

PLANNING BOARD  
FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, February 23, 2016

7:05 p.m.

in

Second Floor Meeting Room

344 Broadway

Cambridge, Massachusetts

H. Theodore Cohen, Chair

Catherine Preston Connolly, Vice Chair

Hugh Russell, Member

Tom Sieniewicz, Member

Louis J. Bacci, Jr., Member

Mary Flynn, Member

Ahmed Nur, Associate Member

Iram Farooq, Assistant City Manager Community  
Development Department

**Community Development Staff:**

Liza Paden

Jeff Roberts

Stuart Dash

Suzannah Bigolin

Swaathi Joseph

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# I N D E X

## PAGE

### **GENERAL BUSINESS**

Update from the Community  
Development Department 3

Adoption of the Meeting Transcript(s) 7

### **Public Hearing**

7:00 p.m. PB#310, 399 Binney Street, Special  
Permit to demolish the existing office building  
and construct a new office/lab building and ground  
floor retail space, totaling approximately 172,500  
square feet of Gross Floor Area. The applicant is  
DWF IV One Kendall Square LLC 8

### **General Business**

Board of Zoning Appeal Cases 181

BZA 9388-2016 -- 80 Sherman Street, Special Permit  
to add antennas, all to be installed within a new  
stealth enclosure. The new stealth enclosure is  
larger but will accommodate all the existing and  
proposed antennas. 181

BZA 9389-2016 -- 237 Putnman Avenue, Special  
Permit to replace the existing telecommunication  
antennas and add antennas all within the stealth  
enclosure and replace the stealth enclosure to  
better match the existing building. 184

Keyword Index

## PROCEEDINGS

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H. THEODORE COHEN: Good evening, everyone. Welcome to the February 23rd meeting of the Planning Board. We will start with our usual update from the Community Development Department.

IRAM FAROOQ: Thank you, Mr. Chair. Good evening.

So, today's public hearing is on 399 Binney Street. And next week no meeting.

March 8th will be the next Planning Board meeting, and there are a couple of public hearings on the agenda. The first is the Cohen Petition which is about -- which addresses the construction of garages on non-conforming lots. And the other hearing is a development project on -- well, it's a project on Nine Chauncy Street

which is utilization of the Basement Overlay District that was, the Planning Board worked on the zoning last year. That was adopted by City Council.

And then the final other item that's on the agenda for the next meeting is design review of the Porter Square Hotel. This was a case that the Planning Board approved and it's now under construction, and there are a couple of other elements that are somewhat inconsistent -- well, that are different from what were on the drawings and so we just wanted to bring them back to the Planning Board so you can evaluate the consistency with -- the staff did not want to make that determination on our own and so we're bringing it back.

A couple of non-Planning Board updates are that the Cohen Petition Ordinance Committee

hearing is going to be tomorrow at 5:30, and the -- and at last night's City Council meeting, the Council addressed the zoning for the Volpe block, and the petition that they were considering had just expired about a week ago. And so instead of re-filing the zoning, what they've decided to do is to actually forward the content to the Ordinance Committee which will develop some parameters and then wait to have the GSA selected developer and then work with them on finalizing the zoning potentially. So expecting that the zoning will not happen until summer or the fall most likely.

The Envision Cambridge. I hope some folks were able to go to the panel discussion which was the first public event earlier this month, and we have been working with the consultants to put together a mobile engagement

station which is essentially a map that people can markup, that will be taken around for, to public meetings and such, and for those who want the first -- well, it is upstairs if you want to go take a look at it, but it will be downstairs in the lobby on election day for -- so that people who come into the building will have an opportunity to connect with it and provide their early comments.

And just with regard to questioning just now, I do want to mention that the consultant team will be coming to the Planning Board to update you during the course of the project, and of course we are current -- we received about 130 or so applications for the committee and the working groups. And so staff will be -- and it's great because a lot of folks are people who have not -- whom we had not seen before, we don't

really know, so there will be a -- we need to reach out to people and really talk to them to make sure that we have as representative groups as possible for each of the working groups and the task force. So we'll be doing that over at the next several weeks, and we will have certainly Planning Board representatives there, but we will also be bringing the consultant team to update you in the next couple of months.

Thanks.

H. THEODORE COHEN: Thank you.

Liza, are there any transcripts?

LIZA PADEN: We have the January 5th, the January 12th, and the January 19th which have been received and were certified.

H. THEODORE COHEN: Do I have a motion to accept those transcripts?

MARY FLYNN: So moved.

H. THEODORE COHEN: Second?

CATHERINE PRESTON CONNOLLY: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands).

H. THEODORE COHEN: Thank you.

And now we will have a hearing on Planning Board No. 310 relating to 399 Binney Street which is a Special Permit -- project review Special Permit with regard to 1500 and 1700 Cardinal Medeiros Drive and there's also a request for a Special Permit to have curb cuts in excess of what's authorized under the Ordinance.

And also a Special Permit to reduce the parking as it relates to the cinema.

If you would like to start your presentation.

RICHARD McKINNON: Use this one, Mr. Chairman?



H. THEODORE COHEN: If you would, please.

RICHARD McKINNON: Okay, thank you.

Thanks, Mr. Chairman, and Members of the Board. It's nice to be before you again. My name is Rich McKinnon, I live at One Leighton Street in North Point in East Cambridge and I'm the development consultant for the project.

We're here tonight, as the Chairman said, to ask for a couple of specific things for this project, an Article 19 Special Permit and also two Special Permits that will allow additional curb cut width as well as one that allows shared parking with the daytime users for the Kendall Square Cinema.

You could find that, by the way, in pages 10 through 24 of our Special Permit Volume 1 application where we make those requests, and the justification for them is spelled out in some

detail.

Tonight what I'd like to do is just say a few brief remarks, then give the mic to Joel, our architect, and let him take the bulk of our time. We've got other consultants here. Here's our development team that are prepared to answer -- I think most of the questions that may come up or the Planning Board members might have when -- after public testimony is taken, and all the consultants will stay here be available for questions. Rather than trying to go into each one of these disciplines, I think we'll just be available to you as called upon later on in the evening. Okay?

This is our site and it's an interesting site. We're sort of on the cusp between two neighborhoods; the railroad track here, the Grand Junction sort of divides us between the

Wellington-Harrington neighborhood over in this area and then the East Cambridge neighborhood beyond. What we decided to do with Divco our owner decided to do early on is just to engage both neighborhoods. We were sitting in one and we were sitting on the border with the other, each of them has different ways of having real stakes in this. The big parking garage has really been an eyesore for the near residents, but very much for the people in East Cambridge down in the Sixth Street area, it's an open garage as you know. And then obviously the people in Wellington-Harrington, especially in the homes across the street on Cardinal Medeiros and behind us at Linden Court, had long had an interest of what happens on this corner. So we made a decision to engage both of those neighborhoods.

This is not the first time that this site has come before the Planning Board. In fact, it's got some history up here. There were two prior owners, each of which decided to develop this site.

One of them, Lincoln Properties, about ten years ago, twelve years ago, came with a full blown Special Permit application. They came in front of a prior Planning Board and it was very large. It had similarities to these, whereas you can see it's, you know, 85 feet tall, the setbacks had been removed, the plaza in front of the cinema has been built over, and, you know, to put it mildly, it caused a pretty big explosion with the residents that live in the area. They were very organized, they were very much against that proposal, came in front of the Planning Board, and the night that it was up for a

Planning Board vote, the Chairman at that time suggested that if they insisted on a vote from the Planning Board, the vote was going to be no. And so the applicant chose to withdraw the application.

Next prior applicant, the prior owner was the Beal Company. And Beal had a proposal that was very similar; 85 feet tall, the 100-foot setbacks to protect the residential neighborhoods cut in half, the size of the project -- our project by the way, is 140,000 feet with a 40,000-foot basement and it has a height of only 35 feet with a small area that rises to 45 feet. These were just much bigger. Once again, there was a lot of opposition. Beal decided to try to do -- accomplish their objectives with a zoning petition, and what happened there was councillors Toomey and Maher introduced a Council order

asking them to withdraw it. That order was adopted unanimously by the City Council and the petition was withdrawn.

So this is not an untouched site. Divco, I think to their credit, when we put together a team to look at this said, why don't we talk to the people that hated what was done here before. And so I spent a lot of time in the summer talking with the neighbors who were nice enough to be here tonight, getting a sense of what was wrong, getting a sense of what really bothered them. And I think it came down to a number of things:

One is they really would like us to build in the underlying zone, the base zone, not seek the types of density bonuses or height bonuses that were available if we did residential but simply aren't available if we were doing

commercial. We decided we'd do a commercial project, and in keeping with that conversation we decided we'll just live with the underlying base zone. We'll make it 35 feet, we'll let it rise to 45 feet. There are big 100-foot setbacks there to protect the residential neighborhoods. We'll live with those setbacks. And so we've got a project that has an FAR of 1.25 with height limits of 35 feet for the bulk of the project, small one at 45 feet down by the garage. And although there are no open space requirements under the base zone, as you'll see when Joel does the presentation, we've wound up finding a number of ways to do open space here.

So that's been the approach. And we've had a lot of support from our neighbors. A lot of time given to us from the neighbors. And I think we probably I think tonight have letters

from both the Wellington-Harrington neighbors as well as from the East Cambridge Planning Team.

Finally, if I could, and then I'll turn it over to Joel, one of your predecessors, Bill Tibbs, who was always full of good advice and suggestions took me aside once about 15 years ago, he said, part of the problem, Rich, with a lot architects and all of those developers, too, is that you tend to like sit on top of your projects, you look at your building and you kind of have a way of forgetting where you are. And he said, for me projects do better if they start backing up away from the site and looking at it in context like where are you? What's the neighborhood that you're in? What's this building going to look like from over here? From over there? And it's something that stuck with me and it's something -- by the way, you can't go



walking backwards on a project if you don't have an owner walking with you. It gets pretty lonely. Divco's been a pretty good, terrific owner and they've taken part in that exercise with me.

Whoops. But anyway, here's our site. And one of the things just quickly, if you take a look at the site from over here, you say well, there was a driveway going into the garage. That may not be a good idea. Why don't we get rid of it, put it down here so that we have a pedestrian-free plaza and the chance to do something nice there. Once you come down here and start making some changes here, you find that, ah, there's going to be a Grand Junction Path here so you start having to make measurements 26 feet from the center line of the Grand Junction Railroad to lead the right type of

path that's needed from the Grand Junction Path. Well, we own a lot of land on the Grand Junction, about 16,000 feet, and all of a sudden we're in talks, so now donate all of our land to the Grand Junction Path.

When we look at redoing the plaza, that garage has got a really lousy wall there. It's just a big erector set. So why don't we fix that to create a nicer plaza. Well, if you're gonna fix that, maybe you want to fix the whole thing, and suddenly we've got a garage that's now become a part of the project, not a small garage that we're trying to cover by the way. In the process of doing that, we talked to Stuart Dash, he said, gee, we've got an initiative going to put solar panels on roofs of garages in Cambridge. Anyway, you get the idea. The further away you step from the project, the more ambitious the project

became. And I think you'll see in spite of the fact we're in a base zone, it's a project that really does try and understand where it is, who our neighbors are, and what are the different ways beyond the site itself that it can do the right things here.

Joel Bargmann is our architect. I'll leave it to him.

JOEL BARGMANN: Thanks, Rich. Once again, Joel Bargmann, BH&A, that's the name of the firm. I'm gonna go quickly as Rich mentioned, and then we have our consultants here to answer questions for you. And in that spirit of looking at the bigger picture of the project really began about a year and a half ago when the accessibility officer for ISD requested that our client the Co-Ess (phonetic) take a look at the master plan for making the site accessible. You

have a number of different levels off of  
Hampshire Plaza which this is a rendering of.  
You have Hampshire Street and that request to  
figure out how to make all these buildings that  
are on different levels in the upper plaza and  
the lower plaza accessible led to a bigger  
picture master plan approach starting at  
Hampshire Plaza and really trying to understand  
how One Kendall Square is really good about One  
Kendall Square. It doesn't have retail on the  
perimeter. It's really retail and it activates  
the community accessible common spaces. And they  
are not only on Hampshire Plaza, but they're  
beginning to work their way deep into the body of  
the site. And as you can see, this connects on  
the Tech Walk. There's an atrium space that's  
built in here and then it connects under building  
1400 to the parking garage so this sort of

wonderful front end ended with a bit of a dud at the back end of the site. And in looking at that, Divco and the planning team began to realize that we have this asset at the end, Landmark Theatres, and it would be really great to create a stronger connection for One Kendall Square from the theatre to the plaza.

And then as Rich mentioned, if you could connect through to the future Grand Junction Rail Trail, you could begin to make the pedestrian connection from the plaza all the way down to Cambridge Street where there's another series of interesting activities and you begin to create some connections. And that's what started this project out and it became a building that supports several public initiatives.

Here's the edge of the parking garage.

There's the four-story element of the

building. It steps down to three stories, and then the corner on Cardinal Medeiros is actually eroded down to two stories for a section so that the building grows from the residential to the taller commercial side. It's really a solid and void exercise between the new building and the garage creating this plaza, and the whole -- I mean, talk about the plaza a number of times and the landscaping, tremendous amount of study being done to keep the plaza open so that the theatre has a front door on Binney Street and it's not lost by the new activity and not concealed by planting and other elements. So trying to make a front door and a strong end for the theatre in a space that works for the building, the theatre, and the parking garage.

Clearly the building mitigates a series of context from, you know, One Kendall Square,

commercial office space, down to the residential side, and I'll walk you through how that building makes that accommodation.

Four stories on the courtyard side with the garage, it steps down to three on Cardinal Medeiros, 35 feet. The setback to where it drops pokes up is 100 feet off of Cardinal Medeiros all in compliance. You can see there's an eroded ground floor on Cardinal Medeiros that's put in there to facilitate automobile views as you come from Binney to make a right-hand turn or to a left-hand turn you can see in a perspective how that facilitates the view corridors.

And then as Rich mentioned a basement level.

The ground floor plan, the lobby has its entry on Binney Street. It's light to see and I'll come back to this, but there's a landscape

island and I'll show you. What that does is that mitigates the grade level. As you can see the existing sidewalk to the theatre, has some solo grades, the theatre's about two feet up. And what this island does is it helps to make the transition in grades from the sidewalk to the building entry and then there's another one back here, back up to the theatre entry and do that without a myriad of handrails in the plaza.

The entry, lobby, retail. The retail opens to the lobby. And the retail opens to the plaza. The idea was to activate this plaza much like One Hampshire Place is activated with the retail and the common space. We have connections into the garage at this point so you can come from the garage to the theatre, garage to the retail, garage to the plaza, lobby, etcetera. And I'll show you how the bike circulation works



as well a little bit later.

Okay, back to that overview. That first view is taken coming through One Hampshire Plaza, Tech Walk, standing there, looking at the garage, there's the plaza. But that's not the only portion, we have a green roof on the lower portion of the building where it steps down to Cardinal Medeiros Avenue.

And a series of features on this facade. One is the replication of the scale of the window.

Two, the replication and the scale of the cinema height.

Three is the attempt to break the building down into masses that are more compatible with the neighborhood scale.

Three is positioning of a vest pocket park in relationship to Bristol Street. So

there's a termination at Bristol Street, not just into a blank building.

And four, is how we create the loading dock as a separate little building to further reduce the apparent size of the new element.

This is the corner of Cardinal Medeiros and Binney Street. You can see there's a bridge there connecting the building, too. That's an existing bridge that we're planning -- proposing to maintain. You can see the tall portion -- the four-story steps down and then that balcony that brings you down to the two-story corner.

I have samples of the Trespa wood panels and phenolic resin wood panels. There you can see the eroded corner. When folks are at the crosswalk, they can see oncoming traffic which you cannot see today because of the position of the building. The vest pocket park and then the

loading. And so the breaking up this that facade.

This is a view from Plymouth Street. Again, you can see how the building's broken up into pieces.

The view from Berkshire Place looking towards the building, sort of a termination of a landscape element, which when you get closer, it's actually a series of an allay of trees, it's in a small area because it's in an area of the site utilities and the sidewalk, and to plant trees along the entire sidewalk would be virtually impossible with the site utilities. But the landscape architects have chosen a small area to create a more luscious environment. And then as you see in these precedent images, you can actually be walking down a sidewalk between two sets of trees, you'd have the park, which is

shown here in plan on your right, it sort of has a little asymmetry to it to balance out the symmetry of the building. And back to the main plaza, I mentioned the openness of the plaza. There's Binney Street. My back is to the movie theatre. The point of this image is showing the connection to the garage for bike -- long-term bike, automobile parking, access to the retail and it opens up to the plaza, access to the building entry, the accessible ramp with the entry without a series of handrails.

And in the landscaping consciously pushed against the side of the garage all with the intent of keeping the view corridor to the theatre open so that we don't harm Landmark Cinema's front door.

Some people have said the garage looks a little dark. It's done on purpose. A number of

the neighbors that we've met with that have complained about the lighting, so we've emphasized how we are ongoing studying the garage lighting, to bring the lighting levels down, and I'll show you some slides about that later.

The night shot, the light is on the perimeter again to light that green wall.

There's a green wall here that converts to a perforated panel above it and sort of create a wash of light in the plaza very active day and evening.

The landscape plan you can see the planter, the plaza, the way into the garage, and the paving, and the entry to the movie theatre in the back. You can see the planting along Cardinal Medeiros where the building's pulled back from the sidewalk. The little vest pocket park, some greenery, again, on the edges, filling

in this corner of the movie theatre and Binney Street, and then as Rich pointed out, finishing along the new entry and exit to the garage and setting up that line to be the future rail trail.

Robin Reed from the landscape architects is here. They are adding five street trees on Binney. They exist today. They're in bad shape. Literally digging up the sidewalk and creating street basins and digging deeper into the ground so those trees have a better chance for survival, as well as an irrigation system for them.

This is the treatment on the base of garage. Because we're in New England, the green wall may get brown on certain times of the year. When it gets brown, there will be a die cut, laser cut panel behind it which as I showed in the pictures, rises above to the second floor. And that line actually hits the cornice line in

the movie theatre so you get that scale coming through the plaza.

Robin's done tremendous amount of work on the right planting so we have an east facing facade a west and a south facing facade. Each one will have a different green wall and vegetation that's designed for the lighting level that would get from the sun and that exposure.

Back to that relocated entry that comes in -- here's Bright Horizons. Bright Horizons is in the basement of the existing building, 1500. They are being relocated to a building above grade behind the movie theatre. And the parking for Bright Horizons and the drop-off will continue to be in the garage, but instead of dropping off and coming this way, they'll park, drop off, and go behind the movie theatre. So the drop-off for Bright Horizons will not be on

Cardinal Medeiros. This shows in the diagram that impetus of putting in the planting to the edges, and the idea of creating a cornice line with the new light that brings the theatre out to the street and begins to mitigate these different scales that we have as we transfer from the garage, the cinema, the building, to the neighborhood.

Bike parking is a little bit different than in your handout. What we neglected to do in your handout we didn't show the existing parking, and some review members took that to mean that we were getting rid of the existing parking. What this shows is we're providing parking for Bright Horizons, parking for the theatre, parking for the new development, a total of approximately 94 spaces between short term and long term. These spaces are within 50 feet of the retail and the



entry. They are in the building. And we find that folks are much happier if the parking for bikes is secure. We have two levels of secured, this level, and then those that are actually in a room. The city had asked us to look at bringing an entry from Binney Street into the bike parking. So this is also changed from what was in your initial submission. There's now a door, you can come in, park in the long term, park in the long term or park in the short term with a door from Binney Street. But we've maintained the access here because we want these folks to come out, come by the retail, and if they either go to the office building, the movie theatre, or One Kendall Square, they have the chance to use the retail establishment. The building will be LEED Gold certified. And this was the sample scoreboard.

As Rich mentioned, we're looking at the roof of the garage. There's a meeting on Friday with the community solar representatives for the city to talk about how that program could possibly work on the garage and possibly even on the roof of the cinema building and that's not part of the proposal, but something that's being discussed with the City at the moment.

I mentioned the lights on the garage and why we darkened them in the rendering to remind ourselves that the neighbors don't like the lights. We're doing two things. Some of the lights have been shielded already for the neighbors' benefit. What the garage offers is a tremendous structural system to create a new attachment for putting banners and a facade on the outside of that erector set, and the preliminary idea of that is if the banners could

also have some three dimensions to them so there's a light and shadow, and this is the side facing to the East Cambridge neighborhood. So you have Metropolitan Pipe sort of lining up here and then the banners pick up from that level up. And the intent is to keep that from impacting the East Cambridge and the West Cambridge neighborhoods.

We -- this is very preliminary, we purposely did not show a design on the banners because we have a two-year process in front of us. We don't want to show something that feels dated in two years. How those banners get articulated is to be determined.

And then the final aspect, as Rich mentioned, the land that is being conveyed as part of the buffer between the garage entry and exit way. Here's your building. Here's your

garage. The new exit way. The cars are free from the plaza. But to make this new exit way an entryway, we need a slightly wider curb cut on Binney Street. And this whole easement has been designed in accordance not only with the City but with the MBTA requirements with rail to trail.

We've submitted this. There have been a number of reviews. These are the issues that we know of that have come back. I have samples of the Trespa and the metal panels to show you if you want, but we obviously know we need to detail that.

The ground floor layout. As tenants come on board, that will really develop and get further enhanced.

The landscape details we know need to be worked out in greater detail, but we understand or we hope there can be a dialogue of

understanding the different forces that work on the site, competing needs between sort of landscape and the theatre visibility.

The bicycle storage, I think we've begun to address that in a positive way, more accessible from Binney Street.

And signage and way finding, there's a program being submitted to the City by Divco West for One Kendall Square. That system will go across the street when that's approved, so that's in the works and in the future.

So, thank you.

RICHARD McKINNON: I think, Mr. Chairman, and Members, we'll hold it at that so that you can go to your public testimony or internal discussions, but we've got team here ready for late or on in the evening. Okay?

H. THEODORE COHEN: Great, okay.

So do Board Members have any questions they want to ask right now before we go to public testimony?

(No Response.)

H. THEODORE COHEN: No? Then we will go to public testimony. There was a sign-up sheet, but if you haven't signed up --

LIZA PADEN: I'm coming.

H. THEODORE COHEN: -- everyone will be given a chance to testify.

We ask when you are called to come forward, state and spell your name for the stenographer, and state your address, and we ask initially that you speak only for three minutes.

We're trying to -- we don't have that many people listed so it may not be a real issue this evening.

I apologize in advance if I massacre

anybody's name, but we'll start. Quinton Zondervan.

QUINTON ZONDERVAN: Thank you. Hi. My name is Quinton Zondervan, Q-U-I-N-T-O-N Z-O-N-D-E-R-V-A-N, 235 Cardinal Medeiros Avenue.

So as you might know from the address, I live directly across the street from this development and I will start by saying that I am in support of this project. I look forward to no longer staring at a loading dock, and I greatly appreciate Rich and Divco West's efforts to reach out to myself personally and to the neighborhood in general and to explain to us, you know, what is being proposed and the many accommodations that they're making to make this project really fit into the neighborhood and to address some of the concerns that doomed previous projects.

I'm particularly hopeful that you will be

able to get solar panels on the roof. I think that will be a tremendous benefit for the neighborhood and for the City and the community in general.

I've also asked about electric vehicle charging stations in the garage which they're looking into. I think that would be a tremendous benefit as well. As some of you might know, there's very affordable electric vehicles coming on to the market very soon, and so that would be great if we have ways to charge them for people who don't have charging stations at home.

I do have some concerns about the traffic arrangements. And as some of you may know, there was a structurally terrible accident at my home a year and a half ago, luckily nobody got hurt, but a car ended up in my living room. So I'm really grateful that, you know, they're doing the



setback so that will improve the visibility because the visibility is terrible on that corner. But, you know, I would like to see if there's more that can be done to mitigate the traffic in that intersection because it is really dangerous unfortunately as it's currently designed.

So, again, I am glad this project is -- looks like it's going to move forward and I appreciate the effort that's being made.

Thank you.

H. THEODORE COHEN: Thank you.

Scott Nielson, do you wish to speak?

UNIDENTIFIED AUDIENCE MEMBER: No.

H. THEODORE COHEN: Okay. Heather Hoffman.

HEATHER HOFFMAN: Hello. Heather Hoffman, 213 Hurley Street.

One of the first things that made me really happy when I heard about this project was the proposal to cover up those God awful lights. Rich really understated how far you can see them. You can see them clearly on Third Street. In fact, they're not quite painful, but they're really close to painful from Third Street. So, my request is for you to make it a condition written into the decision, because I've seen plenty of times when things were clearly part of the deal but somehow didn't make it into the decision, and so they're not enforced. That they cover up those lights. That they make the lights not visible or at least greatly dimmed to everybody around because they're awful.

And the Lighting Ordinance, should it ever happen, decided that anything that's inside a building doesn't count no matter how bright.

You can put your floodlights inside the building and blind everybody and they don't care. So please, you guys, take care of this and I'll be a happy camper.

I'm also really happy that they're going to be doing -- helping the Grand Junction Path move forward. That's going to be a fantastic thing. I think it will probably even bring one or two people to the building and so it will be of a benefit to them.

And like Quinton I'm hoping for the solar panels.

And I am happy to see greenery, landscape architecture, all of that good stuff. And moving the entrance to the garage because the current set up is dangerous mostly because what you see if you're a pedestrian, is the exit and you assume that's where the cars are going even if

you've walked by there for 30 years. So I appreciate that.

And the one other thing, and this is not strictly part of this, but since the theatre is mentioned, the theatre marquis which is in the previous Special Permit for this is no longer being a marquis. It's just saying see our website. So my request is that they either make it a marquis and say what movies they're showing or they take it down and put up a sign that will actually tell someone something useful.

Thanks.

H. THEODORE COHEN: Thank you.

Rudy Belliardi.

RUDY BELLIARDI: Rudy Belliardi,  
B-E-L-L-I-A-R-D-I, Wellington Avenue.

I want to say that we had several meetings starting I believe in June with

Mr. McKinnon. June, July. And then we had a fairly large meeting involving Divco and the several neighbors. We, I'm speaking in support of this project. It's very different from the previous one. We were involved in the previous project. It is night and day compared to the previous one. They have been -- they've been listening to us. We have had several issues initially, the story, it came down little by little and it's very much appreciated because people have gardens and they're concerned with shadows and things like that.

The lights, the illumination, they've been a problem. You can see them from everywhere. We hope we will be involved as we said in the letter that's been given to you, that we be involved in the decisions. So the screening, the garage if there's some panels or

something, and they said yes. So I can only compliment the job that has been done and we keep working with them. It's been a very positive relationship.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

Yes.

ARNOLD WILLIAMS: Yeah, I --

H. THEODORE COHEN: Please come up.

ARNOLD WILLIAMS: Oh, I got to go to the mic?

H. THEODORE COHEN: Yes, please.

ARNOLD WILLIAMS: Arnold Williams, 375 Washington Street, Cambridge. Good evening, neighbors. I think we're all neighbors here. I hope we're all neighbors. I'm third generation Cambridgian. I was raised and born here in

Cambridge. My parents were born and raised here in Cambridge and their parents were born and raised here in Cambridge. So I consider myself a true Cambridgian. I am 57-years-old. I'm affiliated with Local 151, that's the laborers union here in Cambridge. I'm impressed by what I've seen. I mean I've been around here for 35 years building buildings, man, and I'm very impressed with what I've seen here this evening. And I just want to -- the solar panels? That was impressive. And how, like, I've walked through and I've built One Kendall Square. And what I've seen here on the diagrams and architecture being designed is how you all piggyback and echo the designs and levels of One Kendall Square which is impressive. And I just wanted to say that and that I'll probably be building one of these buildings if it goes through. You know? So, you

know, but I'm impressed and enjoyed being here this evening. It's very informative. And I just want to go out with that.

Thank you.

H. THEODORE COHEN: Thank you.

Councillor Carlone.

COUNCILLOR DENNIS CARLONE: Thank you.

Dennis Carlone, Nine Washington Avenue.

I concur with the thrust of the conversations that there are many good things about this project. I think following the zoning massing-wise really does work extremely well. And so my comments are really refinements.

Heather Hoffman mentioned the theatre marquis. I go to the cinema about -- this cinema about three times a month, and I know where it is, but without a marquis at the corner, the new design seems to minimize the theatre. Minor



issue, but one could incorporate like an airport signage system where they don't have to change the letters or the names. I think it's really important for the overall project and would also tone down the garage a bit and make it a little more lively. So that's a minor thing.

No. 1, is my office is on Third Street, I'm on the third floor and the lights are glaring at night from there, and I know the light ordinance as of now does not say that interior garage lights will be affected. But that is my intent on the Council and the head of the Ordinance Committee. So I salute the fact that you're taking the lead on that. I think that's very important. But related to lights, a lab building has lights on at all hours. I know this is an issue the Board has talked about with residences right across the street. There are

people that you've heard from who can read by the light across the street in a lab building. And I hope that's an issue that you will address.

There are ways, as you know, to cut it off.

There are ways of shades that come down at night that still allow some light out, but as well as noise. You know, you can do everything you can, but it's -- if the whole system is at full speed at midnight, that is a problem. Not with this building per se, but just in general.

I want to say that I greatly appreciate this rendering because it shows glass as it mostly really is. Maybe even here we see a little more in than you really do. Most renderings show this transparent appearance and you see the inside and that becomes the architecture. And I think the facade on Binney Street as an architect urban designer is quite

handsome, very appropriate, and the way you broke down Medeiros I think is good, except it's the same facade. And there are houses across the street and not a former industrial building on Medeiros, and I would encourage you to incorporate some more life to the facade. It could be in finishes, it could be subtle, but just saying one street is residential and -- even though it's busy and another street is really commercial, I think it could enhance your design in a very subtle element could really help.

I believe that is it. But thank you.

Thank you for your time.

H. THEODORE COHEN: Thank you.

Yes, sir.

JUSTIN HOLMES: Hi. Justin Holmes,  
H-O-L-M-E-S. I currently at 25 Willard Street  
which is in West Cambridge, but I'm a lifelong

Cambridge resident who grew up around the Donnelly Field area and everything, and as a former city employee as well, I was very appreciative coming here and seeing the designs and everything especially, you know, when it had to do with, you know, coming down the street when you have to take that right turn, I mean that's really important. Not just for, you know, pedestrians walking and trying to get across the street for bike paths, but for people who work there especially at night. You know, when you're driving a big salter or something that you're trying to make the street safe, for you to take that corner and you can't see what's there, I was very appreciative that the design took that into effect. As well as, you know, going to the movie theatre, going to Flat Top Johnny's taking the whole thing into account trying to, you know,

connect everything involved, you know, to me was very important. So I just wanted to say that I'm in support of this project and I look forward to hopefully it being done.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

Yes.

LAWRENCE HARVEY: Lawrence Harvey,

H-A-R-V-E-Y.

H. THEODORE COHEN: I'm sorry, could you repeat that.

LAWRENCE HARVEY: Lawrence Harvey,

H-A-R-V-E-Y. I live at 253 1/2 Broadway. I'm right down the street. And when I grew up around here, there was really nothing to do except go to the Central Square. One Kendall really livened up the area and brought a totally different class

of people around here.

The corner is a very dangerous corner and it's good that you're going to do something about it. I actually, when I was younger, I almost got hit on my bike at that corner.

And as far as movie theatre marquis, I've never been to that movie theatre and I didn't even know there was a movie theatre there until right now.

So that's all I have to say I'm definitely in support of this project.

H. THEODORE COHEN: Let me just ask you a question. The corner you're talking about, is Medeiros and Binney or is it further down?

LAWRENCE HARVEY: That corner right there, yep. There's a big wall and you cannot see. And when you're in your car, you basically have to lean over to see cars coming and you're

not even paying attention to bikes and pedestrians, you're looking for cars.

So, thank you very much.

H. THEODORE COHEN: Okay, good, thank you.

Anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: If not, then the Board will take up its discussion.

Does someone want to start? There are a number of issues. Whether we want to talk about things in sort of subject matter, whether you want to start with just general impressions or questions or comments.

I think since traffic has been raised, it might be good of us to talk a little bit about traffic. We received a memo from Traffic and Parking, but they are here today.

Joe, would you like to give us some comments?

JOSEPH BARR: If you like me to.

H. THEODORE COHEN: Yes, please.

JOSEPH BARR: Joe Barr, Director of Traffic, Parking and Transportation.

So, I think the -- a lot of the issues that are addressed in our memo have already been raised one way or another, so I'll just summarize a few quick things as have been alluded to by members of the community. I think we've also had a series of productive discussions with the applicant that have led to the changing the facade of the building at that corner is something that we had suggested as well. So we're very glad to see that, because we do acknowledge that's a dangerous or at least a problematic location. And, in fact, we've been



doing a study on our own of that intersection. So we sort of know a little bit about that partly in the response to the unfortunate crash that Mr. Zondervan mentioned. So we're pleased to see some improvements there.

We've also asked the applicant to -- a year after the building opens, to do a traffic study to look at whether a signal, a traffic signal at that location is warranted. We're -- our study concluded that it's not currently warranted based on the volume that is there now, but as this building gets built out, it's sort of right at the edge. So we've just asked them and they've agreed to come back and look at that so that we don't do it if it's necessary but once the building is occupied, we can see what's needed and make changes if we need to at that point. So I think that would be a productive

conversation as well.

I think the other thing to just mention is the parking garage. As we talked about the aesthetics of it, but in terms of the parking supply, you know, obviously the parking garage is already there. They're not proposing to expand it, which is a good thing since it's not full. I don't think really ever. And even though it, the zoning would -- the zoning minimums would lead us to believe that it will be, you know, very close to fully occupied based on this project, I think we know from the experience to date with the occupants of the garage or in fact still have some space in it. So I don't expect that parking supply will be an issue for the building or for the neighborhood. And in fact there will remain availability for the commercial parking that's already in that garage. So we see that as a

positive. Any time we can add more, you know, square footage and add more liveliness and density to a neighborhood without increasing parking supply, that's generally a good thing.

So I'm happy to answer any specifics about that, but broadly I think they have a good plan for the parking.

Again, the discussions about the Grand Junction parcel that were alluded to were very productive and very happy that they're willing to provide that space, and as well as the -- we had a fairly detailed discussion with them about how their new driveway entrance works on the east side of the building and ensuring that that does not create too little width for the section of the path that would go alongside of the garage connecting up to the parcel that they would be providing to the City. And so, again, I think

those were resolved in a productive way in terms of making that work based on somewhat sketchy guidance from the City. So it was good that we all worked that out. Because we don't really quite know exactly what that path is going to look like so we're trying to figure that out at the same time that we're trying to make sure that their project can move forward.

And finally, you know, there's a list of fairly standard -- well, I would say probably more than standard, but, you know, sort of our kind of currently most aggressive package of transportation management standards or requirements in there because of the -- because we're not creating, they're not creating new parking and it's not subject to the Parking and Transportation management ordinance, but we, you know, tried to replicate a lot of the

requirements that would result from that in the Special Permit language.

So, yeah, I think it's overall I think it's definitely, you know, seems to be in keeping with what we want to see in this location from a transportation perspective. Like I said, we had very productive discussions with the applicants to get to this point, and we've also been able to resolve a number of longstanding issues at One Kendall Square in general and kind of, you know, make sure that we have the right information. And one thing I'll point out specifically, which is a new thing for us, but something you may start to see more often, so I want to mention it, we have asked and the applicant has agreed to pay for the maintenance and operation of the Hubway station at One Kendall Square sort of in perpetuity which is something that we, from a

fiscal perspective, is something we're trying to move forwards, and I think that's a good step in that direction.

So I'm happy to answer any questions or not.

H. THEODORE COHEN: Yes, I want to run through a couple of things with you.

So as I understand your memo, you and your department are on board with moving the entrance to the movie theatre into the parking garage from one side to the other and combining it --

JOSEPH BARR: Yes.

H. THEODORE COHEN: -- as a double barrel essentially?

JOSEPH BARR: Yes, yes, yes.

H. THEODORE COHEN: And the second issue is similarly, as I understand it, you are

comfortable with the reduction in parking for the cinema?

JOSEPH BARR: The shared parking?

H. THEODORE COHEN: The shared parking based upon the fact that the hours of the cinema when it's busiest would be in the evening, when the office will be less busy.

JOSEPH BARR: Correct, yes.

H. THEODORE COHEN: And there's enough parking spaces as that are existing now to accommodate both of those uses?

JOSEPH BARR: Yes, correct.

H. THEODORE COHEN: Okay, and I think a third question I believe -- well, I guess one question is has the petitioner agreed to all of the conditions that Traffic and Parking has suggested?

RICHARD McKINNON: We have.

H. THEODORE COHEN: And I think in one of them was a dollar amount that was --

JOSEPH BARR: Yes, and I guess we haven't quite resolved so we'll have to decide how we want to handle that if that's something we can sort of figure out.

RICHARD MCKINNON: We'll try to figure it out this week, Mr. Chair.

H. THEODORE COHEN: Okay. But you don't have a figure today for us?

JOSEPH BARR: We don't have a figure today. I don't think we're miles apart. It's just a question --

RICHARD MCKINNON: We're very close.

JOSEPH BARR: And to be fair to them, we suggested the number -- we had a placeholder until very recently and that was sort of our responsibility, so it was partly on us that we



didn't have a chance to have that conversation prior to this meeting.

H. THEODORE COHEN: Okay.

And lastly, are there or will there be ZipCar or other carsharing facilities in the parking garage?

JOSEPH BARR: Yeah, I believe that's eight spaces subject to the companies wanting them to have.

UNIDENTIFIED MEMBER OF THE AUDIENCE:  
Which there currently are.

JOSEPH BARR: There currently are.

H. THEODORE COHEN: There are currently eight. So we're not looking to increase that number?

JOSEPH BARR: Although I think, you know, in general I think it's both the tenants and we perceive it to if there was a demand for more I

don't know if there's a problem in accommodating them.

RICHARD McKINNON: Not at all.

H. THEODORE COHEN: And there is going to be a reduction in the 20 -- exists current 20 outdoor spaces. Will there be any outdoor parking spaces at all or everything is now going to be within the garage?

JOSEPH BARR: In the garage.

RICHARD McKINNON: They're all gone now. No, no more surface parking.

H. THEODORE COHEN: No more surface parking?

RICHARD McKINNON: Yes. And that was partly to allow the garage.

H. THEODORE COHEN: Okay.

RICHARD McKINNON: That language was taken away.

H. THEODORE COHEN: Okay.

Do any other members have questions for Joe at this point?

CATHERINE PRESTON CONNOLLY: So the question of electric vehicle charging stations was brought up. Has that been discussed? Or I didn't see it in the memo.

JOSEPH BARR: Yeah, I don't think we had raised that to this point. So I mean I think that was something we'd certainly be supportive of. It hadn't been raised yet.

RICHARD MCKINNON: We're actually are looking at it right now and we'll be able to have that conversation with Joe. Quinton actually brought it up when we met with him at our office. So I think we're pretty far along to saying yes, to some type of charging station.

CATHERINE PRESTON CONNOLLY: Great.

H. THEODORE COHEN: I guess I have one question. If solar panels do go on the roof, does that reduce the number of parking spots that there are?

RICHARD MCKINNON: It does not.

JOEL BARGMANN: It's a canopy above the roof so it forms a --

H. THEODORE COHEN: So there currently is parking on the roof?

JOEL BARGMANN: There is.

H. THEODORE COHEN: And the solar panels would be above that so you could still have that same parking?

JOEL BARGMANN: Yes.

MARY FLYNN: I just have one question on the change in the access to the long-term bicycle parking, are you comfortable with what was shown this evening? I know it's a small change from

what was shown before, but is that still under discussion?

JOSEPH BARR: I will -- what should I say? Unfortunately I arrived late so I didn't actually see that part of the presentation.

MARY FLYNN: Oh, okay.

RICHARD McKINNON: We added one -- really in concert with the Bicycle Commission, they asked that there be another entry on Binney Street --

MARY FLYNN: Yes.

RICHARD McKINNON: -- as well as the one off of the plaza. And we've decided to accommodate that and have both.

JOSEPH BARR: Yeah, and I would say, yeah, the concern we have is either the people have to ride up on the plaza, which would take away from the plaza or pedestrian space, or have

to walk or go through the lobby which is challenging for a cyclist. I think that access point from Binney, you know, is -- it minimizes both the distance for cyclists and the potential conflict between cyclists and pedestrians. That essentially satisfied what we were looking for.

RICHARD McKINNON: We made that change since we sent the application to the Board because we just received a letter from the Bicycle Commission last week.

JOSEPH BARR: And I literally walked in on this late. My apologies.

