 117:19, 141:12, 208:4, 212:4</p> <p>restaurant [7] - 100:16, 101:1, 101:10, 180:14, 180:16, 181:4</p> <p>restaurants [3] - 33:7, 134:10, 180:2</p> <p>restrictions [1] - 130:9</p> <p>restrooms [1] - 181:13</p> <p>result [6] - 28:16, 120:2, 143:11, 160:15, 189:3, 207:16</p> <p>results [2] - 128:16, 185:1</p> <p>retail [87] - 91:14, 100:15, 104:7, 105:3, 105:4, 105:13, 105:19, 106:7, 107:1, 107:2, 107:9, 108:3, 108:5, 108:11, 109:4, 109:5, 109:9, 109:19, 110:1, 110:7, 110:10,</p>	<p>110:12, 110:14, 110:15, 111:5, 111:11, 111:12, 111:15, 112:2, 112:5, 112:6, 113:5, 113:6, 113:12, 114:2, 114:7, 114:12, 115:13, 115:15, 117:18, 118:2, 119:3, 119:7, 125:15, 127:6, 127:17, 133:13, 134:2, 135:5, 135:15, 136:3, 136:5, 136:19, 138:5, 138:15, 145:4, 146:7, 146:11, 146:13, 149:9, 149:18, 151:5, 159:7, 159:12, 159:15, 159:17, 160:5, 160:6, 160:15, 161:8, 170:11, 170:12, 170:14, 170:15, 171:1, 171:7, 171:8, 172:7, 183:6, 183:19, 186:8, 194:16, 209:6</p> <p>retailers [1] - 133:18</p> <p>retain [5] - 43:19, 46:9, 52:9, 52:10, 62:3</p> <p>retaining [2] - 43:10, 174:3</p> <p>rethinking [1] - 171:12</p> <p>revenue [2] - 201:10, 206:17</p> <p>Reverse [1] - 179:5</p> <p>reverse [2] - 126:19, 127:3</p> <p>review [13] - 6:7, 23:7, 49:16, 58:6, 62:4, 74:1, 74:3, 74:14, 80:7, 80:16, 81:1, 81:7, 95:8</p> <p>reviewed [1] - 42:4</p> <p>reviewing [2] - 24:19, 25:1</p> <p>revised [2] - 187:16, 189:2</p> <p>revisit [1] - 167:10</p> <p>rezone [1] - 41:6</p> <p>rezoning [2] - 54:10</p> <p>RFP [1] - 189:16</p> <p>rid [1] - 78:19</p> <p>Ride [1] - 193:11</p> <p>rights [5] - 143:6, 143:15, 143:16,</p>	<p>143:17, 143:19</p> <p>River [6] - 97:1, 97:17, 98:7, 178:1, 178:8, 179:13</p> <p>river [6] - 12:11, 12:16, 27:2, 27:5, 28:15, 211:19</p> <p>road [2] - 50:18, 191:13</p> <p>roads [1] - 153:7</p> <p>roadway [2] - 49:9, 151:15</p> <p>Roberts [3] - 1:14, 2:2, 3:8</p> <p>ROBERTS [27] - 3:10, 8:11, 8:14, 8:18, 40:18, 45:16, 47:19, 49:4, 50:10, 52:12, 53:14, 62:18, 63:14, 64:9, 65:5, 65:12, 65:15, 66:4, 66:10, 67:15, 68:1, 68:4, 68:13, 69:4, 87:6, 88:16, 91:2</p> <p>robust [1] - 74:1</p> <p>rocks [1] - 32:13</p> <p>root [1] - 189:17</p> <p>Rossiter [1] - 124:1</p> <p>roughly [3] - 11:10, 13:1, 71:18</p> <p>Route [1] - 143:17</p> <p>route [1] - 50:17</p> <p>rules [1] - 73:16</p> <p>run [3] - 97:12, 180:6, 194:11</p> <p>rundown [1] - 191:12</p> <p>runs [1] - 98:11</p> <p>Russell [3] - 1:8, 3:2, 10:1</p> <p>RUSSELL [115] - 3:5, 9:2, 9:9, 9:12, 9:15, 9:18, 12:4, 12:7, 12:10, 12:17, 15:16, 19:13, 19:18, 20:2, 20:8, 20:11, 20:16, 21:2, 21:12, 21:17, 22:5, 22:13, 23:10, 24:3, 26:16, 26:19, 28:4, 28:9, 29:14, 30:11, 31:5, 31:9, 31:14, 32:3, 33:13, 34:3, 34:8, 34:14, 35:4, 36:3, 37:9, 37:13, 37:15, 37:18, 38:2, 39:19, 40:13, 45:7, 51:11, 51:18, 55:3, 60:4, 60:8, 61:13, 61:15, 61:18, 62:9, 62:14, 63:5, 63:7, 64:18, 65:9, 65:14, 66:1, 68:2,</p>	<p>69:10, 74:6, 78:10, 81:4, 82:10, 82:13, 83:3, 83:9, 83:19, 84:4, 84:9, 84:13, 84:18, 85:15, 87:2, 88:5, 89:2, 89:17, 89:19, 90:5, 90:8, 90:10, 90:16, 90:18, 92:3, 117:5, 139:4, 145:19, 147:11, 157:11, 165:1, 167:12, 167:15, 172:3, 172:14, 179:16, 180:18, 186:13, 188:7, 188:11, 194:11, 195:14, 199:16, 203:6, 211:16, 212:6, 212:11, 212:17, 213:2, 214:12</p> <hr/> <p style="text-align: center;">S</p> <hr/> <p>safest [1] - 78:17</p> <p>safeties [1] - 76:8</p> <p>saleable [1] - 80:2</p> <p>SAME [1] - 217:18</p> <p>save [1] - 190:10</p> <p>savings [1] - 189:7</p> <p>scattered [1] - 110:1</p> <p>scenarios [1] - 87:9</p> <p>schedule [8] - 4:3, 4:15, 5:18, 10:12, 103:13, 136:7, 139:9, 141:14</p> <p>scheduled [3] - 4:16, 4:17, 5:10</p> <p>scheduling [1] - 40:10</p> <p>scheme [2] - 25:2, 205:5</p> <p>School [1] - 5:13</p> <p>schools [1] - 76:4</p> <p>Science [1] - 178:4</p> <p>scope [1] - 13:2</p> <p>Seated [1] - 14:12</p> <p>Second [4] - 2:6, 10:7, 10:11</p> <p>second [21] - 5:3, 9:13, 9:14, 10:16, 15:5, 15:17, 16:6, 23:14, 25:16, 37:14, 77:18, 90:3, 90:4, 95:10, 96:8, 110:15, 115:11, 131:13, 177:2, 188:6</p> <p>secondly [1] - 173:8</p> <p>section [1] - 14:5</p> <p>see [39] - 7:9, 12:12, 13:2, 18:11, 19:1,</p>
