

PLANNING BOARD
FOR THE CITY OF CAMBRIDGE
GENERAL HEARING

Tuesday, June 6, 2017

6:30 p.m.

in

Second Floor Meeting Room
344 Broadway
Cambridge, Massachusetts

H. Theodore Cohen, Chair
Hugh Russell, Member
Tom Sieniewicz, Member
Steven Cohen, Member
Louis J. Bacci, Jr., Member
Thacher Tiffany, Associate Member

Iram Farooq, Assistant City Manager for Community
Development

Community Development Staff:

Jeff Roberts
Suzannah Bigolin
Stuart Dash
Swaathi Joseph

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

I N D E X

PAGE

GENERAL BUSINESS

Update from the Community Development Department	3
Adoption of Planning Board meeting transcripts	10
Envision Cambridge Project Update	11

PUBLIC HEARING

7:30 p.m. PB#328, 10 North Point Boulevard, Special Permit application by EFEKTA Group, Inc. to construct a building with a Gross Floor Area of 300,000 square feet of institutional (dormitory and accessory uses), general office, education (other school), and retail (gym/fitness center and related retail) use as well as accessory above-grade structured parking on land currently owned by the Commonwealth of Massachusetts pursuant to Section 19.20 Project Review, Article 12.000 Planned Unit Development, and Section 13.70 North Point Residence District. The Applicant requests the Planning Board to permit that (1) one hundred percent of the total authorized Gross Floor Area within the Development Parcel for the project, exclusive of GFA devoted to parking facilities, may consist of non-residential uses pursuant to Section 13.73.0 and (2) retail use of approximately 12,000 square feet may be located on the ground floor pursuant to Section 13.73.1(i).

This will be the first of two required public hearings for the Planned Unit Development process as outlined in Article 12.000

72

Keyword Index

PROCEEDINGS

* * * * *

H. THEODORE COHEN: Okay, good evening everyone. Welcome to the June 6th meeting of the Planning Board. We're going to start with the update from Community Development Department. Iram.

IRAM FAROOQ: Thank you, Mr. Chair. I'm going to start with tonight's agenda. It has two significant pieces. The first is an update on Envision Cambridge with focus on the Planning Board that has been going on in Alewife area. And Catherine is the Planning Board's representative on that working group, but she decided not to be here today. We can say whatever we want.

Just in terms of the next item will be the first public hearing for the PUD for third

building of the EF Education. So that should be in -- I think the Board has had a preview of that through a pre-proposal conference a couple of weeks ago, so there shouldn't be something big. But they have received their MEPA approvals in the interim just for information.

The Board's next meeting will be the 27th and we anticipate that we will have some design review projects, except that we are still in the process of pinning those down because we haven't received all of the information yet from each of the project proponents. So that's the meetings scheduled in June.

And we don't have a lot of agenda items yet identified for the July meetings. The July meetings will be -- we have tentatively on your calendars, the 11th, the 18th, and the 25th. And if it turns out that any one of those is not

needed, we will let the Board know.

Other items of interest are that at City Council, the Council had public hearings on both of the short-term rental proposals and they have decided to forward the Council petition back to the full Council so that it could move through the procedural elements, but they have still kept the subject matter at the Ordinance Committee for further discussion on some of the aspects that the Board had -- some of the elements that the Board had raised in terms of what will be the nature of the licensing and related approvals and also in terms of whether -- what should be the extent of the provision. And there was some discussion about whether it should be just adjacent units, owner-adjacent units, or whether it might be further away or not have owner-adjacent units in the package at all. So

that's pretty substantive items really needs to be discussed at the Ordinance Committee before a final decision is made.

The Ordinance Committee has also scheduled a meeting tomorrow from three to five to get an update on the Volpe work. So there will be a component to update them on the Volpe working group discussions. Hugh is the Planning Board's representative on that working group. And also MIT will bring their thinking so far in terms of planning and zoning. They've been participating in the working group process. So that will happen.

And then on June 14th, which is next Wednesday, the Economic Development and University Relations Committee is going to hold a public hearing to discuss the final recommendations of the retail strategy, which as

we had mentioned, Larisa Ortiz Associates from New York has been working on that.

A couple of -- well, I guess the main other item I wanted to mention is the Board may have, and others in the audience, may have received a letter from the City Manager either Saturday or Monday talking about electricity aggregation. I have a few copies of an FAQ if you're interested. This is essentially a program where we went through a competitive procurement process to obtain for the city energy that is cleaner than what we get through the base service at Eversource right now, and also it is in fact cheaper than that base service. But people have the option to either go to hundred percent renewables, which they would need to go in and actually opt in for, or if somebody chooses not to participate in the program, you can opt out at

any time during the course of the contract which is 18 months starting July 1st. And if you are comparing the rates, you should make sure you compare to -- we will have more information there, but you should compare to the July 1st on board rates that Eversource has issued already but that are not on people's bills yet. So it will show up in the July end of month bills for people.

That's the last thing. And I just wanted to mention that I placed at everybody's chair, at everybody's location just a yearend review document that we've put together for the work that CDD does. There's a snip-it in there about the work of the Planning Board, and it just gives a snapshot of how much time all of you put in in addition to all the work that we have been up to. So, thank you.

STEVEN COHEN: Iram, one follow-up question. I'm curious about that cheap clean energy. Where is that coming from? Is that from dams in Quebec work?

IRAM FAROOQ: The provider is a company called is a provider called IGARA and they're working with a number of municipalities in providing energy. But the cleaner piece is actually local renewable energy certificates. So we wanted to make sure that we are getting higher percentage of solar certificates than are required by the state's DPU. There's a minimum amount required, and so our approach will get us about, I forget the exact percentage. I want to say it's like 25 percent more than what's required.

STEVEN COHEN: Do you know where the electrons are coming from?

IRAM FAROOQ: So the certificates are for Massachusetts-based solar. So it has -- that was important to us to make sure that we are actually making a difference locally and supporting the renewables in this area and it's not just coming from somewhere far away. Not to say that there's anything bad about clean energy from far away, but it's much better to have a local impact.

STEVEN COHEN: Thanks.

H. THEODORE COHEN: Thank you, Iram.

I think I'd like to remind the board members that we do have a working meeting with the City Manager and the Law Department on June 20th two weeks from tonight.

Swaathi, do we have any transcripts to approve?

SWAATHI JOSEPH: We have one certified transcript for the Planning Board meeting on

April 4th.

H. THEODORE COHEN: Can I have a motion to accept that?

HUGH RUSSELL: So moved.

STEVEN COHEN: So moved.

HUGH RUSSELL: Second.

STEVEN COHEN: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Thank you.

And now we're going to have a presentation of the Envision Cambridge project update. Welcome, and we look forward with great interest.

MELISSA PETERS: Hi, everyone -- hi, good evening. Melissa Peters with Community Development, the Project Manager for Envision Cambridge. So as promised, we wanted to update

the Planning Board approximately every six months on the Envision Cambridge planning process. Specifically tonight we're going to talk about the work that we've been doing at Alewife and also what's coming up with the overall citywide planning process and really get your feedback on the current Alewife thinking so that we can prep that into the plan.

Last time we spoke, we talked about the first year results which was developing a citywide vision and doing an existing conditions analysis. We now are moving forward with developing draft goals for both the citywide planning process and strategies and actions for both Alewife and the citywide planning process.

So we've had a number of different engagements. Specifically for Alewife we've done both worked with the Alewife working group, but

also through community events and pop-up events with our street team and surveys. We've done a number of outreach. This is just a sampling of the relevant work in the Alewife area.

We've had eight Alewife working group meetings since last May. We brought the draft thinking to the overall Envision Cambridge Advisory Committee in January and we've had three different public workshops and we've been able to wrap that into the current thinking of the plan that we want to present to you this evening.

So with that, I will turn it over to Tim Love, the principal in charge from Utile who will describe the plan and then we'll have about a half hour for any questions you might have and feedback on the plan.

TIMOTHY LOVE: Thanks, Melissa. And thanks for inviting us to give you an update.

For those of you who are in the audience that were at the Council meeting last night, the presentation is more or less the same. We've made some adjustments based on that presentation and its reception but it's more or less the same content. And what we're going to focus on tonight, rather than giving a very broad overview of all of the things we've been doing, give you a more detailed snapshot of what we've been doing in Alewife which has really been from an urban design and from a development capacity analysis standpoint what we've been working on very hard the last couple of months.

The area that we focussed on is the quadrangle that part of the larger Alewife area along with the shopping centers that has a higher propensity to be redeveloped over the next 10, 15 years. As I think this group knows very well,

the triangle, those properties along
Cambridgeside Drive, are either recently built,
stable, commercial buildings or permitted. So
the development actions seem to be moving south,
you know, in terms of the 55 Wheeler Street
project coming soon.

The existing mix of uses in the district.
This is a snapshot that doesn't include projects
under construction permitted or in the pipeline.
It's what's there today. It includes just under
500 units of housing. Just shy of a million
square feet of office and lab space. 800,000
square feet plus or minus of industrial space,
and industrial uses for a total district FAR of
0.61.

And also please take note of the color
coding of the uses because they are part of the
scenarios that I'm going to describe that you'll

be looking at. Purple is industrial. Red is industrial. And yellow is residential. We have greyed out more recent developments that we didn't look at as a part of our scenarios, including 70 Fawcett Street, the newer developments on Wheeler and on Concord Avenue. And the hatched area, I don't know if you can see this if I do that or not, is the affordable housing project that the city is doing.

So our first step with this both by doing a kind of core sample of the Quadrangle but also applying these logics across the entire Quadrangle was to look at four hypotheses or four scenarios based on different densities and different use mixes. I'm not going to go through these in detail then I wouldn't have time to get to where we are now, but important to realize that the scenario that we're calling the

optimized baseline is what's possible to do under current zoning by Special Permit with some variances for setbacks that improve the urban design which is what a lot of the projects are doing when they come through your process. To think about setbacks if they are not as-of-right setbacks that are a more suburban model.

We then looked at scenarios that were two-thirds residential, a third commercial at a lower density and a higher density, and then -- because we wanted to know the impacts, a scenario that was 66 percent commercial, 33 percent residential, which is why you see more red in the denser scenario.

And then working with the City and with HR&A and our sub-consultant, a scenario that would actually imagine new industrial space with commercial space above. And I'll get into that

as part of the logic. We ran full scenarios for these four concepts. We looked at traffic impacts, net revenue to the city, the number of jobs generated, a whole set of factors to better inform how we wanted to move forward. And these scenarios were discussed and debated in all of that engagement that Melissa showed.

Specifically in the eight Alewife working group meetings. So we had vigorous discussions about the pros and cons of these schemes and what the right density in the mix should be.

What we heard, and this is I think important to cover across that engagement as a result of those four scenarios is a couple of important things. And I think the first two are linked. That Alewife is one of the last places in Cambridge within the city limits where Anderson McQuaid, Iggy's, even the gymnastics

academy can happen within a city where otherwise the real estate values are so high. And so there was an interest in thinking about those -- some of those kinds of uses still continuing on in a future Cambridge. That was tied to a series of discussions we had with city staff and with our consultant team, that there would be a value to an economic development strategy for the city that there was some high bay fabrication space that was available in the city. Kendall Square used to operate that way. A lot of the innovations from -- in the 70s and 80s were the result of lab space being both fabrication space and digital office space. The real estate values kind of not allowed them to happen anymore. But also an idea about the job ladder in Cambridge. In the education sector there is a healthier job ladder. Certainly around hospitals there are,

but Kendall Square is tending to PhD's in a different kind of educational attainment that's being lost in terms of job availability in the city. And so the idea about job training, maybe new industrial space, but industrial space tied to Cambridge's economy was not only something that we talked about with the consultant team and the city, but was embraced by the Alewife working group as maybe an important goal to think about.