MARY FLYNN: I'm fine. Go ahead.

H. THEODORE COHEN: Any other questions?

IRAM FAROOQ: Mr. Chair, just wanted to say one thing while Joe is still here. Joe mentioned the Grand Junction right of way, yesterday we had a discussion at City Council

about that topic because we were responding to a councillor about Overlay District for that pathway, and one of the items that was brought up by a City Councillor was should we be asking the proponent to in fact build that section of the Grand Junction Path and not just be reserving the right of way? And I guess we feel like on the staff side that we have a pretty fair set of conditions that are proposed and -- in the memo. And partly it also has to do with where we are in terms of the design of the corridor. So we don't really have something to say build to these specifications. And we think that really the crucial piece at this stage is to make sure that we're not precluding any possibility, any -- yes, possibilities of the path on both sides. So even the determination of which sides, the path eventually lands on is not entirely clear. And

this section would be sort of a little spur that doesn't go anywhere. It doesn't even connect to the streets.

H. THEODORE COHEN: Could you step back a minute and maybe explain to the Board and to the public exactly what the Grand Junction Pathway is or may be, intended to be? And I think there was a slide that showed it.

IRAM FAROOQ: Yeah. So here on the -- here is the railroad track, the Grand Junction Railroad track. This is actually currently a -- not heavily used but -- thank you -- but live rail track in which primarily is used for freight trains a few times a day. The City has had for a long time a desire to see multiuse path along this corridor. It offers great potential for bicycle, pedestrian connections from East Cambridge, Wellington-Harrington, through --



across Mass. Ave. to Cambridgeport, and all the way to the Charles River which would be very beneficial connection from access to the river but also safe connection, safe non-auto connection between the various Cambridge neighborhoods. So from -- I want to say approximately 2007 when we did a feasibility study, we have been working with abutters on either side of the tracks to try to reserve the right of way. So when you see MIT's brain and cognitive sciences building where it has a big archway across the tracks, that is in fact preserving the corridor right of way on either side. And the board worked hard to make sure that we had the right minimum dimensions on each side. I want to make sure that we preserve a right of way on either side, because even most likely the corridor will run on one side, but we

want to make sure that if there are some transit enhancements that are possible over time, that there is enough right of way to accommodate both the path and such enhancement.

So I don't know, Joe, do you want to add anything else?

So here then is where the proponent's -- this is your property line, right? So here's where they're reserving the right of way to provide that dimension that would be required for multiuse path on the west side of the corridor.

JOSEPH BARR: Yeah.

H. THEODORE COHEN: And that would be subject of a grant of a fee or an easement or some other agreement to the City?

IRAM FAROOQ: Correct.

H. THEODORE COHEN: And so now I know the railroad track --

RICHARD McKINNON: The (inaudible).

H. THEODORE COHEN: -- crosses Cambridge Street.

IRAM FAROOQ: I'm sorry?

H. THEODORE COHEN: The railroad crosses Cambridge Street.

RICHARD McKINNON: Yes. We don't get you that far, though.

H. THEODORE COHEN: Yeah, I know.

RICHARD McKINNON: We get quite a ways.

H. THEODORE COHEN: Where does it go after it crosses Cambridge Street? Where does it go after it crosses -- into Somerville?

IRAM FAROOQ: It goes passed Gore Street, Somerville, and then not just back into Cambridge and then ideally over time the goal is that it would cross O'Brien Highway, I mean that would be a way to cross O'Brien Highway, connect to the

Somerville community path as well, in a way that would create an important regional connection.

HUGH RUSSELL: And on the other end across the river to Allston, Boylston, Boston University, and hopefully those people can then take it from there.

H. THEODORE COHEN: Where does it cross the river?

HUGH RUSSELL: Under the BU Bridge.

STUART DASH: And still connects that area also to the Magazine Beach Fields as well. So open space resource.

H. THEODORE COHEN: And there was reference into the documents about the City adopting -- I may have the initials wrong, a TDR? And what is that?

IRAM FAROOQ: The transfer of development rights.

LIZA PADEN: PTDM.

JOSEPH BARR: No, I think it was the TDR.

LIZA PADEN: The TDR?

JOSEPH BARR: Yeah, I think that was referenced in one of the documents.

H. THEODORE COHEN: There was some reference to it that once the City adopted that.

JOSEPH BARR: In the final version of our memo because of the condition of the --

IRAM FAROOQ: Oh, this is with the Overlay District.

JOSEPH BARR: The Overlay District, yes.

IRAM FAROOQ: One of the elements that we are envisioning in this Overlay District that will be working over the next several months with the community on is to figure, you know, to determine the width of the corridor that would -- that we would want to have reserved. So the idea

would be that people would -- that you would not build on those, that section of a parcel, but the development rights that are allocated to that would be able to be moved elsewhere on the parcel and would be able to add to the development.

RICHARD McKINNON: That's right. That's right.

IRAM FAROOQ: So this is very similar to the principle of what was adopted in along the Watertown line in Alewife. So if that's something that Board Members remember, some Board Members might remember.

RICHARD McKINNON: I guess, Mr. Chairman, just because that's been under active consideration with a number of councillors, we didn't want to be the last guy that donated it just before the opportunity to get development rights. So we'd like to do it as part of that

especially seeing that it's under review now.

H. THEODORE COHEN: Okay.

Hugh?

HUGH RUSSELL: So are you using the 16,000 feet as part of the land that justifies your zoning calculations?

RICHARD McKINNON: Yes.

UNIDENTIFIED MEMBER OF THE AUDIENCE: No, no.

RICHARD McKINNON: Excuse me, no, no, no. Not for this project, no.

IRAM FAROOQ: Because it's not adopted yet.

HUGH RUSSELL: Right, but we could I believe in as a Planning Board could, if you were, we could say, we could perhaps put a condition in that would allow you to do that without becoming non-conforming.

H. THEODORE COHEN: Right. But you say you're not.

RICHARD McKINNON: Well, we would like to have the right to use those development rights in the future but we're not using them as part of this project.

HUGH RUSSELL: Right, so we don't have to do anything.

H. THEODORE COHEN: We don't have to do anything right now.

RICHARD McKINNON: Just that we'd like to tie that to the grant of the easement.

H. THEODORE COHEN: I mean, Iram, we received a letter from the friends of the Grand Junction Path.

RICHARD McKINNON: Yes.

H. THEODORE COHEN: Where they suggest request of the actual design of construction of



the section be part of the conditions.

Do I understand you're saying that's not something that the City is looking for right now?

IRAM FAROOQ: We're -- we're actually -- we think that it would be good to do the whole -- design the whole corridor rather than piecemeal, and that's something that we are working on on the city side. So, to do it in this section, I don't think that we would object to it if the Board wanted to make that a condition, but we don't think that that is a high value request from our perspective.

H. THEODORE COHEN: Okay. Great, thank you.

Any other questions for Joe right now?

AHMED NUR: I have one quick one. Which is I pretty much know the answer but I'll try it anyway. So if you headed, Joe, if you headed

south, I think it runs south/north, the Cardinal  
Medeiros Street and Broadway's in your back  
that's going north --

JOSEPH BARR: That's going north.

AHMED NUR: Going north.

JOSEPH BARR: Towards Cambridge Street?

AHMED NUR: Yeah, yeah.

So around six o'clock obviously that  
whole road is just basically a parking lot.

JOSEPH BARR: Right.

AHMED NUR: And that's when the cinema  
starts to open up. So I wondered is this road  
wide enough for left turns like sometimes to  
split so that way there's two lanes, straight  
going? You don't have a control light there.  
It's not a controlled intersection I don't think.

JOSEPH BARR: At Cambridge Street or  
Cardinal?

AHMED NUR: Right at the intersection of Binney and --

JOSEPH BARR: No, it's not currently. As I mentioned earlier, I think, we are currently -- we did a study of this -- of that intersection that's still sort of in draft form where we don't believe the signal is justified right now, but with the -- potentially with the additional traffic, that -- not a huge amount of traffic, but right at the edge, the amount of traffic that's generated by this project that might push in that direction, and so like the applicant has agreed to come back once their project is open and look at that.

AHMED NUR: Sure.

JOSEPH BARR: In terms of the width of the road, currently Cardinal Medeiros is a lane in each direction with parking on one side, so

we, you know, technically you can fit a turn lane if you needed to, but it would take out parking. What we've seen in terms of the safety issues and the unfortunate incident that had happened in Mr. Zondervan's house is that it's really cars pulling out from either Bristol or Binney, and what I like to think of is looking for gaps in the traffic that don't actually exist. And so, you know, that's where a signal does start to become potentially useful because it creates those gaps automatically. So, yeah, I think it's more about those side street movements than it is about the turns on to or off of Cardinal Medeiros itself. But it is definitely an intersection of concern, and we're going to continue to keep an eye on it and look at it again once the project is in place.

AHMED NUR: Thank you.

H. THEODORE COHEN: Lou?

LOUIS J. BACCI, JR.: I just have a couple of questions. Traffic. Loading more than traffic. It seems like you're kind of stuck with the loading in that area. But, again, as Ahmed said, this is a very busy street at night. I don't know -- I believe there's a management system going to be in place for this.

JOSEPH BARR: Yes.

LOUIS J. BACCI, JR.: And as well as the existing One Kendall? Because there is an awful lot of on-street loading that also contributes to that intersections problem.

JOSEPH BARR: Yeah.

LOUIS J. BACCI, JR.: Traffic coming around a tractor trailer parked on Cardinal Medeiros and a very short distance from where a tractor trailer would end, and that -- and so I

don't know if we want to create that again.

JOSEPH BARR: Yeah, and I think what we've asked in -- is that for the new building which, you know, we have the flexibility to create, you know, off-street loading bays that are, you know, the correct size for the vehicles that will be there and to, like you mentioned, sort of manage it on more actively to make sure that people are actually using them and the Fed-Ex truck isn't just deciding we'll pull over for two minutes because that sounds okay for him because we've observed --

LOUIS J. BACCI, JR.: Continuous.

JOSEPH BARR: -- what you're mentioning.

One thing we tried to with some tweaks kind of like the corner clearance that was mentioned earlier, make sure those loading docks are configured, that's safer when a truck is

moving in and out of it in terms of the facility and cars and trucks traveling along Cardinal Medeiros.

In terms of the existing facilities on the south side of Binney, you know, I think we certainly mentioned that as an issue. Obviously we don't have the direct opportunity as part of this project to, you know, sort of solve those, but we certainly have discussed, you know, trying to extend at least the idea of actively managing the loading docks, you know, so that the people are being encouraged and given the opportunity to be in and out of there.

LOUIS J. BACCI, JR.: This is a big issue.

JOSEPH BARR: Yeah, no, it is. And I think it's something that we'll, you know, because of the concerns about safety that have

been raised at this intersection and because of this project and questions in general, we'll continue to keep an eye on it. I'll also just mention in passing that we intend from our end, we're hoping to do next year, or starting later this year, a more detailed study, you know, independent of everything else looking at truck loading and sort of freight mobility within the city. And hopefully -- I doubt we will be able to solve every problem we have. At least we'll be able to think a little bit more creatively about the solutions we have in terms of carrots and sticks, so it's definitely something that's on our mind.

LOUIS J. BACCI, JR.: And this may not be exactly a question for you, but you will have some insight, why wasn't the intersection of Cambridge and Cardinal Medeiros included in the



traffic impact study?

JOSEPH BARR: So in terms of this project specifically it was kind of given that not a huge project, it was sort of felt to be a little bit too far afield from the location. It's also not currently a signalized intersection. We tend to focus the traffic impact study more on signalized intersections as we get farther away from the site. And similarly to the -- as part of the same study that I mentioned for Cardinal Medeiros and Bristol and Medeiros.

LOUIS J. BACCI, JR.: Next question.

JOSEPH BARR: Cambridge Street, I'll just say in passing, there are no easy solutions there.

LOUIS J. BACCI, JR.: Right.

JOSEPH BARR: And although we could put in a traffic signal there, it would both cause

more congestion on Cambridge Street. It would also encourage -- it's really a, you know, cut-through move from Cardinal Medeiros to Warren Street up to Gore Street, which is -- although people do it, we don't necessarily want to make it any easier for them to do it.

LOUIS J. BACCI, JR.: But we're making it harder for everyone that lives there to do it.

JOSEPH BARR: Yeah, and I think there's a --

LOUIS J. BACCI, JR.: That's the problem.

JOSEPH BARR: The fun part of my job. That's --

LOUIS J. BACCI, JR.: I agree. I agree. I was just surprised that that intersection wasn't included.

JOSEPH BARR: No, no. Yeah, and I think part of it, again, is because we know we've been

Looking at it. And we've looked at it from different perspectives, not to give you any detail, but there are no great simple solutions to that one, you know, unless you'll see Saint Anthony's wants to move and we can realign the intersection, but I doubt that's going to happen.

LOUIS J. BACCI, JR.: That's all I have.

JOSEPH BARR: I killed the discussion with that.

H. THEODORE COHEN: The loading dock with the separate building, is that going to have a door on it and it's intended that trucks go inside and the door closes and you're not seeing the trucks?

JOEL BARGMANN: It's two bays.

LOUIS J. BACCI, JR.: And that's going to be a fun little intersection to back a truck into.

UNIDENTIFIED MEMBER OF THE AUDIENCE: The bays of the loading dock are actually --

THE STENOGRAPHER: Who's speaking? I'm sorry.

RAY URBAN: I'm Ray Urban from BH Plus A Architects.

So the bays of the loading dock itself are actually wider than is required by Zoning. So, again, to facilitate trucks getting in and out of there more easily.

H. THEODORE COHEN: Tom, you had a question?

TOM SIENIEWICZ: As I understand it, before us tonight is consideration of the excess curb cuts for a particular lot, right?

H. THEODORE COHEN: Right.

TOM SIENIEWICZ: That's the Special Permit that's being applied for.

H. THEODORE COHEN: Right.

TOM SIENIEWICZ: What I'd like is some testimony on the record about an opinion that we just heard now the loading docks are wider than is required, that probably means why there are wider curb cuts on Medeiros. You're saying that the aggregation of the in and out movement from the parking garage is not of a concern to you, but obviously a curb cut in excess of 36 feet there, and just some comments about why that shouldn't be a concern to this Planning Board member or others.

JOSEPH BARR: Sure. And I guess you want me to speak to both Cardinal Medeiros and Binney or just the entrance on Binney?

TOM SIENIEWICZ: Both.

JOSEPH BARR: Okay.

So I guess in terms of the loading docks

on Cardinal Medeiros, you know, I think the concern that was expressed about the width of the -- or the difficulty getting in and out and particularly, you know, of the narrowness of the sort of bays themselves, you know, once you're in them, we felt during the initial review, the site plan we had some, I would say fairly strong comments about trying to make that work better. And so although you're correct that widening the curb cut, normally we would say is not a good thing. I think in this situation, you know, given the tightness and, you know, there's not a lot of great other options given the site plan, that this -- it sort of reasonable in this context, and I think one important thing and I believe this is in our memo, you know, is the review of the driveway, the detailed driveway design meeting the City standards so that it has

the minimum impact on pedestrians that we can have while still maintaining the width we need. And I think similarly on the Binney Street entrance to and from the parking garage, I think, you know, as was expressed by members of the community and others, there was a tremendous benefit of moving the entrance out of the plaza space and sort of allowing that to be a real pedestrian space, you know, and a more, you know, interesting entryway to the whole, that's part of the complex. So I think moving the all of the access to the garage to that one location, you know, is worth the tradeoff of having the wider curb cut. And we also, you know, there's, you know, you can see it up there, you know, we want to make sure that, you know, that we don't have queueing back too far, you know, into their facility, people can get in and out. But at the

same time, as I mentioned earlier, they made some modifications to their circulation alongside the building to allow that green area to exist as not part of their parking access aisles, and so we felt that, you know, there was sort of -- there were some tradeoffs in doing that. And it wound up with the configuration that you see there, but we felt like an unbalance between with consolidating the entrances into one location that's far away from the plaza and preserving the potential right of way from the path that it was worth the increase driveway. I would say that, you know, although the width of the driveway is important, you know, minimizing the number is also important. And so, you know, having it all in one location I think really helps.

TOM SIENIEWICZ: I may be the last pedestrian to ever have walked up Binney Street



in that direction, so if the train misses me and two bikes and then I get through the two driveways, I mean I have to exercise a little caution there obviously. But maybe there's some way in your detailed design review as you're promising that we can take some care to make sure that that's safe.

JOSEPH BARR: Yeah. And I think that, you know, in general -- and this goes back to one of Iram's comments, you know, the design of the path as it crosses any street, you know, in close proximity to the railroad tracks, etcetera, etcetera, is, you know, it's not like an easy answer to that question. And the conflict between, you know, what it means to have, you know, railroad flashers which are completely different from every other traffic control device that there is, and they're trying to safely cross

pedestrians adjacent to that is one of the key design challenges of any path like this but particularly in a dense environment like this.

H. THEODORE COHEN: Well, the entrance to the garage now is horrible.

TOM SIENIEWICZ: Yeah, it's bad.

H. THEODORE COHEN: And both, for someone driving and for pedestrians trying to walk on Binney Street or going to the movies, it's like playing Frogger.

RICHARD MCKINNON: Seems like you're doing the wrong thing when you drive up on the sidewalk.

H. THEODORE COHEN: Yes, yes.

JOSEPH BARR: And also the way the garage is -- the front of the garage is somewhat angled so you actually have better visibility from the sidewalk to the --

TOM SIENIEWICZ: Wonderful.

JOSEPH BARR: -- to the driveway in this location, and we have a condition in there of getting to the hyper specific about, you know, the height of the vegetation, you know, at that little triangular area to make sure that visibility is maintained.

H. THEODORE COHEN: Thank you.

Well, just that last question which just touched on, I mean we had gotten some comments, e-mails requesting greater landscaping and bigger trees and bigger shrubs in both the plaza area and in the entrance and exit way. And, you know, the architect was explaining, you know, that it was kept low so you could access, see the cinema. And now you're saying that's the same thing, both for the entrance/exit way to make sure that the pedestrian and cars have clear --

JOSEPH BARR: Yeah.

H. THEODORE COHEN: -- visual. Okay.

Okay, thank you so much.

JOSEPH BARR: You're welcome.

H. THEODORE COHEN: Someone want to raise another subject? Hugh.

HUGH RUSSELL: I have a few subjects.

H. THEODORE COHEN: I've got my list, too.

HUGH RUSSELL: Right. I think the system seems to be very thoughtfully done, and the design of the building is really quite elegant for a building that's actually sort of squawk. I think the notion of the Trespa panels being an updated version of the concrete frame buildings across the street is, it's a very good idea. I'd like to actually see the Trespa samples and hear what your thinking is about colors and --

JOEL BARGMANN: It's a little hard to see on that slide. But we're showing five colors in the neighborhood, and that was for the most part the preferred color. It comes in a range that this is lighter. And these are darker. But the neighbors that are on the other side of the street liked the lighter colors better.

HUGH RUSSELL: And what size do the panels come in?

JOEL BARGMANN: They're quite large. They're basically the full floor. Floor to floor panel.

HUGH RUSSELL: So they're actually not broken down where?

JOEL BARGMANN: They're not broken down.

HUGH RUSSELL: Where you see the lines?

JOEL BARGMANN: Correct.

HUGH RUSSELL: Okay.

H. THEODORE COHEN: Can we see all of them?

JOEL BARGMANN: Yes.

HUGH RUSSELL: I think I agree with the neighborhood, that the lighter -- the one that you're picking is, you know, light but it's not blinding unlike the one in your hand.

JOEL BARGMANN: Yes.

LOUIS J. BACCI, JR.: Especially in the afternoon.

H. THEODORE COHEN: Could I stop you --

HUGH RUSSELL: Yes.

H. THEODORE COHEN: -- and just ask a question of you and everyone else?

HUGH RUSSELL: Sure.

H. THEODORE COHEN: You know, I always thought that the buildings that were there were brick. And so, gee, I like the brick. And I

went and looked at them again today, and there is some brick, but some of it is just stucco or concrete that's been painted a brick-ish color. And I was wondering whether you had considered brick instead of the panels because there are a lot of, a lot of the buildings in the Kendall Square area do have concrete panels or other sorts of panels, and it seemed to me, you know -- and I do like the building and I do like the massing, I think, but, you know, maybe instead of these panels something that's a little more colorful and maybe a little bit more referencing the old brick factories even though they're not brick. So I was wondering whether -- what other Board Members thought of that concept and what the designers had thought of that. I'm sorry for --

HUGH RUSSELL: Well, you didn't let me

get to my but yet.

H. THEODORE COHEN: Okay.

HUGH RUSSELL: If you can stop at the picture you just went passed. That's the one I would like to talk to.

JOEL BARGMANN: There's an aerial.

HUGH RUSSELL: Yes.

So as you look at this, you can see there is like the Trespa grid and then there's a larger opening that's just on the left side of the corner that also has some sunshades which are nice because it's facing south. In fact, the sunshades continue and that's one of the things that you could reply to Councillor Carlone is that those sunshades actually will differentiate the south and the western facade.

And then you've got this big bay that projects out and I think relates to the entry



that's under it? And then there's some sort of miscellaneous storefronts that sort of fills up the rest. You can see where I'm heading here. If you look on -- and then if you look down Binney Street, and you see again, there's the four-story Trespa building, the two or three-story element wraps around the corner, but again, there's -- three or four bays of miscellaneous stuff. And I like the Trespa so much I'd like to see a little more of it, I think, and a little bit less of the miscellaneous. And I think that's -- so I would like a condition if we're going to make a decision, and I feel actually ready to make a decision on this, but if we were, that would be something that might be looked at to see if a proportion between the Trespa and the blander in-fill could be studied and looked at.

LOUIS J. BACCI, JR.: Sure.

HUGH RUSSELL: Brick, I don't think this building wants to be a brick building.

LOUIS J. BACCI, JR.: No, no, it doesn't.

HUGH RUSSELL: Or if it does, it's going to be like grey brick or buff brick.

LOUIS J. BACCI, JR.: We always get the grey brick.

H. THEODORE COHEN: I was going red.

LOUIS J. BACCI, JR.: Yeah, I gotcha.

HUGH RUSSELL: This is a cheerful building which is really quite an achievement.

LOUIS J. BACCI, JR.: But continuing it down Binney Street would complete it. There's a lot missing.

HUGH RUSSELL: The -- I mean I guess I would step backward and say that this whole development, one which was at one point called

One Kendall Square, I'm not sure what it's called today, but it is -- it was one of the very first developments for biotech and high tech in the city that was one of the very few that said we're gonna take the existing buildings and work with them, do some selective demolition, and we're gonna try to create an exciting and vital pedestrian place that's in the middle of things. And at the time it was daring, risky, and it's, it's been very successful. And so when you come to make this change to it, you say is this going to make it more successful? And I think the answer is yes.

Now the other thing I want to say about this is what if there were some kind of -- it's some combination of gateway or sign that was kind of fanciful that said landmark theatre that was right up on Binney Street. That let's you, as

you're approaching on Binney Street, sort of said, hey, this thing's here and the entrance to the theatre is right there at the curb line. I don't know what that would look like. I don't know how that would be treated under zoning, but it might be what a -- I don't think I want to see an electronic billboard out there. But -- so just think -- that's something I'd like to be thought about.

And my final comment is mechanical. So you've got a tiny mechanical space on the roof and you've got pretty low floor to floor heights and you don't show any mechanical rooms on the floor plates. So I'm, I'm wondering how you actually plan to handle air in this building. And I want to warn you that if you were sort of relying upon what you're showing us as mechanical penthouse and if it has to double in size, we are

not going to sign off on it when you come for your Building Permit. So this is a serious question.

LOUIS J. BACCI, JR.: Yes.

HUGH RUSSELL: Can you actually accomplish this? I mean, you say it's a lab building. I don't see you've got the space and the volume for heavy wet laboratories. I mean, I think the people might do things other than sit at desks, but with eleven, eight-foot floor, and I get it's a steel frame building, because that's the column grid, it's pretty far apart. It's, I mean, I'm guessing they're going to be mechanical rooms that will end up in, on the floor plan. There will be sort of a distributed system. There might be some more exterior air intakes that might be needed and that might not be a bad thing, you know, that -- but, again, it ought to

be thought about now so that when -- it would be nice to think about it now. So I don't know -- what's your strategy for the mechanical?

JOEL BARGMANN: Well, the building's a concrete building, so the eleven-foot-eight does give you a better floor to floor height, but it's not envisioned as a wet lab building. It's envisioned as either an office building or, you know, dry lab which is a tech, software lab, that kind of --

HUGH RUSSELL: So it's like a waffle slab or something?

JOEL BARGMANN: It's actually a flat slab eight inches thick and it gives you nice clearance floor to floor.

The mechanical penthouse is designed, half of it is for the base building and then the other half is available for tenant generators or

tenant equipment. So our mechanical engineers have sized that roof scape for the exact use that's anticipated. And we know that the sound is an issue in the neighborhood, so we've worked with our acoustical consultant Acentech to design the roof enclosure, actually build a roof on certain equipment, and then come up with a series of criteria that is part of our application for how we would mitigate the noise from the equipment.

H. THEODORE COHEN: Could I follow up on that? So do you have any rendering that shows what you think you're going to see with the mechanicals on the roof?

JOEL BARGMANN: Well, yeah, from Cardinal Medeiros you actually don't see it.

HUGH RUSSELL: And that's -- it's actually very clever. It doesn't show in the

rendering it's not because they picked weird places for the renderings, it's because they put the room in a place that it can't be seen.

JOEL BARGMANN: Right.

So, if I take it from the street, it's even on Bristol, you can see it there, it's on the roof. But even on that view from Bristol there, you can see just a portion of it partly because the building's cut back for the courtyard.

RICHARD McKINNON: Plus there's 100-foot set back before you get to it.

JOEL BARGMANN: You can see from the elevations at the end, I have them just for this purpose, and sorry to go through so quickly, but that's the extent of the mechanical penthouse seen from the movie theatre sign, and that's from Binney Street. And then, you know, you have to



get back a fair distance to see it from the neighborhood.

H. THEODORE COHEN: So you envision that everything will be enclosed within those enclosures?

JOEL BARGMANN: That's the vision, that's correct, yes.

H. THEODORE COHEN: Okay.

JOEL BARGMANN: And that's how it's been sized by engineers.

H. THEODORE COHEN: Okay. Well, let me tell you that there have been a number of buildings of late where we've been shown plans that show nice clean roofs --

RICHARD MCKINNON: Right.

H. THEODORE COHEN: -- and nice clean penthouses or screens that were enclosing the mechanicals and then what has been built has been

not what we were shown and we see a lot of mechanicals, screens that didn't cover everything, and certainly this Board Member is now going to focus on that. And as you said, if what's built isn't what we were shown, we're not going to sign off on that.

RICHARD McKINNON: Well, as I said, Mr. Chairman, I understand that we welcome that as a condition of any decision. It's been a big part of our discussion with our neighbors because we -- this is one of those buildings -- and it's why we promised not to do wet labs here, because of the heavy noise mechanical use, etcetera. But just noise abatement in general has been an enormous part of the discussions of that with our neighbors, which is why you have a sheet like this. This has been a lot of thought put into it. But we welcome that as a condition.

H. THEODORE COHEN: And I mean I know some buildings have to have things that are visible.

RICHARD McKINNON: Yes.

H. THEODORE COHEN: I want to make sure that we see it and the public sees it in advance to know what's going to end up there.

RICHARD McKINNON: I think we have a good owner that takes seriously what they get permission to build is what they will.

H. THEODORE COHEN: Excellent.

Ahmed?

AHMED NUR: Yeah, just to -- I have a couple of comments. But I also wanted to follow up on that, too. There seems to be on the roof skylights? Two rows of skylights?

JOEL BARGMANN: Yes.

AHMED NUR: Usually you see the heights

of those, they look like they could be six feet tall and God knows how long that is. If you say the elevation is 35 feet from grade and up and the skylights are taking off on top of the roof, it would be great to have a dimension of that as well.

JOEL BARGMANN: Okay.

AHMED NUR: Especially the height of it because the top of the building is what we will consider.

JOEL BARGMANN: They are six feet tall but we did not dimension it, but we can add that as a condition.

AHMED NUR: Would you please? It goes up 41 feet instead of 35 feet.

JOEL BARGMANN: Yes.

AHMED NUR: Mr. Chair, if I may continue?

H. THEODORE COHEN: Please.

AHMED NUR: So, I wanted to start to say that the proponents did a great job for bringing, and I thank every public that came in and supported this. I haven't seen any opposition, so I'm definitely in favor of this project. And I congratulate that to the public and the proponents coming in here tonight. So, I second Hugh's motion that I'm ready to make a decision tonight. But the couple of clarifications, concerns, minor concerns that I have is -- I'm a civil engineer and looking at the groundwater, our Table of Contents would say go to 23, go to 23, and it's the train, it's not there. Finally I end up finding it. So these pages are not jiving. Take a look at those before you bring them to us. But I have some questions -- is there a civil engineer here that might be able to talk about groundwater.

UNIDENTIFIED MEMBER OF AUDIENCE: Yes.

AHMED NUR: I just had a couple of questions for you.

So page 25 here looks like you have a pump, a sewer pump. You said 1300 based on the elevation because you show it here the existing is six feet, roughly, and the proposed is about 12 feet so you need a pump to hold the sewer and so on and so forth.

I don't see the existing groundwater elevation in that area. Is it, what is it? Because you have to go down --

UNIDENTIFIED MEMBER OF THE AUDIENCE:

Yeah.

THE STENOGRAPHER: Can you please state who you are, please?

AHMED NUR: Can you come up?

MIRANDA VOLPICELLI: Miranda Volpicelli,

V-O-L-P-I-C-E-L-L-I.

Yes, so groundwater, I believe, and I don't have the logbook with me, I believe they're around elevation ten or eleven. So there's a concern with groundwater and there's, I believe, an under drain as part of the basement. So to backtrack on your question about the pumps, there was a comment from DPW for -- they have asked us to relook at that system and to make a gravity system work. So we are exploring those options now. We think that we can make it work, but it may be a multi-system or a multi-tank system and, again, we are working through those sorts of differences and so forth and working with Gary Fleece (phonetic) at DPW on that.

AHMED NUR: Okay. And so, the soil, is it (inaudible) that's doing the soils?

MIRANDA VOLPICELLI: I'm sorry?

AHMED NUR: The soils, yeah.

So in Boston they have this district now because they realized, especially you have this massive garage, this structure that's sitting there, and they never know what the -- how far they go down to since everything's pretty much low as you said, groundwater being that high, that everything is sort of deflecting the flow of the groundwater generally. So they have an Overlay District, you know, the Groundwater Overlay District. And so this building it looks like you have one flight eleven feet under, so you're somewhat either right at groundwater or below. So to do that have you considered the ways that you could take into consideration the existing garage versus what you're building at the moment and see that you are not going to contribute to the groundwater movement?



MIRANDA VOLPICELLI: We have not looked at that yet.

AHMED NUR: I know the City's not up to speed as well, because we have the flooding overlay district and that could be the City of Cambridge hasn't adopted that yet.

All right, that's good. Thank you.

MIRANDA VOLPICELLI: You're welcome.

H. THEODORE COHEN: While you're there, and since I'm not an engineer, the DPW memo recommended or strongly suggested that there not be any plumbing in the basement. Now you've got a 40,000 square foot basement and presumably a number of people working there, what do you plan to do for those people?

MIRANDA VOLPICELLI: Well, I think I will defer to the architect for that one.

JOEL BARGMANN: The basement's primarily

envisioned as storage space. The reason the basement originated is that the characteristics of the soil are such that if we construct a basement, we can get the footings on terra firma and we don't have to put piles in for the construction. And it was not -- nobody wanted to put piles in in this neighborhood because that would be disruptive to the community, to the movie theatre, to One Kendall Square. So the whole point of putting the garage in was to get rid of the soil that wasn't suitable.

RICHARD McKINNON: The basement.

JOEL BARGMANN: The basement, and go into a suitable bearing surface. It's not half a level above, so it's really a basement and it's really envisioned for storage.

H. THEODORE COHEN: So you don't plan on having lavatories or sinks or anything down

there?

JOEL BARGMANN: It's not office space. We don't know what can be there. There are a few bathrooms down there and that is something that we're working with DPW on. It just came up the other day.

RICHARD McKINNON: Right.

It counts as GFA just because of the height of the basement, but it's really nothing that's going to be rented out as office space. It's going to be primarily storage. And we've got some very good and patient neighbors, but I don't know if you've ever had pile driving going on in your neighborhood, we don't want to test their patience. It very much has to do with doing a very quiet build.

AHMED NUR: And, Mr. Chair, I just wanted to say -- I'll just finish my comment really

quick. One other comment I had, is right at that corner that we're looking at there is an existing sign currently that I find very helpful that says: Parking cinema that way.

QUINTON ZONDERVAN: It's actually on the corner of Medeiros.

AHMED NUR: Right.

So is there anything proposed for on the side of the building that would catch the pedestrian's who are lost?

JOEL BARGMANN: I mean, I have to say that the whole signage package is coming in --

AHMED NUR: Okay.

JOEL BARGMANN: It's imminent. It's right behind this and it starts at One Kendall. And some of the issues that were raised on directing folks from Hampshire Street all around to the cinema, to the garage, and that will be

addressed as well as the digital display or the lack of a digital display. That whole package is being brought to the City for review and comment.

AHMED NUR: Okay.

RICHARD McKINNON: We'd like to tie both sides of Binney Street together with the signs.

H. THEODORE COHEN: All right, could we talk about Binney Street for a minute?

The -- I'm sorry, I didn't mean Binney Street. I meant Cardinal Medeiros Avenue. The facade there. So the first floor is all glass. There's been a lot of criticism of the Koch building being blank glass on the ground floor, and I was just wondering what, if any, plans you have for enlivening the first floor facade. I mean, are we just going to see, you know, blinds that are drawn all the time or are we going to be looking into offices and seeing desks? And have

you considered perhaps a retail presence say on the corner of Binney and Cardinal Medeiros?

RICHARD McKINNON: Well, so the last question because it gets us back to the corner that's been the subject of so much conversation tonight and frankly, of so much concern from our neighbors that we thought that that was just really pushing it to try and put a retailer at that corner. It just sort of invites traffic to stop and what is it? Or to double park. And so we really thought the best treatment of that corner for this building -- the existing building is built out to the curb and the property line, which is why it's so difficult to look around it. The best thing we could do at that corner was on both Binney Street and Cardinal Medeiros to draw the whole building back eight feet. And it's a very much avoiding trying to do retail out there.

For that matter, and I know Mr. Bacci lives there, will probably understand, we thought we'd run into the same issues if we tried to put retail on Cardinal Medeiros, you know, without having access right there to the garage or to park it. And so it's why we came up with the idea of doing the courtyard, of creating the seating area, to create a place, and not just have a continuous band on Cardinal Medeiros. You know, there's been a lot of thought, and I think at the end of the day I think that these -- that that solution for me at least, Mr. Chairman, makes more sense.

H. THEODORE COHEN: Okay.

And what will pedestrians see as they're walking along Cardinal Medeiros?

JOEL BARGMANN: Well, the eight foot that Rich refers to is this zone here, and then you'll

have that, that's a -- two bays, that's about 40-something feet across. Almost 50 feet.

HUGH RUSSELL: Can you switch to this rendering? Can you switch to this rendering? It might help.

JOEL BARGMANN: So we do have the landscaping buffer to the ground level and then that. I think the issue had recently we got the comments from the City and they asked us to also look at the ground floor, and we thought that the response to that that was reasonable was that we would work with the tenants as the tenant comes up to really control that and to have continued dialogue with the City, because we -- right now we can't quite tell what that use might be and how you might want to treat it and we don't want to stifle that treatment.

RICHARD McKINNON: But we understand the



desire not to have that be dead beyond the --

H. THEODORE COHEN: Right. That's my concern that it not be dead.

RICHARD McKINNON: Right.

H. THEODORE COHEN: And something like a cafeteria that you're looking in and seeing people?

RICHARD McKINNON: These guys are here for the long haul. As you know, they just bought North Point and that's not gonna get done overnight. So they very much understand, I think, some of the planning concerns that the Planning Board has and very much make that part of the discussions with our perspective tenants. We really -- I mean, truthfully don't have a tenant right now. So we're kind of, you know, doing the best we can to be honest, but we -- I think that will be part of our conversations,

that facade, you know. We very much have neighbors right across the street, I mean, plus people going by. And there are real live neighbors right across the street with lawns and we understand that.

H. THEODORE COHEN: I guess my last question then is about the bridge. So the bridge is not --

RICHARD McKINNON: Almost made a clean getaway.

H. THEODORE COHEN: It's on my list.

So the bridge is there and I understand it's grandfathered, and I guess the purpose is so that you can connect the buildings in case you have a tenant that is in both buildings?

RICHARD McKINNON: That's right.

H. THEODORE COHEN: If you end up with separate tenants, is there any intent to take the

bridge down or is it always going to be there?

RICHARD McKINNON: Well, as I mentioned when we were chatting earlier around the model, I mean, there are tenants -- there is very much the possibility that the same tenants will be on both sides of Binney Street. And if that is the case, we'd very much appreciate keeping that bridge. I don't think we're wedded to it beyond that, and I'm not quite sure how to put flexibility there. I think, you know, we also, by the way, are running into some -- there's some real cost issues. I mean, you can't leave the bridge the way it is if you're gonna keep it. So it's under discussion on our end, too. We would, though, for the time being like to retain that option especially so early in the leasing stage of the building. And we're trying to do it so that if it's there, it looks okay.

H. THEODORE COHEN: Right. So assuming the bridge stays, does it also get panelling or the glass change to make the glass in the new building or are there any plans for it?

JOEL BARGMANN: The bridge would be -- get new glass, but the idea would be to keep it rather simple the way that it is and not to tie it into the architecture of the building. It's pretty benign across the street. It's not an eye catcher and there's nothing that we would be doing to enhance it with lighting other than security or safety lighting, not trying to make it into a sign or any architectural statement, it's just there, sort of inert the way it exists today.

H. THEODORE COHEN: Hugh, is that where we can put Landmark Cinema this way?

Okay, I've talked a lot. Do any other

people have questions or comments?

MARY FLYNN: Yes. I just -- we've covered a lot of ground so I don't want to, you know, repeat topics that we've gone over. I just have a minor point in the design of the plaza as it relates to the garage. Just as you -- that one there. That slide is great. Let's go back there.

RICHARD McKINNON: This one?

MARY FLYNN: Yeah.

As you get beyond the green wall and the open bays, how far back to the open bays extend? And how many of them are there?

JOEL BARGMANN: There are two bays and then they have a gate on them from their back. So they are -- there are two open bays.

MARY FLYNN: Okay. It just looks like -- I mean I know you have to have an opening so

people know they can get bicycles and pedestrians. It kind of looks a little unfinished to me in this rendering. And it looks as though you have the bench in front of the second opening that it might be nice if, you know, since people aren't going to go through that one, that bay, that, you know, maybe you do some sort of a banner like you were talking about on the other side or some sort of, you know -- yeah.

JOEL BARGMANN: Yeah, we had -- the green wall picks up again here.

MARY FLYNN: It does? Okay.

JOEL BARGMANN: We have two bays, but we can consolidate it to one bay.

MARY FLYNN: It was just a minor point, you know. I mean, it's hard to tell, you know, just how big it is in terms of the overall plaza

area.

JOEL BARGMANN: That's a good point.

MARY FLYNN: I mean, it feels like it needs to make a little bit more of a statement like this is where you go with your bikes or whatever. So I just had that.

And I haven't been involved in the previous applications that Rich was referring to, but I just -- I know you have to go before the Historic Commission, and I didn't know if they had weighed in on this previously and if you're anticipating any difficulty with them and the existing building?

RICHARD MCKINNON: Excuse me?

MARY FLYNN: The Historic Commission?

RICHARD MCKINNON: Oh, yeah, yeah, no, happy to talk about that. Your staff here and Liza and Suzannah and Jeff were nice enough to

set up a meeting with Charlie Sullivan on this. We met two weeks ago, or week and a half ago, Jeff? Here in the building. And essentially the Historical Commission did vote on one of the applications that -- to hold it up for six months and that was really part of the neighborhood trying to grapple with ways to shut the project down.

MARY FLYNN: Okay.

RICHARD McKINNON: They also I think had negative feelings about what was gonna replace it. Charlie's sense was this was a much better replacement and that he doesn't necessarily think that the six-month hold will be put on it. But that's sort of getting ahead. And that's for the Historical Commission to decide.

MARY FLYNN: Right, yeah.