--	---	--	---	---

<p>53:1, 54:1, 55:5, 55:9, 57:4, 57:18, 61:18, 61:19, 72:15, 77:11, 77:14, 86:6, 86:8, 103:12, 117:11, 118:14, 121:19, 126:15, 128:8, 139:17, 139:19, 163:10, 165:17, 167:3, 170:13, 174:8, 175:3, 175:12, 175:14, 179:8, 190:10, 199:8, 206:18</p> <p>seeing [6] - 129:17, 160:8, 169:8, 169:11, 171:9, 207:10</p> <p>seek [4] - 13:15, 20:6, 25:5, 35:18</p> <p>seeking [3] - 6:12, 25:7, 31:18</p> <p>seem [2] - 35:10, 53:7</p> <p>sell [2] - 132:12, 132:15</p> <p>send [6] - 29:18, 34:18, 35:5, 37:10, 81:17, 88:15</p> <p>sending [2] - 5:7, 6:4</p> <p>senior [1] - 190:3</p> <p>sense [20] - 31:19, 32:6, 73:12, 73:15, 79:10, 93:6, 104:4, 105:7, 107:8, 107:12, 120:9, 134:1, 144:9, 149:3, 165:11, 166:1, 171:16, 187:17, 204:2, 204:6</p> <p>sensitive [1] - 77:9</p> <p>sent [2] - 7:17, 43:6</p> <p>separate [1] - 131:8</p> <p>September [3] - 8:2, 138:2</p> <p>serious [1] - 184:7</p> <p>serpentine [1] - 211:13</p> <p>service [4] - 140:16, 149:11, 150:3, 155:18</p> <p>Services [1] - 57:1</p> <p>session [2] - 3:18, 22:10</p> <p>Sessions [1] - 4:4</p> <p>set [11] - 38:12, 40:19, 48:11, 90:14, 130:6, 144:19, 160:18, 208:7, 208:17, 217:8, 217:10</p> <p>setback [1] - 2:14</p>	<p>sets [1] - 199:14</p> <p>setting [1] - 163:14</p> <p>seven [2] - 96:15, 134:16</p> <p>seven-acre [1] - 96:15</p> <p>several [4] - 53:4, 61:9, 69:15, 214:4</p> <p>shake [1] - 129:5</p> <p>shall [1] - 91:10</p> <p>shape [1] - 65:2</p> <p>share [8] - 116:9, 124:19, 128:11, 130:5, 152:2, 171:10, 188:3, 196:1</p> <p>shared [31] - 91:12, 114:15, 122:4, 122:16, 122:19, 123:3, 123:13, 124:15, 124:16, 125:1, 126:1, 127:12, 128:15, 128:19, 130:2, 130:4, 131:9, 135:18, 144:6, 144:12, 150:13, 169:16, 187:10, 187:15, 188:9, 191:19, 195:4, 195:11, 200:19, 204:11, 205:8</p> <p>shares [4] - 115:17, 160:10, 169:12, 201:18</p> <p>sharing [3] - 125:4, 130:12, 195:6</p> <p>Shaw's [2] - 148:15, 148:16</p> <p>sheet [3] - 60:5, 216:5, 216:6</p> <p>SHEET [3] - 215:1, 215:17, 216:3</p> <p>Sheet [4] - 215:2, 215:5, 215:13, 216:8</p> <p>shielding [1] - 23:16</p> <p>shift [1] - 119:9</p> <p>shifting [2] - 116:1, 118:17</p> <p>shock [1] - 21:15</p> <p>shooting [1] - 138:1</p> <p>Shop [2] - 147:11, 147:16</p> <p>shop [3] - 134:9, 164:17, 182:7</p> <p>shopping [4] - 178:2, 178:6, 178:9, 178:11</p> <p>short [3] - 3:11, 90:17, 170:18</p> <p>Shorthand [2] -</p>	<p>217:4, 217:14</p> <p>shovel [1] - 71:6</p> <p>show [3] - 14:2, 113:1, 210:7</p> <p>showed [1] - 153:17</p> <p>showing [2] - 102:5, 129:9</p> <p>shown [1] - 12:18</p> <p>shows [9] - 14:10, 124:16, 126:9, 126:19, 127:16, 128:18, 192:11, 197:4, 207:11</p> <p>Shulman [2] - 118:8, 119:16</p> <p>shut [1] - 26:15</p> <p>shuttle [1] - 193:11</p> <p>side [26] - 33:17, 57:10, 101:5, 101:9, 106:19, 107:3, 108:14, 113:4, 133:4, 143:13, 143:14, 153:19, 154:10, 154:16, 179:6, 179:10, 183:1, 183:10, 185:12, 192:3, 192:16, 192:19, 198:15, 207:4, 208:12, 210:10</p> <p>sides [7] - 31:13, 105:19, 106:7, 107:4, 107:10, 150:6, 201:12</p> <p>Sierra [6] - 97:8, 97:13, 123:7, 132:9, 155:19, 167:2</p> <p>sign [53] - 10:6, 11:9, 11:10, 12:4, 12:10, 13:5, 13:10, 14:14, 14:16, 14:18, 15:10, 17:3, 17:4, 18:5, 18:7, 18:9, 18:10, 18:19, 19:9, 22:16, 23:5, 23:7, 23:12, 23:13, 24:18, 25:3, 25:5, 26:12, 27:7, 27:9, 28:13, 29:1, 29:5, 29:7, 29:17, 30:5, 31:2, 31:6, 31:15, 32:1, 32:5, 32:11, 32:14, 33:11, 33:12, 35:8, 36:8, 60:5, 62:12, 192:5, 192:6, 215:13</p> <p>Sign [2] - 2:5, 216:6</p> <p>sign-up [1] - 60:5</p> <p>signage [8] - 25:2, 25:14, 26:2, 26:7, 30:14, 30:16, 31:6, 35:13</p> <p>SIGNATURE [1] -</p>	<p>215:1</p> <p>signed [2] - 60:7, 215:6</p> <p>SIGNED [1] - 215:17</p> <p>significant [10] - 94:2, 96:4, 105:16, 108:6, 108:16, 127:2, 158:19, 170:13, 182:1, 195:7</p> <p>signs [11] - 18:12, 19:14, 22:19, 27:16, 28:2, 29:12, 32:8, 