Public improvements and amenities. The idea even though the entire Quadrangle is privately owned, that there had to be a way through an analysis of the parcels to find a way of open space to happen through the organic negotiations that happen through the development review process.

I talked about land use already.

And then the big political issue I would

say was the effects of the different scenarios on transportation, and specifically traffic on the parkways and on Concord Avenue. So I'll walk you through what those collective impacts were.

Urban form are very important. A strong urban design for the district. And an urban design vision that feathered the Quadrangle and the Highlands and was respectful of Fresh Pond and other kind of neighboring kind of context.

And finally an idea that there had to be a vision for the Quadrangle and not just a development prospectus. We heard a lot, too. So our preferred scenario recommends these land uses north of the Wilson Road corridor which extends really halfway through the Quadrangle and north of that. We're proposing a mixed use industrial commercial district that's predicated on a hybrid building type that has ground floor new

industrial space with three floors of commercial space above equalling 85 feet. The value of that is that you can build that building type using type 2 construction which means the price point is a little bit lower than it would be for a Class A office building. And I'll talk about the economic rationale for that a little bit later in the presentation, but working with HR&A at B plus office rents you can cross-subsidize the ground floor for industrial fabrication use. And that's the little bit of the development for the model.

South of the Wilson Road corridor that runs east/west is a mix of residential and commercial. That's been zoned to create larger context around decisions that have already been made. For example, we want more residential filling in between 70 Fawcett and the residential development at Wheeler and Concord Ave. to make a

neighborhood there. We want residential closer to the Cambridge Highlands where the Raytheon property might go, it's probably going to tilt more to commercial than to residential. And then we want commercial as a buffer to trucks that are still going to be making their way to the industrial space. So that's why there's a red patch that runs up into that purple district that I talked about.

The other piece of this is earlier in our analysis when we did a close analysis of the parcel sizes and their capacity, there are a series of parcels that have these funny shapes that run from Concord Avenue diagonally through the Quadrangle and make their way up to really part of the 55 Wheeler Street project where they're now proposing an open space. That was attractive to us, first of all, because of their

funny-shaped parcels for modern development footprints. But also that sets up the possibility for a green way that in the future could connect directly from Fresh Pond through the district behind the substation to Danehy Park as a direct bike path connection. As part of a larger network that we're working on as part of the larger Alewife planning. In that process -- if I go back you can see the context of where that's located. There are some questions about how big that space was. Was it big enough also for community parks? And so we did this analysis as a followup for the working group to say that those two pieces of that green way, if you take the more park-like proportions of them, create decent size parks, they're the same as community parks that work very well in the city today. For example, the southern western piece of that is

1.6 acres which is a little bit bigger than Danehy Park, with the kind of programming that's possible there. And the northeast piece of this is a little bit bigger than Clement-Morgan Park. So I think on the map those green areas look small, but in terms of open space resource relative to the population, they're actually quite generous.

So with the land use teed up, we wanted to generate -- and this was true for the four original scenarios that we tested -- we wanted to put, we wanted to think a little bit like developers then and drop in market viable building types to develop a better database for looking at the and cross-comparing the impacts relative to the first scenarios in our preferred scenario. So the building types that you'll see in the plan that follows includes some smaller

scale 45-foot tall residential closer to Cambridge Highlands, kind of classic 70-foot stick build apartment building double loaded corridor buildings across the balance of the kind of yellow areas in terms of land use. No different in building types than the development that you've been seeing recently; 70 Fawcett, 55 Wheeler when it comes, the new residential development in the Triangle, a kind of standard commercial floor plate at 85 feet. And then this hybrid type that allows for accessory retail and showrooms on the address side of the building with loading docks happening on the back side. And so that's the building type that you see on the far left.

Also maxing out at 85 feet.

So this is what a buildout might look like at a 60 percent buildout. You know, not

predicting decisions by private property owners, but this is a map that included a couple of factors. You know, we thought that owner/occupied buildings would maybe turn over more slowly where the businesses are in place and owned and where those businesses also own the building. Commercial condo buildings might turn over more slowly. Just a snapshot of seeing how this might play out.

And then the 100 percent build just to get a clear idea of the urban structure at 100 percent. And so we worked as urban designers looking at the 100 percent to understand what the urban design strategies might be, but looked at a dataset at 60 percent which was our collective decision with HR&A which is a likely buildout by 2030.

So you'll see in the full build the

suggested -- sorry, this is moving pretty slowly -- the suggested street connections that create the street network in the Quadrangle. Those would likely be negotiated the way that first segment of the street is negotiated as part of the 70 Fawcett Street development. So I think it would be an important road map moving forward not only for the city staff but for this group to understand where this might all add in terms of a full grid for the Quadrangle, which is essential for this place to work.

You'll see the way those hybrid commercial industrial buildings meet the street. The street wall on one side but allow for mid-block loading docks and truck access on the other and the kind of pattern that's developed.

You'll see where the 45-foot residential feathers of the Cambridge Highlands versus the

pattern being repeated for the 70-foot development that happens in the other yellow areas, and then commercial floor plates happening, too. And that Wilson Street/Adley Road corridor we're proposing the one place where there would be retail in the commercial buildings, but where there would be accessory retail or showrooms in the industrial space. So if you were a microbrewery or have an interest in having a retail space, that might be a more attractive place to be located.

This is tied not only to an urban design vision but an economic development strategy. I mentioned already that currently but vulnerably there are existing businesses in the Quadrangle that benefit from existing building stock in high-based spaces. You know, as development pressure moves west, we have to plan for the

vulnerabilities in terms of highest and best use for buildings like that. We like to build those spaces back into the plan. But also based on work that the city staff has been doing back checked by HR&A, there are a couple of market sectors that want to be in Cambridge because of pre-existing businesses that are here or the value of the Cambridge address or because it's near to markets that are going to benefit from this kind of fabrication. Both on the food and beverage manufacturing where being close to the Boston market is critical for marketing, more of the spoke food and beverage products like Taza Chocolate is an excellent example of that or Harpoon Brewery. But also medical equipment supply manufacturing because of the life science industry here. And then because of the design of engineering industry, there are a lot of metal

fabrication and architectural specialty
fabrication shops that want to be right in the
Cambridge/Boston area.

This is tied to an idea that about back
to the job ladder question, that the jobs in
these market sectors are -- fill that gap between
retail jobs that are in the region only on
average \$39,000 a year, and the jobs that you see
in Kendall now that require PhD's and a higher
level of educational attainment. So you get a
middle class that's generated by promoting
through economic development and job training
policy and having the space for those kinds of
businesses, a place for them to go.

The other important piece for this is
dealing proactively through land use regulations
and the urban design vision itself at a more
local scale. The flooding issues that are being

thought about very carefully through the parallel process, the Kleinfelder and city staff. This is one map to give you a sense of the relevant impact of flooding generated by storms in the Quadrangle itself. You can see it's in that upper northeast quadrant. So one of the other benefits of this plan is that it moves the residential development and the commercial residential south of the Wilson red corridor which for the most part is out of the flood zone and puts this high base space in that location.

Then in terms of decisions that were made, I don't know, about six weeks ago, between the two processes, in general if you raise the first habitable floor up to four feet back in that industrial zone, you take care a lot of those local impacts to at least 2070. So the idea is rather than have that be solved on a one

development at a time basis, a little bit like 70 Fawcett Street where you get a stair and ramp up to a single door, we're proposing along the address streets in the plan to require that platform across an entire block so that it becomes part of the public realm. And so these are just some examples. This is Industry City in New York. This is the Pearl District in Portland, Oregon. These images at the bottom -- actually, these three images. And even the Whole Foods at the Inc. Block has grading issues, has that continuous walkway for a whole block which we think could be actually quite successful.

Those are proposed -- faster they say. Should I go faster? Are you bored? Tom's bored. Okay.

HUGH RUSSELL: No. Keep -- good speed.

MELISSA PETERS: We just want to make

sure to have more time for discussion.

TIMOTHY LOVE: So those are the A streets that we're proposing where that continuous -- so that manages where the parking and track access is versus the public realm to create some hierarchy there, also thinking about projects moving forward.

And the collective vision of these buildings, as I mentioned, is the raised public realm walkway on the address street side with a tree canopy with bicycle accommodations with the pedestrian side of these buildings. And then truck access and loading docks mid-block with three levels of commercial space above contemporary high base space which wants to be 28 feet high.

And the idea would be that the City would promote this district as a maker district. You

know, that it wouldn't be hidden behind anonymous buildings, but it would be part of the quality -- the vision of the district itself.

So I want to get into the impacts now. Again, we looked at the impacts at a 60 percent buildout and not a 100 percent buildout because of the 2030 date and because other plans in the City have used that metric. First of all, housing units.

The existing plus pipeline housing units in the Quadrangle today is 697 units. That's on top of the 490-whatever that exist today. The preferred scenario would add 864 market rate units and 216 affordable units with the new 20 percent inclusionary zoning. So that was one snapshot we looked at against other scenarios that we looked at.

We also then looked at working with the

metrics the City already uses, how many school children that would generate. 90 is the answer. Maybe that's not showing up here. I see --

JOHN HAWKINSON: It's not showing up.

TIMOTHY LOVE: This is showing the existing units that are part of that number. 90 public school students will be generated from that number of housing units. Again, using pre-existing city metrics they use for other kinds of forecasting.

This scenario would result in a net revenue of \$6.7 million annually. This was an important metric against the mix of commercial and residential space and the tax basis for that. So that's a cross-comparison. You see that the more residential heavy scenarios that we tested earlier had a much narrower gap there.

And then the jobs generated. Roughly

5,000 in both the commercial lab and commercial office sector. 725 industrial jobs, again, at 60 percent buildout. And then other jobs based on commonly applied ratios for the different uses that are applied.

And then last but not least and then I'll be done with this piece on the Quadrangle. The relative impacts of traffic first on Alewife Brook Parkway. The total bar is the total traffic at PM rush hour on the parkway, and the piece above the line is the contribution of the Quadrangle today, to that overall amount. If that makes sense. And then the difference, the different impact of the preferred scenario on the far right side. Where the impacts result in a higher total impact is that segment of Concord Avenue from the second rotary to the Belmont line. You can see even today the majority of

traffic in the PM hour is generated by the Quadrangle and you can see the difference with the preferred scenario. So that gives you a snapshot of the larger number of factors that we looked at when we were diving into the scenarios, but getting closer and closer to a scheme that we think balances a wide change of issues.

So, our next steps are to make some adjustments to the plan itself based on feedback we got from the Alewife working group, and we actually have a meeting with the Alewife working group on Thursday. But also Tom's aware because he's a member of the advisory committee. We've also started to dive into the corridors. And so we're going to be applying a very similar logic to potential development sites along the corridors, another place where a more citywide logic for thinking about proactive positive

policy might be applied. And what we're doing very similar to our work in the Quadrangle is that we're looking at the quality of sites in particular areas along the corridors to think about propensity for change by 2030 and beyond and start to think about development capacity on these sites as well.