RICHARD McKINNON: We have a submittal



date of March 16th, Mary, to apply to the Historical Commission for their review, and it's our expectation that we'll be there the first Thursday in April. Okay?

MARY FLYNN: Great. Good, yeah. I figured there had to be a little bit of history.

RICHARD McKINNON: It's over 50-years-old so it automatically goes before them.

MARY FLYNN: Just, you know, overall I think it's a great project.

RICHARD McKINNON: Thank you.

MARY FLYNN: I'm very happy that you worked so well with the neighbors and, you know, really came at this from a very respectful approach. I think, you know, it's very unusual at least in my very limited experience on this Board, to, you know, see projects that don't try to push the envelope a little bit and get as much

as they can. So I think this has been very collaborative.

RICHARD McKINNON: In all honesty, it's a first more me too, Mary.

MARY FLYNN: Well, good job, Rich.

I like the building design a lot. I do think that, you know, as has been discussed, that Binney Street edge with glass may need a little bit more attention. But in general I really, I really like it. So thank you for your good work.

H. THEODORE COHEN: Lou.

LOUIS J. BACCI, JR.: On A-15 and 16 the punch metal screening, is that going to be illuminated? It's lit from above?

JOEL BARGMANN: This?

LOUIS J. BACCI, JR.: No. A-15 and 16, your renderings. There.

JOEL BARGMANN: That's lit from the

surface. So at night that light sticks out and then washes down.

LOUIS J. BACCI, JR.: It wall washes?

JOEL BARGMANN: It wall washes.

LOUIS J. BACCI, JR.: I got you.

JOEL BARGMANN: That came out of a meeting with the fire department. They wanted to -- in an emergency come up to the theatre and so they didn't want any lights.

LOUIS J. BACCI, JR.: No light poles?

RICHARD McKINNON: Actually, we had lights strung across the plaza originally, you know, sort of European style, but the fire department said we really, you know, we want to be able to just drive the ladder in there, including the tall one. So they encouraged us to push the lighting inside.

LOUIS J. BACCI, JR.: And this is the

alley in the entranceway?

RICHARD McKINNON: Yeah.

JOEL BARGMANN: That's correct.

LOUIS J. BACCI, JR.: And that band of opening -- of open area to the garage, will that continue around the perimeter or just in this area?

JOEL BARGMANN: That's just in this area. It was to create a break between the mechanical panel which is this type of a panel and the banner above and to try to give it a scale.

LOUIS J. BACCI, JR.: So there will be some light escaping there?

JOEL BARGMANN: Well, these lights could have shields on them so that they don't light out to the street. This is also shielded from the neighbors --

LOUIS J. BACCI, JR.: Below?

JOEL BARGMANN: -- by the building.

LOUIS J. BACCI, JR.: And that band will not continue around the building, correct?

JOEL BARGMANN: And I think the idea was I think folks liked it in the neighborhood. We've got the scale of the movie theatre cutting across that side and out to Binney Street so it took that big garage facade down to a more manageable dimension.

LOUIS J. BACCI, JR.: And, again, that's not going to continue around the building?

JOEL BARGMANN: No, only on that facade.

LOUIS J. BACCI, JR.: Likewise with the openings, the large openings that you see?

JOEL BARGMANN: It's only on that corner. And I think there's some talk about that as bringing that down, no one really has focussed on the garage a hundred percent because we know it's

to be developed.

LOUIS J. BACCI, JR.: Yeah, this is just getting back to actually kind of Ted's point of things that we see on drawings that don't appear or appear differently when it's built. I guess that's all I have.

H. THEODORE COHEN: Catherine.

CATHERINE PRESTON CONNOLLY: The one thing I feel like I don't have a good handle on at this point is the daycare center and how the circulation of that works, where the entrance is. I know that it doesn't make any sense to have way finding signs to a daycare center, but at the same point I think having it hidden in a back alley feels also a little odd to me, so I'd like to better understand that.

JOEL BARGMANN: Well, the daycare center is going in this building, and that's a one-story

building.

CATHERINE PRESTON CONNOLLY: That's an existing building?

JOEL BARGMANN: It's an existing building.

RICHARD McKINNON: An existing building, yeah.

JOEL BARGMANN: And the nice thing is the floor is a little above grade so they're not right at the sidewalk for the kids. The playground for the kids is here. There's a walkway that goes along here, but there's no drop-off. The drop-off is today parents come in and drop off here, and then they walk out and go into Bright Horizons. Same thing will happen in the future. They'll come, there's a series of parking spaces for drop-off, just for the daycare center here and they'll walk out here, and that's

a pedestrian connection between the garage and the daycare center. So the theory was to keep the drop-off off of both streets. And the playground, the new playground will be in that corner of their site. So I think --

RICHARD McKINNON: The existing one was out on Binney.

CATHERINE PRESTON CONNOLLY: Yes. Is it a similar size?

JOEL BARGMANN: Yes, Ma'am. The size is controlled by the daycare regulations. I think most -- everybody's happy to get the daycare center up out of the basement.

CATHERINE PRESTON CONNOLLY: Out of the basement, yes. Okay. That was the one thing I didn't have a clear picture of. Otherwise I am, you know, we've talked about my favorite topic traffic at length already, so I feel comfortable



with what my colleagues have said about the design, about the need to have what's built actually resemble what is shown to us. It sounds like you've worked very well with the neighbors, especially with regard to noise and light which I know have been issues for a long time. So I'm very encouraged.

H. THEODORE COHEN: Tom.

TOM SIENIEWICZ: Well, I also want to start with the amazing conversation that's obviously been documented that you've had with the neighbors, and I think you're going at it in a new way which is going to them first in light of the dust that's been raised around here, what do you guys want to see? I think it's a terrific example of community planning and an enlightened way to get something done I think in Cambridge. I had a few points I wanted to raise.

One, is you've dangled solar panels in front of me and that was a dangerous thing to do. I've got some friends, Quinton in particular who share my views on this subject. So what's the status of that? I mean, is that real? I mean, what has to happen? What does the City have to do to make that happen?

RICHARD McKINNON: We're, you know, I'll just jump ahead of Joel. We're doing our own pricing on it already. The City has some interest in seeing it done in a way that it gets distributed, the energy gets distributed out into the neighborhood. So we've got a fairly large -- it's growing, Iram -- fairly large meeting with folks from the City as well as folks from both neighborhoods, East Cambridge and Wellington-Harrington this coming Friday.

TOM SIENIEWICZ: What --

RICHARD McKINNON: We're encouraged really about what we've learned to date.

TOM SIENIEWICZ: Yeah. So it may address some of the other concerns that I have here if that's a real thing. And I hope it really is a real thing.

RICHARD McKINNON: Right.

TOM SIENIEWICZ: It's an extraordinary opportunity, and plus it shades the cars on the roof and it's a lot of positive things.

RICHARD McKINNON: Yes.

TOM SIENIEWICZ: I guess picking up on the conversation of the bridge. I think the bridge is important. It flies over the public space, over the public right of way and so therefore I feel justified in meddling with it a little bit. To say that it should be background, I'm not sure. You know, it's got a fantastic

presence on an important street at an important place and it may therein lie. I like the suggestion that it might be a way to mark the theatre. And I think the architecture of that bridge could be spectacular, and I think it's a missed opportunity. Of course, another elevation which is the bottom of it, there's an opportunity for lighting there. A couple of different strategies. You could celebrate the structure in the span, you could develop a strategy by which you will try to make it disappear. There's a lot -- Boston's done that. There's a lot of ways in which that bridge could be amazing. I'm not against bridges. I just think it's a fantastic urban design opportunity.

RICHARD McKINNON: Okay.

TOM SIENIEWICZ: And after all we're at a place here at the end of Binney Street which

somebody described to me as Champs-Elysees of biotechnical research.

RICHARD McKINNON: Indeed. We're happy our name is Binney Street.

TOM SIENIEWICZ: And right at the end of Binney Street and right now it ends in the promise of Pork Chop Park, right?

RICHARD McKINNON: Right.

TOM SIENIEWICZ: Which will happen. And somebody is fiercely trying to get control of the Metropolitan Pipe complex which won't be the Metropolitan Pipe complex for too much longer, right? So the end of the street will end -- and it's not the street will extend and the energy and the Champs-Elysees will extend right to the garage and it's gonna end like this. And this may be safe, but I'm reassured, I really thank you for reassuring me that this is safe, but this

is not where the Champs-Elysees ends in my opinion. This Planning Board member doesn't believe it ends, and I think that we are actually not focussed on the largest piece of architecture and public presence that this whole proposal has before us which is not the beautiful lacy glass facades and wooden cladding but the walls of that garage.

RICHARD McKINNON: Yeah.

TOM SIENIEWICZ: And to say, well, it will be a graphic solution that we don't want to propose yet because it will be out of style by the time it's built, I think it warrants some scrutiny given the scale of that and given its position in the city, what the detail of that is and what the detail of the landscaping is on this side of the garage. I very much appreciate the thoughtfulness on the theatre side. I think it

will be a really marvelous urban space just as you describe in this diagram. I think that the back side is not cooked yet.

I'm too concerned about the visibility of the first floor. You have real challenges with the building section but that's up to you, that's a challenge you have to face in terms of tenanting and detailing it that you will have to deal with. It's not really for me to meddle in.

And those are my comments. Thank you.

RICHARD McKINNON: Thank you very much. Those are helpful actually.

H. THEODORE COHEN: Okay. So where do we go from here? Are we ready to take a vote and list conditions? The things -- I don't know that I heard anything that anything needs to come back to us right now.

HUGH RUSSELL: I think the garage needs

to come back to us. I think it can come back in the context of a post-decision review.

H. THEODORE COHEN: The only other thing is a dollar figure for Traffic and Parking.

HUGH RUSSELL: You guys go out and duke it out.

H. THEODORE COHEN: Do you have any idea how quickly that might be decided?

CATHERINE PRESTON CONNOLLY: It looks like in the next ten minutes.

JOSEPH BARR: I think it will be -- they can decide in ten minutes, I think it's relatively soon. I mean, I think it's something that we potentially confirm prior to the decision being written up and finalized.

RICHARD McKINNON: We accelerated our -- we'll agree to --

H. THEODORE COHEN: You'll agree to



anything they want.

RICHARD McKINNON: The director of Traffic and Parking had suggested a dollar figure of 178,000. Given it's 178,000 square foot building, we'll agree to that.

Is that right, Joe? I think --

JOSEPH BARR: Close. I said I had actually said 172, but since you're offering 178....

H. THEODORE COHEN: Do we have an agreement on the figure?

JOSEPH BARR: I think so.

H. THEODORE COHEN: 178?

RICHARD McKINNON: I'm agreeing with the -- I misstated.

JOSEPH BARR: 172. And I guess one thing I'll mention, you know, and just for the Board's information, one of our intents for the use of

these funds is to actually conduct a more rigorous study of kind of transportation, I'll call them linkage fees for lack of a better term. That's not really what I mean, it's actually mitigation fees what have you, so we have maybe a less informal process for deciding this for the future. So hopefully your actions tonight will help provide you with even better information in the future.

H. THEODORE COHEN: Okay, great.

Well, I guess before we go any further, is there anything that other staff members want to add to this? Jeff or Suzannah? I mean, we have your memos.

JEFF ROBERTS: Yes, Mr. Chair, and I don't want to go over too much of what's, what's already presented in the memo. I think that just backing up a little bit as you get into the

findings, I think that a lot of what's in the necessary findings for urban design and transportation which includes the parking and the curb cut Special Permit have been covered in discussion, one thing that wasn't necessarily covered in discussion but is in our memo is some discussion of the overall planning for the area and what the Zoning does. And I think the applicant does a good job of articulating how they came to the decision that rather than employ the additional incentives in terms of height and density that are available for residential development, which is sort of what the Zoning is in the Eastern Cambridge Planning study sort of envisioned for this general area, that they opted for a lower scaled commercial building. And I think they've again articulated the reasons for doing that, but I think it's important for the

Planning Board in making the findings to make some note of that, that that was considered and that there's a rationale for choosing that overall option that they've chosen. Otherwise I think the particular design guidelines and criteria for that area are laid out and Suzannah laid them out and covered them and I think they're stated pretty clearly.

H. THEODORE COHEN: Okay. Stuart.

STUART DASH: And just additionally maybe early part of this to include as part of the decision to continuing review of the acoustic and lighting pieces that were mentioned.

H. THEODORE COHEN: Okay.

So there are three Special Permits. We have three Special Permits that were asked for. The biggest is the project review Special Permit under Section 19.20. And essentially the

findings we have to make, the project will have no substantial adverse impact on city traffic within the study area.

Upon review of the traffic impact indicators analyzed in the transportation impact study and mitigation efforts proposed.

With regard to that, we have received a memo from Traffic and Parking and we've heard testimony from the director of Traffic and Parking, so, which, you know, the decision should include all of the conditions set forth in that memo. And with the added of 172,000 for future studies.

And then the second point is that the project is consistent with the urban design objectives of the City as set forth in Section 19.30. And those are summarized basically in page 4 and 5 of the memo from CDD. It could

run -- I could run through them very quickly and if anyone has any problems with anything, please stop me.

Street level uses and design. The building should contribute to the character of the existing streets.

Street level facade should include active uses such as shops, cafe service for the public, or commercial offices such as fitness centers, cafeteria, etcetera.

Community space. Commercial lobbies and entrances.

Office and R&D uses are discouraged from extensive ground floor frontage. Where these cease to occur they should occupy no more than 250 square feet of continuous street frontage. I believe we're within that, that limitation.

And that I will say that, you know, CDD

commented that this was not particularly an appropriate place for residential use. And that it was more what we are promoting was residential use in Kendall Square, this particular location seemed more apt for more ongoing commercial use.

Major entrances should be located on public street at or near corners wherever possible. Entrances should relate well to crosswalks and pathways that lead to bus stops. We've heard from Traffic and Parking and from the proponent as to why they selected the entrances and why they opted not to put an entrance on the corner of Binney and Cardinal Medeiros.

Transparent materials and material lighting should be used to maximize visibility of street level uses. Ground floor facades should be at least 30 to 50 percent transparent. I believe we're well in excess of that.

Blank walls should be avoided along pedestrian and street walkways. There are blank walls where the pedestrians are, and in fact we have two new pocket parks built into Cardinal Medeiros and to Binney Street.

And the building height and orientation, built to the lot line or provide small setbacks by 15 feet for cafe seating benches, small open space. I believe we are set back at least the five feet and we have the two pocket parks with benches and some open spaces.

Locate loading docks on side streets or service alleys and away from residential areas. This is, you know, we're -- I think the proponent and the city is stuck with the fact that the loading dock is on Cardinal Medeiros, but it's being placed in basically what appears to be a separate building with a door on it --



RICHARD McKINNON: That's right.

H. THEODORE COHEN: -- to disguise it as much as possible from the street.

RICHARD McKINNON: And also a lot of attention has been paid to making sure it's deep enough, making sure that there's enough maneuverability so it's not tying up traffic.

H. THEODORE COHEN: And use design and entry orient buildings towards corners. This is done with the corner where the new plaza is and specifically not done at the corner of Cardinal Medeiros and Binney although that will be subject to ongoing discussions with staff as to how to enliven that corner in keeping with -- keeping it a safe corner with vehicle traffic and pedestrians and also in consideration of the residential uses across Binney Street -- across Cardinal Medeiros.

Scale and massing. Avoid continuous massing longer than 100 feet facing residential streets and 200 feet facing mixed use and retail street. If massing extends beyond this length, it should be made permeable and visibly articulated in several smaller masses which indeed has been done.

Building should reflect rhythm and variation appropriate to the urban context. I think that has been done.

Building should have a clearly expressed base, middle, and top. For a short building, it certainly has a base and a middle. The top we don't want to see the top being mechanical. So I think that's within the guidelines.

Use variations and height and architectural elements such as parapets, cornices, and other details to create interesting

and varied views upon the expressed tops of the building. I think that's been done here also. And we also have things like the brise-soleils to break up things.

Emphasize corners using taller elements towers, turrets, and bays. While we're looking at a smaller building and with which is staying within the zoning limitations and so I don't think we're actually looking for a tower or a turret on this building.

And architectural character. Create varied architecture in the wood flat facades facing projected entryways, bays, canopies, and other architectural elements research. That is being done.

Buildings are set back a couple of stories or otherwise may be used as balconies, balustrades, and gardens.

Is the green roof going to be open to the occupant at all?

RICHARD McKINNON: Yes. When we build it. But they're not going to be using it to step on. I mean, it will be available. But you'll be able to see it from the outdoor plaza that's being created. The wooden terrace.

LOUIS J. BACCI, JR.: The terrace at the -- right?

H. THEODORE COHEN: There's a deck there. But they're not --

JOEL BARGMANN: This area is not.

H. THEODORE COHEN: -- not supposed to be walking on the green area. They can go outside.

RICHARD McKINNON: They can go outside.

H. THEODORE COHEN: They can go outside. They can eat lunch there, they can enjoy the

view.

Public realm. The provision of open space or diverse sizes and uses encouraged. We have public space. We're improving the existing public space.

Revision of inner-connected series building spaces encouraged to provide connections to neighborhoods and to encourage pedestrian movement. That's exactly what we're seeing there. With the encouraging the continuation of the open space from Hampshire Street down to the cinema.

Locate new open spaces to create linkages and connect to existing parks and open spaces. Done as much as possible.

The straight streetscape elements such as trees, benches, signage, and lighting to support active pedestrian uses to reenforce the character

and identify of each district.

HUGH RUSSELL: Can we in the previous thing, the Grand Junction Pathway is actually a huge open space.

H. THEODORE COHEN: Yes. Yes, indeed.

RICHARD McKINNON: It's over 16,000 square feet.

HUGH RUSSELL: But it's also by the connection --

H. THEODORE COHEN: Provides safe pedestrian bicycle connections to future regional pathways. Grand Junction, which indeed is being done.

And provide safe pedestrian bicycle connections to existing and new bus stops. I personally don't know where the nearest bus stop is here, but I think it's providing access.

LOUIS J. BACCI, JR.: Cambridge.

H. THEODORE COHEN: Cambridge Street?

CATHERINE PRESTON CONNOLLY: Or

Hampshire.

LOUIS J. BACCI, JR.: Cambridge and

Hampshire.

H. THEODORE COHEN: Okay.

So, I think we have confined that all of the terms relating to urban design have been met.

The other Special Permits we're asked to grant is a reduction in required parking under Section 6.35.1 where the lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood or will provide positive environment or other benefits to the uses of the lot in the neighborhood.

We've heard again from Traffic and

Parking that the Binney Street garage is underutilized and has capacity for reducing the number of spaces for the cinema and to use them for shared parking because they are at the capacity at different times of the day. So I think that has been complied with.

The exceedance of the allowance curb cut width under Section 6.43.5 and going back to section to the required parking, the most we can allow by Special Permit is a reduction to 75 percent of the requirement which is what has been requested.

And the exceedance of allowed curb cut width will facilitate traffic and safety. I think there are two that are being increased; one is on Cardinal Medeiros to allow for better egress and exit from the loading dock. And the other is to eliminate one curb cut on Binney



Street and consolidate the two into one to have better entry and exit into the garage which I will say certainly will improve the inner, the inner relationship of cars and pedestrians and bicycles now at the entranceway.

And then we have the general Special Permit criteria where permits would normally grant if zoning requirements are met unless it's found not to be in the public interest in Section 10.43. And I don't think we need to go through all of those. We've gone through them on every occasion.

HUGH RUSSELL: Are there things in the city engineer's report that we need to put in our decision or does she have sufficient authority to get everything she wants?

H. THEODORE COHEN: Well, I think she requested that she review the final plans and --

you know.

HUGH RUSSELL: She needs to sign off on them.

CATHERINE PRESTON CONNOLLY: She does have the authority.

H. THEODORE COHEN: There was the comment that there be no plumbing in the basement.

HUGH RUSSELL: I don't want to take that up with her. It's an engineering question.

H. THEODORE COHEN: Right. I think a condition be that the city engineer and Department of Public Works are satisfied with the final plans and with the final design.

JEFF ROBERTS: Mr. Chair, just to respond to that because I did have a conversation with engineering about these. They do have the jurisdiction to do this review as part of a Building Permit. So it's not necessarily a

request for conditions, but they have, you know, largely due to interest and discussion on the part of the Board, they've gotten into the habit of providing this as information to the Board about how they look at the project, but also information about some of the upcoming issues such as the climate change vulnerability and how that's impacting their review of these projects.

H. THEODORE COHEN: So --

HUGH RUSSELL: And I don't really quite see how this project is addressing that in the sense that I think the street grades are about 21. The -- which is roughly where the top of the dam is. And so if the water comes over the dam, they're in trouble.

CATHERINE PRESTON CONNOLLY: Yes.

AHMED NUR: I read that the City of Cambridge Water Department is requesting for

their existing 12-inch water service to connect to and I'm pretty sure they're working them on that as well.

CATHERINE PRESTON CONNOLLY: You know, I really do think that this is kind of extending beyond our purview and the Water Department and DPW have this stuff covered. And to the extent that they want to keep informing us about what they're thinking about, that's great. But I don't think, I think us dabbling in this is probably the wrong way to go.

IRAM FAROOQ: Just, I can say one thing, though, in terms of the vulnerability assessment, since we have done work on that, the Kendall Square area is not as vulnerable looking out in the -- I will call it near term but we're looking at 2030/2040. It's not so vulnerable. So there is a lot of time to think about these issues, and

when we look at the Charles River dam, the -- and we look at flooding scenarios, the chance of the dam getting overtopped is actually quite slim in the next several decades. And if there is to be flooding, it would be from the sides and water coming down from the, from Somerville, from the Mystic, the Alewife and the Mystic. And so the Alewife area is probably the part that we would be thinking about in the shorter term in the next 15, 20 years. So --

RICHARD McKINNON: Water got up in Alewife.

HUGH RUSSELL: So we have 25, 30 years to build a barrier, which is your plan.

LOUIS J. BACCI, JR.: That's what the bridge is for.

STUART DASH: In our comprehensive planning in the text two years, two to three

years, we'll be taking those issues into account very carefully.

IRAM FAROOQ: And believe me we are actually talking about things like the dams and what might be needed, and if there is any inter-municipal cooperation that could -- if a wall is the answer, then that's not a -- just in Cambridge solution and we are, we've already begun those conversations at the regional level.

H. THEODORE COHEN: Okay. I'll try to list conditions that I'm aware of, but please everyone else jump in if I forget something.

Well, first and foremost is that the building will be subject to continuing oversight by CDD Department with particular reference to the final detailing of the curtain wall on the Trespa panels.

To the extent possible it may not be at

this point, the ground floor layout to enhance the level of street activation primarily on Binney Street and Cardinal Medeiros.

That as Stuart mentioned, that the review would specifically be looking at compliance with the acoustics and lighting requirement. And that I'd say with regard to lighting, it go beyond what is required at this point in time by Ordinance to take into account the fact that there are a lot of lights in the interior of the building that are bright and that they need to be made, in Ms. Hoffman's words, not visible but greatly dimmed.

HEATHER HOFFMAN: Thank you.

H. THEODORE COHEN: That, you know, design consideration will be given to possibly having some -- well, the signage and wayfaring system would be subject to review by CDD and they

may also be considering whether there can be some more decorative theatre marquis to indicate the theatre is there and perhaps that goes into the design and use of the bridge between the two buildings, between this building and the existing buildings across Binney Street.

There be a condition that the land for the Grand Junction Path be conveyed by fee or by easement or by other agreement satisfactory by the City for use in the future as part of the Grand Junction Path.

All of the conditions in Traffic and Parking's memo including the \$172,000 contribution which we understand have all been agreed to by the proponent.

And I guess a condition we may wish to impose -- well, one condition will be that the final design of the mechanicals will be



essentially what we have seen this evening. The screening that's been shown to us, and that if there is any significant variation from that, it needs to be brought back to the Planning Board. And then I guess the question is whether we put -- have a condition that the detailing of the garage --

LOUIS J. BACCI, JR.: Yes.

H. THEODORE COHEN: That the west side?

RICHARD McKINNON: East.

H. THEODORE COHEN: East side.

RICHARD McKINNON: Right.

H. THEODORE COHEN: -- come back to this Board. We'll know if that is something that happens before the Building Permit is issued. I don't know what the timing is on.

IRAM FAROOQ: You want it before the Building Permit.

H. THEODORE COHEN: Before the Building Permit is issued, that it comes back to the Planning Board for its review.

I don't have anything else. If other people do.

LOUIS J. BACCI, JR.: I guess I'm curious to know what the Board's idea on covering this whole garage with banners?

TOM SIENIEWICZ: Let's -- we'll review it when it comes back. I don't know what their idea is.

LOUIS J. BACCI, JR.: Yeah, right. I don't know what it looks like, the whole building.

H. THEODORE COHEN: So if there are --

HUGH RUSSELL: I agree.

H. THEODORE COHEN: Pardon?

HUGH RUSSELL: I agree.

H. THEODORE COHEN: In CambridgePark

Drive some of them are covered with banners, but hidden away.

LOUIS J. BACCI, JR.: Behind the trees.

HUGH RUSSELL: And there are elements and concrete elements and banners and it's quite successful. This is a different garage. So we did have trouble with the garage on, you know, what is it? I'm thinking of -- sorry, the one across the tracks from CambridgePark Drive where we had a lot of -- that works. We were talking about CambridgePark Drive.

H. THEODORE COHEN: Jeff, were there any other conditions that we haven't incorporated?

JEFF ROBERTS: I believe you covered all the conditions that I have on my list. I was trying to keep track of the discussion, but it was just clarifying that that, that element with

the garage element will come back to the Board for review as a matter of general business.

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: Okay.

Could I have a motion incorporating the findings and the conditions that can be incorporated by reference?

HUGH RUSSELL: So moved.

LOUIS J. BACCI, JR.: Second.

H. THEODORE COHEN: Is there a second -- you second?

LOUIS J. BACCI, JR.: Second.

H. THEODORE COHEN: Okay.

All those in favor of granting Special Permits?

(Show of hands).

H. THEODORE COHEN: All those opposed?

(No Response.)

H. THEODORE COHEN: It is unanimous.

It is a lovely building and you followed a great process and we really do appreciate that.

We have two small pieces of business to continue with. We won't be very long, I hope, and you are welcome to stay if you would like. If not, I'd ask that you could take your conversations outside.

(Preston-Connolly not present).

H. THEODORE COHEN: Can everybody please take your conversations outside? Could you please take your conversations outside? Appreciate that.

Liza.

LIZA PADEN: So there's two telecommunication cases that are going to be on the upcoming BZA agenda. One is for 74 Sherman Street and the other is for 237 Putnam Avenue.

Mr. Glissman is here from the attorney's office representing T-Mobile if anybody has any questions. These installations, for the most part, seem to be improvements in that the Sherman Street case puts all the antennas in one faux chimney. The chimney space is larger than it was previously but all the antennas will now be inside that one structure.

H. THEODORE COHEN: Do you have any --

LOUIS J. BACCI, JR.: Pictures?

H. THEODORE COHEN: -- pictures?

LIZA PADEN: I thought I had sent them out.

LOUIS J. BACCI, JR.: Is this faux chimney black, too?

LIZA PADEN: This one is a grey one.

ATTORNEY DANIEL GLISSMAN: I have extras if you guys would like to take a look.

LOUIS J. BACCI, JR.: It's much better that the grey than the black.

H. THEODORE COHEN: It actually matches. I'm waiting for Hugh to tell us what it should match. But it matches the concrete at the top of the building.

ATTORNEY DANIEL GLISSMAN: That's for Sherman Street and then outside for you guys, 237 Putnam Ave.

H. THEODORE COHEN: It's much better than a lot of the ones we see.

AHMED NUR: We'll give them back to you.

MARY FLYNN: It was good that you took the photos on a cloudy day.

H. THEODORE COHEN: So on the Putnam Street are they enlarging things?

LIZA PADEN: Are we done with Sherman Street first before we go off to -- I can only do

one at a time.

H. THEODORE COHEN: Okay.

I think Sherman Street is fine. The color matches the color of the top of the building.

LIZA PADEN: Do you want to send any comments or just leave it to the BZA?

HUGH RUSSELL: Tell them we think it's fine.

H. THEODORE COHEN: Yeah, tell them we think it's fine. So often we tell them that it looks lousy. That this one is good. That they did a good job.

LIZA PADEN: Okay.

H. THEODORE COHEN: And so on Putnam Avenue?

LIZA PADEN: On Putnam Avenue.

H. THEODORE COHEN: Is it just changing



the color to make all the brick look dark instead of --

LIZA PADEN: It will all be the same color.

ATTORNEY DANIEL GLISSMAN: That's what we're hoping for the hue of the faux chimney never changed but over time the lower portion of the chimney changed, but we're going to repaint it to match it. So the actual position of the antennas are still within the existing faux chimney so no changes.

LOUIS J. BACCI, JR.: Do more of these.

H. THEODORE COHEN: Right, that's another one I would say is fine.

LOUIS J. BACCI, JR.: They're the best looking two --

MARY FLYNN: That we've seen.

ATTORNEY DANIEL GLISSMAN: I'll make sure

to tell T-Mobile.

H. THEODORE COHEN: Good job.

ATTORNEY DANIEL GLISSMAN: Thank you.

H. THEODORE COHEN: Liza, anything else?

LIZA PADEN: No.

H. THEODORE COHEN: No, she's cleaning  
up. So we are adjourned.

(Whereupon, at 9:45 p.m., the  
Planning Board Adjourned.)

\* \* \* \* \*

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BRISTOL, SS.**

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

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

**IN WITNESS WHEREOF**, I have hereunto set my hand this 1st day of April, 2016.

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

My Commission Expires:  
April 29, 2022

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<p><b>\$</b></p> <p><b>\$172,000</b> [1] - 176:13</p> <p><b>1</b></p> <p>1 [2] - 9:16, 49:7  <b>1.25</b> [1] - 15:8  <b>1/2</b> [1] - 53:14  <b>10</b> [1] - 9:16  <b>10.43</b> [1] - 169:10  <b>100</b> [2] - 23:7, 162:2  <b>100-foot</b> [3] - 13:8, 15:5, 112:11  <b>12</b> [1] - 118:8  <b>12-inch</b> [1] - 172:1  <b>12th</b> [1] - 7:14  <b>130</b> [1] - 6:14  <b>1300</b> [1] - 118:5  <b>140,000</b> [1] - 13:11  <b>1400</b> [1] - 20:18  <b>147703</b> [1] - 188:12  <b>15</b> [3] - 16:6, 160:8, 173:10  <b>1500</b> [2] - 8:9, 31:11  <b>151</b> [1] - 47:5  <b>16</b> [2] - 138:12, 138:16  <b>16,000</b> [3] - 18:3, 79:5, 166:6  <b>16th</b> [1] - 137:1  <b>1700</b> [1] - 8:10  <b>172</b> [2] - 153:8, 153:16  <b>172,000</b> [1] - 157:12  <b>172,500</b> [1] - 2:8  <b>178</b> [1] - 153:13  <b>178,000</b> [2] - 153:4  <b>178...</b> [1] - 153:9  <b>181</b> [2] - 2:11, 2:14  <b>184</b> [1] - 2:17  <b>19</b> [1] - 9:10  <b>19.20</b> [1] - 156:18  <b>19.30</b> [1] - 157:17  <b>19th</b> [1] - 7:14  <b>1st</b> [1] - 188:8</p> <p><b>2</b></p> <p>20 [3] - 66:5, 173:10  <b>200</b> [1] - 162:3  <b>2007</b> [1] - 73:7  <b>2016</b> [2] - 1:3, 188:8  <b>2022</b> [1] - 188:13  <b>2030/2040</b> [1] - 172:17  <b>21</b> [1] - 171:13  <b>213</b> [1] - 41:18  <b>23</b> [3] - 1:3, 117:12,</p>	<p>117:13  <b>235</b> [1] - 39:5  <b>237</b> [3] - 2:15, 181:18, 183:8  <b>23rd</b> [1] - 3:4  <b>24</b> [1] - 9:16  <b>25</b> [3] - 51:17, 118:4, 173:13  <b>250</b> [1] - 158:16  <b>253</b> [1] - 53:14  <b>26</b> [1] - 17:17  <b>29</b> [1] - 188:13</p> <p><b>3</b></p> <p>3 [1] - 2:3  <b>30</b> [3] - 44:1, 159:17, 173:13  <b>310</b> [1] - 8:7  <b>344</b> [1] - 1:5  <b>35</b> [7] - 13:13, 15:4, 15:9, 23:6, 47:7, 116:3, 116:15  <b>36</b> [1] - 93:9  <b>375</b> [1] - 46:14  <b>399</b> [3] - 2:6, 3:10, 8:7</p> <p><b>4</b></p> <p>4 [1] - 157:18  <b>40,000</b> [1] - 121:13  <b>40,000-foot</b> [1] - 13:12  <b>40-something</b> [1] - 128:2  <b>41</b> [1] - 116:15  <b>45</b> [3] - 13:13, 15:5, 15:10</p> <p><b>5</b></p> <p>5 [1] - 157:18  <b>50</b> [3] - 32:18, 128:2, 159:17  <b>50-years-old</b> [1] - 137:7  <b>57-years-old</b> [1] - 47:4  <b>5:30</b> [1] - 5:1  <b>5th</b> [1] - 7:13</p> <p><b>6</b></p> <p><b>6.35.1</b> [1] - 167:11  <b>6.43.5</b> [1] - 168:8  <b>617.786.7783/617.639.0396</b> [1] - 1:18</p>	<p><b>7</b></p> <p>7 [1] - 2:4  <b>74</b> [1] - 181:17  <b>75</b> [1] - 168:10  <b>7:00</b> [1] - 2:6  <b>7:05</b> [1] - 1:4</p> <p><b>8</b></p> <p>8 [1] - 2:9  <b>80</b> [1] - 2:12  <b>85</b> [2] - 12:11, 13:8  <b>8th</b> [1] - 3:12</p> <p><b>9</b></p> <p><b>9388-2016</b> [1] - 2:12  <b>9389-2016</b> [1] - 2:15  <b>94</b> [1] - 32:16  <b>9:45</b> [1] - 186:8</p> <p><b>A</b></p> <p><b>A-15</b> [2] - 138:12, 138:16  <b>abatement</b> [1] - 114:14  <b>able</b> [11] - 5:15, 40:1, 61:8, 67:13, 78:4, 78:5, 88:9, 88:11, 117:17, 139:15, 164:6  <b>abutters</b> [1] - 73:8  <b>accelerated</b> [1] - 152:16  <b>accept</b> [1] - 7:17  <b>access</b> [11] - 28:8, 28:9, 33:12, 68:16, 70:2, 73:3, 95:12, 96:4, 99:15, 127:5, 166:17  <b>accessibility</b> [1] - 19:16  <b>accessible</b> [5] - 19:18, 20:6, 20:12, 28:10, 37:6  <b>accident</b> [1] - 40:15  <b>accommodate</b> [4] - 2:13, 63:11, 69:14, 74:3  <b>accommodating</b> [1] - 66:1  <b>accommodation</b> [1] - 23:3  <b>accommodations</b> [1] - 39:14  <b>accomplish</b> [2] -</p>	<p>13:16, 109:6  <b>accordance</b> [1] - 36:5  <b>account</b> [3] - 52:18, 174:1, 175:9  <b>accurate</b> [2] - 187:16, 188:6  <b>Acentech</b> [1] - 111:5  <b>achievement</b> [1] - 106:12  <b>acknowledge</b> [1] - 56:17  <b>acoustic</b> [1] - 156:12  <b>acoustical</b> [1] - 111:5  <b>acoustics</b> [1] - 175:6  <b>actions</b> [1] - 154:7  <b>activate</b> [1] - 24:12  <b>activated</b> [1] - 24:13  <b>activates</b> [1] - 20:11  <b>activation</b> [1] - 175:2  <b>active</b> [4] - 29:10, 78:14, 158:7, 165:18  <b>actively</b> [2] - 86:8, 87:10  <b>activities</b> [1] - 21:13  <b>activity</b> [1] - 22:12  <b>actual</b> [2] - 80:18, 185:9  <b>add</b> [8] - 2:12, 2:16, 59:1, 59:2, 74:5, 78:5, 116:12, 154:13  <b>added</b> [2] - 69:7, 157:12  <b>adding</b> [1] - 30:6  <b>additional</b> [3] - 9:11, 83:8, 155:11  <b>additionally</b> [1] - 156:10  <b>address</b> [6] - 37:5, 38:13, 39:6, 39:16, 50:3, 147:3  <b>addressed</b> [3] - 5:3, 56:8, 125:1  <b>addresses</b> [1] - 3:15  <b>addressing</b> [1] - 171:11  <b>adjacent</b> [1] - 98:1  <b>adjourned</b> [1] - 186:7  <b>Adjourned</b> [1] - 186:9  <b>adopted</b> [6] - 4:3, 14:2, 77:7, 78:9, 79:12, 121:6  <b>adopting</b> [1] - 76:15  <b>Adoption</b> [1] - 2:4  <b>advance</b> [2] - 38:18, 115:6  <b>adverse</b> [1] - 157:2  <b>adversely</b> [1] - 167:15  <b>advice</b> [1] - 16:5  <b>aerial</b> [1] - 104:6</p>	<p><b>aesthetics</b> [1] - 58:4  <b>affected</b> [1] - 49:11  <b>affiliated</b> [1] - 47:5  <b>affordable</b> [1] - 40:9  <b>afield</b> [1] - 89:5  <b>afternoon</b> [1] - 102:10  <b>agenda</b> [3] - 3:14, 4:6, 181:17  <b>aggregation</b> [1] - 93:7  <b>aggressive</b> [1] - 60:12  <b>ago</b> [8] - 5:5, 12:7, 16:7, 19:15, 40:16, 136:2  <b>agree</b> [8] - 90:14, 102:4, 152:17, 152:18, 153:5, 178:16, 178:18  <b>agreed</b> [5] - 57:14, 61:15, 63:15, 83:13, 176:15  <b>agreeing</b> [1] - 153:14  <b>agreement</b> [3] - 74:15, 153:11, 176:9  <b>ahead</b> [3] - 70:13, 136:15, 146:9  <b>ahmed</b> [1] - 115:12  <b>Ahmed</b> [2] - 1:10, 85:5  <b>AHMED</b> [24] - 81:16, 82:5, 82:7, 82:11, 83:1, 83:15, 84:18, 115:13, 115:18, 116:8, 116:14, 116:17, 117:1, 118:2, 118:17, 119:16, 120:1, 121:3, 123:17, 124:7, 124:13, 125:4, 171:17, 183:12  <b>air</b> [2] - 108:15, 109:16  <b>airport</b> [1] - 49:1  <b>aisles</b> [1] - 96:4  <b>Alewife</b> [4] - 78:10, 173:7, 173:8, 173:12  <b>allay</b> [1] - 27:9  <b>alley</b> [2] - 140:1, 142:15  <b>alleys</b> [1] - 160:13  <b>allocated</b> [1] - 78:3  <b>allow</b> [7] - 9:11, 50:6, 66:15, 79:17, 96:3, 168:10, 168:16  <b>allowance</b> [1] - 168:7  <b>allowed</b> [1] - 168:13  <b>allowing</b> [1] - 95:8  <b>allows</b> [1] - 9:12  <b>Allston</b> [1] - 76:4</p>
---	---	--	--	---