32:17, 33:5, 33:14, 34:1</p> <p>sill [3] - 15:6, 15:17, 16:6</p> <p>similar [4] - 25:7, 52:6, 70:2, 208:4</p> <p>simple [1] - 102:13</p> <p>simply [6] - 81:12, 116:18, 190:9, 197:9, 197:12, 203:12</p> <p>single [17] - 38:15, 43:13, 46:2, 46:9, 47:9, 53:7, 53:12, 59:2, 63:15, 65:10, 65:16, 68:16, 69:7, 71:8, 146:13, 189:16, 207:1</p> <p>single-family [11] - 38:15, 46:2, 46:9, 47:9, 53:7, 53:12, 63:15, 65:10, 65:16, 68:16, 69:7</p> <p>site [75] - 42:6, 47:16, 50:1, 50:4, 51:5, 65:8, 93:17, 94:3, 94:7, 94:19, 96:6, 96:12, 96:17, 100:2, 100:8, 101:8, 101:11, 101:18, 102:4, 102:11, 102:18, 104:5, 104:13, 104:17, 105:4, 105:13, 108:17, 111:18, 112:15, 114:8, 115:3, 116:8, 116:15, 121:13, 121:17, 121:19, 122:1, 122:18, 123:7, 124:18, 125:7, 126:4, 127:1, 127:19, 128:19, 129:7, 132:3, 136:2, 136:14, 136:17, 137:2, 137:5, 140:5, 142:6, 146:1, 146:3, 146:14, 149:5, 152:6, 156:5, 157:5, 158:10, 168:1,</p>	<p>175:7, 187:17, 189:15, 193:12, 201:1, 204:18, 209:9, 210:6, 210:16, 211:1, 211:3</p> <p>sites [2] - 43:16, 47:8</p> <p>sitting [2] - 97:9, 106:15</p> <p>Sitting [1] - 3:2</p> <p>situate [1] - 91:3</p> <p>situated [1] - 2:9</p> <p>situation [4] - 70:2, 73:10, 185:14, 205:2</p> <p>situations [2] - 87:4, 208:1</p> <p>six [10] - 42:1, 69:3, 126:12, 141:15, 151:10, 154:1, 168:6, 186:10, 188:4, 195:2</p> <p>size [9] - 45:11, 45:15, 46:18, 58:12, 67:16, 110:10, 115:19, 147:2, 160:7</p> <p>sized [1] - 108:8</p> <p>sizes [1] - 149:3</p> <p>skateboard [1] - 150:15</p> <p>skeptic [2] - 183:17, 196:15</p> <p>skeptical [2] - 196:17, 196:18</p> <p>skill [1] - 217:9</p> <p>slide [8] - 93:18, 99:2, 112:4, 112:17, 114:16, 114:18, 173:7, 210:7</p> <p>Sloan [1] - 124:1</p> <p>Sloan-Rossiter [1] - 124:1</p> <p>small [1] - 157:1</p> <p>small [9] - 11:19, 33:7, 38:11, 38:15, 47:8, 53:17, 98:11, 148:11, 170:12</p> <p>smaller [2] - 46:3, 91:11</p> <p>smallest [1] - 67:14</p> <p>smiles [1] - 204:5</p> <p>Smith [1] - 187:2</p> <p>snow [2] - 71:4, 71:6</p> <p>so... [2] - 17:11, 87:1</p> <p>sold [5] - 68:15, 71:9, 96:4, 204:16, 205:13</p> <p>solely [1] - 200:13</p> <p>solid [1] - 103:13</p> <p>someone [7] - 9:9, 31:15, 31:18, 87:12,</p>
--	--	---	--	---

<p>87:16, 134:16, 159:5</p> <p>Somerville [6] - 210:11, 210:12, 210:15, 210:17, 212:9, 212:18</p> <p>sometime [1] - 4:5</p> <p>sometimes [4] - 57:17, 71:2, 175:3, 182:1</p> <p>somewhat [8] - 21:14, 47:15, 48:5, 48:11, 78:1, 185:6, 196:15, 196:18</p> <p>somewhere [2] - 66:5, 156:4</p> <p>soon [4] - 42:13, 119:5, 137:10, 149:12</p> <p>sorry [7] - 21:16, 43:15, 52:17, 65:5, 111:9, 112:16, 147:5</p> <p>sort [30] - 17:18, 25:9, 29:3, 29:7, 30:15, 42:5, 43:4, 46:17, 50:2, 50:11, 51:8, 53:19, 69:8, 80:14, 106:17, 108:10, 109:9, 109:10, 109:17, 116:7, 139:6, 144:18, 146:6, 171:17, 174:3, 183:17, 198:19, 199:6, 199:8, 201:18</p> <p>sorts [2] - 103:6, 190:6</p> <p>sought [3] - 35:18, 42:18, 95:7</p> <p>sounds [4] - 81:6, 82:7, 156:9, 184:14</p> <p>south [1] - 2:10</p> <p>sovereign [1] - 143:9</p> <p>space [46] - 12:7, 59:1, 59:5, 59:9, 59:10, 69:17, 70:4, 70:6, 70:8, 72:19, 97:4, 97:13, 100:19, 101:13, 103:1, 103:6, 105:8, 111:2, 117:17, 131:14, 132:2, 132:13, 132:14, 132:16, 133:2, 152:3, 154:13, 156:2, 156:9, 157:10, 158:14, 159:1, 159:3, 180:14, 181:3, 181:6, 186:8, 189:18, 206:14, 206:18, 209:12,</p>	<p>209:15, 213:14</p> <p>Space [1] - 3:16</p> <p>spaces [46] - 38:18, 114:12, 120:12, 120:14, 121:9, 127:5, 129:1, 129:2, 130:7, 130:16, 131:15, 132:1, 132:8, 133:8, 133:14, 134:1, 134:3, 134:8, 135:6, 136:3, 136:5, 151:11, 152:14, 153:14, 154:3, 154:5, 154:8, 155:16, 156:3, 156:11, 184:1, 187:9, 187:14, 190:16, 192:5, 192:11, 194:14, 194:16, 194:17, 194:19, 195:2, 195:5, 200:14, 202:19, 206:19</p> <p>speaking [3] - 12:13, 22:10, 192:1</p> <p>special [1] - 58:6</p> <p>Special [25] - 10:8, 36:10, 41:16, 41:18, 42:4, 44:6, 44:14, 50:5, 74:13, 77:12, 88:1, 88:13, 118:11, 119:12, 120:5, 121:5, 122:4, 129:13, 129:16, 135:12, 136:8, 191:8, 191:10, 