So that I'll leave the next steps slide up here and maybe open it for questions.

Anything else?

MELISSA PETERS: That's great.

TIMOTHY LOVE: Okay.

H. THEODORE COHEN: I have a couple of questions. I might as well start. So this does not take into account the possibility of a pedestrian bike bridge over the railroad tracks?

TIMOTHY LOVE: No.

IRAM FAROOQ: Actually --

H. THEODORE COHEN: I realize that is -- maybe it happens at some unknown time in the future.

IRAM FAROOQ: Yes. Actually this is -- as we were doing this for one of the things that the City Manager asked us to do is to make sure that we were coming up with a scenario that wasn't contingent on the creation of a bridge across the railroad tracks. So we've tried to make sure -- clearly the Board knows that this is something, the notion of a crossing of the railroad tracks is something that we've been working on for a long time. And have been in cases that you have permitted, we have contributions to the analysis in front of that bridge and feasibility and also we've asked people to preserve right-of-way. So the approach here is to make sure that we are allowing for the

possibility of a bridge, but that we are coming up with a scenario that if it's way out in the future, that it's still a workable place and a liveable place that we are creating.

H. THEODORE COHEN: Fine, I understand that. But I guess a follow-up question is if miraculously the bridge does come into being in sometime in the not too distant future, have you evaluated what impact that may have on the preferred scenario?

TIMOTHY LOVE: We have both spatially in terms of its location relative to studies that were done previously, but also what the relative impacts would be in terms of traffic. So they, they have a positive impact, but at a smaller increment than we -- you know, we work with Nelson Eye Guard, the transportation consultant on this, but a small increment of benefit that

maybe we first anticipated. On the market side, it might be -- it might have more of an impact on the market side than it would be on actual traffic impacts. But I think the other piece of this is first of all, what other kinds of connections we can promote. I think part of the issue with the bridge is that there's a wider range of connections that we want to emphasize maybe equally to make sure that it's a full suite of strategies. And in this diagram, except for this bridge, clarifies all of them. Clarifying may be a terminal road connection that gets to Wheeler, tied to the 55 Wheeler Street project to improve access, you know, under the bridge underpass around to the Fresh Pond Mall. This very important ped/bike connection that could connect directly to Danehy Park but also directly to Sherman Ave. as a way to -- with very few, you

know, street crossings, allow for those connections to happen from a community building standpoint. The promotion of the continuation of the new streets through development review, you know, that extension of the 70 Wheeler was now a driveway to a street that connects to Wheeler. And proposals for other streets like that to get a distributive grid to happen. Certainly the bridge is a benefit to that larger system. So that's another way of clarifying that as we work on Alewife, we're looking for a full system with the bridge as a possibility.

H. THEODORE COHEN: Okay.

IRAM FAROOQ: Just one thing that I wanted to add. So on the north side, as the Board has in your permits, reserved landing space and all of those projects. On the science side, the Wheeler Street project that we've been having

conversations with, they aren't in the public, they haven't yet come to the Board. Where you see the green space, we have this understanding, the square-ish one, that could be a place where you can have a landing site be accommodated. And in the interim it would be a functional open space, but in the future that could be a landing site.

There's also right-of-way that we have discussed when we have, you might recall the dispensary conversation? So there is actually railroad right-of-way -- I mean railroad-owned space that could in fact be a landing site and right-of-way, in which case it would be actually a very nice connection to this open space network and the diagonal connection that Tim talked about. So that location can, you know, at such point at the bridge, as the bridge happens, this

network can actually function very synergistically.

H. THEODORE COHEN: Okay. I know you've got various working groups, and I guess I don't know how they all work together and how each individual working group works with the city as a whole. And so I'm assuming that, you know, this group has determined or the overall riding powers that be to determine, that there isn't many other areas of any other area in the city for this type of industrial, commercial development that you're talking about. That Kendall Square is gone and so that this is really one of the last areas in the city left. So for citywide purposes, it's necessary, makes sense to locate it here.

TIMOTHY LOVE: Yeah. And I think that in our last presentation to the Alewife working group, we had a citywide map that identifies

different job centers and qualifies the characteristics. So it's really seen as a complement to Kendall Square and a complement to the kind of job centers that are the educational job centers of the big universities. So it's seen as part of that ecology.

It's also interesting to note that the existing industrial space just in aggregate in the Quadrangle, 800,000 square feet, but of varying qualities, you know of -- some of those buildings at the end of their useful life. And this represents at full build 600,000 square feet. Which in our conversations with industrial -- national industrial developers seems like the right center of gravity. You know, they cautioned against having the aggregate square footage be much smaller than that, because it's a real district here where you get synergies

between businesses. But they sell a lot of value in the option of being able to lease space both on the upper floors and the fabrication space even with slices of that vertically in terms of how that might work, and we're supportive of the industry sectors that I had up in that earlier slide. I don't want to go back too far.

H. THEODORE COHEN: But as a follow-up to that, you know, we've grappled periodically with residential developments going in in existing industrial areas and some of the environmental and health issues that arise. Has there been any concern about the proximity of the residential I guess from the south side of Wilson to what's being proposed for the commercial industrial, on the north side?

TIMOTHY LOVE: We did a piece of work around this concept for the City of New Haven a

couple of years ago that resulted in a draft zoning recommendation, and the kinds of uses that would be permitted here, fabrication uses, through other kinds of Ordinances, controls, in terms of emissions, noise, would deal with some of that compatibility. But you're right, we still would have to make some adjustments right along Adley Road to create a better buffer there. But in general there aren't any conflicts around the industry sectors that we're targeting. I think it does come then to a question about the regulations, how they're enforced, how they're framed, which is of course the next step in our plan, but this is in a way an industrial preservation strategy, but using the subsidy of the upper floor commercial space to cross-subsidize the commercial space. Both in terms of the development project itself, but the

way the rents would balance out over the course of the financing of the project. We've been working with HR&A on this model to get the rents balanced in a way that they make sense in terms of the economic vision, the development vision here.

The idea is that the rents here, if they were between 40 and 50 dollars a square foot, which is lower than the Kendall Square rates, could cross-subsidized rents between 15 and 20 dollars a square foot on the ground floor. A developer can charge whatever they want. But we wanted to make sure that at least a development model and regulations that would require ground floor industrial space in a range of uses would work relative to land values. So that's the logic of the development model.

H. THEODORE COHEN: Okay, thank you.

Other people?

TOM SIENIEWICZ: Just quickly, Ted hit on exactly what I was going to say, Tim. But what I wanted to say in our exchanges as I've been working with your group, you know, I've been challenging you to be bold. And I think this is bold, you know, creating a new district. And that notwithstanding, you've got correspondence from the community raising some concerns about it. And I just want to go to some of the issues that are raised in that letter.

I think the image, the cross-section that you show of that building is compelling. It's kind of busy, busy world or a cross-section of the Queen Mary, which is I get it, and it really communicates a really attractive vision for a new kind of district. But the letter from the community saying well, why are we presupposing

more density? And you answered that question I think very well, and measured that against what appears to be no infrastructure or traffic considerations. However, you and Iram talked about all the ways in which traffic impacts would be mitigated through a number of things.

However, there isn't the corresponding image of the bridge or of that pathway, and the extent to which those images have power, and I believe they really do. I think it would be just important within the context of the plan to show proper emphasis on that transportation infrastructure to come up with that same kind of compelling vision for how maybe a future of transportation might be altered in this district to address I think the very good concerns in the letter about density and, you know, promise for transportation infrastructure. It's really a subtlety, but also

this corner of the plan I'm really pleased with personally. It's I think really, really helpful in terms of the vision.

TIMOTHY LOVE: I think there's a, you know, to help me qualify this, but-

JOHN HAWKINSON: Could you turn on your mic Tim?

TIMOTHY LOVE: Sure. Do I have to?

JOHN HAWKINSON: There are people watching at home.

TIMOTHY LOVE: I think it's always a complicated issue when you dive into a plan like this with the stake -- all of the stakeholders involved and the engagement the City has very nobly undertaken for this to clearly communicate the difference between viable recommendations and vision. And this is the delicate point. At what point is vision a commitment versus a good idea?

This is a little bit where we are in the process.

And so maybe we'll come back to that.

I think the other point is that one of the early scenarios we did when we started looking at the Quadrangle, is we ran a special, like, what if the market keeps on moving west? You know, the model that you see on CambridgePark Drive, 70 Fawcett, 55 Wheeler. You keep seeing the exact same project, which is parking podium 70 feet, you know, this is a daydream in all of your heads by now. Following just the logics of Special Permits and good urbanism, you get to about 1.5 FAR actually, and so where we came down finally on where things stand now with the preferred scenario is an FAR of 1.5. So we wanted to make sure, which is probably always the discussion you have with this group, at what point are we pushing so hard that things aren't

viable. You know, the ask, ask, ask. And so it's -- we haven't fully drilled down to this, but if I go back to the development plan, if I can find it, you know, at full build it's a 1.56 FAR. And you know what, that's less than the stuff that's happening. So I just, you know, it's a question -- maybe this is the right group to have a conversation about that, which is at what point does downzoning mean nothing happens? Or is it back to negotiated Special Permits where there isn't a plan. So -- does that make sense?

H. THEODORE COHEN: Yeah, but I think that circles back to the question I had about the industrial commercial area in the city as a whole that, you know, you have a certain amount of residential and density here and the tradeoff is that it's much higher someplace else to give the city the total number of housing that we think we

need.

TIMOTHY LOVE: Right.

LOUIS J. BACCI, JR.: And I guess my question was on the economic part of this, the economic part of the feasibility. Do you consider this a minimum that would be feasible to have a relatively reasonable chance of success?

TIMOTHY LOVE: From an economic standpoint?

LOUIS J. BACCI, JR.: Yes.

TIMOTHY LOVE: It's a healthy minimum. In other words, the pro forma works for the hybrid commercial industrial.

Now, would the economics be better if you could put more commercial floors above? Then we're chasing our transportation impact tail. That's the problem. We were negotiating a kind of sweet spot where -- and this is the royal we

thought maybe the impacts were acceptable, you know, relative to connectivity issues and the bridge we were talking about with the pro forma still working. So with each floor of commercial space, even at progressive parking ratios you need more parking, there's more traffic on Concord Ave. So it's a little bit like why don't we have, you know, the question is well, maybe we paid for it by having big bonuses where you can do high rise if you do X, Y, Z. But the problem is we're just chasing our tail again. We're attracting more cars. So this is a little bit why the scenario process -- this was like a -- this was an equation with too many variables. But in a fixed area where we can actually sort of work it out, you know. So the back and forth of the scenarios have got us kind of circling around a scheme where we're thinking we're balancing all

the issues pretty well. That's -- I'm getting more conceptual here.

Does that make sense?

LOUIS J. BACCI, JR.: So it does seem like --

TIMOTHY LOVE: It's a minimum amount --

LOUIS J. BACCI, JR.: Well, it's a larger minimum I guess.

TIMOTHY LOVE: A larger minimum. Yeah, yeah, yeah.

