

PLANNING BOARD
FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, September 8, 2015

7:00 p.m.

in

Second Floor Meeting Room
344 Broadway
Cambridge, Massachusetts

H. Theodore Cohen, Chair
Catherine Preston Connolly, Vice Chair
Hugh Russell, Member
Steven Cohen, Member
Louis J. Bacci, Jr., Member
Mary Flynn, Member
Ahmed Nur, Associate Member
Thacher Tiffany, Associate Member

Iram Farooq, Acting Assistant City Manager

Community Development Staff:

Stuart Dash
Suzannah Bigolin
Swaathi Joseph

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I N D E X

PAGE

GENERAL BUSINESS

Update from the Acting Assistant City Manager for the Community Development 5

Adoption of the Meeting Transcript(s)

PUBLIC HEARINGS

7:00 p.m. PB#303, South of Main Street (SoMa) and located at 84 Wadsworth Street, 36 Memorial Drive, 226-254 Main Street, 65 Wadsworth Street, 16 Hayward Street, 8, 26, 28, 34, 42, and 46 Carleton Street, 310, 322, and 336 Main Street, 65 Carleton Street, 5 and 21 Deacon Street, and 40 Ames Street. The applicant is proposing new buildings at these addresses pursuant to Section 13.80 planned unit development 5 in Kendall Square and Section 19.20 project review Special Permit. This proposal is for two below grade parking garages with a total of 809 net new parking spaces, and five new buildings. The new buildings will be for garages with a total of 809 net new parking spaces, and five new buildings. The new buildings will be for graduate student housing, retail, and office and/or research and development and approximately 1,443,600 square feet of new development.

This will be the first of two required public hearings pursuant to Section 12.30 planned unit development. A preliminary determination from the Planning Board is

(Index Continued on the Following Page)

I N D E X (Continued)

PAGE

required to advance to the second public hearing for the final development plan. The applicant is Massachusetts Institute of Technology. 17

PB#302, One Broadway, Special Permits to construct a new building at One Broadway pursuant to Section 13.80 Planned Unit Development 5 in Kendall Square and Section 19.20 Project Review Special Permit. The applicant is proposing approximately 416,000 square feet of mixed use building with 300 residential units and ground floor retail, parking and potential office space.

This will be the first of two required public hearings pursuant to Section 12.30 Planned Unit Development. A Preliminary Determination from the Planning Board is required to advance to the second public hearing for the final Development Plan. The applicant is MIT One Broadway Fee Owner, LLC 111

GENERAL BUSINESS

PB#198, Discovery Park, 40 Acorn Park, Garage B, continuing design review of the parking garage, proposed banners and associated landscaping. 233

(Index Continued on the Following Page)

I N D E X (Continued)**PAGE**

Board of Zoning Appeal cases to be heard on
September 10, 2015 246

4850-2014, 640 Memorial Drive, Special Permit
to modify BZA 8105 to allow Verizon Wireless
to upgrade the existing wireless facility. 246

7696-2015, 11 Ellsworth Avenue, Special
Permit to demolish a portion of a two-family
house and to construct a rear addition, the
gross floor area will increase by 25 percent
and add windows within the setback. 251

7825-2015, 44 Griswold Street, Variance to
construct a single-story addition to the rear
of the existing house 254

Keyword Index

P R O C E E D I N G S

* * * * *

IRAM FAROOQ: Good evening. Sorry I'm late on the one day that we have such a full house.

So in terms of our -- today's -- I'm going to try to keep this short because we have a very full agenda today and the major topic of course is the MIT -- MIT PUD Permit. And as you'll recall, we did rezoning that has resulted in the permit that we have before us today that happened in 2013 after many, many years. But in any event, the -- our agendas for the next few meetings are actually going to be interesting because they relate to the Kendall Square Planning Study.

At our next meeting, September 29th we will have the MXD District that will be up for -- that will be bringing forward the

rezoning, which was one of the other districts that was in the K2 Study. We're obviously looking at Volpe. So with -- when you look at MIT rezoning, which results in this plan, and you think about the Volpe and the MXD, that's the majority of what was discussed during the Kendall Square Study. And then there was one other PUD at the CambridgePark site.

Also coming up on the 29th is -- is the First Street Assemblage which you'll recall was a mixed use with some ground floor retail and residential which had been continued.

Then the October 6th meeting will be looking at -- will be returning to 249 Third Street project where we discussed the parking --

JOHN HAWKINSON: Did your mic go off? I'm sorry, did your mic go off, Iram?

IRAM FAROOQ: Yes, thank you. I thought I was really loud.

And then also 1718 Mass. Ave. which is tentative, but could come back on that date.

So those are the projects that we're looking at for the next few weeks.

The MXD Zoning, which is sponsored by the CRA will be going to the Ordinance Committee on September 23rd at 5:30. That's the other hearing.

And with that transition, I'll hand it back over to the Chair.

H. THEODORE COHEN: Thank you. Welcome to the September 8th Planning Board meeting. The first item on our agenda this evening is two applications seeking approval for development pursuant to the PUD 5 Zoning Regulations. One consists of four buildings, five buildings on South Main Street and one

building on North Main Street. They are separate proposals and separate applications, but we will handle them simultaneously. Let me speak a little bit about where we are and what we're doing and what we're not doing.

So we're here tonight because as Iram mentioned, there was a K2 Study and recommended Zoning. And then in 2013 there were Zoning Amendments that were proposed and ultimately adopted by City Council to rezone to this area to the PUD 5 to allow MIT to proceed with its plans for the next 20, 30 years. And this application is pursuant to that PUD 5 and that Zoning Proposal.

Ultimately what needs to be done is a Special Permit issued under Article 12 and a Project Review Special Permit under Article 19. The PUD procedure requires two hearings.

The first hearing is for the Planning

Board to review the proposal and make a determination whether the proposal meets the City's Zoning and Planning objectives for the area. If the Planning Board were to make a negative finding at the preliminary plan, this would essentially be the end of the process and the applicant would have to go back and file something new.

If the Planning Board were to make a positive determination, all that means is that it has complied with, or we believe it complies with the City's Planning and Zoning objectives, and that the applicant is then authorized to go forward and come up with a final development plan. There would then be a second public hearing on the final development plan at which everything would be open for discussion and for public hearing and for determination by the Planning Board.

It should not be anticipated or viewed that if the Planning Board were to approve the preliminary plan and say yes, go forward, that that in turn means that the Planning Board will ultimately approve the final development plan. So tonight is the first step, the preliminary step on the plans. We are not -- usually the preliminary stage is less developed. It's more of an informational and a -- this is where we're headed, where we're going. The proposal we have before us has quite extensive proposals and quite extensive buildings. We are not this evening going to be reviewing, other than in very general terms, the individual buildings that are in the proposal. That will come up again in the final plan, and presumably even in the final plan we will not be reviewing each building and making the

appropriateness of each building. It has been presumed that if there is an approval of the final plan that there will be a requirement that each building as it is proposed to be permitted comes back to the Planning Board for review. That's what has happened in the other PUDs with regard to Alexandria and with regard to North Point. So while we are interested in the building, and this evening, we're mostly interested in how they fit within the Zoning context of the City and its objectives. We -- for all of you who are here we understand that you've probably had lengthy discussions about this amongst yourselves, with various neighborhood groups, with various entities within MIT, but you have to realize that for the Planning Board this is really the first we've seen it. We had a brief walk in the rain a couple of

months ago when we were pointed out the various sites and a brief description of what might be proposed to go there, but we have not been parties to any lengthy discussion about anything. So the board members have received the very lengthy proposals and we've had the opportunity to look at them, but we really need to have a presentation made to us about what this plan is and we presumably will have lots of questions. And we have received memos from CDD staff, from Traffic and Parking, from the Historical Commission, and they will also factor into our discussions presumably be at the end of the hearing process which I guess will not be this evening. We will, you know, either approve or disapprove the preliminary. And if we approve it, there will probably be lots of issues that will be raised that we wish to

see addressed in the final plan.

That's where we are. That's what we're doing this evening. And so whomever is about to make the presentation, please start.

IRAM FAROOQ: I'm back but this is just a brief introduction to put this in context because I think those who have seen the Historical Commission's memos as usual they contextualized it by reminding us when we started talking about this project which was back in 2009. And, frankly, the entire K2-C2 process was triggered as a result of the initial discussions about the MIT rezoning and we ended up looking at a much broader area recognizing that it's much harder to talk about just one particular property ownership. And I think we -- so we came out, there's a Central Square complement to this, and then we have a K2 study and then

there's a series of design guidelines that goes along with that which eventually got rolled into -- referenced in the Zoning for the MIT PUD as well. So it ended up being a really long and robust process that pulls together a lot of people from different interest groups, the neighborhood, the business community in Kendall Square, the -- and around the institutions of course, and together came up with a collective vision for the area. So the vision itself talks about trying to put, you know, ensure that we sustain the knowledge economy housed in Kendall Square, but at the same time we continue the path that we've started on which is to transform Kendall Square from what it used to be, much more of an office precinct, to much more of a neighborhood that houses different uses, people of different sorts,

different economic groups. And so there was a lot of emphasis in the planning and in the Zoning in terms of the City's goals of trying to create a place that's active, that's vibrant, that has not just office but also a significant component of housing. I would say that bringing a housing requirement into this Zoning was perhaps one of the hardest fought battles, and I think one of the really heartening things about this proposal is that it exceeds the Zoning requirement for housing by creating more student housing. And I think there was a huge parallel, not parallel, but following the process there was an internal discussion at MIT about student housing, but that was something that came up pretty strongly even during the community discussions. So those are -- that's the really positive element here.

There was also a lot of emphasis on connections and public spaces. So, connections not just amongst MIT which, of course, are the various buildings which of course is a really important theme internally for MIT, but connections between the neighborhood and MIT, the river and Kendall Square, the Area 4 East Cambridge being able to connect to the, to the T and having a place that felt like a comfortable and desirable place to be along Main Street. Those were, those were recurring themes during the discussions. And tied to that is the notion of retail and of diversity and how are we going to encourage the diversity, not just in residential, but also in the retail that serves the community so that it's not just boutique stores but also retail that serves your daily needs. So themes like

grocery store and pharmacy came up again and again. And I know MIT has been working with that in their, with their consultants and there is actually commitment in the Zoning to continue to work with the community on the nature of that retail.

So I'm actually going to -- going to conclude with that note of diversity and connections, I think, being really the most important pieces that came out during the process. And then during the rezoning process, those were really important themes that we heard at the City Council as well. So with that, I'm going to leave you and transfer it over to MIT.

ISRAEL RUIZ: Thank you for that introduction and good evening members of the Planning Board and the public. It's such a pleasure to be back here before you to talk

about our really exciting Kendall Square initiative.

For the record, I'm Israel Ruiz, MIT's Executive Vice President. I'm here along with President Rafael Reif and Provost Marty Schmidt. I'm very excited about this project and reaching the point in the development process that we're in tonight.

I am joined by my MIT colleagues, Steve Marsh, Managing Director of Real Estate at MIT; Karen Gleason, Associate Provost; Dean Hashim Sarkis, School of Architecture and Planning; Michael Owu, Director of Real Estate, and Sarah Gallop, Co-Director of the Office of Community Relations as well as David Manfredi from Elkus Manfredi and Jesse Baerkahn from Graffito SP as well as many other colleagues.

So let me begin here by just kind of

showing you we are -- procedurally we're going to start with the south of Main portion. We're using Main Street here to divide two in the special -- two Special Permit applications within the PUD district and I'm going to kind of put a little bit forward some of the arguments that we have used in the past few years.

So as you know, it has been two and a half years since the Cambridge City Council approved the Zoning. And I mean our Zoning because the final petition was really shaped by many, many and all stakeholders within the MIT community, within the city officials and staff, members of the Planning Board, and the public made a very compelling case for what you see here tonight. A very thoughtful way to shape the future of Kendall Square.

This application is also informed by

MIT's history of partnership with industry, the advancement of innovation economy. Our East Campus area, the needs for housing have been mentioned already tonight. The integration of the new commercial development with our existing and future academic uses at MIT.

It is a unique opportunity to transform six MIT-owned parking lots, five south of Main and one on the north side. That will strengthen and activate the connections between MIT, the residential neighborhoods, and the business district to create a more vibrant Kendall Square for all to enjoy. For many of us who have been so attached to this project, a real destination for our campus, for the residents of Cambridge, and beyond.

With compelling and welcoming opening space and inspiring new buildings, two for

residential and three for office and R&D activities. We plan an active ground retail. We're gonna bring the MIT Museum to the gateway of Kendall Square, and we will create a new and fully urban mixed use district in the heart of the square.

We will also plan to relocate East Gate, our graduate housing tower, currently on site 2, to the center of Kendall Square, now plotted at site 4. As well as we're increasing our commitment to MIT graduate student housing and adding to the vibrancy right at the core.

We would also be creating a new residential community on site 1 north of Main to ensure a public realm on both sides of Main Street.

We will create a unique to Kendall programming throughout the district with a

focus on community interaction within the campus and beyond. In fact, tonight we're going to let you in on the news that we're in the process of hiring director of open space programming to ensure this receives the focussed attention it deserves.

Also to honor the square's industrial heritage, MIT will preserve and integrate existing historical buildings along Main Street, a focus of discussion in the past in the designs of the new buildings here plotted as 3 and 4.

Working with our innovative team of architects throughout we can honor our past while envisioning our future. In fact, this is the very work that defines MIT's mission that partners with many partners in Kendall Square.

The Kendall Square initiative will

create a unique district where academic-led research can connect with industry-led innovation. At the same time, there is home to walk to work, class, study in neighboring communities. So I wanted to put forward as the main principles what you will see here tonight, and we will begin the presentation by reviewing very briefly the public engagement to date, the principles of Zoning that have driven our planning, and also with the community, we will move into the project overview so that we're all educated on where we are, the conformance with Zoning, the proposed new GFA allocation, the planning and design for the site on the buildings, the pedestrian experience, the open space programming and management, the retail plan, the sustainability and infrastructure, transportation and the schedule and phasing

that we're thinking about. With this, I will now turn to Sarah.

SARAH GALLOP: Thank you, Israel. My name is Sarah Gallop. I'm Co-Director of Government and Community Relations at MIT. As Israel said, we want to take just a few moments to describe the public engagement process that has led us to this important point in our Kendall Square initiative proposal.

This slide shows our community process leading up to the approval of our Zoning in April of 2013. You can see, and many of you know firsthand because you were involved, that we've been engaged in an extensive dialogue at MIT and in the Cambridge community for the last -- depending on when you start counting, seven or so years.

Our public engagement included

exploratory meetings, brainstorming sessions, MIT and Cambridge community meetings, charrettes, open houses, a round table discussion, and multiple Planning Board, Ordinance Committee, Historical Commission, and CDD Council hearings. And in classic MIT and Cambridge style, we engaged in analysis.

There were neighborhood studies, the K2 process, two MIT faculty analyses; one each on planning and housing, input from our undergraduate and graduate student communities, and at MIT faculty-led study of our East Campus area. During these activities we posted all of our materials in one public place, a dedicated website, and we maintained a project e-mail address for anyone who had ideas, including many that came in the middle of the night, about what might be great for Kendall or MIT's East

Campus.

The upshot from all this good process was a better Zoning petition, and we truly believe that. On behalf of the entire MIT team, I want to thank all of you for hanging in there with us and sharing your values and your aspirations and your visions for this unique corner of world that we share.

This slide shows our public engagement since the Zoning approval and leading up to the filing of our PUD and Special Permit applications in July. With continued guidance from the leadership of MIT School of Architecture and Planning, we concluded the study of our East Campus area, engaged in architect selection process, and began to shape design schemes for the project. We took these ideas out to public meetings this past spring and we heard a lot of helpful

feedback. We had over 200 people attend two initial community meetings, and then we followed up specifically with the East Cambridge Planning Team. The ECPT has been an influential partner with us throughout this process. We had a chance to participate in Jane's Walk thanks to an invitation from Charlie Sullivan, Two more historical commission hearings, and then this morning we presented the project to the Kendall Square Association. We've been invited to present to the East Cambridge Business Association, the City's Pedestrian Committee, Bicycle Committee, and Transit Committee, all of which we will attend in the coming weeks.

As has been the case all along, we are open to your ideas and feedback. Tonight you'll see a combination of well vetted and fairly concrete concepts as well as ideas

that need to be more fully developed. We look forward to your input and taking our next steps together.

Now I'd like to turn it over to Steve Marsh who will discuss the principles that decided our Zoning and our Special Permit application.

STEVE MARSH: Thank you, Sarah.

Good evening, folks. As Sarah mentioned, there's been a whole lot of people that have been involved in this proposal all along the way, and I think we have established ten principles that are guiding our proposal through here that reflect MIT's goals, the goals of the city, the Planning Board, the Council, the residents, the MIT stakeholders, and business leaders throughout the Kendall Square area. And I'll start with the first one being activation.

The vision was to activate Kendall Square. We had six surface parking lots in the heart of one of the most vibrant places for innovation in the world. And MIT is seeking to add housing, retail, open space; they'll provide the opportunity activity among the residents, the faculty, the students, and the visitors that come to Kendall Square.

Principle two, one of the critical elements was to preserve the capacity for MIT's future academic expansion. That was one that we were delighted that there was quite a bit of empathy for. People recognizing that MIT basic research and teaching is an anchor to the innovation activity that happens in Kendall Square.

Three, housing. We had a lot of discussion around housing. We've modified

our proposal substantially from the beginning. Housing, we had in this process been asked to focus considerably on the graduate student housing through this process, and we're always focussed as -- on graduate student housing as a priority. MIT is -- provides some of the highest proportion of graduate housing out of any of the institutions around the country, but we recognize that this was an issue and was a challenge to us. Our proposal today includes 240 market rate units, over 50 affordable units, and now an additional 250 graduate student units over the current East Gate capacity. That represents over 500 net new housing units over and above significantly more than what was required in the Zoning.

If I move on to public realm, we're seeking to establish a public realm

environment including the MIT Museum, accessible open space, and community of Area of 4 to create a vibrant link between campus and community. This is the living room, this is the nexus of campus and community of Kendall Square that we're trying to create this as a mixing bowl. We're thinking holistically about the retail space, the retail, the public programming, access to the water both at the Broad Canal and the Charles River, and recreating Main Street by repositioning some of these historic buildings to make the retail more successful and continuous down Main Street.

We've been involved with quite a bit with East Cambridge Planning Team and they had a major influence over our thinking about some of these connecting points, particularly space over at the Broad Canal where they had

spent an enormous amount of energy. We've sought to try to address many of those concerns and many of those opportunities in this proposal.

If I shift to mobility, the City's K2 Planning Study called for reduced parking to encourage the use of public transit, walking, and biking. This initiative is one of the first developments to implement the recommendation. So we're proud to be leading the charge in limiting vehicle congestion. Our project is the epitome of urban, transit-oriented mixed use development. We expect that the majority of our tenants, our visitors, employees, and residents will use the T, walk, bike, or use public and private bus options to and from the buildings.

On innovation, Kendall Square is like no other as an innovation and academic

district. We have strong basic research and a full spectrum of industry innovation going from the single entrepreneur up to global research and development enterprises. We understand the power of proximity in Kendall Square. We understand the critical nature of academia and industry mixing. It's proven to be a winning formula in Kendall Square for addressing the world's most challenging issues.

This initiative allows new research activity to accelerate MIT innovation impact and propel Kendall Square to a strong position and innovation in the world. We've been asked in this process to be sensitive to the startups, to the entrepreneurs. We agreed as part of this process to at least 10 percent R&D space, innovation space so that small startups can continue to thrive in

Kendall Square. MIT is first to make this commitment and both MIT and the City of Cambridge received national recognition for this effort. We have already started with a big investment in lab central which has started with over 30,000 square feet, will soon be expanding to 70,000 square feet, which represents almost 80 percent of the commitment before we've even sought an Article 19 permit.

In addition to that, we're siting the MIT innovation and entrepreneurship at the T stop in the Press Building.

As I move to workforce, the project will generate 1300 construction jobs and 2500 permanent jobs. MIT will use union labor for all our building trades, and our new leases in PUD 5 will contain a covenant that will require the tenants to notify the city of all

new job opportunities in these spaces.

That's to give a chance for the Cambridge residents to get an opportunity to understand that these job opportunities and openings and have a shot at them.

MIT will also contribute \$20,000 annually for ten years to fund new apprenticeship opportunities to try to get Cambridge residents into the trades.

On sustainability front, MIT has committed to sustainability and it's an important part of this project and it's an important part of ethos of MIT and Cambridge. The entire project will be LEED Gold Version 4 Certified. We have taken a leadership in the first district to require this in the Zoning. And in addition to pursuing sustainability initiatives in each building, we'll be thinking holistically and taking a

comprehensive approach with respect to shared systems across multiple buildings.

Naturally these investments discussed here on many of these previous slides are major cost commitments to MIT. On top of that we are contributing \$10 a square foot of commercial development to a community fund which should approximate 8.8 million based on our permit filing for 888,000 square feet of R&D in this proposal. Already paid upon the Zoning approval was 2.5 million towards this initiative. We would be also contributing 3.5 million to benefit community organizations. 4.6 million to incentive zoning. We're estimating approximately \$10 million a year in taxes to the city, and our housing commitment represents approximately 20 do 30 million dollar investment in affordable housing. We've pushed hard to

make these fit within a feasible model in Kendall. We've tried to incorporate everyone's vision as we've worked along the way.

In addition, we've worked closely with Charlie Sullivan and the Cambridge Historic Commission to preserve the Kendall, Hammett, and Suffolk buildings. MIT believes celebrating these three historic buildings serves as a reminder of the evolution of Kendall Square from its industrial roots to the innovation center it is today. It's important that we help people understand the heritage of Kendall Square and the historical significance of these buildings.

This is a project overview. This is the current condition. The dotted red line represents the PUD 5, and basically you'll notice a surface area parking lot spread

throughout the district here, and I would like to walk through the specifics of the Zoning.

The heights and massing are consistent with the Zoning, and the work that has been done by the City and the K2 process with our residents.

The north/south orientation allows more light to come into Main Street.

Both the Zoning and our proposal following the K2 work. A year and a half of community effort participated with the City, residents, neighbors, and including MIT and other landowners in there, were delighted that we could conform from the majority of the guidelines with a broad mix of uses, focus on sustainability, transportation, and infrastructure and embracing design guidelines put forth by K2.

One of the primary obligations of tonight's hearing is to share that our proposed project conforms with the Zoning. This slide demonstrates compliance across the major Zoning criteria, and we are in conformance with heights per the Zoning requirements. Our Zoning regime established that heights would step down from Main Street to the river.

This slide is a breakdown of proposed floor area by building. It gives you a sense of the organization of the space by building, and I'm now going to turn it over to Hashim Sarkis, our Dean of the School of Architecture and Planning to discuss the major planning and design principles.

HASHIM SARKIS: Thank you, Steve.

Good evening. Cambridge and MIT have a tremendous and really unique opportunity to

turn six surface parking lots into buildings that will contribute to the architecture and character and the vibrant public realm of Kendall Square. As my colleagues mentioned that after several years of planning, presentations, discussions, programming, and after a selection process that was rather rigorous and inclusive, we have identified five architecture teams, each in charge of one of these different building projects. And they have been working over the past year very hard each on their own project to conform to the constraints, the programs, the specifics, and enhance the uniqueness of each of these sites. But they've also worked together to create the harmonious family of buildings that are identifiable as a family of buildings, but that are also connected and harmonious with the skyline of Kendall. You

can see that in the model I'll refer to in a bit. But if I can say that over the past year of working with the faculty of the School of Architecture and Planning and with the architects there seems to have been very clear goals in front of everybody and shared goals. At one level everybody's very interested and focussed on how do we integrate these buildings with the historic character of Kendall Square and enhance it, but also how do we create an exemplary and forward-looking urban environment in all of the good senses of the word urban, vibrant, diverse, inclusive.

What I'm going to focus on the south of Main part of the PUD and on buildings that are numbered 2 to 6. As Chairman Cohen presented earlier, I will be presenting the architecture in general terms. We would be

coming back for a second presentation with the individual architects to present the specifics of the individual buildings. This is just a general presentation of the overall ensemble. As this image shows and as the model shows, what is quite distinctive here is that the different projects, the different buildings have tried to respect the historical characters, character of the preserved buildings by creating bases that reflect the scale of these buildings, connect to them, but also by having the volumes of the horizons behind them, push up so that we create the clarity of the historical versus the new, and then the volumes sensors have very vibrant diversified surfaces through the use of common language such as curtain wall, but also variations within the curtain walls in order to break down the masses of the

volumes of both. And as you can see with the skyline, there is a diversity of heights that Steve talked about. But then, again, these heights work with each other and work with the skyline of the city. So just to give a couple of examples, the skyline of the height of building 5 is the same height as the Marriott so they work together and inflects to the inflection of that surface.

Buildings 2 and 3 are the same height as One Broadway and they work together to create a clear cluster around the arrival of Kendall Square and the intersection of Broadway and Kendall. And the two essential buildings turned sideways to create bookends of the square also open up the spaces behind them to Main Street.

So we have a clarity of a base with a diverse set of activities and vibrancy,

including the museum in building 5 and innovation center in building 4. And then a variety of land uses on top from R&D to residential and office.

This is a line up of the buildings and I will quickly go through them.

Site 2 is at the entrance of the intersection of Broadway and Kendall -- and Main Street, sorry. The base is retail. It announces the entrance and its main open space is connected to the open space of the Sloan School so we create a larger open space at the entrance. The architects are Elkus Manfredi and it's primarily recent development at the upper levels. In terms of square footage it's 316,000, and the height is 200 feet.

The sister building is designed by Perkins+Will that's been named No. 3. It's

set back from the Kendall building in order to respect it, enhance its presence at that intersection, but also sits back in order to create the shaded area behind it along the row of streets in the back. It's 200 feet high same as its neighboring building. And in terms of square footage, 297,000 square feet.

The third building or the row building is designed by NADAAA in association with Perkins+Will. At the ground level has retail but also has a daycare and the innovation center. The innovation center happening on the other side of the gateway away from the museum, both of them framing the entrance to MIT. And the essential building, which is dorms has 250 units, replacing the existing tower that will be torn down and 250 additional. And it is oriented north/south

in order not to block the light or the sun from south, from the Main Street but also to indicate the connection to the back open space.

And then building 5, which is at the base is the museum. It is right next to the T stop and it announces the entrance to MIT with the innovation center. It creates a gateway. And the top part is offices.

And the last building of the row is a smaller building that connects and reflects the height of the existing fire station. You can see its profile connecting to that. And just a smaller building that carries the level of the street across and connects it back to the rest of Kendall Square. And this is designed by NArchitects from New York.

I will now ask David Manfredi to come in to take over and speak more about the

pedestrian experience and the public realm.

DAVID MANFREDI: Thank you, Hashim.

I am David Manfredi from Elkus Manfredi Architects and obviously one of a large group of diverse architects working together and collaboratively as Hashim mentioned.

A key objective of the Kendall Square -- MIT's Kendall Square initiative is and always has been to create a high quality public environment that creates a kind of vibrant common ground between the university, institute population, the neighborhood, and all of the research and science entities that now surround and are completely integrated into Kendall Square.

This goes to pedestrian, the pedestrian experience. And as Steve mentioned, as Hashim mentioned, it is a key component. The notion of creating this mixing bowl at the

ground plane. And so our objectives have been to activate that streetscape with uses that engage pedestrians that are continuous along frontage, that turn corners down the side streets, and activate as much of that frontage around four sides of the buildings as it's possible.

Secondly, reinvent the sidewalks. Make wide sidewalks with diverse and useful street furniture that has means to bring people together in all sorts of unplanned kind of ways, sidewalk dining, informal interactions, more formal interactions, but really use the sidewalk as an important part of public realm.

And third, those were positives that the -- dealing with the impact, of course, is to reduce those environmental impacts specifically of shadow and wind to maximize

comfort and obviously with the goal of maximizing use.

Two obvious very significant factors of the quality of streetscape, the quality of life are shadows and wind. Now, we've done extensive shadow studies, and I'm just gonna show you a couple of them -- a brief overview of them tonight. But as Steve said, the buildings fully comply with the PUD Zoning Amendment in terms of height and in terms of mass.

A couple of obvious factors are the net new shadow is obviously reduced by the existing shadows cast by existing buildings. A couple of opportunities that we did take advantage of, the team did take advantage of, building 3, as was already pointed out, is set back from Main Street to respect the historic 238 Main Street but also to minimize

the shadow on public realm and on Point Park.

Building 4 is oriented north/south. It is a residential building. A rather thin profile. And, again, that orientation minimizes shadow impacts on Main Street.

Obviously buildings 2 and 5 have the most impact. In fact, they do address the street building. Building 2 being set back a little bit more. But as you'll see in the shadow studies, we think it is all consistent with the objective of continuing the evolution of Kendall Square to a more urban kind of setting.

So this is a very quick overview. You can see that what we've shown -- I'm going to show you three key dates which really covers -- four key dates. The shadows on June 21st at nine, twelve and three p.m. and what the current condition is and then the

new shadows are the shadows that are shown in color. As you can see obviously June 21st always the most positive, the sun is the highest, and really minimal impact on public realm.

On September 21st, which is the same as March 21st, more impact obviously. The impact being primarily early in the morning, later in the afternoon on public realm, on Main Street, as was indicated in our original studies back during the Zoning process.

And then of course always the worst, December 21st. And here's really where you see the impact of existing shadows, existing buildings. And of course December 21st, the month of December, about 50 percent of the days actually see sun. And of course very short days, so three o'clock in the afternoon actually represents the setting sun.

The second impact is wind, and we've talked a lot with the Planning Board about wind. The wind studies for buildings 2 through 6 have been performed by RWDI. We've had folks from RWDI before the Planning Board before. I think as you know, they've performed over 2500 wind tunnel tests in the last 20 years. I think they are the preeminent experts in North America. And they have tested this specific configuration for what they call downwash and flow which is the effect of wind on the facade of a building to the pedestrian environment. Corner flow acceleration creating new buildings, creating new corners that don't exist today and we're creating corridors in a north/south direction and, what we call a channelling effect.

I'll go to the bottom line of their

study. And this is a study, their study was RWDI June assessment June 21st, 2015, the new development is not predicted to affect pedestrian level wind conditions substantially. Why is that? And it's largely because of the urban design profiles that Hashim described. That the taller buildings are set back from podiums and that decreases wind to the pedestrian level. That's clearly a reflection of these urban design principles have created a continuity along Main Street of bringing these buildings together into a family of buildings. It has a very positive effect of separating the tower from the base giving the wind someplace to go landing on the lower podium buildings.

Now there are areas where there will be mitigation, the need for mitigation, and it's largely on the east/west sides of the --

between buildings 2 and 3 and 3 and 4 especially, and obviously as you expect there are some channelling effects there. None of which reach the level of being uncomfortable or all comfortable for standing and walking conditions. None of it completely unexpected, but you will see as the specific designs evolve, that we will begin to think about canopies, about windscreens, about landscape that can help some of those corner conditions. And where you see the yellow is obviously where the greatest impact and the greatest desire to make it as comfortable as possible, not only as a pedestrian and strolling space, but actually as a dwelling space, as retail restaurants can spill out onto those sidewalks. And obviously the goal is to make the most comfortable pedestrian environment possible.

And then lastly is the open space and open space connections. The urban design goal from the very beginning has, again, been to create high quality public spaces, but also to make connections, make connections between public spaces that exist, between new public spaces that are being created. Very simple criteria. Develop new spaces that act as the mixing bowl, a way to bring people together, and create a network of connections between new and existing spaces that ultimately create better paths from a neighborhood through the campus to the Charles River. And you can see that some very obvious examples. We talked a lot about Third Street and all of the improvements to Third but also the connectivity, the Broad Canal, but all the way through the Wadsworth, the improvements to public realm of Wadsworth

and setbacks on building 2 all to enhance that connectivity.

The second path, the second north/south path which is becoming more connected every day. And the opportunity here with the Kendall Square initiative is to connect some of those existing spaces; the green space in front of the Sloan School, the new space that will be created between building 1, and the Red Cross building and the new crosswalk condition that the City is building through North Plaza, through the existing buildings and all the way up through the new park that is part of the Alexandria Zoning. And then all of these internal connections that make better north/south connections that give people more and different routes to the water and connect the existing infrastructure and enhance this entire network.

I am going to return to Hashim.

H. THEODORE COHEN: If I could interrupt here just for a moment. I just want to clarify one point. While I said earlier that we were going to be treating the South Main Street and the North Main Street as simultaneous hearings, technically they have been advertised as separate hearings with North Main Street starting at 8:30. As the presentation has gone so far, you've been talking primarily about South Main Street which is the way it should be, and some of the comments obviously relate to North Main Street. At 8:30 -- until 8:30 if we can limit all of our comments to South Main Street and those buildings. And at 8:30 we'll invite MIT to simply request that we incorporate any comments that have been made earlier that may relate to North Main Street,

and thereafter it will be open to all comments about either project. There will obviously ultimately be separate votes taken with regard to the South Main Street portion and the North Main Street portion, but for ease and since it's all part of the same PUD 5, after we've reached the hour of 8:30, we'll handle everything as one hearing essentially.

HASHIM SARKIS: I believe it's quite clear so far that we are aspiring for an urban campus. We, therefore, believe that the open space component of the project is a vital element of its success. We have been working with (Name) Associates to help us conceive of the landscape the urban connectivity and how this part of the campus can be the vital connection between Cambridge and MIT.

This is still a work in progress, but I can tell you that the character of the open space and its connection to the surroundings has been one of the most important elements of discussions we've been having internally at MIT.

Briefly the open space strategy consists of enhancing the character of Main Street as being the main street. We do not want to compete with it. To the contrary, we want to enhance it. The museum is on it. The innovation center is along it. Main entrance is along it. Retail is there. It has the parts of the commercial street. The commercial center has access to the city of the campus to there. And then another component of the open space strategy is to clarify the way that Main Street and Broadway intersect at this point which is the entrance

to Cambridge from Boston. The arrival point is a larger open space. We've integrated the open space with the Sloan School with the open space next to building 2 to create a larger legible public space, legibility in terms of urban design is a term that's been used by Kevin Lynch, one of our former faculty in the school of planning, and we truly believe in the importance of legibility in urban environments.

Another important strategy for the open space has been to clarify and improve on the connectivity between the canal area, the Kendall Square, and the river by clarifying the north/south streets, lining them with trees, and making clear the connection to the river from here so that they act as filters, but also together as a larger gateway to create a strong gateway with a T entrance

between buildings 5 and 4, between the museum and the innovation center. And then to provide the larger open space where the activities of these different buildings spill into large green area that has a large canopy but also has possibilities of different spill areas from the buildings surrounding them with parts of them shaded by the cantilevered volumes above that the final entrance is there. And truly this place is the where MIT and Cambridge come together hoping to use technology, lighting, sustainable technologies. Also to enhance both the character of MIT and Cambridge. Where MIT and Cambridge are expressed together and where they breathe.

So this would be a meeting place for Kendall Square and the welcoming center for both Cambridge and MIT. This is where you

arrive from Boston from the world to Cambridge and to MIT. We envision it as a gateway bustling with activity, spilling out to the different buildings, residential, research and development, offices, retail. And really the aim of this open space design is to multiply the opportunities for people to meet, to bump into each other, and to connect.

The Kendall Square project is integrated in the district-wide planning for everyone's benefit. The open space is the connective tissue of the Kendall Square initiative. Extensive improvement around the function and feel of the open space ensures that there is a defining element of this plan. MIT, as Israel mentioned, is highly and direct of open space programming to spearhead this effort on behalf of the

institute both within MIT and with the community and with the city.

In addition we will establish an open space and retail advisory committee to provide input on the public spaces that will include representatives from the neighborhood, the city, and MIT, and it would meet -- and MIT will also participate in the East Cambridge open space planning process and will continue work with the city to ensure that our work complements efforts outside the PUD 5 District.

This highlights the different potential programs that can happen in this open space, and it is really being thought of in design to accommodate the range of uses within this urban island. The overhangs defined shaded areas and marked entrances. The hardscapes and softscapes will be equipped to

accommodate the variety of public events. And here, for example, the Cambridge science fair could take place. The museum and innovation center could hold outdoor events. Workers can hang out and have lunch. Citizens could gather. They could celebrate, they could demonstrate. We envision this space to have the state-of-the-art technology, lighting, sustainable vegetation, and drainage to bring MIT and Cambridge together.

As already mentioned, we've also hired Jesse our retail consultant from Graffito SP to help think and inspire ideas how retail and open space will work together. These are just some images and ideas of how MIT related activity and Cambridge related activity can come together.

Children playing outside, games, robots

coming out to meet citizens. Different competitions for different inventions and machines that MIT creates. Fairs. The Fab Lab inventor, the famous Neil Gershenfeld imagined that the Fab Lab can happen out there. The gentleman talking to Neil is Barack Obama.

And this is a summary, an overview of how we're thinking of this space and a lot of ideas to develop and integrate but it's very important for us that the open space carries with it the true pulse of the city, and the pulse of the city is very vibrant, dynamic, diverse, and inclusive of everybody.

I will now turn back to Steve to discuss our retail.

STEVE MARSH: Thank you. Well, we're very excited about the retail. I think this is a terrific opportunity here. And as

you can see, this slide shows the existing conditions in the area. You can see that this is, you know, characterized by a variety of surface parking lots and really disconnected space on Main Street. Many of you have walked it and many people in the audience have walked this, and it isn't as compelling as we would like to see this. So, I think, you know, we see this as an opportunity to completely redevelop Main Street from a retail perspective. If you look at the proposal, we have an opportunity to bring in 120,000 new and repositioned retail here. It really has an opportunity to create, you know, a gathering of spaces and continuous Main Street retail going from basically Legal Seafood down to the Sloan School where today that would be disrupted a number of times along the way. We're also

doing things like bringing the retail down in historic buildings to bring it and make it accessible at grade. That will make a tremendous difference in the diversity of retail out along Main Street.

So we're excited about this. We're working intimately with Jesse Baerkahn at Graffito. And, you know, we're making sure that the space is thoughtfully organized to reflect the community's input. We spent a lot of time with the community and both MIT and the neighboring residents, and there was a lot of similarities with what they were looking for in Kendall Square. Certainly we've heard over and over urban grocer. We heard a drugstore. We've put painstaking effort to make sure that we have some physical spaces that can accommodate those. We're -- we've been delighted to have

conversations with a number of perspective tenants, and we think there's an opportunity to do some things that will really I think make a big difference in Kendall Square. We're far away from getting to completion on this stuff, but I think we are very optimistic that we have real opportunity to do it and to make a huge difference here.

We also think that we have an opportunity to add other retail, activate the area, and support the active lifestyles that people have in the Kendall Square area. So we're delighted and very excited about this aspect of the proposal and I will at this point in time pass it on to Michael.

MICHAEL OWU: Thank you, Steve. I'm going to spend a few minutes talking about sustainability. My name is Michael Owu. MIT is committed to achieving the highest

standards of sustainability throughout this project. Overall they expect to meet and in some cases to exceed LEED Gold requirements. We've elected to submit these projects under LEED Version 4, not version 3 which is a much higher standard in terms LEED goals. Our approach is to look for opportunities both at the individual building level, but also districtwide or subdistrict scale on whatever makes the most sense for the individual project. As an institution, we see sustainability as something that's an integral part of what we do, it's part of an integral to our design process, and also integrated into our practices going forward.

We are pursuing sustainability strategies in multiple ways throughout the project. I won't go through all of them. The details are in the application, but let

me touch on a couple of them.

Each of the buildings will have potable water reduction 30 percent across the board through the use of high efficiency fixtures. We're also pursuing centralized districtwide approach to collecting storm water for reuse within buildings. The current system as we currently receiving it will reuse approximately five million gallons of water yearly significantly using site runoff into the city's drain systems. We expect our rainwater housing strategy to dissolve the reduction and the runoff to the Charles River by more than half. We're also targeting 10 to 20 percent reduction in energy savings, depending on the site, to use of each building when compared to the more stringent LEED Version 4 which as you know is significantly higher than LEED Version 3.

And on supply side, we're pursuing a hybrid energy system approach customized requirements of each buildings. In some cases some buildings will connect MIT Central utility plant, other buildings will use a subdistrict approach where the standalone systems shared systems across buildings, and we're also exploring the potentials to connect to district energy system.

On infrastructure we have engaged Nitsche Engineering on the south of Main Street project, and much like the architects did, they've been hard at work understanding infrastructure in the area and analyzing it. We have met with various city departments to begin the conversation around infrastructure needs in this area. Assessing existing systems for capacity and condition.

Initial feedback is that the capacity

of some of the infrastructure is adequate, even though we're still going to be exploring whether the condition is adequate for the new development.

As in terms of infrastructure, we're also going to be reconstructing Carton Street and Hayward Street as shown in the plans, and obviously we'll continue to cut to and engage with the city departments as the designs develop to infrastructure needs in the area working with the various city departments that have a stake of infrastructure in this area.

On transportation, VHB is our traffic transportation engineer. They have completed a comprehensive transportation impact study which was submitted in June I think. Certified by the Traffic Department in late July. The study included a very robust

analysis of the transit service as well as some other unique analysis unique to the special project. We've also submitted a PTDM plan for the PTDM officer for review, and we have begun to have the conversations with the Traffic Department in terms of mitigation and fully understand the implications of our plan.

And our next hearing or next opportunity Susan Sloan-Rossiter who is sitting over there will walk through the details of TDIS and PTDM plan, but I want to touch on a couple of things here today.

Bike parking is always of interest. The summer project will include 809 net new parking spaces to serve the R&D and retail uses in the district. There are 685 replacement parking spaces, most of which are parking spaces associated with MIT's existing

overall pool of parking. MIT manages the parking as a single resource. So a lot of the spaces that are in the garages are actually replacement spaces.

We're also providing significant bicycle amenities. So 650 bicycle parking spaces for short term and long term in the garages and on the surface, as well as other things like fix-it stations and Hubway stations and so on. In fact, if you look at the overall PUD district, we're providing more new net bicycle spaces than net new parking spaces so making a commitment to cycling.

As I mentioned -- as we mentioned earlier, we're also in terms of transportation, we're also proposing to mix major improvements to the T headhouse and we began to have conversations with the T on

that particular project.

This is our preliminary phasing sequence that we anticipate at this stage of the game. We will be starting with the below grade garage here, kind of need to get that out of the way to start thinking about the buildings above. And then we'll move on to the cluster of buildings around the T headhouse, essentially that cluster of buildings, buildings 5, 4, the full renovation of E38 and E39 to create the retail innovation space, grad housing, and MIT museum. MIT housing are high priorities for MIT and we're going to focus on that area building in the process.

Next is building 3 with its -- parking that goes below it. And then finally building 2. Building 2 is probably the last major buildings. It has to -- it can't be

built until building 4 is built so we can move the grad student housing without losing capacity.

We have listed building 6 here, although it's independent of any of the other buildings so it can go at any time point in the process.

There will be as part of the phasing and sequence, we will be delivering open space and public realm pieces of each of those buildings. They have boundaries to be fine, but we'll try to deliver as much of that to be possible as we phase the buildings.

In terms of phasing, the Zoning does require us to commence construction of the residential building on the other side of the street and the other site one, which we will do and comply with the Zoning terms in that

sequence.

The final schedule obviously is subject to marketing conditions and this is our best guess of the process right now. And we anticipate these build outs to take between seven and ten years.

I will now turn it back to Steve.

STEVE MARSH: Thanks, Michael.

I just wanted to identify some next steps. I think that the Chairman has already articulated some of the next steps here.

At the Board's pleasure we hope to be back to address the Article 19 process and demonstrate our consistency with urban design objectives, to review traffic impact and mitigation, talk about infrastructure and utilities, detail review of open space, and a final development plan. These are meaningful next steps and we look forward to the

opportunity to address those.

I would lastly just like to thank everyone. Appreciate this represents an enormous investment of time from the city staff, the Planning Board, the Council, the residents, MIT stakeholders and businesses. They've all been working together. And I think again we're proud of these collective efforts. They represent an enormous feedback along the way and we've tried to factor in every way we can possibly do this with what we've heard. And we're excited and we think this proposal has a lot of tangible benefits for Cambridge and the Kendall Square area. So we look forward to your insights and your comments, and as always, we respectfully request your support and we look forward to your questions.

Thank you.

H. THEODORE COHEN: Thank you.

Well, we're 15 minutes before 8:30. When we get to that time, do you wish to speak about north of Main Street and then we'll deal with everything simultaneously?

STEVE MARSH: If that's convenient for you, we can certainly do that.

H. THEODORE COHEN: Does that make sense to you, Mr. Galluccio?

ATTORNEY ANTHONY GALLUCCIO: Yes.

H. THEODORE COHEN: We have 15 minutes. Let's have some preliminary questions about south of Main Street.

Iram, do you wish to speak about the urban design guidelines and the context that we're looking at? We have received a memo from staff. Unfortunately Mr. Roberts who is one of the authors of the memo is out ill today and could not be here. He was going to

make -- excuse me, a presentation at this point.

IRAM FAROOQ: I'm actually going to ask Suzannah Bigolin to speak to this, because -- as one of the co-authors of that memo. But I guess the one thing I would say just to kick us off is that we're all going to have -- you received our memo, we all have comments. There are many things that we raise, the Board will raise other comments. But I think one of the, one of the neat things about seeing this project here today is that this is the first instance where we're seeing the manifestation of all of the work that we all did during the K2 process and it's sort of interesting to see how it, how it could shape up. And also I think all of the -- just given the amount of work from different orders that has gone into it, I

think there's really solid foundation which we will be tweaking as we go along. But I just wanted to say that from the staff side, we feel like there's, there's a lot of great work here that we will be building upon over at the coming few weeks, months, I think is probably more realistic.

So with that, I'm going to just turn it over to Suzannah to walk us through some of the key elements of the memo.

SUZANNAH BIGOLIN: Thank you.

So looking at the urban design section, we have the design guidelines that we have prepared as part of the Kendall Square K2 Study and they're really just sort of informed developers of the Planning Board of the future sort of form and character of development that the City wants to see in Kendall Square. But they're not strict sort

of requirements or prescriptive controls. There is potential to vary from those guidelines at the discretion of the Planning Board. But the key objectives are about creating a really positive mixed use neighborhood. We have lots of good public open space and ground floor activation. Managing, also, the sort of the massing and height of taller buildings. So we know that taller buildings are going to happen in Kendall Square so how can we sensitively manage the larger floor plates and the taller structures.

Then looking at the quality and character of the public environments and then managing environmental impacts as well. So shadow impacts and wind impacts.

So with the overall site planning and design we felt that the transformation of the

parking lots to an in-fill development is a fantastic opportunity and it really establishes Main Street as the central spine which has kind of been missing for a number of years so it's filling in the other side of Main Street. And also the really good connections to Broad Canal through open space and pedestrian connections are really positive.

We're excited to see also the ground floor retail activation. We feel that's been handled very well. It wraps around corners. It sort of brings retail into the MIT campus and it doesn't link across to the normal side as well. That flows really well. The generous ground floor heights as well are really important.

The open space and public realm improvements have been discussed by MIT

tonight as well. And they make a positive outcome in Kendall Square. The ability to connect with the community and bring people into the site is quite clear in the open space planning. And the expansion of the plaza around the MBTA headhouse is really important as well to kind of open up that space and draw people through the site.

The ability for the open space network to kind of flow behind and then connect to the across the other side is a really positive outcome.

The enhanced pedestrian connections are really dynamic and a great improvement on sort of the current conditions and the sort of protection or respect for the north/south grid I think is really important and that's been carried forward very well.

And looking towards loading and

parking: Loading areas have been handled quite well and we've been looking to just make sure that they are minimized as far as possible.

With regard to the built form, the use of the different architects has really created a dynamic strategy and approach to each building design and we're really excited to sort of work forward on the detailed design of each of the individual buildings. The taller building form is anticipated in Kendall Square so it's in the right location as per the Zoning, and the sort of separation of podium and tower is also consistent with the City's design guidelines as well so that's creating a straight wall, consistent straight wall height that also relates to the historic buildings and creates a more pedestrian scale. We're -- still have some

sort of further considerations regarding the overall massing. So how the buildings have been scaled and their articulation in terms of their sort of prominence in the public realm and if they are overwhelming, how we can sort of look to further break down the massing, would be a step in the design development stage that we would be looking forward to working with the architects with.

And also considering some of the potential wind impacts as well that were identified in the wind study that have been submitted.

Obviously the retention and the protection of the Kendall Square historic buildings is really successful as well and that's been quite well handled throughout the so many projects. And there's sort of further detail about the relationships

between old and new buildings that we'd like to work on with the development team as well.

I guess that summarizes some of the key design comments.

H. THEODORE COHEN: That's great. You might want to say a word about the Historical Commission and the East Gate building and what the status of that is.

SUZANNAH BIGOLIN: So the Historical Commission will need to issue a demolition permit to -- because by the time the East Gate building is demolished, it will be more than 50-years-old and they're likely to declare it a significant building, I believe. So as part of their permit approval process, they would like to sort of look at the design of the replacement building and that will be part of their consideration in their design review process.

H. THEODORE COHEN: And the Historical Commission will also be reviewing the design of the buildings as they impact upon the historical buildings that are being retained?

SUZANNAH BIGOLIN: Yes, correct.

H. THEODORE COHEN: Do any of the board members have any questions for Suzannah at this point?

(No Response.)

H. THEODORE COHEN: I guess not.
Thank you very much.

Well, why don't we take a five minute break right now and come back at 8:30 and we'll pick up with north of Main and then we will proceed into open format on both properties.

(A short recess was taken.)

H. THEODORE COHEN: All right, thank

you. I think there's a change in process. At the applicant's request we will continue with the public hearing on South Main Street and hear the public comment about that. At this time we will then presumably continue the South Main Street hearing either before or after we have questions from the Board and go to the North Main Street presentation and then, again, have public comment about North Main Street and then continue that presumably, and I think then we will end up coming back at a later date where we will, the Board will have an opportunity to ask questions and discuss both proposals.