195:9, 211:5</p> <p>specialist [1] - 161:5</p> <p>specific [2] - 6:4, 18:9</p> <p>specifically [2] - 159:17, 162:13</p> <p>specifics [1] - 93:10</p> <p>speculate [1] - 185:18</p> <p>speculative [1] - 188:18</p> <p>speed [1] - 58:1</p> <p>spend [1] - 4:5</p> <p>spent [5] - 21:19, 99:3, 104:14, 172:4, 212:3</p> <p>spillover [4] - 185:2, 186:12, 190:19, 213:17</p> <p>spills [1] - 197:19</p> <p>spine [1] - 97:12</p> <p>split [7] - 48:2, 48:10, 66:9, 95:14, 116:16, 205:7, 212:15</p> <p>spot [8] - 59:7, 70:13, 97:9, 101:18,</p>	<p>102:18, 105:13, 108:15</p> <p>spots [2] - 103:5, 112:6</p> <p>spring [1] - 104:1</p> <p>square [96] - 2:13, 2:14, 11:18, 14:14, 38:12, 44:4, 46:3, 46:4, 47:1, 47:4, 53:4, 62:15, 63:3, 63:6, 63:18, 66:6, 66:18, 66:19, 67:2, 67:4, 67:15, 69:1, 70:5, 73:6, 83:12, 95:12, 95:13, 95:15, 95:17, 100:14, 104:7, 105:3, 105:7, 105:8, 105:19, 106:7, 107:9, 108:3, 108:5, 108:11, 108:14, 109:6, 109:19, 110:3, 110:8, 110:9, 110:17, 111:3, 111:6, 111:7, 113:2, 113:7, 113:10, 113:12, 114:3, 114:5, 114:13, 115:13, 115:15, 115:16, 116:14, 116:19, 117:16, 117:18, 119:3, 121:10, 125:12, 130:16, 133:15, 133:16, 134:2, 134:11, 135:16, 135:17, 136:3, 136:19, 145:4, 146:8, 146:12, 146:13, 146:16, 146:19, 147:1, 148:3, 148:12, 149:9, 149:19, 151:5, 157:7, 157:8, 160:4, 162:12, 165:19, 194:12, 209:6</p> <p>Square [10] - 3:16, 33:5, 121:4, 129:17, 140:19, 141:6, 141:9, 184:11, 193:8</p> <p>squiggly [1] - 211:14</p> <p>SS [1] - 217:2</p> <p>staff [14] - 3:11, 91:10, 92:16, 93:11, 114:11, 118:7, 119:14, 119:17, 122:13, 131:19, 150:18, 159:5, 194:2, 203:15</p> <p>Staff [1] - 1:13</p>	<p>staffs [1] - 84:19</p> <p>staircase [1] - 102:13</p> <p>standalone [1] - 122:6</p> <p>standard [1] - 87:15</p> <p>standards [2] - 28:18, 186:7</p> <p>stands [1] - 41:5</p> <p>start [3] - 101:8, 119:3, 128:8</p> <p>started [3] - 61:3, 90:19, 165:4</p> <p>starting [2] - 149:16, 167:3</p> <p>state [2] - 51:9, 209:16</p> <p>statement [2] - 101:7, 104:3</p> <p>statements [1] - 216:18</p> <p>station [15] - 99:18, 101:16, 139:15, 139:17, 140:2, 140:10, 140:15, 141:17, 142:9, 142:11, 142:13, 149:11, 172:8, 193:6</p> <p>Station [10] - 99:18, 105:11, 105:15, 107:16, 107:17, 119:5, 175:9, 179:12, 192:17, 193:6</p> <p>stations [4] - 141:2, 141:8, 141:15, 145:7</p> <p>status [2] - 91:19, 93:15</p> <p>stay [2] - 17:5, 164:5</p> <p>stays [1] - 127:18</p> <p>steady [1] - 127:8</p> <p>steel [2] - 103:17, 103:18</p> <p>stems [1] - 133:15</p> <p>stenographic [1] - 217:9</p> <p>step [1] - 90:19</p> <p>Stephanie [1] - 119:16</p> <p>steps [3] - 135:7, 135:11, 138:7</p> <p>Steve [5] - 39:1, 74:6, 74:7, 77:5, 199:5</p> <p>Steve's [2] - 30:12</p> <p>Steven [4] - 1:9, 1:10, 3:3</p> <p>STEVEN [62] - 9:14, 14:19, 15:3, 20:6, 20:9, 21:6, 22:4, 24:15, 29:13, 29:15,</p>	<p>35:17, 36:4, 36:12, 37:5, 37:14, 39:15, 45:6, 45:8, 47:17, 48:13, 52:16, 52:19, 62:19, 63:6, 63:9, 64:3, 64:13, 64:15, 66:2, 66:7, 72:17, 74:7, 74:11, 75:9, 76:14, 79:13, 83:6, 83:17, 84:12, 85:7, 89:9, 183:3, 183:13, 184:3, 188:5, 188:8, 188:12, 190:18, 196:14, 199:10, 201:3, 202:2, 202:17, 203:4, 203:7, 204:8, 205:15, 206:1, 209:17, 210:1, 211:13, 211:17</p> <p>stick [1] - 21:7</p> <p>sticks [1] - 59:11</p> <p>still [32] - 21:14, 42:15, 42:18, 43:14, 57:3, 69:6, 95:19, 120:14, 121:18, 128:12, 129:7, 130:14, 132:2, 132:3, 142:14, 146:10, 154:6, 156:14, 156:15, 158:3, 174:9, 174:14, 188:16, 189:13, 190:19, 191:1, 196:17, 202:18, 209:18, 210:1, 210:17</p> <p>stop [5] - 10:16, 11:1, 151:9, 209:6, 211:8</p> <p>Stop [2] - 147:11, 147:16</p> <p>Stop-N-Shop [2] - 147:11, 147:16</p> <p>stopped [1] - 106:2</p> <p>storage [1] - 103:1</p> <p>store [18] - 108:8, 108:14, 108:19, 111:3, 114:6, 134:5, 135:17, 146:17, 161:10, 162:6, 162:13, 163:18, 165:12, 165:18, 166:7, 168:5, 170:10, 171:6</p> <p>stores [1] - 133:19</p> <p>story [4] - 146:10, 146:13, 157:1, 192:9</p> <p>strategies [1] - 122:9</p> <p>strategy [4] - 121:12, 121:14, 130:17, 135:5</p>