STEVEN COHEN: This is really a big issue and complicated issue and difficult, I'm having difficulty sort of getting my arms around it and certainly not into the details of the economics. I guess I'm going to ask one question, you know, the property owner has an existing structure and existing use, they're now -- for him to be motivated or her to be motivated to tear that

down and replace it and change the use, the replacement structure and use must be of significantly greater value, probably greater density than what is there now. I'm not perfectly clear with what is there on each of these parcels. But does that general principle apply in your understanding? And does this plan contemplate in each of these parcels that the replacement structures and uses that you have designed here in fact exceed the value and density of the existing structures --

TIMOTHY LOVE: That was an analysis that HR&A -- but these are all positive value propositions. The only place where it's marginal is our lower density housing towards Cambridge Highlands. But they, they ran an analysis on those being high end townhomes and it's also a net positive. So that's where it's more

marginal, but in every other case this is a net positive in terms of land value. And in fact those three floors of commercial, if it becomes the new zoning, I mean, part of the story here is that this becomes the new clearer, easier path zoning overlay. You know, that's part of the value proposition. It's not -- and it also is clear that it's more difficult to get variances for other uses, because for the purple to work you need to make sure that half of that isn't residential, right? And so -- but that macro analysis was done by HR&A in terms of positive value. I mean that's a very -- there's a longer conversation but we don't have time for it tonight.

IRAM FAROOQ: If I might just add one thing. It's fair to say, though, that there will be an interim condition that looks like one of

the other slides, like this slide where the buildings that have recent investment and a lot of value will probably remain in place for a lot longer so you might see something like this, and I would say that partly what our next task is going to be is to think through what each of those things is and see how compatible this, the pattern then is with the ultimate plan and if we need to make any tweaks before we encapsulate that into some sort of regulatory framework.

TIMOTHY LOVE: You know, the -- I live in a neighborhood where this happened and it's almost done. It's called South Boston. You know, at the traditional South Boston industrial edge. And so everybody said ten years ago it's going to look like this forever. And in fact, it already kind of looks like this. So it's interesting how through development cycles things

happen relatively quickly or slowly. And so I think it's always important to reject a bill because that's how you think a little bit bigger picture about how the pieces might all come back together again around an urban design vision. But I think clarity of intent tied to a city's economic development, proactive economic strategy, with a prospectus that markets this provision which is tied to doing active outreach to those four sectors that were on the slide, it's part of a larger -- it's not just land use policy, it feeds into a recalibrating job training programming that you've already been talking to Lisa and city staff about. So this is resulting in a more comprehensive way that this might get executed.

H. THEODORE COHEN: Hugh.

HUGH RUSSELL: So this reminds me of the

Cambridge City Council in 1960 deciding that the goal for the CRA Redevelopment was blue collar jobs. And the market didn't want to do that. And ultimately we thought and, you know, currently it's being substantially rethought again by Margaret and her colleagues. So I think well, how are you going to get those purple buildings? I assume in order to get your map, you're going to have very specific land uses that are permitted that you can only do purple kinds of new buildings --

TIMOTHY LOVE: That's right.

HUGH RUSSELL: -- in that zone. You can only do the yellow buildings where the yellow buildings show. You can only do the red buildings where the red buildings will show. And so -- and I don't know how you're going to get the open space, but that's clearly very important

to get the open space. And I will also echo Tom's point that it's very important to show that we want to have a pedestrian bicycle bridge across the railroad tracks. And although we can't promise it today because the City's on the line to do it, and it seems to me with a six and a half million dollar a year tax increment, the City might be a little bolder. The City doesn't like to spend their own money too much, but they've gotten used to it in the school and the library. So maybe, you know, and I think it, it definitely helps the residential uses in the Quadrangle to have a better connection and it helps the job uses.

And I was thinking like, you know, I looked at these pictures with the wide sidewalks, and I said well, that's okay. And of course you have to have the parallel sidewalk at ground

level because you may not want to be stopping in that block.

And then 150 years ago when the Back Bay and the South End were being developed, the streets were filled higher than the building lots. It was -- so the streets have more fill and if the alleyways behind the buildings are back at the lower level, and those are sort of equivalent to the lowest occupied, but I think the -- there are many of these buildings have basements in the South End that they can go down even farther. I'm pretty sure they didn't fill and then make people take the dirt away or crushed stone. So if we were being bold, we'd say let's just raise the streets and figure out how the flood water's going to be there. Maybe it's inside a huge chambers that create the raised streets. I don't know. But trying to

think on how you would get that anchor level seems impossible. But that's the bold. The bolder idea that creates a better.

TIMOTHY LOVE: I do want to comment on one of your earlier ones which is important. I think for the purple stuff to happen, it would have to be fairly tight and partially form-based regulations. I don't think the market's going to figure that out. They're not going to figure out that you have to do this. And they're not going to figure out that you moved the building right to the sidewalk on the side that has this thing and you put the loading docks on the other. So it -- I can see a hybrid land use policy where you're a little bit stricter on the purple stuff because that's a little bit more innovative and you're a little bit looser on the yellow stuff because the market's already kind of figured it

out, and it all kind of comes in the same flavor anyway, unless you want to tweak that. Unless you want to say these aspects of it, we're tired of saying the same thing to the developers over and over again. In the overlay let's turn the knobs a little bit. So I'm, I write code all the time for cities and districts and I'm looking forward to the next step of this plan.

HUGH RUSSELL: I guess, I think it's -- I think I would welcome the form based Zoning Ordinance. And I particularly think the formula setbacks are totally out of place for the city. But I've done four buildings in a form-based zoning, and I think time -- I forget what it's called. It's the former Naval air station. I think you're doing a building down there, too, Tim.

TIMOTHY LOVE: It's now called Union

Point. It used to be called South field.

HUGH RUSSELL: Right.

And we did the first large building down there, so we got an enormous scrutiny which was excruciating, but resulted in good buildings. Which I think as Fred Cohen, my mentor on this Board said, when everybody gets all done talking, this is what you actually build, you build good stuff, that's, that's what you're trying to get -- have happen.

H. THEODORE COHEN: Thacher.

THACHER TIFFANY: I just wanted to put in another word for connectivity to Alewife. I think, you know, if the bridge isn't -- either we should be continuing to promote the bridge and having it dotted in the plan or really pushing hard for some other ways to get in that general direction. I mean, even with -- there aren't

even good ways to get to like, you know, the plaza at Fresh Pond. You really have to go around quite a bit on that whole electrical substation area or whatever that is, is a real barrier. And you can imagine, and I think you are starting to imagine this already, that if you don't have a pedestrian bridge, at least you could get to the, you know, motorized vehicle bridge or under it at least. And then should there be stairs or ramps like getting up to that level, you know, if you go over there, you'll see a worn path down the hill into the Fresh Pond parking lot. That should, that should be part of this plan, improving that connectivity if the bridge is impossible or both, or both should be happening.

TIMOTHY LOVE: Yeah.

HUGH RUSSELL: So another visionary

concept would be to simply cover the railroad tracks from Alewife Brook Parkway back to, you know, the start of the purple district and develop it.

THACHER TIFFANY: The high spine of Cambridge.

TIMOTHY LOVE: They can't even get under rights projects off the ground right in the Back Bay. That's the only challenge with that. In the most productive development cycle in the history of the city, they couldn't get Rosenthal's thing to go or the Columbus Center, you know, between the South End and the Back Bay. It's more complicated to do now because the state agencies and the liability being over that stuff makes it impossible to figure out a liability path to glory there. That's why they get held up. Who's responsible if a chip of paint falls

off? So that's the secret reason that those things don't happen. It's not the actual construction cost, it's the agreements by now are too complicated, having been involved in a couple of those. I don't think -- this is my own personal opinion, I don't think air rights are the answer unfortunately. But who knows, maybe the legal profession will change. I don't know.

H. THEODORE COHEN: Well, any other comments?

(No Response.)

H. THEODORE COHEN: Well --

HUGH RUSSELL: I guess one general comment. We had all the verbiage for a year and a half with some trepidation that I would encourage to see this one through.

H. THEODORE COHEN: Right.

Well, thank you very much.

TIMOTHY LOVE: Don't believe what you read.

H. THEODORE COHEN: We really appreciate it. Iram, will we be back in six months?

IRAM FAROOQ: Absolutely.

H. THEODORE COHEN: Well, thank you very much. It was very interesting.

TIMOTHY LOVE: Thanks.

H. THEODORE COHEN: Is this up on the website anywhere or available anywhere?

IRAM FAROOQ: Yeah, the website is envision.cambridgema.gov and we can certainly send a link to the Board as well.

H. THEODORE COHEN: That would be great. Thank you.

Why don't we take a ten minute break and start exactly at 8:00 where we've got another hearing.

Thank you.

(A short recess was taken.)

H. THEODORE COHEN: All right, we are back in session. This is a public hearing on Planning Board case No. 328 relating to 10 North Point Boulevard. It's a Special Permit application by -- I don't know if it's pronounced -- EFEKTA Group, Inc. to construct a building with a gross floor area of 300,000 square feet of institutional general office, education, and retail use, as well as accessory above-grade structured parking on land currently owned by the Commonwealth of Massachusetts pursuant to Section 19.20 project review, Article 12.000 Planned Unit Development and Section 13.70 North Point Residence District. The applicant requests a permit for one hundred percent of total authorized gross floor area within the

development parcel for the project, exclusive of GFA devoted to parking facilities, may consist of nonresidential uses pursuant to Section 13.73.0. And retail use of approximately 12,000 square feet to be located on the ground floor pursuant to Section 13.73.1.

This is the first of two required hearings for planned unit development process as set forth in Article 12.000. And if we get to it this evening, we will make a determination about whether the process can continue in which case there will then have to be the filing of a final development plan and there will be another hearing on that. At that same time we'll have hearings on the project review and the Special Permit requests because we can't act until we have final development plans for everything.

That being the case, if the petitioner

would start. And we ask that your presentation is no more than a half hour. And we will have the lights on so you can see, but please begin.

RICHARD McKINNON: Thank you, Mr. Chairman. My name is Rich McKinnon and I live at One Leighton Street in North Point. As can you tell from the looks of me, every year it gets tougher and tougher to get a project through the Cambridge Planning Board. Tonight as the Chairman mentioned, is the first of our two public hearings because we're in an Article 12.000 PUD zone. And I'd like to just take a quick look at two slides. This one's back in the early 90's and it showed what North Point looked like when EF made the decision to come over here and build their headquarters.

The next slide shows North Point, especially on the right, you can see it, as it is

today. And I've had a chance to work on, you know, most of the pieces at North Point including Regatta. And one of the things that's been clear to me is that EF has played a role in so much of what's happened on this side of the bridge, not just with their own expansion, but in working with the City and the state to try and make the public spaces successful.

Our project tonight addresses a big missing tooth on this side of the bridge. It's the large DCR project parcel, excuse me. And the expectations for this one parcel are very high. We are looking to approach, expand our own campus on the parcel. DCR is looking to have a permanent home for their maintenance facility. We'd like to introduce a lot of active recreation there. We've got a great more passive recreation park at North Point Park, but active recreation

like activities are at a minimal.

And then finally a lot of things come together there that we want to tie together in ways that are disparate and important. They're all connections, and much of them have to tie together properly, and I think tonight hopefully you'll see that we've tried to do this in ways that are both thoughtful and we hope beautiful in some respects.

Your staff just getting to what the Chairman spoke to a minute ago, has pencilled in July 18th for the second public hearing. And if it's at all possible, we sure would love it if we got our marching orders and homework at the end of the evening tonight. We're under tremendous pressure and we'd like very much to have all the time we could to prepare the responses to the Planning Board's comments. So anything that

could be done to do that this evening, giving us a few more weeks to work on it, so that when we do come back in July we've given it the thought, the time, the attention that it needs.