So, unless board members had questions that they wanted to ask right now, I think we would go to public comment about the South Main Street proposal.

Please come up -- when your name is

called, please come up to the podium. State your name. And if it's other anything other than John Doe, please spell it for the stenographer. Give us your address. And in general you have three minutes to speak. And we'll go from there.

So the first person is Steve Kaiser.

STEVE KAISER: My name is Steve Kaiser. I live at 191 Hamilton Street. And, Mr. Chairman, I'd like to thank you and MIT for clarifying the process on public comment. Appreciate that very much, because I get prepared a one-page comment sheet which I handed out and my hope here is that we can understand here a very important thing that MIT has done here in this report. I did sign up and indicate on the sign-up sheet that I was opposed to the project, but that's primarily on architecture and design reasons.

But the great achievement that MIT has been able to do here is in the area of transit analysis and also they sent a crew out to the Kendall Square station at peak hour, morning and afternoon, and made a count of the trains and the station and the train loadings. All of this vital and useful information for everybody, for me, for the Board, and they -- the other one who deserves credit here is Joe Barr, Transportation Department, because he wrote a scope which said study transit. And he said study the total impact in five years of all accumulative development. Usually that's not in a TIS report, but it is in this one. So we had those two unique elements of the growth implications on traffic at Kendall. And the transit implications of how well the system is or is not working today. And both of these are valuable contributions.

And I think -- and my goal of this presentation is about we got about one minute of a whole hour on what this was. And I just wanted to put that right out there as a very positive growth and it's coming out of efforts by the Cambridge Redevelopment Authority, by Boston Properties, joined by MIT. This is sort of the first public relief of this public analysis and also by the city transportation department. So we've got an informal group of four parties who are doing this investigation into how to make this system work, the transit system and deal with the growth which is absolutely fundamental planning for this Board.

And what I would hope is that we would be able to add two members to that group of four. I'd like to see CDD -- Susanne Rasmussen included, and I'd like to see the

Planning Board included to become advocates of transit. It's sort of been a blank spot on your page, but to have somebody on this Board who says hey, I'm gonna be the one that's at least partially knowledgeable about transit. You don't have to be too knowledgeable to be better than Boston or anybody else because they're not doing much. But to know a little bit and help the others in that group of four to advance the interest of transit. And I won't nominate anybody from the Board. I think we're -- you can select among yourselves as to who would be the good person to do that, and how to write in to every TIS approval what's needed to compensate and to mitigate for development impacts where transit can help. And when I say transit, I'm really talking about the Red Line which doesn't work well, can be fixed up

fairly easily. And that fix-up is what I hope MIT will be able to deliver to us through this process. If they're coming in for their second hearing with a more elaborate analysis, instead of the last slide which said next steps and there was nothing on there on transit, put transit in there and put that as number one and that will be an achievement for this Board which would be extraordinary.

So, again, Mr. Chairman --

CATHERINE PRESTON CONNOLLY:

Mr. Kaiser, can you wrap up?

STEVE KAISER: Yes.

-- and for the change in procedure and the opportunity to hear public comment at this time. And because transit covers both hearings, I will resubmit my letter formally for the next hearing and also comment later.

Thank you.

H. THEODORE COHEN: Fine.

Heather Hoffman.

HEATHER HOFFMAN: Hello. Heather Hoffman, 213 Hurley Street. I wanted to comment on wind and shadows, especially wind. I was kind of amazed to hear that having a big podium will cut down wind. There is an infamous building in my neighborhood that has a big podium and more wind than any other building that I'm aware of in Cambridge. So I hope that in analyzing this, the Board will take that into consideration and not assume that people, that other people know more than you do out of your own practical experience of that very situation.

In addition, I hope that these, the shadows really don't cover up all of the cool open space that we're allegedly getting here

because, yes, it's nice to have some shade, but shadow is kind of a different thing from shade. We need the sun.

And I'm also -- I'm not so impressed with the -- these big things looming over the historical buildings, especially the clock tower, which is a just one of my favorite buildings in that whole area. I understand that that's not a high bar, however, it is an actually fine building and so I hope that we will, that we'll keep it so that people in the future will see it as a natural building as opposed to a little thing underneath a hoking monster.

Thanks.

H. THEODORE COHEN: Ms. Hoffman, can I assume the building with the large podium you're referring to is the former Middlesex Courthouse?

HEATHER HOFFMAN: Why how did you guess?

H. THEODORE COHEN: I'm sorry, if I am mispronouncing the name, Maribelle (sic) Meyer.

MARILEE MEYER: I've been called worse.

Marilee Meyer, 10 Dana Street. And it's M-a-r-i-l-e-e Meyer, M-e-y-e-r. I was only reminded about this meeting an hour before it started and I was not gonna come because why frustrate myself when after all it's a done deal in my head. And, but I keep on hearing, well, there will be opportunities. We're still working on issues. We're still working on details. Details as in, you know, where to put a bike rack or details like the size of a building. Those -- I was glad to hear the CDD actually

still has questions about massing, and thank you for explaining what would happen with the East Gate building which will be a preferably preserved building by the time all this happens.

My issue, and continues to be issue as an architectural historian, is the brick and mortar and design of this site. The images shown come across as soldiers or centuries, you know, these four or five buildings just lined up. And the different, the different site lines are missing. What happens when you come over the Longfellow Bridge and you're looking down Main Street? You have the big cantilever square box just slightly off center so you might be able to glimpse the clock tower. The No. 4 building, which is cantilevered over the historical building, is very narrow when you're coming from Binney

Street, but it is incredibly long and foreboding as a wall when you're coming down Main Street. I really think that you have to look from where the main traffic is coming from in Boston. And it just, it just makes me think that we're turning into Manhattan North. There's nothing really specifically Cantabrigian or identifying about this.

Everybody -- all the architects are having a shot of making a statement, and I really resent having the cantilevered building over the historical building No. 4 because -- whether it's being saved quote/unquote or not, it is being morphed into something else, and the windows are being dropped down to the floor and the facade is being pecked away at and it is being camouflaged. So what happens with historic preservation, this becomes tokenism. This is not context, and this is,

this is not taking the whole area into consideration. And I, the buildings are just too big and they're canyonizing Main Street.

Thank you.

H. THEODORE COHEN: Thank you.

Chris MacFarland.

No?

Is there anyone else who wishes to speak? Mr. Williamson?

JAMES WILLIAMSON: If I can get a first quick look at this.

Is there an expert on lifting this in the room?

Thank you. My name is James Williamson, 1000 Jackson Place, Cambridge.

First of all, I want to make the observation that on all, almost all of the images cut off the buildings at about the eighth floor. It seems like a very

disingenuous presentation here tonight when we don't see what the real impact of these -- the heights of these buildings are going to be, for example, the alleged activated ground floor retail. This is the first time I've actually had a chance to see this model. I asked specifically MIT if they would bring it to the second meeting of the Cambridge Historical Commission this summer, they declined. And I was told by the person who has been touted as the wonderful new preservation -- historic preservation person at MIT, well, it's not relevant. So to get to the point of the Chairman's question, no, the Historical Commission are not going to review the design of these buildings. The protocol that was agreed to at that summer meeting is that the staff will have the review, and there was some of us who argued

that the Commission should not give up that review, but they were persuaded that they would. And there's a longer story to that. So that's all quite disappointing and rather typical of the people's republic.

I saw the word activation, and my first thought was aviation because of the heights of the buildings. As far as public engagement, an honest account of the public engagement, I think, should include what the objections were, what the significant meaningful objections were, that people decided were not significant enough. Some of those objections have to do with commitments under urban renewal, that everything south of Main be exclusively devoted to academic purposes. This is something Bob Simha talked about in length. Nobody has succeeded on prevailing on that point.

There were issues of historic preservation, the clock tower, views of the clock tower, the scale. Just because you're allowed to build, doesn't mean you are required to build.

We heard about principles. One thing we didn't hear about is money. How much of this is about commercial real estate development because of how much money MIT MITIMCo, their investment arm is going to make out of this? Could we have a little bit of honesty and transparency of one of the principles driving this development? And many people thought MIT should do a lot more about housing their graduate students, including friends like Fred Salvucci and others, they did not prevail. But that doesn't mean that argument disappears for purposes of tonight's hearing.

Community influenced retail, I don't know what community influenced retail is. A mixing bowl is probably a good metaphor because everything's going to slide down the sides of these enormous edges of the bowl and mix in Kendall Square. And the transportation, of course, is a nightmare and nothing's really gonna be done about that. All of the costs of this massive development and very profitable development are gonna be borne by the public, those costs get externalized. We can't do anything about that, that's somebody's else's problem.

CATHERINE PRESTON CONNOLLY:

Mr. Williamson, can you wrap up?

JAMES WILLIAMSON: Yeah.

And, lastly, I have a question about the community organizations that are going to receive money. I'd like to know what they

are, which they are, what kind of arrangement was made, and what the nature of the community fund is, who's gonna control it. And finally, this has been referred to as SoMa, and my first thought was it reminded me of Aldous Huxley's "Brave New World." Why don't we just take the SoMa?

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

Yes, please.

SAUL WILSON: Saul Wilson, 812 Memorial Drive. I don't want to say much. I just wanted to respond after listening to other people speak, and just for the record say that not everybody in Cambridge is against development. I for one am quite supportive of higher density development in Cambridge, particularly Kendall. It's not to

say that the project is perfect. I trust there are many things that can be improved, but I wanted to put that on the record.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

JOHN SANZONE: Hi, John Sanzone, 540 Memorial Drive. John and Sanzone, S-a-n-z-o-n-e. I just wanted to quickly comment on some of the transportation pieces following up on Steve Kaiser's comments on the transit study, that's promising. I think it needs to be very comprehensive because this is probably the best opportunity to actually get anything significant for a Red Line capacity issues in particular. And then I'm very interested in the actual details of the street reconstructions; Carlton, Hayward, the other one, and Broad Canal Way. I think

there's an opportunity to be almost completely pedestrianized with most of the streets. And to look at things like the thinking of the open space and the transportation piece and the street piece, the Kendall Square open space process. There are two pieces here. The Kendall Square piece itself and Broad Canal Way itself. So some kind of creative uses there. Something like if not re-excavating the Broad Canal, which would be amazing, something like a rain garden or some other use of that street other than just throwing it back in as a street. And something similar with the other streets, too, going south of Main Street.

I'll withhold mostly on the architecture and massing and everything because that's much more nuance discussion.

I think looking at MIT's last several

iconic buildings, the ability to incorporate materials beyond the quote/unquote glass and steel is very apparent. So I think we can do a lot with these buildings as well beyond plain.

Thanks.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: All right, none appearing. So then, board members, do we wish to continue right now talking about South Main Street or should we continue this now and hear about North Main Street and then pick up either later this evening or at another time with our comments and questions about the entire project, both projects? I'm open to all suggestions.

HUGH RUSSELL: So how long do we expect the North Main Street presentation to last? Is it like one-sixth as much of the Zoning one building? At which case maybe we would --

ATTORNEY ANTHONY GALLUCCIO: Very close to that.

HUGH RUSSELL: We would be in position to start our discussion at 9:30.

ATTORNEY ANTHONY GALLUCCIO: Very close to that.

H. THEODORE COHEN: Very close to that.

HUGH RUSSELL: That would be my vote.

H. THEODORE COHEN: So then why don't we --

CATHERINE PRESTON CONNOLLY: Just as a process matter, so then are we closing the

discussion of South Main Street and we will only be discussing North Main Street afterwards?

H. THEODORE COHEN: I said we're going to continue the South Main Street discussion until -- after the conclusion of the North Main Street presentation, we will then reopen South Main Street and handle it jointly with the South Main Street.

CATHERINE PRESTON CONNOLLY: Great, thank you.

H. THEODORE COHEN: We'll hear North Main Street and hear public comment about North Main Street and then we will reopen south and then we'll see what time it is and where we're going because we do have other matters we have to address this evening, too.

CATHERINE PRESTON CONNOLLY: Okay, thank you.

H. THEODORE COHEN: I suggest that we continue this hearing regarding South Main Street until after we hear public comment on the hearing on Planning Board No. 302 with regard to North Main Street.

All in favor?

(All members agree).

H. THEODORE COHEN: All right. We're now hearing Planning Board No. 302 with regard to PUD for North Main Street.

STEVE MARSH: Great, thank you.

For the record, my name is Steve Marsh, Managing Director of Real Estate at MIT's Investment Management Company.

For this part of the hearing we're going to focus on north of Main Street section of the project, but again in context, we want to remind you that this is part of our overall planning in K2 that is trying to

transform six parking lots into this urban mixed use district. So there are -- the activity we're working on here has the same ten principles that we talked about that we have tried to embrace some activation dealing with academic capacity, housing, public realm, mobility, innovation, workforce, sustainability, and historic preservation. So we're embracing those in this part as well.

Let me -- I would just start by saying the north of Main Street site is a particularly important space for East Cambridge. You can see site 1 here. And this really was at the periphery of the Kendall Square area when this was built. And behind it was a bunch of oil tanks and a variety of other things. And if you look at this, I think our discussions with the East

Cambridge Planning Team and others in the neighborhood really brought to light that the whole back of this building was an opportunity. And, you know, today if you were walking down there, you would, you would see, you know, fences and dumpsters and, you know, generators in the back. And this is -- and surface parking lots. This is an opportunity, we think, to connect this building into the Broad Canal Way, into Third Street, and to create a seamless integration that would lead up to East Cambridge.

So we are delighted. We are focussed on bringing vitality to this building. This is one of the areas that we are seriously looking at for a large space as an urban grocer in the site, and we're hopeful to create, you know, and integrate new landscaping with the open spaces that exist

in the Broad Canal Way to improve access both from Main Street and down Broad Canal Way to the canal and through connecting to some of the other open spaces.

So let me -- I'm going to turn this over to David Manfredi to walk through the plan.

David, if you could --

H. THEODORE COHEN: Mr. Marsh, before you do that, could you give a brief explanation of why this building is a separate PUD from this south of Main Street PUD?

STEVE MARSH: Sure.

Fundamentally the stuff south of Main Street is number one sitting on a space that will be shared with academic. If you look at what we're doing on the south of Main Street side, we are sharing essentially loading,

we're sharing parking, we're sharing in some cases utilities, and a variety of other infrastructure in there that would make the financing fairly complicated.

The north of Main Street is basically a standalone physically in terms of its siting. It doesn't require the same level of complexity with some of the activity. We have an opportunity to address that within the context of that standing building and One Broadway. So we have separated those two primarily to at least make our lives a little easier down the road with respect to how we actually execute the capital for this.

And, David.

DAVID MANFREDI: Good evening, again.

Building 1 is being designed by Elkus Manfredi Architects, but very much in the

context of Dean Sarkis described, as part of this greater family and with the same greater urban design principles that subscribe to this greater family of buildings, specifically in the relationship with the existing One Broadway building and then building 2 directly across Main Street.

As Steve said, it obviously -- it occupies a very important site as a portal to Kendall Square and for what it provides. And it's been mentioned quickly, but 240 units of market rate housing, more than 40 units of affordable housing, new retail with footprints that can accommodate uses that don't necessarily fit as well in some of the other buildings, like an urban grocer and like a pharmacy. In fact, the total frontage of new retail space is more than 600 linear feet. And I would argue that the smaller

piece, the piece on Broad Canal Way serves as an important urban function as the bigger piece, the tower does. And it really, it really makes an important contribution to the walkability and the pedestrian quality of Broad Canal Way. Broad Canal Way today on the north side, as everybody knows, has been activated with some very successful restaurants like Za and Commonwealth and Evoo as well as a couple of other retail shops. But it is a one sided street. And as Steve said, the south side of the street is occupied by transformers, generators, and some dumpsters. The opportunity is to make a double loaded street to make it a truly pedestrian-friendly street and to really make that connection between Third Street and the canal itself.

Site 1, building 1 is truly a mixed use

building. It is largely residential. It complies with all of the dimensional constraints of the K2 design guidelines, meaning height, setbacks, and the step back requirements. It also complies entirely with all of the Chapter 91 setback requirements as this site is affected -- partially affected by Chapter 91.

The massing principles are really very simple. It subscribes, again, to that consistent strategy of creating a base to a building, a podium kind of base that all of these buildings along Main Street do, that connects it to its historic context, but also gives it other advantages that we talked about before and I will talk about again.

And secondly, then, to fold the mass, to shave the mass, to minimize shadows on the street, also to ameliorate the wind impacts

and to reduce the apparent bulk of the building. And you'll see that that's what's being proposed here is rather significant kind of folding of this facade in order to accomplish those goals. The total square footage of the building, as you see, is 403,000 square feet. It is 250 feet to the roof. And it does include significant retail at the base. It includes three levels of parking and then 20 levels of residential above.

Very quick comparison of the Zoning parameters and -- or I'm sorry, the building parameters and KSI proposal. The Zoning petition required 240,000 square feet of housing in order to unlock the total full commercial build out of the PUD. In fact, the application includes 285,000 square feet. Again, with approximately slightly more than

50 affordable units that represents that full 18 percent complement of affordable housing. We're exceeding the open space requirements of 15 percent, significantly exceeds it by 38 percent of open space. Publicly beneficial open space across the plan. And we are at the lower end of the allowable parking ratio. There is, on those three floors of parking, 109 parking spaces for approximately 295 units of housing.

I will point out here in the proposed program, I've mentioned the housing, I mentioned the retail. We do have an alternate that you saw in your package for office. That office would occur on the second and third floor of the kind of liner building that has been proposed on Broad Canal Way. It is proposed as an alternate. It really has amicability to a single tenant,

meaning the current occupant of the building, if that makes sense, then that is an alternate that we would like to be considered, but in fact in terms of the activation of the street, the retail on the street, it is really what's important to making Broad Canal a truly pedestrian-friendly way.

I mentioned the affordable units, and I really -- in the interest of time, go on to our environmental impacts and I won't repeat what we said about south of Main Street, but the rendering and the street level rendering, I think, really gets to what is the important contribution of that liner building, and that is contributing that continuous retail street, retail edge. And now even the mention of the street, making it a two-sided street and creating those 600 feet of new

retail frontage. And I think everyone appreciates the benefit of a two-sided retail street, that kind of oscillation that happens between sides of a street, the narrowing of the street which converts it from a completely automobile-oriented street to a more pedestrian-oriented street. And just the opportunity to just add more tenants, create more diversity on that street. And Broad Canal Way has a really exceptional, I think, place in all of Kendall Square. It's not Main Street. It's a street whose destination is in fact the water. It is that kind of idiosyncratic street that are the special place of memories that you will remember about your visit to Kendall Square.

I want to talk a little bit about environmental impacts and specifically about shadows, and I'm going to show you very

briefly a couple of excerpts of our shadow studies. There's obviously existing buildings in this case, the riverside office buildings, but there is shadow. Morning shadow will fall primarily on One Broadway. Obviously we're on -- we cast our shadows east, north, and west but morning shadows on One Broadway.

New shadows will occur on Broad Canal Way and later afternoon hours. We are proposing a 250-foot tall building. As you will recall, the Zoning does provide an opportunity to go to 300 feet with some very special provisions about what kind of housing. We've looked hard at that alternative, but I propose a 250-foot building which obviously has some benefits to the shadow studies.

And so, again, those three days of the

year; June 21st you can see on the left the current conditions. Basically it's a surface parking lot today. So there's no shadow coming off the site itself, and you can see the kind of shadows that are adjacent to the adjacent buildings create as well as the One Broadway building.

And then the 250-foot building as proposed, as I mentioned at nine o'clock in the morning, it's casting a shadow basically on the roof of the building between the parking, the retail and parking structure that has some office at the top between the proposed building and One Broadway. Again, June 21st very high sun, very minimal impact on Broad Canal Way. And then by three o'clock in the afternoon, more impact to the east and to the open space to the east.

On September 21st, again, identical to

March 21st, you can see the impact more clearly, the impact of the riverside buildings on Broad Canal Way and on the canal itself and what those mean. And then in color you can see the new shadow created by a 250-foot building. And at noon, but the water itself is already cast in shadow and then our new shadow of three o'clock in the afternoon.

And, again, December 21st and you can see very little color here. Basically a slight sliver of color here at three o'clock in the afternoon basically consistent with the existing shadows that have already been cast.

Let me go to wind, and I won't give you all the heart of the credentials again. But simply this building has been studied both in computer simulation as well as wind tunnel

modelling. We are working with RWDI. The winds are predominantly from the northwest and the southwest, although there are northeast winds principally in the spring, but they are frequent and strong in the spring. We have studied all of the effects that I mentioned before with regard to the down washing flow, the corner flow, and the channelling effects with specific interest in this new passageway that will be created that is prescribed, or at least most of it, is prescribed by the Zoning that will make part of this important connection to East Cambridge across Broad Canal Way between the Red Cross building and the proposed building, the new crosswalk on Main Street, and into the Sloan School park. And, again, we have studied this both for mean speed, wind speed, and for gusts. And in simple summary there

are no uncomfortable conditions for mean speed -- I'm sorry, the number of uncomfortable conditions with mean speed are reduced with the building. And, again, because, you know, wind is a function of a number of variables; it's not simply the height of the building, it's not simply the massing of tower on top of podium, it is the height and configuration of surrounding buildings. When a single tall building occurs in a landscape that is surrounded by three and four-story buildings, I think we all know what happens is that the wind actually picks up speed, hits that taller building, and with or without podium creates stronger impacts. Here in fact, we have tested building 1 in the context of 3, 4, and 5, and building 1 is somewhat the beneficiary of those as well as, as well as some existing

buildings.

The number of dangerous conditions for gusts is also reduced in the built condition as opposed to the unbuilt condition. Again, somewhat attributable to building massing, some are attributable to surrounding buildings, but there are remaining issues. The number of conditions that have been highlighted in the wind study is reduced in both mean speed and the gust conditions, but there are remaining issues. They have largely to do with this corner, and they have largely to do with building entrances. And so you will see as we get into the specific architecture of the building, again, the most effective way to deal with those wind conditions is permanent canopy, probably of some significant dimension that can cut the wind and protect pedestrian environment

opening and closing of those retail doors. It is very important to us, it's very important to the proposal, that this is continuous retail edge along, along Main Street, along all of this edge with some part of that being devoted to our bike storage, but transparent and active edge, all the way around and all the way around Broad Canal Way. Hence, my contention that this building, in terms of the impact on -- and the walkability of Broad Canal Way, is as every bit important as what's happening on the ground level here.

And then finally, I want to go back to a very similar diagram that we talked to relative to south of Main Street and probably more relevant here with building 1 because we do have the opportunity now to have significant impact on Broad Canal Way to

really turn that into a walkable street, significant impact on this pathway that runs up into the neighborhood that is being improved incrementally with each building cycle, but continuing to be improved with the park improvements to North Plaza, and all of this connectivity that now creates the opportunity to cross Main Street through the Sloan School, get the Wadsworth, and connecting to that into the path that it is Third Street as well. And so, again, back to the notion that it's not only about creating these important new open spaces south of Main Street, it's about creating the connected tissue that links these spaces together and creates better, clearer, and more legible access to the Charles River.

And let me go back to Steve.

STEVE MARSH: Thanks, David. I'm

not going to dwell too much on this because I touched on this on the retail side. But I think, again, you've seen this. We started out this proposal focussed on Main Street. We came back and refocussed it on Broad Canal Way and tried to make this an active use. And I think you see the existing conditions up in the far right corner. I think ultimately at the end of the day we're basically trying to create front doors everywhere around this building. It was a challenge. The design guidelines were a particular challenge here as we tried to make all of the compliance in here. We think we have the answer here as we go through this. We're excited about it, because it does give us the opportunity to activate what's going on on Main Street and actually bring it all the way around to the Broad Canal Way. So

we're very excited about the retail. I think we've made that known throughout the district and particular in the side door.

Let me pass this on to Michael.

MICHAEL OWU: Thank you. I'll also try to be as quick as possible because it's basically the same message committed to the Version 4 higher standard. In terms of other sustainable issues we don't have the opportunity to do as much districtwide initiatives on the south of Main Street side. But nevertheless, we will implement the same techniques on the north side to achieve as high sustainability as possible on the middle building.

Infrastructure is the same conversation. We've had several conversations with city departments working on infrastructure in the area to understand

what the needs are. This is an ongoing conversation and we'll continue to participate in as we go forward. We understand that there are some requirements in terms of phosphorous and infiltration and other things that the DPW is very concerned about and we are committed to complying with both in this project as well as in the -- on the SoMa side.

Transportation, same story. Again, VHB did the study. I won't go through it again. Same analysis. You can take a look at it in your free time.

And then finally in the last slide in terms of parking, parking is a little bit different. There are -- the building is being located on the surface parking lot with 114 surface parking spaces that we are not replacing. In this particular case net new

parking spaces is significantly less. Only 65 new parking spaces. The residential parking ratio is at the lower end of the range provided in the Zoning. And, again, significant to parking short term and long term in the area.

And I think I'll go back to Steve.

STEVE MARSH: Thanks, Michael.

Let me just talk about scheduled phasing. I think this project is fairly independent of some of the other work we're doing in Kendall Square. You know, our sense is -- this is a very challenging building. This was an incredible challenge for us to make this work, particularly given its high level of affordable housing in it. We're excited. We think at this point in time the markets are supportive of this, and I -- generally our sense is that this will be one

of the first buildings that we will try to execute in the plan overall.

I think coming back to the next steps, again, similar to we would hope to come back and talk about Article 19 and urban design objectives, redo the traffic impact and mitigation as Mr. Kaiser has suggested.

Infrastructure, utilities, open space, and the final development plan. So I will stop there.

Thank you, again. We've spent an enormous amount of time together on this. I think this particular project embraces the ten principles that we had talked about earlier and have made such an important part of our work together on this. So I would say that we look forward to the insights and comments and we hope to have your support on it.

Thank you.

H. THEODORE COHEN: Thank you.

Suzannah, do you have any comments about the urban design and design guidelines as they relate to this particular PUD?

SUZANNAH BIGOLIN: Thank you.

As has already been discussed by the applicant, the north/south orientation does help to minimize shadow impacts. And providing that generous pedestrian connection between Main Street and Broad Canal is also really a fantastic opportunity. So I can imagine that space being really active. It gets good sunlight. So that's really positive aspect of the project. And also wrapping the retail around to Broad Canal and the two-sided retail is a really positive aspect as well. And just providing more activation to Broad Canal Way. I believe the

streetscape plans also included bio-retention as well as along Broad Canal Way so that can sort of relate to the water element a bit more. With regard to the building scale and massing, the base is really important in this instance as well and it really does hope to create an improved pedestrian realm and it also relates well to the Red Cross building that adjoins the site.

We would be wanting to sort of further consider how the structured parking relates to the public realm. The base incorporating the structure. The parking is a particular design challenge. And the preferred urban design outcome would sort of be wrapping the structured parking and active use, so we would want to sort of consider that as an opportunity for the building.

And then also looking at some of the

wind mitigation measures and if changes in massing are sort of needed to kind of help reduce those, and we'd love to sort of look at the wind tunnel testing results as well and the recommendations that follow.

And that summarizes the comments.

H. THEODORE COHEN: Thank you.

If we have no questions right now about North Main Street, why don't we go to public comment about North Main Street.

Again, when you come up, please state your name, spell it if necessary, give your address and speak for three minutes.

Steve Kaiser.

STEVE KAISER: I'm Steve Kaiser on Hamilton Street. And one last word on the transit issue. The presentation tonight that should have included transit I think was David Manfredi's which was the pedestrian

realm, because you can walk around Kendall Square as a pedestrian. What happens when you want to leave Kendall Square and ride the Red Line? You go down and you become a transit rider. You get off the train and you become a pedestrian again. So the whole thing is almost ecological in the sense of being all the function of Kendall Square and how you move in and out. It's all tied in with each other. It's all sort of -- you can't sort of separate it out as architects and wind and shadow. It's a whole combination of things.

The other thing is for David to become an expert on mass transit or for any member of the Board to become an expert on mass transit, here's the equipment you need: A digital watch, a piece of paper, and a pencil. And you count the times when the

trains stop and when they start. Make a list of the data give it to the engineer and he's got practically all the information he needs on how that train is working on whether the schedule is musted up or not. So anybody can do that even, an architect.

One other thing is, nobody said anything about traffic so far. This study looks at the development impacts of traffic five years out. And one of the results is that the traffic volumes on Third Street go up by 30 percent. That's impossible. It's unthinkable. The traffic is creep and beep on Main Street. What the study is telling us is look, if we don't do anything, traffic is gonna be a dreadful mess here. We have got to have transit. It's the only relief we can get. Okay?

So, and my recommendation is for the

further studies that are done by MIT, don't ask them to study any more traffic. It's not going to -- do everything to study transit.

Now, my thoughts now are having to do with the scale and the architecture of the buildings. Last May I heard the City Councillor who was not one of those two who were critical of the Planning Board, but he said at a transportation hearing he thought all of the existing buildings at Kendall were ugly. So there's a perception among many members of the public, and even the elected officials, that something is wrong with our architecture and something is wrong with Kendall Square. And when we look at models like this, we don't really understand how different people react to it. Architects have one take, non-architects have another.

And I don't want to be too critical of

architects. I'm a mechanical engineer by background, and we have what I would call road spears in our profession, and one of those was Frederick Taylor who invented scientific management, stopwatches and everything else, to measure people's behavior and control people's jobs. It was a terrible performance. I think for architects they live in the shadow of road spear is looks over and his image of the high sterile, high rise building in a sterile environment. And we're working with a lot of the top architects who have given us the pedestrian environment to try to get away from the (inaudible), so it's a very interesting effort.

Let me just give you the --

CATHERINE PRESTON CONNOLLY:

Mr. Kaiser, can you wrap up, please.

STEVE KAISER: Yes, I'm gonna wrap up.

The six buildings -- I'm gonna give a quick score card. A, too tall, too close to the Luke building. I'd give it an F.

2, 3, 4, and 5, I give them an F.

6 is remarkably low building and -- but there's something a little funny with the design of the windows so I give it about a D. And being low, it doesn't have shadow and wind impacts. But --

H. THEODORE COHEN: Mr. --

STEVE KAISER: -- I think we're going to get different perspectives on this --

H. THEODORE COHEN: Please.

STEVE KAISER: Yes. And let me give a copy of this for a second hearing.

H. THEODORE COHEN: Heather Hoffman.

HEATHER HOFFMAN: That thing is blinding if you're standing here. Heather Hoffman, 213 Hurley Street, and I was just thinking that last thing that Steve said, I have noticed that there is a way that architects look at lots of these buildings and a way that the rest of us do, and I don't get it at all. The prime example is Peabody Terrace which I guess is beloved of architects and the rest of it considered truly ugly. Well, you know, I don't see how that giant wall of glass relates beautifully to the gorgeous Red Cross building. I don't get it at all. And I was specifically requested by someone who couldn't be here tonight to remind the Board of the words of the now former chair, Mr. Russell, about casting shadows on all of the good stuff that's been done. You will note that they

didn't mark South Plaza.

I was going to thank MIT for being about the only people to notice the existence of Wellington-Harrington in the area. That actually made it on to the plans. But South Plaza didn't. Well, I can tell you that South Plaza gets a ton of use and it should not be shrouded in shadow. And there is nothing that this building could contribute with a few hundred residential units that can be what South Plaza right now is contributing to the community of Cambridge and to the community that we're trying to build in Kendall Square. I will be very interested to know what kind of community this building is going to provide. Are we going to have yet another building where people are expected to hang around for about a year and then leave? And so not become part of our city? They're

just passing through. How is that -- except for the affordable housing, I assume that those people will stick around, and good, good, because they're probably the ones who will actually go to the alleged grocery store. I am enjoying the grocery store words of every developer offering us yet another urban grocery store. And I would just point out that the reason the pharmacy is no longer in Kendall Square is because MIT kicked them out. And it was -- they were a very pleasant pharmacy that I would go to if I was in that area. So let us think about what we're trying to do. We say we're trying to create community. Well, community's created by people living here which is why I'm making these remarks for a residential building. And is this going to do anything other than bring in more taxes?

Thanks.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak? Mr. Williamson.

JAMES WILLIAMSON: It's beautiful.

James Williamson, 1000 Jackson Place,
Cambridge. Thank you.

Well, I want to second what some -- the attention that's being recommended for public transportation. I happened to have a conversation with Fred Salvucci today with his trip to Chile and he was telling me about the subway system in Santiago which has a headway of two minutes. The best they can do at the MBTA is four and a half minutes. I don't know if any of you ever take public transportation, but when I do, I will sometimes wait for three trains at Kendall to be able to squeeze myself on the third train

that comes through. And of course the data gets manipulated in the way it's presented to suggest that's not really a problem because you're supposed to wait there for an hour and if you can get on a train within an hour, then it's supposedly really not that bad.

So there's -- I just don't have any confidence in the public transportation system in Massachusetts and I don't think it's gonna get any better any time soon.

I just want to make a couple of observations about context.

H. THEODORE COHEN: Mr. Williamson, could you step back a bit from the microphone?

JAMES WILLIAMSON: Sure, sure. Somebody's left something here.

So when I come over the Longfellow Bridge, and of course we don't know when

that's going to be finished, I look at the skyline between the Longfellow Bridge and North Point and I really am not happy with what I see. I think it's largely an ugly skyline that was designed to have as many apartments that could look out and pretty soon everybody is in their beautiful apartment looking out at everybody else in their beautiful apartment that's not very beautiful anymore. And I would hope you would think about what is this building going to do? Is it going to help to make that any better? Is it just going to be one more of the same? Is it going to contribute in some way? I'm not convinced from the looks of it that it's going to make this any different or any better.

Another piece of context which doesn't appear here and doesn't appear in any of the

images is the power plant. I think there's a big power plant somewhere there, and I think if you're gonna really think about context and design and at least it ought to be in there somewhere so that you can think about how that fits in to the questions that are gonna be coming before you.

And the other thing I want to mention is the new Sloan building across the street I think really atrocious. And to think about the pull -- the alleged public space there as genuinely kind of useful public space, I think is a mistake. I don't think it works. I think that should be part of your thinking as well, how any new building relates to that. And I guess I just want to end my comments by saying that overall, I think these buildings are not very attractive, there's too much of it, we don't have the

infrastructure, especially in terms of transportation to support it. I think it's been a big mistake. I think it was controversial in the beginning --

H. THEODORE COHEN: Mr. Williamson, would you wrap up, please.

JAMES WILLIAMSON: -- and it remained controversial.

But I would ask you to ask why 250 feet, not 300 feet? That was touched on maybe it's because they don't want to do more affordable housing at 300 feet?

H. THEODORE COHEN: Is there anyone else who wishes to speak? Yes.

MARILEE MEYER: Marilee Meyer, 10 Dana Street. I appreciate the opportunity to comment again on what is happening down here. Again, I envision coming over Longfellow Bridge, and this particular building the

glass wall is so foreboding and cold, and that where across the street yet another glass box and glass walls and you're being funneled into a space that now has sky, sky is part of open space. What is -- in Boston and here what is being considered open space includes covered lobbies of buildings. It's open to the public, so therefore it's open space. That doesn't necessarily work. And I would also like to see more rhythm in the roof lines. Not well, if they have 250, I'm gonna go 300. Or if they're allowed this, so I'm gonna do this. What happened to diagonals and setbacks and stepping and rhythm and integration and context? I find all of these buildings totally isolated and I don't think they work together. And I agree with Steve that No. 6 reminds me of a Chinese food box. I mean, there's -- there's no --

there's no -- it's a throw away building to me. It doesn't -- it's not important. And I -- again, materials, the flavor of the month or the decade or whatever, there's glass and metal, I think it's a problem. And it's following what's happening in Boston.

Actually the Globe had a very interesting couple of comments that they're having a hard time finding market rate renters for their high end luxury apartments in Boston.

And No. 2, a comment was made that affordable housing luxury apartments do not cost that much more than affordable housing to build, but they're charging exponentially more money. And context as important, again, in Boston, one of the architects for these projects is -- has a glass cosmetic store going right next to Faneuil Hall. So what?

Context --

H. THEODORE COHEN: Please keep your comments to --

MARILEE MEYER: Context is important is my point, and history does have a place and identity.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: If not, then we will proceed on. Let's take the pleasure of the Board at this point. It's 20 to 10. We have some other matters that we have to address this evening. We still haven't heard a number of staff people. We may want to hear or we may want to have some questions and comments. What are the people's pleasure

right now to proceed?

HUGH RUSSELL: I would like to hear preliminary comments from members of the Board and I have comments I would like to make. This is a very difficult project to get your head around and I think now that it's fresh, we can get some of those down on paper. And so that would be my preference.

H. THEODORE COHEN: That's fine.

STEVEN COHEN: Can I say something, Ted?

H. THEODORE COHEN: Yes.

STEVEN COHEN: I don't disagree with Hugh. If other city staff have comments on this, it might make sense to hear all the city comments first.

H. THEODORE COHEN: That's fine.

HUGH RUSSELL: Because I just would point out -- I mean, we've read all the

comments. I've read all the comments that we received and there are some very hard hitting thoughtful comments particularly from the Traffic Department, so I feel like I don't need to hear them again. But they're very important comments, they have to be part of our process.

H. THEODORE COHEN: Right, I agree with both of you, but Mr. Barr is here and I think it would be good if he could summarize briefly some of his comments, and particularly his concerns, because there has been -- public has made numerous comments about transit and parking and we have received an excellent memo from Traffic and Parking. It is on the website. But it's possible that not everybody here has had the opportunity to read it.

Mr. Barr?

JOSEPH BARR: Thanks. Joseph Barr, Director of Traffic, Parking, and Transportation for the City. And I'll just start by saying that it's my sincere hope to develop a reputation for brevity amongst the members of the Board. I'll try to keep doing that tonight.

You have our comments. I will first thank Steve Kaiser for his compliments on it, but I'll just point to Mr. Shulman who actually wrote the scope in detail. So good work on the transit side. It's his responsibility as well as MIT's and their consultants for doing -- and I think it is an important point to make they have advanced the state of understanding how the Red Line works which is not going to help just this project, the Kendall Square task force, the status as well as other projects that will be

coming to you over the next months and years. So it is an important analysis that you have to delve into it because it says a lot of things and gets to Mr. Williamson's points. On average there is capacity on the Red Line everyone's experience is on any given day that may not be true, and certainly if you've waited for the train, it's certainly not true.

Anyway, in terms of our general comments I would I say that in general we consider thi to be a positive project. From a transportation perspective, a lot of the urban design benefits Suzannah referred to are also arbitrary to benefit in terms of the public realm. Creating a pedestrian environment, creating underground parking is a really important goals for the city as a whole. You know, as well as limiting it as

was presented in the MIT's presentation, that they are trying to bring down the amount of parking based on the development that's being proposed.

So we are positive on that. We see the new pedestrian and bicycle facilities as very positive, and really this is the type of transit-oriented development that we're looking for generally, but also from a transportation perspective. So I think, you know, we generally view it as positively. We do have some concerns that are expressed in the memo, but I'll just summarize a few of them real quick and see if you have any questions.

You know, we do think that even though they have suggested a fairly limited amount of parking supply, we are looking for opportunities to further bring that number

down. It still is a large number of parking, and as Steve referred to, that does create concerns about what the traffic impacts will be if there is a lot of vehicular capacity on the roadways, not just in Kendall Square but connected to Kendall Square. And that's probably -- one of our concerns is that if you look at, you know, the intersection of Main Street and well, Third Street or Ames Street on any given day, in and of itself, may not be congested. But if you go out here, at the same time, there may be a backup of vehicles that's somewhat related to Kendall Square. So it's not just right in the Kendall Square, but it's growing from there and so, again, that's not necessarily MIT's job to fix but we need to look collectively as to how we make the transportation system work effectively for

people.

We are concerned about the parking supply, and we're also concerned about how it gets managed on a daily basis to make sure that the right amount of parking is being made available to different users. So we are going to be -- we talked to MIT about that and we'll continue to work with them on that.

We think there's a variety of other mitigation measures that are spelled out in the memo that are worth discussing. We're still early in the conversations, and it will be part of the process to move forward in greater detail. We're certainly looking at how we can approve the bicycle network on connections to and from the river. Ames Street, that's been of particular concern. And we also just generally want to look at the design of the streets, you know, whether

they're the streets that are owned by the city or the streets that are owned by MIT, and how those can be made to function well for all users, and support the sort of urban design goals that I think were well expressed. You know, but as I think it's been made clear by other comments, central to the issues we have to how this transit functions for this site as well as the Kendall Square more broadly, you know, and it's a challenging issue; how do you -- the problems of the Red Line, the problems of transit in Kendall Square, and more broadly as I think we all know, are bigger than any one developer's ability to address. Whether they're doing 50 or 50,000 square feet of development or 1.6 million square feet of development. We're working with the state, we're working with the developers and others

to try to figure out what types of continuing mechanisms could be put in place from the public side as well as public contributions are appropriate and sustainable given all the other larger goals that people have for these projects. As much I was want to say transportation is the most important thing, we have to fix that before anything else, you know, even I can admit affordable housing and open space are important goals as well. So figuring out the right mix of how the mitigation is done is going to be a challenge. So I don't know, I can't say right now what the answer is, but I get some of the comments made about the role of the private developers or MIT specifically in terms of addressing these issues, we do want to figure out the right role but we know that there is a larger question here than one that

involves the state, involves the city, and perhaps even involves some of the federal funding as well. So I can't tell you what the answer is on the transit side is, but I will say that, yeah, we all acknowledge that it is critical to the site, to this project, it's critical to Kendall Square, and we are trying to come up with both on the funding side as well as what we actually do decide what the right solution is for that.

So, happy to answer any questions or just sit down.

H. THEODORE COHEN: Well, just first I wanted to say procedurally that since we continued the hearing on Planning Board 303 to have public comment on 302 starting with Mr. Barr's comments, we are back in, let's say, jointly and simultaneously hearing of Planning Board 303 and 302. And so comments

from the Board can go to either or both of the projects. My only question, Mr. Barr, is whether you heard anything today that leads you to want to add anything to your memo as to issues you would like to see addressed in the final development plan?

JOSEPH BARR: Yeah, I don't think that -- I mean, I think the issues that were raised by the members of the public, you know, are I think consistent with the issues that we're concerned about, and to put a finer point on some of them and raise them more consistently, but I think it's consistent with what we had identified with issues going forward. And we've had a number of discussions with MIT to date, so it's a good understanding of what they're proposing, and I think hopefully they have a good understanding of their concerns and we went

ahead with the mitigation pieces.

H. THEODORE COHEN: Okay.

Anyone have any further questions?

STEVEN COHEN: Just one simple question, Joe, if this is built out, I don't know the precise number, but I presume that this development will generate, you know, thousands of new jobs over the next seven to ten years. And forgive me, I haven't read the entire TIS or anything. Does the existing mass transit system, the Red Line and the bus lines, today is there existing capacity, sufficient existing capacity to handle the demand of these thousands of new employees in Kendall Square?

JOSEPH BARR: That's a complicated question to answer, but I guess what I would say is two things:

One, we do see a need for increases in

bus service. I think we've commented on that and that was in the TIS to support some of the people who would be arriving by bus from, you know, from different locations of both MBTA busses and well as EZ Ride service. Those are easy quote/unquote, but a lot easier to do than expanding the capacity of the Red Line. We will be looking how that would happen collaborative with the MBTA and others.

On the Red Line side, I guess what I would say is that, if, and this is a heroic assumption, if the Red Line could operate reliably on a daily basis, then there would be sufficient capacity to serve this development. It might not serve the entirety of what is contemplated in the K2 study, and the subsequent Zoning that's, you know, that is in place or may becoming, but I think for

this project, yeah, we could handle it but the ability to make the Red Line operate reliably on a daily basis is challenging. So I think we're trying to, like I said earlier, we're trying to figure out that piece. And some of it may be improving reliability, and some of it may be looking for ways to enhance the capacity of the Red Line. The replacement of the vehicle fleet will help a lot in certain ways. It won't solve every problem, and there are other sort of lower hanging fruit, but the real big picture things like adding additional vehicles to what's there and to improving the signal system which may be the keys to unlocking more capacity, are sort of the questions we don't have the answer to yet I would say.

STEVEN COHEN: What Mr. Kaiser said that relatively straight forward matter to

increase the capacity to the Red Line, you're suggesting that's a little bit --

JOSEPH BARR: That's overstating how the case. I think it's complicated. It's not rocket science. I think there's an understanding of what needs to get done, but the complexities of actually doing that, funding it, are not well understood. And actually one of the goals we have as a city, I think everybody has for the Kendall Square, task force that the state is currently underway and there was a meeting of that group earlier today, is to get a much better handle on specifics of that because nobody's really sat down and said these are the five things you have to do to make the Red Line not just work better as it stands today but actually be able to serve more people than it can today.

STEVEN COHEN: So in light of the difficulty and uncertainty of it, about our ability to improve the Red Line service, do you think it would make any sense to tie future development in Kendall Square to the future improvements in mass transit capacity?

JOSEPH BARR: I think that would be, I mean I don't know about the legalities of that. From an operational perspective, you know, it would be pretty challenging for everybody involved because it would, it would tie, you know, what our I think otherwise very beneficial improvements -- I mean, leaving aside tax revenue and everything, but just the improvements of the public realm and the improvements that make Kendall Square more vibrant and, you know, a better place to live. And I'll be honest, as I lived in Kendall Square for two years in East Gate,

and I for one will not cry when that building gets -- if that building is torn down. It's a personal opinion, not an opinion as a city employee because just the HVAC in and of itself....

In any case, but I think that, you know, we don't want to necessarily limit ourselves that way because there are other benefits to this. We have to figure out if we can't get to the way we want to with the Red Line, what other types of improvements can we make in terms of the bus system, other modes, and bus transit and carrying more people on transit without depending on that. We doesn't want to put -- I guess I want to say we don't want to put all our eggs in one basket. We want to look for a range of solutions that will meet our needs. You know, we all would like to see the Red Line

improve, but I don't know that we can count on that happening within the time frame of this development project. You know, maybe future development projects could be -- might have more hope, but it's just a, it's a, it's a problem we don't have yet, understand the solution to yet. But I don't think that would be sufficient reason to, you know, not allow other, you know, allow development to move forward if it's the right project otherwise.

STEVEN COHEN: Given the uncertainty on the transit front in years to come, and perhaps this is rhetorical, so forgive me if it is, would it make sense to build into the development housing that to the greatest extent possible would actually be affordable for precisely those employees that will be drawn to the new development?

JOSEPH BARR: Yeah, and I think that in general the -- I mean, it is somewhat a rhetorical question, but I will say in general the mood that resulted of the K2 study and the other initiatives to create more residential whether that's, you know, the graduate student housing and pure residential, is, you know, I think it's beneficial in terms of creating, you know, a better balance between people who live there and work there. So whether it's people that live there, going elsewhere, or staying in the square, you're sort of balancing out the loads on the transportation network rather than just purely moving people in to Cambridge or into Kendall Square in the morning and out in the afternoon. I think there's a larger question here about how, you know, our -- what function our roadways play

in the regional transportation network. And as Mr. Kaiser referred to, what other communities are doing, encourage transit use or not, and so, you know, we need to make sure that we're -- as we do all the good things to encourage sustainable transportation, we're also making sure that we're just not opening capacity for other communities to let people, encourage people to drive through Cambridge so it's a challenging mix.

H. THEODORE COHEN: I will note that the slide behind you implies that one of the keys is more kayaks.

JOSEPH BARR: I think that's -- I would support that.

H. THEODORE COHEN: Lou?

LOUIS J. BACCI, JR.: One quick one. New trains to the Red Line, five to seven

years, is that where we think it is?

JOSEPH BARR: Yes, I would think -- if I'm remembering correctly, delivery will be complete basically by the end of the decade.

LOUIS J. BACCI, JR.: Right. That's what I figured. In between.

H. THEODORE COHEN: Anyone else have questions for Mr. Barr?

(No Response.)

H. THEODORE COHEN: Thank you very much and thank you to you and Adam and everyone else, for staff who worked on the memo.

We did receive a memo from DPW about infrastructure, and I think that's all public, that was pretty clear.

So why don't we start with our own comments and questions. Hugh, you look

anxious to start.

HUGH RUSSELL: Sure. Before I fall asleep not because it's not challenging and interesting. Could you put up a site plan of the south of Main?

While you're looking for that, I'll just start. It would be nice if it was a little closer to the end. It's a little hard to see some of the details.

Then I was surprised to see this plan. You know, I'm looking at this for five or six years and I couldn't believe that you could accomplish as much as has been accomplished in this plan. I think it's the, you know, the key notion of the Zoning, of the commercial zone along Main Street, the academic zone, if you will, building up from Emory Street and the open space tying them together is a, is like the right concept.

It's makes tremendous sense in making the open space become the -- that sort of basic design structuring element. I, there are a few places in the open space plan that I have questions.

So Wadsworth Street becomes a very important connection from the north, the top of the drawing. And both Wadsworth Street and Hayward Street are service streets. They're parking garage entries. There are loading docks. There are -- retail wraps around. I calculated a while ago it takes you 30 seconds, only 30 seconds to walk from Main Street to the open space on Hayward or Wadsworth Street, and if the ends are okay, maybe only 15 or 20 seconds are kind of yicky and boring. That's not too bad, you know? But -- so that's one concern.

Somebody might point out building E53.

Who's got a pointer? That's very -- the open space connection gets very tight between that and building 2, although you understand that building 2 has a big hole under it so that it's much wider than it looks when you're down at person level.

LOUIS J. BACCI, JR.: It's also shaded differently.

HUGH RUSSELL: And so that's the tight spot. And the combined building to Sloan open space, I think, is really a very important place now. There is isn't a lot of -- and there's a pathway through it that also goes across the new cross connection across Main Street, passed building 1 and then that network of more pedestrian friendly open spaces in the northern space.