---	--	--	---	--

<p>straw [3] - 83:7, 83:10, 84:14</p> <p>Street [24] - 2:6, 5:6, 5:19, 6:15, 6:19, 10:7, 10:8, 10:11, 38:5, 38:10, 48:16, 56:2, 57:9, 60:15, 63:15, 63:16, 65:1, 98:11, 98:19, 123:10, 168:5, 187:19, 214:1</p> <p>street [14] - 31:3, 48:18, 97:12, 98:11, 102:15, 106:1, 106:7, 106:19, 107:3, 107:5, 151:5, 151:7, 188:2, 201:8</p> <p>streets [10] - 31:10, 31:11, 48:19, 52:5, 151:1, 153:2, 153:3, 170:17, 172:6, 212:14</p> <p>strength [1] - 96:10</p> <p>stretched [1] - 113:1</p> <p>strictly [1] - 55:2</p> <p>strong [4] - 94:10, 100:16, 144:9, 150:6</p> <p>strongest [2] - 77:15, 78:8</p> <p>strongly [1] - 80:7</p> <p>structural [1] - 174:15</p> <p>structure [3] - 38:15, 73:3, 145:2</p> <p>structured [1] - 155:14</p> <p>structures [9] - 43:14, 68:16, 68:17, 69:15, 78:15, 81:8, 88:9, 157:16</p> <p>struggled [1] - 110:5</p> <p>study [5] - 27:19, 28:1, 28:4, 49:7, 86:13</p> <p>Study [1] - 3:16</p> <p>stuff [5] - 76:2, 154:13, 169:2, 169:7, 196:12</p> <p>style [2] - 46:8, 69:5</p> <p>subdivided [3] - 67:13, 68:15, 71:9</p> <p>subject [2] - 196:16, 197:10</p> <p>submission [1] - 137:18</p> <p>submit [1] - 136:8</p> <p>submitted [2] - 118:6, 126:8</p> <p>subscribe [1] - 216:17</p> <p>subsequent [2] -</p>	<p>62:6, 83:13</p> <p>substantial [1] - 80:3</p> <p>substitution [1] - 2:12</p> <p>suburbs [1] - 186:9</p> <p>success [2] - 196:1</p> <p>successful [4] - 75:17, 133:16, 145:3, 172:5</p> <p>suddenly [2] - 156:19, 204:18</p> <p>Sue [3] - 118:8, 119:15, 168:10</p> <p>suffer [1] - 56:6</p> <p>suffering [1] - 56:6</p> <p>sufficient [1] - 125:8</p> <p>suggest [2] - 32:7, 115:12</p> <p>suggested [8] - 47:5, 52:8, 53:10, 54:10, 75:13, 78:6, 135:19, 202:3</p> <p>suggestion [4] - 28:19, 47:5, 114:11, 181:12</p> <p>suggests [1] - 92:13</p> <p>suit [1] - 154:11</p> <p>sum [1] - 125:2</p> <p>summarize [1] - 207:6</p> <p>summer [4] - 139:18, 140:17, 141:11, 173:10</p> <p>summertime [1] - 177:19</p> <p>sun [1] - 23:17</p> <p>Super [1] - 147:16</p> <p>superior [1] - 143:9</p> <p>supermarket [2] - 111:1, 172:16</p> <p>supervising [1] - 214:3</p> <p>supplied [1] - 215:13</p> <p>supply [6] - 123:18, 125:9, 128:13, 185:9, 194:9, 197:19</p> <p>support [9] - 20:15, 33:4, 35:7, 74:13, 80:19, 81:16, 108:6, 171:3, 183:6</p> <p>supported [1] - 107:1</p> <p>supporting [2] - 78:4, 78:5</p> <p>supportive [1] - 183:5</p> <p>supports [1] - 20:16</p> <p>suppose [1] - 211:9</p> <p>supposed [1] - 159:18</p> <p>surface [1] - 133:9</p> <p>surprise [1] - 166:16</p> <p>surprising [2] - 115:5, 193:9</p>	<p>surprisingly [1] - 193:7</p> <p>Susan [1] - 124:1</p> <p>SUSAN [4] - 168:14, 172:13, 195:12, 195:15</p> <p>Susan's [1] - 124:2</p> <p>swap [1] - 143:15</p> <p>sweeping [1] - 79:11</p> <p>switchover [1] - 193:19</p> <p>sympathy [1] - 28:14</p> <p>system [1] - 45:13</p> <p>systems [1] - 180:5</p>	<p>tentatively [1] - 6:18</p> <p>tents [1] - 144:19</p> <p>term [4] - 102:9, 153:8, 154:6, 170:19</p> <p>terminus [1] - 141:17</p> <p>terms [19] - 17:3, 29:7, 51:15, 54:16, 62:1, 78:14, 95:12, 102:17, 116:8, 120:10, 123:14, 136:7, 144:14, 150:2, 169:14, 198:16, 199:9, 200:17</p> <p>terrific [1] - 94:12</p> <p>test [2] - 102:17, 186:19</p> <p>tested [2] - 189:10, 202:8</p> <p>testimony [3] - 215:13, 216:5, 217:8</p> <p>testing [1] - 200:2</p> <p>text [1] - 44:12</p> <p>THE [8] - 1:2, 1:18, 215:16, 217:17, 217:18, 217:18</p> <p>theirs [1] - 200:10</p> <p>theme [1] - 206:8</p> <p>themselves [2] - 118:5, 157:16</p> <p>THEODORE [53] - 15:9, 15:13, 16:3, 16:8, 16:11, 32:2, 32:4, 37:12, 40:2, 40:5, 50:7, 67:12, 67:17, 68:9, 68:18, 76:18, 90:4, 117:3, 139:5, 140:18, 141:16, 142:2, 142:8, 142:12, 142:16, 142:19, 144:3, 145:10, 145:18, 147:1, 147:5, 147:13, 147:18, 148:15, 149:2, 150:8, 150:11, 151:13, 152:9, 152:15, 153:11, 154:18, 155:5, 155:8, 157:9, 159:4, 160:18, 161:2, 204:9, 208:9, 208:15, 209:11, 214:11</p> <p>Theodore [2] - 1:8, 3:2</p> <p>theorist [1] - 36:15</p> <p>thereabouts [1] - 184:1</p>	<p>therefor [2] - 215:13, 216:5</p> <p>therefore [3] - 2:12, 53:9, 160:3</p> <p>thereof [1] - 215:6</p> <p>they've [4] - 40:9, 94:12, 208:17</p> <p>thinking [14] - 7:16, 16:1, 107:15, 107:16, 154:16, 168:17, 169:16, 169:19, 171:7, 172:5, 181:16, 187:10, 196:10, 199:19</p> <p>thinks [1] - 79:5</p> <p>third [11] - 38:6, 41:3, 55:9, 58:13, 62:5, 62:12, 62:15, 78:6, 81:12, 83:13, 83:14</p> <p>THIS [2] - 215:16, 217:17</p> <p>THOMAS [71] - 92:4, 92:10, 111:14, 112:13, 113:18, 117:7, 135:9, 139:10, 141:1, 141:19, 142:5, 142:10, 142:15, 142:17, 143:2, 144:7, 145:6, 145:11, 146:2, 147:4, 147:7, 147:15, 148:1, 148:16, 149:6, 150:10, 152:7, 152:11, 153:15, 155:3, 155:6, 158:5, 165:2, 165:5, 165:8, 165:15, 166:11, 167:11, 173:6, 174:7, 174:17, 175:18, 176:3, 176:12, 176:18, 177:8, 177:13, 178:14, 179:4, 180:3, 180:5, 180:10, 180:13, 181:17, 183:2, 183:12, 184:2, 189:1, 198:10, 200:12, 201:4, 202:5, 203:1, 206:7, 208:14, 208:16, 209:13, 209:18, 210:3, 211:7, 212:2</p> <p>Thorndike [2] - 5:19, 6:19</p> <p>thoughts [1] - 4:8</p> <p>thousand [13] - 114:13, 121:10, 130:16, 133:15,</p>
---	---	--	---	---

<p>153:14, 154:13, 156:9, 186:8, 186:10, 188:15, 188:18, 189:18, 204:13</p> <p>three [33] - 26:14, 31:10, 31:11, 41:16, 53:6, 56:14, 58:7, 63:7, 64:7, 64:12, 67:6, 68:11, 69:1, 69:15, 72:4, 74:14, 77:12, 79:6, 79:18, 81:7, 84:4, 112:10, 125:12, 130:11, 141:2, 141:8, 145:7, 148:3, 157:1, 166:4, 195:1, 211:4, 211:12</p> <p>three-and-a-half [1] - 157:1</p> <p>three-unit [1] - 81:7</p> <p>threshold [3] - 19:12, 52:11, 62:4</p> <p>through-fare [1] - 57:9</p> <p>throughout [1] - 122:18</p> <p>throwing [1] - 198:6</p> <p>tight [1] - 187:6</p> <p>tinkering [1] - 79:11</p> <p>tiny [1] - 179:19</p> <p>TO [2] - 216:1, 217:17</p> <p>today [16] - 20:13, 60:2, 96:6, 114:7, 142:11, 145:2, 145:3, 152:19, 155:18, 159:2, 163:1, 182:1, 182:11, 191:18, 193:5, 208:19</p> <p>toft [1] - 127:11</p> <p>together [11] - 77:19, 92:15, 97:15, 101:12, 116:9, 128:4, 143:13, 148:4, 195:1, 196:13, 200:16</p> <p>Tom [6] - 37:19, 92:6, 92:11, 117:13, 135:7, 146:9</p> <p>Tom's [1] - 192:7</p> <p>ton [1] - 212:2</p> <p>tonight [6] - 92:6, 92:19, 104:8, 111:5, 115:10, 198:13</p> <p>took [1] - 28:17</p> <p>tool [1] - 73:18</p> <p>top [5] - 14:18, 108:19, 115:1, 146:11, 168:1</p> <p>topic [1] - 44:10</p>	<p>topped [1] - 103:17</p> <p>topping [1] - 103:18</p> <p>total [8] - 60:17, 64:16, 95:12, 95:14, 95:18, 116:14, 149:14, 213:6</p> <p>totally [3] - 20:9, 188:9, 199:14</p> <p>toward [5] - 98:8, 102:9, 103:10, 107:13, 109:8</p> <p>towards [6] - 11:14, 86:3, 121:19, 133:4, 133:5, 181:9</p> <p>Towers [1] - 183:10</p> <p>towers [1] - 177:4</p> <p>town [1] - 105:8</p> <p>Town [2] - 2:11, 7:12</p> <p>townhouse [8] - 2:16, 41:18, 43:11, 46:6, 46:15, 54:13, 54:17, 69:5</p> <p>townhouses [10] - 44:1, 51:16, 58:8, 59:4, 59:17, 62:4, 65:17, 69:7, 71:12, 77:8</p> <p>track [6] - 140:3, 140:4, 140:6, 140:7, 140:10, 208:19</p> <p>tracks [1] - 179:9</p> <p>Trader [3] - 147:2, 147:8, 147:19</p> <p>traffic [20] - 50:3, 57:12, 57:17, 57:19, 71:19, 72:10, 86:5, 160:2, 160:11, 161:5, 162:10, 162:15, 163:10, 166:18, 167:5, 167:16, 167:18, 169:5, 200:9, 205:2</p> <p>Traffic [4] - 50:9, 50:13, 86:8, 186:3</p> <p>training [1] - 140:12</p> <p>transaction [1] - 136:14</p> <p>transcript [7] - 215:9, 215:14, 216:4, 216:6, 216:7, 216:16, 216:17</p> <p>TRANSCRIPT [2] - 215:16, 217:17</p> <p>Transcript(s) [1] - 2:4</p> <p>transcription [1] - 217:9</p> <p>transcripts [2] - 9:4, 9:7</p> <p>transit [1] - 100:2</p> <p>transit-oriented [1] - 100:2</p>	<p>transmit [1] - 41:12</p> <p>Transportation [2] - 50:14, 195:17</p> <p>transportation [7] - 99:10, 116:5, 116:6, 169:15, 178:3, 178:6, 193:8</p> <p>treated [1] - 55:1</p> <p>tree [2] - 14:4, 14:10</p> <p>tremendous [1] - 148:18</p> <p>tried [4] - 51:3, 174:10, 213:19, 214:5</p> <p>trip [4] - 115:11, 118:6, 160:4, 160:15</p> <p>trips [5] - 116:3, 116:4, 125:7, 144:14, 