And then finally we're asked at the last -- at our pre-application conference to speak a little bit about who is EF and who is Hult. And there's quite a bit written as you've named in the application, and you'll see some more detail tonight. But something happened on our FEIR. We've been going through the state environmental reviews, that I think tells a lot about EF we've been next-door neighbors to the Regatta for two decades. Each of us have been out there, we each went up at the same time, and your neighbors get to know you pretty well. I have a friend who is an FBI agent, she's been an FBI agent for 30 years, and one of the things she

does is she does the vetting for presidential appointments. She goes out and, you know, inquires and talks to them. And she said, you know, Rich, you almost discount what people say about themselves. Go talk to the neighbors. The neighbors really will give you the lowdown on who it is that we're vetting. With that in mind, Secretary Beaton informed us that in our MEPA application -- it was almost unprecedented. He received 287 letters of support from our immediate neighbors; the condominium owners at North Point, at the Regatta condominiums. So maybe they speak a little bit more to who EF than we do ourselves.

I'd like to introduce Shawna Marino. She's really the director of EF, and she's really head up this project from the very beginning.

Thank you.

H. THEODORE COHEN: Thank you.

SHAWNA MARINO: Thank you, Chairman Cohen, members of the Board. My name is Shawna Marino. It's nice to see you again. I'm a director with EF's property group and I'm here tonight with our development team from EF Wilson Architects, VHB, Zen Associates, and DLA Piper. Thank you for considering our application for PUD Special Permit for EF's expansion proposal at North Point. Tonight we're going to provide a brief update on the EF III building design, our landscape plans, our transportation analysis, and zoning compliance, but first I'm gonna talk briefly about EF and Hult as well as give you an update on our state permitting and some of the commitments we've made since the last time we met in April.

So as many of you know and as we talked

about before, EF is a global education company. We focus on language learning, education tours, international degree programs, and cultural exchange. And just as an example of our work, we also run a student-case challenge at Cambridge Rindge and Latin School called the Glocal Challenge and every year students work together in teams to come up with a unique local -- a unique solution to a local issue. And in the past the students have worked on things like energy efficiency and sustainable design and then they implement their ideas with the Cambridge CDD. Next year the topic is going to be on innovation and transportation and we're thrilled to announce that tonight.

About 15 years ago, EF's founder Bertil Hult was approached by the then struggling Arthur D. Little School of Management and asked to

support the school financially. Bertil agreed, and in 2007 it was renamed the Hult International Business School.

Today Hult's Cambridge campus is one of seven Hult campuses globally and we offer students graduate degree programs in international business. Recently Hult was approved to launch an undergraduate program here in Massachusetts and this program has the ability to attract up to a thousand new international students to Cambridge.

It is because of Hult's growth plus EF's needs for additional office space that we have proposed the EF III project as well as acquired a fourth building, the former Cambridge College building off of Museum Way. As you know, the EF III site is currently owned by DCR and is used as a temporary operations and maintenance facility.

The EF III building will be predominantly used for student housing and it will include a floor a student amenities, a floor of office space, plus ground floor -- a ground floor with a public lobby, small cafe, a public bike room, public restrooms, as well as new publicly accessible gym and fitness center as well as two floors of parking.

From the beginning we have always strived to make this project the perfect public/private partnership. And as this project has evolved over the years, we hope we are getting closer to bringing this vision to life. As you can see here, the EF III site completes a missing link along North Point Boulevard and it creates an emerald necklace effect connecting the existing parklands from the North Point project to the Charles River. It's also activating a site

that's currently inaccessible to the public through recreational uses and community programming.

On May 26th, the Commonwealth issued the EF III MEPA certificate which included a number of new mitigation commitments that we've agreed to that will allow the project to comply with the Commonwealth's known at loss policy, as well as staying on track with meeting our obligations under Chapter 91.

In addition to the public benefits you see on the EF III site, we've also now agreed to improve a nearby vacant DCR lot that's next to the Regatta Condominiums and EF IV. We've agreed to build a public tennis court, a half basketball court, landscape the area with nice seating and passive green space. We're also creating a new public path over the EF IV parking lot to provide

a new convenient connection between North Point park and the new park area over here. We've also agreed to offer free public parking on the weekends on the EF IV parking lot to allow for a better access to the park for park visitors.

Lastly -- or sorry, in addition to the development costs for building the recreational amenities around EF III and EF IV, we will also maintain the new recreational facilities and park space on both of those sites in perpetuity.

Lastly, we have also agreed to provide \$500,000 over five years to DCR for the maintenance of North Point park.

So when you look at this map, we hope you can see that this project is going to have a huge positive impact on the future of the North Point area and provide a number of environmental community and economic benefits for many years to

come.

I won't read through all of this.

Since we were last here before you we've been working hard with our architects and the CDD staff to respond to your feedback on the EF III building. We have also since committed to designing the EF III building to a LEED V4 Gold standard, and our environmental sustainability consultant is here tonight if you have specific questions on that.

I'm now going to turn it over to Chris Martin from Wilson Architects who will present our updated building design.

CHRISTOPHER MARTIN: Thank you, Shawna.
Can everyone hear me? That's fine.

We are back and we think we heard what you asked us to look at, and we've been spending a lot of time investigating design solutions to,

to address these issues that were outlined here. The idea that there's a stronger roof line, that the pallet is more vibrant and exciting, that the entry is visible and it makes a real statement within your experience along North Point Boulevard.

In addition, Peter White who is our landscape architect will spend sometime talking about the amenities at the ground plain that really work in concert with the design development that we've done since we last met.

To re-orient everybody, the design solution we see is a continuation of what we've described as an emerald necklace that connects North Point Common and the development there to the west of the Gilmore Bridge, along North Point Boulevard and all the way to the river and North Point Park. And that this building as Rich

mentioned, is a missing -- the site itself is a missing tooth in that emerald necklace, and this building we believe addresses that.

As I mentioned, the building is actually a rotational point along North Point Boulevard and the building mediates that as it addresses the approved setback for the development west of Gilmore Bridge as well as the approved development in EF II. And this building really bridges those two areas. It also acts as a terminus, a destination at the end of Museum Way and screens your way of the DCR facility.

Peter again will get into more detail about the amenities is of the ground plain, but we see this as a highly activated public domain that has by chance a shared lobby, a gymnasium, and a lot of both passive and fitness areas within the parkland that we developed as part of

the emerald necklace.

The section has not changed significantly. We're working with the zoning -- within the zoning restriction of 150 feet in the height. Seven stories -- seven floors rather of student housing, an office level, and then dining and library floor at the fourth floor, two floors of parking, and then again the ground level that I just described.

Now, this is a good view to look at in terms of the things that we've been working hard on since we last met, which is the roof and creating more dynamic profile to the skyline. So there's a base, middle, and top. A more, a warmer and actually I guess you could say a richer pallet of colors on the building. A clear entry. Last time you saw that there was a column in the way, that it was right in this zone. And

here. So we're gonna look at the pallet itself. We're proposing a precast, it's a warm tone precast that has horizontal -- random horizontal grooving as part of the formwork and then a soft blast to create the modelling or the difference within panels. Juxtaposed within that field would be a rich, warm brass tone. And that is expressed in the window mullions, the spandrel panels, as well as the strips that we've added since we last met. And this actually really creates some diamondism richness on the facade.

The base, we've oriented the grooves vertically and created a deeper tone to really emphasize that there's a base, a middle, and a top.

The entry that we're creating is very present now. We've actually rearranged the columns, the restructured entry point, in order

to move out the columns that people were concerned about and really make a prominent entry more to the building.

As evening arrives and it's nighttime, it becomes a beacon or a lantern along North Point Boulevard as well a terminus to Museum Way and we think it's going to make for a very a dynamic, engaging public realm.

The roof, I think there were concerns the last time, we were very conservative with the roof. We looked at an undulating screen wall as well as enclosure for the penthouse. This is the penthouse, the screen wall. And that would be this, this warm brass tone. We think that this form actually simulates pretty effectively to EF II and the waterfall there, as well as Regatta Towers. That there's a dialogue between the rooftop of that and the crenulation that's

created by this unusual form for the penthouse.

Another point that you expressed was that this idea of the eye to the city, that everyone knows pretty well within EF II, how do you put the activities within on display? And so we've strategically -- pardon me -- expanded the glazing with a dining as well as the library areas. This is right at level four. And so as you're driving along the I93 ramp you're -- you can clearly see these activities within the building. This is actually going to be pretty interesting experience for both inside and out.

This is the view looking to the east on North Point Boulevard. We saw this before, but it illustrates how open the entry is now. And we think what is actually working pretty effectively is the scale and character of North Point Boulevard that has integrated the multiuse path

as well as the sidewalk and this flex field beyond -- and the entry remains clear depending if you're looking at Museum Way or looking east or west along North Point Boulevard.

And then lastly this idea of inviting the public in, into the site, as well as into the building, and we're working on an indoor/outdoor furniture, indoor/outdoor experience that is seamless. And even looking at last time, a retail experience which could be a food truck within the lobby. So the lobby is an environment that all members of the public have access to.

So we think we've incorporated the idea of color, a rooftop, the open entry point, as well as a seamless indoor/outdoor experience that works well within New England. And even beyond that we incorporated some wood within the ceiling, the soffit of the main entry.

I'd like to introduce Peter White who is our landscape architect for Zen and he will talk about the landscape.

PETER WHITE: Thanks, Chris.

I know we're very short on time, but I'd like to orient you on some of the details or inform you on some of the details of the landscape and how we've, how that's evolved through the back and forth with CDD and the EF team.

This is North -- sorry. So you can see here North Point Boulevard, Gilmore Bridge, the building has been pushed to the rear of the site. And what it's done is created west -- what we've called West Park, and a large -- another large green space which is where the multiuse field will be. Those two green, open green spaces which we found to be very important to expand

along the North Point Boulevard border the main front entrance of the building.

So this is the overall landscape that illustrates a wide open front entry walkway that has a strong connection to the lobby. It illustrates the multiuse field that is framed by -- bordered by a dining terrace that will support some of the cafe tables and people watching games or activities in the field.

There is a pathway system that circulates around the building and links different amenities on the site, including the public bike storage, an athletic field in the rear, the multiuse field, the front entrance, and a more passive West Point Park which we think has a strong connection and link to North Common Park.

Then we've located the entrance drive to the building along the Gilmore Bridge because

it's an efficient use and it gave us more green space out in the front.

I think I'll flip to the -- some of these precedent images. So this is the character of some of the landscape items that we see that there's a terrace off the cafe which will border the multiuse field. There's shade and canopy trees. There will be a canopy structure for lighting and kind of engaged nighttime use as well or early evening use. There will be a series of seating that both integrates inside the lobby and outside, as well as other seating throughout West Park to support a different type of seating.

Here we're showing that in West Park we'll have quite a planting of canopy trees that will frame the walkways and seating areas that will be in West Point Park. We're going to have

a green screen fencing along the field, multiuse field that separates our field from the MWRC site.

And there will be a lot of athletic use around the property. There will be some adult fitness equipment that is sprinkled around the back field and in West Point Park. There will be a lot of activities, active and passive activities programmed for the multiuse field. There will be a series of bike racks that are along North Point Boulevard that give access to the public use.