<p><b>alluded</b> [2] - 56:10, 59:9</p> <p><b>almost</b> [3] - 54:4, 128:2, 130:9</p> <p><b>alongside</b> [2] - 59:16, 96:2</p> <p><b>amazing</b> [2] - 145:10, 148:13</p> <p><b>ambitious</b> [1] - 18:18</p> <p><b>amount</b> [6] - 22:9, 31:3, 64:2, 83:9, 83:10, 167:11</p> <p><b>analyzed</b> [1] - 157:5</p> <p><b>AND</b> [1] - 187:1</p> <p><b>AND/OR</b> [1] - 188:15</p> <p><b>angled</b> [1] - 98:16</p> <p><b>answer</b> [8] - 10:6, 19:13, 59:5, 62:4, 81:17, 97:14, 107:13, 174:7</p> <p><b>antennas</b> [7] - 2:12, 2:14, 2:16, 182:5, 182:7, 185:10</p> <p><b>Anthony's</b> [1] - 91:5</p> <p><b>anticipated</b> [1] - 111:3</p> <p><b>anticipating</b> [1] - 135:12</p> <p><b>ANY</b> [2] - 188:15, 188:15</p> <p><b>anyway</b> [3] - 17:6, 18:16, 81:18</p> <p><b>apart</b> [2] - 64:12, 109:12</p> <p><b>apologies</b> [1] - 70:12</p> <p><b>apologize</b> [1] - 38:18</p> <p><b>apparent</b> [1] - 26:5</p> <p><b>Appeal</b> [1] - 2:11</p> <p><b>appear</b> [2] - 142:4, 142:5</p> <p><b>appearance</b> [1] - 50:15</p> <p><b>applicant</b> [8] - 2:8, 13:4, 13:6, 56:13, 57:6, 61:15, 83:12, 155:9</p> <p><b>applicants</b> [1] - 61:7</p> <p><b>application</b> [5] - 9:17, 12:8, 13:5, 70:8, 111:8</p> <p><b>applications</b> [3] - 6:15, 135:8, 136:5</p> <p><b>applied</b> [1] - 92:18</p> <p><b>apply</b> [1] - 137:1</p> <p><b>APPLY</b> [1] - 188:15</p> <p><b>appreciate</b> [8] - 39:11, 41:10, 44:2, 50:11, 131:7, 150:17, 181:3, 181:13</p> <p><b>appreciated</b> [1] -</p>	<p>45:10</p> <p><b>appreciative</b> [2] - 52:4, 52:15</p> <p><b>approach</b> [3] - 15:15, 20:7, 137:15</p> <p><b>approaching</b> [1] - 108:1</p> <p><b>appropriate</b> [3] - 51:1, 159:2, 162:9</p> <p><b>approved</b> [2] - 4:8, 37:10</p> <p><b>april</b> [1] - 188:13</p> <p><b>April</b> [2] - 137:4, 188:8</p> <p><b>apt</b> [1] - 159:5</p> <p><b>architect</b> [5] - 10:4, 19:7, 50:18, 99:14, 121:17</p> <p><b>Architects</b> [1] - 92:6</p> <p><b>architects</b> [3] - 16:8, 27:14, 30:5</p> <p><b>architectural</b> [4] - 132:13, 162:17, 163:11, 163:14</p> <p><b>architecture</b> [7] - 43:14, 47:13, 50:17, 132:8, 148:4, 150:4, 163:12</p> <p><b>archway</b> [1] - 73:12</p> <p><b>Area</b> [1] - 2:8</p> <p><b>area</b> [29] - 11:2, 11:11, 12:15, 13:13, 27:10, 27:15, 52:2, 53:18, 76:11, 85:5, 96:3, 99:6, 99:12, 103:7, 118:11, 127:8, 135:1, 140:5, 140:7, 140:8, 155:7, 155:15, 156:6, 157:3, 164:12, 164:14, 172:15, 173:8</p> <p><b>areas</b> [1] - 160:13</p> <p><b>ARNOLD</b> [3] - 46:9, 46:11, 46:14</p> <p><b>Arnold</b> [1] - 46:14</p> <p><b>arrangements</b> [1] - 40:14</p> <p><b>arrived</b> [1] - 69:4</p> <p><b>Article</b> [1] - 9:10</p> <p><b>articulated</b> [3] - 35:14, 155:17, 162:6</p> <p><b>articulating</b> [1] - 155:9</p> <p><b>aside</b> [1] - 16:6</p> <p><b>aspect</b> [1] - 35:15</p> <p><b>assessment</b> [1] - 172:13</p> <p><b>asset</b> [1] - 21:4</p> <p><b>Assistant</b> [1] - 1:11</p>	<p><b>Associate</b> [1] - 1:10</p> <p><b>assume</b> [1] - 43:18</p> <p><b>assuming</b> [1] - 132:1</p> <p><b>asymmetry</b> [1] - 28:2</p> <p><b>atrium</b> [1] - 20:16</p> <p><b>attachment</b> [1] - 34:16</p> <p><b>attempt</b> [1] - 25:14</p> <p><b>attention</b> [3] - 55:1, 138:9, 161:5</p> <p><b>ATTORNEY</b> [5] - 182:17, 183:7, 185:5, 185:18, 186:3</p> <p><b>attorney's</b> [1] - 182:1</p> <p><b>AUDIENCE</b> [6] - 41:14, 65:10, 79:8, 92:1, 118:1, 118:13</p> <p><b>authority</b> [2] - 169:15, 170:5</p> <p><b>authorized</b> [1] - 8:12</p> <p><b>auto</b> [1] - 73:4</p> <p><b>automatically</b> [2] - 84:11, 137:8</p> <p><b>automobile</b> [2] - 23:10, 28:8</p> <p><b>availability</b> [2] - 58:17, 167:14</p> <p><b>available</b> [7] - 10:10, 10:13, 14:17, 14:18, 110:18, 155:12, 164:5</p> <p><b>Ave</b> [2] - 73:1, 183:9</p> <p><b>Avenue</b> [9] - 2:15, 25:8, 39:5, 44:16, 48:8, 125:10, 181:18, 184:16, 184:17</p> <p><b>avoid</b> [1] - 162:1</p> <p><b>avoided</b> [1] - 160:1</p> <p><b>avoiding</b> [1] - 126:18</p> <p><b>aware</b> [1] - 174:11</p> <p><b>awful</b> [3] - 42:3, 42:15, 85:11</p>	<p>141:10, 141:13, 142:2, 164:8, 166:18, 167:4, 173:15, 177:8, 178:6, 178:12, 179:4, 180:9, 180:12, 182:10, 182:14, 183:1, 185:12, 185:15</p> <p><b>background</b> [1] - 147:17</p> <p><b>backing</b> [2] - 16:13, 154:18</p> <p><b>backtrack</b> [1] - 119:7</p> <p><b>backward</b> [1] - 106:17</p> <p><b>backwards</b> [1] - 17:1</p> <p><b>bad</b> [3] - 30:7, 98:6, 109:17</p> <p><b>balance</b> [1] - 28:2</p> <p><b>balconies</b> [1] - 163:17</p> <p><b>balcony</b> [1] - 26:11</p> <p><b>balustrades</b> [1] - 163:18</p> <p><b>band</b> [3] - 127:9, 140:4, 141:2</p> <p><b>banner</b> [2] - 134:8, 140:11</p> <p><b>banners</b> [8] - 34:16, 34:18, 35:5, 35:10, 35:13, 178:8, 179:2, 179:6</p> <p><b>Bargmann</b> [2] - 19:7, 19:10</p> <p><b>BARGMANN</b> [51] - 19:9, 68:6, 68:10, 68:14, 91:15, 101:1, 101:10, 101:15, 101:17, 102:3, 102:8, 104:6, 110:4, 110:13, 111:15, 112:4, 112:13, 113:6, 113:9, 115:17, 116:7, 116:11, 116:16, 121:18, 122:13, 123:2, 124:11, 124:14, 127:17, 128:6, 132:5, 133:14, 134:11, 134:14, 135:2, 138:15, 138:18, 139:4, 139:6, 140:3, 140:8, 140:14, 141:1, 141:4, 141:12, 141:15, 142:17, 143:4, 143:8, 144:10, 164:12</p> <p><b>BARR</b> [52] - 56:3, 56:5, 62:13, 62:16, 63:3, 63:8, 63:12, 64:3, 64:11, 64:15,</p>	<p>65:7, 65:12, 65:16, 66:9, 67:8, 69:3, 69:15, 70:11, 74:12, 77:2, 77:4, 77:8, 77:12, 82:4, 82:6, 82:10, 82:17, 83:3, 83:16, 85:9, 85:14, 86:2, 86:14, 87:16, 89:2, 89:13, 89:17, 90:9, 90:12, 90:17, 91:8, 93:13, 93:17, 97:8, 98:15, 99:2, 100:1, 100:4, 152:11, 153:7, 153:12, 153:16</p> <p><b>Barr</b> [1] - 56:5</p> <p><b>barrel</b> [1] - 62:14</p> <p><b>barrier</b> [1] - 173:14</p> <p><b>base</b> [8] - 14:15, 15:3, 15:12, 19:2, 30:12, 110:17, 162:12, 162:13</p> <p><b>based</b> [5] - 57:11, 58:11, 60:2, 63:5, 118:5</p> <p><b>basement</b> [15] - 13:12, 23:14, 31:11, 119:6, 121:12, 121:13, 122:2, 122:4, 122:12, 122:13, 122:15, 123:9, 144:13, 144:15, 170:7</p> <p><b>Basement</b> [1] - 4:1</p> <p><b>basement's</b> [1] - 121:18</p> <p><b>basins</b> [1] - 30:9</p> <p><b>bathrooms</b> [1] - 123:4</p> <p><b>bay</b> [3] - 104:17, 134:7, 134:15</p> <p><b>bays</b> [14] - 86:5, 91:15, 92:2, 92:7, 94:5, 105:8, 128:1, 133:12, 133:14, 133:16, 134:14, 163:6, 163:13</p> <p><b>Beach</b> [1] - 76:11</p> <p><b>Beal</b> [3] - 13:7, 13:15</p> <p><b>bearing</b> [1] - 122:14</p> <p><b>beautiful</b> [1] - 150:6</p> <p><b>became</b> [2] - 19:1, 21:15</p> <p><b>become</b> [2] - 18:11, 84:10</p> <p><b>becomes</b> [1] - 50:16</p> <p><b>becoming</b> [1] - 79:18</p> <p><b>began</b> [2] - 19:15, 21:3</p> <p><b>begin</b> [2] - 21:10, 21:13</p> <p><b>beginning</b> [1] - 20:14</p>
<b>B</b>		<p><b>Bacci</b> [2] - 1:9, 127:1</p> <p><b>BACCI</b> [48] - 85:2, 85:10, 85:15, 86:13, 87:14, 88:15, 89:12, 89:16, 90:7, 90:11, 90:14, 91:7, 91:16, 102:9, 106:1, 106:4, 106:7, 106:10, 106:13, 109:4, 138:12, 138:16, 139:3, 139:5, 139:10, 139:18, 140:4, 140:12, 140:18, 141:2,</p>		

<p><b>begins</b> [1] - 32:5  <b>begun</b> [2] - 37:4, 174:9  <b>behind</b> [6] - 11:15, 30:16, 31:13, 31:17, 124:15, 179:4  <b>Belliardi</b> [2] - 44:14, 44:15  <b>BELLIARDI</b> [2] - 44:15, 44:16  <b>below</b> [2] - 120:14, 140:18  <b>bench</b> [1] - 134:4  <b>benches</b> [3] - 160:8, 160:11, 165:17  <b>beneficial</b> [1] - 73:3  <b>benefit</b> [5] - 34:14, 40:2, 40:8, 43:10, 95:7  <b>benefits</b> [1] - 167:16  <b>benign</b> [1] - 132:9  <b>Berkshire</b> [1] - 27:6  <b>best</b> [4] - 126:11, 126:15, 129:17, 185:15  <b>better</b> [15] - 2:17, 16:12, 30:10, 94:8, 98:17, 101:7, 110:6, 136:12, 142:16, 154:3, 154:8, 168:16, 169:2, 183:1, 183:10  <b>between</b> [16] - 10:16, 10:18, 22:6, 27:17, 32:17, 35:17, 37:2, 70:5, 73:5, 96:8, 97:15, 105:17, 140:9, 144:1, 176:4, 176:5  <b>beyond</b> [8] - 11:3, 19:5, 129:1, 131:8, 133:11, 162:4, 172:6, 175:7  <b>BH</b> [1] - 92:5  <b>BH&amp;A</b> [1] - 19:10  <b>bicycle</b> [5] - 37:4, 68:16, 72:17, 166:11, 166:14  <b>Bicycle</b> [2] - 69:8, 70:10  <b>bicycles</b> [2] - 134:1, 169:5  <b>big</b> [12] - 11:8, 12:14, 15:5, 18:8, 52:12, 54:16, 73:11, 87:14, 104:17, 114:9, 134:18, 141:8  <b>bigger</b> [5] - 13:14, 19:14, 20:6, 99:11, 99:12  <b>biggest</b> [1] - 156:17</p>	<p><b>Bigolin</b> [1] - 1:14  <b>bike</b> [7] - 24:18, 28:7, 28:8, 32:9, 33:6, 52:10, 54:5  <b>bikes</b> [4] - 33:3, 55:1, 97:2, 135:5  <b>Bill</b> [1] - 16:4  <b>billboard</b> [1] - 108:7  <b>Binney</b> [51] - 2:6, 3:11, 8:7, 22:11, 23:11, 23:17, 26:7, 28:5, 30:1, 30:7, 33:6, 33:11, 36:4, 37:6, 50:17, 54:14, 69:9, 70:3, 83:2, 84:6, 87:5, 93:14, 93:15, 95:3, 96:18, 98:9, 105:5, 106:14, 107:18, 108:1, 112:18, 125:6, 125:8, 125:9, 126:2, 126:16, 131:6, 138:8, 141:7, 144:7, 148:18, 149:4, 149:6, 159:13, 160:5, 161:12, 161:17, 168:1, 168:18, 175:3, 176:6  <b>biotech</b> [1] - 107:3  <b>biotechnical</b> [1] - 149:2  <b>bit</b> [16] - 21:1, 25:1, 32:9, 49:5, 55:16, 57:2, 88:11, 89:4, 103:12, 105:11, 135:4, 137:6, 137:18, 138:9, 147:17, 154:18  <b>black</b> [2] - 182:15, 183:2  <b>blander</b> [1] - 105:17  <b>blank</b> [4] - 26:2, 125:13, 160:1, 160:2  <b>blind</b> [1] - 43:2  <b>blinding</b> [1] - 102:7  <b>blinds</b> [1] - 125:16  <b>block</b> [1] - 5:4  <b>blown</b> [1] - 12:8  <b>board</b> [3] - 36:14, 62:9, 73:14  <b>Board</b> [42] - 2:11, 3:5, 3:12, 4:2, 4:8, 4:13, 4:17, 6:12, 7:7, 8:7, 9:4, 10:8, 12:2, 12:9, 12:18, 13:1, 13:3, 38:1, 49:17, 55:9, 70:8, 72:5, 78:11, 79:15, 81:10, 93:11, 103:15,</p>	<p>114:3, 129:13, 137:17, 150:2, 156:1, 171:3, 171:4, 177:4, 177:14, 178:3, 180:1, 186:9, 187:6, 187:15  <b>BOARD</b> [1] - 1:1  <b>Board's</b> [2] - 153:17, 178:7  <b>body</b> [1] - 20:14  <b>bonuses</b> [2] - 14:16  <b>border</b> [1] - 11:6  <b>born</b> [3] - 46:18, 47:1, 47:2  <b>Boston</b> [2] - 76:4, 120:2  <b>Boston's</b> [1] - 148:12  <b>bothered</b> [1] - 14:11  <b>bottom</b> [1] - 148:7  <b>bought</b> [1] - 129:9  <b>Boylston</b> [1] - 76:4  <b>brain</b> [1] - 73:10  <b>break</b> [3] - 25:14, 140:9, 163:4  <b>breaking</b> [1] - 27:1  <b>brick</b> [13] - 102:18, 103:2, 103:3, 103:5, 103:13, 103:14, 106:2, 106:3, 106:6, 106:8, 185:1  <b>brick-ish</b> [1] - 103:3  <b>Bridge</b> [1] - 76:9  <b>bridge</b> [16] - 26:7, 26:9, 130:7, 130:12, 131:1, 131:7, 131:12, 132:2, 132:5, 147:13, 147:14, 148:5, 148:13, 173:16, 176:4  <b>bridges</b> [1] - 148:14  <b>brief</b> [1] - 10:3  <b>Bright</b> [5] - 31:10, 31:14, 31:18, 32:14, 143:15  <b>bright</b> [3] - 31:10, 42:18, 175:11  <b>bring</b> [4] - 4:12, 29:4, 43:8, 117:15  <b>bringing</b> [5] - 4:16, 7:8, 33:5, 117:2, 141:17  <b>brings</b> [2] - 26:12, 32:4  <b>brise</b> [1] - 163:3  <b>brise-soleils</b> [1] - 163:3  <b>Bristol</b> [6] - 25:18, 26:1, 84:6, 89:11, 112:6, 112:7  <b>BRISTOL</b> [1] - 188:3</p>	<p><b>broadly</b> [1] - 59:6  <b>Broadway</b> [2] - 1:5, 53:14  <b>Broadway's</b> [1] - 82:2  <b>broke</b> [1] - 51:1  <b>broken</b> [3] - 27:4, 101:14, 101:15  <b>brought</b> [6] - 53:18, 67:6, 67:15, 71:3, 125:3, 177:4  <b>brown</b> [2] - 30:14, 30:15  <b>BU</b> [1] - 76:9  <b>buff</b> [1] - 106:6  <b>buffer</b> [2] - 35:17, 128:7  <b>build</b> [9] - 14:14, 71:5, 71:12, 78:2, 111:6, 115:10, 123:16, 164:3, 173:14  <b>building</b> [107] - 2:7, 2:7, 2:17, 6:7, 16:10, 16:16, 20:17, 21:15, 22:1, 22:4, 22:6, 22:15, 22:17, 23:2, 24:7, 25:7, 25:15, 26:2, 26:4, 26:8, 26:18, 27:7, 28:3, 28:10, 31:11, 31:12, 32:7, 33:1, 33:14, 33:16, 34:6, 35:18, 42:18, 43:1, 43:9, 47:8, 47:17, 49:16, 50:2, 50:10, 51:4, 56:14, 57:7, 57:12, 57:16, 58:15, 59:14, 73:11, 86:3, 91:11, 96:3, 100:12, 100:13, 103:9, 105:6, 106:3, 106:12, 108:15, 109:7, 109:11, 110:5, 110:7, 110:8, 110:17, 116:9, 120:11, 120:16, 124:9, 125:13, 126:12, 126:17, 131:17, 132:4, 132:8, 135:13, 136:3, 138:6, 141:1, 141:3, 141:11, 142:18, 143:1, 143:3, 143:5, 143:6, 151:6, 153:5, 155:16, 158:5, 160:6, 160:18, 162:8, 162:11, 162:12, 163:2, 163:7, 163:10, 165:7, 174:14, 175:11, 176:5, 178:14, 181:2,</p>	<p>183:6, 184:5  <b>Building</b> [5] - 109:2, 170:18, 177:15, 177:18, 178:1  <b>building's</b> [4] - 27:4, 29:16, 110:4, 112:9  <b>buildings</b> [16] - 20:4, 47:8, 47:18, 100:15, 102:17, 103:6, 107:5, 113:13, 114:11, 115:2, 130:14, 130:15, 161:9, 163:16, 176:5, 176:6  <b>built</b> [12] - 12:13, 20:17, 47:12, 57:12, 113:18, 114:5, 126:13, 142:5, 145:2, 150:13, 160:4, 160:7  <b>bulk</b> [2] - 10:4, 15:9  <b>bus</b> [3] - 159:9, 166:15, 166:16  <b>busiest</b> [1] - 63:6  <b>business</b> [2] - 180:2, 181:4  <b>BUSINESS</b> [1] - 2:2  <b>Business</b> [1] - 2:10  <b>busy</b> [3] - 51:9, 63:7, 85:6  <b>BZA</b> [4] - 2:12, 2:15, 181:17, 184:7</p> <hr/> <p><b>C</b></p> <p><b>cafe</b> [2] - 158:8, 160:8  <b>cafeteria</b> [2] - 129:6, 158:10  <b>calculations</b> [1] - 79:6  <b>CAMBRIDGE</b> [1] - 1:1  <b>Cambridge</b> [38] - 1:6, 5:14, 9:6, 11:2, 11:10, 16:2, 18:16, 21:12, 35:3, 35:7, 46:15, 47:1, 47:2, 47:3, 47:6, 51:18, 52:1, 72:18, 73:5, 75:2, 75:6, 75:12, 75:15, 82:6, 82:17, 88:18, 89:13, 90:1, 121:6, 145:17, 146:16, 155:14, 166:18, 167:1, 167:4, 171:18, 174:8  <b>CambridgePark</b> [3] - 179:1, 179:10, 179:12  <b>Cambridgeport</b> [1] - 73:1  <b>Cambridgian</b> [2] -</p>
---	---	--	---	--

<p>46:18, 47:4  <b>camper</b> [1] - 43:4  <b>cannot</b> [2] - 26:17, 54:16  <b>canopies</b> [1] - 163:13  <b>canopy</b> [1] - 68:6  <b>capacity</b> [2] - 168:2, 168:5  <b>CAPTURING</b> [1] - 1:17  <b>car</b> [2] - 40:17, 54:17  <b>Cardinal</b> [36] - 8:10, 11:14, 22:2, 23:5, 23:7, 23:9, 25:8, 26:6, 29:16, 32:1, 39:5, 82:1, 82:18, 83:17, 84:13, 85:16, 87:2, 88:18, 89:10, 90:3, 93:14, 94:1, 111:15, 125:10, 126:2, 126:16, 127:4, 127:9, 127:16, 159:13, 160:4, 160:16, 161:11, 161:18, 168:16, 175:3  <b>care</b> [3] - 43:2, 43:3, 97:6  <b>carefully</b> [1] - 174:2  <b>Carlone</b> [3] - 48:6, 48:8, 104:14  <b>CARLONE</b> [1] - 48:7  <b>carrots</b> [1] - 88:12  <b>cars</b> [9] - 36:1, 43:18, 54:18, 55:2, 84:5, 87:2, 99:18, 147:9, 169:4  <b>carsharing</b> [1] - 65:5  <b>case</b> [4] - 4:7, 130:14, 131:6, 182:5  <b>Cases</b> [1] - 2:11  <b>cases</b> [1] - 181:16  <b>catch</b> [1] - 124:9  <b>catcher</b> [1] - 132:10  <b>CATHERINE</b> [13] - 8:2, 67:4, 67:18, 142:8, 143:2, 144:8, 144:14, 152:9, 167:2, 170:4, 171:16, 172:4, 180:3  <b>Catherine</b> [4] - 1:7, 142:7, 188:4, 188:10  <b>caused</b> [1] - 12:14  <b>caution</b> [1] - 97:4  <b>CDD</b> [4] - 157:18, 158:18, 174:15, 175:18  <b>cease</b> [1] - 158:15  <b>celebrate</b> [1] - 148:9</p>	<p><b>center</b> [7] - 17:17, 142:10, 142:13, 142:17, 143:18, 144:2, 144:13  <b>centers</b> [1] - 158:9  <b>Central</b> [1] - 53:17  <b>certain</b> [2] - 30:14, 111:7  <b>certainly</b> [7] - 7:7, 67:10, 87:6, 87:9, 114:3, 162:13, 169:3  <b>CERTIFICATION</b> [1] - 188:14  <b>certified</b> [2] - 7:15, 33:17  <b>Certified</b> [2] - 188:4, 188:11  <b>certify</b> [1] - 188:5  <b>CERTIFYING</b> [1] - 188:16  <b>Chair</b> [2] - 1:7, 1:7  <b>chair</b> [7] - 3:8, 64:8, 70:15, 116:17, 123:17, 154:15, 170:14  <b>Chairman</b> [8] - 8:18, 9:3, 9:8, 13:1, 37:13, 78:13, 114:8, 127:12  <b>challenge</b> [1] - 151:7  <b>challenges</b> [2] - 98:2, 151:5  <b>challenging</b> [1] - 70:2  <b>Champs</b> [3] - 149:1, 149:15, 150:1  <b>Champs-Elysees</b> [3] - 149:1, 149:15, 150:1  <b>chance</b> [6] - 17:12, 30:10, 33:15, 38:10, 65:1, 173:2  <b>change</b> [8] - 49:2, 68:16, 68:18, 70:7, 107:11, 132:3, 171:7, 187:6  <b>CHANGE</b> [6] - 187:8, 187:9, 187:10, 187:11, 187:12, 187:13  <b>changed</b> [3] - 33:7, 185:7, 185:8  <b>changes</b> [4] - 17:14, 57:17, 185:11, 187:16  <b>changing</b> [2] - 56:13, 184:18  <b>character</b> [3] - 158:5, 163:11, 165:18  <b>characteristics</b> [1] - 122:2</p>	<p><b>charge</b> [1] - 40:11  <b>charging</b> [4] - 40:6, 40:12, 67:5, 67:17  <b>Charles</b> [2] - 73:2, 173:1  <b>Charlie</b> [1] - 136:1  <b>Charlie's</b> [1] - 136:12  <b>chatting</b> [1] - 131:3  <b>Chauncy</b> [1] - 3:18  <b>cheerful</b> [1] - 106:11  <b>chimney</b> [6] - 182:6, 182:15, 185:6, 185:8, 185:11  <b>choosing</b> [1] - 156:3  <b>Chop</b> [1] - 149:7  <b>chose</b> [1] - 13:4  <b>chosen</b> [2] - 27:14, 156:4  <b>cinema</b> [15] - 8:14, 12:13, 25:13, 32:7, 34:6, 48:15, 63:2, 63:5, 82:11, 99:15, 124:4, 124:18, 165:12, 168:3  <b>Cinema</b> [2] - 9:14, 132:17  <b>Cinema's</b> [1] - 28:16  <b>circulation</b> [3] - 24:18, 96:2, 142:11  <b>CITY</b> [1] - 1:1  <b>city</b> [11] - 33:5, 34:4, 52:3, 81:8, 88:9, 107:4, 150:15, 157:2, 160:15, 169:14, 170:11  <b>City</b> [28] - 1:11, 4:3, 5:2, 14:2, 34:8, 36:5, 37:8, 40:3, 59:18, 60:3, 70:18, 71:4, 72:14, 74:15, 76:14, 77:7, 81:3, 94:18, 121:5, 125:3, 128:9, 128:14, 146:6, 146:10, 146:15, 157:16, 171:17, 176:10  <b>City's</b> [1] - 121:3  <b>civil</b> [2] - 117:11, 117:17  <b>cladding</b> [1] - 150:7  <b>clarifications</b> [1] - 117:9  <b>clarifying</b> [1] - 179:18  <b>class</b> [1] - 53:18  <b>clean</b> [3] - 113:14, 113:16, 130:9  <b>cleaning</b> [1] - 186:6  <b>clear</b> [3] - 71:18, 99:18, 144:16  <b>clearance</b> [2] - 86:16, 110:15</p>	<p><b>clearly</b> [5] - 22:17, 42:5, 42:10, 156:8, 162:11  <b>clever</b> [1] - 111:18  <b>client</b> [1] - 19:17  <b>climate</b> [1] - 171:7  <b>close</b> [5] - 42:7, 58:10, 64:14, 97:11, 153:7  <b>closer</b> [1] - 27:8  <b>closes</b> [1] - 91:13  <b>cloudy</b> [1] - 183:14  <b>Co</b> [1] - 19:17  <b>Co-Ess</b> [1] - 19:17  <b>COGNITIVE</b> [1] - 73:11  <b>COHEN</b> [150] - 3:3, 7:11, 7:16, 8:1, 8:3, 8:5, 9:1, 37:18, 38:5, 38:9, 41:12, 41:15, 44:13, 46:6, 46:10, 46:13, 48:5, 51:14, 53:6, 53:11, 54:12, 55:4, 55:8, 56:4, 62:6, 62:14, 62:17, 63:4, 63:9, 63:13, 64:1, 64:9, 65:3, 65:13, 66:4, 66:12, 66:16, 67:1, 68:1, 68:8, 68:11, 70:14, 72:4, 74:13, 74:17, 75:2, 75:5, 75:9, 75:11, 76:7, 76:13, 77:6, 79:2, 80:1, 80:9, 80:13, 80:17, 81:13, 85:1, 91:10, 92:11, 92:16, 93:1, 98:4, 98:7, 98:14, 99:8, 100:2, 100:5, 100:8, 102:1, 102:11, 102:13, 102:16, 104:2, 106:9, 111:11, 113:3, 113:8, 113:11, 113:16, 115:1, 115:5, 115:11, 116:18, 121:9, 122:17, 125:7, 127:14, 129:2, 129:5, 130:6, 130:11, 130:17, 132:1, 132:16, 138:11, 142:7, 145:8, 151:13, 152:3, 152:7, 152:18, 153:10, 153:13, 154:10, 156:9, 156:14, 161:2, 161:8, 164:10, 164:13, 164:17, 166:5, 166:10, 167:1, 167:6, 169:17,</p>	<p>170:6, 170:10, 171:9, 174:10, 175:15, 177:9, 177:11, 177:13, 178:1, 178:15, 178:17, 179:1, 179:13, 180:4, 180:10, 180:13, 180:17, 181:1, 181:10, 182:9, 182:11, 183:3, 183:10, 183:15, 184:2, 184:10, 184:15, 184:18, 185:13, 186:2, 186:4, 186:6  <b>Cohen</b> [3] - 1:7, 3:14, 4:18  <b>collaborative</b> [1] - 138:2  <b>colleagues</b> [1] - 145:1  <b>color</b> [6] - 101:4, 103:3, 184:4, 185:1, 185:4  <b>colorful</b> [1] - 103:12  <b>colors</b> [3] - 100:18, 101:2, 101:7  <b>column</b> [1] - 109:12  <b>combination</b> [1] - 107:16  <b>combining</b> [1] - 62:11  <b>comfortable</b> [3] - 63:1, 68:17, 144:18  <b>coming</b> [14] - 6:12, 25:3, 31:1, 31:16, 38:8, 40:9, 52:4, 52:6, 54:18, 85:15, 117:7, 124:12, 146:17, 173:6  <b>comment</b> [6] - 108:10, 119:8, 123:18, 124:1, 125:3, 170:6  <b>commented</b> [1] - 159:1  <b>comments</b> [13] - 6:9, 48:13, 55:14, 56:2, 93:10, 94:8, 97:10, 99:10, 115:14, 128:9, 133:1, 151:10, 184:7  <b>commercial</b> [10] - 15:1, 22:5, 23:1, 51:10, 58:17, 155:16, 158:9, 158:11, 159:5  <b>Commission</b> [8] - 69:8, 70:10, 135:10, 135:15, 136:4, 136:16, 137:2, 188:13  <b>Committee</b> [3] - 4:18,</p>
--	--	--	---	---



<p>5:8, 49:13  <b>committee</b> [1] - 6:15  <b>common</b> [2] - 20:12, 24:14  <b>COMMONWEALTH</b> [1] - 188:2  <b>Community</b> [5] - 1:11, 1:12, 2:2, 3:6, 187:3  <b>community</b> [10] - 20:12, 34:3, 40:3, 56:11, 76:1, 77:16, 95:6, 122:8, 145:16, 158:11  <b>companies</b> [1] - 65:8  <b>Company</b> [1] - 13:7  <b>compared</b> [1] - 45:6  <b>compatible</b> [1] - 25:16  <b>competing</b> [1] - 37:2  <b>complained</b> [1] - 29:2  <b>complete</b> [1] - 106:14  <b>completely</b> [1] - 97:16  <b>complex</b> [3] - 95:11, 149:11, 149:12  <b>compliance</b> [2] - 23:8, 175:5  <b>complied</b> [1] - 168:6  <b>compliment</b> [1] - 46:2  <b>comprehensive</b> [1] - 173:17  <b>concealed</b> [1] - 22:12  <b>concept</b> [1] - 103:15  <b>concern</b> [8] - 69:16, 84:15, 93:8, 93:11, 94:2, 119:5, 126:6, 129:3  <b>concerned</b> [2] - 45:11, 151:4  <b>concerns</b> [7] - 39:17, 40:13, 87:18, 117:10, 129:12, 147:4  <b>concert</b> [1] - 69:8  <b>concluded</b> [1] - 57:10  <b>concrete</b> [6] - 100:15, 103:3, 103:7, 110:5, 179:6, 183:5  <b>concur</b> [1] - 48:9  <b>condition</b> [14] - 42:8, 77:9, 79:17, 81:10, 99:3, 105:13, 114:9, 114:18, 116:13, 170:11, 176:7, 176:16, 176:17, 177:6  <b>conditions</b> [11] - 63:16, 71:9, 81:1, 151:15, 157:11, 171:1, 174:11, 176:12, 179:14, 179:16, 180:6</p>	<p><b>conduct</b> [1] - 154:1  <b>configuration</b> [1] - 96:7  <b>configured</b> [1] - 86:18  <b>confined</b> [1] - 167:7  <b>confirm</b> [1] - 152:14  <b>conflict</b> [2] - 70:5, 97:14  <b>conforming</b> [2] - 3:16, 79:18  <b>congestion</b> [2] - 90:1, 167:12  <b>congratulate</b> [1] - 117:6  <b>connect</b> [9] - 6:8, 21:9, 53:1, 63:12, 72:2, 75:18, 130:14, 165:14, 172:1  <b>connected</b> [1] - 165:6  <b>connecting</b> [2] - 26:8, 59:17  <b>connection</b> [9] - 21:6, 21:11, 28:7, 73:3, 73:4, 73:5, 76:2, 144:1, 166:9  <b>connections</b> [6] - 21:14, 24:14, 72:17, 165:7, 166:11, 166:15  <b>connects</b> [3] - 20:15, 20:17, 76:10  <b>Connolly</b> [2] - 1:7, 181:9  <b>CONNOLLY</b> [13] - 8:2, 67:4, 67:18, 142:8, 143:2, 144:8, 144:14, 152:9, 167:2, 170:4, 171:16, 172:4, 180:3  <b>consciously</b> [1] - 28:12  <b>consider</b> [2] - 47:3, 116:10  <b>consideration</b> [5] - 78:15, 92:14, 120:15, 161:16, 175:16  <b>considered</b> [4] - 103:4, 120:14, 126:1, 156:2  <b>considering</b> [2] - 5:5, 176:1  <b>consistency</b> [1] - 4:14  <b>consistent</b> [1] - 157:15  <b>consolidate</b> [2] - 134:15, 169:1  <b>consolidating</b> [1] - 96:9  <b>construct</b> [2] - 2:7,</p>	<p>122:3  <b>construction</b> [4] - 3:16, 4:9, 80:18, 122:6  <b>consultant</b> [4] - 6:11, 7:8, 9:7, 111:5  <b>consultants</b> [4] - 5:18, 10:5, 10:10, 19:12  <b>content</b> [1] - 5:8  <b>Contents</b> [1] - 117:12  <b>context</b> [5] - 16:14, 22:18, 94:15, 152:2, 162:9  <b>continuation</b> [1] - 165:10  <b>continue</b> [9] - 31:15, 84:15, 88:3, 104:13, 116:17, 140:6, 141:3, 141:11, 181:5  <b>continued</b> [1] - 128:13  <b>continuing</b> [3] - 106:13, 156:12, 174:14  <b>continuous</b> [4] - 86:13, 127:9, 158:16, 162:1  <b>contribute</b> [2] - 120:18, 158:5  <b>contributes</b> [1] - 85:12  <b>contribution</b> [1] - 176:14  <b>control</b> [4] - 82:15, 97:17, 128:13, 149:10  <b>CONTROL</b> [1] - 188:15  <b>controlled</b> [2] - 82:16, 144:11  <b>conversation</b> [8] - 15:2, 58:1, 65:1, 67:14, 126:5, 145:10, 147:13, 170:15  <b>conversations</b> [6] - 48:10, 129:18, 174:9, 181:8, 181:11, 181:12  <b>converts</b> [1] - 29:8  <b>conveyed</b> [2] - 35:16, 176:8  <b>cooked</b> [1] - 151:3  <b>cooperation</b> [1] - 174:6  <b>corner</b> [32] - 11:16, 22:2, 26:6, 26:12, 26:15, 30:1, 41:3, 48:17, 52:14, 54:2,</p>	<p>54:5, 54:13, 54:15, 56:14, 86:16, 104:11, 105:7, 124:2, 124:6, 126:2, 126:4, 126:9, 126:12, 126:15, 141:15, 144:5, 159:13, 161:10, 161:11, 161:14, 161:15  <b>corners</b> [3] - 159:7, 161:9, 163:5  <b>cornice</b> [2] - 30:18, 32:3  <b>cornices</b> [1] - 162:18  <b>correct</b> [8] - 63:8, 74:16, 86:6, 94:9, 101:17, 113:7, 140:3, 141:3  <b>correction</b> [1] - 187:6  <b>corrections</b> [1] - 187:15  <b>corridor</b> [8] - 28:14, 71:11, 72:16, 73:13, 73:18, 74:11, 77:17, 81:6  <b>corridors</b> [1] - 23:13  <b>cost</b> [1] - 131:11  <b>Council</b> [7] - 4:4, 5:2, 5:3, 13:18, 14:2, 49:12, 70:18  <b>councillor</b> [2] - 48:6, 71:2  <b>Councillor</b> [2] - 71:4, 104:14  <b>COUNCILLOR</b> [1] - 48:7  <b>councillors</b> [2] - 13:17, 78:15  <b>count</b> [1] - 42:18  <b>counts</b> [1] - 123:8  <b>couple</b> [12] - 3:13, 4:9, 4:17, 7:9, 9:9, 62:7, 85:3, 115:14, 117:9, 118:2, 148:8, 163:16  <b>course</b> [3] - 6:13, 6:14, 148:6  <b>Court</b> [1] - 11:15  <b>courtyard</b> [3] - 23:4, 112:10, 127:7  <b>cover</b> [4] - 18:13, 42:3, 42:13, 114:2  <b>covered</b> [7] - 133:3, 155:4, 155:6, 156:7, 172:7, 179:2, 179:15  <b>covering</b> [1] - 178:7  <b>crash</b> [1] - 57:3  <b>create</b> [17] - 18:9, 21:6, 21:13, 26:3,</p>	<p>27:15, 29:9, 34:15, 59:15, 76:2, 86:1, 86:5, 107:7, 127:8, 140:9, 162:18, 163:11, 165:13  <b>created</b> [1] - 164:7  <b>creates</b> [1] - 84:10  <b>creating</b> [6] - 22:7, 30:8, 32:3, 60:15, 127:7  <b>creatively</b> [1] - 88:11  <b>credit</b> [1] - 14:5  <b>criteria</b> [3] - 111:8, 156:6, 169:7  <b>criticism</b> [1] - 125:12  <b>cross</b> [4] - 75:17, 75:18, 76:7, 97:18  <b>crosses</b> [5] - 75:2, 75:5, 75:12, 75:13, 97:11  <b>crosswalk</b> [1] - 26:16  <b>crosswalks</b> [1] - 159:9  <b>crucial</b> [1] - 71:14  <b>curb</b> [14] - 8:11, 9:12, 36:3, 92:15, 93:6, 93:9, 94:10, 95:14, 108:3, 126:13, 155:4, 168:7, 168:13, 168:18  <b>curious</b> [1] - 178:6  <b>current</b> [3] - 6:14, 43:15, 66:5  <b>curtain</b> [1] - 174:16  <b>cusp</b> [1] - 10:16  <b>cut</b> [15] - 9:12, 13:10, 30:15, 30:16, 36:3, 50:4, 90:3, 93:9, 94:10, 95:14, 112:9, 155:4, 168:7, 168:13, 168:18  <b>cut-through</b> [1] - 90:3  <b>cuts</b> [3] - 8:11, 92:15, 93:6  <b>cutting</b> [1] - 141:6  <b>cyclist</b> [1] - 70:2  <b>cyclists</b> [2] - 70:4, 70:5</p> <hr/> <p style="text-align: center;"><b>D</b></p> <hr/> <p><b>dabbling</b> [1] - 172:10  <b>dam</b> [4] - 171:14, 173:1, 173:3  <b>dams</b> [1] - 174:4  <b>dangerous</b> [5] - 41:6, 43:16, 54:2, 56:17, 146:2  <b>dangled</b> [1] - 146:1  <b>DANIEL</b> [5] - 182:17,</p>
---	--	--	---	--