There's a -- there's a little bump in this path as you come across the street

there. You have to walk like that. I think pedestrians might like to walk straight.

LOUIS J. BACCI, JR.: Straight.

HUGH RUSSELL: That's, that's, you know, a detail but I think it's a concept from there I'd like to see looked at.

I'm intrigued by the futurist sort of architectural quality. These enormous faceted glass boxes of building 4 isn't primarily glass, but the other ones are, and I don't quite know what to make of it. Now, is it sort of MIT saying, you know, we're about planning the future, and if we're going to build, we're going to build it in the future, we're not going to build in the past. You know, the futurist idea is of course 75 or, you know, years old.

STEVEN COHEN: No, but it's an old idea.

HUGH RUSSELL: It's an old idea.

And it's like how do you get really responsible energy performance out of a building whose skin is mostly (inaudible) and has a lousy R value. And with the big panes of glass facing west, which I was taught you really shouldn't do that because how do you control the sun? Well, you control the sun by having very fancy glass. Well, then what's the -- what happens, you know, you try to basically reflect the light back off that glass or what happens to that reflected light? You don't want to absorb it in the glass because then it's -- I mean, there's tremendous advances in what glass can do, but it's still I a pretty good conductor of heat.

So, you know, when we're looking at a city heading for Net Zero, our building glass cubes, the way to get to Net Zero? I'm -- I

think it has to be thought about.

So the, I put together my own combined underground plan to try to understand how all the garages fit together and all the accesses fit together. I'd like to actually, have you guys do that. It's a very important part of the scheme. And there's some strange things about it. The -- under building 5 is a mega loading dock that's like two stories tall underground.

LOUIS J. BACCI, JR.: That assumes you have to go around a turn to get to.

HUGH RUSSELL: Yeah. You come down Hayward Street and you go in between the historic buildings and the new part of the building on a big ramp that gets you down roughly where the T station is. So, I don't understand how all that loading works. I'm not sure I even want to particularly. It

looks like somebody has given a great deal of thought to it.

LOUIS J. BACCI, JR.: A lot of hours.

HUGH RUSSELL: And it's sort -- and I sort of wonder between -- it's like you're so close to the loading facility on site 6, but you don't seem to connect to it. I'm wondering about that.

I'm also wondering if you're in -- if you have an office in building 5, you're not going to park under building 5 because the trucks are there. You're parking under the central open space side I imagine. And I would be -- I would like to see more consideration of what the pathways are to get from the office building and the lab uses to the automobile parking and to the bicycle parking. And I, it's hard for me to tell

whether you might have to walk like two blocks to get to your bicycle, which is not something bicyclists like to do very much, though I confess I do it a lot in Harvard Square. So, that the flows of people who want to do that also represent an opportunity -- they're animating the space during the times that they're there.

I confess I'm not very concerned about the Longfellow Bridge view, but I suppose it would be good to see it. I don't -- it's like -- you know, I think it's a lesser thing.

And then my other comment would be we've been thinking about the Volpe Zoning and we've seen urban design or studies have been done in the CD Department about how to sort of open space and buildings, and I was again surprised by the density and the size

of the Volpe buildings. Volpe's actually being built at a higher FAR than this, I believe. I think it's substantially higher. So this represents a vision for what Volpe's going to be like or could be like. These very large buildings that sort of start five stories up in the air that are kind of, you know, above the super orbital ridge. I mean, somebody commented there are all the renderings cut off at eight stories. But in fact that's what happens, you don't see the top of the eight or 15 stories of these buildings when you're on the ground. And it's interesting to see that they're fairly generous spaces between the buildings. The buildings, particularly because of the way building 4 is in a building. So that light penetrates in between them sometimes. Anyway, it's a -- as we consider what's

happening, you know, a block away or literally across the street, I think we have to look at this and say this is the kind of development we could be seeing over there. This is maybe as good as it's gonna get. So that's a little sobering.

So you can see I'm not hypercritical of this. It's been very well thought out. There's a great deal that's very thoughtful and very positive about it, but it's a little surprising.

H. THEODORE COHEN: Who would like to go? Ahmed.

AHMED NUR: Should we start going this way?

Okay, so I guess I'll be the first one to admit that this is -- I mean, I'm glad that this is just a, you know, just a start off of viewing it because at this point I

don't really have a clear understanding of the size massing of the building or the architecture. I understand that looking at the pictures it's a glass and structural steel, but I must say that just for the most I'm very heavily reliant on the staff and architects, you know, my colleagues on the Board, so on and so forth, and looking forward to working them with regard to what the City of Cambridge wants and the people of Cambridge wants. This, as far as what I can see now, I just wanted to not talk about the design per se, but just a few questions with regarding to connections. For example, we talked about the proposed open connections where pedestrians are walking from through Wadsworth.

One thing that I've had an idea and every time MIT comes across, I always had I

guess this is, I was pretty much sitting on the Planning Board since 2009, so about a year before you started, after you started, and every time we talked about it, I always had my eyes on Memorial Drive. Do we still have that pointer?

So as we were talking about open space and connection, Wadsworth here, I wondered if anyone had considered making this basically drop in Memorial Drive so that way we have park here. You know, perhaps 700 feet that way and 700 -- a total of 1500, you know, 500 yards of just park so that way we have a place where people to escape and not worry about crossing roadways on both sides. This is right now as I can see, it's a nice gesture to have a green grass, but if I had a dog, I wouldn't bring him in there. I would be worried about the noise on both traffic

going left and right. I would be worried about kids forget about -- to better utilize the logistics of this land, I propose erasing this road going westbound and bringing it over here and make this two ways rather. And if -- I don't think it would cost a whole lot just to take the dirt out and drop that in and then just build a bigger (inaudible) dirt. And that's one thing that I wanted to see if anyone can talk about. I know we talked about it before once. Hugh just reminded me early on. That is to the proposed open connection and Wadsworth.

The second comment that I have is in terms of buildings, we understand that we have a 300 feet in elevations given, 200 feet is what they're taking. Now, if we're going to go high up -- that high up and we also need residential and affordable housing, what

do you want to make out of these high buildings? I mean, structural steel and glass is pretty much the way to go. I mean, if you do concrete, like Miami does all the way up, it takes time and a lot of energy and a lot of traffic in bringing the dirt, concrete, and everything else, all those trucks, I don't think we can -- but structural steel you can stand it up, 30 days literally go up and put the glass in there, you wouldn't even know it was there. I'm all for that and I do like what I see when I'm driving and I see the high rise and, you know, with all that glass.

So, aside from that, I think for now those are my comments.

H. THEODORE COHEN: Thacher?

THACHER TIFFANY: Hugh put it really well, sort my reaction to the design and view

of the buildings, I was kind of excited by their futuristicness but perplexed as to whether I would like them or they would be effective in making great public space and great urban space in Kendall Square.

You know, it seems like we need to see how they develop further. I'm worried about cantilevered spaces. You know, I don't -- I'm trying to think of public spaces with big buildings hanging over them that are successful and not scary. There might be some maybe examples next time would be helpful.

And then a couple of specific things. I shared Hugh's concern with the connection to the crossing of Main Street right here. This seems like a really important pathway. You know, that crosswalk there has been needed for a long time, and so that's a

great -- great to have that. So there's a way to get, you know, through the Sloan area more efficiently. I think that would be excellent. And if -- it's too bad that wasn't considered when that space was designed.

And then I'm also wondering about the Point Park, if there's any changes there connecting Wadsworth to Third Street? It was mentioned that that's an important connection. It doesn't seem like it's -- it seems a little awkward with the way Point Park, if that's the name of it, is designed. I don't know if -- I realize that's outside the scope of this, but that seems important.

And I'll just second everyone's concerns about the Red Line. If there's anything we can, you know, if we can use this process to sort of leverage MIT's interest in

focusing to getting the state to focus and the MBTA to focus on it, that would be great. I don't understand how that works, but anything MIT can do to help push that process would be much appreciated.

And that is it, thanks.

H. THEODORE COHEN: Mary.

MARY FLYNN: Thank you.

I think I feel similar to Hugh in that I do feel that a lot has been accomplished in this area. Clearly a lot of work and study has gone into it and I haven't been part of the all of Zoning in the past, but I, I appreciate the work that everybody has done to both get those -- the Zoning and the guidelines in place and then to develop a plan that tries to, as much as it can, to live up to those regulations and guidelines.

My concerns are similar to what the

other board members have expressed. My first sense of the buildings was that they were really big, and that even though they were trying to look different, they all looked a lot alike to me. Now I'm not an architect either, so I probably don't understand all of the little tricks of the trade that the architects would point out to say well, this is what makes this one unique, but I think that's probably something that I'll learn more as we go through the permitting process and we get a better sense of what each building would look like.

Like Thacher, I'm not a big fan of cantilevered buildings. I worry about the space underneath both from a user perspective and also a safety consideration. And just in terms of the park itself at night, you know, it's going to be behind all of these very big

buildings so I think in terms of programming safety and hours of operation, need to be very well thought out.

I was a little concerned by the renderings. It's been described as space that's open to everybody in the city. It's supposed to be inclusive as much as possible, and yet in the renderings I saw only two figures that looked like they could possibly be two people that are over 40. And most of them looked like they were in their 20s. So it kind of, the message I was getting was that it will really isn't a part of the city that's meant for everybody and I think that's a mistake. I understand it's going to be a lot of students, but there are, you know, I should say visitors and other people coming. There's the East Cambridge community. So I think that the programming of the open space

is really critical, as well as thinking about the retail. It shouldn't just be, you know, retail that's going to service the young hip people who can afford to live there, it, you know, hopefully will address some of the needs of East Cambridge and Wellington-Harrington.

And then the biggest disappointment I have in I think in the overall plan is that there's no middle income housing. I understand that was the option that could be pursued if you could get additional height, another 50 feet I believe on building 1 if middle income housing was included. I know that there are obviously economic challenges to all of this, but I'm concerned that, you know, again, we're sort of promoting this dichotomy of the rich and the poor and the middle class is just getting squeezed out.

So I do think that this is a missed opportunity, and I would encourage the proponents to take another look at that and see if there might be some possibility to including middle income units.

That's it.

H. THEODORE COHEN: Catherine.

CATHERINE PRESTON CONNOLLY: I guess at this point most of my questions are operational in nature mostly because I guess I trust that as the designs are developed for the buildings, I'll understand those better and they'll be refined more and I'm kind of comfortable with them being just boxes at this stage.

In terms of operations, though, I think we do want to know more about how the parking works together and that's true for both the SoMa and the NoMa portions of the projects.

There's some pretty complex relationships between residential, office, institutional, retail parking in both projects that I think needs to be flushed out more or at least explained to me better.

Similarly I'd like to understand how the streets function a little bit better. The shading indicates to me some kind of shared street arrangement is expected for at least Wadsworth and Hayward and probably most of Carlton, but I don't really understand exactly how that's going to work, and maybe I'm reading that shading wrong, but -- and that goes to Mr. Barr's point about which streets are public streets and which ones are owned by MIT and how that's going to work together.

I am now even more intrigued to read the transit portion of the TIS and really dig

into that. I do agree that it shouldn't -- that Red Line capacity can't be something that we can hold individual developers accountable for, but we do need to have a backup plan for if it doesn't come on-line, how do we accommodate the transit trips that are necessary to keep the city functioning?

I guess I'm not very concerned about the safety aspect of the open space that you were talking about, mostly because having been a student at MIT many years ago, even back then when most of this was kind of wastelandy, there was very much 24/7 activity in that area with students going back and forth. And I think this project, and one of the things that I like about it, is that it adds to that and it actually improves the safety of the activity that goes on there already and makes it a lot safer area, a lot

better lit, and a lot more activity so that everyone who is making those connections between Sloan and the rest of campus or anywhere else is just going to be in a much more inviting place.

MARY FLYNN: Yes.

CATHERINE PRESTON CONNOLLY: I do want to better understand how the Sloan open space will work with that building No. 2 and how that, how tight that hinge at the corner really feels. It looks pretty tight, but I don't know, it might feel okay once we see the actual building design.

But overall, I think both projects, and I guess I don't want to shortchange building No. 1 here, that I'm encouraged by both of them in terms of the life and liveliness that they're going to bring to the area, the mix of uses. Very excited about having both more

housing and the MIT museum there. About opening up what right now feels like a gauntlet to the T station on that side making it feel like a real entry. And I think there are some other things going on than just trying to understand how it's going to work better. That's what Phase II of this process is for.

H. THEODORE COHEN: Lou.

LOUIS J. BACCI, JR.: We just touched on the Traffic and Parking memo. I got a lot of red ink on mine. Some of the, some of the 65 Planning Board Special Permit transportation exceedances out of 500. Can we explain some of them? Would you like me to ask them individually?

CATHERINE PRESTON CONNOLLY: As a procedural matter, we're going to deal with Traffic and Parking TIS study during the

Article 19 special hearing?

H. THEODORE COHEN: Right.

CATHERINE PRESTON CONNOLLY: Right.

LOUIS J. BACCI, JR.: Or is it we want to keep it to this? To that? It's fine with me.

CATHERINE PRESTON CONNOLLY: I think procedurally that's what we were doing.

LOUIS J. BACCI, JR.: We have Traffic and Parking here that's why I wanted --

H. THEODORE COHEN: Traffic and Parking has the issues and it will be necessary for them to --

LOUIS J. BACCI, JR.: We'll do it then. We'll do it later, fine.

H. THEODORE COHEN: And, you know --

LOUIS J. BACCI, JR.: I would like to see some drawings, some longer views of

Main Street and sorry, Hugh, I'd like to see the top of the buildings. I also like to see them from Boston. I like to see the skyline change. Include the existing buildings, please.

Can we identify the private and public streets in this? Again, that's the same thing, and maybe some clarification.

I agree with you, Hugh, I tried to figure out their garage and it was a lot of time spent looking at all those arrows. And I guess a quick question, the loading off of Wadsworth in building 2 seems like it would be a big problem. Tractor trailers cross Wadsworth Street. It seems to be a little tight in that area. That was the first one. I'll leave it at that.

H. THEODORE COHEN: Steve.

STEVEN COHEN: I guess I'm not

sufficiently converse with the details to address the details of this plan and I also presume that a lot of those details will be fleshed out and open for discussion and comment at subsequent stages of the development. At least for me I got to presume that all of the talented architects and engineers probably figured out how to design a garage that works for them. I'm more concerned about how stuff affects the public realm right now. So I guess my comments, this is sort of a general and preliminary presentation, and it's -- my comments would be more general in nature I guess.

Some folks have expressed concern about height of the buildings and the density and so forth. And my own sense is that this is precisely where there should be height and

there should be density from a number of perspectives. No. 1, just the concentration of talent in the scientific biotech, high tech fields that it creates a certain synergy and cross fertilization. This may be true of human civilization in general but it's certainly true in the high tech realm that good things come from that kind of concentration. It's good for the city, it's good for the state, it's good for the country, and arguably for the world, this sort of good stuff that comes from the concentration of talent in Cambridge and in particular in the Kendall Square area.

I think also just from a general development perspective and from a regional perspective we look at stuff from primarily from a city perspective. But from a regional perspective there's something to be said

about concentrating density and, you know, being both business, professional, and residence in an urban center. I mean, what's the alternative? The suburban office parks? I think concentrating in the urban center is a preferable model for the region. We don't do much regional planning in this country or around here, and it never even comes up in these sort of Planning Board meetings. It just has to affect this town, but you know, from a regional perspective this is a good thing to concentrate development here and this is -- is the right place to do it I think.

Aesthetically, well, you know, maybe if this were Harvard we'd be seeing more red brick, but, you know, enough of that. I mean, it is MIT and Cambridge. It's the 21st century and, you know, the fact that some

people look at this and, you know, are struck by it or are surprised by it, that's not necessarily a bad thing. And for folks to see a cantilevered building, especially for MIT, engineering, boy, that's a place to look at it and say, wow, what's holding up that building? That's pretty cool actually. And there are other buildings like that. I mean, I can think of several. A couple down in Dewey Square that are actually kind of cantilevered, and I'm not sure I love them aesthetically. But they're interesting. They always catch my eye. They're worthy to note.

And the style and the glass, you know, I kind of like it, but that's besides the point. We're going to be looking more closely at the materials and the details of these buildings, I think, as the development

process evolves over the months and years.

So with all of these respects I am supportive of the design and proposal. I do, however, have concerns which I alluded to in my questions of Mr. Barr and that is -- well, I guess it's transportation related. I mean, there are thousands of people who are going to work here, and by the way, you know, we've got the Volpe site and we've got other developments in the area and there are going to be many thousands of new people working here and I am pretty skeptical about the adequacy of the Red Line alone, even if we succeed in improving it, which, you know, which working with massDOT this is not an easier or reliable task. So I am concerned with the public access for the thousands of new employees here. And, you know, we can upgrade bus lines and all that. I'm just not

sure that it really does it, and I guess I agree with Mr. Barr that concerns and insecurities about this future problem may not be enough to cut off development here, but in my mind, it starts putting more pressure on the provision of residential construction here. And not just any residential construction, but residential construction that by its nature, by its location, and in particular by its pricing is, you know, appropriate to meet the needs of a significant portion of the workforce, that all development will attract. And I'm not sure -- well, first of all, I don't think we have enough residential coming in here to that, but even to the extent that we do have residential in here, knowing what little I do about the economics of this kind of housing, I'm not sure that the rents are going to be

such that it's going to be meeting the needs of the folks who are going to be working here. So, you know, I think that's my biggest area of concern and I guess I would be really interested in pursuing the question of the extent to which we can do or MIT in this development can do a better job of providing within the development or nearby, for the increased demand for housing in this area based on the premise that there are no really good transit solutions to that pending problem. That's a big caveat that I have.

Overall, I like the design. I like the approach in every respect. But, you know, how to either get the workforce here or provide housing for them here is, I think, a fundamental issue and problem in the development plan, and I'm not sure I'm comfortable with the notion of let's just go

ahead and somehow know that it will work itself out in the future. I think there are some elements of it that we can and should address today.

I'm done.

H. THEODORE COHEN: Okay. Well, I think, you know, this has a lot of tremendously good things. I mean when you think about what's there now, you know, just a vast number of parking lots and empty space that I think this does really a tremendous number of things. I concur with most all the comments that have been made, and certainly all the transit issues and parking and traffic issues that were raised by Traffic and Parking. They have to be addressed.

The one thing that I find very important is how these buildings will look from a lot of different areas. And I think

coming over the Longfellow Bridge is very significant. You know, we talk about the Volpe building, the Cheung Tower, but the first thing people are going to see when they come into Cambridge --

LOUIS J. BACCI, JR.: Mass. Ave., that view from Mass. Ave.

H. THEODORE COHEN: -- is going to be -- and the view from Mass. Ave.

LOUIS J. BACCI, JR.: Is this.

H. THEODORE COHEN: But, you know, the first thing they're going to see when they come over the Longfellow Bridge is going to be building 1, 2, and 3 and so on and so forth. And I think they really need to be spectacular buildings. You know, we're going to talk about buildings in greater detail in the past, but let me just toss out some of my immediate thoughts.

And thank you for the model, because the renderings, the drawings horrified me in many aspects. And seeing the models is much more helpful.

I like building 1. My concern about it is really about the parking issue on the upper floors and the above ground parking and how that's going to be screened and how that's going to be used.

Building 2 and 3, when I saw the renderings I didn't understand them. I actually think, you know, I understand the cantilevering is occurring because you're working with historical buildings. I think it seems like an awful lot of structure below for a small box above and I'm wondering whether the above can be made smaller and you go up higher, because it seems to me that they're just glass cubes. And I think from

some views, you know, the off-centered nature of the building looks a little strange. I know that it's in the landscaping plans you got trees, so it hides the fact that they're off skew. And I think from some of the points of views it does look a little scary.

Building -- and for all of the buildings, I want to see to the best extent possible, and we're talking about the buildings, what the mechanicals are going to look like on the roof. And I also -- this particular member, I want to see those mechanicals screened to the greatest extent possible. I'm very unhappy with a lot of the buildings that have been going up in Cambridge with exposed mechanicals. You look in Boston, there are very few buildings that have any exposed mechanicals, so clearly this is something that can be done and that the

architects can figure out a way to do it. You've got one drawing or a couple of drawings at building 3 with this array of smokestacks on the top. I think that's just totally unacceptable. They're tremendously visible from third, from all over the area, probably from Memorial Drive. I mean I just can't accept that. I know it's a lot. I know you've got federal regulations that you're going to have to deal with, but I think there's some way of figuring it out.

Building 4 I like but I don't think it really integrates with the historical building below it. I would like to see, does it need to be white? Does it need to be glass? I know you're trying to make a whole array of buildings. But can there be some color brought into it, something that brings it back to the brick below it? You know, we

had this discussion with the Middlesex Courthouse where we started out with, you know, a glass tower on top of a brick podium and we ended up with something that I think is much nicer and I would like to see -- I mean, I understand the aesthetic the various architects are trying to coordinate, and maybe it's bringing some color and some other things into all the buildings to tie them together.

Building 5, I just think is looming over Main Street and looming over the former fire station and the hotel next to it, and it's going to be looming over building 6, too. I'm glad the museum is there. I just -- it just seems very big.

I think all the buildings lean to a certain extent and to the extent that you can do something to prevent that, I think it

would be great.

You know, those are basically my comments.

I do think, Mary, your comment about the lack of middle class housing is very good, and it's a shame that there isn't any and if that can be brought in, that would be great. Also, we're, you know, we'll get down to it when we get down to it, but we've been looking for more three-bedroom units throughout. So I would be happy not to see building 1 just being all studios and micro lofts and one bedrooms.

But, you know, on the other hand, it does a lot of tremendously good things and, you know, transit is transit. I don't think we can stop development because the Red Line is the Red Line. You know, we'll all just have to live with it and we and Boston and

the MBTA will have to figure out a way of dealing with it all.

So those are really my comments. Oh, in talking about the T, there have been comments about trying to move or do something with the headhouse. I'd like more information about that and whether that's realistic or just, you know, pie in the sky, like, trying to deal with NSTAR or Eversource.

LOUIS J. BACCI, JR.: And if they're going to do something to the headhouse, can they do something with the other entrance?

H. THEODORE COHEN: And Lou was saying if you do something with the headhouse, can you do something with the other entrances?

LOUIS J. BACCI, JR.: I expect you to be working on the sidewalks there,

correct? While you're talking. They haven't been touched in years.

H. THEODORE COHEN: So those are my comments and I guess the question is are we ready to take the vote now? Do we want to illuminate about this and come back at another time? Is there any more information we want to receive before we make a vote on this preliminary plan?

STEVEN COHEN: Can you do the standards again? This is general compliance with the --

H. THEODORE COHEN: Urban design guidelines.

STEVEN COHEN: -- urban design guidelines?

H. THEODORE COHEN: Yes.

STEVEN COHEN: What, if anything, are we locking ourselves into?

H. THEODORE COHEN: We're not locking ourselves into anything other than to give the proponent a go ahead to come back with a development plan and come back to us. An approval at this stage should not be taken as any implication that we will approve the final development plan. It's really a finding that what has been presented to us is in compliance with -- I'm looking for the terms.

CATHERINE PRESTON CONNOLLY: It's page 2.

H. THEODORE COHEN: Yes.

STEVEN COHEN: If I can jump in here.

H. THEODORE COHEN: Yeah, but the PUD development informs the general PUD development controls and district development controls, conforms with adopted policy plans

and development guidelines for that portion of the city. It provides benefit to the city which outweigh quality of site design, traffic, and safety and adequacy and utilities and other public works impact and public facilities and potential impact.

And that's what we're asked to give a preliminary approval on today and to then authorized further action.

STEVEN COHEN: If I can start out, I have issues and people have expressed issues here, but in terms of the criteria here, is it generally compliant with the intent of the Zoning and the urban design standards and with the understanding that we're not being locked into anything.

CATHERINE PRESTON CONNOLLY: Yes.

STEVEN COHEN: Here, I would personally be inclined to vote in favor of

the preliminary.

H. THEODORE COHEN: Well, the first question is are we inclined to go forward this evening?

AHMED NUR: Yes.

H. THEODORE COHEN: Okay, then I suggest that we officially close the hearing on Planning Board case No. 302 relating to North Main Street and that we also vote to close the hearing on Planning Board No. 303 with regard to South Main Street. And so can someone make a motion for one of them?

STEVEN COHEN: So moved.

H. THEODORE COHEN: For Planning Board 302?

STEVEN COHEN: Can we do them in one motion?

H. THEODORE COHEN: Why don't we do them both separately.

STEVEN COHEN: Okay.

H. THEODORE COHEN: We have further things.

STEVEN COHEN: I move that we close the hearing on Planning Board 302.

H. THEODORE COHEN: Steve says we close the hearing on 303.

And second?

MARY FLYNN: (Raising hand.)

H. THEODORE COHEN: And all in favor?

(All in Favor.)

H. THEODORE COHEN: Why don't we start with the discussion on Planning Board 302 just because it's the lower number.

STEVEN COHEN: Just to reiterate. That I think, again, just given the general nature of this approval, that I think the proposal is generally consistent with the

Zoning Code and with the urban design guidelines. Again, with the explicit understanding that we're not locking into anything that I and others here have other issues that we feel need to be addressed.

H. THEODORE COHEN: That's correct. All we would be doing is making -- in accordance with the language of the Ordinance, a positive preliminary determination authorizing applicant to proceed with the submission of a final development plan.

Any further discussion?

(No Response.)

H. THEODORE COHEN: Do you want to move such a vote?

IRAM FAROOQ: Mr. Chair, I just want to make sure that we have a, as comprehensive as possible list from the Board of items that

they want back from the proponent. So if there are any additional items, that would be great to have them on the list before you take the vote.

H. THEODORE COHEN: Okay, well, this would be with regard to both 302 and 303 if I can, I think we want everything that was mentioned by Traffic and Parking in their memo.

I think everything that was mentioned by DPW in their memo with regard to infrastructure.

That everything that is in CDD's memo with regard to design the building and with regard to its compliance with the urban guidelines.

And I think, you know, the other matters were all that were discussed by the board members in the past half hour which

fortunately the stenographer has.

HUGH RUSSELL: I'd like to add just one tiny thing. I'd like to see a cross-section through Carlton Street so I can understand how the grade level access through that building works, how the emergency access works through that. It looks like you got it worked out but I haven't seen it.

LOUIS J. BACCI, JR.: And a long view behind all of the buildings in that green space. That open space.

HUGH RUSSELL: Sort of a section there that just as you develop it, it gives us more detail as to how you solve those problems.

LOUIS J. BACCI, JR.: And if you have a long view of elevations along the back of all those buildings.

STEVEN COHEN: And also one of the

things that I'm very concerned with before is the issue of middle income --

H. THEODORE COHEN: Middle income housing.

STEVEN COHEN: -- housing. Whether in that 50-foot bonus height up top or otherwise. And my own issue of, I believe, what's the correspondence between the increased workforce that we have here and the number of residential units and the affordability of residential units relative to the anticipated pay scale of that work for us. I mean, who are these market rate units for?

HUGH RUSSELL: I mean, I think you also knowing -- to know how affordable are the graduate student housing units is important. I think you'll find that's probably where a lot of the affordability

exists. I don't know that. But I'm just --
and it doesn't address the --

H. THEODORE COHEN: But those are
not affordable housing units in building 1.

HUGH RUSSELL: No, but they are, you
know, I would be interested to know how the
potential pricing in that building works in
to the general pricing of graduate student
housing. Is it just part of a continuum or
is this going to be like the luxury suite
that's twice as expensive for all the rich
kids from Asia? You know, that's --
because --

H. THEODORE COHEN: Who will decide
they love Cambridge and settle in Cambridge
and marry and have children.

HUGH RUSSELL: Right. But bringing
graduate students out of
Wellington-Harrington does free up housing

that may be more affordable.

H. THEODORE COHEN: Yes.

AHMED NUR: I'd say for the record we have nothing against rich kids from Asia.

H. THEODORE COHEN: Pardon me?

AHMED NUR: We have nothing against rich kids from Asia for the record.

MARY FLYNN: I just have one question, do we have written comments from the Historical Commission? They may have been sent.

H. THEODORE COHEN: Yes, we do have written comments and they indicated that they will probably be taking -- need to take some action with regard to the demolition of East Gate because the building will be beyond 50 years --

MARY FLYNN: Oh, okay.

H. THEODORE COHEN: -- and as I read

their memo, they wanted to still be involved in the design phase with regard -- at least to how it impacts on the historical buildings.

LOUIS J. BACCI, JR.: But that was the staff involvement thing, right?

MARY FLYNN: Well, I think we just need to note that the Historical Commission does want to be involved as it goes forward.

H. THEODORE COHEN: Right. However they intend to do it, they're going to remain involved.

STEVEN COHEN: And the way the demolition ordinance works, I assume it's their intention that they're not going to prevent demolition of the building but they're not going to approve the demolition until they're satisfied with the replacement for that building.

LOUIS J. BACCI, JR.: And they said if the faces change they can't control --

STEVEN COHEN: Right, they can't control. In theory I think they can put a one year demolition delay on it if they wanted to. But, yes, we have received a memo from them and that presumably will go into the final and it certainly is something that MIT will have to deal with. You can't demolish it, it may change their entire plan.

Iram, do you think you have enough now?

IRAM FAROOQ: Yes.

STEVEN COHEN: More than enough.

IRAM FAROOQ: I just wanted to make sure we had everything.

STUART DASH: And you might want to add that once -- we have additional notes from staff, but they're probably all here as part of those to send them forward details on

shadow and wind.

H. THEODORE COHEN: Oh, yes, obviously -- yes, to all of the requirements about updated information on shadow studies and wind studies which is in the CDD memo, you know, we expect seeing greater detail on those in the final.

Okay?

You've made a motion to make a preliminary determination?

STEVEN COHEN: Right. A positive preliminary determination authorizing the applicant to proceed forward with a submission of a final development plan.

H. THEODORE COHEN: This is with regard to Planning Board No. 302 concerning North Main Street?

STEVEN COHEN: Yes.

H. THEODORE COHEN: Do we have a

second?

MARY FLYNN: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands).

H. THEODORE COHEN: Unanimous.

STEVEN COHEN: I would make a similar motion with respect to Planning Board No. 303.

H. THEODORE COHEN: Is there a second?

MARY FLYNN: Second.

H. THEODORE COHEN: All those in favor?

(Raising hands).

H. THEODORE COHEN: Unanimous.

Thank you all for coming. We anticipate seeing you all back again sometime in the future. And people could leave fairly

promptly, we still have some other matters we'd like to attend to.

(A short recess was taken.)

(Catherine Preston Connolly not seated.)

H. THEODORE COHEN: All right, this is General Business as Planning Board No. 198 Discovery Park, 40 Acorn Park, garage B continuing design review of the parking garage proposed banners and associated landscaping.

Suzannah, can you talk to us about this?

SUZANNAH BIGOLIN: Thank you.

This is just coming back because it was part of a Special Permit application from late last year that the Planning Board approved, and in part of the design review for Garage B there was some sort of concerns

about the landscaping and the potential to screen the Garage B structure. And then also at the same time the design of the banners hadn't been resolved. We thought it was a good opportunity to bring this back to the Planning Board just to that they're aware of what's being proposed and we're working through the Building Permit application plan at the moment with the design team. So it's really more of an update and then if we can move forward to Building Permit certification.

HUGH RUSSELL: So that means that there is a Building Permit request now for the Garage B.

SUZANNAH BIGOLIN: Yes, yes, correct.

H. THEODORE COHEN: And from your comments I take it that the structure of the

garage is not changing?

SUZANNAH BIGOLIN: That's correct, it's not changing.

H. THEODORE COHEN: Just the banners and the landscaping?

SUZANNAH BIGOLIN: That's correct.

AHMED NUR: Mr. Chair, I have to recuse myself. I just realized the address. I can't be part of it.

H. THEODORE COHEN: Okay.

HUGH RUSSELL: Anything else on the agenda? There are a couple of ZBA cases. But....

AHMED NUR: You need me?

H. THEODORE COHEN: No.

ERIC WEYANT: So my name is Eric Weyant, W-e-y-a-n-t here with Jeff Plant the architect with the project. We both have been involved with this since the permitting

of the master plan back in 2003/2004.

What you see here is kind of an aerial of the existing conditions. Building 100, the Harvard building here, Forester, 200, 300, Garage A located here. This isn't current to date. You may have seen some of the construction for the hotel going on here. And these two views were presented at the last Planning Board session. So this is a rendering showing the proposed 400, 500, the hotel building, 600, and Garage B as I mentioned before. So what we came here tonight to update you on is the facade primarily as it relates to the Route 2 elevation. And we had talked about some additional landscape screening and design of the banners.

Jeff, do you want to walk through some of the planting?

JEFF PLANT: Sure. Jeff Plant with Project Landscape Architects.

So, since we last met, we basically more fully developed the proposed landscape treatment between Garage B and Route 2.

Essentially the goal here is a couple of things: We want to screen, obviously, the garage, we want to sort of soften the massing, and provide some scaling element. And we've achieved that by a combination of evergreens which you'll see in a couple of slides. Some understory and a layered approach to the planting.

We're also proposing some large red oak specimens. As you may recall, there are some existing red oaks, and you'll see again along Route 2, and the idea was to continue that cadence and really provide a nice -- really kind of provide a nice setting for that view

of the garage.

So what we have, the next few slides that you'll see are a couple of perspective renderings of the garage, the banners, and as well as I'll just focus on the landscape.

And what we've done is we've provided -- so this is a view as you're on Route 2 looking east, it shows the proposed oak trees here and sort of foreground. Some of the spruce and fir planting, and some arborvitaes planting. And this is sort of an as-planted scenario. In other words, we all know that there's a practical limit to the size of the plant material that we can put in. For reference the spruce and firs that we're talking about putting in will go in at about 25 feet tall. So these are big pieces that we've committed to at the request of sort of -- the working to sort of soften this.

There's a picture of kind of an illustrative picture of fast forward you pick how many years. But, again, the point is that this stuff does, this stuff does mature. And so we thought it was, we thought it was helpful to sort of take a look at that.

We have a couple more views. Here's a view from the westbound side of Route 2, and I'll just point out the larger sort of ghosted oak tree here. That's an existing one. It's probably actually a little bit taller than we've shown today as it exists out there now, but over here along the facade of B is some of the ones that we're proposing. And, again, you can see here sort of the layered approach. And, again, we have just sort of a kind of a fast toward of the planting of the screening. So that -- go ahead.

ERIC WEYANT: We can go back to the renderings. I just wanted to reference the banners that we did at Garage A. It's thematically linked for what we're doing for Garage B. It's an illustrative drawings of native plant material that we used for Garage A. Here it was done in a salmon rusty orange banner with a series of black line work and tan line work.

And for garage B we proposed essentially the same thing, but as far as the illustration but done in a darker brown kind of a woodsy tone. Again, playing off the same theme, we would have different flowers in the design, but related to Garage A.

And then as far as their actual location, this is a key plan in this top corner here. So Route 2 is at the top of the screen. Essentially all of the bays along

that facade and then turning back one bay on each facade. So this is the Route 2 elevation here. So you can see, again, cross all bays and then turning the corner back here one bay on either of the long elevations. And then along Discovery Way which faces into the park, we have a series of banners over the vehicular entrance into the garage. And then, again, as well turning back one corner, this faces the hotel, and then this faces that small little park that's inside of Cambridge Discovery Park. I believe that's the last slide.

H. THEODORE COHEN: What are the banners made of?

ERIC WEYANT: It's a vinyl fabric. It has some opacity so the wind can move through it a little bit.

H. THEODORE COHEN: And what sort of

lifespan do they have?

ERIC WEYANT: Well, the printer told us we had a five-year lifespan, and the Garage A banners were put up in 2008 and they still look pretty good. So we're hoping to get more than five years, but we were expecting five to ten when we install them.

STEVEN COHEN: So we could have a condition that the banners would be replaced as needed?

ERIC WEYANT: I think that's the intent, yeah.

LOUIS J. BACCI, JR.: Where did the idea of the banners come in the first place?

ERIC WEYANT: As far as the screening idea?

LOUIS J. BACCI, JR.: Yeah.

ERIC WEYANT: Or the design of the flowers?

LOUIS J. BACCI, JR.: The screening with the banners instead of --

ERIC WEYANT: Leaving it open or planting --

LOUIS J. BACCI, JR.: Or planting it or....

ERIC WEYANT: I think it was always an idea to, you know, try to screen it to some degree. And obviously we had a small amount of space with Garage A with landscaping so forced to think of other ways creatively there.

Garage B has a little bit more open space in front of it, so we do have the opportunity to put in some larger scale trees as Jeff mentioned but, you know, it's always been an idea of trying to contain some of the cars behind it.

LOUIS J. BACCI, JR.: I guess my

question is if you were going to screen it with trees, do you still need the banners?

ERIC WEYANT: Uh-huh. We like the banners.

MARY FLYNN: The banners add to it.

STEVEN COHEN: Those trees aren't looking that way for another --

LOUIS J. BACCI, JR.: No, I know. I understand but the banners aren't going to be there either.

STEVEN COHEN: If you put in cypress, it's looks like that in six months.

LOUIS J. BACCI, JR.: You could put a wall there, a planter wall.

STEVEN COHEN: You know, I'm not crazy about the color, but I don't feel the need to micromanage.

LOUIS J. BACCI, JR.: No, you could go a long way with this.

HUGH RUSSELL: I think Roger spent a lot of effort thinking about this and working it out.

ERIC WEYANT: And we would do an insight mockup, too, before construction.

H. THEODORE COHEN: It looks fine to me.

MARY FLYNN: I just have one question on maintenance. Is there an overall maintenance plan throughout the park? I mean, the planters look lovely but someone has to maintain them.

JEFF PLANT: Sure. In terms of landscaping -- so it would be in character with what we have in the rest of the canvas at this point, which is it is maintained, there's regular mowings and maintenance that you would expect of the rest of what you see within the park.

MARY FLYNN: Okay.

H. THEODORE COHEN: Okay, do you need anything more from us?

SUZANNAH BIGOLIN: No.

H. THEODORE COHEN: Okay, thank you very much.

Now there are three ZBA matters. The first relates to 640 Memorial Drive and this is --

SUZANNAH BIGOLIN: Sure. This is one of the antenna cases that the Planning Board discussed last year, I believe, and made some suggestions to the BZA about how the antenna could be better integrated with the architecture of the building and also looking at how the antenna can move away from the principal brick facade.

So the proponent has come back with revised drawings, which I think you may have

seen and then the photo sims as well. And the proposal is to move all of the antenna up to the mechanical screening behind and they'll be enclosed in fiberglass enclosures that will match the existing screening. So it's kind of clean kind of --

LOUIS J. BACCI, JR.: Can we make MIT build the antennas into the new buildings?

SUZANNAH BIGOLIN: You can suggest that.

LOUIS J. BACCI, JR.: Ahead of time?

H. THEODORE COHEN: Actually, that's a good idea.

HUGH RUSSELL: They're actually probably too high.

STEVEN COHEN: Is that so? Is there such a thing as too high?

HUGH RUSSELL: Oh, yeah.

JOHN HAWKINSON: You move the space halfway up.

STEVEN COHEN: Devote one floor to antenna.

LOUIS J. BACCI, JR.: Right, the antenna floor. But yeah, I mean....

STEVEN COHEN: Are you recommending approval?

SUZANNAH BIGOLIN: It's not -- well, we just have to --

H. THEODORE COHEN: Positive recommendation?

SUZANNAH BIGOLIN: -- positive sort of recommendation to the BZA. I think we would just want to make sure that the new enclosures are as low profile as possible. But they look fairly streamlined to me.

The original sort of antennas had that striped brick and white sort of finish, so

it's a much better change.

H. THEODORE COHEN: So all of them are in sort of radiator covers that go along the roof line?

SUZANNAH BIGOLIN: Yes.

H. THEODORE COHEN: Where the vents are?

HUGH RUSSELL: So I move that we make a favorable recommendation?

H. THEODORE COHEN: So, gentlemen, did you hear that?

LOUIS J. BACCI, JR.: We would make a favorable recommendation.

H. THEODORE COHEN: It seems better than what they had.

HUGH RUSSELL: And ingenious and trying to work with the architecture, all those things we try to get people to do.

H. THEODORE COHEN: Right. To do

it.

STEVEN COHEN: If that was a motion,
I'll second it.

H. THEODORE COHEN: All those in
favor?

(Raising hands).

H. THEODORE COHEN: Okay. And then
there are two other ZBA cases that someone
had asked?

LOUIS J. BACCI, JR.: I like the
ones on Route 2 that looks like a really
skinny tree. It looks like somebody cut off
most of the branches on a Christmas tree.

HUGH RUSSELL: In Acton or someplace
like that.

H. THEODORE COHEN: Is somebody
going to talk about these two cases?
Suzannah, are you?

SUZANNAH BIGOLIN: I guess I will.

H. THEODORE COHEN: Hugh, did you request these?

HUGH RUSSELL: I think I requested one of them.

H. THEODORE COHEN: 11 Ellsworth Avenue.

SUZANNAH BIGOLIN: And so with the 11 Ellsworth Avenue, there have been changes after what you had received because the architect had met with the Mid-Cambridge Neighborhood Group so they've changed the design on the facade. And I have that set of plans.

STEVEN COHEN: Is that okay with you?

SUZANNAH BIGOLIN: We received it today, so I haven't really looked at it in detail.

HUGH RUSSELL: Let's gather around

and look over the shoulder.

MARY FLYNN: Is this an addition?

H. THEODORE COHEN: Demolish two-family house and construct a rear addition will increase by 25 percent and add windows within the setback.

HUGH RUSSELL: So can't be seen from the street. It's been reviewed by the tough folks at the MCND. That's somewhat less tough, but it's moving on.

H. THEODORE COHEN: It seems like one that --

STEVEN COHEN: They approved it already?

HUGH RUSSELL: They made suggestions.

SUZANNAH BIGOLIN: The neighborhood group. There's been changes.

STEVEN COHEN: We defer to any other

city board that provides --

LOUIS J. BACCI, JR.: Neighbors.

H. THEODORE COHEN: They're not a city board but the BZA.

HUGH RUSSELL: They are a city board.

JOHN HAWKINSON: As if you know anything about them.

HUGH RUSSELL: I read the regs. Steve served on the board for decades.

STEVEN COHEN: Yes.

H. THEODORE COHEN: So do we make a recommendation or just leave it up to ZBA to --

STEVEN COHEN: I don't think there's nothing that -- we haven't really looked at it to actually opine --

H. THEODORE COHEN: Okay.

HUGH RUSSELL: Part of this review

process is to determine if it's significant or not.

H. THEODORE COHEN: And 44 Griswold Street, Variance to construct a single-story addition to the rear of the existing house.

SUZANNAH BIGOLIN: So that was called in by one of the Planning Board members.

MARY FLYNN: It's up near the Sancta Maria, isn't it? Up near that area. I think it's up there.

SUZANNAH BIGOLIN: It's just a one-story addition. That's the existing.

MARY FLYNN: So they're just looking for setback relief probably?

STEVEN COHEN: It's in the rear of the house?

H. THEODORE COHEN: The house is probably non-conforming.

SUZANNAH BIGOLIN: Yes, so it's -- I believe it's setback relief.

STEVEN COHEN: You know the agenda should reflect who requested.

H. THEODORE COHEN: Well, Liza usually knows that.

SUZANNAH BIGOLIN: It seems to be also a quite small addition at the rear.

THACHER TIFFANY: So that to the left is the addition? On the back.

LOUIS J. BACCI, JR.: There was nothing existing.

H. THEODORE COHEN: A shingled wall.

MARY FLYNN: It needs more windows. I think we can leave it to the BZA. They can look it over.

H. THEODORE COHEN: We'll leave it to the BZA. I mean we moved along.

SUZANNAH BIGOLIN: We're just

leaving that to the BZA.

H. THEODORE COHEN: We're leaving that to the BZA.

If there's nothing else, we're adjourned.

IRAM FAROOQ: I forgot to say this at the start I wanted to introduce Swaathi Joseph who stuck it out until the end. She'll be working with Jeff and Liza closely.

H. THEODORE COHEN: And we promise only every other meeting we'll be this long.

(Whereupon, at 11:25 p.m., the
Planning Board Adjourned.)