I'd like to end on two slides here that talks about some of the concerns that were discussed at the last hearing. And in this slide we're blowing up the pathway, the multiuse path at the end of the multiuse field. And the change that we made here is a lower fence, we reduced

the amount of buffer planting. We lowered all the planting so that you have clear visibility in the field as you're walking along the path.

The second slide is a section through the multiuse path and to the street, and you can see the -- what we have is the street North Point Boulevard, the pedestrian sidewalk, a multiuse path that meets the bike standards, 10-foot wide with a clearance of 14 feet. We have this low buffer planting that separates the field from the bike use.

We then come to the -- a blowup of how we connect the multiuse path across the whole site. And this brings us to how we merge into the existing multiuse path that's underneath the Gilmore Bridge. Who we've met with DivCo and what their plans were for that. We've met with CDD on-site to talk about the multiuse path

details, and our design kind of links the life of that connection and link through and under the Gilmore Bridge and across the entire site.

And then I think that's it. And I'll pass it over to Susan to discuss traffic changes.

SUSAN SLOAN ROSITER: Hello.

EF has a history of promoting the use of alternatives to their site. We did a PTDM study for them last fall and found that their drive alone mode share was 25 percent. So 75 percent of the people are either biking or walking or taking transit. Also there's some use of Hubway --of Hubway and also Uber riding. The younger generation and the demographics are different enough that a lot of people live within the core and they, they're not out on the outskirts and that demographic is really contributing to the low auto share.

I'm going to give an overview of what we studied in the TIS, but I'm gonna leave it to Q&A to get into any details based on the time, but feel free to ask me any follow-up questions. And we did a number of transportation analyses, as you can see, and I'm also going to touch on the Planning Board criteria exceedances.

Some of you of course are familiar with the site but this is showing how the site itself is integrated in the overall bicycle and pedestrian system, the regional system, that our multiuse path is gonna create this additional connection. So there's just very good access from the existing regional system for pedestrian and bicycles.

We also have great transit access. We have the Orange Line and good pedestrian access to it based on using the Brian Murphy Staircase.

I'll just point that out, which really does shorten the connection. Just to point out that the Orange Line is really a great asset the way it provides a connection, a commuter rail connection to North Station and also to Back Bay. So it is a great facility in terms of transport point.

We also have the Green Line for Lechmere and the Science Park.

A number of MBTA busses, and EF also provides its own shuttle which is a demand-responsive shuttle.

When we did our survey, we found that the mode shares, as I said, only 25 percent overall being drive alone. As you can see the Hult staff and students being around six percent and the office employees being around 24. The fit center is a standard number that we're using. Of course

we didn't have that as part of our survey.

In terms of a.m. and p.m. peak hours, how does that translate into the number of trips. We can see that we have 76 vehicle trips in the morning and 90 in the evening. Overall in terms of a daily number, we're at around 700. All three which are well below the Planning Board threshold of 240 for the a.m. and the p.m. and 2,000 for a daily number.

These are the intersections that we studied. And I just wanted to show you where the other exceedances were. We had an exceedance on residential impact, a slight exceedance of more than two above the criteria of what you're allowed on North Point Boulevard. There are, on the ground floor there, there's townhouses which makes that have that residential threshold be applicable. And then on -- or you can see on

Land Boulevard and Museum, those are currently a level service E for pedestrian LOS and that continues to be an E with the new design.

There had been a question last time around parking and what were we doing with parking? And we have an overall campus approach to parking. And what we're showing here is for each one of the buildings, EF I, II, III, and IV as a campus now, the number of employees that will be in each one of these facilities, and we wanted to assure that we maintained the auto mode share in terms of what our parking demand would be. And we come to a total parking demand of 397 with maintaining this a little bit less than 25 percent mode share which gives us an overall physical parking supply of 390 which is partly how we got to the EF III 110 number. So it's fitting into -- it's serving the entire campus

not just EF III and the demands of EF III.

We did transit analysis. This is showing for each one of the modes -- each one of the transit facilities we have; Green Line, Orange Line, and bus how many riders are in each one of those from our new trips. We also did additional analysis that we can talk more about. We did additional analysis for the transit advisory committee that we can describe as well.

So for TDM, they do a whole host of programs and I'm going to turn it over to Richard because we're going to run out of time, sorry.

ATTORNEY RICHARD RUDMAN: Thank you very much. My name is Richard Rudman from the law firm of DLA Piper. We are permitting counsel and also site acquisition counsel working with EF and the state. Shawna and Rich McKinnon tried to discipline us very carefully. We rehearsed

everything this morning. We were 90 seconds shorter than 30 minutes. I think we've somehow gotten a little over, and the light is about to go off. So I'm happy to talk during the Q&A about zoning compliance, permitting compliance. The compliance of the project is laid out in the application and also in the memo which has been prepared by CDD for the project. But we did not want to ask for more time so I'm going to wrap it right there.

H. THEODORE COHEN: Okay, thank you.

Do board members have any urgent questions they need to ask right now or we'll go to public comment?

(No Response.)

H. THEODORE COHEN: So as always, when I call your name, please come forward to the podium, state your name, spell it for the

stenographer, and state your address. And we ask that you speak for only three minutes.

Steven Kaiser.

STEVE KAISER: I'm Steve Kaiser, 191 Hamilton Street. And I signed up to speak in favor of this project. It's not normally that I would do so, but there are certain things about this project that I find very interesting.

First of all, bland ownership. For the last 24 years at North Point I've been asking somebody, the City, the developers, what have you, to identify the state-owned lands. Give a map of landownership. Nobody would do it. This project is very clear as to who owns the land and what is being done with it and how it is being processed, and legislation's been passed to allow for the land transfer. It's all very clear. So it's the first time in 24 years that this has

been done properly.

So the interesting thing about this project by the way, is -- I don't know if I can get slide 31 up there, but it shows where the tidelands are on the site and who the owners are in effect. There it is. Okay?

Right in here is the Prison Point Bridge, now called the Gilmore Bridge. The land underneath that bridge is not owned by the state. It's owned by DivCo or the railroad if you will, the original owner of the land. There was no land acquisition associated with that. So the immediate owner of the land next-door is DivCo until you get to the line that shows the water line, the historic level water line, and that distinguishes Commonwealth tidelands. And that whole area just off the top of the map is all Commonwealth tidelands and Commonwealth owned

that goes into the adjacent parcel. That's why landownership is so important.

I noted also in earlier discussions that the Planning Board has been concerned about having two levels of parking on this building. And normally I would concur it's a bad urban design feature. But there are many uncertainties about transit, transit being the alternative to having the parking. So there's a possibility, too, when the Green Line Extension is put in, it will be two or three years when the Green Line will just be out of service. So it's a tough argument for me to make.

The architecture I find very disappointing. In terms of the window treatment it reminds me of One Western Avenue, which is not a wonderful icon of architecture.

But I was wrong on EF II. I thought the

building was very unfortunate and the waterfall design was not a good idea. I think the building has come out much better than I thought possible. And the interior is also been coordinated with the waterfall. So it's, it worked out better than I thought. So I have to hope that this building may have some changes and the window designs will come out better.

On transit, I looked at the CDD June 1st memo and I could find no mention --

H. THEODORE COHEN: Could you wrap up?

STEVE KAISER: Yes.

And I could find no mention of transit.

Okay?

Page 3, traffic impacts. It mentions pedestrian and bicycle facilities and no mention of transit.

So I wish I had some more time. I did

not hear a mention by EF of what they're planning to do for a, what they call a Glocal challenge which is transportation related. And I would see that effort as related to mitigation and possible transportation improvements for this project. So the transit report is good and bad but I will leave it at that.

I guess my time is up, thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

Heather.

HEATHER HOFFMAN: Hello, Heather Hoffman, 213 Hurley Street and I kind of share Steve's feelings about the architecture. I think this isn't the best thing that EF has proposed, but perhaps he and I will both be wrong. I had some suggestions about things. For example, the screen that was shown with vegetation on it,

please, please, please have some flowers on the vegetation. There are places that you can see in Cambridge where they have actually screened a parking garage with vines and it's really cool to walk by because of the shadows that you see with the stems and all that. And so they can do stuff that will make that be a really cool thing to look at. And I hope that the landscape architect will be put to work using all of his imagination to make something fun.

And with respect to getting the public to see this as a place to be, I suggest signage. For example, "This way to North Point Park." If the, if the signs point through this site, people will use it because that's, you know, I've said in other places where -- how will we get people to walk through our public winter garden in our building? I said, you put a sign that says

"Public restroom this way." People will go. But it's true. If you tell people about the things that they're going to want to use, then amazingly enough it will probably show up and use them.

So, you know, and this being EF, the sign should be in several languages. You know, because there are an awful lot of people who speak all of those languages who will be milling about this place and going to and from North Point Park, and I hope to and from the other amenities. So make it, make it something that is, that is this place and no other place on earth.

And finally I hope that EF will have good luck getting DCR to improve the crossing of the O'Brien Highway. I am a really, really good pedestrian and I even get a little annoyed at trying to get across there. So I can just

imagine all of the people who are not as assertive as I am trying to get over there.

And the one last thing I would say is that to the extent that you can get the EZ Ride to coordinate so that people can come and use these facilities, for example, all of the people in Kendall Square who are looking for a place to burn some calories at lunchtime, that also will bring people in to the site and make it look much more public the way you want it to.

Thanks.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

(No Response.)

H. THEODORE COHEN: None appearing, then board members, we'll go to our discussion and comments. I think I'd like to start with hearing from Traffic and Parking. They gave us a memo

with regard to things but perhaps, Joe, if you or Adam could summarize it and address some of the issues?

JOSEPH BARR: Sure, thank you. Joseph Barr, director of Traffic, Parking, and Transportation.

So, I mean obviously since we're in the first hearing of the two hearings we haven't really gotten into the details of mitigation yet, so we'll be working closely with the applicant on that going forward. But obviously Susan showed some kind of what they do already and what they're proposing to do for this project. You know, the summary we gave you lays out the kind of standard information about vehicular trips, transit trips, pedestrian and bicycle trips. I won't bore you by going through that.

In terms of the Planning Board

exceedances, as Susan kind of described, they're relatively minimal and the pedestrian ones are really related to intersections that are, you know, outside of our control and that I would I think everyone in the room probably agrees are not particularly pedestrian friendly, but that's a much more significant challenge to address those. So I think we would certainly want to work with the applicant to see if there's anything we can come up with, but they're controlled by other agencies, and because they're such significant regional intersections, it's sort of hard to know exactly what the right solution is and as well as the fact that DivCo West will be working on that stretch of O'Brien Highway fairly significantly as part of their mitigation for their project. So to the extent that there are improvements that need to be made,

they will get picked up as part of that other project.

In terms of the kind of general issues, I mean I think there's certainly some, I would say relatively moderate questions about parking, and I think Susan's summary is pretty helpful just in terms of seeing kind of how the entire campus lays out in terms of parking, and so I think that that, you know -- we'll be working with them, looking at that. But I think given their existing mode split, given, you know, the use of the buildings on the campus overall I think we're in generally the right place with parking, but we do want to make sure as always that we're keeping the parking at a minimum, you know, within reason to try to encourage those other modes of transportation, particularly given that although, you know, the site itself is relatively, you

know, directly as relatively low traffic.