171:8</p> <p>troubled [1] - 74:18</p> <p>truck [1] - 208:18</p> <p>true [3] - 180:14, 213:1, 217:8</p> <p>trust [2] - 84:19, 213:18</p> <p>truth [1] - 188:10</p> <p>try [10] - 40:19, 59:5, 92:16, 99:6, 99:16, 113:16, 158:18, 172:7, 182:18, 196:8</p> <p>trying [22] - 17:7, 51:5, 57:1, 59:14, 63:1, 81:4, 85:4, 87:18, 104:16, 107:9, 112:19, 125:8, 130:18, 149:10, 154:1, 154:14, 189:14, 194:9, 194:10, 198:12, 198:17, 208:19</p> <p>Tuesday [1] - 1:4</p> <p>Tufts [1] - 141:19</p> <p>tune [1] - 172:12</p> <p>turn [4] - 140:4, 141:5, 141:6, 168:1</p> <p>turned [1] - 153:4</p> <p>turns [3] - 184:15, 184:16, 197:6</p> <p>two [56] - 2:16, 9:6, 24:15, 28:11, 32:8, 33:16, 38:4, 38:18, 43:14, 46:9, 47:2, 53:6, 53:11, 56:12, 59:2, 62:11, 64:5, 64:6, 64:13, 64:14, 65:17, 66:9, 67:6, 68:11, 68:16, 68:19, 69:8, 72:3, 74:19,</p>	<p>75:6, 78:12, 79:4, 79:18, 79:19, 96:1, 97:10, 104:14, 106:15, 125:12, 126:14, 128:4, 130:11, 131:7, 137:7, 137:13, 157:13, 158:13, 173:9, 174:9, 175:11, 177:3, 177:9, 194:12, 204:9, 204:13</p> <p>two-family [6] - 43:14, 59:2, 65:17, 68:11, 68:16, 69:8</p> <p>two-thousand [1] - 204:13</p> <p>tying [1] - 101:2</p> <p>type [9] - 42:3, 86:14, 124:4, 127:4, 133:17, 134:9, 146:14, 147:17, 157:19</p>	<p>131:15, 132:1, 132:2, 132:8, 133:2, 133:8, 156:2, 192:11, 206:14</p> <p>units [52] - 41:16, 42:1, 46:19, 47:2, 47:3, 47:15, 48:12, 51:16, 54:8, 56:14, 56:16, 56:17, 58:7, 58:13, 62:6, 63:3, 64:6, 64:7, 64:12, 64:16, 65:2, 65:8, 65:18, 66:12, 67:5, 67:11, 69:3, 69:6, 69:15, 70:12, 73:7, 73:8, 74:15, 74:19, 75:5, 75:6, 77:13, 79:4, 79:18, 80:1, 83:8, 83:13, 98:3, 100:6, 100:8, 100:9, 116:1, 148:4, 192:12, 194:18</p> <p>University [1] - 142:1</p> <p>unknown [1] - 167:1</p> <p>UNLESS [1] - 217:18</p> <p>unless [3] - 18:8, 73:8, 117:1</p> <p>unpleasant [1] - 21:13</p> <p>unregulated [1] - 50:2</p> <p>unsustainability [1] - 86:19</p> <p>untested [2] - 189:8, 202:7</p> <p>unusual [2] - 21:18, 48:1</p> <p>unusually [1] - 47:10</p> <p>up [64] - 8:2, 11:17, 17:5, 23:3, 25:10, 25:17, 26:15, 28:12, 32:19, 39:10, 40:19, 41:10, 43:19, 46:13, 47:7, 48:7, 48:17, 51:8, 55:16, 57:13, 59:2, 60:5, 60:7, 70:18, 71:3, 72:8, 72:9, 75:19, 77:3, 78:4, 79:17, 80:17, 85:17, 90:14, 99:7, 101:14, 106:14, 112:14, 121:9, 122:14, 131:6, 133:1, 135:10, 143:17, 143:18, 144:19, 148:9, 157:6, 157:9, 158:3, 159:16, 165:16, 166:1, 173:9, 175:2, 181:15, 187:14, 187:15, 199:8, 205:7, 208:17,</p>
		U		
		<p>U.S. [1] - 19:15</p> <p>ultimately [1] - 209:11</p> <p>unaffected [1] - 66:19</p> <p>unchanged [2] - 95:11, 191:11</p> <p>unclear [2] - 209:1, 209:4</p> <p>UNDER [1] - 217:18</p> <p>under [10] - 46:16, 54:2, 54:9, 55:2, 64:7, 66:13, 69:4, 85:3, 91:17, 134:11</p> <p>underdeveloped [1] - 54:1</p> <p>underlying [2] - 80:9, 138:16</p> <p>undersigned [1] - 217:4</p> <p>understood [2] - 18:3, 28:10</p> <p>underway [2] - 118:16, 141:9</p> <p>unfortunately [1] - 140:1</p> <p>UNIDENTIFIED [1] - 212:19</p> <p>Union [3] - 140:19, 141:6, 141:9</p> <p>unique [3] - 109:9, 109:15, 146:6</p> <p>unit [22] - 2:13, 2:13, 41:15, 44:3, 44:15, 53:11, 59:17, 62:15, 74:17, 80:2, 81:7, 109:5, 131:14,</p>		

<p>210:19 upcoming [1] - 6:14 Update [2] - 2:2, 2:18 update [11] - 3:8, 92:14, 93:1, 93:5, 93:15, 98:14, 104:6, 200:1, 200:10, 210:14, 214:13 updated [4] - 115:11, 115:19, 208:6, 210:18 updates [2] - 8:5, 200:9 updating [2] - 121:3, 199:17 upfront [3] - 197:2, 197:12, 199:13 upper [1] - 38:18 urban [8] - 125:17, 125:18, 133:16, 146:12, 146:19, 149:19, 184:10, 203:12 usage [1] - 123:17 useful [2] - 22:2, 25:19 users [1] - 131:2 uses [13] - 87:12, 116:18, 118:5, 121:19, 124:5, 125:3, 126:10, 129:6, 136:2, 146:1, 146:3, 146:4, 193:17</p>	<p>vested [1] - 61:10 viable [2] - 74:9, 74:12 vibrancy [2] - 107:4, 150:2 vibrant [5] - 107:9, 146:19, 148:5, 151:5, 151:17 vice [1] - 131:4 Vice [1] - 1:8 view [6] - 62:10, 115:1, 115:2, 129:6, 174:4, 208:6 views [2] - 98:6, 115:7 violated [1] - 23:4 virtually [1] - 150:12 