* * * * *

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<p style="text-align: center;">\$</p> <p>\$10 [2] - 36:6, 36:15 \$20,000 [1] - 35:6</p>	<p>212:10, 219:12, 236:14, 237:5, 237:17, 238:7, 239:8, 240:18, 241:2, 250:11</p>	<p style="text-align: center;">3</p>	<p style="text-align: center;">5</p>	<p>812 [1] - 105:12 84 [1] - 2:7 888,000 [1] - 36:9 8:30 [7] - 57:9, 57:14, 57:16, 58:7, 79:2, 88:14 8th [1] - 7:14</p>
<p style="text-align: center;">1</p>	<p>2.5 [1] - 36:11</p>	<p>3 [14] - 22:12, 43:10, 44:19, 49:17, 54:1, 69:5, 70:19, 75:16, 127:17, 143:6, 211:14, 212:10, 214:3 3.5 [1] - 36:13 30 [7] - 8:12, 36:18, 70:3, 140:12, 177:13, 189:9 300,000 [1] - 34:6 300 [7] - 3:9, 123:13, 151:10, 151:12, 152:12, 188:16, 236:5 302 [10] - 111:4, 111:9, 164:16, 164:19, 221:8, 221:15, 222:5, 222:15, 224:6, 231:16 303 [6] - 164:15, 164:19, 221:10, 222:7, 224:6, 232:9 310 [1] - 2:8 316,000 [1] - 44:16 322 [1] - 2:8 336 [1] - 2:9 34 [1] - 2:8 344 [1] - 1:6 36 [1] - 2:7 38 [1] - 120:4</p>	<p>5 [23] - 2:3, 2:9, 2:11, 3:7, 7:17, 8:11, 8:14, 34:18, 37:18, 43:7, 44:1, 46:5, 50:6, 58:7, 61:1, 63:12, 75:10, 127:18, 143:6, 181:8, 182:11, 182:12, 215:11 50 [6] - 30:12, 51:16, 120:1, 162:16, 195:13, 228:16 50,000 [1] - 162:16 50-foot [1] - 226:6 50-years-old [1] - 87:13 500 [4] - 30:15, 187:12, 200:14, 236:10 540 [1] - 106:7 5:30 [1] - 7:9</p>	<p style="text-align: center;">9</p> <p>91 [2] - 118:6, 118:8 9:30 [1] - 109:9 9th [1] - 258:9</p>
<p>1 [17] - 21:15, 56:9, 112:14, 115:18, 117:19, 127:17, 127:18, 129:17, 178:15, 195:13, 199:16, 204:2, 211:14, 212:5, 216:12, 227:4 1,443,600 [1] - 2:16 1.6 [1] - 162:17 10 [6] - 4:3, 33:17, 70:14, 97:8, 151:15, 154:14 100 [1] - 236:3 1000 [2] - 100:15, 147:6 109 [1] - 120:9 11 [3] - 4:7, 251:5, 251:8 111 [1] - 3:14 114 [1] - 133:18 11:25 [1] - 256:12 12 [1] - 8:16 12.30 [2] - 2:17, 3:11 120,000 [1] - 66:13 13.80 [2] - 2:10, 3:7 1300 [1] - 34:15 147703 [1] - 258:13 15 [5] - 79:2, 79:11, 120:4, 177:16, 184:12 1500 [1] - 187:12 16 [1] - 2:8 17 [1] - 3:4 1718 [1] - 7:3 18 [1] - 120:2 19 [5] - 8:18, 34:10, 77:13, 135:5, 201:1 19.20 [2] - 2:11, 3:8 191 [1] - 90:9 198 [1] - 233:7</p>	<p>20 [7] - 8:12, 36:18, 52:8, 70:15, 119:10, 154:14, 177:16 200 [5] - 27:1, 44:17, 45:5, 188:16, 236:4 2003/2004 [1] - 236:1 2008 [1] - 242:4 2009 [2] - 13:11, 187:2 2013 [3] - 5:12, 8:8, 24:13 2015 [4] - 1:4, 4:3, 53:2, 258:9 2022 [1] - 258:14 20s [1] - 194:11 21 [1] - 2:9 213 [2] - 95:5, 144:3 21st [13] - 50:18, 51:2, 51:6, 51:7, 51:13, 51:15, 53:2, 124:1, 124:15, 124:19, 125:1, 125:10, 205:18 226-254 [1] - 2:7 233 [1] - 3:17 238 [1] - 49:19 23rd [1] - 7:9 24/7 [1] - 198:13 240 [2] - 30:12, 116:11 240,000 [1] - 119:15 246 [2] - 4:3, 4:6 249 [1] - 6:15 25 [3] - 4:8, 238:17, 252:5 250 [6] - 30:13, 45:17, 45:18, 119:7, 151:9, 152:11 250-foot [4] - 123:11, 123:16, 124:8, 125:6 2500 [2] - 34:15, 52:7 251 [1] - 4:9 254 [1] - 4:11 26 [1] - 2:8 28 [1] - 2:8 285,000 [1] - 119:18 29 [1] - 258:14 295 [1] - 120:9 297,000 [1] - 45:7 29th [2] - 5:17, 6:10</p>	<p style="text-align: center;">4</p>	<p style="text-align: center;">6</p> <p>6 [7] - 41:17, 52:4, 76:4, 143:7, 152:18, 182:7, 215:14 600 [3] - 116:18, 121:19, 236:11 617.786.7783/617. 639.0396 [1] - 1:18 640 [2] - 4:4, 246:8 65 [4] - 2:7, 2:9, 134:2, 200:13 650 [1] - 74:6 685 [1] - 73:17 6th [1] - 6:14</p>	<p style="text-align: center;">A</p> <p>ability [6] - 84:2, 84:9, 108:1, 162:15, 168:2, 170:3 able [7] - 16:8, 91:2, 92:17, 94:2, 98:16, 147:19, 169:18 absolutely [1] - 92:14 absorb [1] - 180:13 academia [1] - 33:7 academic [8] - 20:6, 23:1, 29:12, 32:19, 102:16, 112:6, 114:17, 176:17 academic-led [1] - 23:1 accelerate [1] - 33:12 acceleration [1] - 52:14 accept [1] - 214:8 access [7] - 31:9, 59:15, 114:1, 130:17, 207:17, 225:5, 225:6 accesses [1] - 181:4 accessible [2] - 31:2, 67:3 accessing [1] - 71:17 accommodate [5] - 63:16, 64:1, 67:18, 116:14, 198:6 accomplish [2] - 119:5, 176:13 accomplished [2] - 176:13, 192:10 accordance [1] - 223:8 account [1] - 102:9 accountable [1] - 198:4 accumulative [1] - 91:13 accurate [2] - 257:16, 258:7 achieve [1] - 132:13</p>
<p style="text-align: center;">2</p>	<p>2 [30] - 21:9, 41:17, 43:10, 44:7, 50:6, 50:8, 52:3, 54:1, 56:1, 60:4, 75:18, 116:7, 143:6, 153:12, 178:3, 178:4, 199:9, 202:13, 211:14,</p>	<p>4 [21] - 16:8, 21:10, 22:12, 31:3, 35:15, 44:2, 50:2, 54:1, 61:1, 69:5, 70:18, 75:10, 76:1, 98:17, 99:12, 127:17, 132:8, 143:6, 179:9, 184:17, 214:12 4.6 [1] - 36:14 40 [5] - 2:9, 3:16, 116:12, 194:10, 233:8 400 [1] - 236:10 403,000 [1] - 119:7 416,000 [1] - 3:8 42 [1] - 2:8 44 [2] - 4:10, 254:3 46 [1] - 2:8 4850-2014 [1] - 4:4</p>	<p style="text-align: center;">7</p> <p>70,000 [1] - 34:7 700 [2] - 187:11, 187:12 75 [1] - 179:16 7696-2015 [1] - 4:7 7825-2015 [1] - 4:10 7:00 [2] - 1:5, 2:6</p> <p style="text-align: center;">8</p> <p>8 [2] - 1:4, 2:8 8.8 [1] - 36:8 80 [1] - 34:8 809 [3] - 2:12, 2:14, 73:15 8105 [1] - 4:5</p>	

<p>achieved [1] - 237:10 achievement [2] - 91:1, 94:9 achieving [1] - 68:19 acknowledge [1] - 164:5 Acorn [2] - 3:16, 233:8 act [2] - 55:8, 60:17 Acting [2] - 1:12, 2:2 action [2] - 220:9, 228:15 activate [6] - 20:11, 29:1, 48:2, 48:5, 68:10, 131:17 activated [2] - 101:4, 117:8 activation [7] - 28:19, 82:7, 83:11, 102:6, 112:5, 121:5, 136:19 active [7] - 15:4, 21:2, 68:11, 129:7, 131:6, 136:13, 137:16 activities [4] - 21:2, 25:14, 43:19, 61:4 activity [11] - 29:6, 29:17, 33:12, 62:3, 64:17, 112:3, 115:8, 198:13, 198:18, 199:1 Acton [1] - 250:14 actual [3] - 106:17, 199:13, 240:16 Adam [1] - 175:12 add [10] - 4:9, 29:5, 68:10, 92:17, 122:8, 165:4, 225:2, 230:17, 244:5, 252:5 adding [2] - 21:12, 168:13 addition [13] - 4:8, 4:10, 34:11, 35:17, 37:5, 63:3, 95:17, 252:2, 252:5, 254:5, 254:13, 255:8, 255:10 additional [7] - 30:13, 45:19, 168:13, 195:12, 224:2, 230:17, 236:16 address [16] - 25:16, 32:2, 50:7, 77:13, 78:1, 90:4, 110:17, 115:9, 138:13, 154:16, 162:15, 195:5, 203:2, 210:4, 227:2, 235:8 addressed [4] - 13:1, 165:5, 210:16,</p>	<p>223:5 addresses [1] - 2:10 addressing [2] - 33:9, 163:17 adds [1] - 198:17 adequacy [2] - 207:13, 220:4 adequate [2] - 72:1, 72:3 adjacent [2] - 124:5, 124:6 adjoins [1] - 137:9 adjourned [1] - 256:5 Adjourned [1] - 256:13 admit [2] - 163:9, 185:17 adopted [2] - 8:10, 219:19 Adoption [1] - 2:4 advance [3] - 3:3, 3:13, 93:10 advanced [1] - 157:15 advancement [1] - 20:2 advances [1] - 180:15 advantage [2] - 49:16 advantages [1] - 118:15 advertised [1] - 57:8 advisory [1] - 63:4 advocates [1] - 93:1 aerial [1] - 236:2 aesthetic [1] - 215:6 aesthetically [2] - 205:15, 206:12 affect [2] - 53:3, 205:10 affected [2] - 118:7 affects [1] - 203:10 afford [1] - 195:4 affordability [2] - 226:11, 226:19 affordable [17] - 30:12, 36:19, 116:13, 120:1, 120:2, 121:9, 134:16, 146:2, 151:12, 153:13, 153:14, 163:9, 172:17, 188:19, 226:16, 227:4, 228:1 afternoon [8] - 51:9, 51:18, 91:5, 123:10, 124:17, 125:9, 125:13, 173:17 afterwards [1] - 110:3 agenda [4] - 5:8, 7:15, 235:12, 255:3 agendas [1] - 5:14</p>	<p>ago [3] - 12:1, 177:12, 198:11 agree [5] - 152:17, 156:8, 198:1, 202:9, 208:2 agree [1] - 111:7 agreed [2] - 33:17, 101:17 ahead [5] - 166:1, 210:1, 219:3, 239:19, 247:12 AHMED [6] - 185:14, 221:5, 228:3, 228:6, 235:7, 235:14 Ahmed [2] - 1:11, 185:13 aim [1] - 62:6 air [1] - 184:7 Aldous [1] - 105:6 Alexandria [2] - 11:8, 56:14 alike [1] - 193:5 alleged [3] - 101:4, 146:5, 150:11 allegedly [1] - 95:19 allocation [1] - 23:14 allow [4] - 4:5, 8:11, 172:9 allowable [1] - 120:7 allowed [2] - 103:4, 152:12 allows [2] - 33:11, 38:8 alluded [1] - 207:4 almost [4] - 34:8, 100:17, 107:1, 139:7 alone [1] - 207:13 alternate [3] - 120:14, 120:18, 121:3 alternative [2] - 123:16, 205:4 amazed [1] - 95:7 amazing [1] - 107:11 ameliorate [1] - 118:19 Amendment [1] - 49:10 Amendments [1] - 8:9 amenities [1] - 74:6 America [1] - 52:9 Ames [3] - 2:9, 160:9, 161:16 amicability [1] - 120:19 amount [7] - 32:1, 80:18, 135:12, 159:2, 159:17, 161:5, 243:10 analyses [1] - 25:9 analysis [8] - 25:7,</p>	<p>73:1, 73:2, 91:3, 92:9, 94:5, 133:12, 158:2 analyzing [2] - 71:14, 95:12 anchor [1] - 29:16 AND [1] - 257:1 AND/OR [1] - 258:17 animating [1] - 183:7 announces [2] - 44:10, 46:7 annually [1] - 35:7 answer [6] - 131:15, 163:14, 164:4, 164:11, 166:17, 168:17 antenna [6] - 246:11, 246:14, 246:16, 247:2, 248:4, 248:6 antennas [2] - 247:8, 248:18 ANTHONY [3] - 79:10, 109:6, 109:10 anticipate [3] - 75:3, 77:5, 232:18 anticipated [3] - 10:1, 85:11, 226:12 anxious [1] - 176:1 ANY [2] - 258:16, 258:16 anyway [2] - 158:10, 184:19 apartment [2] - 149:8, 149:9 apartments [3] - 149:6, 153:10, 153:13 apparent [2] - 108:3, 119:1 Appeal [1] - 4:3 appear [2] - 149:19 appearing [1] - 108:12 applicant [9] - 2:10, 3:4, 3:8, 3:14, 9:7, 9:13, 136:8, 223:10, 231:13 applicant's [1] - 89:2 application [7] - 8:13, 19:19, 28:7, 69:19, 119:18, 233:16, 234:8 applications [4] - 7:16, 8:2, 19:5, 26:12 APPLY [1] - 258:16 appreciate [4] - 78:3, 90:12, 151:16, 192:14 appreciated [1] - 192:5</p>	<p>appreciates [1] - 122:2 apprenticeship [1] - 35:8 approach [9] - 36:1, 69:7, 70:6, 71:2, 71:6, 85:7, 209:14, 237:13, 239:16 appropriate [2] - 163:4, 208:11 appropriateness [1] - 11:1 approval [11] - 7:16, 11:2, 24:12, 26:10, 36:11, 87:15, 93:15, 219:5, 220:8, 222:18, 248:8 approve [7] - 10:2, 10:5, 12:17, 12:18, 161:15, 219:6, 229:17 approved [3] - 19:11, 233:18, 252:13 approximate [1] - 36:8 april [1] - 258:14 April [1] - 24:13 arbitrary [1] - 158:15 arborvitae [1] - 238:10 architect [5] - 26:16, 140:6, 193:5, 235:18, 251:10 Architects [3] - 47:4, 115:19, 237:2 architects [23] - 22:14, 41:5, 42:2, 44:13, 47:5, 71:12, 85:6, 86:9, 99:9, 139:11, 141:17, 141:18, 142:1, 142:8, 142:13, 144:6, 144:10, 153:17, 186:7, 193:8, 203:7, 214:1, 215:7 architectural [2] - 98:7, 179:8 architecture [11] - 40:2, 40:9, 41:19, 90:19, 107:17, 128:15, 141:5, 141:14, 186:3, 246:15, 249:17 Architecture [4] - 18:12, 26:14, 39:15, 41:4 area [43] - 4:8, 8:11, 9:4, 13:15, 14:11, 20:3, 25:13, 26:15, 28:18, 37:19, 39:11,</p>
---	---	---	--	---

<p>45:4, 60:13, 61:5, 66:2, 68:11, 68:12, 71:14, 71:17, 72:10, 72:13, 75:14, 78:14, 91:2, 96:8, 100:1, 112:16, 132:19, 134:6, 145:4, 146:13, 191:2, 192:11, 198:14, 198:19, 199:18, 202:16, 204:14, 207:10, 209:4, 209:10, 214:6, 254:10</p> <p>Area [2] - 16:8, 31:2</p> <p>areas [6] - 53:17, 61:7, 63:18, 85:1, 113:15, 210:19</p> <p>arguably [1] - 204:11</p> <p>argue [1] - 116:19</p> <p>argued [1] - 101:19</p> <p>argument [1] - 103:18</p> <p>arguments [1] - 19:7</p> <p>arm [1] - 103:10</p> <p>arrangement [2] - 105:1, 197:9</p> <p>array [2] - 214:3, 214:17</p> <p>arrival [2] - 43:12, 60:1</p> <p>arrive [1] - 62:1</p> <p>arriving [1] - 167:3</p> <p>arrows [1] - 202:11</p> <p>art [1] - 64:8</p> <p>Article [6] - 8:16, 8:17, 34:10, 77:13, 135:5, 201:1</p> <p>articulated [1] - 77:11</p> <p>articulation [1] - 86:3</p> <p>as-planted [1] - 238:11</p> <p>Asia [3] - 227:12, 228:4, 228:7</p> <p>aside [2] - 170:14, 189:15</p> <p>asleep [1] - 176:3</p> <p>aspect [4] - 68:14, 136:15, 136:18, 198:9</p> <p>aspects [1] - 212:3</p> <p>aspirations [1] - 26:7</p> <p>aspiring [1] - 58:11</p> <p>Assemblage [1] - 6:11</p> <p>assessment [1] - 53:2</p> <p>Assistant [2] - 1:12, 2:2</p> <p>Associate [3] - 1:11, 1:11, 18:11</p> <p>associated [3] - 3:17, 73:19, 233:10</p>	<p>Associates [1] - 58:15</p> <p>association [1] - 45:10</p> <p>Association [2] - 27:11, 27:12</p> <p>assume [4] - 95:13, 96:17, 146:2, 229:14</p> <p>assumes [1] - 181:11</p> <p>assumption [1] - 167:13</p> <p>atrocious [1] - 150:10</p> <p>attached [1] - 20:15</p> <p>attend [3] - 27:1, 27:15, 233:2</p> <p>attention [2] - 22:6, 147:9</p> <p>ATTORNEY [3] - 79:10, 109:6, 109:10</p> <p>attract [1] - 208:13</p> <p>attractive [1] - 150:18</p> <p>attributable [2] - 128:5, 128:6</p> <p>audience [1] - 66:7</p> <p>Authority [1] - 92:7</p> <p>authorized [2] - 9:14, 220:9</p> <p>authorizing [2] - 223:10, 231:12</p> <p>authors [2] - 79:18, 80:5</p> <p>automobile [2] - 122:6, 182:18</p> <p>automobile-oriented [1] - 122:6</p> <p>available [1] - 161:6</p> <p>Ave [4] - 7:3, 211:6, 211:7, 211:9</p> <p>Avenue [3] - 4:7, 251:6, 251:8</p> <p>average [1] - 158:5</p> <p>aviation [1] - 102:7</p> <p>aware [2] - 95:11, 234:6</p> <p>awful [1] - 212:15</p> <p>awkward [1] - 191:12</p>	<p>230:1, 242:13, 242:17, 243:1, 243:5, 243:19, 244:8, 244:13, 244:18, 247:7, 247:12, 248:5, 249:12, 250:10, 253:2, 255:11</p> <p>background [1] - 142:2</p> <p>backup [2] - 160:12, 198:5</p> <p>bad [4] - 148:6, 177:17, 191:4, 206:3</p> <p>Baerkahn [2] - 18:17, 67:7</p> <p>balance [1] - 173:10</p> <p>balancing [1] - 173:13</p> <p>banner [1] - 240:8</p> <p>banners [17] - 3:17, 233:10, 234:3, 235:4, 236:17, 238:4, 240:3, 241:8, 241:15, 242:4, 242:9, 242:14, 243:2, 244:2, 244:4, 244:5, 244:9</p> <p>bar [1] - 96:9</p> <p>Barack [1] - 65:7</p> <p>barr [4] - 165:2, 175:9, 207:5, 208:2</p> <p>BARR [8] - 157:1, 165:7, 166:16, 169:3, 170:7, 173:1, 174:15, 175:2</p> <p>Barr [4] - 91:10, 156:9, 156:19, 157:1</p> <p>barr's [2] - 164:17, 197:14</p> <p>base [9] - 43:18, 44:9, 46:6, 53:15, 118:11, 118:12, 119:9, 137:5, 137:12</p> <p>based [3] - 36:8, 159:3, 209:10</p> <p>bases [1] - 42:10</p> <p>basic [3] - 29:15, 33:1, 177:2</p> <p>basis [3] - 161:4, 167:14, 168:3</p> <p>basket [1] - 171:17</p> <p>battles [1] - 15:9</p> <p>bay [2] - 241:1, 241:5</p> <p>bays [2] - 240:19, 241:4</p> <p>beautiful [4] - 147:5, 149:7, 149:9, 149:10</p> <p>beautifully [1] -</p>	<p>144:12</p> <p>become [7] - 93:1, 139:4, 139:6, 139:14, 139:16, 145:19, 177:2</p> <p>becomes [2] - 99:18, 177:6</p> <p>becoming [2] - 56:4, 167:19</p> <p>bedroom [1] - 216:10</p> <p>bedrooms [1] - 216:13</p> <p>beep [1] - 140:13</p> <p>began [2] - 26:16, 74:19</p> <p>begin [4] - 18:19, 23:7, 54:8, 71:16</p> <p>beginning [3] - 30:2, 55:3, 151:4</p> <p>begun [1] - 73:5</p> <p>behalf [2] - 26:4, 62:19</p> <p>behavior [1] - 142:6</p> <p>behind [10] - 42:13, 43:16, 45:4, 84:10, 112:17, 174:13, 193:19, 225:10, 243:18, 247:3</p> <p>believes [1] - 37:8</p> <p>beloved [1] - 144:9</p> <p>below [6] - 2:12, 75:4, 75:17, 212:15, 214:14, 214:19</p> <p>beneficial [3] - 120:5, 170:13, 173:9</p> <p>beneficiary [1] - 127:18</p> <p>benefit [5] - 36:13, 62:12, 122:2, 158:15, 220:2</p> <p>benefits [4] - 78:13, 123:17, 158:14, 171:9</p> <p>best [4] - 77:3, 106:14, 147:14, 213:8</p> <p>better [24] - 26:3, 55:12, 56:16, 93:7, 130:16, 148:10, 149:13, 149:17, 169:13, 169:17, 170:17, 173:10, 188:2, 193:12, 196:12, 197:5, 197:7, 199:1, 199:8, 200:7, 209:7, 246:14, 249:1, 249:14</p> <p>between [33] - 16:6, 20:12, 31:3, 47:11, 54:1, 55:6, 55:11,</p>	<p>56:9, 58:18, 60:13, 61:1, 77:5, 87:1, 117:17, 122:4, 124:11, 124:13, 126:14, 136:11, 149:2, 173:10, 175:7, 178:2, 181:14, 182:6, 184:15, 184:18, 197:2, 199:3, 226:8, 237:5</p> <p>beyond [5] - 20:17, 22:2, 108:2, 108:4, 228:16</p> <p>Bicycle [1] - 27:13</p> <p>bicycle [7] - 74:6, 74:12, 159:6, 161:15, 182:18, 183:2</p> <p>bicyclists [1] - 183:3</p> <p>big [21] - 34:5, 68:4, 95:8, 95:10, 96:5, 151:3, 168:12, 178:4, 180:5, 181:16, 190:9, 193:3, 193:14, 193:19, 202:14, 209:12, 215:16, 238:17</p> <p>bigger [3] - 117:2, 162:14, 188:8</p> <p>biggest [2] - 195:8, 209:4</p> <p>BIGOLIN [23] - 81:11, 87:9, 88:6, 136:6, 233:14, 234:16, 235:2, 235:6, 246:4, 246:10, 247:10, 248:9, 248:13, 249:5, 250:19, 251:7, 251:16, 252:17, 254:6, 254:12, 255:1, 255:7, 255:19</p> <p>Bigolin [2] - 1:14, 80:4</p> <p>bike [4] - 32:16, 73:14, 97:17, 129:6</p> <p>biking [1] - 32:8</p> <p>Binney [1] - 98:19</p> <p>bio [1] - 137:1</p> <p>bio-retention [1] - 137:1</p> <p>biotech [1] - 204:3</p> <p>bit [18] - 8:4, 19:6, 29:14, 31:15, 41:2, 50:9, 93:9, 103:11, 122:17, 129:12, 133:15, 137:3, 148:14, 169:2, 197:7, 239:11,</p>
B				
	<p>Bacci [1] - 1:10</p> <p>BACCI [34] - 174:18, 175:6, 178:7, 179:3, 181:11, 182:3, 200:10, 201:4, 201:9, 201:15, 201:18, 211:6, 211:10, 217:11, 217:18, 225:9, 225:16, 229:5,</p>			

<p>241:18, 243:13 black [1] - 240:8 blank [1] - 93:2 blinding [1] - 144:2 block [2] - 46:1, 185:1 blocks [1] - 183:2 Board [63] - 2:18, 3:12, 4:3, 7:14, 9:1, 9:4, 9:9, 9:19, 10:2, 10:5, 11:6, 11:18, 17:18, 19:15, 25:4, 28:16, 52:2, 52:5, 78:5, 80:10, 81:16, 82:4, 89:7, 89:13, 91:8, 92:15, 93:1, 93:4, 93:12, 94:9, 95:12, 111:4, 111:9, 139:16, 141:8, 144:16, 154:14, 155:4, 157:6, 164:15, 164:19, 165:1, 186:8, 187:2, 200:13, 205:9, 221:8, 221:10, 221:15, 222:5, 222:14, 223:19, 231:16, 232:8, 233:7, 233:17, 234:6, 236:9, 246:12, 254:7, 256:13, 257:6, 257:15 board [11] - 12:5, 70:3, 88:8, 89:15, 108:12, 193:1, 224:19, 253:1, 253:4, 253:6, 253:10 BOARD [1] - 1:1 Board's [1] - 77:12 Bob [1] - 102:17 bonus [1] - 226:6 bookends [1] - 43:15 boring [1] - 177:17 borne [1] - 104:11 Boston [12] - 60:1, 62:1, 92:7, 93:7, 99:5, 152:5, 153:6, 153:11, 153:17, 202:3, 213:17, 216:19 bottom [1] - 52:19 boundaries [1] - 76:11 boutique [1] - 16:18 bowl [5] - 31:7, 47:19, 55:9, 104:3, 104:5 box [4] - 98:15, 152:3, 152:19, 212:16 boxes [2] - 179:9, 196:14</p>	<p>boy [1] - 206:5 brainstorming [1] - 25:1 branches [1] - 250:13 Brave [1] - 105:6 break [3] - 42:19, 86:6, 88:14 breakdown [1] - 39:10 breathe [1] - 61:16 brevity [1] - 157:5 brick [6] - 98:7, 205:17, 214:19, 215:3, 246:17, 248:19 Bridge [7] - 98:13, 148:19, 149:2, 151:19, 183:10, 211:1, 211:13 brief [5] - 11:19, 12:2, 13:6, 49:7, 114:10 briefly [4] - 23:8, 59:7, 123:1, 156:11 bring [15] - 21:3, 48:10, 55:9, 64:10, 66:13, 67:2, 84:3, 101:7, 131:18, 146:19, 159:2, 159:19, 187:18, 199:18, 234:5 bringing [9] - 5:19, 15:7, 53:12, 67:1, 113:14, 188:4, 189:6, 215:8, 227:17 brings [2] - 83:13, 214:18 BRISTOL [1] - 258:3 Broad [28] - 31:10, 31:19, 55:17, 83:7, 106:19, 107:8, 107:10, 113:10, 114:1, 114:2, 117:1, 117:6, 120:17, 121:7, 122:10, 123:9, 124:16, 125:3, 126:14, 129:8, 129:11, 129:19, 131:5, 131:19, 136:11, 136:16, 136:19, 137:2 broad [2] - 38:16, 117:6 broader [1] - 13:15 broadly [2] - 162:10, 162:13 Broadway [14] - 1:6, 3:6, 3:6, 3:14, 43:11, 43:14, 44:8, 59:18, 115:11, 116:6, 123:5, 123:8, 124:7, 124:14 brought [3] - 113:2, 214:18, 216:7 brown [1] - 240:12 build [12] - 77:5, 103:4, 103:5, 119:17, 145:13, 153:15, 172:15, 179:14, 179:15, 188:8, 247:8 building [174] - 3:6, 3:9, 8:1, 10:19, 11:1, 11:4, 11:9, 34:17, 35:18, 39:11, 39:12, 40:10, 43:7, 44:1, 44:2, 44:18, 45:1, 45:6, 45:9, 45:16, 46:5, 46:10, 46:11, 46:14, 49:17, 50:2, 50:3, 50:8, 52:13, 56:1, 56:9, 56:10, 56:11, 60:4, 69:8, 70:17, 75:15, 75:16, 75:18, 76:1, 76:4, 76:17, 81:5, 85:8, 85:11, 87:8, 87:12, 87:14, 87:17, 95:9, 95:11, 96:10, 96:12, 96:17, 97:18, 98:3, 98:4, 98:17, 98:18, 99:11, 99:12, 109:4, 113:3, 113:10, 113:14, 114:11, 115:10, 115:18, 116:6, 116:7, 117:19, 118:1, 118:12, 119:2, 119:6, 119:13, 120:17, 121:1, 121:15, 123:11, 123:17, 124:7, 124:8, 124:11, 124:14, 125:6, 125:18, 126:15, 127:4, 127:7, 127:10, 127:15, 127:17, 127:18, 128:5, 128:13, 128:15, 129:10, 129:17, 130:4, 131:11, 132:15, 133:16, 134:13, 137:4, 137:8, 137:18, 142:11, 143:5, 143:7, 144:13, 145:9, 145:15, 145:17, 146:17, 149:11, 150:9, 150:15, 151:19, 153:1, 171:1, 171:2,</p>	<p>176:17, 177:19, 178:3, 178:4, 178:10, 178:15, 179:9, 180:4, 180:18, 181:8, 181:16, 182:11, 182:12, 182:17, 184:17, 186:2, 193:13, 195:13, 199:9, 199:13, 199:15, 202:13, 206:4, 206:7, 211:3, 211:14, 212:5, 212:10, 213:2, 213:7, 214:3, 214:12, 214:14, 215:11, 215:14, 216:12, 224:14, 225:6, 227:4, 227:7, 228:16, 229:16, 229:19, 236:3, 236:4, 236:11, 246:15 Building [4] - 34:13, 234:8, 234:11, 234:14 buildings [138] - 2:10, 2:13, 2:13, 2:14, 7:18, 7:19, 10:13, 10:16, 16:4, 20:19, 22:9, 22:11, 23:15, 31:13, 32:17, 36:2, 37:8, 37:9, 37:15, 40:1, 40:17, 40:18, 41:9, 41:16, 42:3, 42:8, 42:10, 42:11, 43:10, 43:15, 44:5, 48:6, 49:9, 49:14, 50:6, 51:15, 52:3, 52:15, 53:8, 53:12, 53:13, 53:16, 54:1, 56:12, 57:16, 61:1, 61:4, 61:7, 62:4, 67:2, 70:2, 70:7, 71:3, 71:4, 71:5, 71:7, 75:7, 75:8, 75:10, 75:19, 76:6, 76:11, 76:14, 82:9, 82:10, 85:10, 85:18, 86:2, 86:16, 87:1, 88:3, 88:4, 96:6, 96:8, 98:10, 100:2, 100:18, 101:3, 101:16, 102:8, 108:1, 108:4, 116:4, 116:16, 118:13, 123:3, 123:4, 124:6, 125:3, 127:10, 127:12, 128:1, 128:7, 135:1, 141:6, 141:10, 143:3, 144:6, 150:18,</p>	<p>152:7, 152:16, 181:15, 183:18, 184:1, 184:6, 184:13, 184:15, 184:16, 188:15, 189:2, 190:1, 190:10, 193:2, 193:15, 194:1, 196:12, 202:2, 202:4, 203:17, 206:8, 206:19, 210:18, 211:16, 211:17, 212:14, 213:8, 213:10, 213:15, 213:17, 214:17, 215:9, 215:17, 225:10, 225:18, 229:4, 247:9 built [7] - 76:1, 85:5, 112:16, 128:3, 166:5, 184:2 bulk [1] - 119:1 bump [2] - 62:8, 178:18 bunch [1] - 112:17 bus [7] - 32:17, 166:12, 167:1, 167:3, 171:12, 171:13, 207:19 Business [2] - 27:12, 233:7 business [4] - 14:8, 20:13, 28:17, 205:2 BUSINESS [2] - 2:2, 3:15 businesses [1] - 78:6 busses [1] - 167:5 bustling [1] - 62:3 but... [1] - 235:13 BZA [8] - 4:5, 246:13, 248:14, 253:4, 255:15, 255:18, 256:1, 256:3</p> <hr/> <p style="text-align: center;">C</p> <hr/> <p>cadence [1] - 237:18 calculated [1] - 177:12 CAMBRIDGE [1] - 1:2 Cambridge [54] - 1:7, 16:8, 19:10, 20:17, 24:16, 25:2, 25:7, 27:4, 27:12, 31:16, 34:3, 35:2, 35:9, 35:13, 37:6, 39:18, 58:18, 60:1, 61:11, 61:14, 61:15, 61:19, 62:2, 63:9, 64:2, 64:10, 64:17, 78:14,</p>
---	---	---	---

<p>92:6, 95:11, 100:15, 101:8, 105:16, 105:19, 112:14, 113:1, 113:12, 126:14, 145:12, 147:7, 173:16, 174:10, 186:10, 186:11, 194:18, 195:6, 204:13, 205:18, 211:5, 213:16, 227:15, 241:12, 251:10</p> <p>CambridgePark [1] - 6:9</p> <p>camouflaged [1] - 99:17</p> <p>Campus [4] - 20:3, 25:13, 26:1, 26:15</p> <p>campus [10] - 20:16, 22:2, 31:3, 31:5, 55:13, 58:12, 58:17, 59:16, 83:13, 199:3</p> <p>Canal [29] - 31:10, 31:19, 55:18, 83:7, 106:19, 107:8, 107:10, 113:10, 114:1, 114:2, 117:1, 117:6, 120:18, 121:7, 122:10, 123:9, 124:16, 125:3, 126:14, 129:8, 129:11, 129:19, 131:5, 131:19, 136:11, 136:16, 136:19, 137:2</p> <p>canal [4] - 60:13, 114:3, 117:18, 125:3</p> <p>canopies [1] - 54:9</p> <p>canopy [2] - 61:5, 128:17</p> <p>Cantabrigian [1] - 99:8</p> <p>cantilever [1] - 98:15</p> <p>cantilevered [7] - 61:8, 98:18, 99:11, 190:8, 193:15, 206:4, 206:11</p> <p>cantilevering [1] - 212:13</p> <p>canvas [1] - 245:15</p> <p>canyonizing [1] - 100:3</p> <p>capacity [19] - 29:11, 30:15, 71:18, 71:19, 76:3, 106:16, 112:6, 158:5, 160:4, 166:13, 167:7, 167:15, 168:8, 168:16, 169:1, 170:6, 174:8, 198:2</p>	<p>capital [1] - 115:14</p> <p>CAPTURING [1] - 1:18</p> <p>card [1] - 143:4</p> <p>Carleton [2] - 2:8, 2:9</p> <p>Carlton [3] - 106:18, 197:11, 225:4</p> <p>carried [1] - 84:18</p> <p>carries [2] - 46:14, 65:11</p> <p>carrying [1] - 171:13</p> <p>cars [1] - 243:18</p> <p>Carton [1] - 72:6</p> <p>case [8] - 19:16, 27:16, 109:4, 123:3, 133:19, 169:4, 171:6, 221:8</p> <p>cases [8] - 4:3, 69:3, 71:4, 115:2, 235:12, 246:11, 250:8, 250:17</p> <p>cast [4] - 49:14, 123:6, 125:7, 125:15</p> <p>casting [2] - 124:10, 144:18</p> <p>catch [1] - 206:13</p> <p>CATHERINE [13] - 94:12, 104:14, 109:18, 110:10, 110:18, 142:18, 196:8, 199:7, 200:17, 201:3, 201:7, 219:11, 220:17</p> <p>Catherine [5] - 1:8, 196:7, 233:4, 258:4, 258:11</p> <p>caveat [1] - 209:12</p> <p>CD [1] - 183:17</p> <p>CDD [5] - 12:11, 25:6, 92:18, 97:19, 231:5</p> <p>CDD's [1] - 224:13</p> <p>celebrate [1] - 64:6</p> <p>celebrating [1] - 37:9</p> <p>center [14] - 21:9, 37:12, 44:2, 45:13, 46:8, 59:12, 59:15, 61:2, 61:18, 64:4, 98:16, 205:3, 205:5</p> <p>centered [1] - 213:1</p> <p>Central [2] - 13:18, 71:4</p> <p>central [4] - 34:5, 83:3, 162:7, 182:14</p> <p>centralized [1] - 70:5</p> <p>centuries [1] - 98:9</p> <p>century [1] - 205:19</p> <p>certain [3] - 168:10, 204:4, 215:18</p> <p>certainly [8] - 67:14,</p>	<p>79:7, 158:7, 158:8, 161:14, 204:7, 210:13, 230:8</p> <p>certification [1] - 234:12</p> <p>CERTIFICATION [1] - 258:15</p> <p>certified [1] - 72:18</p> <p>Certified [3] - 35:15, 258:5, 258:12</p> <p>certify [1] - 258:5</p> <p>CERTIFYING [1] - 258:17</p> <p>chair [3] - 144:17, 223:17, 235:7</p> <p>Chair [3] - 1:8, 1:8, 7:12</p> <p>chairman [1] - 94:11</p> <p>Chairman [3] - 41:17, 77:10, 90:10</p> <p>Chairman's [1] - 101:14</p> <p>challenge [6] - 30:11, 131:12, 131:13, 134:14, 137:14, 163:13</p> <p>challenges [1] - 195:15</p> <p>challenging [7] - 33:9, 134:13, 162:11, 168:3, 170:10, 174:11, 176:3</p> <p>chance [3] - 27:6, 35:2, 101:6</p> <p>CHANGE [6] - 257:8, 257:9, 257:10, 257:11, 257:12, 257:13</p> <p>change [7] - 89:1, 94:15, 202:4, 230:2, 230:10, 249:1, 257:6</p> <p>changed [1] - 251:11</p> <p>changes [5] - 138:1, 191:8, 251:8, 252:18, 257:16</p> <p>changing [2] - 235:1, 235:3</p> <p>channelling [3] - 52:18, 54:3, 126:9</p> <p>Chapter [2] - 118:6, 118:8</p> <p>character [9] - 40:3, 41:10, 42:9, 59:2, 59:8, 61:14, 81:17, 82:15, 245:14</p> <p>characterized [1] - 66:3</p> <p>characters [1] - 42:9</p> <p>charge [2] - 32:11,</p>	<p>40:9</p> <p>charging [1] - 153:15</p> <p>Charles [4] - 31:10, 55:14, 70:13, 130:17</p> <p>Charlie [2] - 27:8, 37:6</p> <p>charrettes [1] - 25:3</p> <p>Cheung [1] - 211:3</p> <p>children [2] - 64:19, 227:16</p> <p>Chile [1] - 147:12</p> <p>Chinese [1] - 152:18</p> <p>Chris [1] - 100:6</p> <p>Christmas [1] - 250:13</p> <p>citizens [2] - 64:6, 65:1</p> <p>city [36] - 19:14, 28:15, 34:19, 36:16, 43:5, 59:15, 63:2, 63:7, 63:10, 65:12, 65:13, 71:15, 72:9, 72:11, 78:4, 92:9, 132:18, 145:19, 155:14, 155:16, 158:18, 162:2, 164:1, 169:9, 171:3, 180:18, 194:6, 194:13, 198:7, 204:9, 204:18, 220:2, 253:1, 253:4, 253:5</p> <p>CITY [1] - 1:2</p> <p>City [14] - 1:12, 2:2, 8:10, 11:12, 17:13, 19:10, 34:2, 38:6, 38:12, 56:11, 81:18, 141:6, 157:3, 186:10</p> <p>city's [1] - 70:11</p> <p>City's [6] - 9:3, 9:12, 15:3, 27:13, 32:5, 85:15</p> <p>civilization [1] - 204:6</p> <p>clarification [1] - 202:8</p> <p>clarify [3] - 57:4, 59:18, 60:12</p> <p>clarifying [2] - 60:14, 90:11</p> <p>clarity [2] - 42:14, 43:18</p> <p>class [3] - 23:4, 195:19, 216:5</p> <p>classic [1] - 25:6</p> <p>clean [1] - 247:6</p> <p>clear [8] - 41:6, 43:12, 58:11, 60:16, 84:4, 162:7, 175:17, 186:1</p>	<p>clearer [1] - 130:16</p> <p>clearly [4] - 53:10, 125:2, 192:11, 213:18</p> <p>clock [4] - 96:6, 98:17, 103:2, 103:3</p> <p>close [9] - 109:7, 109:11, 109:12, 143:4, 182:7, 221:7, 221:10, 222:4, 222:7</p> <p>closely [3] - 37:5, 206:18, 256:9</p> <p>closer [1] - 176:8</p> <p>closing [2] - 109:19, 129:1</p> <p>cluster [3] - 43:12, 75:8, 75:9</p> <p>Co [2] - 18:14, 24:4</p> <p>co [1] - 80:5</p> <p>co-authors [1] - 80:5</p> <p>Co-Director [2] - 18:14, 24:4</p> <p>Code [1] - 223:1</p> <p>COHEN [169] - 7:13, 57:2, 79:1, 79:8, 79:11, 87:5, 88:1, 88:7, 88:11, 88:19, 95:2, 96:16, 97:3, 100:5, 105:8, 106:4, 108:7, 108:11, 109:12, 109:16, 110:4, 110:12, 111:1, 111:8, 114:9, 136:2, 138:7, 143:12, 143:16, 143:19, 147:2, 148:13, 151:5, 151:13, 154:2, 154:8, 154:12, 155:9, 155:10, 155:12, 155:13, 155:17, 156:8, 164:13, 166:2, 166:4, 168:18, 170:1, 172:12, 174:12, 174:17, 175:8, 175:11, 179:18, 185:12, 189:17, 192:7, 196:7, 200:9, 201:2, 201:12, 201:17, 202:18, 202:19, 210:6, 211:8, 211:11, 217:14, 218:3, 218:10, 218:13, 218:15, 218:17, 218:18, 219:1, 219:13, 219:14, 219:16, 220:10, 220:18, 221:2, 221:6,</p>
---	---	---	--	---

<p>221:13, 221:14, 221:16, 221:18, 222:1, 222:2, 222:4, 222:6, 222:10, 222:13, 222:16, 223:6, 223:15, 224:5, 225:19, 226:3, 226:5, 227:3, 227:14, 228:2, 228:5, 228:12, 228:19, 229:10, 229:13, 230:3, 230:13, 231:2, 231:11, 231:15, 231:18, 231:19, 232:3, 232:6, 232:7, 232:10, 232:13, 232:16, 233:6, 234:18, 235:4, 235:10, 235:15, 241:14, 241:19, 242:8, 244:6, 244:11, 244:15, 245:6, 246:2, 246:5, 247:13, 247:17, 248:3, 248:7, 248:11, 249:2, 249:6, 249:10, 249:14, 249:19, 250:2, 250:4, 250:7, 250:16, 251:1, 251:5, 251:14, 252:3, 252:11, 252:13, 252:19, 253:3, 253:11, 253:12, 253:15, 253:18, 254:3, 254:16, 254:18, 255:3, 255:5, 255:13, 255:17, 256:2, 256:10</p> <p>Cohen [3] - 1:8, 1:9, 41:17</p> <p>cold [1] - 152:1</p> <p>collaborative [1] - 167:9</p> <p>collaboratively [1] - 47:6</p> <p>colleagues [4] - 18:9, 18:18, 40:4, 186:7</p> <p>collecting [1] - 70:6</p> <p>collective [2] - 14:10, 78:8</p> <p>collectively [1] - 160:18</p> <p>color [7] - 51:2, 125:5, 125:11, 125:12, 214:18, 215:8, 244:16</p> <p>combination [3] - 27:18, 139:13, 237:10</p>	<p>combined [2] - 178:10, 181:2</p> <p>comfort [1] - 49:1</p> <p>comfortable [6] - 16:10, 54:5, 54:13, 54:18, 196:14, 209:19</p> <p>coming [21] - 6:10, 27:15, 42:1, 65:1, 81:6, 89:12, 92:5, 94:3, 98:19, 99:2, 99:4, 124:4, 135:3, 150:7, 151:18, 158:1, 194:17, 208:15, 211:1, 232:17, 233:15</p> <p>commence [1] - 76:16</p> <p>comment [19] - 89:4, 89:9, 89:17, 90:11, 90:13, 94:16, 94:19, 95:6, 106:10, 110:13, 111:3, 138:10, 151:17, 153:12, 164:16, 183:14, 188:14, 203:5, 216:4</p> <p>commented [2] - 167:1, 184:9</p> <p>comments [45] - 57:13, 57:15, 57:18, 58:2, 78:16, 80:9, 80:10, 87:4, 106:11, 108:17, 135:18, 136:3, 138:6, 150:17, 153:8, 154:3, 154:19, 155:3, 155:4, 155:14, 155:16, 156:1, 156:3, 156:6, 156:11, 156:13, 157:8, 158:11, 162:7, 163:15, 164:17, 164:19, 175:19, 189:16, 203:12, 203:14, 210:13, 216:3, 217:3, 217:5, 218:4, 228:9, 228:13, 234:19</p> <p>commercial [7] - 20:5, 36:7, 59:14, 59:15, 103:8, 119:17, 176:16</p> <p>Commission [12] - 12:12, 25:5, 37:7, 87:7, 87:10, 88:2, 101:9, 101:15, 102:1, 228:10, 229:8, 258:14</p> <p>commission [1] - 27:9</p> <p>Commission's [1] -</p>	<p>13:8</p> <p>commitment [6] - 17:4, 21:11, 34:2, 34:9, 36:17, 74:13</p> <p>commitments [2] - 36:5, 102:14</p> <p>committed [5] - 35:11, 68:19, 132:7, 133:7, 238:18</p> <p>Committee [5] - 7:9, 25:5, 27:13, 27:14</p> <p>committee [1] - 63:4</p> <p>common [2] - 42:17, 47:11</p> <p>COMMONWEALTH [1] - 258:3</p> <p>Commonwealth [1] - 117:9</p> <p>communities [4] - 23:5, 25:12, 174:3, 174:9</p> <p>Community [5] - 1:13, 2:3, 18:15, 24:5, 257:3</p> <p>community [30] - 14:8, 15:17, 16:17, 17:5, 19:14, 21:15, 22:1, 23:11, 24:11, 24:17, 25:2, 27:2, 31:2, 31:4, 31:5, 36:7, 36:13, 38:12, 63:2, 67:11, 84:3, 104:1, 104:2, 104:18, 105:3, 145:12, 145:13, 145:15, 146:15, 194:18</p> <p>community's [2] - 67:10, 146:15</p> <p>Company [1] - 111:14</p> <p>compared [1] - 70:17</p> <p>comparison [1] - 119:12</p> <p>compelling [3] - 19:16, 20:18, 66:8</p> <p>compensate [1] - 93:16</p> <p>compete [1] - 59:10</p> <p>competitions [1] - 65:2</p> <p>complement [2] - 13:18, 120:2</p> <p>complements [1] - 63:11</p> <p>complete [1] - 175:4</p> <p>completed [1] - 72:15</p> <p>completely [5] - 47:14, 54:6, 66:10, 107:2, 122:6</p> <p>completion [1] - 68:5</p> <p>complex [1] - 197:1</p>	<p>complexities [1] - 169:7</p> <p>complexity [1] - 115:8</p> <p>compliance [5] - 39:4, 131:14, 218:11, 219:9, 224:15</p> <p>compliant [1] - 220:13</p> <p>complicated [3] - 115:4, 166:16, 169:4</p> <p>complied [1] - 9:11</p> <p>complies [3] - 9:12, 118:2, 118:5</p> <p>compliments [1] - 157:9</p> <p>comply [2] - 49:9, 76:19</p> <p>complying [1] - 133:7</p> <p>component [4] - 15:6, 47:18, 58:13, 59:17</p> <p>comprehensive [4] - 36:1, 72:16, 106:13, 223:18</p> <p>computer [1] - 125:19</p> <p>conceive [1] - 58:16</p> <p>concentrate [1] - 205:12</p> <p>concentrating [2] - 205:1, 205:5</p> <p>concentration [3] - 204:2, 204:9, 204:13</p> <p>concept [2] - 176:19, 179:5</p> <p>concepts [1] - 27:19</p> <p>concern [6] - 161:17, 177:18, 190:15, 203:16, 209:4, 212:5</p> <p>concerned [11] - 133:6, 161:2, 161:3, 165:11, 183:9, 194:4, 195:16, 198:8, 203:10, 207:16, 226:1</p> <p>concerning [1] - 231:16</p> <p>concerns [11] - 32:3, 156:12, 159:12, 160:3, 160:7, 165:19, 191:17, 192:19, 207:4, 208:2, 233:19</p> <p>conclude [1] - 17:8</p> <p>concluded [1] - 26:14</p> <p>conclusion [1] - 110:6</p> <p>concrete [3] - 27:19, 189:4, 189:7</p> <p>concur [1] - 210:12</p>	<p>condition [8] - 37:17, 50:19, 56:11, 71:18, 72:3, 128:3, 128:4, 242:9</p> <p>conditions [15] - 53:4, 54:6, 54:11, 66:2, 77:3, 84:15, 124:2, 127:1, 127:3, 128:2, 128:8, 128:10, 128:17, 131:7, 236:3</p> <p>conductor [1] - 180:16</p> <p>confess [2] - 183:4, 183:9</p> <p>confidence [1] - 148:8</p> <p>configuration [2] - 52:10, 127:9</p> <p>conform [2] - 38:15, 40:13</p> <p>conformance [2] - 23:13, 39:6</p> <p>conforming [1] - 254:19</p> <p>conforms [2] - 39:3, 219:19</p> <p>congested [1] - 160:11</p> <p>congestion [1] - 32:11</p> <p>connect [12] - 16:9, 23:2, 42:11, 56:6, 56:18, 62:9, 71:4, 71:9, 84:3, 84:10, 113:9, 182:8</p> <p>connected [5] - 40:18, 44:11, 56:4, 130:14, 160:6</p> <p>connecting [5] - 31:18, 46:13, 114:3, 130:10, 191:9</p> <p>connection [14] - 46:3, 58:18, 59:3, 60:16, 117:17, 126:13, 136:10, 177:7, 178:2, 178:14, 187:8, 188:13, 190:15, 191:11</p> <p>connections [18] - 16:2, 16:3, 16:6, 17:9, 20:11, 55:2, 55:5, 55:10, 56:15, 56:16, 83:7, 83:8, 84:13, 161:16, 186:14, 186:15, 199:2</p> <p>connective [1] - 62:13</p> <p>connectivity [5] - 55:17, 56:2, 58:17,</p>
---	--	--	---	---

<p>60:13, 130:7 connects [3] - 46:11, 46:15, 118:14 CONNOLLY [13] - 94:12, 104:14, 109:18, 110:10, 110:18, 142:18, 196:8, 199:7, 200:17, 201:3, 201:7, 219:11, 220:17 Connolly [2] - 1:8, 233:4 consider [4] - 137:11, 137:17, 158:12, 184:19 considerably [1] - 30:3 consideration [5] - 87:18, 95:13, 100:2, 182:16, 193:17 considerations [1] - 86:1 considered [5] - 121:4, 144:10, 152:6, 187:9, 191:5 considering [1] - 86:10 consistency [1] - 77:14 consistent [9] - 38:4, 50:10, 85:14, 85:16, 118:11, 125:13, 165:10, 165:14, 222:19 consistently [1] - 165:13 consists [2] - 7:18, 59:8 constraints [2] - 40:13, 118:3 construct [5] - 3:6, 4:8, 4:10, 252:4, 254:4 construction [7] - 34:15, 76:16, 208:7, 208:8, 208:9, 236:7, 245:5 consultant [1] - 64:13 consultants [2] - 17:3, 157:14 contain [2] - 34:18, 243:17 contemplated [1] - 167:17 contention [1] - 129:9 context [16] - 11:11, 13:7, 79:15, 99:19, 111:17, 115:10, 116:1, 118:14, 127:17, 148:12,</p>	<p>149:18, 150:3, 152:15, 153:16, 154:1, 154:4 contextualized [1] - 13:9 continue [15] - 14:15, 17:5, 33:19, 63:10, 72:8, 89:2, 89:5, 89:10, 108:13, 108:14, 110:5, 111:2, 133:2, 161:8, 237:17 continued [3] - 6:13, 26:12, 164:15 Continued [4] - 2:19, 3:1, 3:19, 4:1 continues [1] - 98:6 continuing [5] - 3:16, 50:11, 130:5, 163:1, 233:9 continuity [1] - 53:11 continuous [5] - 31:14, 48:3, 66:16, 121:16, 129:4 continuum [1] - 227:9 contrary [1] - 59:10 contribute [4] - 35:6, 40:2, 145:9, 149:14 contributing [4] - 36:6, 36:12, 121:16, 145:11 contribution [2] - 117:4, 121:15 contributions [2] - 91:19, 163:3 CONTROL [1] - 258:17 control [6] - 105:3, 142:7, 180:8, 230:2, 230:4 controls [3] - 82:1, 219:18, 219:19 controversial [2] - 151:4, 151:8 convenient [1] - 79:6 conversation [4] - 71:16, 132:17, 133:2, 147:11 conversations [5] - 68:1, 73:5, 74:19, 132:18, 161:12 converse [1] - 203:1 converts [1] - 122:5 convinced [1] - 149:15 cool [2] - 95:18, 206:7 coordinate [1] - 215:7 copy [1] - 143:18 core [1] - 21:13 corner [10] - 26:8, 52:14, 54:10, 126:8,</p>	<p>128:12, 131:8, 199:10, 240:18, 241:4, 241:10 corners [3] - 48:4, 52:15, 83:12 correct [6] - 88:6, 218:1, 223:6, 234:17, 235:2, 235:6 correction [1] - 257:7 corrections [1] - 257:16 correctly [1] - 175:3 correspondence [1] - 226:8 corridors [1] - 52:16 cosmetic [1] - 153:18 cost [3] - 36:5, 153:14, 188:6 costs [2] - 104:9, 104:11 Council [6] - 8:10, 17:13, 19:10, 25:6, 28:16, 78:5 Councillor [1] - 141:7 count [3] - 91:5, 139:19, 172:1 counting [1] - 24:18 country [3] - 30:9, 204:11, 205:7 couple [9] - 11:19, 43:6, 49:7, 49:12, 49:15, 70:1, 73:13, 117:10, 123:1, 148:11, 153:8, 190:14, 206:9, 214:2, 235:12, 237:6, 237:11, 238:3, 239:7 course [12] - 5:9, 14:9, 16:4, 16:5, 48:17, 51:12, 51:15, 51:17, 104:7, 148:1, 148:19, 179:16 Courthouse [2] - 96:19, 215:2 covenant [1] - 34:18 cover [1] - 95:18 covered [1] - 152:7 covers [3] - 50:17, 94:17, 249:3 CRA [1] - 7:8 crazy [1] - 244:16 create [31] - 15:4, 20:13, 21:4, 21:18, 23:1, 31:3, 31:6, 40:16, 41:11, 42:14, 43:12, 43:15, 44:12, 45:4, 47:9, 55:4, 55:10, 55:12, 60:4, 60:19, 66:15, 75:11,</p>	<p>113:11, 113:18, 122:9, 124:6, 131:10, 137:7, 146:14, 160:2, 173:5 created [7] - 53:11, 55:7, 56:9, 85:7, 125:5, 126:10, 146:15 creates [8] - 46:8, 47:10, 65:3, 85:18, 127:15, 130:7, 130:16, 204:4 creating [16] - 15:12, 21:14, 42:10, 47:19, 52:14, 52:15, 52:16, 82:5, 85:16, 118:11, 121:19, 130:12, 130:14, 158:16, 158:17, 173:9 creative [1] - 107:9 creatively [1] - 243:12 credentials [1] - 125:17 credit [1] - 91:9 creep [1] - 140:13 crew [1] - 91:3 criteria [3] - 39:5, 55:8, 220:12 critical [7] - 29:10, 33:6, 141:8, 141:19, 164:6, 164:7, 195:1 Cross [4] - 56:10, 126:15, 137:8, 144:13 cross [6] - 130:8, 178:14, 202:14, 204:5, 225:4, 241:3 cross-section [1] - 225:4 crossing [2] - 187:15, 190:16 crosswalk [3] - 56:10, 126:16, 190:18 cry [1] - 171:1 cubes [2] - 180:19, 212:19 current [8] - 30:14, 37:17, 50:19, 70:7, 84:15, 121:1, 124:2, 236:6 curtain [2] - 42:17, 42:18 customized [1] - 71:2 cut [7] - 72:8, 95:8, 100:18, 128:18, 184:10, 208:4, 250:12 cycle [1] - 130:5 cycling [1] - 74:14 cypress [1] - 244:12</p>	<p style="text-align: center;">D</p> <p>daily [4] - 16:19, 161:4, 167:14, 168:3 Dana [2] - 97:8, 151:16 dangerous [1] - 128:2 darker [1] - 240:12 Dash [1] - 1:14 DASH [1] - 230:16 data [2] - 140:2, 148:1 date [6] - 7:4, 23:9, 89:12, 165:16, 236:6, 257:7 dates [2] - 50:16, 50:17 DAVID [2] - 47:2, 115:16 David [9] - 18:16, 46:18, 47:3, 114:6, 114:8, 115:15, 130:19, 138:19, 139:14 daycare [1] - 45:12 days [4] - 51:17, 51:18, 123:19, 189:9 Deacon [1] - 2:9 deal [10] - 79:5, 92:13, 97:13, 128:16, 182:1, 185:9, 200:18, 214:10, 217:9, 230:9 dealing [3] - 48:17, 112:5, 217:2 Dean [3] - 18:11, 39:14, 116:1 decade [2] - 153:4, 175:5 decades [1] - 253:10 December [4] - 51:13, 51:15, 51:16, 125:10 decide [2] - 164:9, 227:14 decided [2] - 28:6, 102:13 declare [1] - 87:14 declined [1] - 101:10 decreases [1] - 53:9 dedicated [1] - 25:15 defer [1] - 252:19 defined [1] - 63:17 defines [1] - 22:16 defining [1] - 62:16 degree [1] - 243:9 delay [1] - 230:5 delighted [5] - 29:13, 38:14, 67:19, 68:13,</p>
---	--	--	---	--