Anything once you get beyond the site, you get into some extremely busy roads, and so I think the attractiveness of driving here is pretty low even without controlling the parking. And so if you add in a fairly limited parking supply, I think we'll get to a good place in terms of, you know, that continuing that good SOV mode split that we have already.

You know, as we spent a decent amount of time talking about site access and whether there was some way to avoid that driveway kind of paralleling the Gilmore Bridge and provide access sort of from behind 2020, and I think we all shared the idea that that would be a good outcome, but that it's probably too complicated to achieve right now particularly since there's plans by the state to do some significant work on

the Gilmore Bridge. And so until that's done it's, going to be very complicated to have access other than sort of from a driveway that's directly under EF's control. So I think that that's -- you know, we're trying to build in the ability to maybe eventually get rid of that, but in the short term it didn't seem like it was something that we could deal with.

And then I guess to two other points, one to Mr. Kaiser's question about transit. I mean, obviously looking at the mode split statistics, looking at the, you know, existing access to the sites, you know, transit is incredibly important to this, and so we would be expecting, you know, the sort of standard package of incentives for that in their update or amendment to their PTDM plan that already exists. And we'd certainly be working with them to figure out if there are

other things that we can do to put out transit access through the mitigation for the project, but, you know, the reality is I think a lot of existing concerns about getting from the Orange Line were addressed through improvements on the North Point side with the Brian Murphy Staircase. And, you know, obviously the Green Line Extension and the approved station at Lechmere that will be on the, you know, on this side of O'Brien Highway, you know, will help provide improved access to the site. I think that there is a, there is, you know, going to be a period of time that may or may not be prior to this building opening when the Green Line will be shut down and there will be alternative bussing in place, and so we'll have to sort of work through how that works, but there still should be services at all of the service locations.

And then the other sort of thing to think about just in terms of how O'Brien Highway works is that at some point the North Washington Street bridge on the Boston side is going to be rebuilt, and that may add some additional traffic onto North Point -- oh, I'm sorry, onto O'Brien Highway temporarily. Again, that's kind of a outside of our field of control unfortunately.

I guess the last thing I just want to say, and I -- hopefully I've been good in general about studiously avoiding making comments on the architecture of buildings. I will say that when I saw the sort of eye on the city concept and the idea of creating something interesting for drivers on the loop ramps on I93 to look at, that as a transportation engineer, that sort of concerned me because I think when you're driving at highway speeds, you know, you don't want other

things -- you don't want to encourage people to be looking at anything other than the road directly in front of them. So I would just put that out there as a concern from the transportation side. Again, I really want to stay away from commenting on architecture, but I couldn't let that one pass.

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

H. THEODORE COHEN: Tom, if you want to start?

TOM SIENIEWICZ: Yeah, no, just a question that I was impressed by the traffic analysis for the impact of the building which is very, very low, and, you know, represents, you know, I think an evolution in mode shifting that we're experiencing in Cambridge as a progressive community. Could you, like, describe what this

street is like? I mean is it, you know, it's sort of a dead end down to the river. So that's the way I understand it. But, you know, what's the speed of the traffic if you would imagine going down here and how many cars? And, you know, what's the nature of this street?

JOSEPH BARR: Yeah. So I mean, it's -- that's an interesting question, although you had asked me it earlier so I should have already had the answer ready.

I mean I think that as it exists right now, it's a little bit of a weird orphan and actually right now there's problems. We've gotten some complaints more on the other side of the bridge about speeding, although that part of the road we don't actually own at this point. It's owned by DivCo because there's just not a lot there yet. But I think as this site

develops, as additional buildings on the west side of the Gilmore Bridge develop, you know, I think that you'll see this turning into a, you know, an actual boulevard. But it is, you know, with the way it's designed right now, it's sort of, it's both physically and visually a little wide. And so I think we do want to think both at this site and further up within North Point what opportunities there might be to make sure that speeds don't become a problem, you know, given all the recreational uses that are kind of along here and the sort of emerald necklace description that the applicant used. So I'm not sure, you know, if that's some traffic calming devices. I, you know, there is the EZ Ride service running along here in portions so we don't want it to become a problem for that or for fire access, but thinking carefully how North Point Boulevard

develops. It's a good question. Because right now it feels like this weird orphan, but as it develops and you get the connection to North First Street, you know, where Lechmere station is right now, and Water Street, you know, as an outlet going northward or -- yeah, I guess sort of northward on O'Brien Highway, you know, I think this, this will pick up more traffic than it has right now which could be good in the sense of slowing traffic down because like I said, part of the problem now is it's a fairly empty street so people feel more comfortable. And I think we even had complaints about drag racing, which is not a common complaint in Cambridge I'll just say. So, again, that would be good. But on the other hand, you know, as it gets more traffic, we just want to be careful of how it develops and not have it turn into a sort of a big street as

opposed to more of a neighborhood connector since it doesn't -- you're right, it doesn't really go from anywhere to anywhere, but given that it can sort of feel like an alternative to O'Brien Highway that, you know, we don't want it to become, you know, a place where traffic winds up going for no reason connected with the actual land uses.

Does that help?

TOM SIENIEWICZ: No, that helps. And I'll get into further, you know, the applicant obviously doesn't control the right of way, so I just wanted to understand how you viewed the street and it's consistent with the way I see it. I'm a father of a 16-year-old so I'm worried about drag racing.

JOSEPH BARR: Do you think your child's going to be doing it?

H. THEODORE COHEN: In my experience it's me and the skateboarders going to North Point Boulevard most of the time. I was delighted to hear about the weekend parking at the EF IV I guess it is? Since finding a parking spot in order to utilize the park facilities is very difficult.

A couple of questions. So I just want to be clear, we're all clear, so you are okay with -- you and your department are okay with the access and ingress and the loading and docking facilities?

JOSEPH BARR: Yeah, and like I said, I think we -- I think the applicant as well, it would have been interesting to see if he could have avoided that parallel driveway, but there's just too many unknowns for us -- it's not the kind of thing that we can really force the issue

on because it would require, you know, agreements on both the Twenty20 owners which is no longer DivCo, and also with the state. And it was going to be very complicated. Like I said, I think we would want to preserve that possibility if it somehow worked out in the future to make sense, and then that would open up some potentially some more green space.

H. THEODORE COHEN: But short of that there's no other alternative?

JOSEPH BARR: Yeah, we talked about, you know, we talked about should there be some thought to, you know, turning the intersection of North Point Boulevard and Museum Way into more of a four-way intersection and having access from there? But then that really messes up the site plan, and I think, you know, starts to interfere with the feeling of -- the park-like feeling in

front of the building so that was quickly I think discarded as not making sense in context even though, you know, traffic engineers like four-way intersections.

So, yeah, I think it's a tough site given the ramps on one side, the bridge on the other, so it seemed like the best solution even if it's not necessarily the ideal solution.

H. THEODORE COHEN: Okay.

And with regard to parking, so in the previous building there was a request to reduce the parking. And there has been no request this time and it's at the minimum 110, which I understand is greater than but it's anticipated to be needed for this building, but fits together with all of the EF's and Hult's requirements for parking on the whole campus?

JOSEPH BARR: Yeah.

H. THEODORE COHEN: That's correct?

JOSEPH BARR: Yeah, no, I think it all balances out if you look at the entirety of the campus. I mean I think we would, you know, obviously if we can squeeze it down a little bit more, that's, you know, every parking space we can take away, I think is probably a good thing. And I'm not, you know, I don't share Mr. Kaiser's concern that somehow we're not going to have transit access at some point. Because even if that were to happen, we would need a lot more parking there than what is being proposed. You know, I think it's in the right ballpark, and so we might try to squeeze it a little bit, but I don't anticipate any significant major changes to the supply being needed.

H. THEODORE COHEN: Okay.

And then in light of your comments about

the architecture.

JOSEPH BARR: Yeah.

H. THEODORE COHEN: Well, I was just curious because --

JOSEPH BARR: Consider the source.

H. THEODORE COHEN: -- on the side facing the highway it's essentially a blank wall. So a blank wall, is that something that gives you concern or is that something that fits in with your idea of there should be little diversion for drivers?

JOSEPH BARR: I mean I guess I would say, you know, obviously there are windows for -- because it's a dormitory, but I mean I think trying to keep it to something that's fairly, you know, simple and not distracting from a -- purely from a, you know, transportation perspective it's good and obviously there's other issues there.

You know, I mean on a commercial or arterial lower speed street, you know, having interest is helpful because, you know, those -- that activity kind of helps signal that you're in an area where you should drive more slowly. And, you know, so it's -- if you're talking about a highway ramp and one that was built, you know, I don't know what the design speed is, but it's probably 55 or 60 miles an hour even when it was designed, you know, that's a speeds at which you probably don't want to be having any more distractions than you possibly can. So if there's something that's really kind of attracting your attention over here, I would consider that to be of concern. You know, not to say it should just be a complete blank wall, but trying to find some happy medium.

H. THEODORE COHEN: Okay.

JOSEPH BARR: Consider the source.

H. THEODORE COHEN: Other questions,
comments for Joe?

(No Response.)

H. THEODORE COHEN: No? Thank you.

Suzannah, perhaps you could give us some
of your comments?

SUZANNAH BIGOLIN: I'll just sit over
here. As Chris mentioned, we've been working
with the team since the pre-application
conference and we're really happy with the
changes that have been incorporated. We're happy
with the warmer color. We think that's quite a
significant change to kind of get that in the
design and the textures that are proposed.

The rooftop screening is an improvement
and happy to see something different up there,
and that sort of interesting folds make it have
some kind of top.

We have laid out in our memo the relevant design guidelines and we've noted which ones have sort of been successfully achieved. We think the lobby and the prominent kind of sort of front entrance now is really successful, and we are happy to see that the sort of change in patterns and a window openings across the facades. We think that's something that helps the building feel like it's fitting in with its context.

There are some areas where the guidelines are not fully achieved, and I mentioned that last time at the pre-application conference, and that's mainly the relationship of the building to North Point Boulevard. The guidelines do seek to have a stronger sort of straight relationship and a kind of straight wall that's currently not within the streetscape, but the guidelines are trying to encourage more of a traditional urban

feel to the streets in the North Point area.

We have suggested some areas that we'd like to see sort of continue to be reviewed and refined as the project advances, and that would be continuing to look at the design of the lobby space and that ground floor frontage and how that can capitalize on the sort of indoor/outdoor relationship. I think some of the images didn't quite show what we thought was going to be happening there.

And also the landscape design in the application materials wasn't advanced as some of the renderings shown tonight, and there's more detail in the presentation materials. So we think that's an area that we'd like to continue to work on as well.

That summarizes the urban design comments.

H. THEODORE COHEN: Thank you.

Anyone have questions for Suzannah?

(No Response.)

H. THEODORE COHEN: Suzannah, the question I have is have you -- have there been any rendering of what a typical room might look like from the inside?

SUZANNAH BIGOLIN: No. One of the dorm rooms?

H. THEODORE COHEN: Yes. Well, what I been thinking about is that there's a lot of siding and does not appear to be a lot of windows, and the windows they have are very narrow, or appear very narrow, and I'm wondering what it would be like being in a room inside, whether you're just going to have a tiny strip of window? And I just am curious about that.

SUZANNAH BIGOLIN: The floor plans do

show the interior layout of the dorms.