visible [3] - 12:11, 12:16, 32:15 vision [1] - 183:5 visit [1] - 175:13 visited [1] - 96:17 visitor [1] - 151:16 visits [1] - 56:19 vividly [2] - 159:11, 173:8 voice [1] - 207:7 volume [4] - 110:16, 215:12, 215:14, 216:6 vote [5] - 81:2, 83:7, 83:10, 88:14, 88:19 voted [2] - 72:14, 84:11 votes [2] - 84:14, 84:15 voting [3] - 9:18, 37:18, 90:10 vu [1] - 70:1</p>	<p>water [5] - 178:6, 178:9, 178:15, 178:17, 178:18 waterfall [2] - 176:11, 176:13 waterfront [1] - 32:12 waters [1] - 200:3 ways [4] - 29:11, 50:16, 69:10, 169:16 week [3] - 119:2, 137:10, 176:6 weeks [2] - 137:8, 205:16 West [1] - 61:4 whatnot [1] - 87:1 whatsoever [1] - 170:6 WHEN [1] - 215:17 WHEREOF [1] - 217:10 whichever [2] - 16:7, 16:8 Whole [10] - 147:9, 147:10, 147:17, 148:7, 148:11, 148:19, 164:4, 178:7, 178:11, 186:9 whole [11] - 13:2, 14:5, 18:18, 27:12, 33:16, 100:9, 117:6, 119:17, 161:7, 162:5, 171:12 width [4] - 2:15, 68:5, 68:6, 102:15 windows [3] - 23:14, 23:15, 80:2 WINTER [21] - 14:19, 15:3, 20:6, 20:9, 21:6, 22:4, 29:13, 29:15, 39:15, 45:6, 45:8, 47:17, 48:13, 74:7, 75:9, 76:14, 83:17, 85:7, 89:9, 203:4, 203:7 winter [3] - 22:9, 57:7, 71:4 Winter [3] - 1:9, 3:3, 10:2 winters [1] - 55:19 Winters [3] - 1:9, 3:3, 10:1 WINTERS [63] - 8:6, 8:13, 9:1, 9:11, 13:7, 13:14, 14:6, 14:11, 16:14, 16:17, 26:17, 27:1, 27:4, 28:8, 34:7, 34:12, 35:2, 39:3, 39:11, 51:10, 51:12, 52:3,</p>	<p>52:14, 52:17, 62:13, 64:10, 64:14, 69:19, 71:17, 72:5, 72:11, 82:3, 82:11, 83:2, 83:5, 84:2, 84:16, 147:10, 160:17, 160:19, 161:3, 161:15, 161:18, 162:3, 162:8, 162:16, 163:4, 163:16, 164:11, 164:16, 165:3, 179:18, 180:4, 180:9, 180:12, 180:15, 181:11, 182:14, 199:5, 210:12, 211:19, 212:10, 212:16 wintertime [1] - 14:9 Winthrop [2] - 33:6, 33:17 wish [1] - 61:15 WITH [1] - 215:16 withdraw [1] - 40:7 withstand [1] - 102:17 WITNESS [1] - 217:10 wonder [5] - 25:9, 36:12, 185:7, 185:10, 186:4 wonderful [2] - 96:6, 99:9 wondering [3] - 168:12, 188:13, 204:10 word [1] - 74:12 wording [1] - 85:6 words [1] - 100:3 workday [2] - 124:9, 127:9 worker [1] - 202:14 workers [3] - 185:8, 202:11, 202:14 Works [3] - 50:15, 86:7, 102:7 works [6] - 42:6, 96:18, 123:14, 125:16, 151:4, 154:16 world [1] - 193:1 worse [1] - 159:13 worth [1] - 122:11 wow [1] - 190:9 wrap [1] - 135:10 write [1] - 85:17 written [1] - 37:7 www.reportersinc.com [1] - 1:19</p>	<p>175:3, 175:5, 208:19 yards [2] - 121:14, 193:1 year [7] - 7:18, 24:10, 71:18, 72:3, 119:19, 124:3, 140:17 year's [1] - 122:10 years [12] - 61:3, 61:5, 61:10, 72:2, 104:14, 120:9, 120:10, 165:9, 166:13, 206:9, 207:13, 214:7 yellow [7] - 56:10, 59:7, 65:1, 71:7, 71:10, 71:12, 71:16 yield [1] - 69:6</p>
V	W			
<p>vacancy [1] - 213:12 vacant [11] - 47:13, 50:1, 53:8, 53:13, 63:12, 64:3, 64:17, 66:3, 66:4, 87:16, 88:7 valuable [1] - 79:12 value [3] - 18:18, 19:11, 143:19 variance [6] - 11:9, 15:8, 17:3, 17:10, 26:12, 31:18 Variance [9] - 18:1, 18:4, 18:7, 19:6, 25:7, 35:8, 36:13, 37:7, 38:6 variances [2] - 24:9, 35:19 variety [1] - 140:14 various [1] - 168:8 vehicles [1] - 127:1 versa [1] - 131:4 versus [2] - 19:8, 69:7 Vertex [1] - 32:14</p>	<p>waiting [2] - 57:4, 153:5 waiver [1] - 146:16 walk [4] - 115:18, 144:9, 170:15, 187:18 walk-in [1] - 170:15 walk-to [1] - 144:9 walking [5] - 43:8, 134:18, 137:8, 188:4, 193:5 wall [2] - 174:3, 176:12 walls [1] - 33:17 wants [3] - 150:5, 203:2, 204:17 watch [1] - 100:3 watching [1] - 72:7 Water [1] - 123:10</p>			Z
			Y	<p>Zelinski [2] - 217:3, 217:13 zone [4] - 56:14, 150:6, 172:8, 210:17 Zone [1] - 56:15 zoned [2] - 2:9, 211:3 zoning [5] - 43:11, 48:2, 70:14, 80:14, 138:16 Zoning [46] - 2:5, 2:7, 2:8, 5:4, 10:3, 10:13, 20:4, 23:3, 24:6, 31:16, 32:10, 35:6, 36:10, 37:1, 38:6, 40:7, 40:15, 41:4, 41:11, 41:14, 44:1, 44:12, 46:16, 46:17, 47:5, 48:3, 48:7, 52:10, 54:2, 55:2, 62:3, 66:14, 81:10, 84:2, 120:18, 121:2, 121:3, 123:2, 129:11, 138:4, 138:7, 191:3, 191:11, 210:18, 210:19 zonings [1] - 66:9</p>
			<p>yard [4] - 121:16,</p>	