<p>113:13 deliver [2] - 76:12, 94:2 delivered [1] - 257:3 delivering [1] - 76:9 delivery [1] - 175:3 delve [1] - 158:3 demand [2] - 166:14, 209:9 demolish [3] - 4:7, 230:10, 252:3 demolished [1] - 87:12 demolition [6] - 87:10, 228:15, 229:14, 229:16, 229:17, 230:5 demonstrate [2] - 64:7, 77:14 demonstrates [1] - 39:4 density [5] - 105:18, 183:19, 203:17, 204:1, 205:1 Department [6] - 72:18, 73:6, 91:10, 156:4, 183:17, 257:4 department [1] - 92:10 departments [4] - 71:15, 72:9, 72:11, 132:18 describe [1] - 24:7 described [3] - 53:7, 116:1, 194:5 description [1] - 12:2 deserves [2] - 22:6, 91:9 design [65] - 3:16, 14:1, 23:15, 26:17, 38:18, 39:16, 53:6, 53:11, 55:2, 60:6, 62:6, 63:15, 69:14, 77:14, 79:15, 81:12, 81:13, 82:19, 85:8, 85:10, 85:15, 86:7, 87:4, 87:16, 87:18, 88:3, 90:19, 98:8, 101:16, 116:3, 118:3, 131:12, 135:5, 136:4, 137:14, 137:15, 143:9, 150:4, 158:14, 161:19, 162:5, 177:3, 183:16, 186:13, 189:19, 199:13, 203:9, 207:3, 209:13, 218:13, 218:15, 220:3,</p>	<p>220:14, 223:1, 224:14, 229:2, 233:9, 233:18, 234:3, 234:9, 236:16, 240:15, 242:18, 251:12 designed [7] - 44:18, 45:10, 46:17, 115:18, 149:5, 191:6, 191:13 designs [4] - 22:11, 54:8, 72:9, 196:11 desirable [1] - 16:11 desire [1] - 54:13 destination [2] - 20:16, 122:13 detail [9] - 77:17, 86:19, 157:11, 161:14, 179:5, 211:17, 225:14, 231:6, 251:18 detailed [1] - 85:9 details [12] - 69:19, 73:12, 97:16, 97:17, 97:18, 106:17, 176:9, 203:1, 203:2, 203:3, 206:18, 230:19 determination [7] - 2:18, 9:2, 9:10, 9:19, 223:10, 231:10, 231:12 Determination [1] - 3:12 determine [1] - 254:1 develop [7] - 55:8, 65:10, 72:10, 157:5, 190:7, 192:16, 225:13 developed [4] - 10:9, 28:1, 196:11, 237:4 developer [1] - 146:7 developer's [1] - 162:15 developers [4] - 81:16, 162:19, 163:16, 198:3 Development [6] - 1:13, 2:3, 3:7, 3:12, 3:13, 257:4 development [65] - 2:11, 2:15, 2:16, 2:18, 3:3, 7:17, 9:15, 9:17, 10:6, 18:7, 20:5, 32:13, 33:4, 36:7, 44:15, 53:3, 62:5, 72:4, 77:18, 81:18, 83:1, 86:8, 87:2, 91:13, 93:16, 103:9, 103:13, 104:9,</p>	<p>104:10, 105:17, 105:18, 135:9, 140:9, 159:3, 159:8, 162:17, 162:18, 165:6, 166:7, 167:16, 170:5, 172:3, 172:4, 172:9, 172:16, 172:19, 185:4, 203:6, 204:16, 205:12, 206:19, 208:4, 208:13, 209:7, 209:8, 209:18, 216:17, 219:4, 219:7, 219:17, 219:18, 220:1, 223:12, 231:14 developments [2] - 32:9, 207:10 devote [1] - 248:3 devoted [2] - 102:16, 129:6 Dewey [1] - 206:10 diagonals [1] - 152:14 diagram [1] - 129:15 dialogue [1] - 24:16 dichotomy [1] - 195:18 difference [3] - 67:4, 68:4, 68:8 different [28] - 14:6, 14:19, 15:1, 40:10, 42:7, 56:17, 61:4, 61:6, 62:4, 63:13, 65:1, 65:2, 80:19, 85:6, 96:2, 98:11, 133:16, 141:17, 143:14, 149:16, 161:6, 167:4, 193:4, 210:19, 240:14 differently [1] - 178:8 difficult [1] - 155:5 difficulty [1] - 170:2 dig [1] - 197:19 digital [1] - 139:18 dimension [1] - 128:18 dimensional [1] - 118:2 dining [1] - 48:12 direct [1] - 62:18 DIRECT [1] - 258:17 direction [1] - 52:17 DIRECTION [1] - 258:17 directly [1] - 116:7 director [1] - 22:4 Director [6] - 18:10, 18:13, 18:14, 24:4, 111:13, 157:2 dirt [3] - 188:7, 188:9,</p>	<p>189:6 disagree [1] - 155:13 disappears [1] - 103:18 disappointing [1] - 102:4 disappointment [1] - 195:8 disapprove [1] - 12:17 disconnected [1] - 66:5 Discovery [4] - 3:16, 233:8, 241:6, 241:12 discretion [1] - 82:3 discuss [4] - 28:5, 39:15, 65:16, 89:14 discussed [7] - 6:7, 6:16, 36:3, 83:19, 136:7, 224:18, 246:12 discussing [2] - 110:2, 161:11 discussion [14] - 9:18, 12:4, 15:15, 22:10, 25:4, 29:19, 107:18, 109:9, 110:1, 110:6, 203:4, 215:1, 222:14, 223:13 discussions [9] - 11:14, 12:14, 13:13, 15:18, 16:13, 40:6, 59:5, 112:19, 165:16 disingenuous [1] - 101:1 disrupted [1] - 66:18 dissolve [1] - 70:12 distinctive [1] - 42:6 District [2] - 5:18, 63:12 district [15] - 19:5, 20:13, 21:5, 21:19, 23:1, 33:1, 35:16, 38:1, 62:11, 71:9, 73:17, 74:11, 112:2, 132:2, 219:18 district-wide [1] - 62:11 districts [1] - 6:2 districtwide [3] - 69:9, 70:5, 132:10 diverse [5] - 41:14, 43:19, 47:5, 48:9, 65:14 diversified [1] - 42:16 diversity [6] - 16:14, 16:15, 17:8, 43:2, 67:4, 122:9</p>	<p>divide [1] - 19:4 dock [1] - 181:9 docks [1] - 177:11 Doe [1] - 90:3 DOES [1] - 258:16 dog [1] - 187:18 dog [1] - 36:18 done [17] - 8:15, 38:6, 49:5, 90:16, 97:13, 104:8, 141:1, 144:19, 163:12, 169:6, 183:17, 192:14, 210:5, 213:19, 238:6, 240:7, 240:12 door [1] - 132:3 doors [2] - 129:1, 131:10 dorms [1] - 45:17 dotted [1] - 37:17 double [1] - 117:15 down [31] - 31:14, 39:8, 42:19, 45:18, 48:4, 66:17, 67:1, 86:6, 95:8, 98:14, 99:2, 99:15, 104:4, 113:5, 114:2, 115:13, 126:8, 139:4, 151:17, 155:7, 159:2, 160:1, 164:12, 169:15, 171:2, 178:6, 181:13, 181:16, 206:9, 216:8, 216:9 downwash [1] - 52:11 DPW [3] - 133:6, 175:15, 224:11 drain [1] - 70:11 drainage [1] - 64:10 draw [1] - 84:8 drawing [2] - 177:8, 214:2 drawings [5] - 201:19, 212:2, 214:3, 240:5, 246:19 drawn [1] - 172:19 dreadful [1] - 140:16 Drive [8] - 2:7, 4:4, 105:13, 106:8, 187:5, 187:10, 214:7, 246:8 drive [1] - 174:10 driven [1] - 23:10 driving [2] - 103:13, 189:13 drop [2] - 187:10, 188:7 dropped [1] - 99:15 drugstore [1] - 67:16 dumpsters [2] - 113:6, 117:14</p>
---	--	---	--	--

<p>during [10] - 6:7, 15:17, 16:13, 17:10, 17:11, 25:13, 51:11, 80:15, 183:7, 200:19</p> <p>dwelt [1] - 131:1</p> <p>dwelling [1] - 54:15</p> <p>dynamic [3] - 65:13, 84:14, 85:7</p>	<p>efforts [3] - 63:11, 78:9, 92:6</p> <p>eggs [1] - 171:16</p> <p>eight [2] - 184:10, 184:12</p> <p>eighth [1] - 100:19</p> <p>either [9] - 12:16, 58:2, 89:6, 108:16, 165:1, 193:6, 209:15, 241:5, 244:10</p> <p>elaborate [1] - 94:5</p> <p>elected [2] - 69:4, 141:12</p> <p>electronically [1] - 257:4</p> <p>element [6] - 15:19, 58:14, 62:16, 137:3, 177:3, 237:9</p> <p>elements [5] - 29:11, 59:4, 81:10, 91:15, 210:3</p> <p>elevation [2] - 236:15, 241:3</p> <p>elevations [3] - 188:16, 225:17, 241:6</p> <p>Elkus [4] - 18:16, 44:13, 47:3, 115:18</p> <p>Ellsworth [3] - 4:7, 251:5, 251:8</p> <p>elsewhere [1] - 173:12</p> <p>embrace [1] - 112:5</p> <p>embraces [1] - 135:13</p> <p>embracing [2] - 38:18, 112:9</p> <p>emergency [1] - 225:6</p> <p>Emory [1] - 176:18</p> <p>empathy [1] - 29:14</p> <p>emphasis [2] - 15:2, 16:1</p> <p>employee [1] - 171:4</p> <p>employees [4] - 32:15, 166:15, 172:18, 207:18</p> <p>empty [1] - 210:10</p> <p>enclosed [1] - 247:4</p> <p>enclosures [2] - 247:4, 248:16</p> <p>encourage [6] - 16:15, 32:7, 174:3, 174:6, 174:9, 196:2</p> <p>encouraged [1] - 199:16</p> <p>end [11] - 9:6, 12:14, 89:11, 120:7, 131:9, 134:3, 150:16, 153:10, 175:4, 176:8, 256:8</p> <p>ended [3] - 13:14,</p>	<p>14:4, 215:4</p> <p>ends [1] - 177:15</p> <p>energy [6] - 32:1, 70:15, 71:2, 71:9, 180:3, 189:5</p> <p>engage [2] - 48:3, 72:8</p> <p>engaged [4] - 24:15, 25:7, 26:15, 71:10</p> <p>engagement [6] - 23:9, 24:7, 24:19, 26:9, 102:9, 102:10</p> <p>engineer [3] - 72:15, 140:2, 142:1</p> <p>engineering [1] - 206:5</p> <p>Engineering [1] - 71:11</p> <p>engineers [1] - 203:8</p> <p>enhance [8] - 40:14, 41:10, 45:2, 56:1, 56:19, 59:11, 61:13, 168:7</p> <p>enhanced [1] - 84:13</p> <p>enhancing [1] - 59:8</p> <p>enjoy [1] - 20:14</p> <p>enjoying [1] - 146:6</p> <p>enormous [6] - 32:1, 78:4, 78:9, 104:5, 135:12, 179:8</p> <p>ensemble [1] - 42:5</p> <p>ensure [4] - 14:12, 21:16, 22:5, 63:11</p> <p>ensures [1] - 62:15</p> <p>enterprises [1] - 33:4</p> <p>entire [7] - 13:11, 26:4, 35:14, 56:19, 108:18, 166:10, 230:10</p> <p>entirely [1] - 118:5</p> <p>entirety [1] - 167:16</p> <p>entities [2] - 11:16, 47:13</p> <p>entrance [11] - 44:7, 44:10, 44:13, 45:15, 46:7, 59:13, 59:19, 60:19, 61:9, 217:13, 241:8</p> <p>entrances [3] - 63:18, 128:13, 217:17</p> <p>entrepreneur [1] - 33:3</p> <p>entrepreneurs [1] - 33:16</p> <p>entrepreneurship [1] - 34:12</p> <p>entries [1] - 177:10</p> <p>entry [1] - 200:4</p> <p>environment [9] - 31:1, 41:12, 47:10, 52:13, 54:19,</p>	<p>128:19, 142:11, 142:14, 158:17</p> <p>environmental [4] - 48:18, 82:16, 121:11, 122:18</p> <p>environments [2] - 60:10, 82:15</p> <p>envision [3] - 62:2, 64:7, 151:18</p> <p>envisioning [1] - 22:15</p> <p>epitome [1] - 32:12</p> <p>equipment [1] - 139:17</p> <p>equipped [1] - 63:19</p> <p>erasing [1] - 188:3</p> <p>ERIC [11] - 235:16, 240:1, 241:16, 242:2, 242:11, 242:15, 242:18, 243:3, 243:7, 244:3, 245:4</p> <p>Eric [1] - 235:16</p> <p>ERRATA [1] - 257:1</p> <p>Errata [2] - 257:2, 257:7</p> <p>escape [1] - 187:14</p> <p>especially [5] - 54:2, 95:6, 96:6, 151:1, 206:4</p> <p>essential [2] - 43:14, 45:16</p> <p>essentially [7] - 9:6, 58:9, 75:9, 114:19, 237:6, 240:11, 240:19</p> <p>establish [2] - 30:19, 63:3</p> <p>established [2] - 28:13, 39:7</p> <p>establishes [1] - 83:3</p> <p>estate [1] - 103:8</p> <p>Estate [3] - 18:10, 18:14, 111:13</p> <p>estimating [1] - 36:15</p> <p>ethos [1] - 35:13</p> <p>evening [14] - 5:3, 7:16, 10:14, 11:10, 12:16, 13:3, 17:17, 28:9, 39:18, 108:16, 110:17, 115:16, 154:16, 221:4</p> <p>event [1] - 5:13</p> <p>events [2] - 64:1, 64:4</p> <p>eventually [1] - 14:2</p> <p>evergreens [1] - 237:11</p> <p>Eversource [1] - 217:10</p> <p>everywhere [1] - 131:11</p>	<p>evolution [2] - 37:10, 50:12</p> <p>evolve [1] - 54:8</p> <p>evolves [1] - 207:1</p> <p>Evo [1] - 117:9</p> <p>exactly [1] - 197:12</p> <p>example [4] - 64:2, 101:4, 144:8, 186:14</p> <p>examples [3] - 43:6, 55:15, 190:12</p> <p>excavating [1] - 107:10</p> <p>exceed [1] - 69:3</p> <p>exceedances [1] - 200:14</p> <p>exceeding [1] - 120:3</p> <p>exceeds [2] - 15:11, 120:4</p> <p>excellent [2] - 156:15, 191:4</p> <p>except [2] - 146:1, 257:15</p> <p>exceptional [1] - 122:10</p> <p>exceptions [1] - 123:1</p> <p>excited [12] - 18:6, 65:18, 67:6, 68:13, 78:12, 83:10, 85:8, 131:16, 132:1, 134:17, 190:1, 199:19</p> <p>exciting [1] - 18:1</p> <p>exclusively [1] - 102:16</p> <p>excuse [1] - 80:1</p> <p>execute [2] - 115:14, 135:2</p> <p>Executive [1] - 18:4</p> <p>exemplary [1] - 41:11</p> <p>exist [3] - 52:16, 55:6, 113:19</p> <p>existence [1] - 145:3</p> <p>existing [34] - 4:5, 4:11, 20:6, 22:9, 45:17, 46:12, 49:14, 51:14, 55:11, 56:7, 56:12, 56:18, 66:1, 71:17, 73:19, 116:6, 123:2, 125:14, 127:19, 131:7, 141:10, 166:11, 166:12, 166:13, 202:4, 236:3, 237:16, 239:10, 247:5, 254:5, 254:13, 255:12</p> <p>exists [2] - 227:1, 239:12</p> <p>expanding [2] - 34:7, 167:7</p>
E				
<p>e-mail [1] - 25:16</p> <p>E38 [1] - 75:11</p> <p>E39 [1] - 75:11</p> <p>E53 [1] - 177:19</p> <p>early [3] - 51:8, 161:12, 188:12</p> <p>ease [1] - 58:6</p> <p>easier [3] - 115:13, 167:7, 207:16</p> <p>easily [1] - 94:1</p> <p>east [4] - 123:7, 124:18, 238:8</p> <p>East [22] - 16:8, 20:3, 21:7, 25:13, 25:19, 26:15, 27:3, 27:12, 30:14, 31:16, 63:9, 87:7, 87:11, 98:3, 112:13, 112:19, 113:12, 126:13, 170:19, 194:18, 195:6, 228:15</p> <p>east/west [1] - 53:19</p> <p>easy [1] - 167:6</p> <p>ecological [1] - 139:7</p> <p>economic [2] - 15:1, 195:15</p> <p>economics [1] - 208:18</p> <p>economy [2] - 14:13, 20:2</p> <p>ECPT [1] - 27:4</p> <p>edge [4] - 121:17, 129:4, 129:5, 129:7</p> <p>edges [1] - 104:5</p> <p>educated [1] - 23:12</p> <p>effect [3] - 52:12, 52:18, 53:14</p> <p>effective [2] - 128:16, 190:4</p> <p>effectively [1] - 160:19</p> <p>effects [3] - 54:3, 126:6, 126:9</p> <p>efficiency [1] - 70:4</p> <p>efficiently [1] - 191:3</p> <p>effort [6] - 34:4, 38:12, 62:19, 67:17, 142:16, 245:2</p>	<p>14:4, 215:4</p> <p>ends [1] - 177:15</p> <p>energy [6] - 32:1, 70:15, 71:2, 71:9, 180:3, 189:5</p> <p>engage [2] - 48:3, 72:8</p> <p>engaged [4] - 24:15, 25:7, 26:15, 71:10</p> <p>engagement [6] - 23:9, 24:7, 24:19, 26:9, 102:9, 102:10</p> <p>engineer [3] - 72:15, 140:2, 142:1</p> <p>engineering [1] - 206:5</p> <p>Engineering [1] - 71:11</p> <p>engineers [1] - 203:8</p> <p>enhance [8] - 40:14, 41:10, 45:2, 56:1, 56:19, 59:11, 61:13, 168:7</p> <p>enhanced [1] - 84:13</p> <p>enhancing [1] - 59:8</p> <p>enjoy [1] - 20:14</p> <p>enjoying [1] - 146:6</p> <p>enormous [6] - 32:1, 78:4, 78:9, 104:5, 135:12, 179:8</p> <p>ensemble [1] - 42:5</p> <p>ensure [4] - 14:12, 21:16, 22:5, 63:11</p> <p>ensures [1] - 62:15</p> <p>enterprises [1] - 33:4</p> <p>entire [7] - 13:11, 26:4, 35:14, 56:19, 108:18, 166:10, 230:10</p> <p>entirely [1] - 118:5</p> <p>entirety [1] - 167:16</p> <p>entities [2] - 11:16, 47:13</p> <p>entrance [11] - 44:7, 44:10, 44:13, 45:15, 46:7, 59:13, 59:19, 60:19, 61:9, 217:13, 241:8</p> <p>entrances [3] - 63:18, 128:13, 217:17</p> <p>entrepreneur [1] - 33:3</p> <p>entrepreneurs [1] - 33:16</p> <p>entrepreneurship [1] - 34:12</p> <p>entries [1] - 177:10</p> <p>entry [1] - 200:4</p> <p>environment [9] - 31:1, 41:12, 47:10, 52:13, 54:19,</p>	<p>128:19, 142:11, 142:14, 158:17</p> <p>environmental [4] - 48:18, 82:16, 121:11, 122:18</p> <p>environments [2] - 60:10, 82:15</p> <p>envision [3] - 62:2, 64:7, 151:18</p> <p>envisioning [1] - 22:15</p> <p>epitome [1] - 32:12</p> <p>equipment [1] - 139:17</p> <p>equipped [1] - 63:19</p> <p>erasing [1] - 188:3</p> <p>ERIC [11] - 235:16, 240:1, 241:16, 242:2, 242:11, 242:15, 242:18, 243:3, 243:7, 244:3, 245:4</p> <p>Eric [1] - 235:16</p> <p>ERRATA [1] - 257:1</p> <p>Errata [2] - 257:2, 257:7</p> <p>escape [1] - 187:14</p> <p>especially [5] - 54:2, 95:6, 96:6, 151:1, 206:4</p> <p>essential [2] - 43:14, 45:16</p> <p>essentially [7] - 9:6, 58:9, 75:9, 114:19, 237:6, 240:11, 240:19</p> <p>establish [2] - 30:19, 63:3</p> <p>established [2] - 28:13, 39:7</p> <p>establishes [1] - 83:3</p> <p>estate [1] - 103:8</p> <p>Estate [3] - 18:10, 18:14, 111:13</p> <p>estimating [1] - 36:15</p> <p>ethos [1] - 35:13</p> <p>evening [14] - 5:3, 7:16, 10:14, 11:10, 12:16, 13:3, 17:17, 28:9, 39:18, 108:16, 110:17, 115:16, 154:16, 221:4</p> <p>event [1] - 5:13</p> <p>events [2] - 64:1, 64:4</p> <p>eventually [1] - 14:2</p> <p>evergreens [1] - 237:11</p> <p>Eversource [1] - 217:10</p> <p>everywhere [1] - 131:11</p>	<p>evolution [2] - 37:10, 50:12</p> <p>evolve [1] - 54:8</p> <p>evolves [1] - 207:1</p> <p>Evo [1] - 117:9</p> <p>exactly [1] - 197:12</p> <p>example [4] - 64:2, 101:4, 144:8, 186:14</p> <p>examples [3] - 43:6, 55:15, 190:12</p> <p>excavating [1] - 107:10</p> <p>exceed [1] - 69:3</p> <p>exceedances [1] - 200:14</p> <p>exceeding [1] - 120:3</p> <p>exceeds [2] - 15:11, 120:4</p> <p>excellent [2] - 156:15, 191:4</p> <p>except [2] - 146:1, 257:15</p> <p>exceptional [1] - 122:10</p> <p>exceptions [1] - 123:1</p> <p>excited [12] - 18:6, 65:18, 67:6, 68:13, 78:12, 83:10, 85:8, 131:16, 132:1, 134:17, 190:1, 199:19</p> <p>exciting [1] - 18:1</p> <p>exclusively [1] - 102:16</p> <p>excuse [1] - 80:1</p> <p>execute [2] - 115:14, 135:2</p> <p>Executive [1] - 18:4</p> <p>exemplary [1] - 41:11</p> <p>exist [3] - 52:16, 55:6, 113:19</p> <p>existence [1] - 145:3</p> <p>existing [34] - 4:5, 4:11, 20:6, 22:9, 45:17, 46:12, 49:14, 51:14, 55:11, 56:7, 56:12, 56:18, 66:1, 71:17, 73:19, 116:6, 123:2, 125:14, 127:19, 131:7, 141:10, 166:11, 166:12, 166:13, 202:4, 236:3, 237:16, 239:10, 247:5, 254:5, 254:13, 255:12</p> <p>exists [2] - 227:1, 239:12</p> <p>expanding [2] - 34:7, 167:7</p>	

<p>expansion [2] - 29:12, 84:5</p> <p>expect [8] - 32:14, 54:2, 69:2, 70:11, 109:2, 217:18, 231:6, 245:18</p> <p>expected [2] - 145:17, 197:9</p> <p>expecting [1] - 242:7</p> <p>expensive [1] - 227:11</p> <p>experience [5] - 23:16, 47:1, 47:17, 95:15, 158:6</p> <p>expert [3] - 100:12, 139:15, 139:16</p> <p>experts [1] - 52:9</p> <p>Expires [1] - 258:14</p> <p>explain [1] - 200:15</p> <p>explained [1] - 197:5</p> <p>explaining [1] - 98:2</p> <p>explanation [1] - 114:11</p> <p>explicit [1] - 223:2</p> <p>exploratory [1] - 25:1</p> <p>exploring [2] - 71:8, 72:2</p> <p>exponentially [1] - 153:15</p> <p>exposed [2] - 213:16, 213:18</p> <p>expressed [6] - 61:15, 159:12, 162:6, 193:1, 203:16, 220:11</p> <p>extensive [5] - 10:12, 10:13, 24:15, 49:6, 62:14</p> <p>extent [7] - 172:17, 208:16, 209:6, 213:8, 213:13, 215:18</p> <p>externalized [1] - 104:12</p> <p>extraordinary [1] - 94:10</p> <p>eye [1] - 206:13</p> <p>eyes [1] - 187:5</p> <p>EZ [1] - 167:5</p>	<p>241:7, 241:10, 241:11</p> <p>faceted [1] - 179:9</p> <p>facilities [2] - 159:6, 220:6</p> <p>facility [2] - 4:5, 182:7</p> <p>facing [1] - 180:6</p> <p>fact [12] - 22:2, 22:15, 50:7, 74:10, 116:17, 119:17, 121:4, 122:13, 127:16, 184:11, 205:19, 213:4</p> <p>factor [2] - 12:13, 78:10</p> <p>factors [2] - 49:3, 49:12</p> <p>faculty [5] - 25:9, 25:12, 29:7, 41:3, 60:8</p> <p>faculty-led [1] - 25:12</p> <p>fair [1] - 64:3</p> <p>fairly [8] - 27:19, 94:1, 115:4, 134:10, 159:17, 184:14, 232:19, 248:17</p> <p>fairs [1] - 65:3</p> <p>fall [2] - 123:5, 176:2</p> <p>family [7] - 4:7, 40:16, 40:17, 53:13, 116:2, 116:4, 252:4</p> <p>famous [1] - 65:4</p> <p>fan [1] - 193:14</p> <p>fancy [1] - 180:9</p> <p>Faneuil [1] - 153:19</p> <p>fantastic [2] - 83:2, 136:12</p> <p>far [11] - 57:10, 58:11, 68:5, 85:3, 102:8, 131:8, 140:8, 186:11, 240:11, 240:16, 242:15</p> <p>FAR [1] - 184:2</p> <p>Farooq [1] - 1:12</p> <p>FAROOQ [8] - 5:3, 7:1, 13:5, 80:3, 223:17, 230:12, 230:14, 256:6</p> <p>fast [2] - 239:2, 239:17</p> <p>favor [6] - 111:6, 220:19, 222:11, 232:4, 232:14, 250:5</p> <p>Favor [1] - 222:12</p> <p>favorable [2] - 249:9, 249:13</p> <p>favorite [1] - 96:7</p> <p>feasible [1] - 37:1</p> <p>federal [2] - 164:2, 214:9</p>	<p>Fee [1] - 3:14</p> <p>feedback [4] - 27:1, 27:17, 71:19, 78:9</p> <p>feet [25] - 2:16, 3:9, 34:6, 34:7, 36:9, 44:17, 45:5, 45:8, 116:19, 119:7, 119:15, 119:18, 121:19, 123:13, 151:10, 151:12, 162:16, 162:17, 187:11, 188:16, 195:13, 238:17</p> <p>felt [2] - 16:10, 82:19</p> <p>fences [1] - 113:6</p> <p>fertilization [1] - 204:5</p> <p>few [12] - 5:14, 7:6, 19:8, 24:6, 68:17, 81:6, 145:10, 159:13, 177:4, 186:13, 213:17, 238:2</p> <p>fiberglass [1] - 247:4</p> <p>fields [2] - 204:4</p> <p>figure [7] - 163:1, 163:18, 168:5, 171:9, 202:10, 214:1, 217:1</p> <p>figured [2] - 175:7, 203:8</p> <p>figures [1] - 194:9</p> <p>figuring [2] - 163:11, 214:11</p> <p>file [1] - 9:8</p> <p>filing [2] - 26:11, 36:9</p> <p>fill [1] - 83:1</p> <p>filling [1] - 83:5</p> <p>filters [1] - 60:17</p> <p>final [20] - 3:3, 3:13, 9:15, 9:16, 10:5, 10:17, 10:18, 11:3, 13:1, 19:12, 61:9, 77:2, 77:18, 135:9, 165:6, 219:7, 223:11, 230:8, 231:7, 231:14</p> <p>finally [4] - 75:17, 105:4, 129:14, 133:14</p> <p>financing [1] - 115:4</p> <p>fine [8] - 76:12, 95:2, 96:10, 155:9, 155:17, 201:5, 201:16, 245:6</p> <p>finer [1] - 165:12</p> <p>finish [1] - 248:19</p> <p>finished [1] - 149:1</p> <p>fir [1] - 238:10</p> <p>fire [2] - 46:12, 215:13</p> <p>firs [1] - 238:15</p>	<p>First [1] - 6:11</p> <p>first [31] - 2:17, 3:11, 7:15, 8:19, 10:6, 11:18, 28:19, 32:9, 34:1, 35:16, 80:13, 90:7, 92:8, 100:11, 100:16, 101:5, 102:6, 105:5, 135:1, 155:16, 157:8, 164:13, 185:16, 193:1, 202:16, 208:14, 211:4, 211:12, 221:2, 242:14, 246:8</p> <p>firsthand [1] - 24:14</p> <p>fit [5] - 11:11, 37:1, 116:15, 181:4, 181:5</p> <p>fits [1] - 150:6</p> <p>five [17] - 2:13, 2:14, 7:19, 20:9, 40:9, 70:9, 88:13, 91:12, 98:10, 140:10, 169:15, 174:19, 176:11, 184:6, 242:3, 242:6, 242:7</p> <p>five-year [1] - 242:3</p> <p>fix [4] - 74:9, 94:1, 160:17, 163:8</p> <p>fix-it [1] - 74:9</p> <p>fix-up [1] - 94:1</p> <p>fixed [1] - 93:19</p> <p>fixtures [1] - 70:4</p> <p>flavor [1] - 153:3</p> <p>fleet [1] - 168:9</p> <p>fleshed [1] - 203:4</p> <p>floor [14] - 3:9, 4:8, 6:12, 39:11, 82:7, 82:12, 83:11, 83:16, 99:16, 100:19, 101:5, 120:16, 248:3, 248:6</p> <p>Floor [1] - 1:6</p> <p>floors [2] - 120:8, 212:7</p> <p>flow [5] - 52:11, 52:14, 84:10, 126:8</p> <p>flowers [2] - 240:14, 242:19</p> <p>flows [2] - 83:15, 183:5</p> <p>flushed [1] - 197:4</p> <p>Flynn [1] - 1:10</p> <p>FLYNN [15] - 192:8, 199:6, 222:9, 228:8, 228:18, 229:7, 232:2, 232:12, 244:5, 245:8, 246:1, 252:2, 254:9, 254:14, 255:14</p> <p>focus [10] - 22:1,</p>	<p>22:10, 30:3, 38:17, 41:15, 75:14, 111:16, 192:1, 192:2, 238:5</p> <p>focusing [1] - 192:1</p> <p>focused [5] - 22:6, 30:5, 41:8, 113:13, 131:4</p> <p>fold [1] - 118:17</p> <p>folding [1] - 119:4</p> <p>folks [6] - 28:9, 52:5, 203:16, 206:3, 209:2, 252:9</p> <p>follow [1] - 138:5</p> <p>followed [1] - 27:3</p> <p>following [4] - 15:14, 38:11, 106:11, 153:6</p> <p>Following [2] - 2:19, 3:19</p> <p>food [1] - 152:19</p> <p>foot [1] - 36:6</p> <p>footage [3] - 44:16, 45:7, 119:6</p> <p>footprints [1] - 116:14</p> <p>FOR [1] - 1:2</p> <p>force [2] - 157:18, 169:11</p> <p>forced [1] - 243:11</p> <p>foreboding [2] - 99:2, 152:1</p> <p>foregoing [1] - 257:15</p> <p>FOREGOING [1] - 258:15</p> <p>foreground [1] - 238:9</p> <p>Forester [1] - 236:4</p> <p>forget [1] - 188:2</p> <p>forgive [2] - 166:9, 172:14</p> <p>forgot [1] - 256:6</p> <p>form [3] - 81:17, 85:5, 85:11</p> <p>formal [1] - 48:13</p> <p>formally [1] - 94:18</p> <p>format [1] - 88:16</p> <p>former [4] - 60:7, 96:18, 144:17, 215:12</p> <p>formula [1] - 33:8</p> <p>forth [6] - 38:19, 186:8, 198:15, 203:18, 211:15, 258:7</p> <p>fortunately [1] - 225:1</p> <p>forward [27] - 5:19, 9:14, 10:3, 19:7, 23:5, 28:2, 41:12, 69:15, 77:19, 78:15, 78:17, 84:18, 85:9, 86:9, 133:3, 135:17,</p>
<p style="text-align: center;">F</p> <p>Fab [2] - 65:3, 65:5</p> <p>fabric [1] - 241:16</p> <p>facade [9] - 52:12, 99:16, 119:4, 236:13, 239:13, 241:1, 241:2, 246:17, 251:12</p> <p>faces [4] - 230:2,</p>				

<p>161:13, 165:15, 168:19, 172:10, 186:9, 221:3, 229:9, 230:19, 231:13, 234:11, 239:2</p> <p>forward-looking [1] - 41:12</p> <p>fought [1] - 15:9</p> <p>foundation [1] - 81:1</p> <p>four [9] - 7:18, 48:6, 50:17, 92:11, 92:18, 93:10, 98:10, 127:12, 147:15</p> <p>four-story [1] - 127:12</p> <p>frame [1] - 172:2</p> <p>framing [1] - 45:15</p> <p>frankly [1] - 13:11</p> <p>Fred [2] - 103:16, 147:11</p> <p>Frederick [1] - 142:4</p> <p>free [2] - 133:13, 227:19</p> <p>frequent [1] - 126:5</p> <p>fresh [1] - 155:7</p> <p>friendly [3] - 117:16, 121:8, 178:16</p> <p>friends [1] - 103:16</p> <p>front [6] - 35:10, 41:6, 56:8, 131:10, 172:13, 243:14</p> <p>frontage [4] - 48:4, 48:6, 116:17, 122:1</p> <p>fruit [1] - 168:12</p> <p>frustrate [1] - 97:12</p> <p>full [6] - 5:5, 5:8, 33:2, 75:10, 119:16, 120:1</p> <p>fully [5] - 21:5, 28:1, 49:9, 73:7, 237:4</p> <p>function [7] - 62:15, 117:2, 127:5, 139:8, 162:3, 173:19, 197:7</p> <p>functioning [1] - 198:7</p> <p>functions [1] - 162:9</p> <p>fund [3] - 35:7, 36:7, 105:3</p> <p>fundamental [2] - 92:14, 209:17</p> <p>fundamentally [1] - 114:15</p> <p>funding [3] - 164:3, 164:8, 169:8</p> <p>funneled [1] - 152:4</p> <p>funny [1] - 143:8</p> <p>furniture [1] - 48:10</p> <p>future [14] - 19:18, 20:6, 22:15, 29:12, 81:17, 96:12, 170:5, 170:6, 172:4,</p>	<p>179:13, 179:15, 208:3, 210:2, 232:19</p> <p>futurist [2] - 179:7, 179:16</p> <p>futuristicness [1] - 190:2</p> <p style="text-align: center;">G</p> <p>gallons [1] - 70:9</p> <p>GALLOP [1] - 24:3</p> <p>Gallop [2] - 18:14, 24:4</p> <p>Galluccio [1] - 79:9</p> <p>GALLUCCIO [3] - 79:10, 109:6, 109:10</p> <p>game [1] - 75:4</p> <p>games [1] - 64:19</p> <p>garage [14] - 3:17, 75:5, 177:10, 202:10, 203:9, 233:8, 233:10, 235:1, 237:8, 238:1, 238:4, 240:10, 241:9, 243:13</p> <p>Garage [13] - 3:16, 233:19, 234:2, 234:15, 236:5, 236:11, 237:5, 240:3, 240:5, 240:6, 240:15, 242:4, 243:10</p> <p>garages [5] - 2:12, 2:13, 74:3, 74:8, 181:4</p> <p>garden [1] - 107:12</p> <p>Gate [7] - 21:8, 30:14, 87:7, 87:12, 98:3, 170:19, 228:16</p> <p>gateway [6] - 21:4, 45:14, 46:9, 60:18, 60:19, 62:3</p> <p>gather [2] - 64:6, 251:19</p> <p>gathering [1] - 66:15</p> <p>gauntlet [1] - 200:3</p> <p>GENERAL [3] - 1:3, 2:2, 3:15</p> <p>general [16] - 10:15, 41:19, 42:4, 90:5, 158:10, 158:11, 173:2, 173:4, 203:12, 203:14, 204:6, 204:15, 218:11, 219:17, 222:17, 227:8</p> <p>General [1] - 233:7</p> <p>generally [6] - 134:19, 159:9, 159:11,</p>	<p>161:18, 220:13, 222:19</p> <p>generate [2] - 34:15, 166:7</p> <p>generators [2] - 113:7, 117:13</p> <p>generous [3] - 83:16, 136:10, 184:15</p> <p>gentleman [1] - 65:6</p> <p>gentlemen [1] - 249:10</p> <p>genuinely [1] - 150:12</p> <p>Gershenfeld [1] - 65:4</p> <p>gesture [1] - 187:17</p> <p>GFA [1] - 23:14</p> <p>ghosted [1] - 239:10</p> <p>giant [1] - 144:12</p> <p>given [10] - 80:18, 134:15, 142:13, 158:6, 160:10, 163:4, 172:12, 182:1, 188:16, 222:17</p> <p>glad [3] - 97:19, 185:17, 215:15</p> <p>glass [23] - 108:2, 144:12, 152:1, 152:3, 153:5, 153:18, 179:9, 179:10, 180:6, 180:9, 180:12, 180:14, 180:15, 180:18, 186:4, 189:3, 189:10, 189:14, 206:15, 212:19, 214:16, 215:3</p> <p>Gleason [1] - 18:11</p> <p>glimpse [1] - 98:16</p> <p>global [1] - 33:3</p> <p>Globe [1] - 153:7</p> <p>goal [5] - 49:1, 54:17, 55:3, 92:1, 237:6</p> <p>goals [12] - 15:3, 28:15, 41:6, 41:7, 69:6, 119:5, 158:18, 162:5, 163:5, 163:10, 169:9</p> <p>Gold [2] - 35:14, 69:3</p> <p>gonna [16] - 21:3, 49:6, 93:4, 97:11, 104:8, 104:10, 105:3, 140:16, 143:1, 143:3, 148:10, 150:3, 150:7, 152:12, 152:13, 185:5</p> <p>gorgeous [1] - 144:13</p> <p>Government [1] - 24:5</p>	<p>grad [2] - 75:12, 76:2</p> <p>grade [4] - 2:12, 67:3, 75:5, 225:5</p> <p>graduate [13] - 2:15, 21:8, 21:11, 25:11, 30:4, 30:6, 30:8, 30:13, 103:15, 173:7, 226:17, 227:8, 227:18</p> <p>Graffito [3] - 18:17, 64:13, 67:8</p> <p>grass [1] - 187:17</p> <p>great [17] - 25:19, 81:4, 84:14, 87:5, 91:1, 110:10, 111:11, 182:1, 185:9, 190:4, 190:5, 191:1, 192:2, 216:1, 216:8, 224:3</p> <p>greater [6] - 116:2, 116:4, 161:14, 211:17, 231:6</p> <p>greatest [4] - 54:12, 54:13, 172:16, 213:13</p> <p>green [4] - 56:7, 61:5, 187:17, 225:11</p> <p>grid [1] - 84:17</p> <p>Griswold [2] - 4:10, 254:3</p> <p>grocer [3] - 67:15, 113:17, 116:16</p> <p>grocery [4] - 17:1, 146:5, 146:6, 146:8</p> <p>gross [1] - 4:8</p> <p>ground [13] - 3:9, 6:12, 21:2, 45:11, 47:11, 48:1, 82:7, 83:10, 83:16, 101:4, 129:13, 184:13, 212:7</p> <p>group [6] - 47:4, 92:11, 92:17, 93:10, 169:13, 252:18</p> <p>Group [1] - 251:11</p> <p>groups [3] - 11:16, 14:7, 15:1</p> <p>growing [1] - 160:15</p> <p>growth [3] - 91:16, 92:5, 92:14</p> <p>guess [27] - 12:15, 77:4, 80:6, 87:3, 88:11, 97:2, 144:9, 150:16, 166:17, 167:11, 171:15, 185:16, 187:1, 196:8, 196:10, 198:8, 199:15, 202:12, 202:19, 203:11, 203:15, 207:6, 208:1, 209:4,</p>	<p>218:4, 243:19, 250:19</p> <p>guidance [1] - 26:13</p> <p>guidelines [17] - 14:1, 38:16, 38:19, 79:15, 81:13, 82:3, 85:15, 118:3, 131:12, 136:4, 192:16, 192:18, 218:14, 218:16, 220:1, 223:2, 224:16</p> <p>guiding [1] - 28:13</p> <p>gust [1] - 128:10</p> <p>gusts [2] - 126:19, 128:3</p> <p>guys [1] - 181:6</p> <p style="text-align: center;">H</p> <p>half [5] - 19:10, 38:11, 70:14, 147:15, 224:19</p> <p>halfway [1] - 248:2</p> <p>Hall [1] - 153:19</p> <p>Hamilton [2] - 90:9, 138:16</p> <p>Hammett [1] - 37:7</p> <p>hand [4] - 7:11, 216:14, 222:9, 258:9</p> <p>handed [1] - 90:14</p> <p>handle [6] - 8:3, 58:8, 110:8, 166:14, 168:1, 169:14</p> <p>handled [3] - 83:12, 85:1, 86:17</p> <p>hands [3] - 232:5, 232:15, 250:6</p> <p>hang [2] - 64:5, 145:18</p> <p>hanging [3] - 26:5, 168:12, 190:10</p> <p>happy [3] - 149:3, 164:11, 216:11</p> <p>hard [8] - 36:19, 40:12, 71:13, 123:15, 153:9, 156:2, 176:8, 182:19</p> <p>harder [1] - 13:16</p> <p>hardest [1] - 15:8</p> <p>hardscapes [1] - 63:18</p> <p>harmonious [2] - 40:16, 40:19</p> <p>Harrington [3] - 145:4, 195:7, 227:19</p> <p>Harvard [3] - 183:4, 205:16, 236:4</p> <p>Hashim [7] - 18:12,</p>
--	--	---	---	---

<p>39:13, 47:2, 47:6, 47:18, 53:7, 57:1 HASHIM [2] - 39:17, 58:10 HAWKINSON [3] - 6:18, 248:1, 253:7 Hayward [7] - 2:8, 72:7, 106:18, 177:9, 177:14, 181:14, 197:10 head [2] - 97:13, 155:6 headed [1] - 10:11 headhouse [6] - 74:18, 75:9, 84:6, 217:6, 217:12, 217:16 heading [1] - 180:18 headway [1] - 147:14 hear [14] - 89:4, 94:16, 95:7, 97:19, 103:7, 108:15, 110:12, 110:13, 111:3, 154:18, 155:2, 155:15, 156:5, 249:11 heard [10] - 4:3, 17:13, 26:19, 67:15, 67:16, 78:12, 103:6, 141:6, 154:16, 165:3 HEARING [1] - 1:3 hearing [30] - 3:3, 3:13, 7:10, 8:19, 9:16, 9:18, 12:15, 39:2, 58:8, 73:9, 89:3, 89:6, 94:4, 94:19, 97:14, 103:19, 111:2, 111:4, 111:9, 111:15, 141:9, 143:18, 164:15, 164:18, 201:1, 221:7, 221:10, 222:5, 222:7, 258:6 HEARINGS [1] - 2:5 hearings [8] - 2:17, 3:11, 8:18, 25:6, 27:9, 57:7, 57:8, 94:18 heart [3] - 21:6, 29:3, 125:17 heartening [1] - 15:10 heat [1] - 180:16 Heather [4] - 95:3, 95:4, 143:19, 144:2 HEATHER [3] - 95:4, 97:1, 144:1 heavily [1] - 186:6 height [15] - 43:6, 43:7, 43:10, 44:16,</p>	<p>46:12, 49:10, 82:9, 85:17, 118:4, 127:7, 127:9, 195:12, 203:17, 203:19, 226:6 heights [8] - 38:4, 39:6, 39:8, 43:2, 43:4, 83:16, 101:3, 102:7 hello [1] - 95:4 help [12] - 37:13, 54:10, 58:15, 64:14, 93:9, 93:17, 136:9, 138:2, 149:12, 157:17, 168:9, 192:4 helpful [4] - 26:19, 190:13, 212:4, 239:6 hence [1] - 129:9 hereby [1] - 257:16 herein [1] - 258:6 hereunto [1] - 258:8 heritage [2] - 22:8, 37:14 heroic [1] - 167:12 hi [1] - 106:7 hides [1] - 213:4 high [20] - 45:6, 47:9, 55:4, 70:4, 75:13, 96:9, 124:15, 132:14, 134:15, 142:10, 153:10, 188:18, 189:1, 189:13, 204:3, 204:7, 247:16, 247:18 higher [7] - 69:6, 70:19, 105:18, 132:8, 184:2, 184:3, 212:18 highest [3] - 30:7, 51:4, 68:19 highlighted [1] - 128:9 highlights [1] - 63:13 highly [1] - 62:17 hinge [1] - 199:10 hip [1] - 195:3 hired [1] - 64:12 hiring [1] - 22:4 historian [1] - 98:7 Historic [1] - 37:6 historic [13] - 31:12, 37:9, 41:9, 49:19, 67:2, 85:18, 86:15, 99:18, 101:12, 103:1, 112:8, 118:14, 181:15 historical [12] - 22:9, 27:8, 37:14, 42:9,</p>	<p>42:14, 88:4, 96:6, 98:18, 99:12, 212:14, 214:13, 229:3 Historical [10] - 12:12, 13:8, 25:5, 87:7, 87:9, 88:2, 101:9, 101:15, 228:10, 229:8 history [2] - 20:1, 154:5 hits [1] - 127:14 hitting [1] - 156:2 Hoffman [5] - 95:3, 95:5, 96:16, 143:19, 144:3 HOFFMAN [3] - 95:4, 97:1, 144:1 hoking [1] - 96:14 hold [2] - 64:4, 198:3 holding [1] - 206:6 hole [1] - 178:4 holistically [2] - 31:8, 35:19 home [1] - 23:3 honest [2] - 102:9, 170:18 honesty [1] - 103:12 honor [2] - 22:7, 22:14 hope [13] - 77:12, 90:14, 92:16, 94:2, 95:12, 95:17, 96:10, 135:4, 135:18, 137:6, 149:10, 157:4, 172:5 hopeful [1] - 113:17 hopefully [2] - 165:18, 195:5 hoping [2] - 61:11, 242:5 horizons [1] - 42:13 horrified [1] - 212:2 hotel [4] - 215:13, 236:7, 236:11, 241:10 hour [7] - 58:7, 91:4, 92:3, 97:10, 148:4, 148:5, 224:19 hours [3] - 123:10, 182:4, 194:2 house [7] - 4:8, 4:11, 5:5, 252:4, 254:5, 254:17, 254:18 housed [1] - 14:13 houses [2] - 14:18, 25:3 housing [55] - 2:15, 15:6, 15:7, 15:11, 15:12, 15:16, 20:3, 21:8, 21:12, 25:10,</p>	<p>29:5, 29:18, 29:19, 30:2, 30:4, 30:6, 30:8, 30:16, 36:17, 36:19, 70:12, 75:12, 75:13, 76:2, 103:15, 112:6, 116:12, 116:13, 119:16, 120:2, 120:10, 120:12, 123:15, 134:16, 146:2, 151:12, 153:13, 153:14, 163:9, 172:16, 173:7, 188:19, 195:10, 195:14, 200:1, 208:18, 209:9, 209:16, 216:5, 226:4, 226:5, 226:17, 227:4, 227:9, 227:19 Hubway [1] - 74:9 huge [2] - 15:13, 68:8 Hugh [9] - 1:9, 155:14, 175:19, 188:11, 189:18, 192:9, 202:1, 202:9, 251:1 HUGH [31] - 109:1, 109:8, 109:14, 155:2, 155:18, 176:2, 178:9, 179:4, 180:1, 181:13, 182:5, 225:2, 225:12, 226:15, 227:5, 227:17, 234:13, 235:11, 245:1, 247:15, 247:19, 249:8, 249:16, 250:14, 251:3, 251:19, 252:7, 252:15, 253:5, 253:9, 253:19 Hugh's [1] - 190:15 human [1] - 204:6 hundred [1] - 145:10 Hurley [2] - 95:5, 144:3 Huxley's [1] - 105:6 HVAC [1] - 171:4 hybrid [1] - 71:1 hypercritical [1] - 185:7</p> <p style="text-align: center;">I</p> <p>iconic [1] - 108:1 idea [10] - 179:16, 179:19, 180:1, 186:18, 237:17, 242:14, 242:16,</p>	<p>243:8, 243:17, 247:14 ideas [7] - 25:17, 26:18, 27:17, 27:19, 64:14, 64:16, 65:10 identical [1] - 124:19 identifiable [1] - 40:17 identified [3] - 40:8, 86:12, 165:14 identify [2] - 77:9, 202:6 identifying [1] - 99:8 identity [1] - 154:6 idiosyncratic [1] - 122:14 Il [1] - 200:7 ill [1] - 79:18 illuminate [1] - 218:6 illustration [1] - 240:12 illustrative [2] - 239:2, 240:5 image [2] - 42:5, 142:10 images [4] - 64:16, 98:8, 100:18, 150:1 imagine [2] - 136:13, 182:14 imagined [1] - 65:5 immediate [1] - 211:19 impact [24] - 33:12, 48:17, 50:7, 51:4, 51:7, 51:8, 51:14, 52:1, 54:12, 72:16, 77:15, 88:3, 91:12, 101:2, 124:15, 124:17, 125:1, 125:2, 129:10, 129:19, 130:2, 135:6, 220:5, 220:6 impacts [16] - 48:18, 50:5, 82:16, 82:17, 86:11, 93:17, 118:19, 121:11, 122:18, 127:16, 136:9, 140:9, 143:11, 160:3, 229:3 implement [2] - 32:9, 132:12 implication [1] - 219:6 implications [3] - 73:7, 91:16, 91:17 implies [1] - 174:13 importance [1] - 60:9 important [45] - 16:5, 17:10, 17:12, 24:8, 35:12, 35:13, 37:13,</p>
--	---	--	--	--