<p>183:7, 185:5, 185:18, 186:3</p> <p><b>daring</b> [1] - 107:9</p> <p><b>dark</b> [2] - 28:18, 185:1</p> <p><b>darkened</b> [1] - 34:10</p> <p><b>darker</b> [1] - 101:5</p> <p><b>Dash</b> [2] - 1:14, 18:14</p> <p><b>DASH</b> [3] - 76:10, 156:10, 173:17</p> <p><b>date</b> [4] - 58:12, 137:1, 147:2, 187:7</p> <p><b>dated</b> [1] - 35:13</p> <p><b>daycare</b> [7] - 142:10, 142:13, 142:17, 143:17, 144:2, 144:11, 144:12</p> <p><b>daytime</b> [1] - 9:13</p> <p><b>dead</b> [2] - 129:1, 129:3</p> <p><b>deal</b> [2] - 42:11, 151:9</p> <p><b>decades</b> [1] - 173:4</p> <p><b>decide</b> [3] - 64:4, 136:16, 152:12</p> <p><b>decided</b> [10] - 5:7, 11:3, 11:4, 12:4, 13:15, 15:1, 15:3, 42:17, 69:13, 152:8</p> <p><b>deciding</b> [2] - 86:10, 154:6</p> <p><b>decision</b> [13] - 11:17, 42:9, 42:12, 105:14, 105:15, 114:9, 117:8, 152:2, 152:14, 155:10, 156:12, 157:10, 169:15</p> <p><b>decisions</b> [1] - 45:17</p> <p><b>deck</b> [1] - 164:10</p> <p><b>decorative</b> [1] - 176:2</p> <p><b>deep</b> [2] - 20:14, 161:5</p> <p><b>deeper</b> [1] - 30:9</p> <p><b>defer</b> [1] - 121:17</p> <p><b>definitely</b> [5] - 54:11, 61:4, 84:14, 88:13, 117:5</p> <p><b>deflecting</b> [1] - 120:8</p> <p><b>delivered</b> [1] - 187:3</p> <p><b>demand</b> [1] - 65:18</p> <p><b>demolish</b> [1] - 2:7</p> <p><b>demolition</b> [1] - 107:6</p> <p><b>DENNIS</b> [1] - 48:7</p> <p><b>Dennis</b> [1] - 48:8</p> <p><b>dense</b> [1] - 98:3</p> <p><b>density</b> [3] - 14:16, 59:3, 155:12</p> <p><b>department</b> [3] - 62:9, 139:7, 139:14</p> <p><b>Department</b> [8] - 1:11, 2:3, 3:7, 170:12, 171:18,</p>	<p>172:6, 174:15, 187:3</p> <p><b>describe</b> [1] - 151:2</p> <p><b>described</b> [1] - 149:1</p> <p><b>design</b> [28] - 4:6, 35:10, 48:18, 51:10, 52:15, 71:11, 80:18, 81:6, 94:18, 97:5, 97:10, 98:2, 100:12, 111:5, 133:5, 138:6, 145:2, 148:15, 155:2, 156:5, 157:15, 158:4, 161:8, 167:8, 170:13, 175:16, 176:4, 176:18</p> <p><b>designed</b> [5] - 31:7, 36:5, 41:7, 47:14, 110:16</p> <p><b>designer</b> [1] - 50:18</p> <p><b>designers</b> [1] - 103:16</p> <p><b>designs</b> [2] - 47:15, 52:4</p> <p><b>desire</b> [2] - 72:15, 129:1</p> <p><b>desks</b> [2] - 109:10, 125:18</p> <p><b>detail</b> [6] - 10:1, 36:11, 36:17, 91:3, 150:15, 150:16</p> <p><b>detailed</b> [4] - 59:12, 88:6, 94:17, 97:5</p> <p><b>detailing</b> [3] - 151:8, 174:16, 177:6</p> <p><b>details</b> [2] - 36:16, 162:18</p> <p><b>determination</b> [2] - 4:15, 71:17</p> <p><b>determine</b> [1] - 77:17</p> <p><b>determined</b> [1] - 35:14</p> <p><b>develop</b> [4] - 5:9, 12:4, 36:14, 148:10</p> <p><b>developed</b> [1] - 142:1</p> <p><b>developer</b> [1] - 5:10</p> <p><b>developers</b> [1] - 16:8</p> <p><b>development</b> [12] - 3:17, 9:7, 10:6, 32:16, 39:8, 76:17, 78:3, 78:5, 78:17, 80:4, 106:18, 155:13</p> <p><b>Development</b> [5] - 1:11, 1:12, 2:3, 3:6, 187:3</p> <p><b>developments</b> [1] - 107:3</p> <p><b>device</b> [1] - 97:17</p> <p><b>diagram</b> [2] - 32:1, 151:2</p>	<p><b>diagrams</b> [1] - 47:13</p> <p><b>dialogue</b> [2] - 36:18, 128:14</p> <p><b>die</b> [1] - 30:15</p> <p><b>differences</b> [1] - 119:14</p> <p><b>different</b> [16] - 4:11, 11:7, 19:4, 20:1, 20:5, 31:6, 32:5, 32:9, 37:1, 45:4, 53:18, 91:2, 97:17, 148:8, 168:5, 179:7</p> <p><b>differentiate</b> [1] - 104:15</p> <p><b>differently</b> [1] - 142:5</p> <p><b>difficult</b> [1] - 126:14</p> <p><b>difficulty</b> [2] - 94:3, 135:12</p> <p><b>digging</b> [2] - 30:8, 30:9</p> <p><b>digital</b> [2] - 125:1, 125:2</p> <p><b>dimension</b> [4] - 74:10, 116:5, 116:12, 141:9</p> <p><b>dimensions</b> [2] - 35:1, 73:15</p> <p><b>dimmed</b> [2] - 42:14, 175:13</p> <p><b>DIRECT</b> [1] - 188:15</p> <p><b>direct</b> [1] - 87:7</p> <p><b>directing</b> [1] - 124:17</p> <p><b>direction</b> [4] - 62:3, 83:12, 83:18, 97:1</p> <p><b>DIRECTION</b> [1] - 188:16</p> <p><b>directly</b> [1] - 39:7</p> <p><b>director</b> [2] - 153:2, 157:9</p> <p><b>Director</b> [1] - 56:5</p> <p><b>disappear</b> [1] - 148:11</p> <p><b>disciplines</b> [1] - 10:12</p> <p><b>discouraged</b> [1] - 158:13</p> <p><b>discussed</b> [4] - 34:8, 67:6, 87:9, 138:7</p> <p><b>discussion</b> [13] - 5:15, 55:9, 59:12, 69:2, 70:18, 91:8, 114:10, 131:14, 155:5, 155:6, 155:7, 171:2, 179:17</p> <p><b>discussions</b> [7] - 37:16, 56:12, 59:8, 61:7, 114:15, 129:14, 161:13</p> <p><b>disguise</b> [1] - 161:2</p> <p><b>display</b> [2] - 125:1, 125:2</p> <p><b>disruptive</b> [1] - 122:8</p>	<p><b>distance</b> [3] - 70:4, 85:17, 113:1</p> <p><b>distributed</b> [3] - 109:15, 146:12</p> <p><b>District</b> [7] - 4:2, 71:2, 77:11, 77:12, 77:14, 120:10, 120:11</p> <p><b>district</b> [3] - 120:2, 121:5, 166:1</p> <p><b>Divco</b> [6] - 11:3, 14:4, 21:3, 37:8, 39:11, 45:2</p> <p><b>Divco's</b> [1] - 17:3</p> <p><b>diverse</b> [1] - 165:3</p> <p><b>divides</b> [1] - 10:18</p> <p><b>dock</b> [7] - 26:4, 39:10, 91:10, 92:2, 92:7, 160:16, 168:17</p> <p><b>docks</b> [5] - 86:17, 87:11, 93:4, 93:18, 160:12</p> <p><b>documented</b> [1] - 145:11</p> <p><b>documents</b> [2] - 76:14, 77:5</p> <p><b>DOES</b> [1] - 188:15</p> <p><b>dollar</b> [3] - 64:2, 152:4, 153:3</p> <p><b>donate</b> [1] - 18:4</p> <p><b>donated</b> [1] - 78:16</p> <p><b>done</b> [22] - 14:7, 22:10, 28:18, 31:3, 41:4, 46:2, 53:4, 100:11, 129:10, 145:17, 146:11, 148:12, 161:10, 161:11, 162:7, 162:10, 163:2, 163:15, 165:15, 166:13, 172:14, 183:17</p> <p><b>Donnelly</b> [1] - 52:2</p> <p><b>doomed</b> [1] - 39:17</p> <p><b>door</b> [8] - 22:11, 22:14, 28:16, 33:8, 33:11, 91:12, 91:13, 160:18</p> <p><b>double</b> [3] - 62:14, 108:18, 126:10</p> <p><b>doubt</b> [2] - 88:9, 91:6</p> <p><b>down</b> [39] - 11:11, 14:12, 15:10, 17:11, 17:13, 21:11, 22:1, 22:3, 23:1, 23:5, 25:7, 25:15, 26:11, 26:12, 27:17, 29:4, 44:10, 45:9, 49:5, 50:5, 51:2, 52:6, 53:15, 54:14, 101:14, 101:15, 105:4, 106:14,</p>	<p>118:12, 120:6, 122:18, 123:4, 131:1, 136:8, 139:2, 141:8, 141:17, 165:11, 173:6</p> <p><b>downstairs</b> [1] - 6:5</p> <p><b>DPW</b> [5] - 119:8, 119:15, 121:10, 123:5, 172:7</p> <p><b>draft</b> [1] - 83:6</p> <p><b>drain</b> [1] - 119:6</p> <p><b>draw</b> [1] - 126:16</p> <p><b>drawings</b> [2] - 4:11, 142:4</p> <p><b>drawn</b> [1] - 125:17</p> <p><b>drive</b> [2] - 98:12, 139:15</p> <p><b>Drive</b> [4] - 8:10, 179:2, 179:10, 179:12</p> <p><b>driveway</b> [7] - 17:9, 59:13, 94:17, 96:12, 96:13, 99:2</p> <p><b>driveways</b> [1] - 97:3</p> <p><b>driving</b> [3] - 52:12, 98:8, 123:13</p> <p><b>drop</b> [8] - 31:14, 31:17, 31:18, 143:13, 143:14, 143:17, 144:3</p> <p><b>drop-off</b> [6] - 31:14, 31:18, 143:13, 143:17, 144:3</p> <p><b>dropping</b> [1] - 31:16</p> <p><b>drops</b> [1] - 23:6</p> <p><b>dry</b> [1] - 110:9</p> <p><b>dud</b> [1] - 21:1</p> <p><b>due</b> [1] - 171:2</p> <p><b>duke</b> [1] - 152:5</p> <p><b>during</b> [2] - 6:13, 94:6</p> <p><b>dust</b> [1] - 145:14</p> <p><b>DWF</b> [1] - 2:9</p> <hr/> <p><b>E</b></p> <p><b>e-mails</b> [1] - 99:11</p> <p><b>early</b> [4] - 6:9, 11:4, 131:16, 156:11</p> <p><b>easement</b> [4] - 36:4, 74:14, 80:12, 176:9</p> <p><b>easier</b> [1] - 90:6</p> <p><b>easily</b> [1] - 92:10</p> <p><b>east</b> [4] - 31:4, 59:13, 177:10, 177:11</p> <p><b>East</b> [8] - 9:6, 11:2, 11:10, 16:2, 35:3, 35:7, 72:17, 146:16</p> <p><b>Eastern</b> [1] - 155:14</p> <p><b>easy</b> [2] - 89:14, 97:13</p> <p><b>eat</b> [1] - 164:18</p>
--	--	---	--	--

<p><b>echo</b> [1] - 47:14  <b>edge</b> [4] - 21:17, 57:13, 83:10, 138:8  <b>edges</b> [2] - 29:18, 32:3  <b>effect</b> [1] - 52:16  <b>effort</b> [1] - 41:10  <b>efforts</b> [2] - 39:11, 157:6  <b>egress</b> [1] - 168:17  <b>eight</b> [7] - 65:8, 65:14, 109:10, 110:5, 110:14, 126:17, 127:17  <b>eight-foot</b> [1] - 109:10  <b>either</b> [9] - 33:13, 44:8, 69:16, 73:9, 73:13, 73:17, 84:6, 110:8, 120:13  <b>election</b> [1] - 6:6  <b>electric</b> [3] - 40:5, 40:9, 67:5  <b>electronic</b> [1] - 108:7  <b>electronically</b> [1] - 187:4  <b>elegant</b> [1] - 100:12  <b>element</b> [7] - 21:18, 26:5, 27:8, 51:11, 105:7, 179:18, 180:1  <b>elements</b> [9] - 4:10, 22:13, 77:13, 162:17, 163:5, 163:14, 165:16, 179:5, 179:6  <b>elevation</b> [5] - 116:3, 118:6, 118:11, 119:4, 148:6  <b>elevations</b> [1] - 112:14  <b>eleven</b> [4] - 109:10, 110:5, 119:4, 120:12  <b>eleven-foot-eight</b> [1] - 110:5  <b>eliminate</b> [1] - 168:18  <b>elsewhere</b> [1] - 78:4  <b>Elysees</b> [3] - 149:1, 149:15, 150:1  <b>emergency</b> [1] - 139:8  <b>emphasize</b> [1] - 163:5  <b>emphasized</b> [1] - 29:3  <b>employ</b> [1] - 155:10  <b>employee</b> [1] - 52:3  <b>enclosed</b> [1] - 113:4  <b>enclosing</b> [1] - 113:17  <b>enclosure</b> [5] - 2:13, 2:16, 111:6  <b>enclosures</b> [1] - 113:5  <b>encourage</b> [3] - 51:5,</p>	<p>90:2, 165:8  <b>encouraged</b> [6] - 87:12, 139:16, 145:7, 147:1, 165:3, 165:7  <b>encouraging</b> [1] - 165:10  <b>end</b> [19] - 21:1, 21:2, 21:4, 22:14, 76:3, 85:18, 88:4, 109:14, 112:14, 115:7, 117:14, 127:11, 130:17, 131:14, 148:18, 149:5, 149:13, 149:16  <b>endanger</b> [1] - 167:12  <b>ended</b> [2] - 21:1, 40:17  <b>ends</b> [3] - 149:6, 150:1, 150:3  <b>energy</b> [2] - 146:12, 149:14  <b>enforced</b> [1] - 42:12  <b>engage</b> [2] - 11:4, 11:17  <b>engagement</b> [1] - 5:18  <b>engineer</b> [4] - 117:11, 117:17, 121:10, 170:11  <b>engineer's</b> [1] - 169:14  <b>engineering</b> [2] - 170:9, 170:16  <b>engineers</b> [2] - 111:1, 113:10  <b>England</b> [1] - 30:13  <b>enhance</b> [3] - 51:10, 132:11, 175:1  <b>enhanced</b> [1] - 36:15  <b>enhancement</b> [1] - 74:4  <b>enhancements</b> [1] - 74:2  <b>enjoy</b> [1] - 164:18  <b>enjoyed</b> [1] - 48:1  <b>enlarging</b> [1] - 183:16  <b>enlightened</b> [1] - 145:16  <b>enliven</b> [1] - 161:14  <b>enlivening</b> [1] - 125:15  <b>enormous</b> [1] - 114:15  <b>ensuring</b> [1] - 59:14  <b>entire</b> [1] - 27:12  <b>entirely</b> [1] - 71:18  <b>entrance</b> [11] - 43:15, 59:13, 62:10, 93:15, 95:4, 95:7, 98:4, 99:13, 108:2,</p>	<p>142:11, 159:12  <b>entrance/exit</b> [1] - 99:17  <b>entrances</b> [5] - 96:9, 158:12, 159:6, 159:8, 159:11  <b>entranceway</b> [2] - 140:1, 169:5  <b>entry</b> [16] - 23:17, 24:7, 24:8, 24:10, 28:10, 28:11, 29:14, 30:3, 31:9, 33:1, 33:6, 35:17, 69:9, 104:18, 161:9, 169:2  <b>entryway</b> [2] - 36:3, 95:10  <b>entryways</b> [1] - 163:13  <b>envelope</b> [1] - 137:18  <b>environment</b> [3] - 27:15, 98:3, 167:16  <b>Envision</b> [1] - 5:14  <b>envision</b> [1] - 113:3  <b>envisioned</b> [5] - 110:7, 110:8, 122:1, 122:16, 155:15  <b>envisioning</b> [1] - 77:14  <b>equipment</b> [3] - 111:1, 111:7, 111:10  <b>erector</b> [2] - 18:8, 34:17  <b>eroded</b> [3] - 22:3, 23:8, 26:15  <b>ERRATA</b> [1] - 187:1  <b>Errata</b> [2] - 187:2, 187:7  <b>escaping</b> [1] - 140:13  <b>especially</b> [9] - 11:13, 52:5, 52:11, 79:1, 102:9, 116:8, 120:3, 131:16, 145:5  <b>Ess</b> [1] - 19:17  <b>essentially</b> [6] - 6:1, 62:15, 70:6, 136:3, 156:18, 177:1  <b>establishment</b> [1] - 33:16  <b>etcetera</b> [5] - 24:17, 97:12, 97:13, 114:13, 158:10  <b>European</b> [1] - 139:13  <b>evaluate</b> [1] - 4:13  <b>evening</b> [12] - 3:3, 3:9, 10:14, 29:11, 37:17, 38:17, 46:15, 47:9, 48:2, 63:6, 68:18, 177:1  <b>event</b> [1] - 5:16</p>	<p><b>eventually</b> [1] - 71:18  <b>everywhere</b> [1] - 45:15  <b>Ex</b> [1] - 86:10  <b>exact</b> [1] - 111:2  <b>exactly</b> [4] - 60:5, 72:6, 88:16, 165:9  <b>example</b> [1] - 145:16  <b>exceedance</b> [2] - 168:7, 168:13  <b>excellent</b> [1] - 115:11  <b>except</b> [3] - 51:2, 53:16, 187:15  <b>excess</b> [4] - 8:12, 92:14, 93:9, 159:18  <b>excessive</b> [1] - 167:12  <b>exciting</b> [1] - 107:7  <b>excuse</b> [2] - 79:10, 135:14  <b>exercise</b> [3] - 17:4, 22:6, 97:3  <b>exist</b> [3] - 30:7, 84:8, 96:3  <b>existing</b> [30] - 2:7, 2:13, 2:15, 2:17, 24:3, 26:9, 31:11, 32:11, 32:13, 63:10, 85:11, 87:4, 107:5, 118:6, 118:10, 120:16, 124:2, 126:12, 135:13, 143:3, 143:4, 143:6, 144:6, 158:6, 165:4, 165:14, 166:15, 172:1, 176:5, 185:10  <b>exists</b> [2] - 66:5, 132:14  <b>exit</b> [8] - 30:3, 35:18, 36:1, 36:2, 43:17, 99:13, 168:17, 169:2  <b>expand</b> [1] - 58:6  <b>expect</b> [1] - 58:14  <b>expectation</b> [1] - 137:3  <b>expecting</b> [1] - 5:11  <b>experience</b> [2] - 58:12, 137:16  <b>expired</b> [1] - 5:5  <b>Expires</b> [1] - 188:13  <b>explain</b> [2] - 39:13, 72:5  <b>explaining</b> [1] - 99:14  <b>exploring</b> [1] - 119:10  <b>explosion</b> [1] - 12:14  <b>exposure</b> [1] - 31:8  <b>expressed</b> [4] - 94:2, 95:5, 162:11, 163:1  <b>extend</b> [4] - 87:10, 133:12, 149:14,</p>	<p>149:15  <b>extending</b> [1] - 172:5  <b>extends</b> [1] - 162:4  <b>extensive</b> [1] - 158:14  <b>extent</b> [3] - 112:16, 172:7, 174:18  <b>exterior</b> [1] - 109:16  <b>extraordinary</b> [1] - 147:8  <b>extras</b> [1] - 182:17  <b>extremely</b> [1] - 48:12  <b>eye</b> [3] - 84:16, 88:3, 132:9  <b>eyesore</b> [1] - 11:9</p> <hr/> <p><b>F</b></p> <p><b>facade</b> [16] - 25:9, 27:2, 31:5, 34:16, 50:17, 51:3, 51:6, 56:14, 104:16, 125:11, 125:15, 130:1, 141:8, 141:12, 158:7  <b>facades</b> [3] - 150:7, 159:16, 163:12  <b>face</b> [1] - 151:7  <b>facilitate</b> [3] - 23:10, 92:9, 168:14  <b>facilitates</b> [1] - 23:13  <b>facilities</b> [2] - 65:5, 87:4  <b>facility</b> [2] - 87:1, 95:18  <b>facing</b> [7] - 31:4, 31:5, 35:3, 104:12, 162:2, 162:3, 163:13  <b>fact</b> [14] - 12:2, 19:2, 42:6, 49:13, 56:18, 58:13, 58:16, 63:5, 71:5, 73:12, 104:12, 160:3, 160:15, 175:9  <b>factories</b> [1] - 103:13  <b>fair</b> [3] - 64:15, 71:8, 113:1  <b>fairly</b> [6] - 45:2, 59:12, 60:10, 94:7, 146:13, 146:14  <b>fall</b> [1] - 5:13  <b>fanciful</b> [1] - 107:17  <b>fantastic</b> [3] - 43:7, 147:18, 148:14  <b>far</b> [10] - 42:4, 54:6, 67:16, 75:8, 89:5, 95:17, 96:10, 109:12, 120:5, 133:12  <b>FAR</b> [1] - 15:8  <b>Farooq</b> [1] - 1:11</p>
--	--	--	--	--

<p><b>FAROOQ</b> [15] - 3:8, 70:15, 72:9, 74:16, 75:4, 75:14, 76:17, 77:10, 77:13, 78:8, 79:12, 81:4, 172:12, 174:3, 177:17</p> <p><b>faux</b> [4] - 182:5, 182:14, 185:6, 185:10</p> <p><b>favor</b> [3] - 8:3, 117:5, 180:14</p> <p><b>favorite</b> [1] - 144:17</p> <p><b>feasibility</b> [1] - 73:7</p> <p><b>features</b> [1] - 25:9</p> <p><b>February</b> [2] - 1:3, 3:4</p> <p><b>Fed</b> [1] - 86:10</p> <p><b>Fed-Ex</b> [1] - 86:10</p> <p><b>fee</b> [2] - 74:14, 176:8</p> <p><b>feelings</b> [1] - 136:11</p> <p><b>fees</b> [2] - 154:3, 154:5</p> <p><b>feet</b> [35] - 2:8, 12:11, 13:8, 13:11, 13:13, 15:4, 15:5, 15:9, 15:10, 17:17, 18:3, 23:6, 23:7, 24:4, 32:18, 79:5, 93:9, 116:1, 116:3, 116:11, 116:15, 118:7, 118:8, 120:12, 126:17, 128:2, 158:16, 160:8, 160:10, 162:2, 162:3, 166:7</p> <p><b>felt</b> [4] - 89:4, 94:6, 96:5, 96:8</p> <p><b>few</b> [7] - 10:3, 56:10, 72:14, 100:7, 107:4, 123:3, 145:18</p> <p><b>Field</b> [1] - 52:2</p> <p><b>Fields</b> [1] - 76:11</p> <p><b>fiercely</b> [1] - 149:10</p> <p><b>figure</b> [10] - 20:4, 60:6, 64:6, 64:7, 64:10, 64:11, 77:16, 152:4, 153:3, 153:11</p> <p><b>figured</b> [1] - 137:6</p> <p><b>filing</b> [1] - 5:6</p> <p><b>fill</b> [1] - 105:18</p> <p><b>filling</b> [1] - 29:18</p> <p><b>fills</b> [1] - 105:2</p> <p><b>final</b> [9] - 4:5, 35:15, 77:8, 108:10, 169:18, 170:13, 174:16, 176:18</p> <p><b>finalized</b> [1] - 152:15</p> <p><b>finalizing</b> [1] - 5:11</p> <p><b>finally</b> [3] - 16:3, 60:9, 117:13</p> <p><b>findings</b> [5] - 155:1, 155:2, 156:1, 157:1,</p>	<p>180:6</p> <p><b>fine</b> [5] - 70:13, 184:3, 184:9, 184:11, 185:14</p> <p><b>finish</b> [1] - 123:18</p> <p><b>finishes</b> [1] - 51:7</p> <p><b>finishing</b> [1] - 30:2</p> <p><b>fire</b> [2] - 139:7, 139:13</p> <p><b>firm</b> [1] - 19:11</p> <p><b>firma</b> [1] - 122:4</p> <p><b>first</b> [15] - 3:14, 5:16, 6:4, 12:1, 25:2, 42:1, 107:2, 125:11, 125:15, 137:3, 138:4, 145:13, 151:5, 174:13, 183:18</p> <p><b>fiscal</b> [1] - 62:1</p> <p><b>fit</b> [2] - 39:16, 84:1</p> <p><b>fitness</b> [1] - 158:9</p> <p><b>five</b> [3] - 30:6, 101:2, 160:10</p> <p><b>fix</b> [4] - 18:8, 18:10, 118:7</p> <p><b>flashers</b> [1] - 97:16</p> <p><b>flat</b> [2] - 110:13, 163:12</p> <p><b>Flat</b> [1] - 52:17</p> <p><b>Fleece</b> [1] - 119:15</p> <p><b>flexibility</b> [2] - 86:4, 131:9</p> <p><b>flies</b> [1] - 147:14</p> <p><b>flight</b> [1] - 120:12</p> <p><b>flooding</b> [3] - 121:4, 173:2, 173:5</p> <p><b>floodlights</b> [1] - 43:1</p> <p><b>Floor</b> [2] - 1:5, 2:8</p> <p><b>floor</b> [27] - 2:8, 23:9, 23:16, 30:17, 36:13, 49:8, 101:11, 108:12, 108:14, 109:10, 109:14, 110:6, 110:15, 125:11, 125:13, 125:15, 128:10, 143:9, 151:5, 158:14, 159:16, 175:1</p> <p><b>flow</b> [1] - 120:8</p> <p><b>FLYNN</b> [20] - 7:18, 68:15, 69:6, 69:11, 70:13, 133:2, 133:10, 133:17, 134:13, 134:16, 135:3, 135:15, 136:9, 136:17, 137:5, 137:9, 137:12, 138:5, 183:13, 185:17</p> <p><b>Flynn</b> [1] - 1:9</p> <p><b>focus</b> [2] - 89:7, 114:4</p>	<p><b>focussed</b> [2] - 141:17, 150:4</p> <p><b>folks</b> [9] - 5:15, 6:17, 26:15, 33:2, 33:12, 124:17, 141:5, 146:15</p> <p><b>follow</b> [2] - 111:11, 115:14</p> <p><b>followed</b> [1] - 181:2</p> <p><b>following</b> [1] - 48:11</p> <p><b>foot</b> [5] - 109:10, 110:5, 121:13, 127:17, 153:4</p> <p><b>footage</b> [1] - 59:2</p> <p><b>footings</b> [1] - 122:4</p> <p><b>FOR</b> [1] - 1:1</p> <p><b>force</b> [1] - 7:5</p> <p><b>forces</b> [1] - 37:1</p> <p><b>foregoing</b> [1] - 187:15</p> <p><b>FOREGOING</b> [1] - 188:14</p> <p><b>foremost</b> [1] - 174:13</p> <p><b>forget</b> [1] - 174:12</p> <p><b>forgetting</b> [1] - 16:11</p> <p><b>form</b> [1] - 83:6</p> <p><b>former</b> [2] - 51:4, 52:3</p> <p><b>forms</b> [1] - 68:7</p> <p><b>forth</b> [5] - 118:9, 119:14, 157:11, 157:16, 188:6</p> <p><b>forward</b> [7] - 5:7, 38:12, 39:9, 41:9, 43:7, 53:3, 60:8</p> <p><b>forwards</b> [1] - 62:2</p> <p><b>four</b> [6] - 21:18, 23:4, 26:3, 26:11, 105:6, 105:8</p> <p><b>four-story</b> [3] - 21:18, 26:11, 105:6</p> <p><b>frame</b> [2] - 100:15, 109:11</p> <p><b>frankly</b> [1] - 126:6</p> <p><b>free</b> [2] - 17:12, 36:1</p> <p><b>freight</b> [2] - 72:13, 88:8</p> <p><b>Friday</b> [2] - 34:2, 146:17</p> <p><b>friends</b> [2] - 80:14, 146:3</p> <p><b>Frogger</b> [1] - 98:10</p> <p><b>front</b> [11] - 12:9, 12:12, 12:17, 21:1, 22:11, 22:14, 28:16, 35:11, 98:16, 134:4, 146:2</p> <p><b>frontage</b> [2] - 158:14, 158:16</p> <p><b>full</b> [5] - 12:7, 16:5, 50:8, 58:7, 101:11</p> <p><b>fully</b> [1] - 58:11</p> <p><b>fun</b> [2] - 90:12, 91:17</p>	<p><b>funds</b> [1] - 154:1</p> <p><b>future</b> [10] - 21:9, 30:4, 37:11, 80:5, 143:16, 154:7, 154:9, 157:12, 166:11, 176:10</p> <p><b>G</b></p> <p><b>gaps</b> [2] - 84:7, 84:11</p> <p><b>garage</b> [74] - 11:8, 11:12, 15:10, 17:9, 18:7, 18:11, 18:12, 20:18, 21:17, 22:7, 22:16, 23:5, 24:15, 24:16, 24:17, 25:4, 28:7, 28:13, 28:17, 29:3, 29:13, 30:3, 30:13, 31:15, 32:7, 34:2, 34:5, 34:9, 34:14, 35:17, 36:1, 40:6, 43:15, 45:18, 49:5, 49:11, 58:3, 58:5, 58:13, 58:18, 59:16, 62:11, 65:6, 66:8, 66:9, 66:15, 93:8, 95:4, 95:12, 98:5, 98:15, 98:16, 120:4, 120:16, 122:10, 124:18, 127:5, 133:6, 140:5, 141:8, 141:18, 144:1, 149:16, 150:8, 150:17, 151:18, 168:1, 169:2, 177:7, 178:8, 179:7, 179:8, 180:1</p> <p><b>garages</b> [2] - 3:16, 18:16</p> <p><b>gardens</b> [2] - 45:11, 163:18</p> <p><b>Gary</b> [1] - 119:14</p> <p><b>gate</b> [1] - 133:15</p> <p><b>gateway</b> [1] - 107:16</p> <p><b>gee</b> [2] - 18:15, 102:18</p> <p><b>General</b> [1] - 2:10</p> <p><b>general</b> [13] - 39:13, 40:4, 50:10, 55:13, 61:10, 65:17, 88:2, 97:9, 114:14, 138:9, 155:15, 169:6, 180:2</p> <p><b>GENERAL</b> [2] - 1:2, 2:2</p> <p><b>generally</b> [2] - 59:4, 120:9</p> <p><b>generated</b> [1] - 83:11</p> <p><b>generation</b> [1] - 46:17</p> <p><b>generators</b> [1] - 110:18</p>	<p><b>getaway</b> [1] - 130:10</p> <p><b>GFA</b> [1] - 123:8</p> <p><b>given</b> [11] - 15:17, 38:10, 45:16, 87:12, 89:3, 94:12, 94:13, 150:14, 153:4, 175:16</p> <p><b>glad</b> [2] - 41:8, 56:16</p> <p><b>glaring</b> [1] - 49:8</p> <p><b>glass</b> [8] - 50:12, 125:11, 125:13, 132:3, 132:6, 138:8, 150:6</p> <p><b>glissman</b> [1] - 182:1</p> <p><b>GLISSMAN</b> [5] - 182:17, 183:7, 185:5, 185:18, 186:3</p> <p><b>goal</b> [1] - 75:16</p> <p><b>God</b> [2] - 42:3, 116:2</p> <p><b>Gold</b> [1] - 33:17</p> <p><b>gonna</b> [8] - 18:9, 19:11, 107:5, 107:7, 129:10, 131:13, 136:11, 149:16</p> <p><b>Gore</b> [2] - 75:14, 90:4</p> <p><b>gotcha</b> [1] - 106:10</p> <p><b>grade</b> [4] - 24:2, 31:13, 116:3, 143:9</p> <p><b>grades</b> [3] - 24:4, 24:6, 171:12</p> <p><b>Grand</b> [17] - 10:17, 17:15, 17:18, 18:1, 18:2, 18:4, 21:9, 43:6, 59:8, 70:17, 71:6, 72:6, 72:10, 80:14, 166:3, 176:8, 176:11</p> <p><b>grand</b> [1] - 166:12</p> <p><b>grandfathered</b> [1] - 130:13</p> <p><b>grant</b> [4] - 74:14, 80:12, 167:10, 169:8</p> <p><b>granting</b> [1] - 180:14</p> <p><b>graphic</b> [1] - 150:11</p> <p><b>grapple</b> [1] - 136:7</p> <p><b>grateful</b> [1] - 40:18</p> <p><b>gravity</b> [1] - 119:9</p> <p><b>great</b> [17] - 6:17, 21:5, 37:18, 40:11, 67:18, 72:16, 81:13, 91:3, 94:13, 116:5, 117:2, 133:7, 137:5, 137:10, 154:10, 172:9, 181:3</p> <p><b>greater</b> [2] - 36:17, 99:11</p> <p><b>greatly</b> [4] - 39:10, 42:14, 50:11, 175:13</p>
---	---	---	---	---

<p><b>green</b> <sup>[10]</sup> - 25:6, 29:7, 29:8, 30:13, 31:6, 96:3, 133:11, 134:11, 164:1, 164:14</p> <p><b>greenery</b> <sup>[2]</sup> - 29:18, 43:13</p> <p><b>grew</b> <sup>[2]</sup> - 52:1, 53:15</p> <p><b>grey</b> <sup>[4]</sup> - 106:6, 106:8, 182:16, 183:2</p> <p><b>grid</b> <sup>[2]</sup> - 104:9, 109:12</p> <p><b>Gross</b> <sup>[1]</sup> - 2:8</p> <p><b>ground</b> <sup>[12]</sup> - 2:7, 23:9, 23:16, 30:9, 36:13, 125:13, 128:7, 128:10, 133:3, 158:14, 159:16, 175:1</p> <p><b>groundwater</b> <sup>[9]</sup> - 117:11, 117:18, 118:10, 119:2, 119:5, 120:7, 120:9, 120:13, 120:18</p> <p><b>Groundwater</b> <sup>[1]</sup> - 120:10</p> <p><b>groups</b> <sup>[3]</sup> - 6:16, 7:3, 7:4</p> <p><b>growing</b> <sup>[1]</sup> - 146:14</p> <p><b>grows</b> <sup>[1]</sup> - 22:4</p> <p><b>GSA</b> <sup>[1]</sup> - 5:10</p> <p><b>guess</b> <sup>[17]</sup> - 63:14, 64:3, 68:1, 71:7, 78:13, 93:13, 93:18, 106:16, 130:6, 130:13, 142:5, 147:12, 153:16, 154:11, 176:16, 177:5, 178:6</p> <p><b>guessing</b> <sup>[1]</sup> - 109:13</p> <p><b>guidance</b> <sup>[1]</sup> - 60:3</p> <p><b>guidelines</b> <sup>[2]</sup> - 156:5, 162:15</p> <p><b>guy</b> <sup>[1]</sup> - 78:16</p> <p><b>guys</b> <sup>[6]</sup> - 43:3, 129:8, 145:15, 152:5, 182:18, 183:8</p>	<p>20:2, 20:3, 20:8, 20:13, 24:13, 25:3, 124:17, 165:11, 167:3, 167:5</p> <p><b>hand</b> <sup>[4]</sup> - 23:11, 23:12, 102:7, 188:8</p> <p><b>handle</b> <sup>[3]</sup> - 64:5, 108:15, 142:9</p> <p><b>handout</b> <sup>[2]</sup> - 32:10, 32:11</p> <p><b>handrails</b> <sup>[2]</sup> - 24:9, 28:11</p> <p><b>hands</b> <sup>[2]</sup> - 8:4, 180:16</p> <p><b>handsome</b> <sup>[1]</sup> - 51:1</p> <p><b>happier</b> <sup>[1]</sup> - 33:2</p> <p><b>happy</b> <sup>[11]</sup> - 42:2, 43:4, 43:5, 43:13, 59:5, 59:10, 62:4, 135:17, 137:12, 144:12, 149:3</p> <p><b>hard</b> <sup>[3]</sup> - 73:14, 101:1, 134:17</p> <p><b>harder</b> <sup>[1]</sup> - 90:8</p> <p><b>harm</b> <sup>[1]</sup> - 28:15</p> <p><b>Harrington</b> <sup>[5]</sup> - 11:1, 11:13, 16:1, 72:18, 146:17</p> <p><b>HARVEY</b> <sup>[3]</sup> - 53:9, 53:13, 54:15</p> <p><b>Harvey</b> <sup>[2]</sup> - 53:9, 53:13</p> <p><b>hated</b> <sup>[1]</sup> - 14:7</p> <p><b>haul</b> <sup>[1]</sup> - 129:9</p> <p><b>head</b> <sup>[1]</sup> - 49:12</p> <p><b>headed</b> <sup>[2]</sup> - 81:18</p> <p><b>heading</b> <sup>[1]</sup> - 105:3</p> <p><b>hear</b> <sup>[1]</sup> - 100:17</p> <p><b>heard</b> <sup>[7]</sup> - 42:2, 50:1, 93:4, 151:16, 157:8, 159:10, 167:18</p> <p><b>Hearing</b> <sup>[1]</sup> - 2:5</p> <p><b>hearing</b> <sup>[5]</sup> - 3:10, 3:17, 5:1, 8:6, 188:6</p> <p><b>HEARING</b> <sup>[1]</sup> - 1:2</p> <p><b>hearings</b> <sup>[1]</sup> - 3:14</p> <p><b>Heather</b> <sup>[3]</sup> - 41:15, 41:17, 48:14</p> <p><b>HEATHER</b> <sup>[2]</sup> - 41:17, 175:14</p> <p><b>heavily</b> <sup>[1]</sup> - 72:12</p> <p><b>heavy</b> <sup>[2]</sup> - 109:8, 114:13</p> <p><b>height</b> <sup>[11]</sup> - 13:12, 14:16, 15:8, 25:13, 99:5, 110:6, 116:8, 123:9, 155:11, 160:6, 162:16</p> <p><b>heights</b> <sup>[2]</sup> - 108:12, 115:18</p> <p><b>hello</b> <sup>[1]</sup> - 41:17</p>	<p><b>help</b> <sup>[3]</sup> - 51:11, 128:5, 154:8</p> <p><b>helpful</b> <sup>[2]</sup> - 124:3, 151:12</p> <p><b>helping</b> <sup>[1]</sup> - 43:6</p> <p><b>helps</b> <sup>[2]</sup> - 24:5, 96:16</p> <p><b>hereby</b> <sup>[1]</sup> - 187:16</p> <p><b>herein</b> <sup>[1]</sup> - 188:6</p> <p><b>hereunto</b> <sup>[1]</sup> - 188:7</p> <p><b>hi</b> <sup>[2]</sup> - 39:3, 51:16</p> <p><b>hidden</b> <sup>[2]</sup> - 142:14, 179:3</p> <p><b>high</b> <sup>[3]</sup> - 81:11, 107:3, 120:7</p> <p><b>Highway</b> <sup>[2]</sup> - 75:17, 75:18</p> <p><b>Historic</b> <sup>[2]</sup> - 135:10, 135:15</p> <p><b>Historical</b> <sup>[3]</sup> - 136:4, 136:16, 137:2</p> <p><b>history</b> <sup>[2]</sup> - 12:3, 137:6</p> <p><b>hit</b> <sup>[1]</sup> - 54:5</p> <p><b>hits</b> <sup>[1]</sup> - 30:18</p> <p><b>Hoffman</b> <sup>[3]</sup> - 41:16, 41:18, 48:14</p> <p><b>HOFFMAN</b> <sup>[2]</sup> - 41:17, 175:14</p> <p><b>Hoffman's</b> <sup>[1]</sup> - 175:12</p> <p><b>hold</b> <sup>[4]</sup> - 37:14, 118:8, 136:5, 136:14</p> <p><b>HOLMES</b> <sup>[1]</sup> - 51:16</p> <p><b>Holmes</b> <sup>[1]</sup> - 51:16</p> <p><b>home</b> <sup>[2]</sup> - 40:12, 40:15</p> <p><b>homes</b> <sup>[1]</sup> - 11:14</p> <p><b>honest</b> <sup>[1]</sup> - 129:17</p> <p><b>honesty</b> <sup>[1]</sup> - 138:3</p> <p><b>hope</b> <sup>[7]</sup> - 5:14, 36:18, 45:15, 46:17, 50:3, 147:5, 181:5</p> <p><b>hopeful</b> <sup>[1]</sup> - 39:18</p> <p><b>hopefully</b> <sup>[4]</sup> - 53:4, 76:5, 88:9, 154:7</p> <p><b>hoping</b> <sup>[3]</sup> - 43:11, 88:5, 185:6</p> <p><b>Horizons</b> <sup>[6]</sup> - 31:10, 31:14, 31:18, 32:15, 143:15</p> <p><b>horrible</b> <sup>[1]</sup> - 98:5</p> <p><b>Hotel</b> <sup>[1]</sup> - 4:7</p> <p><b>hours</b> <sup>[2]</sup> - 49:16, 63:5</p> <p><b>house</b> <sup>[1]</sup> - 84:5</p> <p><b>houses</b> <sup>[1]</sup> - 51:3</p> <p><b>Hubway</b> <sup>[1]</sup> - 61:16</p> <p><b>hue</b> <sup>[1]</sup> - 185:6</p> <p><b>huge</b> <sup>[3]</sup> - 83:9, 89:3, 166:4</p>	<p><b>HUGH</b> <sup>[39]</sup> - 76:3, 76:9, 79:4, 79:14, 80:7, 100:7, 100:10, 101:8, 101:13, 101:16, 101:18, 102:4, 102:12, 102:15, 103:18, 104:3, 104:7, 106:2, 106:5, 106:11, 106:16, 109:5, 110:11, 111:17, 128:3, 151:18, 152:5, 166:2, 166:8, 169:13, 170:2, 170:8, 171:10, 173:13, 178:16, 178:18, 179:5, 180:8, 184:8</p> <p><b>Hugh</b> <sup>[5]</sup> - 1:8, 79:3, 100:6, 132:16, 183:4</p> <p><b>Hugh's</b> <sup>[1]</sup> - 117:8</p> <p><b>hundred</b> <sup>[1]</sup> - 141:18</p> <p><b>Hurley</b> <sup>[1]</sup> - 41:18</p> <p><b>hurt</b> <sup>[1]</sup> - 40:16</p> <p><b>hyper</b> <sup>[1]</sup> - 99:4</p>	<p>55:13</p> <p><b>impressive</b> <sup>[2]</sup> - 47:11, 47:16</p> <p><b>improve</b> <sup>[2]</sup> - 41:1, 169:3</p> <p><b>improvements</b> <sup>[2]</sup> - 57:5, 182:4</p> <p><b>improving</b> <sup>[1]</sup> - 165:4</p> <p><b>IN</b> <sup>[2]</sup> - 188:7, 188:15</p> <p><b>in-fill</b> <sup>[1]</sup> - 105:18</p> <p><b>inaudible</b> <sup>[1]</sup> - 119:17</p> <p><b>inaudible</b> <sup>[1]</sup> - 75:1</p> <p><b>INC</b> <sup>[1]</sup> - 1:17</p> <p><b>incentives</b> <sup>[1]</sup> - 155:11</p> <p><b>inches</b> <sup>[1]</sup> - 110:14</p> <p><b>incident</b> <sup>[1]</sup> - 84:4</p> <p><b>include</b> <sup>[3]</sup> - 156:11, 157:11, 158:7</p> <p><b>included</b> <sup>[2]</sup> - 88:18, 90:16</p> <p><b>includes</b> <sup>[1]</sup> - 155:3</p> <p><b>including</b> <sup>[2]</sup> - 139:16, 176:13</p> <p><b>inconsistent</b> <sup>[1]</sup> - 4:10</p> <p><b>incorporate</b> <sup>[2]</sup> - 49:1, 51:6</p> <p><b>incorporated</b> <sup>[2]</sup> - 179:14, 180:7</p> <p><b>incorporating</b> <sup>[1]</sup> - 180:5</p> <p><b>increase</b> <sup>[2]</sup> - 65:14, 96:12</p> <p><b>increased</b> <sup>[1]</sup> - 168:15</p> <p><b>increasing</b> <sup>[1]</sup> - 59:3</p> <p><b>indeed</b> <sup>[4]</sup> - 149:3, 162:7, 166:5, 166:12</p> <p><b>independent</b> <sup>[1]</sup> - 88:7</p> <p><b>Index</b> <sup>[1]</sup> - 2:18</p> <p><b>indicate</b> <sup>[1]</sup> - 176:2</p> <p><b>indicators</b> <sup>[1]</sup> - 157:5</p> <p><b>industrial</b> <sup>[1]</sup> - 51:4</p> <p><b>inert</b> <sup>[1]</sup> - 132:14</p> <p><b>informal</b> <sup>[1]</sup> - 154:6</p> <p><b>information</b> <sup>[5]</sup> - 61:11, 153:18, 154:8, 171:4, 171:6</p> <p><b>informative</b> <sup>[1]</sup> - 48:2</p> <p><b>informing</b> <sup>[1]</sup> - 172:8</p> <p><b>initial</b> <sup>[2]</sup> - 33:8, 94:6</p> <p><b>initials</b> <sup>[1]</sup> - 76:15</p> <p><b>initiative</b> <sup>[1]</sup> - 18:15</p> <p><b>initiatives</b> <sup>[1]</sup> - 21:16</p> <p><b>inner</b> <sup>[3]</sup> - 165:6, 169:3, 169:4</p> <p><b>inner-connected</b> <sup>[1]</sup> - 165:6</p> <p><b>inside</b> <sup>[6]</sup> - 42:17,</p>
<p><b>H</b></p>			<p><b>I</b></p>	
<p><b>H-A-R-V-E-Y</b> <sup>[2]</sup> - 53:10, 53:14</p> <p><b>H-O-L-M-E-S</b> <sup>[1]</sup> - 51:17</p> <p><b>habit</b> <sup>[1]</sup> - 171:3</p> <p><b>half</b> <sup>[7]</sup> - 13:10, 19:15, 40:16, 110:17, 110:18, 122:14, 136:2</p> <p><b>Hampshire</b> <sup>[10]</sup> -</p>			<p><b>idea</b> <sup>[14]</sup> - 17:10, 18:17, 24:12, 32:3, 34:18, 77:18, 87:10, 100:16, 127:7, 132:6, 141:4, 152:7, 178:7, 178:10</p> <p><b>ideally</b> <sup>[1]</sup> - 75:16</p> <p><b>identify</b> <sup>[1]</sup> - 166:1</p> <p><b>illuminated</b> <sup>[1]</sup> - 138:14</p> <p><b>illumination</b> <sup>[1]</sup> - 45:13</p> <p><b>image</b> <sup>[1]</sup> - 28:6</p> <p><b>images</b> <sup>[1]</sup> - 27:16</p> <p><b>imminent</b> <sup>[1]</sup> - 124:14</p> <p><b>impact</b> <sup>[7]</sup> - 89:1, 89:7, 95:1, 157:2, 157:4, 157:5, 167:15</p> <p><b>impacting</b> <sup>[2]</sup> - 35:6, 171:8</p> <p><b>impetus</b> <sup>[1]</sup> - 32:2</p> <p><b>important</b> <sup>[12]</sup> - 49:4, 49:15, 52:8, 53:2, 76:2, 94:15, 96:14, 96:15, 147:14, 148:1, 155:18</p> <p><b>impose</b> <sup>[1]</sup> - 176:17</p> <p><b>impossible</b> <sup>[1]</sup> - 27:13</p> <p><b>impressed</b> <sup>[3]</sup> - 47:6, 47:9, 48:1</p> <p><b>impressions</b> <sup>[1]</sup> -</p>	<p><b>incorporated</b> <sup>[2]</sup> - 179:14, 180:7</p> <p><b>incorporating</b> <sup>[1]</sup> - 180:5</p> <p><b>increase</b> <sup>[2]</sup> - 65:14, 96:12</p> <p><b>increased</b> <sup>[1]</sup> - 168:15</p> <p><b>increasing</b> <sup>[1]</sup> - 59:3</p> <p><b>indeed</b> <sup>[4]</sup> - 149:3, 162:7, 166:5, 166:12</p> <p><b>independent</b> <sup>[1]</sup> - 88:7</p> <p><b>Index</b> <sup>[1]</sup> - 2:18</p> <p><b>indicate</b> <sup>[1]</sup> - 176:2</p> <p><b>indicators</b> <sup>[1]</sup> - 157:5</p> <p><b>industrial</b> <sup>[1]</sup> - 51:4</p> <p><b>inert</b> <sup>[1]</sup> - 132:14</p> <p><b>informal</b> <sup>[1]</sup> - 154:6</p> <p><b>information</b> <sup>[5]</sup> - 61:11, 153:18, 154:8, 171:4, 171:6</p> <p><b>informative</b> <sup>[1]</sup> - 48:2</p> <p><b>informing</b> <sup>[1]</sup> - 172:8</p> <p><b>initial</b> <sup>[2]</sup> - 33:8, 94:6</p> <p><b>initials</b> <sup>[1]</sup> - 76:15</p> <p><b>initiative</b> <sup>[1]</sup> - 18:15</p> <p><b>initiatives</b> <sup>[1]</sup> - 21:16</p> <p><b>inner</b> <sup>[3]</sup> - 165:6, 169:3, 169:4</p> <p><b>inner-connected</b> <sup>[1]</sup> - 165:6</p> <p><b>inside</b> <sup>[6]</sup> - 42:17,</p>