<p>48:14, 59:4, 60:11, 65:11, 83:17, 84:7, 84:17, 90:15, 112:13, 116:9, 117:2, 117:4, 121:6, 121:14, 126:13, 129:2, 129:3, 129:12, 130:13, 135:15, 137:5, 153:2, 153:16, 154:4, 156:6, 157:15, 158:2, 158:18, 163:7, 163:10, 177:7, 178:12, 181:6, 190:17, 191:10, 191:15, 210:18, 226:18</p> <p>impossible [1] - 140:12</p> <p>impressed [1] - 96:4</p> <p>improve [4] - 60:12, 114:1, 170:3, 172:1</p> <p>improved [4] - 106:2, 130:4, 130:5, 137:7</p> <p>improvement [2] - 62:14, 84:14</p> <p>improvements [10] - 55:16, 55:19, 74:18, 83:19, 130:6, 170:6, 170:13, 170:15, 170:16, 171:11</p> <p>improves [1] - 198:17</p> <p>improving [3] - 168:6, 168:14, 207:14</p> <p>IN [2] - 258:8, 258:16</p> <p>in-fill [1] - 83:1</p> <p>inaudible [3] - 142:15, 180:4, 188:8</p> <p>INC [1] - 1:17</p> <p>incentive [1] - 36:14</p> <p>inclined [2] - 220:19, 221:3</p> <p>include [5] - 63:6, 73:15, 102:10, 119:8, 202:4</p> <p>included [7] - 24:19, 72:19, 92:19, 93:1, 137:1, 138:18, 195:14</p> <p>includes [4] - 30:11, 119:9, 119:18, 152:7</p> <p>including [6] - 25:17, 31:1, 38:13, 44:1, 103:16, 196:5</p> <p>inclusive [4] - 40:8, 41:14, 65:14, 194:7</p> <p>income [5] - 195:10, 195:14, 196:5, 226:2, 226:3</p>	<p>incorporate [3] - 37:2, 57:18, 108:1</p> <p>incorporating [1] - 137:12</p> <p>increase [3] - 4:8, 169:1, 252:5</p> <p>increased [2] - 209:9, 226:9</p> <p>increases [1] - 166:19</p> <p>increasing [1] - 21:11</p> <p>incredible [1] - 134:14</p> <p>incredibly [1] - 99:1</p> <p>incrementally [1] - 130:4</p> <p>independent [2] - 76:5, 134:11</p> <p>Index [3] - 2:19, 3:19, 4:12</p> <p>indicate [2] - 46:3, 90:17</p> <p>indicated [2] - 51:10, 228:13</p> <p>indicates [1] - 197:8</p> <p>individual [7] - 10:15, 42:2, 42:3, 69:8, 69:10, 85:10, 198:3</p> <p>individually [1] - 200:16</p> <p>industrial [2] - 22:7, 37:11</p> <p>industry [4] - 20:1, 23:2, 33:2, 33:7</p> <p>industry-led [1] - 23:2</p> <p>infamous [1] - 95:9</p> <p>infiltration [1] - 133:5</p> <p>inflection [1] - 43:9</p> <p>inflects [1] - 43:8</p> <p>influence [1] - 31:17</p> <p>influenced [2] - 104:1, 104:2</p> <p>influential [1] - 27:5</p> <p>informal [2] - 48:12, 92:11</p> <p>information [5] - 91:7, 140:3, 217:7, 218:7, 231:4</p> <p>informational [1] - 10:10</p> <p>informed [2] - 19:19, 81:16</p> <p>informs [1] - 219:17</p> <p>infrastructure [18] - 23:18, 38:18, 56:18, 71:10, 71:14, 71:16, 72:1, 72:5, 72:10, 72:12, 77:16, 115:3, 132:16, 132:19, 135:8, 151:1, 175:16, 224:12</p> <p>ingenious [1] - 249:16</p>	<p>initial [3] - 13:13, 27:2, 71:19</p> <p>initiative [9] - 18:2, 22:19, 24:9, 32:8, 33:11, 36:12, 47:8, 56:6, 62:14</p> <p>initiatives [3] - 35:18, 132:11, 173:5</p> <p>ink [1] - 200:12</p> <p>innovation [21] - 20:2, 23:3, 29:4, 29:16, 32:18, 32:19, 33:2, 33:12, 33:14, 33:18, 34:12, 37:12, 44:2, 45:12, 45:13, 46:8, 59:12, 61:2, 64:4, 75:12, 112:7</p> <p>innovative [1] - 22:13</p> <p>input [4] - 25:10, 28:2, 63:5, 67:10</p> <p>insecurities [1] - 208:3</p> <p>inside [1] - 241:12</p> <p>insight [1] - 245:5</p> <p>insights [2] - 78:15, 135:17</p> <p>inspire [1] - 64:14</p> <p>inspiring [1] - 20:19</p> <p>install [1] - 242:7</p> <p>instance [2] - 80:13, 137:6</p> <p>instead [2] - 94:5, 243:2</p> <p>Institute [1] - 3:4</p> <p>institute [2] - 47:12, 63:1</p> <p>institution [1] - 69:11</p> <p>institutional [1] - 197:2</p> <p>institutions [2] - 14:9, 30:9</p> <p>INSTRUCTIONS [2] - 257:1, 257:5</p> <p>integral [2] - 69:13, 69:14</p> <p>integrate [4] - 22:8, 41:9, 65:10, 113:18</p> <p>integrated [5] - 47:14, 60:2, 62:11, 69:15, 246:14</p> <p>integrates [1] - 214:13</p> <p>integration [3] - 20:5, 113:11, 152:15</p> <p>intend [1] - 229:11</p> <p>intent [2] - 220:13, 242:12</p> <p>intention [1] - 229:15</p> <p>interaction [1] - 22:1</p> <p>interactions [2] - 48:12, 48:13</p>	<p>interest [6] - 14:7, 73:14, 93:10, 121:10, 126:9, 191:19</p> <p>interested [7] - 11:9, 11:10, 41:8, 106:17, 145:14, 209:5, 227:6</p> <p>interesting [7] - 5:15, 80:16, 142:15, 153:8, 176:4, 184:14, 206:12</p> <p>internal [2] - 15:15, 56:15</p> <p>internally [2] - 16:5, 59:5</p> <p>interrupt [1] - 57:3</p> <p>intersect [1] - 59:19</p> <p>intersection [4] - 43:13, 44:8, 45:3, 160:8</p> <p>intimately [1] - 67:7</p> <p>intrigued [2] - 179:7, 197:18</p> <p>introduce [1] - 256:7</p> <p>introduction [2] - 13:6, 17:17</p> <p>invented [1] - 142:4</p> <p>inventions [1] - 65:2</p> <p>inventor [1] - 65:4</p> <p>investigation [1] - 92:12</p> <p>Investment [1] - 111:14</p> <p>investment [4] - 34:5, 36:18, 78:4, 103:10</p> <p>investments [1] - 36:3</p> <p>invitation [1] - 27:7</p> <p>invite [1] - 57:17</p> <p>invited [1] - 27:11</p> <p>inviting [1] - 199:5</p> <p>involved [8] - 24:14, 28:11, 31:15, 170:11, 229:1, 229:9, 229:12, 235:19</p> <p>involvement [1] - 229:6</p> <p>involves [3] - 164:1, 164:2</p> <p>Iram [5] - 1:12, 6:19, 8:6, 79:14, 230:11</p> <p>IRAM [8] - 5:3, 7:1, 13:5, 80:3, 223:17, 230:12, 230:14, 256:6</p> <p>island [1] - 63:17</p> <p>isolated [1] - 152:16</p> <p>ISRAEL [1] - 17:16</p>	<p>Israel [4] - 18:3, 24:3, 24:6, 62:17</p> <p>issue [10] - 30:10, 87:10, 98:6, 138:17, 162:11, 209:17, 212:6, 226:2, 226:7</p> <p>issued [1] - 8:16</p> <p>issues [20] - 12:19, 33:10, 97:16, 103:1, 106:16, 128:7, 128:11, 132:9, 162:8, 163:17, 165:5, 165:8, 165:10, 165:15, 201:13, 210:14, 210:15, 220:11, 223:5</p> <p>item [1] - 7:15</p> <p>items [2] - 223:19, 224:2</p> <p>itself [10] - 14:11, 107:8, 117:18, 124:4, 125:4, 125:7, 160:10, 193:18, 210:2</p> <p>itself... [1] - 171:5</p>
J				
			<p>Jackson [2] - 100:15, 147:6</p> <p>JAMES [5] - 100:10, 104:16, 147:5, 148:16, 151:7</p> <p>James [2] - 100:14, 147:6</p> <p>Jane's [1] - 27:7</p> <p>Jeff [5] - 235:17, 236:18, 237:1, 243:16, 256:9</p> <p>JEFF [2] - 237:1, 245:13</p> <p>Jesse [3] - 18:16, 64:13, 67:7</p> <p>job [4] - 35:1, 35:4, 160:17, 209:7</p> <p>jobs [4] - 34:15, 34:16, 142:7, 166:8</p> <p>Joe [2] - 91:9, 166:5</p> <p>JOHN [4] - 6:18, 106:7, 248:1, 253:7</p> <p>John [3] - 90:3, 106:7, 106:8</p> <p>joined [2] - 18:9, 92:7</p> <p>jointly [2] - 110:9, 164:18</p> <p>JOSEPH [8] - 157:1, 165:7, 166:16, 169:3, 170:7, 173:1, 174:15, 175:2</p> <p>Joseph [3] - 1:15,</p>	

<p>157:1, 256:8 JR [34] - 174:18, 175:6, 178:7, 179:3, 181:11, 182:3, 200:10, 201:4, 201:9, 201:15, 201:18, 211:6, 211:10, 217:11, 217:18, 225:9, 225:16, 229:5, 230:1, 242:13, 242:17, 243:1, 243:5, 243:19, 244:8, 244:13, 244:18, 247:7, 247:12, 248:5, 249:12, 250:10, 253:2, 255:11 Jr [1] - 1:10 July [2] - 26:12, 72:19 jump [1] - 219:14 June [7] - 50:18, 51:2, 53:2, 72:17, 124:1, 124:15</p>	<p>41:10, 43:13, 43:14, 44:8, 45:1, 46:16, 47:7, 47:8, 47:15, 50:12, 56:6, 60:14, 61:18, 62:10, 62:13, 67:14, 68:4, 68:12, 78:14, 81:14, 81:19, 82:11, 84:2, 85:12, 86:15, 91:4, 91:17, 104:6, 105:19, 107:6, 107:7, 112:16, 116:10, 122:11, 122:16, 134:12, 139:1, 139:3, 139:8, 141:10, 141:15, 145:14, 146:10, 147:18, 157:18, 160:5, 160:6, 160:14, 160:15, 162:10, 162:13, 164:7, 166:15, 169:10, 170:5, 170:16, 170:19, 173:16, 190:5, 204:14 Kevin [1] - 60:7 key [9] - 47:7, 47:18, 50:16, 50:17, 81:10, 82:4, 87:3, 176:15, 240:17 keys [2] - 168:15, 174:14 Keyword [1] - 4:12 kick [1] - 80:7 kicked [1] - 146:10 kids [4] - 188:2, 227:12, 228:4, 228:7 kind [42] - 18:19, 19:6, 47:10, 48:11, 50:13, 75:5, 83:4, 84:7, 84:10, 95:7, 96:2, 105:1, 107:9, 118:12, 119:4, 120:16, 122:3, 122:14, 123:14, 124:5, 138:2, 145:15, 150:12, 177:16, 184:7, 185:3, 190:1, 194:12, 196:13, 197:8, 198:12, 204:8, 206:10, 206:16, 208:18, 236:2, 237:19, 239:1, 239:17, 240:12, 247:6 knowing [2] - 208:17, 226:16 knowledge [1] - 14:13 knowledgeable [2] -</p>	<p>93:5, 93:7 known [1] - 132:2 knows [2] - 117:7, 255:6 KSI [1] - 119:14</p>	<p>26:10, 32:10 leads [1] - 165:3 lean [1] - 215:17 learn [1] - 193:10 leases [1] - 34:17 least [9] - 33:17, 93:5, 115:12, 126:11, 150:4, 197:4, 197:10, 203:6, 229:2 leave [8] - 17:14, 139:3, 145:18, 202:17, 232:19, 253:13, 255:15, 255:17 leaving [4] - 170:14, 243:3, 256:1, 256:2 led [4] - 23:1, 23:2, 24:8, 25:12 LEED [6] - 35:14, 69:3, 69:5, 69:6, 70:18, 70:19 left [4] - 124:1, 148:17, 188:1, 255:10 Legal [1] - 66:17 legalities [1] - 170:8 legibility [2] - 60:5, 60:9 legible [2] - 60:5, 130:16 length [1] - 102:18 lengthy [3] - 11:14, 12:4, 12:6 less [3] - 10:9, 134:1, 252:9 lesser [1] - 183:12 letter [1] - 94:18 level [13] - 41:7, 45:11, 46:15, 53:4, 53:9, 54:4, 69:8, 115:7, 121:13, 129:13, 134:16, 178:6, 225:5 levels [3] - 44:15, 119:9, 119:10 leverage [1] - 191:19 License [1] - 258:13 life [2] - 49:5, 199:17 lifespan [2] - 242:1, 242:3 lifestyles [1] - 68:11 lifting [1] - 100:12 light [7] - 38:9, 46:1, 113:2, 170:1, 180:11, 180:13, 184:17 lighting [2] - 61:12, 64:9 likely [1] - 87:13 limit [3] - 57:15,</p>	<p>171:7, 238:13 limited [1] - 159:17 limiting [2] - 32:11, 158:19 line [7] - 37:17, 44:5, 52:19, 198:5, 240:8, 240:9, 249:4 Line [23] - 93:19, 106:16, 139:4, 157:16, 158:5, 162:12, 166:11, 167:8, 167:11, 167:13, 168:2, 168:8, 169:1, 169:16, 170:3, 171:11, 171:19, 174:19, 191:17, 198:2, 207:13, 216:17, 216:18 LINE [1] - 257:8 linear [1] - 116:18 lined [1] - 98:11 liner [2] - 120:16, 121:15 lines [4] - 98:12, 152:11, 166:12, 207:19 lining [1] - 60:15 link [2] - 31:3, 83:14 linked [1] - 240:4 links [1] - 130:15 list [3] - 140:1, 223:19, 224:3 listed [1] - 76:4 listening [1] - 105:14 lit [1] - 199:1 literally [2] - 185:2, 189:10 live [8] - 90:9, 142:9, 170:18, 173:10, 173:12, 192:18, 195:4, 216:19 lived [1] - 170:18 liveliness [1] - 199:17 lives [1] - 115:12 living [2] - 31:4, 146:16 Liza [2] - 255:5, 256:9 LLC [1] - 3:14 loaded [1] - 117:15 loading [8] - 84:19, 85:1, 114:19, 177:11, 181:9, 181:18, 182:7, 202:12 loadings [1] - 91:6 loads [1] - 173:14 lobbies [1] - 152:7 located [3] - 2:7, 133:17, 236:5 location [3] - 85:12,</p>
K		L		
<p>K2 [14] - 6:2, 8:7, 13:19, 25:8, 32:5, 38:6, 38:11, 38:19, 80:15, 81:14, 111:19, 118:3, 167:17, 173:4 K2-C2 [1] - 13:12 Kaiser [10] - 90:7, 90:9, 94:13, 135:7, 138:14, 138:15, 142:19, 157:9, 168:18, 174:2 KAISER [6] - 90:8, 94:14, 138:15, 143:1, 143:13, 143:17 Kaiser's [1] - 106:11 Karen [1] - 18:11 kayaks [1] - 174:14 keep [7] - 5:7, 96:11, 97:13, 154:2, 157:6, 198:7, 201:5 Kendall [95] - 2:11, 3:7, 5:16, 6:7, 14:8, 14:14, 14:16, 16:7, 18:1, 19:18, 20:14, 21:4, 21:9, 21:18, 22:17, 22:19, 24:9, 25:19, 27:10, 28:18, 29:1, 29:9, 29:17, 31:6, 32:18, 33:5, 33:8, 33:13, 34:1, 37:2, 37:7, 37:11, 37:14, 40:4, 40:19,</p>	<p>Kevin [1] - 60:7 key [9] - 47:7, 47:18, 50:16, 50:17, 81:10, 82:4, 87:3, 176:15, 240:17 keys [2] - 168:15, 174:14 Keyword [1] - 4:12 kick [1] - 80:7 kicked [1] - 146:10 kids [4] - 188:2, 227:12, 228:4, 228:7 kind [42] - 18:19, 19:6, 47:10, 48:11, 50:13, 75:5, 83:4, 84:7, 84:10, 95:7, 96:2, 105:1, 107:9, 118:12, 119:4, 120:16, 122:3, 122:14, 123:14, 124:5, 138:2, 145:15, 150:12, 177:16, 184:7, 185:3, 190:1, 194:12, 196:13, 197:8, 198:12, 204:8, 206:10, 206:16, 208:18, 236:2, 237:19, 239:1, 239:17, 240:12, 247:6 knowing [2] - 208:17, 226:16 knowledge [1] - 14:13 knowledgeable [2] -</p>	<p>lab [2] - 34:5, 182:17 Lab [2] - 65:4, 65:5 labor [1] - 34:16 lack [1] - 216:5 land [2] - 44:3, 188:3 landing [1] - 53:16 landowners [1] - 38:14 landscape [6] - 54:10, 58:16, 127:11, 236:16, 237:4, 238:5 Landscape [1] - 237:2 landscaping [8] - 3:17, 113:19, 213:3, 233:11, 234:1, 235:5, 243:11, 245:14 language [2] - 42:17, 223:8 large [8] - 47:4, 61:5, 96:17, 113:16, 160:1, 184:6, 237:14 largely [6] - 53:6, 53:19, 118:1, 128:12, 128:13, 149:4 larger [11] - 44:12, 60:2, 60:5, 60:18, 61:3, 82:12, 163:5, 163:19, 173:18, 239:9, 243:15 last [16] - 24:17, 46:10, 52:8, 75:18, 94:5, 107:19, 109:3, 133:14, 138:16, 141:6, 144:4, 233:17, 236:9, 237:3, 241:13, 246:12 lastly [3] - 55:1, 78:2, 104:17 late [3] - 5:4, 72:18, 233:17 Lawson [1] - 258:4 layered [2] - 237:12, 239:16 lead [1] - 113:12 leaders [1] - 28:17 leadership [2] - 26:13, 35:15 leading [3] - 24:12,</p>	<p>language [2] - 42:17, 223:8 large [8] - 47:4, 61:5, 96:17, 113:16, 160:1, 184:6, 237:14 largely [6] - 53:6, 53:19, 118:1, 128:12, 128:13, 149:4 larger [11] - 44:12, 60:2, 60:5, 60:18, 61:3, 82:12, 163:5, 163:19, 173:18, 239:9, 243:15 last [16] - 24:17, 46:10, 52:8, 75:18, 94:5, 107:19, 109:3, 133:14, 138:16, 141:6, 144:4, 233:17, 236:9, 237:3, 241:13, 246:12 lastly [3] - 55:1, 78:2, 104:17 late [3] - 5:4, 72:18, 233:17 Lawson [1] - 258:4 layered [2] - 237:12, 239:16 lead [1] - 113:12 leaders [1] - 28:17 leadership [2] - 26:13, 35:15 leading [3] - 24:12,</p>	<p>legibility [2] - 60:5, 60:9 legible [2] - 60:5, 130:16 length [1] - 102:18 lengthy [3] - 11:14, 12:4, 12:6 less [3] - 10:9, 134:1, 252:9 lesser [1] - 183:12 letter [1] - 94:18 level [13] - 41:7, 45:11, 46:15, 53:4, 53:9, 54:4, 69:8, 115:7, 121:13, 129:13, 134:16, 178:6, 225:5 levels [3] - 44:15, 119:9, 119:10 leverage [1] - 191:19 License [1] - 258:13 life [2] - 49:5, 199:17 lifespan [2] - 242:1, 242:3 lifestyles [1] - 68:11 lifting [1] - 100:12 light [7] - 38:9, 46:1, 113:2, 170:1, 180:11, 180:13, 184:17 lighting [2] - 61:12, 64:9 likely [1] - 87:13 limit [3] - 57:15,</p>

<p>208:10, 240:17 locations [1] - 167:4 locked [1] - 220:16 locking [3] - 218:19, 219:2, 223:3 lofts [1] - 216:13 logistics [1] - 188:3 Longfellow [7] - 98:13, 148:18, 149:2, 151:18, 183:10, 211:1, 211:13 look [46] - 6:4, 12:7, 28:2, 66:12, 69:7, 74:10, 77:19, 78:15, 78:17, 86:6, 87:16, 99:4, 100:11, 107:3, 112:18, 114:17, 133:12, 135:17, 138:3, 140:15, 141:15, 144:6, 149:1, 149:6, 160:8, 160:17, 161:18, 171:17, 175:19, 185:3, 193:4, 193:13, 196:3, 204:17, 206:1, 206:5, 210:18, 213:6, 213:11, 213:16, 239:6, 242:5, 245:11, 248:17, 252:1, 255:16 looked [7] - 123:15, 179:6, 193:4, 194:9, 194:11, 251:17, 253:16 looking [35] - 6:3, 6:15, 7:6, 13:14, 41:12, 67:14, 79:16, 81:12, 82:14, 84:19, 85:2, 86:8, 98:14, 107:19, 113:16, 137:19, 149:8, 159:9, 159:18, 161:14, 167:8, 168:7, 176:6, 176:11, 180:17, 186:3, 186:8, 202:11, 206:17, 216:10, 219:9, 238:7, 244:7, 246:16, 254:14 looks [12] - 140:9, 142:9, 149:15, 178:5, 182:1, 199:11, 213:2, 225:7, 244:12, 245:6, 250:11, 250:12 looming [4] - 96:5, 215:11, 215:12,</p>	<p>215:14 losing [1] - 76:2 Lou [3] - 174:17, 200:9, 217:14 loud [1] - 7:2 Louis [1] - 1:10 LOUIS [34] - 174:18, 175:6, 178:7, 179:3, 181:11, 182:3, 200:10, 201:4, 201:9, 201:15, 201:18, 211:6, 211:10, 217:11, 217:18, 225:9, 225:16, 229:5, 230:1, 242:13, 242:17, 243:1, 243:5, 243:19, 244:8, 244:13, 244:18, 247:7, 247:12, 248:5, 249:12, 250:10, 253:2, 255:11 lousy [1] - 180:5 love [3] - 138:3, 206:11, 227:15 lovely [1] - 245:11 low [3] - 143:7, 143:10, 248:16 lower [5] - 53:16, 120:7, 134:3, 168:11, 222:15 Luke [1] - 143:5 lunch [1] - 64:5 luxury [3] - 153:10, 153:13, 227:10 Lynch [1] - 60:7</p> <p style="text-align: center;">M</p> <p>M-e-y-e-r [1] - 97:9 MacFarland [1] - 100:6 machines [1] - 65:3 mail [1] - 25:16 main [5] - 23:6, 44:10, 59:9, 59:12, 99:4 Main [104] - 2:6, 2:7, 2:9, 7:19, 8:1, 16:11, 19:2, 19:3, 20:10, 21:15, 21:17, 22:9, 31:11, 31:14, 38:9, 39:8, 41:16, 43:17, 44:9, 46:2, 49:18, 49:19, 50:5, 51:10, 53:12, 57:6, 57:9, 57:11, 57:13, 57:15, 57:19, 58:4, 58:5, 59:8, 59:18, 66:5, 66:10, 66:16, 67:5, 71:11, 79:4,</p>	<p>79:13, 83:3, 83:6, 88:15, 89:3, 89:6, 89:8, 89:10, 89:18, 98:14, 99:3, 100:3, 102:16, 107:15, 108:14, 108:15, 109:2, 110:1, 110:2, 110:5, 110:7, 110:8, 110:9, 110:13, 110:14, 111:2, 111:5, 111:10, 111:16, 112:12, 114:2, 114:12, 114:15, 114:18, 115:5, 116:7, 118:13, 121:12, 122:12, 126:16, 129:4, 129:16, 130:8, 130:13, 131:4, 131:18, 132:11, 136:11, 138:9, 138:10, 140:14, 160:9, 176:5, 176:16, 177:14, 178:15, 190:16, 202:1, 215:12, 221:9, 221:11, 231:17 maintain [1] - 245:12 maintained [2] - 25:16, 245:16 maintenance [3] - 245:9, 245:10, 245:17 major [7] - 5:8, 31:17, 36:5, 39:5, 39:16, 74:18, 75:19 majority [3] - 6:6, 32:14, 38:15 manage [1] - 82:12 managed [1] - 161:4 Management [1] - 111:14 management [2] - 23:17, 142:5 Manager [2] - 1:12, 2:3 manages [1] - 74:1 Managing [2] - 18:10, 111:13 managing [2] - 82:8, 82:16 MANFREDI [2] - 47:2, 115:16 Manfredi [8] - 18:16, 44:14, 46:18, 47:3, 114:6, 115:19 Manfredi's [1] - 138:19 Manhattan [1] - 99:6 manifestation [1] -</p>	<p>80:14 manipulated [1] - 148:2 March [2] - 51:7, 125:1 Maria [1] - 254:10 Maribelle [1] - 97:4 MARILEE [4] - 97:6, 97:9, 151:15, 154:4 Marilee [2] - 97:8, 151:15 mark [1] - 145:1 marked [1] - 63:18 market [4] - 30:12, 116:12, 153:9, 226:13 marketing [1] - 77:3 markets [1] - 134:18 Marriott [1] - 43:8 marry [1] - 227:16 Marsh [3] - 18:10, 28:5, 111:12 marsh [1] - 114:9 MARSH [8] - 28:8, 65:17, 77:8, 79:6, 111:11, 114:14, 130:19, 134:8 Marty [1] - 18:5 Mary [3] - 1:10, 192:7, 216:4 MARY [15] - 192:8, 199:6, 222:9, 228:8, 228:18, 229:7, 232:2, 232:12, 244:5, 245:8, 246:1, 252:2, 254:9, 254:14, 255:14 Mass [4] - 7:3, 211:6, 211:7, 211:9 mass [7] - 49:11, 118:17, 118:18, 139:15, 139:16, 166:11, 170:6 MASSACHUSETTS [1] - 258:3 Massachusetts [3] - 1:7, 3:4, 148:9 massDOT [1] - 207:15 masses [1] - 42:19 massing [13] - 38:4, 82:8, 86:2, 86:7, 98:1, 107:17, 118:9, 127:8, 128:5, 137:5, 138:2, 186:2, 237:9 massive [1] - 104:9 master [1] - 236:1 match [1] - 247:5 material [2] - 238:14, 240:6 materials [4] - 25:14, 108:2, 153:3,</p>	<p>206:18 matter [3] - 109:19, 168:19, 200:18 matters [5] - 110:17, 154:15, 224:18, 233:1, 246:7 mature [1] - 239:4 maximize [1] - 48:19 maximizing [1] - 49:2 MBTA [6] - 84:6, 147:15, 167:5, 167:9, 192:2, 217:1 MCND [1] - 252:9 mean [30] - 19:11, 103:4, 103:18, 125:4, 126:18, 127:1, 127:3, 128:10, 152:19, 155:19, 165:8, 170:8, 170:13, 173:2, 180:14, 184:8, 185:17, 189:2, 189:3, 205:3, 205:18, 206:8, 207:6, 210:8, 214:7, 215:6, 226:13, 226:15, 245:11, 255:18 mean... [1] - 248:6 meaning [2] - 118:4, 121:1 meaningful [2] - 77:18, 102:12 means [4] - 9:10, 10:4, 48:10, 234:13 meant [1] - 194:14 measure [1] - 142:6 measures [2] - 138:1, 161:10 mechanical [2] - 142:1, 247:3 mechanicals [4] - 213:10, 213:13, 213:16, 213:18 mechanisms [1] - 163:2 meet [6] - 62:8, 63:8, 65:1, 69:2, 171:18, 208:11 Meeting [2] - 1:6, 2:4 meeting [10] - 5:17, 6:14, 7:15, 61:17, 97:10, 101:8, 101:18, 169:12, 209:1, 256:11 meetings [6] - 5:14, 25:1, 25:2, 26:18, 27:2, 205:9 meets [1] - 9:2 mega [1] - 181:8 member [2] - 139:15,</p>
---	---	--	--	--

<p>213:12 Member [6] - 1:9, 1:9, 1:10, 1:10, 1:11, 1:11 members [15] - 12:5, 17:17, 19:15, 88:8, 89:15, 92:17, 108:12, 111:7, 141:12, 155:3, 157:6, 165:9, 193:1, 224:19, 254:8 memo [18] - 79:16, 79:18, 80:6, 80:8, 81:10, 156:15, 159:13, 161:11, 165:4, 175:14, 175:15, 200:11, 224:9, 224:11, 224:13, 229:1, 230:6, 231:5 Memorial [8] - 2:7, 4:4, 105:13, 106:8, 187:5, 187:10, 214:7, 246:8 memories [1] - 122:15 memos [2] - 12:11, 13:8 mention [2] - 121:18, 150:8 mentioned [22] - 8:7, 20:4, 28:10, 40:4, 47:6, 47:17, 47:18, 62:17, 64:12, 74:15, 116:11, 120:12, 120:13, 121:9, 124:9, 126:7, 191:10, 224:8, 224:10, 236:12, 243:16 mess [1] - 140:16 message [2] - 132:7, 194:12 met [3] - 71:15, 237:3, 251:10 metal [1] - 153:5 metaphor [1] - 104:3 Meyer [4] - 97:5, 97:8, 97:9, 151:15 MEYER [3] - 97:6, 151:15, 154:4 Miami [1] - 189:4 mic [2] - 6:18, 6:19 MICHAEL [2] - 68:16, 132:5 Michael [6] - 18:13, 68:15, 68:18, 77:8, 132:4, 134:8 micro [1] - 216:12 micromanage [1] - 244:17</p>	<p>microphone [1] - 148:15 Mid [1] - 251:10 Mid-Cambridge [1] - 251:10 middle [9] - 25:18, 132:14, 195:10, 195:14, 195:19, 196:5, 216:5, 226:2, 226:3 Middlesex [2] - 96:18, 215:1 might [14] - 12:3, 25:19, 87:6, 98:16, 155:15, 167:16, 172:4, 177:19, 179:2, 183:1, 190:11, 196:4, 199:12, 230:16 million [8] - 36:8, 36:11, 36:13, 36:14, 36:16, 36:18, 70:9, 162:17 mind [1] - 208:5 mine [1] - 200:12 minimal [2] - 51:4, 124:15 minimize [3] - 49:19, 118:18, 136:9 minimized [1] - 85:3 minimizes [1] - 50:5 minute [2] - 88:13, 92:2 minutes [7] - 68:17, 79:2, 79:12, 90:5, 138:13, 147:14, 147:15 mispronouncing [1] - 97:4 missed [1] - 196:1 missing [2] - 83:4, 98:12 mission [1] - 22:16 mistake [3] - 150:13, 151:3, 194:15 MIT [102] - 3:14, 5:9, 6:4, 8:11, 11:16, 13:13, 14:4, 15:15, 16:3, 16:6, 16:7, 17:2, 17:15, 18:9, 18:11, 19:14, 20:7, 20:9, 20:12, 21:3, 21:11, 22:8, 24:5, 24:16, 25:2, 25:6, 25:9, 25:12, 26:4, 26:13, 28:16, 29:4, 29:15, 30:6, 31:1, 33:12, 34:1, 34:2, 34:12, 34:16, 35:6, 35:10, 35:13, 36:5, 37:8, 38:13, 39:18,</p>	<p>45:16, 46:7, 57:17, 58:19, 59:6, 61:10, 61:14, 61:19, 62:2, 62:17, 63:1, 63:7, 63:8, 64:10, 64:16, 65:3, 67:11, 68:18, 71:4, 74:1, 75:13, 75:14, 78:6, 83:13, 83:19, 90:10, 90:16, 91:1, 92:8, 94:2, 101:7, 101:13, 103:9, 103:14, 141:1, 145:2, 146:10, 161:7, 162:2, 163:16, 165:16, 179:12, 186:19, 192:4, 197:16, 198:11, 200:1, 205:18, 206:5, 209:6, 230:9, 247:8 MIT's [14] - 18:3, 20:1, 22:16, 25:19, 28:14, 29:12, 47:8, 73:19, 107:19, 111:13, 157:13, 159:1, 160:17, 191:19 MIT-owned [1] - 20:9 mitigate [1] - 93:16 mitigation [9] - 53:18, 73:6, 77:16, 135:7, 138:1, 161:10, 163:12, 166:1 MITIMCo [1] - 103:10 mix [6] - 38:16, 74:17, 104:6, 163:11, 174:11, 199:18 mixed [7] - 3:9, 6:12, 21:5, 32:13, 82:5, 112:2, 117:19 mixing [5] - 31:7, 33:7, 47:19, 55:9, 104:3 mobility [2] - 32:5, 112:7 mockup [1] - 245:5 model [6] - 37:1, 41:1, 42:6, 101:6, 205:6, 212:1 modelling [1] - 126:1 models [2] - 141:15, 212:3 modes [1] - 171:13 modified [1] - 29:19 modify [1] - 4:5 moment [2] - 57:3, 234:9 moments [1] - 24:7 money [4] - 103:7, 103:9, 104:19, 153:16</p>	<p>monster [1] - 96:14 month [2] - 51:16, 153:4 months [5] - 12:1, 81:6, 158:1, 207:1, 244:12 mood [1] - 173:4 morning [7] - 27:9, 51:8, 91:4, 123:4, 123:7, 124:10, 173:17 morphed [1] - 99:14 mortar [1] - 98:8 most [20] - 17:9, 29:3, 33:9, 50:7, 51:3, 54:18, 59:4, 69:10, 73:18, 107:2, 126:11, 128:15, 163:7, 186:5, 194:10, 196:9, 197:10, 198:12, 210:12, 250:13 mostly [5] - 11:10, 107:16, 180:4, 196:10, 198:10 motion [5] - 221:12, 221:17, 231:9, 232:8, 250:2 move [17] - 23:11, 30:18, 34:14, 75:7, 76:2, 139:9, 161:13, 172:10, 217:5, 222:4, 223:16, 234:11, 241:17, 246:16, 247:2, 248:1, 249:8 moved [2] - 221:13, 255:18 moving [2] - 173:15, 252:10 mowings [1] - 245:17 multiple [3] - 25:4, 36:2, 69:17 multiply [1] - 62:7 Museum [2] - 21:3, 31:1 museum [9] - 44:1, 45:15, 46:6, 59:11, 61:1, 64:3, 75:13, 200:1, 215:15 must [1] - 186:5 musted [1] - 140:5 MXD [3] - 5:18, 6:6, 7:7</p>	<p>90:8, 97:4, 100:14, 111:12, 138:12, 191:13, 235:16 named [1] - 44:19 NArchitects [1] - 46:17 narrow [1] - 98:19 narrowing [1] - 122:4 national [1] - 34:3 native [1] - 240:6 natural [1] - 96:12 naturally [1] - 36:3 nature [8] - 17:6, 33:6, 105:2, 196:10, 203:14, 208:9, 213:1, 222:18 near [2] - 254:9, 254:10 nearby [1] - 209:8 neat [1] - 80:11 necessarily [5] - 116:15, 152:9, 160:16, 171:7, 206:3 necessary [3] - 138:12, 198:7, 201:14 need [25] - 12:8, 28:1, 53:18, 75:5, 87:10, 96:3, 139:17, 156:5, 160:17, 166:19, 174:4, 188:19, 190:6, 194:2, 198:4, 211:15, 214:15, 223:5, 228:14, 229:8, 235:14, 244:2, 244:17, 246:3 needed [4] - 93:15, 138:2, 190:19, 242:10 needs [15] - 8:15, 16:19, 20:3, 71:17, 72:10, 106:13, 133:1, 140:3, 169:6, 171:18, 195:6, 197:4, 208:11, 209:1, 255:14 negative [1] - 9:5 neighborhood [13] - 11:15, 14:7, 14:18, 16:7, 25:8, 47:12, 55:13, 63:7, 82:6, 95:9, 113:2, 130:3, 252:17 Neighborhood [1] - 251:11 neighborhoods [1] - 20:12 neighboring [3] - 23:4, 45:6, 67:12</p>
N				
<p>NADAAA [1] - 45:10 Name [1] - 58:15 name [11] - 24:4, 68:18, 89:19, 90:2,</p>				

neighbors [2] - 38:13, 253:2
Neil [2] - 65:4, 65:6
Net [2] - 180:18, 180:19
net [8] - 2:12, 2:14, 30:15, 49:12, 73:15, 74:12, 133:19
network [7] - 55:10, 56:19, 84:9, 161:15, 173:14, 174:1, 178:16
never [1] - 205:8
nevertheless [1] - 132:12
new [65] - 2:10, 2:12, 2:13, 2:13, 2:14, 2:14, 2:16, 3:6, 9:8, 20:5, 20:19, 21:5, 21:14, 22:11, 23:14, 30:15, 33:11, 34:17, 35:1, 35:7, 42:15, 49:13, 51:1, 52:14, 52:15, 53:2, 55:6, 55:8, 55:11, 56:8, 56:10, 56:13, 66:13, 72:3, 73:15, 74:12, 87:1, 101:11, 113:18, 116:13, 116:18, 121:19, 123:9, 125:5, 125:8, 126:10, 126:16, 130:13, 133:19, 134:2, 150:9, 150:15, 159:6, 166:8, 166:14, 172:19, 174:19, 178:14, 181:15, 207:11, 207:18, 247:8, 248:15
New [2] - 46:17, 105:6
news [1] - 22:3
next [22] - 5:14, 5:17, 7:6, 8:12, 28:3, 46:6, 60:4, 73:9, 75:16, 77:9, 77:11, 77:19, 94:6, 94:19, 135:3, 153:19, 158:1, 166:8, 190:12, 215:13, 238:2
nexus [1] - 31:5
nice [5] - 96:1, 176:7, 187:16, 237:18, 237:19
nicer [1] - 215:5
night [2] - 25:18, 193:18
nightmare [1] - 104:7
nine [2] - 50:18, 124:9
Nitsche [1] - 71:11

nobody [2] - 102:18, 140:7
nobody's [1] - 169:14
noise [1] - 187:19
NoMa [1] - 196:19
nominate [1] - 93:11
non [2] - 141:18, 254:19
non-architects [1] - 141:18
non-conforming [1] - 254:19
none [3] - 54:3, 54:6, 108:11
noon [1] - 125:6
normal [1] - 83:14
north [11] - 20:10, 21:15, 79:4, 88:15, 111:16, 112:12, 115:5, 117:7, 123:7, 132:13, 177:7
North [26] - 8:1, 11:8, 52:9, 56:12, 57:6, 57:9, 57:13, 57:19, 58:5, 89:8, 89:9, 99:7, 108:15, 109:2, 110:2, 110:7, 110:12, 110:14, 111:5, 111:10, 130:6, 138:9, 138:10, 149:3, 221:9, 231:17
north/south [9] - 38:8, 45:19, 50:2, 52:17, 56:3, 56:16, 60:15, 84:16, 136:8
northeast [1] - 126:4
northern [1] - 178:17
northwest [1] - 126:2
NOT [1] - 258:16
Notary [2] - 258:5, 258:12
note [6] - 17:8, 144:19, 174:12, 206:14, 229:8, 257:6
noted [1] - 257:16
notes [1] - 230:17
nothing [8] - 94:6, 99:7, 145:9, 228:4, 228:6, 253:16, 255:12, 256:4
nothing's [1] - 104:8
notice [2] - 37:19, 145:3
noticed [1] - 144:5
notify [1] - 34:19
notion [5] - 16:14, 47:19, 130:12, 176:15, 209:19
NSTAR [1] - 217:9

nuance [1] - 107:18
number [19] - 66:19, 68:1, 83:4, 94:8, 114:16, 127:2, 127:6, 128:2, 128:8, 154:17, 159:19, 160:1, 165:15, 166:6, 204:1, 210:10, 210:12, 222:15, 226:10
numbered [1] - 41:17
numerous [1] - 156:13
NUR [6] - 185:14, 221:5, 228:3, 228:6, 235:7, 235:14
Nur [1] - 1:11

O

o'clock [5] - 51:18, 124:9, 124:17, 125:8, 125:12
oak [3] - 237:14, 238:8, 239:10
oaks [1] - 237:16
Obama [1] - 65:7
objections [3] - 102:11, 102:12, 102:14
objective [2] - 47:7, 50:11
objectives [7] - 9:3, 9:13, 11:12, 48:1, 77:15, 82:4, 135:6
obligations [1] - 39:1
observation [1] - 100:17
observations [1] - 148:12
obvious [3] - 49:3, 49:12, 55:15
obviously [23] - 6:3, 47:4, 49:1, 49:13, 50:6, 51:2, 51:7, 54:2, 54:12, 54:17, 57:13, 58:3, 72:8, 77:2, 86:14, 116:8, 123:2, 123:6, 123:17, 195:15, 231:3, 237:7, 243:9
occupant [1] - 121:1
occupied [1] - 117:13
occupies [1] - 116:9
occur [2] - 120:15, 123:9
occurring [1] - 212:13
occurs [1] - 127:11
October [1] - 6:14
OF [5] - 1:2, 258:3, 258:15, 258:16,

258:17
off-centered [1] - 213:1
offering [1] - 146:7
office [14] - 2:15, 3:10, 14:17, 15:5, 21:1, 44:4, 120:15, 123:3, 124:13, 182:11, 182:17, 197:2, 205:4
Office [1] - 18:15
officer [1] - 73:4
offices [2] - 46:9, 62:5
OFFICIAL [1] - 1:18
officially [1] - 221:7
officials [2] - 19:14, 141:13
oil [1] - 112:17
old [4] - 87:1, 179:17, 179:18, 180:1
on-line [1] - 198:5
once [3] - 188:11, 199:12, 230:17
one [93] - 5:4, 6:1, 6:8, 7:18, 7:19, 13:16, 15:8, 15:9, 20:10, 25:9, 25:15, 28:19, 29:3, 29:10, 29:13, 32:8, 39:1, 40:10, 41:7, 47:4, 57:4, 58:8, 59:4, 60:7, 76:18, 79:18, 80:5, 80:6, 80:11, 90:13, 91:9, 91:15, 92:2, 93:4, 94:8, 96:7, 103:6, 103:12, 105:17, 106:19, 109:3, 109:4, 113:15, 114:16, 117:11, 134:19, 138:16, 140:7, 140:10, 141:7, 141:18, 142:3, 149:13, 153:17, 160:7, 162:15, 163:19, 166:4, 166:19, 169:9, 171:1, 171:16, 174:13, 174:18, 177:18, 185:16, 186:18, 188:9, 193:9, 198:15, 202:16, 210:17, 214:2, 216:13, 221:12, 221:16, 225:3, 225:19, 228:8, 230:5, 239:11, 241:1, 241:5, 241:10, 245:8, 246:11, 248:3, 251:4, 252:12, 254:7,

254:13
One [10] - 3:6, 3:6, 3:14, 43:11, 115:10, 116:6, 123:5, 123:8, 124:6, 124:14
one-page [1] - 90:13
one-sixth [1] - 109:3
one-story [1] - 254:13
ones [5] - 146:4, 179:10, 197:15, 239:14, 250:11
ongoing [1] - 133:1
opacity [1] - 241:17
open [79] - 9:18, 22:4, 23:16, 25:3, 27:17, 29:5, 31:2, 43:16, 44:10, 44:11, 44:12, 46:3, 55:1, 55:2, 58:1, 58:13, 59:2, 59:7, 59:17, 60:2, 60:3, 60:4, 60:11, 61:3, 62:6, 62:12, 62:15, 62:18, 63:3, 63:9, 63:14, 64:15, 65:11, 76:9, 77:17, 82:7, 83:7, 83:18, 84:4, 84:7, 84:9, 88:16, 95:19, 107:4, 107:6, 108:19, 113:19, 114:4, 120:3, 120:5, 120:6, 124:18, 130:13, 135:8, 152:5, 152:6, 152:8, 163:10, 176:18, 177:2, 177:4, 177:14, 178:1, 178:11, 178:17, 182:14, 183:18, 186:15, 187:7, 188:13, 194:6, 194:19, 198:9, 199:8, 203:4, 225:11, 243:3, 243:13
opening [4] - 20:18, 129:1, 174:8, 200:2
openings [1] - 35:4
operate [2] - 167:13, 168:2
operation [1] - 194:2
operational [2] - 170:9, 196:10
operations [1] - 196:16
opine [1] - 253:17
opinion [2] - 171:3
opportunities [9] - 32:3, 35:1, 35:4, 35:8, 49:15, 62:7, 69:7, 97:15, 159:19
opportunity [38] -

<p>12:7, 20:8, 29:6, 35:3, 39:19, 56:5, 65:19, 66:10, 66:12, 66:14, 68:2, 68:7, 68:10, 73:10, 78:1, 83:2, 89:13, 94:16, 106:14, 107:1, 113:4, 113:9, 115:9, 117:14, 122:8, 123:13, 129:18, 130:8, 131:17, 132:10, 136:12, 137:18, 151:16, 156:18, 183:6, 196:2, 234:5, 243:15</p> <p>opposed [3] - 90:18, 96:13, 128:4</p> <p>optimistic [1] - 68:7</p> <p>option [1] - 195:11</p> <p>options [1] - 32:17</p> <p>or... [1] - 243:6</p> <p>orange [1] - 240:7</p> <p>orbital [1] - 184:8</p> <p>order [6] - 42:19, 45:1, 45:3, 46:1, 119:4, 119:16</p> <p>orders [1] - 80:19</p> <p>ordinance [1] - 229:14</p> <p>Ordinance [3] - 7:8, 25:5, 223:9</p> <p>organization [1] - 39:12</p> <p>organizations [2] - 36:14, 104:18</p> <p>organized [1] - 67:9</p> <p>orientation [3] - 38:8, 50:4, 136:8</p> <p>oriented [6] - 32:13, 45:19, 50:2, 122:6, 122:7, 159:8</p> <p>original [3] - 51:10, 248:18, 257:2</p> <p>oscillation [1] - 122:3</p> <p>otherwise [3] - 170:12, 172:11, 226:7</p> <p>ought [1] - 150:4</p> <p>ourselves [3] - 171:8, 218:19, 219:2</p> <p>outcome [3] - 84:2, 84:12, 137:15</p> <p>outdoor [1] - 64:4</p> <p>outs [1] - 77:5</p> <p>outside [3] - 63:12, 64:19, 191:14</p> <p>outweigh [1] - 220:3</p> <p>overall [13] - 42:4, 69:2, 74:1, 74:11, 82:18, 86:2, 111:19,</p>	<p>135:2, 150:17, 195:9, 199:14, 209:13, 245:9</p> <p>overhangs [1] - 63:17</p> <p>overstating [1] - 169:3</p> <p>overview [5] - 23:12, 37:16, 49:7, 50:14, 65:8</p> <p>overwhelming [1] - 86:5</p> <p>own [6] - 40:12, 95:15, 175:18, 181:2, 203:18, 226:7</p> <p>owned [4] - 20:9, 162:1, 162:2, 197:16</p> <p>Owner [1] - 3:14</p> <p>ownership [1] - 13:17</p> <p>Owu [2] - 18:13, 68:18</p> <p>OWU [2] - 68:16, 132:5</p> <hr/> <p style="text-align: center;">P</p> <hr/> <p>p.m [4] - 1:5, 2:6, 50:18, 256:12</p> <p>package [1] - 120:14</p> <p>page [3] - 90:13, 93:3, 219:12</p> <p>Page [2] - 2:19, 3:19</p> <p>PAGE [4] - 2:1, 3:2, 4:1, 257:8</p> <p>paid [1] - 36:10</p> <p>painstaking [1] - 67:16</p> <p>panes [1] - 180:5</p> <p>paper [2] - 139:18, 155:8</p> <p>parallel [2] - 15:13, 15:14</p> <p>parameters [2] - 119:13, 119:14</p> <p>pardon [1] - 228:5</p> <p>park [11] - 56:13, 126:17, 130:6, 182:12, 187:11, 187:13, 193:18, 241:7, 241:11, 245:10, 245:19</p> <p>Park [8] - 3:16, 50:1, 191:8, 191:13, 233:8, 241:12</p> <p>parking [62] - 2:12, 2:13, 2:14, 3:10, 3:16, 6:17, 20:9, 29:2, 32:6, 37:19, 40:1, 66:4, 73:14, 73:16, 73:18, 73:19, 74:1, 74:2, 74:6,</p>	<p>74:13, 75:16, 83:1, 85:1, 112:1, 113:8, 115:1, 119:10, 120:7, 120:8, 120:9, 124:3, 124:12, 133:15, 133:17, 133:18, 134:1, 134:2, 134:3, 134:5, 137:11, 137:13, 137:16, 156:14, 158:17, 159:3, 159:18, 160:1, 161:2, 161:5, 177:10, 182:13, 182:18, 182:19, 196:17, 197:3, 210:10, 210:14, 212:6, 212:7, 233:9</p> <p>Parking [9] - 12:12, 156:16, 157:2, 200:11, 200:19, 201:10, 201:13, 210:16, 224:8</p> <p>parks [1] - 205:4</p> <p>part [37] - 33:17, 35:12, 35:13, 41:16, 46:9, 48:14, 56:14, 58:6, 58:17, 69:13, 76:8, 81:14, 87:15, 87:18, 111:15, 111:18, 112:9, 116:1, 126:12, 129:5, 135:15, 145:19, 150:14, 152:5, 156:6, 161:13, 181:6, 181:15, 192:12, 194:13, 227:9, 230:19, 233:16, 233:18, 235:9, 253:19</p> <p>partially [2] - 93:5, 118:7</p> <p>participate [3] - 27:6, 63:8, 133:3</p> <p>participated [1] - 38:12</p> <p>particular [14] - 13:16, 75:1, 106:16, 131:13, 132:3, 133:19, 135:13, 136:5, 137:13, 151:19, 161:17, 204:14, 208:10, 213:12</p> <p>particularly [8] - 31:18, 105:19, 112:13, 134:15, 156:3, 156:12, 181:19, 184:16</p> <p>parties [2] - 12:4, 92:11</p>	<p>partner [1] - 27:5</p> <p>partners [2] - 22:17</p> <p>partnership [1] - 20:1</p> <p>parts [2] - 59:14, 61:8</p> <p>pass [2] - 68:15, 132:4</p> <p>passageway [1] - 126:10</p> <p>passed [1] - 178:15</p> <p>passing [1] - 146:1</p> <p>past [10] - 19:8, 22:10, 22:14, 26:19, 40:11, 41:2, 179:15, 192:13, 211:18, 224:19</p> <p>path [5] - 14:15, 56:3, 56:4, 130:10, 178:19</p> <p>paths [1] - 55:12</p> <p>pathway [3] - 130:2, 178:13, 190:17</p> <p>pathways [1] - 182:16</p> <p>pay [1] - 226:12</p> <p>PB#198 [1] - 3:16</p> <p>PB#302 [1] - 3:6</p> <p>PB#303 [1] - 2:6</p> <p>Peabody [1] - 144:8</p> <p>peak [1] - 91:4</p> <p>pecked [1] - 99:16</p> <p>Pedestrian [1] - 27:13</p> <p>pedestrian [26] - 23:16, 47:1, 47:16, 52:13, 53:4, 53:9, 54:14, 54:18, 83:8, 84:13, 85:19, 117:5, 117:16, 121:8, 122:7, 128:19, 136:10, 137:7, 138:19, 139:2, 139:6, 142:13, 158:16, 159:6, 178:16</p> <p>pedestrian-friendly [2] - 117:16, 121:8</p> <p>pedestrian-oriented [1] - 122:7</p> <p>pedestrianized [1] - 107:2</p> <p>pedestrians [3] - 48:3, 179:2, 186:16</p> <p>pencil [1] - 139:19</p> <p>pending [1] - 209:11</p> <p>penetrates [1] - 184:18</p> <p>people [49] - 14:6, 14:19, 27:1, 28:10, 29:14, 37:13, 48:10, 55:9, 56:17, 62:7, 66:6, 68:12, 84:3, 84:8, 95:14, 96:11, 102:12, 103:14,</p>	<p>105:15, 141:17, 145:3, 145:17, 146:3, 146:16, 154:17, 161:1, 163:5, 167:3, 169:18, 171:14, 173:10, 173:11, 173:15, 174:9, 183:5, 186:10, 187:14, 194:10, 194:17, 195:4, 206:1, 207:7, 207:11, 211:4, 220:11, 232:19, 249:18</p> <p>people's [4] - 102:5, 142:6, 142:7, 154:19</p> <p>per [3] - 39:6, 85:13, 186:13</p> <p>percent [11] - 4:8, 33:18, 34:8, 51:16, 70:3, 70:15, 120:2, 120:4, 120:5, 140:12, 252:5</p> <p>perception [1] - 141:11</p> <p>perfect [1] - 106:1</p> <p>performance [2] - 142:8, 180:3</p> <p>performed [2] - 52:4, 52:7</p> <p>perhaps [4] - 15:8, 164:2, 172:14, 187:11</p> <p>periphery [1] - 112:15</p> <p>Perkins+Will [2] - 44:19, 45:11</p> <p>permanent [2] - 34:16, 128:17</p> <p>permit [5] - 5:11, 34:10, 36:9, 87:11, 87:15</p> <p>Permit [15] - 2:12, 3:8, 4:4, 4:7, 5:9, 8:16, 8:17, 19:5, 26:11, 28:6, 200:13, 233:16, 234:8, 234:11, 234:14</p> <p>Permits [1] - 3:6</p> <p>permitted [1] - 11:5</p> <p>permitting [2] - 193:11, 235:19</p> <p>perplexed [1] - 190:2</p> <p>person [5] - 90:7, 93:14, 101:10, 101:12, 178:6</p> <p>personal [1] - 171:3</p> <p>personally [1] - 220:19</p> <p>perspective [12] -</p>
--	--	---	---	---

<p>66:11, 68:1, 158:13, 159:10, 170:9, 193:16, 204:16, 204:17, 204:18, 204:19, 205:11, 238:3</p> <p>perspectives [2] - 143:14, 204:2</p> <p>persuaded [1] - 102:2</p> <p>petition [3] - 19:12, 26:3, 119:15</p> <p>pharmacy [4] - 17:1, 116:17, 146:9, 146:12</p> <p>phase [2] - 76:13, 229:2</p> <p>Phase [1] - 200:7</p> <p>phasing [5] - 23:19, 75:2, 76:8, 76:15, 134:10</p> <p>phosphorous [1] - 133:5</p> <p>photo [1] - 247:1</p> <p>physical [1] - 67:18</p> <p>physically [1] - 115:6</p> <p>pick [3] - 88:15, 108:16, 239:2</p> <p>picks [1] - 127:14</p> <p>picture [3] - 168:12, 239:1, 239:2</p> <p>pictures [1] - 186:4</p> <p>pie [1] - 217:8</p> <p>piece [9] - 107:5, 107:8, 117:1, 117:3, 139:18, 149:18, 168:5</p> <p>pieces [6] - 17:10, 76:10, 106:10, 107:7, 166:1, 238:17</p> <p>Place [2] - 100:15, 147:6</p> <p>place [20] - 15:4, 16:10, 16:11, 25:15, 61:10, 61:17, 64:3, 122:11, 122:15, 154:5, 163:2, 167:19, 170:17, 178:12, 187:14, 192:16, 199:5, 205:13, 206:5, 242:14</p> <p>places [2] - 29:3, 177:4</p> <p>plain [1] - 108:5</p> <p>plan [45] - 3:3, 6:5, 9:5, 9:15, 9:17, 10:3, 10:6, 10:17, 10:18, 11:3, 12:9, 13:1, 21:2, 21:7, 23:17, 62:17, 73:4,</p>	<p>73:8, 73:12, 77:18, 114:7, 120:6, 135:2, 135:9, 165:6, 176:4, 176:10, 176:14, 177:4, 181:3, 192:17, 195:9, 198:5, 203:2, 209:18, 218:9, 219:4, 219:7, 223:12, 230:10, 231:14, 234:8, 236:1, 240:17, 245:10</p> <p>Plan [1] - 3:13</p> <p>plane [1] - 48:1</p> <p>planned [2] - 2:11, 2:18</p> <p>Planned [2] - 3:7, 3:11</p> <p>planning [15] - 15:2, 23:10, 23:14, 25:10, 39:16, 40:5, 60:8, 62:11, 63:9, 82:18, 84:5, 92:15, 111:19, 179:13, 205:7</p> <p>Planning [56] - 2:18, 3:12, 5:16, 7:14, 8:19, 9:3, 9:4, 9:9, 9:12, 9:19, 10:2, 10:4, 11:6, 11:17, 17:18, 18:13, 19:15, 25:4, 26:14, 27:4, 28:15, 31:16, 32:6, 39:15, 41:4, 52:2, 52:5, 78:5, 81:16, 82:3, 93:1, 111:4, 111:9, 113:1, 141:8, 164:15, 164:19, 187:2, 200:13, 205:9, 221:8, 221:10, 221:14, 222:5, 222:14, 231:16, 232:8, 233:7, 233:17, 234:6, 236:9, 246:11, 254:7, 256:13, 257:6, 257:15</p> <p>PLANNING [1] - 1:1</p> <p>plans [8] - 8:12, 10:7, 72:7, 137:1, 145:5, 213:3, 219:19, 251:13</p> <p>Plant [2] - 235:17, 237:1</p> <p>plant [5] - 71:5, 150:1, 150:2, 238:14, 240:6</p> <p>PLANT [2] - 237:1, 245:13</p> <p>planted [1] - 238:11</p> <p>planter [1] - 244:14</p>	<p>planters [1] - 245:11</p> <p>planting [7] - 236:19, 237:13, 238:10, 238:11, 239:18, 243:4, 243:5</p> <p>plates [1] - 82:12</p> <p>play [1] - 173:19</p> <p>playing [2] - 64:19, 240:13</p> <p>Plaza [6] - 56:12, 130:6, 145:1, 145:6, 145:7, 145:11</p> <p>plaza [1] - 84:6</p> <p>pleasant [1] - 146:11</p> <p>pleasure [4] - 17:19, 77:12, 154:13, 154:19</p> <p>plotted [2] - 21:10, 22:11</p> <p>podium [10] - 53:16, 85:14, 90:1, 95:8, 95:10, 96:17, 118:12, 127:8, 127:15, 215:3</p> <p>podiums [1] - 53:8</p> <p>Point [5] - 11:8, 50:1, 149:3, 191:8, 191:12</p> <p>point [29] - 18:7, 24:9, 57:4, 59:19, 60:1, 68:15, 76:6, 80:2, 88:9, 101:14, 102:19, 120:11, 134:17, 146:8, 154:5, 154:14, 155:19, 157:10, 157:15, 165:12, 177:19, 185:19, 193:8, 196:9, 197:14, 206:17, 239:3, 239:9, 245:16</p> <p>pointed [2] - 12:1, 49:17</p> <p>pointer [2] - 178:1, 187:6</p> <p>points [3] - 31:18, 158:4, 213:6</p> <p>policy [1] - 219:19</p> <p>pool [1] - 74:1</p> <p>poor [1] - 195:18</p> <p>population [1] - 47:12</p> <p>portal [1] - 116:9</p> <p>portion [7] - 4:7, 19:3, 58:4, 58:5, 197:19, 208:12, 220:1</p> <p>portions [1] - 196:19</p> <p>position [2] - 33:14, 109:9</p> <p>positive [19] - 9:10, 15:19, 51:3, 53:14,</p>	<p>82:5, 83:9, 84:1, 84:12, 92:5, 136:15, 136:17, 158:12, 159:5, 159:7, 185:10, 223:9, 231:11, 248:11, 248:13</p> <p>positively [1] - 159:11</p> <p>positives [1] - 48:16</p> <p>possibilities [1] - 61:6</p> <p>possibility [1] - 196:4</p> <p>possible [14] - 48:7, 54:14, 54:19, 76:13, 85:4, 132:6, 132:14, 156:17, 172:17, 194:7, 213:9, 213:14, 223:19, 248:16</p> <p>possibly [2] - 78:11, 194:9</p> <p>posted [1] - 25:14</p> <p>potable [1] - 70:2</p> <p>potential [7] - 3:10, 63:13, 82:2, 86:11, 220:6, 227:7, 234:1</p> <p>potentials [1] - 71:8</p> <p>power [3] - 33:5, 150:1, 150:2</p> <p>practical [2] - 95:15, 238:13</p> <p>practically [1] - 140:3</p> <p>practices [1] - 69:15</p> <p>precinct [1] - 14:17</p> <p>precise [1] - 166:6</p> <p>precisely [2] - 172:18, 203:19</p> <p>predicted [1] - 53:3</p> <p>predominantly [1] - 126:2</p> <p>preeminent [1] - 52:9</p> <p>preferable [1] - 205:6</p> <p>preferably [1] - 98:3</p> <p>preference [1] - 155:8</p> <p>preferred [1] - 137:14</p> <p>preliminary [16] - 2:18, 9:5, 10:3, 10:7, 10:8, 12:17, 75:2, 79:12, 155:3, 203:13, 218:9, 220:8, 221:1, 223:9, 231:10, 231:12</p> <p>Preliminary [1] - 3:12</p> <p>premise [1] - 209:10</p> <p>prepared [2] - 81:14, 90:13</p> <p>prescribed [2] - 126:11, 126:12</p> <p>prescriptive [1] - 82:1</p> <p>presence [1] - 45:2</p> <p>present [2] - 27:11, 42:2</p>	<p>presentation [15] - 12:8, 13:4, 23:7, 42:1, 42:4, 57:10, 80:1, 89:8, 92:2, 101:1, 109:2, 110:7, 138:17, 159:1, 203:13</p> <p>presentations [1] - 40:6</p> <p>presented [6] - 27:10, 41:18, 148:2, 159:1, 219:8, 236:8</p> <p>presenting [1] - 41:18</p> <p>preservation [5] - 99:18, 101:12, 103:2, 112:8</p> <p>preserve [3] - 22:8, 29:11, 37:7</p> <p>preserved [2] - 42:10, 98:4</p> <p>President [2] - 18:4, 18:5</p> <p>Press [1] - 34:13</p> <p>pressure [1] - 208:6</p> <p>Preston [2] - 1:8, 233:4</p> <p>PRESTON [13] - 94:12, 104:14, 109:18, 110:10, 110:18, 142:18, 196:8, 199:7, 200:17, 201:3, 201:7, 219:11, 220:17</p> <p>presumably [6] - 10:18, 12:9, 12:14, 89:5, 89:11, 230:7</p> <p>presume [3] - 166:6, 203:3, 203:7</p> <p>presumed [1] - 11:2</p> <p>pretty [12] - 15:17, 149:6, 170:10, 175:17, 180:16, 187:1, 189:3, 197:1, 199:11, 206:7, 207:12, 242:5</p> <p>prevail [1] - 103:17</p> <p>prevailing [1] - 102:19</p> <p>prevent [2] - 215:19, 229:16</p> <p>previous [1] - 36:4</p> <p>pricing [3] - 208:10, 227:7, 227:8</p> <p>primarily [9] - 44:14, 51:8, 57:11, 90:19, 115:12, 123:5, 179:10, 204:17, 236:14</p> <p>primary [1] - 39:1</p> <p>prime [1] - 144:8</p>
---	--	--	--	---

<p>principal [1] - 246:17 principally [1] - 126:4 principle [1] - 29:10 principles [12] - 23:6, 23:9, 28:5, 28:13, 39:16, 53:11, 103:6, 103:13, 112:4, 116:3, 118:9, 135:14 printer [1] - 242:2 priorities [1] - 75:13 priority [1] - 30:6 private [3] - 32:16, 163:16, 202:6 problem [9] - 104:13, 148:3, 153:5, 168:11, 172:6, 202:14, 208:3, 209:12, 209:17 problems [3] - 162:12, 225:15 procedural [1] - 200:18 procedurally [3] - 19:1, 164:14, 201:8 procedure [2] - 8:18, 94:15 proceed [6] - 8:12, 88:16, 154:13, 155:1, 223:11, 231:13 proceedings [1] - 258:7 process [44] - 9:7, 12:15, 13:12, 14:5, 15:14, 17:11, 17:12, 18:8, 22:4, 24:8, 24:11, 25:9, 26:2, 26:16, 27:6, 30:2, 30:5, 33:15, 33:17, 38:6, 40:7, 51:11, 63:9, 69:14, 75:15, 76:7, 77:4, 77:13, 80:15, 87:15, 87:19, 89:1, 90:11, 94:3, 107:6, 109:19, 156:7, 161:13, 191:19, 192:4, 193:11, 200:7, 207:1, 254:1 profession [1] - 142:3 professional [1] - 205:2 profile [3] - 46:13, 50:4, 248:16 profiles [1] - 53:6 profitable [1] - 104:10 program [1] - 120:12 programming [8] - 21:19, 22:5, 23:17, 31:9, 40:6, 62:18,</p>	<p>194:1, 194:19 programs [2] - 40:13, 63:14 progress [1] - 59:1 project [44] - 2:11, 6:16, 13:10, 18:6, 20:16, 23:11, 25:16, 26:17, 27:10, 32:12, 34:14, 35:12, 35:14, 37:16, 39:3, 40:12, 58:2, 58:13, 62:10, 69:2, 69:11, 69:18, 71:12, 73:3, 73:15, 75:1, 80:12, 90:18, 106:1, 108:18, 111:17, 133:8, 134:10, 135:13, 136:15, 155:5, 157:18, 158:12, 164:6, 168:1, 172:3, 172:10, 198:15, 235:18 Project [3] - 3:8, 8:17, 237:2 projects [14] - 7:5, 40:10, 42:7, 69:4, 86:18, 108:18, 153:18, 157:19, 163:6, 165:2, 172:4, 196:19, 197:3, 199:14 prominence [1] - 86:4 promise [1] - 256:10 promising [1] - 106:12 promoting [1] - 195:17 promptly [1] - 233:1 propel [1] - 33:13 Properties [1] - 92:7 properties [1] - 88:17 property [1] - 13:17 proponent [3] - 219:3, 224:1, 246:18 proponents [1] - 196:3 proportion [1] - 30:7 Proposal [1] - 8:14 proposal [24] - 2:12, 9:1, 9:2, 10:11, 10:16, 15:10, 24:10, 28:11, 28:14, 30:1, 30:11, 32:4, 36:10, 38:10, 66:12, 68:14, 78:13, 89:18, 119:14, 129:3, 131:4, 207:3, 222:19, 247:2 proposals [4] - 8:2, 10:12, 12:6, 89:14 propose [2] - 123:16,</p>	<p>188:3 proposed [23] - 3:17, 8:9, 11:5, 12:3, 23:14, 39:3, 39:10, 119:3, 120:11, 120:17, 120:18, 124:9, 124:14, 126:15, 159:4, 186:15, 188:13, 233:10, 234:7, 236:10, 237:4, 238:8, 240:10 proposing [7] - 2:10, 3:8, 74:17, 123:11, 165:17, 237:14, 239:15 protect [1] - 128:19 protection [2] - 84:16, 86:15 protocol [1] - 101:17 proud [2] - 32:10, 78:8 Proven [1] - 33:7 provide [9] - 29:6, 61:3, 63:5, 123:12, 145:16, 209:16, 237:9, 237:18, 237:19 provided [2] - 134:4, 238:6 provides [4] - 30:7, 116:10, 220:2, 253:1 providing [5] - 74:5, 74:11, 136:10, 136:18, 209:8 provision [1] - 208:6 provisions [1] - 123:14 Provost [2] - 18:5, 18:11 proximity [1] - 33:5 PTDM [3] - 73:3, 73:4, 73:12 Public [2] - 258:5, 258:12 PUBLIC [1] - 2:5 public [79] - 2:17, 3:3, 3:11, 3:13, 9:16, 9:18, 16:2, 17:18, 19:16, 21:16, 23:8, 24:7, 24:19, 25:15, 26:9, 26:18, 30:18, 30:19, 31:9, 32:7, 32:16, 40:3, 47:1, 47:10, 48:14, 50:1, 51:4, 51:9, 55:4, 55:6, 55:7, 55:19, 60:5, 63:5, 64:1, 76:10, 82:6, 82:15, 83:18, 86:4, 89:3,</p>	<p>89:4, 89:9, 89:17, 90:11, 92:8, 92:9, 94:16, 102:8, 102:9, 104:11, 110:13, 111:3, 112:6, 137:12, 138:9, 141:12, 147:9, 147:16, 148:8, 150:11, 150:12, 152:8, 156:13, 158:16, 163:3, 164:16, 165:9, 170:15, 175:17, 190:4, 190:9, 197:15, 202:6, 203:11, 207:17, 220:5, 220:6 publicly [1] - 120:5 PUD [23] - 5:9, 6:8, 7:17, 8:11, 8:14, 8:18, 14:4, 19:5, 26:11, 34:18, 37:18, 41:16, 49:9, 58:6, 63:12, 74:11, 111:10, 114:12, 114:13, 119:17, 136:5, 219:17 PUDs [1] - 11:7 pull [1] - 150:11 pulls [1] - 14:5 pulse [2] - 65:12, 65:13 pure [1] - 173:7 purely [1] - 173:15 purposes [2] - 102:17, 103:19 pursuant [6] - 2:10, 2:17, 3:7, 3:11, 7:17, 8:13 pursued [1] - 195:12 pursuing [5] - 35:17, 69:16, 70:5, 71:1, 209:5 push [2] - 42:13, 192:4 pushed [1] - 36:19 put [25] - 13:6, 14:12, 19:6, 23:5, 38:19, 67:16, 92:4, 94:7, 94:8, 97:17, 106:3, 163:2, 165:11, 171:15, 171:16, 176:4, 181:2, 189:10, 189:18, 230:4, 238:14, 242:4, 243:15, 244:11, 244:13 putting [2] - 208:5, 238:16</p>	<p style="text-align: center;">Q</p> <hr/> <p>quality [8] - 47:9, 49:4, 55:4, 82:14, 117:5, 179:8, 220:3 questions [22] - 12:10, 78:18, 79:13, 88:8, 89:7, 89:14, 89:15, 98:1, 108:17, 138:8, 150:6, 154:18, 159:15, 164:11, 166:3, 168:16, 175:9, 175:19, 177:5, 186:13, 196:9, 207:5 quick [8] - 50:14, 100:11, 119:12, 132:6, 143:4, 159:14, 174:18, 202:12 quickly [3] - 44:6, 106:9, 116:11 quite [13] - 10:12, 10:13, 29:14, 31:15, 42:6, 58:10, 84:4, 85:2, 86:17, 102:4, 105:17, 179:11, 255:8 quote/unquote [3] - 99:13, 108:2, 167:6</p> <hr/> <p style="text-align: center;">R</p> <hr/> <p>R&D [5] - 21:1, 33:18, 36:10, 44:3, 73:16 rack [1] - 97:18 radiator [1] - 249:3 Rafael [1] - 18:5 rain [2] - 11:19, 107:11 rainwater [1] - 70:12 raise [3] - 80:10, 165:12 raised [3] - 12:19, 165:9, 210:15 Raising [3] - 222:9, 232:15, 250:6 ramp [1] - 181:16 range [3] - 63:16, 134:4, 171:17 Rasmussen [1] - 92:19 rate [4] - 30:12, 116:12, 153:9, 226:13 rather [6] - 40:7, 50:3, 102:4, 119:3, 173:14, 188:5 ratio [2] - 120:7, 134:3</p>
---	--	---	--	---

<p>re [1] - 107:10 re-excavating [1] - 107:10 reach [1] - 54:4 reached [1] - 58:7 reaching [1] - 18:7 react [1] - 141:17 reaction [1] - 189:19 read [8] - 155:19, 156:1, 156:18, 166:9, 197:18, 228:19, 253:9, 257:15 reading [2] - 197:13, 257:6 ready [1] - 218:5 real [7] - 20:16, 68:7, 101:2, 103:8, 159:14, 168:12, 200:4 Real [3] - 18:10, 18:13, 111:13 realistic [2] - 81:7, 217:8 realize [2] - 11:17, 191:14 realized [1] - 235:8 really [96] - 7:2, 11:18, 12:8, 14:5, 15:9, 15:19, 16:5, 17:9, 17:12, 18:1, 19:12, 39:19, 48:13, 50:16, 51:4, 51:13, 62:6, 63:15, 66:4, 66:14, 68:3, 81:1, 81:15, 82:5, 83:2, 83:6, 83:8, 83:15, 83:17, 84:6, 84:11, 84:14, 84:17, 85:6, 85:8, 86:16, 93:18, 95:18, 99:3, 99:7, 99:10, 104:8, 112:15, 113:2, 117:3, 117:4, 117:16, 118:9, 120:19, 121:6, 121:10, 121:14, 122:10, 130:1, 136:12, 136:13, 136:14, 136:17, 137:5, 137:6, 141:16, 148:3, 148:6, 149:3, 150:3, 150:10, 158:18, 159:7, 169:15, 178:11, 180:2, 180:7, 186:1, 189:18, 190:17, 193:3, 194:13, 195:1, 197:11, 197:19, 199:11, 208:1, 209:5, 209:11, 210:11,</p>	<p>211:15, 212:6, 214:13, 217:3, 219:7, 234:10, 237:18, 250:11, 251:17, 253:16 realm [21] - 21:16, 30:18, 30:19, 40:3, 47:1, 48:15, 50:1, 51:5, 51:9, 55:19, 76:10, 83:18, 86:5, 112:7, 137:7, 137:12, 139:1, 158:16, 170:15, 203:11, 204:7 rear [6] - 4:8, 4:10, 252:4, 254:5, 254:16, 255:8 reason [3] - 146:9, 172:8, 257:7 REASON [6] - 257:9, 257:10, 257:11, 257:12, 257:13, 257:14 reasons [1] - 90:19 receive [3] - 104:19, 175:15, 218:8 received [10] - 12:6, 12:11, 34:3, 79:16, 80:8, 156:2, 156:15, 230:6, 251:9, 251:16 receives [1] - 22:5 receiving [1] - 70:8 recent [1] - 44:14 recess [2] - 88:18, 233:3 recognition [1] - 34:3 recognize [1] - 30:10 recognizing [2] - 13:15, 29:15 recommendation [7] - 32:10, 140:19, 248:12, 248:14, 249:9, 249:13, 253:13 recommendations [1] - 138:5 recommended [2] - 8:8, 147:9 recommending [1] - 248:7 reconstructing [1] - 72:6 reconstructions [1] - 106:18 record [8] - 18:3, 105:15, 106:3, 111:12, 228:3, 228:7, 257:17, 258:7 RECORD [1] - 1:18</p>	<p>recreating [1] - 31:11 recurring [1] - 16:12 recuse [1] - 235:8 Red [27] - 56:10, 93:18, 106:15, 126:15, 137:8, 139:4, 144:13, 157:16, 158:5, 162:12, 166:11, 167:8, 167:11, 167:13, 168:2, 168:8, 169:1, 169:16, 170:3, 171:11, 171:19, 174:19, 191:17, 198:2, 207:13, 216:17, 216:18 red [5] - 37:17, 200:12, 205:16, 237:14, 237:16 redevelop [1] - 66:10 Redevelopment [1] - 92:6 redo [1] - 135:6 reduce [3] - 48:18, 119:1, 138:3 reduced [5] - 32:6, 49:13, 127:4, 128:3, 128:9 reduction [3] - 70:3, 70:13, 70:15 refer [1] - 41:1 reference [2] - 238:15, 240:2 referenced [1] - 14:3 referred [4] - 105:4, 158:14, 160:2, 174:2 referring [1] - 96:18 refined [1] - 196:13 reflect [5] - 28:14, 42:11, 67:10, 180:11, 255:4 reflected [1] - 180:12 reflection [1] - 53:10 reflects [1] - 46:11 refocussed [1] - 131:5 regard [17] - 11:7, 11:8, 58:4, 85:5, 111:5, 111:10, 126:7, 137:4, 186:9, 221:11, 224:6, 224:11, 224:14, 224:15, 228:15, 229:2, 231:16 regarding [3] - 86:1, 111:2, 186:14 regime [1] - 39:7 region [1] - 205:6 regional [5] - 174:1,</p>	<p>204:16, 204:18, 205:7, 205:11 regs [1] - 253:9 regular [1] - 245:17 regulations [2] - 192:18, 214:9 Regulations [1] - 7:18 Reif [1] - 18:5 reinvent [1] - 48:8 reiterate [1] - 222:16 relate [5] - 5:16, 57:13, 57:19, 136:5, 137:3 related [5] - 64:16, 64:17, 160:13, 207:6, 240:15 relates [7] - 85:17, 137:8, 137:11, 144:12, 150:15, 236:14, 246:8 relating [1] - 221:8 Relations [2] - 18:15, 24:5 relationship [1] - 116:5 relationships [2] - 86:19, 197:1 relative [2] - 129:16, 226:11 relatively [1] - 168:19 relevant [2] - 101:13, 129:17 reliability [1] - 168:6 reliable [1] - 207:16 reliably [2] - 167:14, 168:3 reliant [1] - 186:6 relief [4] - 92:8, 140:17, 254:15, 255:2 relocate [1] - 21:7 remain [1] - 229:11 remained [1] - 151:8 remaining [2] - 128:7, 128:11 remarkably [1] - 143:7 remarks [1] - 146:17 remember [1] - 122:16 remembering [1] - 175:3 remind [2] - 111:18, 144:16 reminded [3] - 97:10, 105:5, 188:12 reminder [1] - 37:10 reminding [1] - 13:9 reminds [1] - 152:18 rendering [3] - 121:13, 236:10</p>	<p>renderings [7] - 184:10, 194:5, 194:8, 212:2, 212:11, 238:4, 240:2 renewal [1] - 102:15 renovation [1] - 75:11 renters [1] - 153:10 rents [1] - 208:19 reopen [2] - 110:8, 110:14 repeat [1] - 121:11 replaced [1] - 242:9 replacement [5] - 73:18, 74:4, 87:17, 168:9, 229:18 replacing [2] - 45:17, 133:19 report [2] - 90:16, 91:14 Reporter [2] - 258:5, 258:12 REPORTER [1] - 258:17 REPORTERS [1] - 1:17 repositioned [1] - 66:13 repositioning [1] - 31:12 represent [2] - 78:9, 183:6 representatives [1] - 63:6 represents [8] - 30:15, 34:8, 36:17, 37:18, 51:19, 78:3, 120:1, 184:4 REPRODUCTION [1] - 258:16 republic [1] - 102:5 reputation [1] - 157:5 request [6] - 57:17, 78:17, 89:2, 234:14, 238:18, 251:2 requested [3] - 144:15, 251:3, 255:4 require [4] - 34:19, 35:16, 76:16, 115:7 required [7] - 2:17, 3:3, 3:11, 3:13, 30:17, 103:5, 119:15 requirement [3] - 11:4, 15:7, 15:11 requirements [9] - 39:7, 69:3, 71:3, 82:1, 118:5, 118:6, 120:3, 133:4, 231:3 requires [1] - 8:18</p>
---	--	---	--	--

<p>research [8] - 2:15, 23:2, 29:15, 33:1, 33:4, 33:11, 47:13, 62:5</p> <p>resent [1] - 99:11</p> <p>residence [1] - 205:3</p> <p>residential [26] - 3:9, 6:13, 16:16, 20:12, 21:1, 21:15, 44:4, 50:3, 62:4, 76:17, 118:1, 119:10, 134:2, 145:10, 146:17, 173:6, 173:8, 188:19, 197:2, 208:6, 208:8, 208:15, 208:17, 226:10, 226:11</p> <p>residents [10] - 20:17, 28:16, 29:7, 32:15, 35:3, 35:9, 38:7, 38:13, 67:12, 78:6</p> <p>resolved [1] - 234:4</p> <p>resource [1] - 74:2</p> <p>respect [8] - 36:1, 42:8, 45:2, 49:18, 84:16, 115:13, 209:14, 232:8</p> <p>RESPECT [1] - 258:16</p> <p>respectfully [1] - 78:16</p> <p>respects [1] - 207:2</p> <p>respond [1] - 105:14</p> <p>Response [5] - 88:10, 108:10, 154:11, 175:10, 223:14</p> <p>responsibility [1] - 157:13</p> <p>responsible [1] - 180:3</p> <p>rest [6] - 46:16, 144:7, 144:10, 199:3, 245:15, 245:18</p> <p>restaurants [2] - 54:16, 117:9</p> <p>resubmit [1] - 94:18</p> <p>result [1] - 13:12</p> <p>resulted [2] - 5:11, 173:4</p> <p>results [3] - 6:4, 138:4, 140:10</p> <p>retail [57] - 2:15, 3:9, 6:12, 16:14, 16:16, 16:18, 17:6, 21:2, 23:17, 29:5, 31:8, 31:9, 31:13, 44:9, 45:11, 54:16, 59:13, 62:5, 63:4, 64:13, 64:14, 65:16, 65:18, 66:11, 66:14, 66:16, 67:1, 67:5, 68:10,</p>	<p>73:16, 75:12, 83:11, 83:13, 101:5, 104:1, 104:2, 116:13, 116:18, 117:10, 119:8, 120:13, 121:5, 121:16, 121:17, 122:1, 122:2, 124:12, 129:1, 129:4, 131:2, 132:1, 136:16, 136:17, 177:11, 195:2, 195:3, 197:3</p> <p>retained [1] - 88:5</p> <p>retention [2] - 86:14, 137:1</p> <p>return [1] - 57:1</p> <p>returning [1] - 6:15</p> <p>reuse [2] - 70:6, 70:8</p> <p>revenue [1] - 170:14</p> <p>review [14] - 2:11, 3:16, 9:1, 11:6, 73:4, 77:15, 77:17, 87:19, 101:16, 101:19, 102:2, 233:9, 233:18, 253:19</p> <p>Review [2] - 3:8, 8:17</p> <p>reviewed [1] - 252:8</p> <p>reviewing [4] - 10:14, 10:19, 23:8, 88:2</p> <p>revised [1] - 246:19</p> <p>rezone [1] - 8:10</p> <p>rezoning [5] - 5:10, 6:1, 6:4, 13:14, 17:11</p> <p>rhetorical [2] - 172:14, 173:3</p> <p>rhythm [2] - 152:10, 152:15</p> <p>rich [4] - 195:18, 227:11, 228:4, 228:7</p> <p>ride [1] - 139:3</p> <p>Ride [1] - 167:5</p> <p>rider [1] - 139:5</p> <p>ridge [1] - 184:8</p> <p>rigorous [1] - 40:8</p> <p>rise [2] - 142:11, 189:13</p> <p>river [5] - 16:7, 39:9, 60:14, 60:17, 161:16</p> <p>River [4] - 31:11, 55:14, 70:13, 130:17</p> <p>riverside [2] - 123:3, 125:2</p> <p>road [4] - 115:13, 142:3, 142:9, 188:4</p> <p>roadways [3] - 160:5, 173:19, 187:15</p>	<p>Roberts [1] - 79:17</p> <p>robots [1] - 64:19</p> <p>robust [2] - 14:5, 72:19</p> <p>rocket [1] - 169:5</p> <p>Roger [1] - 245:1</p> <p>role [2] - 163:15, 163:18</p> <p>rolled [1] - 14:3</p> <p>roof [5] - 119:8, 124:11, 152:11, 213:11, 249:4</p> <p>room [2] - 31:4, 100:13</p> <p>Room [1] - 1:6</p> <p>roots [1] - 37:11</p> <p>Rossiter [1] - 73:10</p> <p>roughly [1] - 181:17</p> <p>round [1] - 25:3</p> <p>Route [8] - 236:14, 237:5, 237:17, 238:7, 239:8, 240:18, 241:2, 250:11</p> <p>routes [1] - 56:17</p> <p>row [3] - 45:5, 45:9, 46:10</p> <p>RUIZ [1] - 17:16</p> <p>Ruiz [1] - 18:3</p> <p>runoff [2] - 70:10, 70:13</p> <p>runs [1] - 130:2</p> <p>RUSSELL [31] - 109:1, 109:8, 109:14, 155:2, 155:18, 176:2, 178:9, 179:4, 180:1, 181:13, 182:5, 225:2, 225:12, 226:15, 227:5, 227:17, 234:13, 235:11, 245:1, 247:15, 247:19, 249:8, 249:16, 250:14, 251:3, 251:19, 252:7, 252:15, 253:5, 253:9, 253:19</p> <p>Russell [2] - 1:9, 144:17</p> <p>rusty [1] - 240:7</p> <p>RWDI [4] - 52:4, 52:5, 53:2, 126:1</p>	<p>198:18, 220:4</p> <p>salmon [1] - 240:7</p> <p>Salvucci [2] - 103:16, 147:11</p> <p>SAME [1] - 258:16</p> <p>Sancta [1] - 254:9</p> <p>Santiago [1] - 147:13</p> <p>SANZONE [1] - 106:7</p> <p>Sanzone [2] - 106:7, 106:8</p> <p>SARAH [1] - 24:3</p> <p>Sarah [5] - 18:14, 24:2, 24:4, 28:8, 28:9</p> <p>SARKIS [2] - 39:17, 58:10</p> <p>Sarkis [3] - 18:12, 39:14, 116:1</p> <p>sat [1] - 169:15</p> <p>satisfied [1] - 229:18</p> <p>SAUL [1] - 105:12</p> <p>Saul [1] - 105:12</p> <p>saved [1] - 99:13</p> <p>savings [1] - 70:15</p> <p>saw [4] - 102:6, 120:14, 194:8, 212:10</p> <p>scale [8] - 42:11, 69:9, 85:19, 103:3, 137:4, 141:5, 226:12, 243:15</p> <p>scaled [1] - 86:3</p> <p>scaling [1] - 237:9</p> <p>scary [2] - 190:11, 213:6</p> <p>scenario [1] - 238:12</p> <p>schedule [3] - 23:19, 77:2, 140:5</p> <p>scheduled [1] - 134:9</p> <p>scheme [1] - 181:7</p> <p>schemes [1] - 26:17</p> <p>Schmidt [1] - 18:6</p> <p>school [1] - 60:8</p> <p>School [10] - 18:12, 26:13, 39:14, 41:4, 44:12, 56:8, 60:3, 66:18, 126:17, 130:9</p> <p>science [3] - 47:13, 64:2, 169:5</p> <p>scientific [2] - 142:5, 204:3</p> <p>scope [3] - 91:11, 157:11, 191:15</p> <p>score [1] - 143:4</p> <p>screen [5] - 234:2, 237:7, 240:19, 243:8, 244:1</p> <p>screened [2] - 212:8, 213:13</p> <p>screening [6] -</p>	<p>236:16, 239:18, 242:16, 243:1, 247:3, 247:5</p> <p>se [1] - 186:13</p> <p>Seafood [1] - 66:17</p> <p>seamless [1] - 113:11</p> <p>seated [1] - 233:5</p> <p>Second [1] - 1:6</p> <p>second [20] - 3:3, 3:13, 9:16, 42:1, 52:1, 56:3, 94:4, 101:8, 120:16, 143:18, 147:8, 188:14, 191:16, 222:8, 232:1, 232:2, 232:11, 232:12, 250:3</p> <p>secondly [2] - 48:8, 118:17</p> <p>seconds [3] - 177:13, 177:16</p> <p>Section [6] - 2:10, 2:11, 2:17, 3:7, 3:7, 3:11</p> <p>section [4] - 81:12, 111:17, 225:4, 225:12</p> <p>see [85] - 13:1, 19:17, 23:6, 24:13, 27:18, 41:1, 43:1, 46:13, 50:9, 50:15, 51:2, 51:14, 51:17, 54:7, 54:11, 55:14, 66:1, 66:2, 66:8, 66:9, 69:11, 80:16, 81:18, 83:10, 92:18, 92:19, 96:12, 101:2, 101:6, 110:15, 112:14, 113:6, 119:2, 119:6, 124:1, 124:4, 125:1, 125:5, 125:11, 128:14, 131:7, 144:11, 149:4, 152:10, 159:5, 159:14, 165:5, 166:19, 171:19, 176:9, 176:10, 179:6, 182:15, 183:11, 184:11, 184:14, 185:7, 186:12, 187:16, 188:10, 189:12, 189:13, 190:6, 196:4, 199:12, 201:19, 202:1, 202:2, 202:3, 206:4, 211:4, 211:12, 213:8, 213:12, 214:14, 215:5, 216:11, 225:3, 236:2, 237:11, 237:16, 238:3,</p>
S				
		<p>S-a-n-z-o-n-e [1] - 106:9</p> <p>safer [1] - 198:19</p> <p>safety [5] - 193:17, 194:2, 198:9,</p>		

<p>239:15, 241:3, 245:18</p> <p>seeing [7] - 80:12, 80:14, 185:4, 205:16, 212:3, 231:6, 232:18</p> <p>seeking [3] - 7:16, 29:5, 30:19</p> <p>seem [2] - 182:8, 191:11</p> <p>select [1] - 93:13</p> <p>selection [2] - 26:16, 40:7</p> <p>send [1] - 230:19</p> <p>sense [14] - 39:11, 69:10, 79:9, 121:2, 134:12, 134:19, 139:7, 155:15, 170:4, 172:15, 177:1, 193:2, 193:12, 203:18</p> <p>senses [1] - 41:13</p> <p>sensitive [1] - 33:15</p> <p>sensitively [1] - 82:11</p> <p>sensors [1] - 42:15</p> <p>sent [2] - 91:3, 228:11</p> <p>separate [6] - 8:2, 57:8, 58:3, 114:12, 139:11</p> <p>separated [1] - 115:11</p> <p>separately [1] - 221:19</p> <p>separating [1] - 53:14</p> <p>separation [1] - 85:13</p> <p>September [8] - 1:4, 4:3, 5:17, 7:9, 7:14, 51:6, 124:19, 258:9</p> <p>sequence [3] - 75:3, 76:9, 77:1</p> <p>series [3] - 14:1, 240:8, 241:7</p> <p>seriously [1] - 113:15</p> <p>serve [4] - 73:16, 167:15, 167:16, 169:18</p> <p>served [1] - 253:10</p> <p>serves [4] - 16:17, 16:19, 37:10, 117:1</p> <p>service [6] - 73:1, 167:1, 167:5, 170:3, 177:9, 195:3</p> <p>session [1] - 236:9</p> <p>sessions [1] - 25:1</p> <p>set [8] - 43:19, 45:1, 49:18, 50:8, 53:8, 251:12, 258:6, 258:8</p> <p>setback [5] - 4:9, 118:6, 252:6, 254:15, 255:2</p>	<p>setbacks [3] - 56:1, 118:4, 152:14</p> <p>setting [3] - 50:13, 51:19, 237:19</p> <p>settle [1] - 227:15</p> <p>seven [4] - 24:18, 77:6, 166:8, 174:19</p> <p>several [4] - 40:5, 107:19, 132:17, 206:9</p> <p>shade [2] - 96:1, 96:3</p> <p>shaded [4] - 45:4, 61:8, 63:17, 178:8</p> <p>shading [2] - 197:8, 197:13</p> <p>shadow [24] - 48:19, 49:6, 49:13, 50:1, 50:5, 50:10, 82:17, 96:2, 123:1, 123:4, 123:5, 123:18, 124:3, 124:10, 125:5, 125:7, 125:8, 136:9, 139:12, 142:9, 143:10, 145:8, 231:1, 231:4</p> <p>shadows [16] - 49:5, 49:14, 50:17, 51:1, 51:14, 95:6, 95:18, 118:18, 122:19, 123:6, 123:7, 123:9, 124:5, 125:14, 144:18</p> <p>shame [1] - 216:6</p> <p>shape [3] - 19:18, 26:17, 80:17</p> <p>shaped [1] - 19:12</p> <p>share [2] - 26:8, 39:2</p> <p>shared [6] - 36:1, 41:6, 71:7, 114:17, 190:15, 197:9</p> <p>sharing [4] - 26:6, 114:19, 115:1</p> <p>shave [1] - 118:18</p> <p>SHEET [1] - 257:1</p> <p>sheet [3] - 90:13, 90:17, 257:7</p> <p>Sheet [2] - 257:3, 257:7</p> <p>shift [1] - 32:5</p> <p>shingled [1] - 255:13</p> <p>shops [1] - 117:10</p> <p>short [6] - 5:7, 51:18, 74:7, 88:18, 134:5, 233:3</p> <p>shortchange [1] - 199:15</p> <p>Shorthand [2] - 258:5, 258:12</p> <p>shot [2] - 35:5, 99:10</p> <p>shoulder [1] - 252:1</p> <p>show [4] - 49:7,</p>	<p>50:16, 122:19, 232:5</p> <p>showing [2] - 19:1, 236:10</p> <p>shown [5] - 50:15, 51:1, 72:7, 98:9, 239:12</p> <p>shows [6] - 24:11, 26:9, 42:5, 42:6, 66:1, 238:8</p> <p>shrouded [1] - 145:8</p> <p>Shulman [1] - 157:10</p> <p>sic [1] - 97:4</p> <p>side [25] - 20:10, 45:14, 48:5, 71:1, 76:17, 81:3, 83:5, 83:14, 84:11, 114:19, 117:7, 117:12, 131:2, 132:3, 132:11, 132:13, 133:9, 157:12, 163:3, 164:4, 164:9, 167:11, 182:14, 200:3, 239:8</p> <p>sided [4] - 117:11, 121:18, 122:2, 136:17</p> <p>sides [6] - 21:16, 48:6, 53:19, 104:5, 122:4, 187:15</p> <p>sidewalk [2] - 48:12, 48:14</p> <p>sidewalks [4] - 48:8, 48:9, 54:17, 217:19</p> <p>sideways [1] - 43:15</p> <p>Sign [1] - 257:7</p> <p>sign [2] - 90:16, 90:17</p> <p>sign-up [1] - 90:17</p> <p>signal [1] - 168:14</p> <p>SIGNATURE [1] - 257:1</p> <p>significance [1] - 37:15</p> <p>significant [16] - 15:6, 49:3, 74:5, 87:14, 102:11, 102:13, 106:15, 119:3, 119:8, 128:18, 129:19, 130:2, 134:5, 208:12, 211:2, 254:1</p> <p>significantly [5] - 30:16, 70:10, 70:19, 120:4, 134:1</p> <p>Simha [1] - 102:17</p> <p>similar [6] - 107:14, 129:15, 135:4, 192:9, 192:19, 232:8</p> <p>similarities [1] - 67:13</p>	<p>similarly [1] - 197:6</p> <p>simple [4] - 55:8, 118:10, 126:19, 166:4</p> <p>simply [4] - 57:17, 125:18, 127:6, 127:7</p> <p>sims [1] - 247:1</p> <p>simulation [1] - 125:19</p> <p>simultaneous [1] - 57:7</p> <p>simultaneously [3] - 8:3, 79:5, 164:18</p> <p>sincere [1] - 157:4</p> <p>single [6] - 4:10, 33:3, 74:2, 120:19, 127:10, 254:4</p> <p>single-story [2] - 4:10, 254:4</p> <p>sister [1] - 44:18</p> <p>sit [1] - 164:12</p> <p>site [28] - 6:9, 21:9, 21:10, 21:15, 23:15, 44:7, 70:10, 70:16, 76:18, 82:18, 84:4, 84:8, 98:8, 98:12, 112:12, 112:14, 113:17, 116:9, 117:19, 118:7, 124:4, 137:9, 162:9, 164:6, 176:4, 182:7, 207:9, 220:3</p> <p>sites [2] - 12:2, 40:15</p> <p>siting [2] - 34:11, 115:6</p> <p>sits [1] - 45:3</p> <p>sitting [3] - 73:11, 114:16, 187:1</p> <p>situation [1] - 95:16</p> <p>six [7] - 20:9, 29:2, 40:1, 112:1, 143:3, 176:11, 244:12</p> <p>sixth [1] - 109:3</p> <p>size [4] - 97:18, 183:19, 186:2, 238:13</p> <p>skeptical [1] - 207:12</p> <p>skew [1] - 213:5</p> <p>skin [1] - 180:4</p> <p>skinny [1] - 250:12</p> <p>sky [3] - 152:4, 217:8</p> <p>skyline [7] - 40:19, 43:2, 43:5, 43:6, 149:2, 149:5, 202:3</p> <p>slide [10] - 24:11, 26:9, 39:4, 39:10, 66:1, 94:5, 104:4, 133:14, 174:13, 241:13</p> <p>slides [3] - 36:4,</p>	<p>237:12, 238:2</p> <p>slight [1] - 125:12</p> <p>slightly [2] - 98:15, 119:19</p> <p>sliver [1] - 125:12</p> <p>Sloan [12] - 44:12, 56:8, 60:3, 66:17, 73:10, 126:17, 130:9, 150:9, 178:11, 191:2, 199:3, 199:8</p> <p>Sloan-Rossiter [1] - 73:10</p> <p>small [5] - 33:19, 212:16, 241:11, 243:9, 255:8</p> <p>smaller [4] - 46:11, 46:14, 116:19, 212:17</p> <p>smokestacks [1] - 214:4</p> <p>sobering [1] - 185:6</p> <p>soften [2] - 237:8, 238:19</p> <p>softscapes [1] - 63:19</p> <p>soldiers [1] - 98:9</p> <p>solid [1] - 81:1</p> <p>solution [2] - 164:10, 172:7</p> <p>solutions [2] - 171:18, 209:11</p> <p>solve [2] - 168:10, 225:14</p> <p>SoMa [5] - 2:6, 105:5, 105:7, 133:9, 196:19</p> <p>someone [4] - 144:15, 221:12, 245:11, 250:8</p> <p>someplace [2] - 53:15, 250:14</p> <p>sometime [1] - 232:18</p> <p>sometimes [2] - 147:18, 184:18</p> <p>somewhat [5] - 127:18, 128:5, 160:13, 173:2, 252:9</p> <p>somewhere [2] - 150:2, 150:5</p> <p>soon [3] - 34:7, 148:10, 149:7</p> <p>sorry [7] - 5:3, 6:19, 44:9, 97:3, 119:13, 127:2, 202:1</p> <p>sort [58] - 80:16, 81:15, 81:17, 81:19, 82:8, 83:13, 84:15, 85:9, 85:13, 86:1, 86:4, 86:6, 86:18, 87:16, 92:8, 93:2,</p>
---	---	--	--	---