<p>43:1, 50:16, 91:13, 139:17, 182:8</p> <p><b>insight</b> [1] - 88:17</p> <p><b>insisted</b> [1] - 13:2</p> <p><b>installations</b> [1] - 182:3</p> <p><b>installed</b> [1] - 2:12</p> <p><b>instead</b> [6] - 5:6, 31:15, 103:5, 103:10, 116:15, 185:1</p> <p><b>INSTRUCTIONS</b> [2] - 187:1, 187:5</p> <p><b>intakes</b> [1] - 109:16</p> <p><b>intend</b> [1] - 88:4</p> <p><b>intended</b> [2] - 72:7, 91:12</p> <p><b>intent</b> [4] - 28:14, 35:6, 49:12, 130:18</p> <p><b>intentions</b> [1] - 153:18</p> <p><b>inter</b> [1] - 174:6</p> <p><b>inter-municipal</b> [1] - 174:6</p> <p><b>interest</b> [4] - 11:16, 146:11, 169:9, 171:2</p> <p><b>interesting</b> [4] - 10:15, 21:13, 95:10, 162:18</p> <p><b>interior</b> [2] - 49:10, 175:10</p> <p><b>internal</b> [1] - 37:15</p> <p><b>intersection</b> [12] - 41:5, 57:1, 82:16, 83:1, 83:5, 84:14, 88:1, 88:17, 89:6, 90:15, 91:6, 91:17</p> <p><b>intersections</b> [2] - 85:13, 89:8</p> <p><b>introduced</b> [1] - 13:18</p> <p><b>invites</b> [1] - 126:9</p> <p><b>involved</b> [5] - 45:5, 45:15, 45:17, 53:1, 135:7</p> <p><b>involving</b> [1] - 45:2</p> <p><b>Iram</b> [3] - 1:11, 80:13, 146:14</p> <p><b>IRAM</b> [15] - 3:8, 70:15, 72:9, 74:16, 75:4, 75:14, 76:17, 77:10, 77:13, 78:8, 79:12, 81:4, 172:12, 174:3, 177:17</p> <p><b>Iram's</b> [1] - 97:10</p> <p><b>irrigation</b> [1] - 30:11</p> <p><b>ISD</b> [1] - 19:16</p> <p><b>ish</b> [1] - 103:3</p> <p><b>island</b> [2] - 24:1, 24:5</p> <p><b>issue</b> [10] - 38:16, 49:1, 49:17, 50:3, 58:15, 62:17, 87:6,</p>	<p>87:15, 111:4, 128:8</p> <p><b>issued</b> [2] - 177:15, 178:2</p> <p><b>issues</b> [13] - 36:8, 45:8, 55:11, 56:7, 61:9, 84:3, 124:16, 127:3, 131:12, 145:6, 171:6, 172:18, 174:1</p> <p><b>item</b> [1] - 4:5</p> <p><b>items</b> [1] - 71:3</p> <p><b>itself</b> [3] - 19:5, 84:14, 92:7</p> <p><b>IV</b> [1] - 2:9</p> <p><b>J</b></p> <p><b>January</b> [3] - 7:13, 7:14</p> <p><b>JEFF</b> [3] - 154:15, 170:14, 179:15</p> <p><b>Jeff</b> [5] - 1:13, 135:18, 136:3, 154:13, 179:13</p> <p><b>jiving</b> [1] - 117:15</p> <p><b>job</b> [7] - 46:2, 90:12, 117:2, 138:5, 155:9, 184:13, 186:2</p> <p><b>Joe</b> [10] - 56:1, 56:5, 67:3, 67:14, 70:16, 74:5, 81:15, 81:18, 153:6</p> <p><b>JOEL</b> [51] - 19:9, 68:6, 68:10, 68:14, 91:15, 101:1, 101:10, 101:15, 101:17, 102:3, 102:8, 104:6, 110:4, 110:13, 111:15, 112:4, 112:13, 113:6, 113:9, 115:17, 116:7, 116:11, 116:16, 121:18, 122:13, 123:2, 124:11, 124:14, 127:17, 128:6, 132:5, 133:14, 134:11, 134:14, 135:2, 138:15, 138:18, 139:4, 139:6, 140:3, 140:8, 140:14, 141:1, 141:4, 141:12, 141:15, 142:17, 143:4, 143:8, 144:10, 164:12</p> <p><b>Joel</b> [6] - 10:3, 15:12, 16:4, 19:7, 19:10, 146:9</p> <p><b>Johnnny's</b> [1] - 52:17</p>	<p><b>JOSEPH</b> [52] - 56:3, 56:5, 62:13, 62:16, 63:3, 63:8, 63:12, 64:3, 64:11, 64:15, 65:7, 65:12, 65:16, 66:9, 67:8, 69:3, 69:15, 70:11, 74:12, 77:2, 77:4, 77:8, 77:12, 82:4, 82:6, 82:10, 82:17, 83:3, 83:16, 85:9, 85:14, 86:2, 86:14, 87:16, 89:2, 89:13, 89:17, 90:9, 90:12, 90:17, 91:8, 93:13, 93:17, 97:8, 98:15, 99:2, 100:1, 100:4, 152:11, 153:7, 153:12, 153:16</p> <p><b>Joseph</b> [1] - 1:15</p> <p><b>JR</b> [48] - 85:2, 85:10, 85:15, 86:13, 87:14, 88:15, 89:12, 89:16, 90:7, 90:11, 90:14, 91:7, 91:16, 102:9, 106:1, 106:4, 106:7, 106:10, 106:13, 109:4, 138:12, 138:16, 139:3, 139:5, 139:10, 139:18, 140:4, 140:12, 140:18, 141:2, 141:10, 141:13, 142:2, 164:8, 166:18, 167:4, 173:15, 177:8, 178:6, 178:12, 179:4, 180:9, 180:12, 182:10, 183:1, 185:12, 185:15</p> <p><b>Jr</b> [1] - 1:9</p> <p><b>July</b> [1] - 45:1</p> <p><b>jump</b> [2] - 146:9, 174:12</p> <p><b>Junction</b> [18] - 10:18, 17:15, 17:18, 18:1, 18:2, 18:5, 21:9, 43:6, 59:9, 70:17, 71:6, 72:6, 72:10, 80:15, 166:3, 166:12, 176:8, 176:11</p> <p><b>June</b> [2] - 44:18, 45:1</p> <p><b>jurisdiction</b> [1] - 170:17</p> <p><b>justification</b> [1] - 9:18</p> <p><b>justified</b> [2] - 83:7, 147:16</p> <p><b>justifies</b> [1] - 79:5</p> <p><b>JUSTIN</b> [1] - 51:16</p>	<p><b>justin</b> [1] - 51:16</p> <p><b>K</b></p> <p><b>keep</b> [10] - 22:10, 35:6, 46:2, 84:15, 88:3, 131:13, 132:6, 144:2, 172:8, 179:17</p> <p><b>keeping</b> [6] - 15:2, 28:14, 61:4, 131:7, 161:14</p> <p><b>Kendall</b> [20] - 2:9, 9:13, 20:9, 20:10, 21:6, 22:18, 33:15, 37:9, 47:12, 47:15, 53:17, 61:10, 61:17, 85:11, 103:6, 107:1, 122:9, 124:15, 159:4, 172:14</p> <p><b>kept</b> [1] - 99:15</p> <p><b>key</b> [1] - 98:1</p> <p><b>Keyword</b> [1] - 2:18</p> <p><b>kids</b> [2] - 143:10, 143:11</p> <p><b>killed</b> [1] - 91:8</p> <p><b>kind</b> [14] - 16:10, 60:12, 61:10, 85:4, 86:16, 89:3, 107:15, 107:16, 110:10, 129:16, 134:2, 142:3, 154:2, 172:5</p> <p><b>knows</b> [1] - 116:2</p> <p><b>Koch</b> [1] - 125:12</p> <p><b>L</b></p> <p><b>lab</b> [6] - 49:15, 50:2, 109:6, 110:7, 110:9</p> <p><b>laboratories</b> [1] - 109:8</p> <p><b>laborers</b> [1] - 47:5</p> <p><b>labs</b> [1] - 114:12</p> <p><b>lack</b> [2] - 125:2, 154:3</p> <p><b>lacy</b> [1] - 150:6</p> <p><b>ladder</b> [1] - 139:15</p> <p><b>laid</b> [2] - 156:6, 156:7</p> <p><b>land</b> [5] - 18:2, 18:4, 35:16, 79:5, 176:7</p> <p><b>landmark</b> [1] - 107:17</p> <p><b>Landmark</b> [3] - 21:5, 28:15, 132:17</p> <p><b>lands</b> [1] - 71:18</p> <p><b>landscape</b> [8] - 23:18, 27:8, 27:14, 29:12, 30:5, 36:16, 37:3, 43:13</p> <p><b>landscaping</b> [5] - 22:9, 28:12, 99:11, 128:7, 150:16</p>	<p><b>lane</b> [2] - 83:17, 84:1</p> <p><b>lanes</b> [1] - 82:14</p> <p><b>language</b> [2] - 61:2, 66:17</p> <p><b>large</b> [6] - 12:10, 45:2, 101:10, 141:14, 146:13, 146:14</p> <p><b>largely</b> [1] - 171:2</p> <p><b>larger</b> [3] - 2:13, 104:9, 182:6</p> <p><b>largest</b> [1] - 150:4</p> <p><b>laser</b> [1] - 30:16</p> <p><b>last</b> [8] - 4:3, 5:2, 70:10, 78:16, 96:17, 99:9, 126:3, 130:6</p> <p><b>lastly</b> [1] - 65:4</p> <p><b>late</b> [4] - 37:17, 69:4, 70:12, 113:13</p> <p><b>lavatories</b> [1] - 122:18</p> <p><b>lawns</b> [1] - 130:4</p> <p><b>LAWRENCE</b> [3] - 53:9, 53:13, 54:15</p> <p><b>Lawrence</b> [2] - 53:9, 53:13</p> <p><b>Lawson</b> [1] - 188:4</p> <p><b>layout</b> [2] - 36:13, 175:1</p> <p><b>lead</b> [4] - 17:18, 49:14, 58:9, 159:9</p> <p><b>lean</b> [1] - 54:18</p> <p><b>learned</b> [1] - 147:2</p> <p><b>leasing</b> [1] - 131:16</p> <p><b>least</b> [8] - 42:14, 56:17, 87:10, 88:10, 127:12, 137:16, 159:17, 160:9</p> <p><b>leave</b> [3] - 19:8, 131:12, 184:7</p> <p><b>led</b> [2] - 20:6, 56:13</p> <p><b>LEED</b> [1] - 33:17</p> <p><b>left</b> [3] - 23:12, 82:13, 104:10</p> <p><b>left-hand</b> [1] - 23:12</p> <p><b>Leighton</b> [1] - 9:5</p> <p><b>length</b> [2] - 144:18, 162:4</p> <p><b>less</b> [3] - 63:7, 105:11, 154:6</p> <p><b>lesser</b> [1] - 167:11</p> <p><b>letter</b> [3] - 45:16, 70:9, 80:14</p> <p><b>letters</b> [2] - 15:18, 49:3</p> <p><b>level</b> [12] - 23:15, 24:2, 31:7, 33:4, 35:5, 122:15, 128:7, 158:4, 158:7, 159:16, 174:9, 175:2</p> <p><b>levels</b> [5] - 20:1, 20:5, 29:4, 33:3, 47:15</p>
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<p><b>License</b> [1] - 188:12  <b>lie</b> [1] - 148:2  <b>life</b> [1] - 51:6  <b>lifelong</b> [1] - 51:18  <b>light</b> [17] - 23:17,  29:6, 29:7, 29:10,  32:4, 35:2, 49:9,  50:2, 50:6, 82:15,  102:6, 139:1,  139:10, 140:13,  140:15, 145:5,  145:13  <b>lighter</b> [3] - 101:5,  101:7, 102:5  <b>lighting</b> [13] - 29:2,  29:4, 31:7, 132:11,  132:12, 139:17,  148:8, 156:13,  159:15, 165:17,  175:6, 175:7  <b>Lighting</b> [1] - 42:16  <b>lights</b> [15] - 34:9,  34:12, 34:13, 42:3,  42:13, 45:13, 49:8,  49:11, 49:15, 49:16,  139:9, 139:12,  140:14, 175:10  <b>likely</b> [2] - 5:13, 73:18  <b>likewise</b> [1] - 141:13  <b>limitation</b> [1] - 158:17  <b>limitations</b> [1] - 163:8  <b>limited</b> [1] - 137:16  <b>limits</b> [1] - 15:9  <b>Lincoln</b> [1] - 12:6  <b>Linden</b> [1] - 11:15  <b>LINE</b> [1] - 187:8  <b>line</b> [10] - 17:17, 30:4,  30:18, 32:3, 74:8,  78:10, 108:3,  126:13, 160:7  <b>lines</b> [1] - 101:16  <b>lining</b> [1] - 35:4  <b>linkage</b> [1] - 154:3  <b>linkages</b> [1] - 165:13  <b>list</b> [6] - 60:9, 100:8,  130:11, 151:15,  174:11, 179:16  <b>listed</b> [1] - 38:16  <b>listening</b> [1] - 45:8  <b>lit</b> [2] - 138:14, 138:18  <b>literally</b> [2] - 30:8,  70:11  <b>live</b> [8] - 9:5, 12:15,  15:3, 15:7, 39:7,  53:14, 72:12, 130:3  <b>liveliness</b> [1] - 59:2  <b>lively</b> [1] - 49:6  <b>livened</b> [1] - 53:17  <b>lives</b> [2] - 90:8, 127:1  <b>living</b> [1] - 40:17  <b>LIZA</b> [13] - 7:13, 38:8,</p>	<p>77:1, 77:3, 181:15,  182:12, 182:16,  183:17, 184:6,  184:14, 184:17,  185:3, 186:5  <b>Liza</b> [5] - 1:13, 7:12,  135:18, 181:14,  186:4  <b>LLC</b> [1] - 2:9  <b>loading</b> [18] - 26:3,  27:1, 39:10, 85:3,  85:5, 85:12, 86:5,  86:17, 87:11, 88:8,  91:10, 92:2, 92:7,  93:4, 93:18, 160:12,  160:16, 168:17  <b>lobbies</b> [1] - 158:11  <b>lobby</b> [6] - 6:6, 23:16,  24:10, 24:11, 24:17,  70:1  <b>Local</b> [1] - 47:5  <b>locate</b> [2] - 160:12,  165:13  <b>located</b> [1] - 159:6  <b>location</b> [9] - 56:18,  57:9, 61:5, 89:5,  95:12, 96:9, 96:16,  99:3, 159:4  <b>logbook</b> [1] - 119:3  <b>lonely</b> [1] - 17:3  <b>long-term</b> [2] - 28:7,  68:16  <b>longstanding</b> [1] -  61:9  <b>look</b> [28] - 6:5, 14:6,  16:10, 16:16, 17:8,  18:6, 19:17, 33:5,  39:9, 53:3, 57:8,  57:14, 60:6, 83:14,  84:16, 104:8, 105:4,  108:4, 116:1,  117:15, 126:14,  128:10, 171:5,  173:1, 173:2,  182:18, 185:1  <b>looked</b> [5] - 91:1,  103:1, 105:16,  105:18, 121:1  <b>looking</b> [25] - 16:13,  19:14, 21:2, 25:4,  27:6, 34:1, 40:7,  55:2, 65:14, 67:13,  70:6, 81:3, 84:7,  88:7, 91:1, 117:11,  124:2, 125:18,  129:6, 163:6, 163:9,  172:15, 172:16,  175:5, 185:16  <b>looks</b> [11] - 28:17,  41:9, 118:4, 120:11,  131:18, 133:17,  134:2, 134:3, 152:9,</p>	<p>178:13, 184:12  <b>lost</b> [2] - 22:12,  124:10  <b>Lou</b> [2] - 85:1, 138:11  <b>Louis</b> [1] - 1:9  <b>LOUIS</b> [48] - 85:2,  85:10, 85:15, 86:13,  87:14, 88:15, 89:12,  89:16, 90:7, 90:11,  90:14, 91:7, 91:16,  102:9, 106:1, 106:4,  106:7, 106:10,  106:13, 109:4,  138:12, 138:16,  139:3, 139:5,  139:10, 139:18,  140:4, 140:12,  140:18, 141:2,  141:10, 141:13,  142:2, 164:8,  166:18, 167:4,  173:15, 177:8,  178:6, 178:12,  179:4, 180:9,  180:12, 182:10,  182:14, 183:1,  185:12, 185:15  <b>lousy</b> [2] - 18:7,  184:12  <b>lovely</b> [1] - 181:2  <b>low</b> [3] - 99:15,  108:12, 120:7  <b>lower</b> [4] - 20:6, 25:6,  155:16, 185:7  <b>luckily</b> [1] - 40:16  <b>lunch</b> [1] - 164:18  <b>luscious</b> [1] - 27:15</p>	<p>161:7  <b>map</b> [1] - 6:1  <b>march</b> [1] - 3:12  <b>March</b> [1] - 137:1  <b>mark</b> [1] - 148:3  <b>market</b> [1] - 40:10  <b>markup</b> [1] - 6:2  <b>marquis</b> [7] - 44:5,  44:7, 44:9, 48:15,  48:17, 54:6, 176:2  <b>marvelous</b> [1] - 151:1  <b>MARY</b> [20] - 7:18,  68:15, 69:6, 69:11,  70:13, 133:2,  133:10, 133:17,  134:13, 134:16,  135:3, 135:15,  136:9, 136:17,  137:5, 137:9,  137:12, 138:5,  183:13, 185:17  <b>Mary</b> [3] - 1:9, 137:1,  138:4  <b>Mass</b> [1] - 73:1  <b>Massachusetts</b> [1] -  1:6  <b>MASSACHUSETTS</b>  [1] - 188:2  <b>massacre</b> [1] - 38:18  <b>masses</b> [2] - 25:15,  162:6  <b>massing</b> [5] - 48:12,  103:10, 162:1,  162:2, 162:4  <b>massing-wise</b> [1] -  48:12  <b>massive</b> [1] - 120:4  <b>master</b> [2] - 19:18,  20:7  <b>match</b> [3] - 2:17,  183:5, 185:9  <b>matches</b> [3] - 183:3,  183:5, 184:4  <b>material</b> [1] - 159:14  <b>materials</b> [1] - 159:14  <b>matter</b> [4] - 42:18,  55:12, 127:1, 180:2  <b>maximize</b> [1] - 159:15  <b>MBTA</b> [1] - 36:6  <b>McKinnon</b> [75] - 8:17,  9:2, 9:5, 37:13,  45:1, 63:18, 64:7,  64:14, 66:3, 66:10,  66:14, 66:17, 67:12,  68:5, 69:7, 69:12,  70:7, 75:1, 75:7,  75:10, 78:6, 78:13,  79:7, 79:10, 80:3,  80:11, 80:16, 98:11,  112:11, 113:15,  114:7, 115:4, 115:8,</p>	<p>122:12, 123:7,  125:5, 126:3,  128:18, 129:4,  129:8, 130:9,  130:16, 131:2,  133:9, 135:14,  135:16, 136:10,  136:18, 137:7,  137:11, 138:3,  139:11, 140:2,  143:6, 144:6, 146:8,  147:1, 147:7,  147:11, 148:16,  149:3, 149:8, 150:9,  151:11, 152:16,  153:2, 153:14,  161:1, 161:4, 164:3,  164:16, 166:6,  173:11, 177:10,  177:12  <b>mean</b> [30] - 22:8,  32:12, 47:7, 52:7,  67:9, 75:17, 80:13,  97:3, 99:10, 106:16,  109:6, 109:8,  109:13, 115:1,  124:11, 125:9,  125:16, 129:15,  130:2, 131:4,  131:12, 133:18,  134:17, 135:3,  146:5, 152:13,  154:4, 154:13,  164:5  <b>means</b> [2] - 93:5,  97:15  <b>meant</b> [1] - 125:10  <b>measurements</b> [1] -  17:17  <b>mechanical</b> [12] -  108:10, 108:11,  108:13, 108:17,  109:13, 110:3,  110:16, 111:1,  112:16, 114:13,  140:9, 162:14  <b>mechanicals</b> [4] -  111:14, 113:18,  114:2, 176:18  <b>meddle</b> [1] - 151:9  <b>meddling</b> [1] - 147:16  <b>Medeiros</b> [41] - 8:10,  11:14, 22:2, 23:6,  23:7, 23:9, 25:8,  26:6, 29:16, 32:1,  39:5, 51:2, 51:5,  54:14, 82:2, 83:17,  84:13, 85:17, 87:3,  88:18, 89:10, 89:11,  90:3, 93:6, 93:14,  94:1, 111:16, 124:6,  125:10, 126:2,</p>
		<p><b>M</b></p> <p><b>Ma'am</b> [1] - 144:10  <b>Magazine</b> [1] - 76:11  <b>Maher</b> [1] - 13:18  <b>mails</b> [1] - 99:11  <b>main</b> [1] - 28:3  <b>maintain</b> [1] - 26:10  <b>maintained</b> [2] -  33:11, 99:7  <b>maintaining</b> [1] - 95:2  <b>maintenance</b> [1] -  61:16  <b>major</b> [1] - 159:6  <b>man</b> [1] - 47:8  <b>manage</b> [1] - 86:8  <b>manageable</b> [1] -  141:9  <b>management</b> [3] -  60:13, 60:17, 85:7  <b>Managing</b> [1] - 1:11  <b>managing</b> [1] - 87:10  <b>maneuverability</b> [1] -</p>		

<p>126:16, 127:4, 127:9, 127:16, 159:13, 160:5, 160:16, 161:12, 161:18, 168:16, 175:3</p> <p><b>Meeting</b> [2] - 1:5, 2:4</p> <p><b>meeting</b> [12] - 3:4, 3:11, 3:13, 4:6, 5:2, 34:2, 45:2, 65:2, 94:18, 136:1, 139:7, 146:14</p> <p><b>meetings</b> [2] - 6:3, 44:18</p> <p><b>member</b> [2] - 93:12, 150:2</p> <p><b>MEMBER</b> [6] - 41:14, 65:10, 79:8, 92:1, 118:1, 118:13</p> <p><b>Member</b> [6] - 1:8, 1:8, 1:9, 1:9, 1:10, 114:3</p> <p><b>Members</b> [6] - 9:3, 37:14, 38:1, 78:11, 78:12, 103:15</p> <p><b>members</b> [6] - 10:8, 32:12, 56:11, 67:2, 95:5, 154:12</p> <p><b>memo</b> [14] - 55:17, 56:8, 62:8, 67:7, 71:9, 77:9, 94:16, 121:10, 154:17, 155:6, 157:8, 157:12, 157:18, 176:13</p> <p><b>memos</b> [1] - 154:14</p> <p><b>mention</b> [5] - 6:11, 58:2, 61:14, 88:4, 153:17</p> <p><b>mentioned</b> [20] - 19:12, 21:8, 23:14, 28:4, 34:1, 34:9, 35:16, 44:5, 48:14, 57:4, 70:17, 83:4, 86:7, 86:17, 87:6, 89:10, 96:1, 131:2, 156:13, 175:4</p> <p><b>mentioning</b> [1] - 86:14</p> <p><b>met</b> [5] - 29:1, 67:15, 136:2, 167:8, 169:8</p> <p><b>metal</b> [2] - 36:10, 138:13</p> <p><b>Metropolitan</b> [3] - 35:4, 149:11, 149:12</p> <p><b>mic</b> [2] - 10:3, 46:12</p> <p><b>middle</b> [3] - 107:8, 162:12, 162:13</p> <p><b>midnight</b> [1] - 50:9</p> <p><b>might</b> [20] - 10:8, 39:6, 40:8, 55:16,</p>	<p>78:12, 83:11, 105:16, 108:6, 109:9, 109:16, 109:17, 117:17, 128:5, 128:15, 128:16, 134:5, 148:3, 152:8, 174:5</p> <p><b>mildly</b> [1] - 12:14</p> <p><b>miles</b> [1] - 64:12</p> <p><b>mind</b> [1] - 88:14</p> <p><b>minimize</b> [1] - 48:18</p> <p><b>minimizes</b> [1] - 70:3</p> <p><b>minimizing</b> [1] - 96:14</p> <p><b>minimum</b> [2] - 73:15, 95:1</p> <p><b>minimums</b> [1] - 58:9</p> <p><b>minor</b> [5] - 48:18, 49:6, 117:10, 133:5, 134:16</p> <p><b>minute</b> [2] - 72:5, 125:8</p> <p><b>minutes</b> [4] - 38:14, 86:11, 152:10, 152:12</p> <p><b>MIRANDA</b> [5] - 118:18, 119:18, 121:1, 121:8, 121:16</p> <p><b>Miranda</b> [1] - 118:18</p> <p><b>miscellaneous</b> [3] - 105:2, 105:9, 105:12</p> <p><b>missed</b> [1] - 148:6</p> <p><b>misses</b> [1] - 97:1</p> <p><b>missing</b> [1] - 106:15</p> <p><b>misstated</b> [1] - 153:15</p> <p><b>MIT's</b> [1] - 73:10</p> <p><b>mitigate</b> [3] - 32:5, 41:4, 111:9</p> <p><b>mitigates</b> [2] - 22:17, 24:2</p> <p><b>mitigation</b> [2] - 154:5, 157:6</p> <p><b>mixed</b> [1] - 162:3</p> <p><b>Mobile</b> [2] - 182:2, 186:1</p> <p><b>mobile</b> [1] - 5:18</p> <p><b>mobility</b> [1] - 88:8</p> <p><b>model</b> [1] - 131:3</p> <p><b>modifications</b> [1] - 96:2</p> <p><b>moment</b> [2] - 34:8, 120:17</p> <p><b>month</b> [3] - 5:17, 48:16, 136:14</p> <p><b>months</b> [3] - 7:9, 77:15, 136:5</p> <p><b>most</b> [9] - 5:13, 10:7, 50:14, 60:12, 73:17, 101:3, 144:12, 168:9, 182:3</p>	<p><b>mostly</b> [2] - 43:16, 50:13</p> <p><b>motion</b> [3] - 7:16, 117:8, 180:5</p> <p><b>move</b> [6] - 41:9, 43:7, 60:8, 62:2, 90:3, 91:5</p> <p><b>moved</b> [3] - 7:18, 78:4, 180:8</p> <p><b>movement</b> [3] - 93:7, 120:18, 165:9</p> <p><b>movements</b> [1] - 84:12</p> <p><b>movie</b> [15] - 28:5, 29:14, 30:1, 31:1, 31:13, 31:17, 33:14, 52:16, 54:6, 54:7, 54:8, 62:10, 112:17, 122:9, 141:6</p> <p><b>movies</b> [2] - 44:9, 98:9</p> <p><b>moving</b> [5] - 43:14, 62:9, 87:1, 95:7, 95:11</p> <p><b>multi</b> [2] - 119:12</p> <p><b>multi-system</b> [1] - 119:12</p> <p><b>multi-tank</b> [1] - 119:12</p> <p><b>multiuse</b> [2] - 72:15, 74:11</p> <p><b>municipal</b> [1] - 174:6</p> <p><b>myriad</b> [1] - 24:9</p> <p><b>Mystic</b> [2] - 173:7</p> <p style="text-align: center;"><b>N</b></p> <p><b>name</b> [6] - 9:5, 19:10, 38:12, 39:1, 39:4, 149:4</p> <p><b>names</b> [1] - 49:3</p> <p><b>narrowness</b> [1] - 94:4</p> <p><b>near</b> [3] - 11:9, 159:7, 172:16</p> <p><b>nearest</b> [1] - 166:16</p> <p><b>necessarily</b> [4] - 90:5, 136:13, 155:5, 170:18</p> <p><b>necessary</b> [2] - 57:15, 155:2</p> <p><b>need</b> [12] - 7:1, 36:3, 36:11, 36:16, 57:17, 95:2, 118:8, 138:8, 145:2, 169:10, 169:14, 175:11</p> <p><b>needed</b> [5] - 18:1, 57:17, 84:2, 109:17, 174:5</p> <p><b>needs</b> [6] - 37:2, 135:4, 151:16, 151:18, 170:2,</p>	<p>177:4</p> <p><b>negative</b> [1] - 136:11</p> <p><b>neglected</b> [1] - 32:10</p> <p><b>neighborhood</b> [22] - 11:1, 11:2, 16:15, 25:16, 32:8, 35:3, 39:12, 39:16, 40:3, 58:16, 59:3, 101:3, 102:5, 111:4, 113:2, 122:7, 123:14, 136:6, 141:5, 146:13, 167:15, 167:17</p> <p><b>neighborhoods</b> [9] - 10:17, 11:5, 11:18, 13:9, 15:6, 35:8, 73:6, 146:16, 165:8</p> <p><b>neighbors</b> [22] - 14:9, 15:16, 15:17, 16:1, 19:4, 29:1, 34:11, 45:3, 46:16, 46:17, 101:6, 114:10, 114:16, 123:12, 126:7, 130:2, 130:4, 137:13, 140:17, 145:4, 145:12</p> <p><b>neighbors'</b> [1] - 34:14</p> <p><b>never</b> [3] - 54:7, 120:5, 185:7</p> <p><b>new</b> [25] - 2:7, 2:12, 2:13, 22:6, 22:12, 26:5, 30:3, 32:4, 32:16, 34:15, 36:1, 36:2, 48:17, 59:13, 60:15, 61:13, 86:3, 132:3, 132:6, 144:4, 145:13, 160:4, 161:10, 165:13, 166:15</p> <p><b>New</b> [1] - 30:13</p> <p><b>next</b> [12] - 3:11, 3:12, 4:6, 7:6, 7:9, 13:6, 77:15, 88:5, 89:12, 152:10, 173:4, 173:9</p> <p><b>nice</b> [1] - 9:4, 14:9, 17:13, 104:12, 110:2, 110:14, 113:14, 113:16, 134:5, 135:18, 143:8</p> <p><b>nicer</b> [1] - 18:9</p> <p><b>Nielson</b> [1] - 41:13</p> <p><b>night</b> [8] - 12:18, 29:6, 45:6, 49:9, 50:5, 52:11, 85:6, 139:1</p> <p><b>night's</b> [1] - 5:2</p> <p><b>Nine</b> [2] - 3:18, 48:8</p> <p><b>nobody</b> [2] - 40:16, 122:6</p> <p><b>noise</b> [5] - 50:7,</p>	<p>111:9, 114:13, 114:14, 145:5</p> <p><b>non</b> [4] - 3:16, 4:17, 73:4, 79:18</p> <p><b>non-auto</b> [1] - 73:4</p> <p><b>non-conforming</b> [2] - 3:16, 79:18</p> <p><b>non-Planning</b> [1] - 4:17</p> <p><b>normally</b> [2] - 94:10, 169:7</p> <p><b>north</b> [3] - 82:3, 82:4, 82:5</p> <p><b>North</b> [2] - 9:6, 129:10</p> <p><b>NOT</b> [1] - 188:15</p> <p><b>Notary</b> [2] - 188:4, 188:11</p> <p><b>note</b> [2] - 156:2, 187:6</p> <p><b>noted</b> [1] - 187:16</p> <p><b>nothing</b> [3] - 53:16, 123:9, 132:10</p> <p><b>notion</b> [1] - 100:14</p> <p><b>number</b> [16] - 14:12, 15:13, 20:1, 22:8, 28:18, 36:8, 55:11, 61:9, 64:16, 65:15, 68:3, 78:15, 96:14, 113:12, 121:14, 168:3</p> <p><b>NUR</b> [24] - 81:16, 82:5, 82:7, 82:11, 83:1, 83:15, 84:18, 115:13, 115:18, 116:8, 116:14, 116:17, 117:1, 118:2, 118:17, 119:16, 120:1, 121:3, 123:17, 124:7, 124:13, 125:4, 171:17, 183:12</p> <p><b>Nur</b> [1] - 1:10</p> <p style="text-align: center;"><b>O</b></p> <p><b>O'Brien</b> [2] - 75:17, 75:18</p> <p><b>o'clock</b> [1] - 82:8</p> <p><b>object</b> [1] - 81:9</p> <p><b>objectives</b> [2] - 13:16, 157:16</p> <p><b>observed</b> [1] - 86:12</p> <p><b>obviously</b> [8] - 11:12, 36:11, 58:5, 82:8, 87:6, 93:9, 97:4, 145:11</p> <p><b>occasion</b> [1] - 169:12</p> <p><b>occupant</b> [1] - 164:2</p> <p><b>occupants</b> [1] - 58:13</p> <p><b>occupied</b> [2] - 57:16, 58:11</p>
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<p><b>occupy</b> [1] - 158:15  <b>occur</b> [1] - 158:15  <b>odd</b> [1] - 142:15  <b>OF</b> [10] - 1:1, 65:10, 79:8, 92:1, 118:1, 118:13, 188:2, 188:14, 188:15, 188:16  <b>off-street</b> [1] - 86:5  <b>offering</b> [1] - 153:8  <b>offers</b> [2] - 34:14, 72:16  <b>office</b> [11] - 2:7, 23:1, 33:14, 49:7, 63:7, 67:15, 110:8, 123:2, 123:10, 158:13, 182:2  <b>office/lab</b> [1] - 2:7  <b>officer</b> [1] - 19:16  <b>offices</b> [2] - 125:18, 158:9  <b>OFFICIAL</b> [1] - 1:17  <b>often</b> [2] - 61:14, 184:11  <b>old</b> [1] - 103:13  <b>on-street</b> [1] - 85:12  <b>once</b> [9] - 13:14, 16:6, 17:13, 19:9, 57:15, 77:7, 83:13, 84:16, 94:5  <b>oncoming</b> [1] - 26:16  <b>One</b> [18] - 2:9, 9:5, 20:9, 21:6, 22:18, 24:13, 25:3, 33:15, 37:9, 47:12, 47:15, 61:9, 61:17, 85:11, 107:1, 122:9, 124:15  <b>one</b> [87] - 8:17, 9:12, 10:12, 11:5, 12:6, 14:14, 15:10, 16:4, 17:7, 24:7, 25:10, 31:6, 42:1, 43:8, 44:3, 45:5, 45:7, 47:17, 49:1, 51:8, 53:17, 56:9, 61:12, 62:11, 63:14, 64:1, 68:1, 68:15, 69:7, 69:12, 70:16, 71:3, 73:18, 77:5, 77:13, 81:16, 83:18, 86:15, 91:4, 94:15, 95:12, 96:9, 96:16, 97:9, 98:1, 102:5, 102:7, 104:4, 104:13, 106:18, 107:2, 107:4, 114:11, 120:12, 121:17, 124:1, 133:7, 133:9, 134:7, 134:15, 136:4, 139:16,</p>	<p>141:17, 142:8, 142:18, 144:6, 144:15, 146:1, 153:16, 153:18, 155:5, 168:15, 168:18, 169:1, 172:12, 176:17, 179:9, 181:17, 182:5, 182:8, 182:16, 184:1, 184:12, 185:14  <b>one-story</b> [1] - 142:18  <b>ones</b> [1] - 183:11  <b>ongoing</b> [3] - 29:3, 159:5, 161:13  <b>open</b> [20] - 11:11, 15:11, 15:14, 22:10, 28:15, 76:12, 82:12, 83:13, 133:12, 133:16, 140:5, 160:8, 160:11, 164:1, 165:2, 165:11, 165:13, 165:14, 166:4  <b>opening</b> [4] - 104:10, 133:18, 134:5, 140:5  <b>openings</b> [2] - 141:14  <b>openness</b> [1] - 28:4  <b>opens</b> [4] - 24:11, 28:9, 57:7  <b>operation</b> [1] - 61:16  <b>opinion</b> [2] - 93:3, 150:2  <b>opportunity</b> [8] - 6:8, 78:17, 87:7, 87:12, 147:9, 148:6, 148:7, 148:15  <b>opposed</b> [1] - 180:17  <b>opposition</b> [2] - 13:15, 117:4  <b>opted</b> [2] - 155:15, 159:12  <b>option</b> [2] - 131:15, 156:4  <b>options</b> [2] - 94:13, 119:10  <b>order</b> [2] - 13:18, 14:1  <b>Ordinance</b> [6] - 4:18, 5:8, 8:12, 42:16, 49:13, 175:9  <b>ordinance</b> [2] - 49:10, 60:17  <b>organized</b> [1] - 12:16  <b>orient</b> [1] - 161:9  <b>orientation</b> [1] - 160:6  <b>original</b> [1] - 187:2  <b>originally</b> [1] - 139:12  <b>originated</b> [1] - 122:2  <b>otherwise</b> [4] - 144:16, 156:4,</p>	<p>163:17, 167:14  <b>ought</b> [1] - 109:18  <b>ourselves</b> [1] - 34:11  <b>outdoor</b> [3] - 66:6, 164:6  <b>outside</b> [8] - 34:17, 164:15, 164:16, 164:17, 181:8, 181:11, 181:12, 183:8  <b>overall</b> [6] - 49:4, 61:3, 134:18, 137:9, 155:7, 156:4  <b>overlay</b> [1] - 121:5  <b>Overlay</b> [7] - 4:1, 71:2, 77:11, 77:12, 77:14, 120:10, 120:11  <b>overnight</b> [1] - 129:11  <b>oversight</b> [1] - 174:14  <b>overtopped</b> [1] - 173:3  <b>overview</b> [1] - 25:2  <b>own</b> [4] - 4:15, 18:2, 57:1, 146:9  <b>owner</b> [5] - 11:4, 13:6, 17:2, 17:4, 115:9  <b>owners</b> [1] - 12:4</p> <p style="text-align: center;"><b>P</b></p> <p><b>p.m</b> [3] - 1:4, 2:6, 186:8  <b>package</b> [3] - 60:12, 124:12, 125:2  <b>Paden</b> [1] - 1:13  <b>PADEN</b> [13] - 7:13, 38:8, 77:1, 77:3, 181:15, 182:12, 182:16, 183:17, 184:6, 184:14, 184:17, 185:3, 186:5  <b>PAGE</b> [2] - 2:1, 187:8  <b>page</b> [2] - 118:4, 157:18  <b>pages</b> [2] - 9:15, 117:14  <b>paid</b> [1] - 161:5  <b>painful</b> [2] - 42:6, 42:7  <b>painted</b> [1] - 103:3  <b>panel</b> [6] - 5:15, 29:9, 30:16, 101:12, 140:10  <b>panelling</b> [1] - 132:2  <b>panels</b> [18] - 18:16, 26:13, 26:14, 36:10, 40:1, 43:12, 45:18, 47:10, 68:2, 68:11, 100:14, 101:9, 103:5, 103:7, 103:8,</p>	<p>103:11, 146:1, 174:17  <b>parameters</b> [1] - 5:9  <b>parapets</b> [1] - 162:17  <b>parcel</b> [4] - 59:9, 59:17, 78:2, 78:4  <b>pardon</b> [1] - 178:17  <b>parents</b> [3] - 47:1, 47:2, 143:13  <b>Park</b> [1] - 149:7  <b>park</b> [10] - 25:18, 26:18, 27:18, 29:18, 31:16, 33:9, 33:10, 126:10, 127:6  <b>parked</b> [1] - 85:16  <b>Parking</b> [10] - 55:18, 56:6, 60:16, 63:16, 152:4, 153:3, 157:8, 157:10, 159:10, 168:1  <b>parking</b> [51] - 8:14, 9:13, 11:8, 20:18, 21:17, 22:16, 28:8, 31:13, 32:9, 32:11, 32:13, 32:14, 32:15, 33:2, 33:7, 58:3, 58:4, 58:5, 58:14, 58:17, 59:4, 59:7, 60:16, 62:10, 63:1, 63:3, 63:4, 63:10, 65:6, 66:7, 66:11, 66:13, 68:3, 68:9, 68:13, 68:17, 82:9, 83:18, 84:2, 93:8, 95:4, 96:4, 124:4, 143:17, 155:3, 167:10, 167:11, 167:13, 168:4, 168:9  <b>Parking's</b> [1] - 176:13  <b>parks</b> [3] - 160:4, 160:10, 165:14  <b>part</b> [33] - 16:7, 17:4, 18:12, 34:7, 35:17, 42:10, 44:4, 69:5, 78:18, 79:5, 80:5, 81:1, 87:7, 89:9, 90:12, 90:18, 95:10, 96:4, 101:3, 111:8, 114:10, 114:15, 119:6, 129:13, 129:18, 136:6, 156:11, 170:17, 171:3, 173:8, 176:10, 182:4  <b>particular</b> [5] - 92:15, 146:3, 156:5, 159:4, 174:15  <b>particularly</b> [4] - 39:18, 94:4, 98:3, 159:1  <b>partly</b> [5] - 57:2,</p>	<p>64:18, 66:15, 71:10, 112:8  <b>passed</b> [2] - 75:14, 104:4  <b>passing</b> [2] - 88:4, 89:14  <b>Path</b> [8] - 17:16, 18:1, 18:5, 43:6, 71:6, 80:15, 176:8, 176:11  <b>path</b> [12] - 18:1, 59:16, 60:5, 71:16, 71:17, 72:15, 74:4, 74:11, 76:1, 96:11, 97:11, 98:2  <b>paths</b> [1] - 52:10  <b>pathway</b> [1] - 71:3  <b>Pathway</b> [2] - 72:6, 166:3  <b>pathways</b> [2] - 159:9, 166:12  <b>patience</b> [1] - 123:15  <b>patient</b> [1] - 123:12  <b>paving</b> [1] - 29:14  <b>pay</b> [1] - 61:15  <b>paying</b> [1] - 55:1  <b>PB#310</b> [1] - 2:6  <b>pedestrian</b> [15] - 17:12, 21:10, 43:17, 69:18, 72:17, 95:9, 96:18, 99:18, 107:8, 144:1, 160:2, 165:8, 165:18, 166:11, 166:14  <b>pedestrian's</b> [1] - 124:10  <b>pedestrian-free</b> [1] - 17:12  <b>pedestrians</b> [11] - 52:9, 55:2, 70:5, 95:1, 98:1, 98:8, 127:15, 134:2, 160:3, 161:16, 169:4  <b>penthouse</b> [3] - 108:18, 110:16, 112:16  <b>penthouses</b> [1] - 113:17  <b>people</b> [31] - 6:1, 6:7, 6:17, 7:2, 11:10, 11:13, 14:7, 28:17, 38:16, 40:11, 43:9, 45:11, 50:1, 52:10, 54:1, 69:16, 76:5, 78:1, 86:9, 87:11, 90:5, 95:18, 109:9, 121:14, 121:15, 129:7, 130:3, 133:1, 134:1, 134:6, 178:5  <b>per</b> [1] - 50:10</p>
--	--	---	---	--

<p><b>perceive</b> [1] - 65:18</p> <p><b>percent</b> [3] - 141:18, 159:17, 168:11</p> <p><b>perforated</b> [1] - 29:9</p> <p><b>perhaps</b> [3] - 79:16, 126:1, 176:3</p> <p><b>perimeter</b> [3] - 20:11, 29:7, 140:6</p> <p><b>permeable</b> [1] - 162:5</p> <p><b>permission</b> [1] - 115:10</p> <p><b>Permit</b> [22] - 2:7, 2:12, 2:15, 8:8, 8:9, 8:11, 8:13, 9:10, 9:16, 12:8, 44:6, 61:2, 92:18, 109:2, 155:4, 156:17, 168:10, 169:7, 170:18, 177:15, 177:18, 178:2</p> <p><b>Permits</b> [5] - 9:11, 156:15, 156:16, 167:9, 180:15</p> <p><b>permits</b> [1] - 169:7</p> <p><b>perpetuity</b> [1] - 61:18</p> <p><b>personally</b> [2] - 39:12, 166:16</p> <p><b>perspective</b> [5] - 23:12, 61:6, 62:1, 81:12, 129:14</p> <p><b>perspectives</b> [1] - 91:2</p> <p><b>petition</b> [3] - 5:4, 13:17, 14:3</p> <p><b>Petition</b> [2] - 3:15, 4:18</p> <p><b>petitioner</b> [1] - 63:15</p> <p><b>phenolic</b> [1] - 26:14</p> <p><b>phonetic</b> [2] - 19:17, 119:15</p> <p><b>photos</b> [1] - 183:14</p> <p><b>pick</b> [1] - 35:5</p> <p><b>picked</b> [1] - 112:1</p> <p><b>picking</b> [2] - 102:6, 147:12</p> <p><b>picks</b> [1] - 134:12</p> <p><b>picture</b> [4] - 19:14, 20:7, 104:4, 144:16</p> <p><b>pictures</b> [3] - 30:17, 182:10, 182:11</p> <p><b>piece</b> [2] - 71:14, 150:4</p> <p><b>piecemeal</b> [1] - 81:6</p> <p><b>pieces</b> [3] - 27:5, 156:13, 181:4</p> <p><b>piggyback</b> [1] - 47:14</p> <p><b>pile</b> [1] - 123:13</p> <p><b>piles</b> [2] - 122:5, 122:7</p> <p><b>Pipe</b> [3] - 35:4, 149:11, 149:12</p>	<p><b>Place</b> [2] - 24:13, 27:6</p> <p><b>place</b> [8] - 84:17, 85:8, 107:8, 112:3, 127:8, 148:2, 148:18, 159:2</p> <p><b>placed</b> [1] - 160:17</p> <p><b>placeholder</b> [1] - 64:16</p> <p><b>places</b> [1] - 112:2</p> <p><b>plan</b> [13] - 19:18, 20:7, 23:16, 28:1, 29:12, 59:7, 94:7, 94:13, 108:15, 109:14, 121:14, 122:17, 173:14</p> <p><b>planning</b> [6] - 21:3, 26:9, 129:12, 145:16, 155:7, 173:18</p> <p><b>Planning</b> [27] - 3:5, 3:12, 4:2, 4:8, 4:13, 4:17, 6:12, 7:7, 8:7, 10:8, 12:2, 12:9, 12:17, 13:1, 13:3, 16:2, 79:15, 93:11, 129:13, 150:2, 155:14, 156:1, 177:4, 178:3, 186:9, 187:6, 187:15</p> <p><b>PLANNING</b> [1] - 1:1</p> <p><b>plans</b> [5] - 113:13, 125:14, 132:4, 169:18, 170:13</p> <p><b>plant</b> [1] - 27:11</p> <p><b>planter</b> [1] - 29:13</p> <p><b>planting</b> [4] - 22:13, 29:15, 31:4, 32:2</p> <p><b>plates</b> [1] - 108:14</p> <p><b>playground</b> [3] - 143:11, 144:4</p> <p><b>playing</b> [1] - 98:10</p> <p><b>Plaza</b> [4] - 20:2, 20:8, 20:13, 25:3</p> <p><b>plaza</b> [34] - 12:12, 17:12, 18:6, 18:9, 20:5, 20:6, 21:7, 21:11, 22:7, 22:8, 22:10, 24:9, 24:12, 24:17, 25:5, 28:4, 28:9, 29:10, 29:13, 31:2, 36:2, 69:13, 69:17, 69:18, 95:7, 96:10, 99:12, 133:5, 134:18, 139:12, 161:10, 164:6</p> <p><b>pleased</b> [1] - 57:4</p> <p><b>plenty</b> [1] - 42:10</p> <p><b>plumbing</b> [2] - 121:12, 170:7</p> <p><b>Plus</b> [1] - 92:5</p> <p><b>plus</b> [3] - 112:11,</p>	<p>130:2, 147:9</p> <p><b>Plymouth</b> [1] - 27:3</p> <p><b>pocket</b> [5] - 25:17, 26:18, 29:17, 160:4, 160:10</p> <p><b>Point</b> [2] - 9:6, 129:10</p> <p><b>point</b> [19] - 24:15, 28:6, 57:18, 61:8, 61:12, 67:3, 67:9, 70:3, 106:18, 122:10, 133:5, 134:16, 135:2, 142:3, 142:10, 142:14, 157:14, 175:1, 175:8</p> <p><b>pointed</b> [1] - 30:2</p> <p><b>points</b> [1] - 145:18</p> <p><b>pokes</b> [1] - 23:7</p> <p><b>poles</b> [1] - 139:10</p> <p><b>Pork</b> [1] - 149:7</p> <p><b>Porter</b> [1] - 4:7</p> <p><b>portion</b> [5] - 25:6, 25:7, 26:10, 112:8, 185:7</p> <p><b>position</b> [3] - 26:17, 150:15, 185:9</p> <p><b>positioning</b> [1] - 25:17</p> <p><b>positive</b> [5] - 37:5, 46:3, 59:1, 147:10, 167:16</p> <p><b>possibilities</b> [1] - 71:16</p> <p><b>possibility</b> [2] - 71:15, 131:5</p> <p><b>possible</b> [6] - 7:4, 74:2, 159:8, 161:3, 165:15, 174:18</p> <p><b>possibly</b> [3] - 34:5, 175:16</p> <p><b>post</b> [1] - 152:2</p> <p><b>post-decision</b> [1] - 152:2</p> <p><b>potential</b> [3] - 70:4, 72:16, 96:11</p> <p><b>potentially</b> [4] - 5:11, 83:8, 84:10, 152:14</p> <p><b>precedent</b> [1] - 27:16</p> <p><b>precluding</b> [1] - 71:15</p> <p><b>predecessors</b> [1] - 16:4</p> <p><b>preferred</b> [1] - 101:4</p> <p><b>preliminary</b> [2] - 34:18, 35:9</p> <p><b>prepared</b> [1] - 10:6</p> <p><b>presence</b> [1] - 126:1, 148:1, 150:5</p> <p><b>present</b> [1] - 181:9</p> <p><b>presentation</b> [3] - 8:16, 15:13, 69:5</p> <p><b>presented</b> [1] -</p>	<p>154:17</p> <p><b>preserve</b> [1] - 73:16</p> <p><b>preserving</b> [2] - 73:13, 96:10</p> <p><b>Preston</b> [1] - 1:7</p> <p><b>preston</b> [1] - 181:9</p> <p><b>PRESTON</b> [13] - 8:2, 67:4, 67:18, 142:8, 143:2, 144:8, 144:14, 152:9, 167:2, 170:4, 171:16, 172:4, 180:3</p> <p><b>preston-Connolly</b> [1] - 181:9</p> <p><b>presumably</b> [1] - 121:13</p> <p><b>pretty</b> [12] - 12:14, 17:2, 17:3, 67:16, 71:8, 81:17, 108:12, 109:12, 120:6, 132:9, 156:8, 172:2</p> <p><b>previous</b> [7] - 39:17, 44:6, 45:5, 45:7, 135:8, 166:2</p> <p><b>previously</b> [2] - 135:11, 182:7</p> <p><b>pricing</b> [1] - 146:10</p> <p><b>primarily</b> [4] - 72:13, 121:18, 123:11, 175:2</p> <p><b>principle</b> [1] - 78:9</p> <p><b>problem</b> [7] - 16:7, 45:14, 50:9, 66:1, 85:13, 88:10, 90:11</p> <p><b>problematic</b> [1] - 56:18</p> <p><b>problems</b> [1] - 158:2</p> <p><b>proceedings</b> [1] - 188:6</p> <p><b>process</b> [4] - 18:13, 35:11, 154:6, 181:3</p> <p><b>productive</b> [5] - 56:12, 57:18, 59:10, 60:1, 61:7</p> <p><b>program</b> [2] - 34:4, 37:8</p> <p><b>project</b> [47] - 3:17, 3:18, 6:13, 8:8, 9:7, 9:10, 13:10, 13:11, 15:2, 15:8, 15:9, 17:1, 18:12, 18:18, 19:2, 19:14, 21:15, 39:9, 39:15, 41:8, 42:2, 45:4, 45:6, 48:11, 49:4, 53:3, 54:11, 58:11, 60:8, 79:11, 80:6, 83:11, 83:13, 84:16, 87:8, 88:2, 89:2, 89:4, 117:5, 136:7,</p>	<p>137:10, 156:17, 157:1, 157:15, 171:5, 171:11</p> <p><b>projected</b> [1] - 163:13</p> <p><b>projects</b> [6] - 16:10, 16:12, 39:17, 104:18, 137:17, 171:8</p> <p><b>promise</b> [1] - 149:7</p> <p><b>promised</b> [1] - 114:12</p> <p><b>promising</b> [1] - 97:6</p> <p><b>promoting</b> [1] - 159:3</p> <p><b>Properties</b> [1] - 12:6</p> <p><b>property</b> [2] - 74:8, 126:13</p> <p><b>proponent</b> [4] - 71:5, 159:11, 160:14, 176:15</p> <p><b>proponent's</b> [1] - 74:7</p> <p><b>proponents</b> [2] - 117:2, 117:7</p> <p><b>proportion</b> [1] - 105:17</p> <p><b>proposal</b> [5] - 12:17, 13:7, 34:7, 42:3, 150:5</p> <p><b>propose</b> [1] - 150:12</p> <p><b>proposed</b> [6] - 2:14, 39:14, 71:9, 118:7, 124:8, 157:6</p> <p><b>proposing</b> [2] - 26:9, 58:6</p> <p><b>protect</b> [2] - 13:9, 15:6</p> <p><b>provide</b> [8] - 6:8, 59:11, 74:10, 154:8, 160:7, 165:7, 166:14, 167:15</p> <p><b>provides</b> [1] - 166:10</p> <p><b>providing</b> [4] - 32:14, 59:18, 166:17, 171:4</p> <p><b>provision</b> [1] - 165:2</p> <p><b>proximity</b> [1] - 97:12</p> <p><b>PTDM</b> [1] - 77:1</p> <p><b>Public</b> [4] - 2:5, 170:12, 188:4, 188:11</p> <p><b>public</b> [23] - 3:10, 3:13, 5:16, 6:3, 10:9, 21:16, 37:15, 38:2, 38:6, 72:6, 115:6, 117:3, 117:6, 147:14, 147:15, 150:5, 158:8, 159:7, 165:2, 165:4, 165:5, 167:13, 169:9</p> <p><b>pull</b> [1] - 86:10</p> <p><b>pulled</b> [1] - 29:16</p> <p><b>pulling</b> [1] - 84:6</p> <p><b>pump</b> [3] - 118:5,</p>
---	---	---	--	--

<p>118:8  <b>pumps</b> [1] - 119:7  <b>punch</b> [1] - 138:13  <b>purpose</b> [3] - 28:18,  112:15, 130:13  <b>purposely</b> [1] - 35:10  <b>purview</b> [1] - 172:6  <b>push</b> [3] - 83:11,  137:18, 139:17  <b>pushed</b> [1] - 28:12  <b>pushing</b> [1] - 126:8  <b>put</b> [22] - 5:18, 12:14,  14:5, 17:11, 18:15,  23:9, 43:1, 44:10,  79:16, 89:17, 112:2,  114:17, 122:5,  122:7, 126:8, 127:3,  131:9, 132:17,  136:14, 159:12,  169:14, 177:6  <b>Putnam</b> [5] - 181:18,  183:9, 183:15,  184:15, 184:17  <b>Putnman</b> [1] - 2:15  <b>puts</b> [1] - 182:5  <b>putting</b> [3] - 32:2,  34:16, 122:10</p>	<p><b>rail</b> [3] - 30:4, 36:6,  72:13  <b>Rail</b> [1] - 21:9  <b>railroad</b> [6] - 10:17,  72:10, 74:18, 75:5,  97:12, 97:16  <b>Railroad</b> [2] - 17:18,  72:11  <b>raise</b> [2] - 100:5,  145:18  <b>raised</b> [10] - 46:18,  47:1, 47:3, 55:15,  56:9, 67:9, 67:11,  88:1, 124:16,  145:14  <b>ramp</b> [1] - 28:10  <b>range</b> [1] - 101:4  <b>rather</b> [4] - 10:11,  81:6, 132:7, 155:10  <b>rationale</b> [1] - 156:3  <b>RAY</b> [1] - 92:5  <b>Ray</b> [1] - 92:5  <b>re</b> [1] - 5:6  <b>re-filing</b> [1] - 5:6  <b>reach</b> [2] - 7:2, 39:11  <b>read</b> [3] - 50:1,  171:17, 187:15  <b>reading</b> [1] - 187:6  <b>ready</b> [4] - 37:16,  105:14, 117:8,  151:14  <b>real</b> [9] - 11:7, 38:16,  95:8, 130:3, 131:11,  146:5, 147:5, 147:6,  151:5  <b>realign</b> [1] - 91:5  <b>realize</b> [1] - 21:4  <b>realized</b> [1] - 120:3  <b>really</b> [64] - 7:1, 7:2,  11:9, 14:11, 14:14,  18:7, 19:3, 19:15,  20:8, 20:9, 20:11,  21:5, 22:5, 36:14,  39:15, 40:17, 41:5,  42:2, 42:4, 42:7,  43:5, 48:12, 48:13,  49:3, 50:13, 50:14,  51:9, 51:11, 52:8,  53:16, 53:17, 58:8,  60:4, 69:7, 71:12,  71:13, 84:5, 90:2,  96:16, 100:12,  106:12, 122:15,  122:16, 123:9,  123:18, 126:8,  126:11, 128:13,  129:15, 136:6,  137:14, 138:9,  138:10, 139:14,  141:17, 147:2,  147:5, 149:17,</p>	<p>151:1, 151:9, 154:4,  171:10, 172:5,  181:3  <b>realm</b> [1] - 165:2  <b>REASON</b> [6] - 187:9,  187:10, 187:11,  187:12, 187:13,  187:14  <b>reason</b> [2] - 122:1,  187:7  <b>reasonable</b> [2] -  94:14, 128:11  <b>reasons</b> [1] - 155:17  <b>reassured</b> [1] -  149:17  <b>reassuring</b> [1] -  149:18  <b>received</b> [6] - 6:14,  7:15, 55:17, 70:9,  80:14, 157:7  <b>recently</b> [2] - 64:17,  128:8  <b>recommended</b> [1] -  121:11  <b>record</b> [3] - 93:3,  187:16, 188:6  <b>RECORD</b> [1] - 1:17  <b>red</b> [1] - 106:9  <b>redoing</b> [1] - 18:6  <b>reduce</b> [4] - 8:13,  26:5, 68:3, 167:13  <b>reducing</b> [1] - 168:2  <b>reduction</b> [4] - 63:1,  66:5, 167:10,  168:10  <b>Reed</b> [1] - 30:5  <b>reenforce</b> [1] - 165:18  <b>reference</b> [4] - 76:14,  77:7, 174:15, 180:7  <b>referenced</b> [1] - 77:5  <b>referencing</b> [1] -  103:12  <b>referring</b> [1] - 135:8  <b>refers</b> [1] - 127:18  <b>refinements</b> [1] -  48:13  <b>reflect</b> [1] - 162:8  <b>regard</b> [5] - 6:10, 8:9,  145:5, 157:7, 175:7  <b>regional</b> [3] - 76:2,  166:11, 174:9  <b>regulations</b> [1] -  144:11  <b>relate</b> [1] - 159:8  <b>related</b> [1] - 49:15  <b>relates</b> [3] - 8:14,  104:18, 133:6  <b>relating</b> [2] - 8:7,  167:8  <b>relationship</b> [3] -  25:18, 46:4, 169:4</p>	<p><b>relatively</b> [1] - 152:13  <b>relocated</b> [2] - 31:9,  31:12  <b>relook</b> [1] - 119:9  <b>relying</b> [1] - 108:17  <b>remain</b> [1] - 58:16  <b>remarks</b> [1] - 10:3  <b>remember</b> [2] - 78:11,  78:12  <b>remind</b> [1] - 34:10  <b>removed</b> [1] - 12:12  <b>rendering</b> [8] - 20:2,  34:10, 50:12,  111:12, 112:1,  128:4, 134:3  <b>renderings</b> [3] -  50:15, 112:2,  138:17  <b>rented</b> [1] - 123:10  <b>repaint</b> [1] - 185:8  <b>repeat</b> [2] - 53:12,  133:4  <b>replace</b> [3] - 2:15,  2:16, 136:11  <b>replacement</b> [1] -  136:13  <b>replicate</b> [1] - 60:18  <b>replication</b> [2] -  25:10, 25:12  <b>reply</b> [1] - 104:14  <b>report</b> [1] - 169:14  <b>Reporter</b> [2] - 188:4,  188:11  <b>REPORTER</b> [1] -  188:16  <b>REPORTERS</b> [1] -  1:17  <b>representative</b> [1] -  7:3  <b>representatives</b> [2] -  7:7, 34:3  <b>representing</b> [1] -  182:2  <b>REPRODUCTION</b> [1] -  188:15  <b>request</b> [7] - 8:11,  20:3, 42:8, 44:8,  80:18, 81:11, 171:1  <b>requested</b> [3] - 19:16,  168:12, 169:18  <b>requesting</b> [2] -  99:11, 171:18  <b>requests</b> [1] - 9:17  <b>required</b> [6] - 74:10,  92:8, 93:5, 167:10,  168:9, 175:8  <b>requirement</b> [2] -  168:11, 175:6  <b>requirements</b> [5] -  15:11, 36:6, 60:14,  61:1, 169:8</p>	<p><b>research</b> [2] - 149:2,  163:14  <b>resemble</b> [1] - 145:3  <b>reserve</b> [1] - 73:9  <b>reserved</b> [1] - 77:18  <b>reserving</b> [2] - 71:6,  74:9  <b>residences</b> [1] - 49:18  <b>resident</b> [1] - 52:1  <b>residential</b> [12] - 13:9,  14:17, 15:6, 22:4,  23:1, 51:8, 155:12,  159:2, 159:3,  160:13, 161:17,  162:2  <b>residents</b> [2] - 11:9,  12:15  <b>resin</b> [1] - 26:14  <b>resolve</b> [1] - 61:9  <b>resolved</b> [2] - 60:1,  64:4  <b>resource</b> [1] - 76:12  <b>RESPECT</b> [1] -  188:15  <b>respectful</b> [1] -  137:14  <b>respond</b> [1] - 170:14  <b>responding</b> [1] - 71:1  <b>Response</b> [3] - 38:4,  55:7, 180:18  <b>response</b> [2] - 57:3,  128:11  <b>responsibility</b> [1] -  64:18  <b>rest</b> [1] - 105:3  <b>result</b> [1] - 61:1  <b>retail</b> [16] - 2:8, 20:10,  20:11, 24:10, 24:11,  24:14, 24:17, 28:8,  32:18, 33:13, 33:16,  126:1, 126:18,  127:4, 162:3  <b>retailer</b> [1] - 126:8  <b>retain</b> [1] - 131:15  <b>review</b> [21] - 4:6, 8:9,  32:12, 79:1, 94:6,  94:17, 97:5, 125:3,  137:2, 152:2,  156:12, 156:17,  157:4, 169:18,  170:17, 171:8,  175:4, 175:18,  178:3, 178:9, 180:2  <b>reviews</b> [1] - 36:8  <b>revision</b> [1] - 165:6  <b>rhythm</b> [1] - 162:8  <b>Rich</b> [14] - 9:5, 16:7,  19:9, 19:11, 21:8,  23:14, 30:2, 34:1,  35:15, 39:11, 42:4,  127:18, 135:8,</p>
<p><b>Q</b></p>				
<p><b>questioning</b> [1] - 6:10  <b>questions</b> [15] - 10:7,  10:11, 19:13, 38:1,  55:14, 62:4, 67:2,  70:14, 81:15, 85:3,  88:2, 117:16, 118:3,  133:1, 182:3  <b>queueing</b> [1] - 95:17  <b>quick</b> [3] - 56:10,  81:16, 124:1  <b>quickly</b> [5] - 17:7,  19:11, 112:15,  152:8, 158:1  <b>quiet</b> [1] - 123:16  <b>Quinton</b> [5] - 39:1,  39:4, 43:11, 67:14,  146:3  <b>QUINTON</b> [3] - 39:3,  39:4, 124:5  <b>quite</b> [13] - 42:6,  50:18, 60:5, 64:4,  75:10, 100:12,  101:10, 106:12,  128:15, 131:9,  171:10, 173:3,  179:6</p>				
<p><b>R</b></p>				
<p><b>R&amp;D</b> [1] - 158:13</p>				

<p>138:5  <b>RICHARD</b> [73] - 8:17,  9:2, 37:13, 63:18,  64:7, 64:14, 66:3,  66:10, 66:14, 66:17,  67:12, 68:5, 69:7,  69:12, 70:7, 75:1,  75:7, 75:10, 78:6,  78:13, 79:7, 79:10,  80:3, 80:11, 80:16,  98:11, 112:11,  113:15, 114:7,  115:4, 115:8,  122:12, 123:7,  125:5, 126:3,  128:18, 129:4,  129:8, 130:9,  130:16, 131:2,  133:9, 135:14,  135:16, 136:10,  136:18, 137:7,  137:11, 138:3,  139:11, 140:2,  143:6, 144:6, 146:8,  147:1, 147:7,  147:11, 148:16,  149:3, 149:8, 150:9,  151:11, 152:16,  153:2, 153:14,  161:1, 161:4, 164:3,  164:16, 166:6,  173:11, 177:10,  177:12  <b>rid</b> [3] - 17:10, 32:13,  122:11  <b>ride</b> [1] - 69:17  <b>right-hand</b> [1] - 23:11  <b>rights</b> [4] - 76:18,  78:3, 78:18, 80:4  <b>rigorous</b> [1] - 154:2  <b>rise</b> [1] - 15:4  <b>rises</b> [2] - 13:13,  30:17  <b>risky</b> [1] - 107:9  <b>River</b> [2] - 73:2, 173:1  <b>river</b> [3] - 73:3, 76:4,  76:8  <b>road</b> [3] - 82:9, 82:12,  83:17  <b>ROBERTS</b> [3] -  154:15, 170:14,  179:15  <b>Roberts</b> [1] - 1:13  <b>robin</b> [1] - 30:5  <b>Robin's</b> [1] - 31:3  <b>roof</b> [17] - 25:6, 34:2,  34:6, 40:1, 68:2,  68:7, 68:9, 108:11,  111:2, 111:6,  111:14, 112:7,  115:15, 116:4,  147:10, 164:1</p>	<p><b>roofs</b> [2] - 18:16,  113:14  <b>room</b> [3] - 33:5,  40:17, 112:3  <b>Room</b> [1] - 1:5  <b>rooms</b> [2] - 108:13,  109:14  <b>roughly</b> [2] - 118:7,  171:13  <b>rows</b> [1] - 115:16  <b>Rudy</b> [2] - 44:14,  44:15  <b>RUDY</b> [1] - 44:15  <b>run</b> [5] - 62:6, 73:18,  127:3, 158:1  <b>running</b> [1] - 131:11  <b>runs</b> [1] - 82:1  <b>RUSSELL</b> [39] - 76:3,  76:9, 79:4, 79:14,  80:7, 100:7, 100:10,  101:8, 101:13,  101:16, 101:18,  102:4, 102:12,  102:15, 103:18,  104:3, 104:7, 106:2,  106:5, 106:11,  106:16, 109:5,  110:11, 111:17,  128:3, 151:18,  152:5, 166:2, 166:8,  169:13, 170:2,  170:8, 171:10,  173:13, 178:16,  178:18, 179:5,  180:8, 184:8  <b>Russell</b> [1] - 1:8</p>	<p>140:11, 141:6,  150:14, 162:1  <b>scaled</b> [1] - 155:16  <b>scales</b> [1] - 32:6  <b>scape</b> [1] - 111:2  <b>scenarios</b> [1] - 173:2  <b>sciences</b> [1] - 73:11  <b>scoreboard</b> [1] -  33:18  <b>Scott</b> [1] - 41:13  <b>screening</b> [3] - 45:18,  138:13, 177:2  <b>screens</b> [2] - 113:17,  114:2  <b>scrutiny</b> [1] - 150:14  <b>se</b> [1] - 50:10  <b>seating</b> [2] - 127:8,  160:8  <b>second</b> [11] - 8:1, 8:2,  30:17, 62:17, 117:7,  134:5, 157:14,  180:9, 180:10,  180:11, 180:12  <b>Second</b> [1] - 1:5  <b>Section</b> [5] - 156:18,  157:16, 167:11,  168:8, 169:9  <b>section</b> [9] - 22:3,  59:15, 71:5, 72:1,  78:2, 81:1, 81:8,  151:6, 168:9  <b>secure</b> [1] - 33:3  <b>secured</b> [1] - 33:3  <b>security</b> [1] - 132:12  <b>see</b> [75] - 12:11,  15:12, 19:1, 20:15,  23:8, 23:12, 23:17,  24:2, 26:7, 26:10,  26:15, 26:16, 26:17,  27:4, 27:16, 29:12,  29:15, 41:3, 42:4,  42:5, 43:13, 43:16,  44:7, 45:14, 50:13,  50:16, 52:14, 54:17,  54:18, 56:16, 57:4,  57:16, 58:18, 61:5,  61:14, 67:7, 69:5,  72:15, 73:10, 91:4,  95:15, 96:7, 99:15,  100:17, 101:1,  101:16, 102:1,  104:8, 105:3, 105:5,  105:10, 105:16,  108:6, 109:7,  111:13, 111:16,  112:6, 112:8,  112:13, 113:1,  114:1, 115:6,  115:18, 118:10,  120:17, 125:16,  127:15, 137:17,</p>	<p>141:14, 142:4,  145:15, 162:14,  164:6, 171:11,  183:11  <b>seeing</b> [7] - 52:4,  79:1, 91:13, 125:18,  129:6, 146:11,  165:9  <b>seek</b> [1] - 14:15  <b>seem</b> [1] - 182:4  <b>sees</b> [1] - 115:6  <b>selected</b> [2] - 5:10,  159:11  <b>selective</b> [1] - 107:6  <b>send</b> [1] - 184:6  <b>sense</b> [6] - 14:10,  14:11, 127:13,  136:12, 142:12,  171:12  <b>sent</b> [2] - 70:8, 182:12  <b>separate</b> [4] - 26:4,  91:11, 130:18,  160:18  <b>series</b> [9] - 21:12,  22:17, 25:9, 27:9,  28:11, 56:12, 111:7,  143:16, 165:6  <b>serious</b> [1] - 109:2  <b>seriously</b> [1] - 115:9  <b>service</b> [3] - 158:8,  160:13, 172:1  <b>set</b> [12] - 18:8, 34:17,  43:16, 71:8, 112:12,  136:1, 157:11,  157:16, 160:9,  163:16, 188:6,  188:7  <b>setback</b> [2] - 23:6,  41:1  <b>setbacks</b> [5] - 12:12,  13:9, 15:5, 15:7,  160:7  <b>sets</b> [1] - 27:18  <b>setting</b> [1] - 30:4  <b>several</b> [8] - 7:6,  21:16, 44:17, 45:3,  45:8, 77:15, 162:6,  173:4  <b>sewer</b> [2] - 118:5,  118:8  <b>shades</b> [2] - 50:5,  147:9  <b>shadow</b> [1] - 35:2  <b>shadows</b> [1] - 45:12  <b>shape</b> [1] - 30:7  <b>share</b> [1] - 146:4  <b>shared</b> [4] - 9:12,  63:3, 63:4, 168:4  <b>sheet</b> [3] - 38:6,  114:16, 187:7  <b>SHEET</b> [1] - 187:1</p>	<p><b>Sheet</b> [2] - 187:2,  187:7  <b>Sherman</b> [6] - 2:12,  181:17, 182:4,  183:8, 183:17,  184:3  <b>shielded</b> [2] - 34:13,  140:16  <b>shields</b> [1] - 140:15  <b>shops</b> [1] - 158:8  <b>short</b> [4] - 32:17,  33:10, 85:17,  162:12  <b>Shorter</b> [1] - 173:9  <b>Shorthand</b> [2] -  188:4, 188:11  <b>shot</b> [1] - 29:6  <b>show</b> [13] - 8:4, 24:1,  24:18, 29:5, 32:11,  35:10, 35:12, 36:10,  50:15, 108:13,  111:18, 113:14,  118:6  <b>Show</b> [1] - 180:16  <b>showed</b> [2] - 30:16,  72:8  <b>showing</b> [4] - 28:6,  44:9, 101:2, 108:17  <b>shown</b> [8] - 28:1,  68:17, 69:1, 113:13,  114:1, 114:5, 145:3,  177:2  <b>shows</b> [4] - 32:1,  32:14, 50:12,  111:12  <b>shrubs</b> [1] - 99:12  <b>shut</b> [1] - 136:7  <b>side</b> [29] - 22:5, 23:2,  23:4, 28:13, 35:2,  59:14, 62:11, 71:8,  73:9, 73:14, 73:16,  73:17, 73:18, 74:11,  81:8, 83:18, 84:12,  87:5, 101:6, 104:10,  124:9, 134:9, 141:7,  150:17, 150:18,  151:3, 160:12,  177:9, 177:11  <b>sides</b> [5] - 71:16,  71:17, 125:6, 131:6,  173:5  <b>sidewalk</b> [10] - 24:3,  24:6, 27:11, 27:12,  27:17, 29:17, 30:8,  98:13, 98:18,  143:10  <b>Siemowicz</b> [1] - 1:8  <b>SIENIEWICZ</b> [17] -  92:13, 92:17, 93:2,  93:16, 96:17, 98:6,  99:1, 145:9, 146:18,</p>
<b>S</b>				
	<p><b>safe</b> [9] - 52:13, 73:4,  97:7, 149:17,  149:18, 161:15,  166:10, 166:14  <b>safely</b> [1] - 97:18  <b>safer</b> [1] - 86:18  <b>safety</b> [5] - 84:3,  87:18, 132:12,  167:13, 168:14  <b>Saint</b> [1] - 91:4  <b>salter</b> [1] - 52:12  <b>salute</b> [1] - 49:13  <b>SAME</b> [1] - 188:15  <b>sample</b> [1] - 33:17  <b>samples</b> [3] - 26:13,  36:9, 100:17  <b>satisfactory</b> [1] -  176:9  <b>satisfied</b> [2] - 70:6,  170:12  <b>scale</b> [8] - 25:10,  25:12, 25:16, 31:1,</p>			