<p>137:3, 137:10, 137:15, 137:17, 138:2, 138:3, 139:10, 139:11, 162:4, 168:11, 168:16, 173:13, 177:2, 179:7, 179:12, 182:5, 182:6, 183:18, 184:6, 189:19, 191:19, 195:17, 203:12, 204:12, 205:9, 225:12, 233:19, 237:8, 238:9, 238:11, 238:18, 238:19, 239:6, 239:9, 239:15, 239:17, 241:19, 248:13, 248:18, 248:19, 249:3</p> <p>sorts [2] - 14:19, 48:11</p> <p>sought [2] - 32:2, 34:9</p> <p>south [18] - 19:2, 20:9, 41:15, 46:2, 71:11, 79:13, 102:15, 107:15, 110:15, 114:12, 114:15, 114:18, 117:12, 121:12, 129:16, 130:13, 132:11, 176:5</p> <p>South [20] - 2:6, 7:19, 57:6, 57:11, 57:15, 58:4, 89:3, 89:6, 89:17, 108:14, 110:1, 110:5, 110:8, 110:9, 111:2, 145:1, 145:5, 145:7, 145:11, 221:11</p> <p>southwest [1] - 126:3</p> <p>SP [2] - 18:17, 64:13</p> <p>space [98] - 3:10, 20:19, 22:4, 23:16, 29:5, 31:2, 31:8, 31:19, 33:18, 39:12, 44:11, 44:12, 46:4, 54:15, 54:16, 55:1, 55:2, 56:7, 56:8, 58:13, 59:3, 59:7, 59:17, 60:2, 60:3, 60:4, 60:5, 60:12, 61:3, 62:6, 62:12, 62:15, 62:18, 63:4, 63:9, 63:14, 64:8, 64:15, 65:9, 65:11, 66:5, 67:9, 75:12, 76:10, 77:17, 82:7, 83:7, 83:18, 84:5, 84:8, 84:9, 95:19,</p>	<p>107:4, 107:6, 112:13, 113:16, 114:16, 116:18, 120:3, 120:5, 120:6, 124:18, 135:8, 136:13, 150:11, 150:12, 152:4, 152:5, 152:6, 152:9, 163:10, 176:18, 177:2, 177:4, 177:14, 178:2, 178:11, 178:17, 182:14, 183:7, 183:18, 187:7, 190:4, 190:5, 191:5, 193:16, 194:5, 194:19, 198:9, 199:9, 210:10, 225:11, 243:10, 243:14, 248:1</p> <p>spaces [34] - 2:13, 2:14, 16:2, 35:1, 43:16, 55:4, 55:6, 55:7, 55:8, 55:11, 56:7, 63:5, 66:15, 67:18, 73:16, 73:18, 73:19, 74:3, 74:4, 74:7, 74:12, 74:13, 113:19, 114:4, 120:9, 130:13, 130:15, 133:18, 134:1, 134:2, 178:17, 184:15, 190:8, 190:9</p> <p>spear [1] - 142:9</p> <p>spearhead [1] - 62:19</p> <p>spears [1] - 142:3</p> <p>special [5] - 19:4, 73:3, 122:15, 123:14, 201:1</p> <p>Special [12] - 2:11, 3:6, 3:8, 4:4, 4:7, 8:16, 8:17, 19:4, 26:11, 28:6, 200:13, 233:16</p> <p>specific [5] - 52:10, 54:7, 126:9, 128:14, 190:14</p> <p>specifically [8] - 27:3, 48:19, 99:7, 101:7, 116:5, 122:18, 144:14, 163:16</p> <p>specifics [4] - 38:2, 40:14, 42:3, 169:14</p> <p>specimens [1] - 237:15</p> <p>spectacular [1] - 211:16</p> <p>spectrum [1] - 33:2</p> <p>speed [6] - 126:18, 127:2, 127:3, 127:14, 128:10</p>	<p>spell [2] - 90:3, 138:12</p> <p>spelled [1] - 161:10</p> <p>spend [1] - 68:17</p> <p>spent [5] - 32:1, 67:10, 135:11, 202:11, 245:1</p> <p>spill [3] - 54:16, 61:4, 61:6</p> <p>spilling [1] - 62:3</p> <p>spine [1] - 83:3</p> <p>sponsored [1] - 7:7</p> <p>spot [2] - 93:2, 178:10</p> <p>spread [1] - 37:19</p> <p>spring [3] - 26:19, 126:4, 126:6</p> <p>spruce [2] - 238:9, 238:15</p> <p>square [19] - 2:16, 3:9, 21:6, 34:6, 34:7, 36:6, 36:9, 43:16, 44:16, 45:7, 98:15, 119:5, 119:7, 119:15, 119:18, 162:16, 162:17, 173:13</p> <p>Square [86] - 2:11, 3:7, 5:16, 6:7, 13:18, 14:8, 14:14, 14:16, 16:8, 18:1, 19:18, 20:14, 21:4, 21:9, 22:18, 22:19, 24:9, 27:10, 28:18, 29:2, 29:9, 29:17, 31:6, 32:18, 33:6, 33:8, 33:13, 34:1, 37:11, 37:14, 40:4, 41:10, 43:13, 46:16, 47:7, 47:8, 47:15, 50:12, 56:6, 60:14, 61:18, 62:10, 62:13, 67:14, 68:4, 68:12, 78:14, 81:14, 81:19, 82:11, 84:2, 85:12, 86:15, 91:4, 104:6, 107:6, 107:7, 112:16, 116:10, 122:11, 122:16, 134:12, 139:2, 139:3, 139:8, 141:15, 145:14, 146:10, 157:18, 160:5, 160:6, 160:14, 160:15, 162:10, 162:13, 164:7, 166:15, 169:10, 170:5, 170:16, 170:19, 173:16, 183:5, 190:5, 204:14, 206:10</p> <p>square's [1] - 22:7</p>	<p>squeeze [1] - 147:19</p> <p>squeezed [1] - 195:19</p> <p>SS [1] - 258:3</p> <p>staff [12] - 12:11, 19:15, 78:5, 79:17, 81:3, 101:18, 154:17, 155:14, 175:13, 186:6, 229:6, 230:18</p> <p>Staff [1] - 1:13</p> <p>stage [5] - 10:8, 75:3, 86:8, 196:15, 219:5</p> <p>stages [1] - 203:5</p> <p>stake [1] - 72:12</p> <p>stakeholders [3] - 19:13, 28:17, 78:6</p> <p>stand [1] - 189:9</p> <p>standalone [2] - 71:6, 115:6</p> <p>standard [2] - 69:6, 132:8</p> <p>standards [3] - 69:1, 218:11, 220:14</p> <p>standing [3] - 54:5, 115:10, 144:2</p> <p>stands [1] - 169:17</p> <p>start [18] - 13:4, 19:2, 24:18, 28:18, 75:6, 109:9, 112:11, 140:1, 157:4, 175:18, 176:1, 176:7, 184:6, 185:14, 185:18, 220:10, 222:14, 256:7</p> <p>started [9] - 13:10, 14:15, 34:4, 34:6, 97:11, 131:3, 187:3, 215:2</p> <p>starting [3] - 57:9, 75:4, 164:16</p> <p>starts [1] - 208:5</p> <p>startups [2] - 33:16, 33:19</p> <p>state [9] - 64:8, 90:1, 138:11, 157:16, 162:18, 164:1, 169:11, 192:1, 204:10</p> <p>state-of-the-art [1] - 64:8</p> <p>statement [1] - 99:10</p> <p>statement(s) [1] - 257:17</p> <p>station [6] - 46:12, 91:4, 91:6, 181:17, 200:3, 215:13</p> <p>stations [2] - 74:9, 74:10</p> <p>status [2] - 87:8, 157:19</p>	<p>staying [1] - 173:12</p> <p>steel [4] - 108:3, 186:5, 189:2, 189:9</p> <p>stenographer [2] - 90:4, 225:1</p> <p>step [6] - 10:7, 39:8, 86:7, 118:4, 148:14</p> <p>stepping [1] - 152:14</p> <p>steps [6] - 28:3, 77:10, 77:11, 77:19, 94:6, 135:3</p> <p>sterile [2] - 142:10, 142:11</p> <p>STEVE [14] - 28:8, 65:17, 77:8, 79:6, 90:8, 94:14, 111:11, 114:14, 130:19, 134:8, 138:15, 143:1, 143:13, 143:17</p> <p>Steve [26] - 18:9, 28:4, 39:17, 43:3, 47:17, 49:8, 65:15, 68:16, 77:7, 90:7, 90:8, 106:11, 111:12, 116:8, 117:11, 130:18, 134:7, 138:14, 138:15, 144:4, 152:18, 157:9, 160:2, 202:18, 222:6, 253:10</p> <p>Steven [1] - 1:9</p> <p>STEVEN [42] - 155:10, 155:13, 166:4, 168:18, 170:1, 172:12, 179:18, 202:19, 218:10, 218:15, 218:18, 219:14, 220:10, 220:18, 221:13, 221:16, 222:1, 222:4, 222:16, 225:19, 226:5, 229:13, 230:3, 230:13, 231:11, 231:18, 232:7, 242:8, 244:6, 244:11, 244:15, 247:17, 248:3, 248:7, 250:2, 251:14, 252:13, 252:19, 253:11, 253:15, 254:16, 255:3</p> <p>stick [1] - 146:3</p> <p>still [15] - 59:1, 72:2, 85:19, 97:15, 97:16, 98:1, 154:16, 160:1, 161:12, 180:16, 187:5, 229:1, 233:1, 242:5, 244:2</p>
---	---	---	--	---

stop ^[5] - 34:13, 46:7, 135:10, 140:1, 216:17
stopwatches ^[1] - 142:5
storage ^[1] - 129:6
store ^[5] - 17:1, 146:6, 146:8, 153:18
stores ^[1] - 16:18
stories ^[4] - 181:9, 184:7, 184:10, 184:12
storm ^[1] - 70:6
story ^[6] - 4:10, 102:3, 127:12, 133:10, 254:4, 254:13
straight ^[5] - 85:16, 85:17, 168:19, 179:2, 179:3
strange ^[2] - 181:7, 213:2
strategies ^[1] - 69:17
strategy ^[6] - 59:7, 59:17, 60:11, 70:12, 85:7, 118:11
streamlined ^[1] - 248:17
Street ^[134] - 2:6, 2:7, 2:7, 2:8, 2:8, 2:9, 2:9, 4:10, 6:11, 6:16, 7:19, 8:1, 16:11, 19:3, 21:17, 22:10, 31:11, 31:14, 38:9, 39:8, 43:17, 44:9, 46:2, 49:18, 49:19, 50:5, 51:10, 53:12, 55:16, 57:6, 57:9, 57:11, 57:14, 57:16, 57:19, 58:4, 58:5, 59:9, 59:18, 66:5, 66:11, 66:16, 67:5, 71:12, 72:6, 72:7, 79:4, 79:13, 83:3, 83:6, 89:3, 89:6, 89:8, 89:10, 89:18, 90:9, 95:5, 97:8, 98:14, 99:1, 99:3, 100:3, 107:15, 108:14, 108:15, 109:2, 110:1, 110:2, 110:5, 110:7, 110:8, 110:9, 110:13, 110:14, 111:3, 111:5, 111:10, 111:16, 112:12, 113:11, 114:2, 114:12, 114:16, 114:18, 115:5, 116:7, 117:17, 118:13, 121:12, 122:12, 126:16, 129:5, 129:16,

130:8, 130:11, 130:14, 131:4, 131:18, 132:11, 136:11, 138:9, 138:10, 138:16, 140:11, 140:14, 144:3, 151:16, 160:9, 160:10, 161:17, 176:16, 176:18, 177:6, 177:8, 177:9, 177:14, 177:15, 178:15, 181:14, 190:16, 191:9, 202:1, 202:15, 215:12, 221:9, 221:11, 225:4, 231:17, 254:4
street ^[36] - 46:15, 48:9, 50:8, 59:9, 59:14, 76:18, 106:18, 107:5, 107:12, 107:13, 117:11, 117:12, 117:15, 117:16, 118:19, 121:5, 121:6, 121:13, 121:17, 121:18, 121:19, 122:3, 122:4, 122:5, 122:6, 122:7, 122:9, 122:12, 122:14, 130:1, 150:9, 152:2, 178:19, 185:2, 197:9, 252:8
streets ^[13] - 45:5, 48:5, 60:15, 107:3, 107:14, 161:19, 162:1, 162:2, 177:9, 197:7, 197:15, 202:7
streetscape ^[3] - 48:2, 49:4, 137:1
strengthen ^[1] - 20:11
strict ^[1] - 81:19
stringent ^[1] - 70:17
striped ^[1] - 248:19
strolling ^[1] - 54:15
strong ^[4] - 33:1, 33:13, 60:19, 126:5
stronger ^[1] - 127:16
strongly ^[1] - 15:17
struck ^[1] - 206:1
structural ^[3] - 186:4, 189:2, 189:9
structure ^[5] - 124:12, 137:13, 212:15, 234:2, 234:19
structured ^[2] - 137:11, 137:16
structures ^[1] - 82:13
structuring ^[1] -

177:3
Stuart ^[1] - 1:14
STUART ^[1] - 230:16
stuck ^[1] - 256:8
student ^[13] - 2:15, 15:12, 15:15, 21:12, 25:11, 30:4, 30:6, 30:14, 76:2, 173:7, 198:11, 226:17, 227:8
students ^[5] - 29:8, 103:15, 194:16, 198:14, 227:18
studied ^[3] - 125:18, 126:6, 126:18
studies ^[11] - 25:8, 49:6, 50:10, 51:11, 52:3, 123:2, 123:18, 141:1, 183:16, 231:4, 231:5
studios ^[1] - 216:12
study ^[23] - 13:19, 23:4, 25:12, 26:15, 53:1, 72:16, 72:19, 86:12, 91:11, 91:12, 106:12, 128:9, 133:11, 140:8, 140:14, 141:2, 141:3, 167:17, 173:5, 192:11, 200:19
Study ^[6] - 5:16, 6:2, 6:7, 8:7, 32:6, 81:15
stuff ^[8] - 68:6, 114:15, 144:18, 203:10, 204:12, 204:17, 239:4
style ^[2] - 25:7, 206:15
subdistrict ^[2] - 69:9, 71:6
subject ^[1] - 77:2
submission ^[2] - 223:11, 231:14
submit ^[1] - 69:4
submitted ^[3] - 72:17, 73:3, 86:13
subscribe ^[2] - 116:3, 257:16
subscribes ^[1] - 118:10
subsequent ^[2] - 167:18, 203:5
substantially ^[3] - 30:1, 53:5, 184:3
suburban ^[1] - 205:4
subway ^[1] - 147:13
succeed ^[1] - 207:14
succeeded ^[1] - 102:18
success ^[1] - 58:14

successful ^[4] - 31:13, 86:16, 117:8, 190:11
sufficient ^[3] - 166:13, 167:15, 172:8
sufficiently ^[1] - 203:1
Suffolk ^[1] - 37:8
suggest ^[4] - 111:1, 148:3, 221:7, 247:10
suggested ^[2] - 135:7, 159:17
suggesting ^[1] - 169:2
suggestions ^[3] - 108:19, 246:13, 252:16
suite ^[1] - 227:10
Sullivan ^[2] - 27:8, 37:6
summarize ^[2] - 156:10, 159:13
summarizes ^[2] - 87:3, 138:6
summary ^[2] - 65:8, 126:19
summer ^[3] - 73:15, 101:9, 101:17
sun ^[8] - 46:1, 51:3, 51:17, 51:19, 96:3, 124:15, 180:8
sunlight ^[1] - 136:14
super ^[1] - 184:8
supply ^[3] - 71:1, 159:18, 161:3
support ^[7] - 68:11, 78:17, 135:18, 151:2, 162:4, 167:2, 174:16
supportive ^[3] - 105:18, 134:18, 207:3
suppose ^[1] - 183:10
supposed ^[2] - 148:4, 194:7
supposedly ^[1] - 148:6
surface ^[10] - 29:2, 37:19, 40:1, 43:9, 66:4, 74:8, 113:8, 124:2, 133:17, 133:18
surfaces ^[1] - 42:16
surprised ^[3] - 176:10, 183:19, 206:2
surprising ^[1] - 185:11
surround ^[1] - 47:14

surrounded ^[1] - 127:11
surrounding ^[3] - 61:7, 127:9, 128:6
surroundings ^[1] - 59:3
Susan ^[1] - 73:10
Susanne ^[1] - 92:18
sustain ^[1] - 14:13
sustainability ^[11] - 23:18, 35:10, 35:11, 35:18, 38:17, 68:18, 69:1, 69:12, 69:16, 112:8, 132:14
sustainable ^[5] - 61:12, 64:9, 132:9, 163:4, 174:6
Suzannah ^[8] - 1:14, 80:4, 81:9, 88:8, 136:3, 158:14, 233:12, 250:18
SUZANNAH ^[23] - 81:11, 87:9, 88:6, 136:6, 233:14, 234:16, 235:2, 235:6, 246:4, 246:10, 247:10, 248:9, 248:13, 249:5, 250:19, 251:7, 251:16, 252:17, 254:6, 254:12, 255:1, 255:7, 255:19
Swaathi ^[2] - 1:15, 256:7
synergy ^[1] - 204:4
system ^[12] - 70:7, 71:2, 71:9, 91:18, 92:13, 147:13, 148:9, 160:19, 166:11, 168:15, 171:12
systems ^[5] - 36:2, 70:11, 71:7, 71:18

T

table ^[1] - 25:3
talent ^[2] - 204:3, 204:13
talented ^[1] - 203:7
talks ^[1] - 14:11
tall ^[5] - 123:11, 127:10, 143:4, 181:9, 238:17
taller ^[7] - 53:7, 82:9, 82:10, 82:12, 85:11, 127:14, 239:12
tan ^[1] - 240:9
tangible ^[1] - 78:13
tanks ^[1] - 112:17

<p>targeting [1] - 70:14</p> <p>task [3] - 157:18, 169:11, 207:16</p> <p>taught [1] - 180:6</p> <p>tax [1] - 170:14</p> <p>taxes [2] - 36:16, 146:19</p> <p>Taylor [1] - 142:4</p> <p>TDIS [1] - 73:12</p> <p>teaching [1] - 29:16</p> <p>Team [3] - 27:4, 31:16, 113:1</p> <p>team [5] - 22:13, 26:5, 49:16, 87:2, 234:9</p> <p>teams [1] - 40:9</p> <p>tech [2] - 204:4, 204:7</p> <p>technically [1] - 57:7</p> <p>techniques [1] - 132:13</p> <p>technologies [1] - 61:13</p> <p>Technology [1] - 3:4</p> <p>technology [2] - 61:12, 64:9</p> <p>Ted [1] - 155:11</p> <p>ten [7] - 28:13, 35:7, 77:6, 112:4, 135:14, 166:9, 242:7</p> <p>tenant [1] - 120:19</p> <p>tenants [4] - 32:14, 34:19, 68:2, 122:8</p> <p>tentative [1] - 7:4</p> <p>term [5] - 60:6, 74:7, 134:5, 134:6</p> <p>terms [36] - 5:6, 10:15, 15:3, 41:19, 44:15, 45:7, 49:10, 60:6, 69:6, 72:5, 73:6, 74:16, 76:15, 76:19, 86:3, 115:6, 121:4, 129:10, 132:8, 133:5, 133:15, 151:1, 158:10, 158:15, 163:17, 171:12, 173:9, 188:15, 193:18, 194:1, 196:16, 199:17, 219:10, 220:12, 245:13</p> <p>Terrace [1] - 144:9</p> <p>terrible [1] - 142:7</p> <p>terrific [1] - 65:19</p> <p>tested [2] - 52:10, 127:17</p> <p>testing [1] - 138:4</p> <p>tests [1] - 52:7</p> <p>Thacher [3] - 1:11, 189:17, 193:14</p> <p>THACHER [2] - 189:18, 255:9</p>	<p>THE [6] - 1:2, 1:18, 258:15, 258:16, 258:17</p> <p>thematically [1] - 240:4</p> <p>theme [2] - 16:5, 240:14</p> <p>themes [3] - 16:12, 16:19, 17:12</p> <p>THEODORE [127] - 7:13, 57:2, 79:1, 79:8, 79:11, 87:5, 88:1, 88:7, 88:11, 88:19, 95:2, 96:16, 97:3, 100:5, 105:8, 106:4, 108:7, 108:11, 109:12, 109:16, 110:4, 110:12, 111:1, 111:8, 114:9, 136:2, 138:7, 143:12, 143:16, 143:19, 147:2, 148:13, 151:5, 151:13, 154:2, 154:8, 154:12, 155:9, 155:12, 155:17, 156:8, 164:13, 166:2, 174:12, 174:17, 175:8, 175:11, 185:12, 189:17, 192:7, 196:7, 200:9, 201:2, 201:12, 201:17, 202:18, 210:6, 211:8, 211:11, 217:14, 218:3, 218:13, 218:17, 219:1, 219:13, 219:16, 221:2, 221:6, 221:14, 221:18, 222:2, 222:6, 222:10, 222:13, 223:6, 223:15, 224:5, 226:3, 227:3, 227:14, 228:2, 228:5, 228:12, 228:19, 229:10, 231:2, 231:15, 231:19, 232:3, 232:6, 232:10, 232:13, 232:16, 233:6, 234:18, 235:4, 235:10, 235:15, 241:14, 241:19, 245:6, 246:2, 246:5, 247:13, 248:11, 249:2, 249:6, 249:10, 249:14, 249:19, 250:4,</p>	<p>250:7, 250:16, 251:1, 251:5, 252:3, 252:11, 253:3, 253:12, 253:18, 254:3, 254:18, 255:5, 255:13, 255:17, 256:2, 256:10</p> <p>Theodore [1] - 1:8</p> <p>theory [1] - 230:4</p> <p>thereafter [1] - 58:1</p> <p>therefor [1] - 257:7</p> <p>therefore [2] - 58:12, 152:8</p> <p>they've [5] - 40:15, 52:6, 71:13, 78:7, 251:11</p> <p>thi [1] - 158:12</p> <p>thin [1] - 50:3</p> <p>thinking [12] - 24:1, 31:7, 31:17, 35:19, 65:9, 75:6, 107:4, 144:4, 150:14, 183:15, 195:1, 245:2</p> <p>Third [9] - 6:15, 55:16, 55:17, 113:10, 117:17, 130:11, 140:11, 160:9, 191:9</p> <p>third [5] - 45:9, 48:16, 120:16, 147:19, 214:6</p> <p>THIS [1] - 258:15</p> <p>thoughtful [3] - 19:17, 156:3, 185:9</p> <p>thoughtfully [1] - 67:9</p> <p>thoughts [2] - 141:4, 211:19</p> <p>thousands [5] - 166:8, 166:14, 207:7, 207:11, 207:17</p> <p>three [18] - 21:1, 29:18, 37:9, 50:16, 50:18, 51:18, 90:5, 119:9, 120:8, 123:19, 124:16, 125:8, 125:12, 127:12, 138:13, 147:18, 216:10, 246:7</p> <p>three-bedroom [1] - 216:10</p> <p>thrive [1] - 33:19</p> <p>throughout [11] - 21:19, 22:14, 27:5, 28:17, 38:1, 69:1, 69:17, 86:17, 132:2, 216:11, 245:10</p> <p>throw [1] - 153:1</p>	<p>throwing [1] - 107:13</p> <p>tie [3] - 170:4, 170:12, 215:9</p> <p>tied [2] - 16:13, 139:9</p> <p>Tiffany [1] - 1:11</p> <p>TIFFANY [2] - 189:18, 255:9</p> <p>tight [5] - 178:2, 178:10, 199:10, 199:11, 202:16</p> <p>tiny [1] - 225:3</p> <p>TIS [6] - 91:14, 93:15, 166:10, 167:2, 197:19, 200:19</p> <p>tissue [2] - 62:13, 130:15</p> <p>TO [1] - 258:16</p> <p>today [23] - 5:8, 5:12, 30:11, 37:12, 52:16, 66:18, 73:13, 79:19, 80:12, 91:18, 113:4, 117:6, 124:3, 147:11, 165:3, 166:12, 169:13, 169:17, 169:19, 210:4, 220:8, 239:12, 251:17</p> <p>today's [1] - 5:6</p> <p>together [28] - 14:6, 14:10, 28:3, 40:16, 43:8, 43:11, 47:5, 48:11, 53:13, 55:10, 60:18, 61:11, 61:15, 64:11, 64:15, 64:18, 78:7, 130:15, 135:12, 135:16, 152:17, 176:19, 181:2, 181:4, 181:5, 196:18, 197:17, 215:10</p> <p>tokenism [1] - 99:19</p> <p>ton [1] - 145:7</p> <p>tone [1] - 240:13</p> <p>tonight [15] - 8:6, 10:6, 18:8, 19:17, 20:4, 22:2, 23:7, 27:17, 49:8, 84:1, 101:1, 138:17, 144:16, 157:7, 236:13</p> <p>tonight's [2] - 39:2, 103:19</p> <p>took [1] - 26:18</p> <p>top [14] - 36:5, 44:3, 46:9, 124:13, 127:8, 142:12, 177:7, 184:12, 202:2, 214:4, 215:3, 226:6, 240:17, 240:18</p> <p>topic [1] - 5:9</p> <p>torn [2] - 45:18, 171:2</p>	<p>toss [1] - 211:18</p> <p>total [7] - 2:12, 2:14, 91:12, 116:17, 119:5, 119:16, 187:12</p> <p>totally [2] - 152:16, 214:5</p> <p>touch [2] - 70:1, 73:13</p> <p>touched [4] - 131:2, 151:10, 200:11, 218:2</p> <p>tough [2] - 252:8, 252:10</p> <p>touted [1] - 101:11</p> <p>towards [1] - 239:17</p> <p>towards [2] - 36:11, 84:19</p> <p>Tower [1] - 211:3</p> <p>tower [11] - 21:8, 45:18, 53:15, 85:14, 96:7, 98:17, 103:2, 103:3, 117:3, 127:8, 215:3</p> <p>town [1] - 205:10</p> <p>tractor [1] - 202:14</p> <p>trade [1] - 193:7</p> <p>trades [2] - 34:17, 35:9</p> <p>traffic [17] - 72:14, 77:15, 91:16, 99:4, 135:6, 140:8, 140:9, 140:11, 140:13, 140:15, 141:2, 160:3, 187:19, 189:6, 201:12, 210:15, 220:4</p> <p>Traffic [11] - 12:11, 72:18, 73:6, 156:4, 156:15, 157:2, 200:11, 200:19, 201:10, 210:15, 224:8</p> <p>trailers [1] - 202:14</p> <p>train [6] - 91:6, 139:5, 140:4, 147:19, 148:5, 158:8</p> <p>trains [4] - 91:5, 140:1, 147:18, 174:19</p> <p>TRANSCRIPT [1] - 258:16</p> <p>transcript [4] - 257:2, 257:6, 257:15, 257:16</p> <p>Transcript(s) [1] - 2:4</p> <p>transfer [1] - 17:15</p> <p>transform [3] - 14:16, 20:8, 112:1</p> <p>transformation [1] - 82:19</p> <p>transformers [1] -</p>
--	--	--	--	---

<p>117:13 transit ^[41] - 32:7, 32:13, 73:1, 91:2, 91:11, 91:17, 92:13, 93:2, 93:6, 93:11, 93:17, 93:18, 94:7, 94:17, 106:12, 138:17, 138:18, 139:5, 139:15, 139:17, 140:17, 141:3, 156:14, 157:12, 159:8, 162:8, 162:13, 164:4, 166:11, 170:6, 171:13, 171:14, 172:13, 174:3, 197:19, 198:6, 209:11, 210:14, 216:16 Transit ^[1] - 27:14 transit-oriented ^[2] - 32:13, 159:8 transition ^[1] - 7:11 transparency ^[1] - 103:12 transparent ^[1] - 129:7 transportation ^[25] - 23:19, 38:17, 72:14, 72:15, 72:16, 74:17, 92:10, 104:7, 106:10, 107:5, 133:10, 141:9, 147:10, 147:17, 148:8, 151:2, 158:13, 159:10, 160:19, 163:7, 173:14, 174:1, 174:7, 200:14, 207:6 Transportation ^[2] - 91:10, 157:3 treating ^[1] - 57:5 treatment ^[1] - 237:5 tree ^[3] - 239:10, 250:12, 250:13 trees ^[6] - 60:16, 213:4, 238:8, 243:15, 244:2, 244:6 tremendous ^[5] - 39:19, 67:4, 177:1, 180:15, 210:11 tremendously ^[3] - 210:8, 214:5, 216:15 tricks ^[1] - 193:7 tried ^[7] - 37:2, 42:8, 78:10, 112:5, 131:6, 131:13, 202:9 tries ^[1] - 192:17</p>	<p>triggered ^[1] - 13:12 trip ^[1] - 147:12 trips ^[1] - 198:6 trucks ^[2] - 182:13, 189:8 true ^[7] - 65:12, 158:7, 158:9, 196:18, 204:5, 204:7, 258:7 truly ^[7] - 26:3, 60:9, 61:10, 117:15, 117:19, 121:7, 144:11 trust ^[2] - 106:1, 196:11 try ^[13] - 5:7, 32:2, 35:8, 76:12, 132:6, 135:1, 142:14, 157:6, 163:1, 180:10, 181:3, 243:8, 249:18 trying ^[21] - 14:12, 15:3, 31:6, 111:19, 131:10, 145:13, 146:14, 159:2, 164:8, 168:4, 168:5, 190:9, 193:4, 200:6, 214:16, 215:7, 217:5, 217:9, 243:17, 249:17 Tuesday ^[1] - 1:4 tunnel ^[3] - 52:7, 125:19, 138:4 turn ^[12] - 10:4, 24:2, 28:4, 39:13, 40:1, 48:4, 65:15, 77:7, 81:8, 114:5, 130:1, 181:12 turned ^[1] - 43:15 turning ^[4] - 99:6, 241:1, 241:4, 241:9 tweaking ^[1] - 81:2 twelve ^[1] - 50:18 twice ^[1] - 227:11 two ^[36] - 2:12, 2:17, 3:11, 4:7, 7:16, 8:18, 19:4, 19:9, 20:19, 25:9, 27:1, 27:8, 29:10, 43:14, 49:3, 91:15, 92:17, 107:7, 115:11, 121:18, 122:2, 136:17, 141:7, 147:14, 166:18, 170:19, 181:9, 183:1, 188:5, 194:8, 194:10, 236:8, 250:8, 250:17, 252:4 two-family ^[2] - 4:7, 252:4 two-sided ^[3] -</p>	<p>121:18, 122:2, 136:17 tying ^[1] - 176:18 type ^[1] - 159:7 types ^[2] - 163:1, 171:11 typical ^[1] - 102:5</p> <p style="text-align: center;">U</p> <p>ugly ^[3] - 141:11, 144:11, 149:4 ultimately ^[6] - 8:10, 8:15, 10:5, 55:12, 58:3, 131:9 unacceptable ^[1] - 214:5 unanimous ^[2] - 232:6, 232:16 unbuilt ^[1] - 128:4 uncertainty ^[2] - 170:2, 172:12 uncomfortable ^[3] - 54:4, 127:1, 127:3 under ^[8] - 8:16, 8:17, 69:4, 102:15, 178:4, 181:8, 182:12, 182:13 UNDER ^[1] - 258:16 undergraduate ^[1] - 25:11 underground ^[3] - 158:17, 181:3, 181:10 underneath ^[2] - 96:13, 193:16 undersigned ^[1] - 258:5 understood ^[1] - 169:8 understory ^[1] - 237:12 underway ^[1] - 169:12 unexpected ^[1] - 54:7 unfortunately ^[1] - 79:17 unhappy ^[1] - 213:14 union ^[1] - 34:16 unique ^[9] - 20:8, 21:18, 23:1, 26:8, 39:19, 73:2, 91:15, 193:9 uniqueness ^[1] - 40:14 unit ^[2] - 2:11, 2:18 Unit ^[2] - 3:7, 3:12 units ^[19] - 3:9, 30:12, 30:13, 30:14, 30:16, 45:17, 116:11, 116:12, 120:1,</p>	<p>120:10, 121:9, 145:10, 196:5, 216:10, 226:10, 226:11, 226:13, 226:17, 227:4 university ^[1] - 47:11 unless ^[1] - 89:15 UNLESS ^[1] - 258:16 unlock ^[1] - 119:16 unlocking ^[1] - 168:15 unplanned ^[1] - 48:11 unthinkable ^[1] - 140:13 up ^[69] - 5:18, 6:10, 9:14, 10:17, 13:14, 14:4, 14:10, 15:16, 17:1, 24:12, 26:10, 27:3, 33:3, 42:13, 43:16, 44:5, 56:13, 80:17, 84:7, 88:15, 89:11, 89:19, 90:1, 90:17, 93:19, 94:1, 94:13, 95:18, 98:11, 102:1, 104:15, 106:11, 108:16, 113:12, 127:14, 130:3, 131:8, 138:11, 140:5, 140:12, 142:19, 143:2, 151:6, 164:8, 176:4, 176:17, 184:7, 188:18, 189:5, 189:9, 189:10, 192:18, 200:2, 205:8, 206:6, 212:18, 213:15, 215:4, 226:6, 227:19, 242:4, 247:2, 248:2, 253:13, 254:9, 254:10, 254:11 update ^[2] - 234:10, 236:13 Update ^[1] - 2:2 updated ^[1] - 231:4 upgrade ^[2] - 4:5, 207:19 upper ^[2] - 44:15, 212:7 upshot ^[1] - 26:2 urban ^[38] - 21:5, 32:12, 41:12, 41:13, 50:12, 53:6, 53:10, 55:2, 58:12, 58:16, 60:6, 60:10, 63:17, 67:15, 77:14, 79:15, 81:12, 102:15, 112:1, 113:16, 116:3, 116:16, 117:2, 135:5, 136:4, 137:14, 146:8,</p>	<p>158:14, 162:4, 183:16, 190:5, 205:3, 205:5, 218:13, 218:15, 220:14, 223:1, 224:15 useful ^[3] - 48:9, 91:7, 150:12 user ^[1] - 193:16 users ^[2] - 161:6, 162:4 uses ^[11] - 14:19, 20:6, 38:16, 44:3, 48:2, 63:16, 73:17, 107:9, 116:14, 182:17, 199:19 usual ^[1] - 13:8 utilities ^[4] - 77:17, 115:2, 135:8, 220:5 utility ^[1] - 71:5 utilize ^[1] - 188:2</p> <p style="text-align: center;">V</p> <p>valuable ^[1] - 91:19 value ^[1] - 180:5 values ^[1] - 26:6 variables ^[1] - 127:6 Variance ^[2] - 4:10, 254:4 variations ^[1] - 42:18 variety ^[6] - 44:3, 64:1, 66:3, 112:18, 115:2, 161:9 various ^[7] - 11:15, 11:16, 12:2, 16:4, 71:15, 72:11, 215:6 vary ^[1] - 82:2 vast ^[1] - 210:10 vegetation ^[1] - 64:9 vehicle ^[2] - 32:11, 168:9 vehicles ^[2] - 160:13, 168:13 vehicular ^[2] - 160:4, 241:8 vents ^[1] - 249:6 Verizon ^[1] - 4:5 Version ^[5] - 35:14, 69:5, 70:18, 70:19, 132:8 version ^[1] - 69:5 versus ^[1] - 42:14 vetted ^[1] - 27:18 VHB ^[2] - 72:14, 133:10 vibrancy ^[2] - 21:12, 43:19 vibrant ^[10] - 15:5, 20:14, 29:3, 31:3,</p>
---	---	--	--	--

<p>40:3, 41:13, 42:16, 47:11, 65:13, 170:17</p> <p>Vice [2] - 1:8, 18:4</p> <p>view [10] - 159:11, 183:10, 189:19, 211:7, 211:9, 225:10, 225:17, 237:19, 238:7, 239:8</p> <p>viewed [1] - 10:1</p> <p>viewing [1] - 185:19</p> <p>views [6] - 103:2, 201:19, 213:1, 213:6, 236:8, 239:7</p> <p>vinyl [1] - 241:16</p> <p>visible [1] - 214:6</p> <p>vision [5] - 14:10, 14:11, 29:1, 37:3, 184:4</p> <p>visions [1] - 26:7</p> <p>visit [1] - 122:16</p> <p>visitors [3] - 29:8, 32:15, 194:17</p> <p>vital [3] - 58:14, 58:18, 91:7</p> <p>vitality [1] - 113:14</p> <p>Volpe [6] - 6:3, 6:5, 183:15, 184:1, 207:9, 211:3</p> <p>Volpe's [2] - 184:1, 184:4</p> <p>volume [1] - 257:6</p> <p>volumes [5] - 42:12, 42:15, 43:1, 61:9, 140:11</p> <p>vote [7] - 109:15, 218:5, 218:8, 220:19, 221:9, 223:16, 224:4</p> <p>votes [1] - 58:3</p>	<p>walkability [2] - 117:5, 129:11</p> <p>walkable [1] - 130:1</p> <p>walked [2] - 66:6, 66:7</p> <p>walking [4] - 32:7, 54:5, 113:5, 186:16</p> <p>wall [9] - 42:17, 85:16, 85:17, 99:2, 144:12, 152:1, 244:14, 255:13</p> <p>walls [2] - 42:18, 152:3</p> <p>wants [3] - 81:18, 186:10, 186:11</p> <p>washing [1] - 126:8</p> <p>wastelandy [1] - 198:13</p> <p>watch [1] - 139:18</p> <p>water [8] - 31:10, 56:17, 70:3, 70:6, 70:9, 122:13, 125:7, 137:3</p> <p>ways [6] - 48:12, 69:17, 168:7, 168:10, 188:5, 243:11</p> <p>website [2] - 25:15, 156:16</p> <p>weed [1] - 233:2</p> <p>weeks [3] - 7:6, 27:15, 81:6</p> <p>welcome [1] - 7:14</p> <p>welcoming [2] - 20:18, 61:18</p> <p>Wellington [3] - 145:4, 195:7, 227:19</p> <p>Wellington-Harrington [3] - 145:4, 195:7, 227:19</p> <p>west [2] - 123:7, 180:6</p> <p>westbound [2] - 188:4, 239:8</p> <p>WEYANT [12] - 235:16, 235:17, 240:1, 241:16, 242:2, 242:11, 242:15, 242:18, 243:3, 243:7, 244:3, 245:4</p> <p>Weyant [1] - 235:17</p> <p>WHEREOF [1] - 258:8</p> <p>white [2] - 214:15, 248:19</p> <p>whole [10] - 28:10, 92:3, 96:8, 100:1, 113:3, 139:6, 139:12, 158:19,</p>	<p>188:6, 214:16</p> <p>wide [2] - 48:9, 62:11</p> <p>wider [1] - 178:5</p> <p>Williamson [7] - 100:9, 100:15, 104:15, 147:4, 147:6, 148:13, 151:5</p> <p>WILLIAMSON [5] - 100:10, 104:16, 147:5, 148:16, 151:7</p> <p>Williamson's [1] - 158:4</p> <p>WILSON [1] - 105:12</p> <p>Wilson [1] - 105:12</p> <p>wind [33] - 48:19, 49:5, 52:1, 52:3, 52:7, 52:12, 53:4, 53:9, 53:15, 82:17, 86:11, 86:12, 95:6, 95:8, 95:10, 118:19, 125:16, 125:19, 126:18, 127:5, 127:13, 128:9, 128:16, 128:19, 138:1, 138:4, 139:12, 143:11, 231:1, 231:5, 241:17</p> <p>windows [5] - 4:9, 99:15, 143:9, 252:6, 255:14</p> <p>winds [2] - 126:2, 126:4</p> <p>windscreens [1] - 54:9</p> <p>winning [1] - 33:8</p> <p>Wireless [1] - 4:5</p> <p>wireless [1] - 4:5</p> <p>wish [4] - 12:19, 79:3, 79:14, 108:13</p> <p>wishes [7] - 100:8, 105:9, 106:5, 108:8, 147:3, 151:14, 154:9</p> <p>withhold [1] - 107:16</p> <p>WITNESS [1] - 258:8</p> <p>wonder [1] - 182:6</p> <p>wondered [1] - 187:8</p> <p>wonderful [1] - 101:11</p> <p>wondering [4] - 182:9, 182:10, 191:7, 212:16</p> <p>woods [1] - 240:13</p> <p>word [4] - 41:13, 87:6, 102:6, 138:16</p> <p>words [3] - 144:16, 146:6, 238:12</p> <p>workers [1] - 64:5</p>	<p>workforce [5] - 34:14, 112:7, 208:12, 209:15, 226:9</p> <p>works [11] - 150:13, 157:17, 181:18, 192:3, 196:18, 203:9, 220:5, 225:6, 225:7, 227:7, 229:14</p> <p>world [5] - 26:8, 29:4, 33:14, 62:1, 204:11</p> <p>World [1] - 105:6</p> <p>world's [1] - 33:9</p> <p>worried [3] - 187:19, 188:1, 190:7</p> <p>worry [2] - 187:14, 193:15</p> <p>worse [1] - 97:7</p> <p>worst [1] - 51:12</p> <p>worth [1] - 161:11</p> <p>worthy [1] - 206:13</p> <p>wow [1] - 206:6</p> <p>wrap [5] - 94:13, 104:15, 142:19, 143:1, 151:6</p> <p>wrapping [2] - 136:16, 137:15</p> <p>wraps [2] - 83:12, 177:11</p> <p>write [1] - 93:14</p> <p>written [2] - 228:9, 228:13</p> <p>wrote [2] - 91:11, 157:11</p> <p>www.reportersinc.com [1] - 1:19</p>	<p>young [1] - 195:3</p> <p>yourselves [2] - 11:15, 93:13</p>
W				
<p>Wadsworth [15] - 2:7, 2:8, 55:18, 55:19, 130:9, 177:6, 177:8, 177:15, 186:17, 187:8, 188:13, 191:9, 197:10, 202:13, 202:15</p> <p>wait [2] - 147:18, 148:4</p> <p>waited [1] - 158:8</p> <p>Walk [1] - 27:7</p> <p>walk [13] - 11:19, 23:4, 32:16, 38:2, 73:11, 81:9, 114:6, 139:1, 177:13, 179:1, 179:2, 183:1, 236:18</p>	<p>walked [2] - 66:6, 66:7</p> <p>walking [4] - 32:7, 54:5, 113:5, 186:16</p> <p>wall [9] - 42:17, 85:16, 85:17, 99:2, 144:12, 152:1, 244:14, 255:13</p> <p>walls [2] - 42:18, 152:3</p> <p>wants [3] - 81:18, 186:10, 186:11</p> <p>washing [1] - 126:8</p> <p>wastelandy [1] - 198:13</p> <p>watch [1] - 139:18</p> <p>water [8] - 31:10, 56:17, 70:3, 70:6, 70:9, 122:13, 125:7, 137:3</p> <p>ways [6] - 48:12, 69:17, 168:7, 168:10, 188:5, 243:11</p> <p>website [2] - 25:15, 156:16</p> <p>weed [1] - 233:2</p> <p>weeks [3] - 7:6, 27:15, 81:6</p> <p>welcome [1] - 7:14</p> <p>welcoming [2] - 20:18, 61:18</p> <p>Wellington [3] - 145:4, 195:7, 227:19</p> <p>Wellington-Harrington [3] - 145:4, 195:7, 227:19</p> <p>west [2] - 123:7, 180:6</p> <p>westbound [2] - 188:4, 239:8</p> <p>WEYANT [12] - 235:16, 235:17, 240:1, 241:16, 242:2, 242:11, 242:15, 242:18, 243:3, 243:7, 244:3, 245:4</p> <p>Weyant [1] - 235:17</p> <p>WHEREOF [1] - 258:8</p> <p>white [2] - 214:15, 248:19</p> <p>whole [10] - 28:10, 92:3, 96:8, 100:1, 113:3, 139:6, 139:12, 158:19,</p>	<p>188:6, 214:16</p> <p>wide [2] - 48:9, 62:11</p> <p>wider [1] - 178:5</p> <p>Williamson [7] - 100:9, 100:15, 104:15, 147:4, 147:6, 148:13, 151:5</p> <p>WILLIAMSON [5] - 100:10, 104:16, 147:5, 148:16, 151:7</p> <p>Williamson's [1] - 158:4</p> <p>WILSON [1] - 105:12</p> <p>Wilson [1] - 105:12</p> <p>wind [33] - 48:19, 49:5, 52:1, 52:3, 52:7, 52:12, 53:4, 53:9, 53:15, 82:17, 86:11, 86:12, 95:6, 95:8, 95:10, 118:19, 125:16, 125:19, 126:18, 127:5, 127:13, 128:9, 128:16, 128:19, 138:1, 138:4, 139:12, 143:11, 231:1, 231:5, 241:17</p> <p>windows [5] - 4:9, 99:15, 143:9, 252:6, 255:14</p> <p>winds [2] - 126:2, 126:4</p> <p>windscreens [1] - 54:9</p> <p>winning [1] - 33:8</p> <p>Wireless [1] - 4:5</p> <p>wireless [1] - 4:5</p> <p>wish [4] - 12:19, 79:3, 79:14, 108:13</p> <p>wishes [7] - 100:8, 105:9, 106:5, 108:8, 147:3, 151:14, 154:9</p> <p>withhold [1] - 107:16</p> <p>WITNESS [1] - 258:8</p> <p>wonder [1] - 182:6</p> <p>wondered [1] - 187:8</p> <p>wonderful [1] - 101:11</p> <p>wondering [4] - 182:9, 182:10, 191:7, 212:16</p> <p>woods [1] - 240:13</p> <p>word [4] - 41:13, 87:6, 102:6, 138:16</p> <p>words [3] - 144:16, 146:6, 238:12</p> <p>workers [1] - 64:5</p>	Y	<p>yards [1] - 187:13</p> <p>year [11] - 36:16, 38:11, 40:11, 41:3, 124:1, 145:18, 187:3, 230:5, 233:17, 242:3, 246:12</p> <p>yearly [1] - 70:10</p> <p>years [25] - 5:13, 8:13, 19:8, 19:10, 24:18, 35:7, 40:5, 52:8, 77:6, 83:5, 91:12, 140:10, 158:1, 166:9, 170:19, 172:13, 175:1, 176:12, 179:17, 198:11, 207:1, 218:2, 228:17, 239:3, 242:6</p> <p>yellow [1] - 54:11</p> <p>yicky [1] - 177:16</p> <p>York [1] - 46:17</p>
				Z
				<p>Za [1] - 117:9</p> <p>ZBA [4] - 235:12, 246:7, 250:8, 253:13</p> <p>Zelinski [2] - 258:4, 258:11</p> <p>Zero [2] - 180:18, 180:19</p> <p>zone [2] - 176:16, 176:17</p> <p>Zoning [51] - 4:3, 7:7, 7:17, 8:8, 8:9, 8:14, 9:3, 9:12, 11:11, 14:3, 15:3, 15:8, 15:11, 17:4, 19:11, 23:9, 23:13, 24:12, 26:3, 26:10, 28:6, 30:17, 35:17, 36:11, 38:3, 38:5, 38:10, 39:3, 39:5, 39:6, 39:7, 49:9, 51:11, 56:14, 76:15, 76:19, 85:13, 109:4, 119:12, 119:14, 123:12, 126:12, 134:4, 167:18, 176:15, 183:15, 192:13, 192:15, 220:14, 223:1</p> <p>zoning [1] - 36:15</p>