<p>147:3, 147:8, 147:12, 148:17, 149:5, 149:9, 150:10, 178:9</p> <p><b>sign</b> [9] - 38:6, 44:10, 107:16, 109:1, 112:17, 114:6, 124:3, 132:13, 170:2</p> <p><b>Sign</b> [1] - 187:7</p> <p><b>sign-up</b> [1] - 38:6</p> <p><b>signage</b> [5] - 37:7, 49:2, 124:12, 165:17, 175:17</p> <p><b>signal</b> [5] - 57:8, 57:9, 83:7, 84:9, 89:18</p> <p><b>signalized</b> [2] - 89:6, 89:7</p> <p><b>SIGNATURE</b> [1] - 187:1</p> <p><b>signed</b> [1] - 38:7</p> <p><b>significant</b> [1] - 177:3</p> <p><b>signs</b> [2] - 125:6, 142:13</p> <p><b>similar</b> [3] - 13:8, 78:8, 144:9</p> <p><b>similarities</b> [1] - 12:10</p> <p><b>similarly</b> [3] - 62:18, 89:9, 95:3</p> <p><b>simple</b> [2] - 91:3, 132:7</p> <p><b>simply</b> [1] - 14:18</p> <p><b>sinks</b> [1] - 122:18</p> <p><b>sit</b> [2] - 16:9, 109:9</p> <p><b>site</b> [19] - 10:15, 10:16, 12:1, 12:5, 14:4, 16:13, 17:6, 17:8, 19:5, 19:18, 20:15, 21:2, 27:11, 27:13, 37:2, 89:9, 94:6, 94:13, 144:5</p> <p><b>sitting</b> [3] - 11:5, 11:6, 120:4</p> <p><b>situation</b> [1] - 94:11</p> <p><b>six</b> [5] - 82:8, 116:1, 116:11, 136:5, 136:14</p> <p><b>six-month</b> [1] - 136:14</p> <p><b>Sixth</b> [1] - 11:11</p> <p><b>size</b> [7] - 13:10, 26:5, 86:6, 101:8, 108:18, 144:9, 144:10</p> <p><b>sized</b> [2] - 111:2, 113:10</p> <p><b>sizes</b> [1] - 165:3</p> <p><b>sketchy</b> [1] - 60:2</p> <p><b>skylights</b> [3] - 115:16, 116:4</p> <p><b>slab</b> [2] - 110:11, 110:13</p>	<p><b>slide</b> [3] - 72:8, 101:2, 133:7</p> <p><b>slides</b> [1] - 29:5</p> <p><b>slightly</b> [1] - 36:3</p> <p><b>slim</b> [1] - 173:3</p> <p><b>small</b> [9] - 13:13, 15:10, 18:12, 27:10, 27:14, 68:18, 160:7, 160:8, 181:4</p> <p><b>smaller</b> [2] - 162:6, 163:7</p> <p><b>software</b> [1] - 110:9</p> <p><b>soil</b> [3] - 119:16, 122:3, 122:11</p> <p><b>soils</b> [2] - 119:17, 120:1</p> <p><b>solar</b> [8] - 18:15, 34:3, 40:1, 43:11, 47:10, 68:2, 68:11, 146:1</p> <p><b>soleils</b> [1] - 163:3</p> <p><b>solid</b> [1] - 22:5</p> <p><b>solo</b> [1] - 24:3</p> <p><b>solution</b> [3] - 127:12, 150:11, 174:8</p> <p><b>solutions</b> [3] - 88:12, 89:14, 91:3</p> <p><b>solve</b> [2] - 87:8, 88:10</p> <p><b>someone</b> [4] - 44:11, 55:10, 98:7, 100:5</p> <p><b>Somerville</b> [4] - 75:13, 75:15, 76:1, 173:6</p> <p><b>sometimes</b> [1] - 82:13</p> <p><b>somewhat</b> [4] - 4:10, 60:2, 98:16, 120:13</p> <p><b>soon</b> [2] - 40:10, 152:13</p> <p><b>sorry</b> [8] - 53:11, 75:4, 92:4, 103:16, 112:15, 119:18, 125:9, 179:9</p> <p><b>sort</b> [40] - 10:16, 10:18, 20:18, 27:7, 28:1, 29:9, 35:4, 37:2, 55:12, 57:2, 57:12, 60:11, 61:17, 64:6, 64:17, 72:1, 83:6, 86:8, 87:8, 88:8, 89:4, 94:5, 94:14, 95:8, 96:5, 100:13, 105:1, 105:2, 108:1, 108:16, 109:15, 120:8, 126:9, 132:14, 134:8, 134:9, 136:15, 139:13, 155:13, 155:14</p> <p><b>sorts</b> [2] - 103:8, 119:13</p> <p><b>sound</b> [1] - 111:3</p>	<p><b>sounds</b> [2] - 86:11, 145:3</p> <p><b>south</b> [5] - 31:5, 82:1, 87:5, 104:12, 104:16</p> <p><b>south/north</b> [1] - 82:1</p> <p><b>space</b> [28] - 2:8, 15:11, 15:14, 20:16, 22:15, 23:1, 24:14, 58:14, 59:11, 69:18, 76:12, 95:8, 95:9, 108:11, 109:7, 122:1, 123:2, 123:10, 147:15, 151:1, 158:11, 160:9, 165:3, 165:4, 165:5, 165:11, 166:4, 182:6</p> <p><b>spaces</b> [13] - 20:12, 32:17, 32:18, 63:10, 65:8, 66:6, 66:7, 143:17, 160:11, 165:7, 165:13, 165:14, 168:3</p> <p><b>span</b> [1] - 148:10</p> <p><b>speaking</b> [2] - 45:3, 92:3</p> <p><b>Special</b> [22] - 2:6, 2:12, 2:15, 8:8, 8:9, 8:11, 8:13, 9:10, 9:11, 9:16, 12:8, 44:6, 61:2, 92:17, 155:4, 156:15, 156:16, 156:17, 167:9, 168:10, 169:6, 180:14</p> <p><b>specific</b> [2] - 9:9, 99:4</p> <p><b>specifically</b> [4] - 61:12, 89:3, 161:11, 175:5</p> <p><b>specifications</b> [1] - 71:13</p> <p><b>specifics</b> [1] - 59:5</p> <p><b>spectacular</b> [1] - 148:5</p> <p><b>speed</b> [2] - 50:8, 121:4</p> <p><b>spell</b> [1] - 38:12</p> <p><b>spelled</b> [1] - 9:18</p> <p><b>spent</b> [1] - 14:8</p> <p><b>spirit</b> [1] - 19:13</p> <p><b>spite</b> [1] - 19:1</p> <p><b>split</b> [1] - 82:14</p> <p><b>spots</b> [1] - 68:3</p> <p><b>spur</b> [1] - 72:1</p> <p><b>square</b> [6] - 2:8, 59:2, 121:13, 153:4, 158:16, 166:7</p> <p><b>Square</b> [19] - 2:9, 4:7, 9:14, 20:9, 20:10, 21:7, 22:18, 33:15,</p>	<p>37:9, 47:12, 47:15, 53:17, 61:10, 61:17, 103:7, 107:1, 122:9, 159:4, 172:15</p> <p><b>squawk</b> [1] - 100:13</p> <p><b>SS</b> [1] - 188:3</p> <p><b>Staff</b> [1] - 1:12</p> <p><b>staff</b> [6] - 4:14, 6:16, 71:8, 135:17, 154:12, 161:13</p> <p><b>stage</b> [2] - 71:14, 131:16</p> <p><b>stakes</b> [1] - 11:8</p> <p><b>standard</b> [2] - 60:10, 60:11</p> <p><b>standards</b> [2] - 60:13, 94:18</p> <p><b>standing</b> [1] - 25:4</p> <p><b>staring</b> [1] - 39:10</p> <p><b>start</b> [13] - 3:5, 8:15, 16:12, 17:14, 17:16, 39:1, 39:8, 55:10, 55:13, 61:14, 84:9, 117:1, 145:10</p> <p><b>started</b> [1] - 21:14</p> <p><b>starting</b> [3] - 20:7, 44:18, 88:5</p> <p><b>starts</b> [2] - 82:12, 124:15</p> <p><b>state</b> [3] - 38:12, 38:13, 118:15</p> <p><b>statement</b> [2] - 132:13, 135:4</p> <p><b>statement(s)</b> [1] - 187:17</p> <p><b>station</b> [3] - 6:1, 61:17, 67:17</p> <p><b>stations</b> [3] - 40:6, 40:12, 67:5</p> <p><b>status</b> [1] - 146:5</p> <p><b>stay</b> [2] - 10:10, 181:6</p> <p><b>staying</b> [1] - 163:7</p> <p><b>stays</b> [1] - 132:2</p> <p><b>stealth</b> [4] - 2:13, 2:16, 2:16</p> <p><b>steel</b> [1] - 109:11</p> <p><b>stenographer</b> [1] - 38:13</p> <p><b>STENOGRAPHER</b> [2] - 92:3, 118:15</p> <p><b>step</b> [5] - 18:17, 62:2, 72:4, 106:17, 164:4</p> <p><b>steps</b> [4] - 22:1, 23:5, 25:7, 26:11</p> <p><b>sticks</b> [2] - 88:13, 139:1</p> <p><b>stifle</b> [1] - 128:17</p> <p><b>still</b> [9] - 50:6, 58:13, 68:12, 69:1, 70:16, 76:10, 83:6, 95:2, 185:10</p>	<p><b>stop</b> [5] - 102:11, 104:3, 126:10, 158:3, 166:16</p> <p><b>stops</b> [2] - 159:9, 166:15</p> <p><b>storage</b> [4] - 37:4, 122:1, 122:16, 123:11</p> <p><b>storefronts</b> [1] - 105:2</p> <p><b>stories</b> [4] - 22:1, 22:3, 23:4, 163:17</p> <p><b>story</b> [7] - 21:18, 26:11, 26:12, 45:9, 105:6, 105:7, 142:18</p> <p><b>straight</b> [2] - 82:14, 165:16</p> <p><b>strategies</b> [1] - 148:9</p> <p><b>strategy</b> [2] - 110:3, 148:10</p> <p><b>Street</b> [73] - 2:6, 2:12, 3:11, 3:18, 8:8, 9:6, 11:11, 20:3, 21:12, 22:11, 23:17, 25:18, 26:1, 26:7, 27:3, 28:5, 30:2, 33:6, 33:11, 36:4, 37:6, 41:18, 42:5, 42:7, 46:15, 49:7, 50:18, 51:17, 69:10, 75:3, 75:6, 75:12, 75:14, 82:2, 82:6, 82:17, 89:13, 90:1, 90:4, 95:3, 96:18, 98:9, 105:5, 106:14, 107:18, 108:1, 112:18, 124:17, 125:6, 125:8, 125:10, 126:16, 131:6, 138:8, 141:7, 148:18, 149:4, 149:6, 160:5, 161:17, 165:11, 167:1, 168:1, 169:1, 175:3, 176:6, 181:18, 182:5, 183:8, 183:16, 183:18, 184:3</p> <p><b>street</b> [40] - 11:14, 30:6, 30:9, 32:5, 37:10, 39:7, 49:18, 50:2, 51:4, 51:8, 51:9, 52:6, 52:10, 52:13, 53:15, 84:12, 85:6, 85:12, 86:5, 97:11, 100:16, 101:7, 112:5, 130:2, 130:4, 132:9, 140:16, 148:1, 149:13, 149:14, 158:4, 158:7,</p>
---	---	---	---	--

<p>158:16, 159:7, 159:16, 160:2, 161:3, 162:4, 171:12, 175:2 <b>streets</b> [5] - 72:3, 144:3, 158:6, 160:12, 162:3 <b>streetscape</b> [1] - 165:16 <b>strictly</b> [1] - 44:4 <b>strong</b> [2] - 22:14, 94:7 <b>stronger</b> [1] - 21:6 <b>strongly</b> [1] - 121:11 <b>structural</b> [1] - 34:15 <b>structurally</b> [1] - 40:15 <b>structure</b> [3] - 120:4, 148:9, 182:8 <b>strung</b> [1] - 139:12 <b>Stuart</b> [4] - 1:14, 18:14, 156:9, 175:4 <b>STUART</b> [3] - 76:10, 156:10, 173:17 <b>stucco</b> [1] - 103:2 <b>stuck</b> [3] - 16:17, 85:4, 160:15 <b>studied</b> [1] - 105:18 <b>studies</b> [1] - 157:13 <b>study</b> [14] - 22:9, 57:1, 57:8, 57:10, 73:8, 83:5, 88:6, 89:1, 89:7, 89:10, 154:2, 155:14, 157:3, 157:6 <b>studying</b> [1] - 29:3 <b>stuff</b> [3] - 43:14, 105:9, 172:7 <b>style</b> [2] - 139:13, 150:12 <b>subject</b> [10] - 55:12, 60:16, 65:8, 74:14, 100:6, 126:5, 146:4, 161:12, 174:14, 175:18 <b>subjects</b> [1] - 100:7 <b>submission</b> [1] - 33:8 <b>submittal</b> [1] - 136:18 <b>submitted</b> [2] - 36:7, 37:8 <b>subscribe</b> [1] - 187:16 <b>substantial</b> [1] - 157:2 <b>substantially</b> [1] - 167:13 <b>subtle</b> [2] - 51:7, 51:11 <b>successful</b> [3] - 107:10, 107:12, 179:7</p>	<p><b>sudden</b> [1] - 18:3 <b>suddenly</b> [1] - 18:11 <b>sufficient</b> [1] - 169:15 <b>suggest</b> [1] - 80:17 <b>suggested</b> [6] - 13:2, 56:15, 63:17, 64:16, 121:11, 153:3 <b>suggestion</b> [1] - 148:3 <b>suggestions</b> [1] - 16:6 <b>suitable</b> [2] - 122:11, 122:14 <b>Sullivan</b> [1] - 136:1 <b>summarize</b> [1] - 56:9 <b>summarized</b> [1] - 157:17 <b>summer</b> [2] - 5:12, 14:8 <b>sun</b> [1] - 31:8 <b>sunshades</b> [3] - 104:11, 104:13, 104:15 <b>supply</b> [3] - 58:5, 58:15, 59:4 <b>support</b> [6] - 15:16, 39:9, 45:3, 53:3, 54:11, 165:17 <b>supported</b> [1] - 117:4 <b>supportive</b> [1] - 67:10 <b>supports</b> [1] - 21:16 <b>supposed</b> [1] - 164:13 <b>surface</b> [4] - 66:11, 66:12, 122:14, 139:1 <b>surprised</b> [1] - 90:15 <b>survival</b> [1] - 30:10 <b>Suzannah</b> [4] - 1:14, 135:18, 154:13, 156:6 <b>Swaathi</b> [1] - 1:15 <b>switch</b> [2] - 128:3, 128:4 <b>symmetry</b> [1] - 28:3 <b>system</b> [13] - 30:11, 34:15, 37:9, 49:2, 50:8, 85:8, 100:10, 109:15, 119:9, 119:10, 119:12, 175:18</p> <p><b>T</b></p> <p><b>T-Mobile</b> [2] - 182:2, 186:1 <b>Table</b> [1] - 117:12 <b>talks</b> [1] - 18:4 <b>tall</b> [6] - 12:11, 13:8, 26:10, 116:2, 116:11, 139:16 <b>taller</b> [2] - 22:5, 163:5 <b>tank</b> [1] - 119:12 <b>task</b> [1] - 7:5 <b>TDR</b> [3] - 76:15, 77:2, 77:3 <b>Team</b> [1] - 16:2 <b>team</b> [6] - 6:12, 7:8, 10:6, 14:6, 21:3, 37:16 <b>Tech</b> [2] - 20:16, 25:4 <b>tech</b> [2] - 107:3, 110:9 <b>technically</b> [1] - 84:1 <b>Ted's</b> [1] - 142:3 <b>telecommunication</b> [2] - 2:15, 181:16 <b>ten</b> [4] - 12:7, 119:4, 152:10, 152:12 <b>tenant</b> [5] - 110:18, 111:1, 128:12, 129:16, 130:15 <b>tenanting</b> [1] - 151:8 <b>tenants</b> [7] - 36:13, 65:17, 128:12, 129:14, 130:18, 131:4, 131:5 <b>tend</b> [2] - 16:9, 89:6 <b>term</b> [10] - 28:7, 32:17, 33:9, 33:10, 68:16, 154:3, 172:16, 173:9 <b>termination</b> [2] - 26:1, 27:7 <b>terms</b> [15] - 58:4, 60:1, 71:11, 83:16, 84:3, 87:1, 87:4, 88:12, 89:2, 93:18, 134:18, 151:7, 155:11, 167:8, 172:13 <b>terra</b> [1] - 122:4 <b>terrace</b> [2] - 164:7, 164:8 <b>terrible</b> [2] - 40:15, 41:2 <b>terrific</b> [2] - 17:3, 145:15 <b>test</b> [1] - 123:14 <b>testify</b> [1] - 38:10 <b>testimony</b> [6] - 10:9, 37:15, 38:3, 38:6, 93:3, 157:9 <b>text</b> [1] - 173:18 <b>THE</b> [12] - 1:1, 1:17, 65:10, 79:8, 92:1, 92:3, 118:13, 118:15, 188:14, 188:15, 188:15, 188:16 <b>theatre</b> [37] - 21:7, 22:10, 22:14, 22:15, 24:3, 24:8, 24:16, 28:6, 28:15, 29:14, 30:1, 31:1, 31:13, 31:17, 32:4, 32:15, 33:14, 37:3, 44:4, 44:5, 48:14, 48:18, 52:17, 54:6, 54:7, 54:8, 62:10, 107:17, 108:3, 112:17, 122:9, 139:8, 141:6, 148:4, 150:18, 176:2, 176:3 <b>theatre's</b> [1] - 24:4 <b>Theatres</b> [1] - 21:5 <b>themselves</b> [1] - 94:5 <b>THEODORE</b> [150] - 3:3, 7:11, 7:16, 8:1, 8:3, 8:5, 9:1, 37:18, 38:5, 38:9, 41:12, 41:15, 44:13, 46:6, 46:10, 46:13, 48:5, 51:14, 53:6, 53:11, 54:12, 55:4, 55:8, 56:4, 62:6, 62:14, 62:17, 63:4, 63:9, 63:13, 64:1, 64:9, 65:3, 65:13, 66:4, 66:12, 66:16, 67:1, 68:1, 68:8, 68:11, 70:14, 72:4, 74:13, 74:17, 75:2, 75:5, 75:9, 75:11, 76:7, 76:13, 77:6, 79:2, 80:1, 80:9, 80:13, 80:17, 81:13, 85:1, 91:10, 92:11, 92:16, 93:1, 98:4, 98:7, 98:14, 99:8, 100:2, 100:5, 100:8, 102:1, 102:11, 102:13, 102:16, 104:2, 106:9, 111:11, 113:3, 113:8, 113:11, 113:16, 115:1, 115:5, 115:11, 116:18, 121:9, 122:17, 125:7, 127:14, 129:2, 129:5, 130:6, 130:11, 130:17, 132:1, 132:16, 138:11, 142:7, 145:8, 151:13, 152:3, 152:7, 152:18, 153:10, 153:13, 154:10, 156:9, 156:14, 161:2, 161:8, 164:10, 164:13, 164:17, 166:5, 166:10, 167:1, 167:6, 169:17, 170:6, 170:10, 171:9, 174:10, 175:15, 177:9, 177:11, 177:13, 178:1, 178:15, 178:17, 179:1, 179:13, 180:4, 180:10, 180:13, 180:17, 181:1, 181:10, 182:9, 182:11, 183:3, 183:10, 183:15, 184:2, 184:10, 184:15, 184:18, 185:13, 186:2, 186:4, 186:6 <b>Theodore</b> [1] - 1:7 <b>theory</b> [1] - 144:2 <b>therefor</b> [1] - 187:7 <b>therefore</b> [1] - 147:16 <b>therein</b> [1] - 148:2 <b>they've</b> [8] - 5:7, 17:4, 45:7, 45:13, 57:14, 155:17, 156:4, 171:3 <b>thick</b> [1] - 110:14 <b>thing's</b> [1] - 108:2 <b>thinking</b> [4] - 100:18, 172:9, 173:9, 179:9 <b>third</b> [3] - 46:17, 49:8, 63:14 <b>Third</b> [3] - 42:5, 42:7, 49:7 <b>THIS</b> [1] - 188:14 <b>thoughtfully</b> [1] - 100:11 <b>thoughtfulness</b> [1] - 150:18 <b>three</b> [12] - 22:1, 23:5, 25:14, 25:17, 35:1, 38:14, 48:16, 105:7, 105:8, 156:15, 156:16, 173:18 <b>three-story</b> [1] - 105:7 <b>thrust</b> [1] - 48:9 <b>Thursday</b> [1] - 137:4 <b>Tibbs</b> [1] - 16:5 <b>tie</b> [3] - 80:12, 125:5, 132:7 <b>tieing</b> [1] - 161:7 <b>tightness</b> [1] - 94:12 <b>timing</b> [1] - 177:16 <b>tiny</b> [1] - 108:11 <b>TO</b> [1] - 188:15 <b>today</b> [9] - 26:17, 30:7, 55:18, 64:10, 64:12, 103:1, 107:2, 132:15, 143:13 <b>today's</b> [1] - 3:10 <b>together</b> [3] - 5:18, 14:5, 125:6</p>
--	---

<p><b>TOM</b> [17] - 92:13, 92:17, 93:2, 93:16, 96:17, 98:6, 99:1, 145:9, 146:18, 147:3, 147:8, 147:12, 148:17, 149:5, 149:9, 150:10, 178:9</p> <p><b>Tom</b> [3] - 1:8, 92:11, 145:8</p> <p><b>tomorrow</b> [1] - 5:1</p> <p><b>tone</b> [1] - 49:5</p> <p><b>tonight</b> [9] - 9:8, 10:2, 14:10, 15:18, 92:14, 117:7, 117:9, 126:6, 154:7</p> <p><b>took</b> [5] - 16:6, 32:12, 52:15, 141:8, 183:13</p> <p><b>Toomey</b> [1] - 13:18</p> <p><b>Top</b> [1] - 52:17</p> <p><b>top</b> [9] - 16:9, 116:4, 116:9, 162:12, 162:13, 162:14, 171:13, 183:5, 184:4</p> <p><b>topic</b> [2] - 71:1, 144:17</p> <p><b>topics</b> [1] - 133:4</p> <p><b>tops</b> [1] - 163:1</p> <p><b>total</b> [1] - 32:16</p> <p><b>totaling</b> [1] - 2:8</p> <p><b>totally</b> [1] - 53:18</p> <p><b>touched</b> [1] - 99:10</p> <p><b>towards</b> [3] - 27:7, 82:6, 161:9</p> <p><b>tower</b> [1] - 163:9</p> <p><b>towers</b> [1] - 163:6</p> <p><b>track</b> [6] - 10:17, 72:10, 72:11, 72:13, 74:18, 179:17</p> <p><b>tracks</b> [4] - 73:9, 73:12, 97:12, 179:10</p> <p><b>tractor</b> [2] - 85:16, 85:18</p> <p><b>tradeoff</b> [1] - 95:13</p> <p><b>tradeoffs</b> [1] - 96:6</p> <p><b>traffic</b> [25] - 26:16, 40:13, 41:5, 55:15, 55:17, 57:7, 57:8, 83:9, 83:10, 84:8, 85:3, 85:4, 85:15, 89:1, 89:7, 89:18, 97:17, 126:9, 144:18, 157:2, 157:4, 161:7, 161:15, 168:14</p> <p><b>Traffic</b> [10] - 55:17, 56:6, 63:16, 152:4, 153:3, 157:8, 157:9,</p>	<p>159:10, 167:18, 176:12</p> <p><b>trail</b> [2] - 30:4, 36:6</p> <p><b>Trail</b> [1] - 21:10</p> <p><b>trailer</b> [2] - 85:16, 85:18</p> <p><b>train</b> [2] - 97:1, 117:13</p> <p><b>trains</b> [1] - 72:14</p> <p><b>TRANSCRIPT</b> [1] - 188:14</p> <p><b>transcript</b> [4] - 187:2, 187:6, 187:15, 187:16</p> <p><b>Transcript(s)</b> [1] - 2:4</p> <p><b>transcripts</b> [2] - 7:12, 7:17</p> <p><b>transfer</b> [2] - 32:6, 76:17</p> <p><b>transit</b> [1] - 74:1</p> <p><b>transition</b> [1] - 24:6</p> <p><b>transparent</b> [3] - 50:15, 159:14, 159:17</p> <p><b>Transportation</b> [2] - 56:6, 60:17</p> <p><b>transportation</b> [5] - 60:13, 61:6, 154:2, 155:3, 157:5</p> <p><b>traveling</b> [1] - 87:2</p> <p><b>treat</b> [1] - 128:16</p> <p><b>treated</b> [1] - 108:5</p> <p><b>treatment</b> [3] - 30:12, 126:11, 128:17</p> <p><b>trees</b> [8] - 27:9, 27:12, 27:18, 30:6, 30:10, 99:12, 165:17, 179:4</p> <p><b>tremendous</b> [6] - 22:9, 31:3, 34:15, 40:2, 40:7, 95:6</p> <p><b>Trespa</b> [9] - 26:13, 36:10, 100:14, 100:17, 104:9, 105:6, 105:9, 105:17, 174:17</p> <p><b>triangular</b> [1] - 99:6</p> <p><b>tried</b> [3] - 60:18, 86:15, 127:3</p> <p><b>trouble</b> [2] - 171:15, 179:8</p> <p><b>truck</b> [4] - 86:10, 86:18, 88:7, 91:17</p> <p><b>trucks</b> [4] - 87:2, 91:12, 91:14, 92:9</p> <p><b>true</b> [2] - 47:4, 188:6</p> <p><b>truthfully</b> [1] - 129:15</p> <p><b>try</b> [11] - 13:15, 19:3, 64:7, 73:9, 81:17, 107:7, 126:8, 137:17, 140:11, 148:11, 174:10</p>	<p><b>trying</b> [21] - 10:11, 18:13, 20:8, 22:13, 38:15, 52:9, 52:13, 52:18, 60:6, 60:7, 62:1, 87:9, 94:8, 97:18, 98:8, 126:18, 131:17, 132:12, 136:7, 149:10, 179:17</p> <p><b>Tuesday</b> [1] - 1:3</p> <p><b>turn</b> [5] - 16:3, 23:11, 23:12, 52:7, 84:1</p> <p><b>turns</b> [2] - 82:13, 84:13</p> <p><b>turret</b> [1] - 163:10</p> <p><b>turrets</b> [1] - 163:6</p> <p><b>tweaks</b> [1] - 86:15</p> <p><b>twelve</b> [1] - 12:7</p> <p><b>two</b> [35] - 9:11, 10:16, 12:3, 22:3, 24:4, 25:12, 26:12, 27:18, 33:3, 34:12, 35:11, 35:13, 43:9, 82:14, 86:11, 91:15, 97:2, 105:6, 115:16, 128:1, 133:14, 133:16, 134:14, 136:2, 160:4, 160:10, 168:15, 169:1, 173:18, 176:4, 181:4, 181:15, 185:16</p> <p><b>two-story</b> [1] - 26:12</p> <p><b>two-year</b> [1] - 35:11</p> <p><b>type</b> [3] - 17:18, 67:17, 140:10</p> <p><b>types</b> [1] - 14:16</p> <hr/> <p><b>U</b></p> <p><b>unanimous</b> [1] - 181:1</p> <p><b>unanimously</b> [1] - 14:2</p> <p><b>unbalance</b> [1] - 96:8</p> <p><b>UNDER</b> [1] - 188:15</p> <p><b>under</b> [16] - 4:8, 8:12, 15:12, 20:17, 69:1, 76:9, 78:14, 79:1, 105:1, 108:5, 119:6, 120:12, 131:13, 156:18, 167:10, 168:8</p> <p><b>underlying</b> [2] - 14:15, 15:3</p> <p><b>undersigned</b> [1] - 188:4</p> <p><b>understated</b> [1] - 42:4</p> <p><b>underutilized</b> [1] - 168:2</p> <p><b>unfinished</b> [1] - 134:3</p>	<p><b>unfortunate</b> [2] - 57:3, 84:4</p> <p><b>unfortunately</b> [2] - 41:6, 69:4</p> <p><b>UNIDENTIFIED</b> [6] - 41:14, 65:10, 79:8, 92:1, 118:1, 118:13</p> <p><b>union</b> [1] - 47:6</p> <p><b>University</b> [1] - 76:5</p> <p><b>UNLESS</b> [1] - 188:15</p> <p><b>unless</b> [2] - 91:4, 169:8</p> <p><b>unlike</b> [1] - 102:7</p> <p><b>untouched</b> [1] - 14:4</p> <p><b>unusual</b> [1] - 137:15</p> <p><b>up</b> [69] - 10:7, 12:3, 12:18, 15:13, 16:13, 23:7, 24:4, 24:8, 27:1, 27:4, 28:9, 30:4, 30:8, 35:4, 35:5, 38:6, 38:7, 40:17, 42:3, 42:13, 43:16, 44:10, 46:10, 52:1, 53:15, 53:18, 55:9, 59:17, 67:6, 67:15, 69:17, 71:3, 82:12, 90:4, 95:15, 96:7, 96:18, 98:12, 105:2, 107:18, 109:14, 111:7, 111:11, 115:7, 115:15, 116:3, 116:14, 117:14, 118:17, 121:3, 123:5, 127:6, 128:13, 130:17, 134:12, 136:1, 136:5, 139:8, 144:13, 147:12, 151:6, 152:15, 154:18, 161:7, 163:4, 170:9, 173:11, 186:7</p> <p><b>upcoming</b> [2] - 171:6, 181:17</p> <p><b>Update</b> [1] - 2:2</p> <p><b>update</b> [3] - 3:6, 6:13, 7:9</p> <p><b>updated</b> [1] - 100:15</p> <p><b>updates</b> [1] - 4:17</p> <p><b>upper</b> [1] - 20:5</p> <p><b>upstairs</b> [1] - 6:4</p> <p><b>URBAN</b> [1] - 92:5</p> <p><b>urban</b> [7] - 50:18, 148:15, 151:1, 155:2, 157:15, 162:9, 167:8</p> <p><b>Urban</b> [1] - 92:5</p> <p><b>useful</b> [2] - 44:11, 84:10</p> <p><b>users</b> [1] - 9:13</p>	<p><b>uses</b> [10] - 63:11, 158:4, 158:8, 158:13, 159:16, 161:17, 165:3, 165:18, 167:14, 167:17</p> <p><b>usual</b> [1] - 3:6</p> <p><b>utilities</b> [2] - 27:11, 27:13</p> <p><b>utilization</b> [1] - 4:1</p> <hr/> <p><b>V</b></p> <p><b>V-O-L-P-I-C-E-L-L-I</b> [1] - 119:1</p> <p><b>value</b> [1] - 81:11</p> <p><b>variation</b> [2] - 162:9, 177:3</p> <p><b>variations</b> [1] - 162:16</p> <p><b>varied</b> [2] - 163:1, 163:12</p> <p><b>various</b> [1] - 73:5</p> <p><b>vegetation</b> [2] - 31:7, 99:5</p> <p><b>vehicle</b> [3] - 40:5, 67:5, 161:15</p> <p><b>vehicles</b> [2] - 40:9, 86:6</p> <p><b>version</b> [2] - 77:8, 100:15</p> <p><b>versus</b> [1] - 120:16</p> <p><b>vest</b> [3] - 25:17, 26:18, 29:17</p> <p><b>Vice</b> [1] - 1:7</p> <p><b>view</b> [7] - 23:13, 25:3, 27:3, 27:6, 28:14, 112:7, 165:1</p> <p><b>views</b> [3] - 23:10, 146:4, 163:1</p> <p><b>virtually</b> [1] - 27:13</p> <p><b>visibility</b> [7] - 37:3, 41:1, 41:2, 98:17, 99:7, 151:4, 159:15</p> <p><b>visible</b> [3] - 42:14, 115:3, 175:12</p> <p><b>visibly</b> [1] - 162:5</p> <p><b>vision</b> [1] - 113:6</p> <p><b>visual</b> [1] - 100:2</p> <p><b>vital</b> [1] - 107:7</p> <p><b>void</b> [1] - 22:6</p> <p><b>Volpe</b> [1] - 5:3</p> <p><b>VOLPICELLI</b> [5] - 118:18, 119:18, 121:1, 121:8, 121:16</p> <p><b>Volpicelli</b> [1] - 118:18</p> <p><b>volume</b> [3] - 57:11, 109:8, 187:6</p> <p><b>Volume</b> [1] - 9:16</p>
---	--	--	---	--

<p><b>vote</b> [5] - 13:1, 13:2, 13:3, 136:4, 151:14  <b>vulnerability</b> [2] - 171:7, 172:13  <b>vulnerable</b> [2] - 172:15, 172:17</p>	<p><b>weighed</b> [1] - 135:11  <b>weird</b> [1] - 112:1  <b>welcome</b> [6] - 3:4, 100:4, 114:8, 114:18, 121:8, 181:6  <b>Wellington</b> [6] - 11:1, 11:13, 16:1, 44:16, 72:18, 146:17  <b>Wellington-Harrington</b> [5] - 11:1, 11:13, 16:1, 72:18, 146:17  <b>West</b> [3] - 35:7, 37:8, 51:18  <b>west</b> [3] - 31:5, 74:11, 177:9  <b>West's</b> [1] - 39:11  <b>western</b> [1] - 104:16  <b>wet</b> [3] - 109:8, 110:7, 114:12  <b>whereas</b> [1] - 12:10  <b>WHEREOF</b> [1] - 188:7  <b>whole</b> [17] - 18:10, 22:7, 36:4, 50:8, 52:18, 81:5, 81:6, 82:9, 95:10, 106:17, 122:10, 124:12, 125:2, 126:17, 150:5, 178:8, 178:13  <b>whoops</b> [1] - 17:6  <b>wide</b> [1] - 82:13  <b>widening</b> [1] - 94:9  <b>wider</b> [5] - 36:3, 92:8, 93:4, 93:6, 95:13  <b>width</b> [9] - 9:12, 59:15, 77:17, 83:16, 94:2, 95:2, 96:13, 168:8, 168:14  <b>Willard</b> [1] - 51:17  <b>WILLIAMS</b> [3] - 46:9, 46:11, 46:14  <b>Williams</b> [1] - 46:14  <b>willing</b> [1] - 59:10  <b>window</b> [1] - 25:11  <b>wise</b> [1] - 48:12  <b>wish</b> [2] - 41:13, 176:16  <b>wishes</b> [3] - 46:7, 53:7, 55:6  <b>withdraw</b> [2] - 13:4, 14:1  <b>withdrawn</b> [1] - 14:3  <b>WITNESS</b> [1] - 188:7  <b>wondered</b> [1] - 82:12  <b>wonderful</b> [2] - 21:1, 99:1  <b>wondering</b> [4] - 103:4, 103:14, 108:14, 125:14</p>	<p><b>wood</b> [3] - 26:13, 26:14, 163:12  <b>wooden</b> [2] - 150:7, 164:7  <b>words</b> [1] - 175:12  <b>Works</b> [1] - 170:12  <b>works</b> [6] - 22:15, 24:18, 37:11, 59:13, 142:11, 179:11  <b>worth</b> [2] - 95:13, 96:12  <b>wound</b> [2] - 15:13, 96:6  <b>wraps</b> [1] - 105:7  <b>written</b> [2] - 42:9, 152:15  <b>www.reportersinc.com</b> [1] - 1:18</p>
<b>W</b>		
<p><b>waffle</b> [1] - 110:11  <b>wait</b> [1] - 5:9  <b>waiting</b> [1] - 183:4  <b>walk</b> [5] - 23:2, 70:1, 98:8, 143:14, 143:18  <b>Walk</b> [2] - 20:16, 25:4  <b>walked</b> [4] - 44:1, 47:11, 70:11, 96:18  <b>walking</b> [6] - 17:1, 17:2, 27:17, 52:9, 127:16, 164:14  <b>walkway</b> [1] - 143:12  <b>walkways</b> [1] - 160:2  <b>wall</b> [12] - 18:7, 29:7, 29:8, 30:14, 31:6, 54:16, 133:11, 134:12, 139:3, 139:4, 174:7, 174:16  <b>walls</b> [3] - 150:7, 160:1, 160:3  <b>wants</b> [3] - 91:5, 106:3, 169:16  <b>warn</b> [1] - 108:16  <b>warranted</b> [2] - 57:9, 57:11  <b>warrants</b> [1] - 150:13  <b>Warren</b> [1] - 90:3  <b>wash</b> [1] - 29:10  <b>washes</b> [3] - 139:2, 139:3, 139:4  <b>Washington</b> [2] - 46:15, 48:8  <b>water</b> [4] - 171:14, 172:1, 173:5, 173:11  <b>Water</b> [2] - 171:18, 172:6  <b>Watertown</b> [1] - 78:10  <b>wayfaring</b> [1] - 175:17  <b>ways</b> [10] - 11:7, 15:14, 19:5, 40:11, 50:4, 50:5, 75:10, 120:15, 136:7, 148:12  <b>website</b> [1] - 44:8  <b>wedded</b> [1] - 131:8  <b>week</b> [5] - 3:11, 5:5, 64:8, 70:10, 136:2  <b>weeks</b> [2] - 7:6, 136:2</p>	<p><b>year</b> [8] - 4:3, 19:15, 30:14, 35:11, 40:16, 57:7, 88:5, 88:6  <b>years</b> [10] - 12:7, 16:6, 35:13, 44:1, 47:8, 173:10, 173:13, 173:18, 174:1  <b>yesterday</b> [1] - 70:18  <b>younger</b> [1] - 54:4</p>	<p><b>Y</b></p>
<b>Y</b>		
<p><b>Z</b></p>	<p><b>Zelinski</b> [2] - 188:4, 188:10  <b>ZipCar</b> [1] - 65:5  <b>Zondervan</b> [3] - 39:2, 39:4, 57:4  <b>ZONDERVAN</b> [3] - 39:3, 39:5, 124:5  <b>Zondervan's</b> [1] - 84:5  <b>zone</b> [6] - 14:15, 15:4, 15:12, 19:2, 127:18  <b>Zoning</b> [4] - 2:11, 92:8, 155:8, 155:13  <b>zoning</b> [13] - 4:3, 5:3, 5:6, 5:11, 5:12, 13:16, 48:11, 58:9, 79:6, 108:5, 163:8, 169:8</p>	<p><b>Z</b></p>
<b>Z</b>		
<p><b>Zelinski</b> [2] - 188:4, 188:10  <b>ZipCar</b> [1] - 65:5  <b>Zondervan</b> [3] - 39:2, 39:4, 57:4  <b>ZONDERVAN</b> [3] - 39:3, 39:5, 124:5  <b>Zondervan's</b> [1] - 84:5  <b>zone</b> [6] - 14:15, 15:4, 15:12, 19:2, 127:18  <b>Zoning</b> [4] - 2:11, 92:8, 155:8, 155:13  <b>zoning</b> [13] - 4:3, 5:3, 5:6, 5:11, 5:12, 13:16, 48:11, 58:9, 79:6, 108:5, 163:8, 169:8</p>	<p><b>Zelinski</b> [2] - 188:4, 188:10  <b>ZipCar</b> [1] - 65:5  <b>Zondervan</b> [3] - 39:2, 39:4, 57:4  <b>ZONDERVAN</b> [3] - 39:3, 39:5, 124:5  <b>Zondervan's</b> [1] - 84:5  <b>zone</b> [6] - 14:15, 15:4, 15:12, 19:2, 127:18  <b>Zoning</b> [4] - 2:11, 92:8, 155:8, 155:13  <b>zoning</b> [13] - 4:3, 5:3, 5:6, 5:11, 5:12, 13:16, 48:11, 58:9, 79:6, 108:5, 163:8, 169:8</p>	<p><b>Z</b></p>