H. THEODORE COHEN: Right.

SUZANNAH BIGOLIN: I think there needs to be a balance achieved between the solid and open areas and that's even for sustainability benefits. That's an area that there are different opinions. But I think the architect, I think it's a reasonable scaled window for the spaces, but I haven't seen any interior renderings.

H. THEODORE COHEN: Okay. Well, I'll ask the architect.

STEVEN COHEN: You don't want to distract Joe with too much visibility of the dorm rooms.

H. THEODORE COHEN: I know. I do want to look into the windows as I'm driving by.

Any other questions for Suzannah?

(No Response.)

H. THEODORE COHEN: If not, thank you.

And board members, questions, comments? This is a preliminary hearing. You know, if we reach a decision this evening, that satisfies the criteria to move forward. We can do that.

However, if people have questions or need further information in order to reach that point, then let's get that information out and discuss it.

Hugh.

HUGH RUSSELL: I think this is an excellent building to be built here. I think the proponent has gone through some considerable trouble to rest it away from the previous owner that was parking trailers on it as a maintenance facility, and they are to be congratulated. I would say they should be talking to DivCo about the site of EF V, which I think I know where it is. Just across Gilmore Bridge on the other side

of North Point Boulevard, but I'm not sure there's any...

So I was appointed to the Planning Board in 1978 and the first item on the agenda, major item, was the zoning of North Point. So that was almost 30 years ago. I think I can say with some confidence that nobody ever dreamed that this would become an institutional use. Yes, Museum Towers is there, but it's predominantly institutional use, and I think that's a good thing. Because institutional use sort of marries the residential, the public, and private. If you think of Harvard Yard, Harvard Yard is privately owned by the university, but thousands and thousands of people are there in sequence. I lived there in 1960, '61, and so it becomes -- this part of Cambridge is going to become a familiar piece to people all over the world given

the nature of the school. And it's got recreation. It's got transit. It's a good place. And I prefer the institutional use to a purely office use, although there are a lot of office employees doing a lot of things. It's got a nice mix, you know, and a lot of activity.

I particularly like the green connection which you can see right in front of you. I'm glad it's not a traditional urban street with a building right behind the sidewalk here. I like the idea that the green on the river, the green in North Point are -- there's a green connection that is substantial. I like the boulevard not because of the cars, but because of the people on the bicycles. It's appropriate scaled connect that big open space, and so some extent, even though they -- the Green Line is now doing what they're about to do, you can bicycle from here to

Bedford. You're going to have to go like six blocks around O'Brien Highway because they're not building the pedestrian connection at the moment, but maybe when that gets rebuilt, that would be nicer.

So I like this project. And I was a little puzzled why I was not being very critical of it. I think it's because by in large it's a very, very welcome project. But now I'm going to put on my critical hat and try to identify some things that -- observations. So I would start on page 13. One back.

So I'm thinking if I'm living on EF III and I get the munchies and I want to pick up a pizza and maybe the food truck in the lobby isn't open because it's three in the morning or something. So it's only like three blocks away to the plan North Point 100,000 square foot

retail area, which is sort of up in the corner. I don't believe the depiction of the massing is perhaps entirely up to date. But the where First Street comes across, there's a big retail concentration. And I think the students here are going to be customers for certain kinds of businesses there. I think that's a good thing. So that's not anything you can do about it, but I just wanted to comment.

On page 17, it looks like there are no windows in the corner, but I think that's because the computer program is showing a shadow on Twenty20 building across the street. I just want to make sure you're putting windows there.

Going to page 19, this points out a problem to me that as a nice as precast concrete is, it's fundamentally a dreary product, and I think that's one reason the building, as depicted

here, appears to be a bit dreary. So I think you have to keep pushing the envelope on that and I don't know how to do that. I do it if I'm not using precast concrete on my buildings.

Let's go to 21. So the column that's holding up the corner, it's too small and it's going to break.

STEVEN COHEN: Like a toothpick.

HUGH RUSSELL: It used to be at least twice as wide, and I'd like you to look at two possibilities -- oh, also I think it should be covered in brass. It's out of the system of the building and brass is what you're using, so I think strongly about covering that column, whatever shape it is. And I would suggest two shapes to look at, one is the circle that you've shown, but a bigger circle. And I'd like it to be set back in but I know that's structurally

very expensive. It could be done, but it's just -- you spend a lot of money doing something that is pure visual. And another thing I'm thinking about is a triangular column that curates the corner of the building down. If you look at that, there's like a four-foot, five-foot wide panels either side of the corner, what happens if those come all the way to the ground and then the back is cut at an angle? There's going to be a steel column in the middle of it. It's smaller than that round column. It doesn't need to be that big. But so I'd like you to look at that column and work on that.

Page 27. And now the -- I think the point I want to make here is that the wing on the left looks like it's a kind of a nice upscale apartment building, and the wing on the right looks kind of like it's a correctional facility.

I want to tell Ted that the windows are in fact wider than a correctional facility windows. And I lived in Quincy House for a couple of years and in my dorm, windows were only about that wide in Quincy House, they're very -- pretty narrow. I had a room that had a couple of them. It was on a corner. And actually from the inside it was just fine because it was bigger than I was. So I'm not too worried about the insides of the room. But from the inside, clearly the elevation on the left is a lot more interesting than the elevation on the right. And being one of the Planning Board minority that keeps pushing developers to take glass off, I realized this comment is counterproductive. Still it's, you know, I think that's one of the things that's happening to make it seem -- I mean, maybe it expresses it's an institutional building, but I

think you need to do more with the pieces that don't face towards us, the things that face the other directions.

Page 31 or 30, first. So that guy on the right is about to kick the ball and it's going to go all the way across and it's going to go through the front plaza, and God knows where it's going to go and he's going to be chasing it. We know there's going to be a fence there. I would like that fence to be designed. It doesn't have to be, you know, like a six-foot high piece of black vinyl chain link, but I think he really needs something to stop those balls. And it could be something that's unexpected. It doesn't even have to be even continuous. It could be overlapping sections so that you could see that, so the woman in the red shirt and her kid can actually do that. But in 31 I'm focusing on the

benches, those red specks. And so if you go to Harvard Yard now and you see how people like to sit outdoors because Harvard's got gazillion seats on the lawn that I was not even allowed to walk on when I was a student, and they're all faced -- pretty much all faced in groups and they change all the time. Now you may not want to subject your chairs to theft or anything else, but benches that are parallel or at a very shallow angle don't facilitate conversation. And I think you really need to face up to that as you look, this is pretty schematic. And when you develop it, I think you should try to make some places where people might actually want to sit and talk to each other.

I'm getting near the end. Page 36. So I focussed on that beige planter buffer and fence. Now I'm assuming that's not really intended to be

six-inch concrete block painted beige. I think it has to be transparent. And, you know, that's just something you need to get a little clearer.

Now if that's all I can find to talk about, that's pretty -- oh, I guess there's one piece that is coming through here. Let me see if I can find that view. It's the view of the Gilmore Bridge looking at the building and --

CHRISTOPHER MARIN: Here?

HUGH RUSSELL: That's exactly what I was looking for. Page 24. So you've given me the corner that I've asked for at this point, but you didn't give me the other corner. And it looks now like you just forgot or you ran out of windows on that end. And I don't suggest you do what they did on the top three floors of the One Western Avenue, because they're mechanical rooms, and they have a whole bunch of fake windows that

carry the pattern of the windows below. I find that particularly offensive. But look at that as an opportunity to do something more special with that corner. And I don't know what that is.

There was a, the new building to replace the University Theatre in Harvard Square was presented to a limited audience, I guess it was last week, and they are planning to recreate that 50-foot high brick wall on Church Street because they need the FAR and they need to be out there. And there's this odd historical argument about that that this is keeping this historical wall that's been there for 90 years and has been ugly for 90 years. So -- and they're putting some windows in it. But they said we're going to hire an artist to do something special with that wall. So that's one way to deal with an ugly piece of wall. You know, your Swedish architect in the

EF --

H. THEODORE COHEN: Two.

HUGH RUSSELL: -- II, you know, put in the waterfall and that was a way of adding particularly feature to a building that was very minimalist. This is not a really minimalist building, but I don't know, I want to say something happened there that is more interesting and I don't, without, you know, grabbing the drivers' attention so they veer across. I guess I also want to comment on the driver issue of this building.

I think the reason that the lecture hall is so interesting on that loop ramp is because the cars are about as far from me as Steve is from the building. You're almost driving through it and it's got this crazy shape on the outside that captures your imagination.

So I don't -- I think what's being proposed here, I don't know, us, the passenger on the right side of the car will be able to look over and say oh, there's something going on there. I'm not -- but it's quite a bit farther away. I think this represents a reasonable balance. I don't think Joe has to be quite as concerned, but, you know, he's a traffic engineer and the expert on these subjects.

All right. Those are my comments. I would like tonight to give a preliminary approval for this project attaching the various items that may come up in further conversation.

H. THEODORE COHEN: Thacher.

THACHER TIFFANY: I just have, I just have one question about the materials. What are the materials proposed on the ceiling of the entryway in the lobby?

RICHARD McKINNON: Wood.

THACHER TIFFANY: Wood. Yeah, that's a wood. Okay. I'm making funny faces. In some of the renderings it looked like maybe it was something more innovative. Yeah, like that one. But that's just the way it's showing up in the rendering I think.

I don't have anything else to add.

H. THEODORE COHEN: Tom.

TOM SIENIEWICZ: Well, Hugh did a magnificent job taking us through virtually every expansion joint in the building so I concur with his careful analysis.

I just wanted to turn my comments to actually a follow-up to where I was at the last hearing and I, you know, at the risk of starting negatively but that's okay. 26, slide 26. And this relates to the trick questions I was asking

the traffic engineer about what the nature of this roadway is, because I'm looking at the perspective. And I think this project -- you don't control the street, I understand that. You control your front yard. This project needs to go on a pavement diet in my opinion. Looking at this, this doesn't look like a wonderful access way to one of the most extraordinary urban rivers in America. This looks like a high speed road in the District of Columbia or something. And the traffic engineer done a very, very careful analysis to show, you know, what a modest impact this will have actually on the volumes of traffic in and around this. So this is a special street. And I would encourage the city to think about that. In fact, it's been typified as a dead end or a cul-de-sac. And I think we could do better in terms of an entryway to really an

extraordinary edge and parkland in the city.

So that leads me to, okay, the part that the applicant controls which is the front yard from the front entryway. I guess we just conveniently go to 27 which shows the pedestrian way and the bikeway and the front yard of the project which you do control. And so here's the bikeway and it's got strollers on it and pedestrians. And there's another rendering and I'll remember -- oh, there they are, the ice cream eaters go -- they appear in many renderings. So that's also, that's okay. I didn't mean to make fun of that, but they're eating ice cream on the pathway so it suggests that it's not a high speed roadway. And so there's another pedestrian way and so there's more paving. And so one thing about the river is that it's turning into a natural setting. It's

not paved, and there's a good reason for that because trying to get the water into the ground so that it supports the river and the ecosystems there is really what that park line's doing in large measure. And I know the City is telling you you got to build this superhighway for bikes across the site here and you got to build a superhighway for pedestrians, and it looks like twice too much paving. So I think you're getting really, really bad advice from the Community Development Department. I think there's another way to think about this section, which is okay, why don't we make it one and put the bikes on the road or change the road. It just seems a shame to me to pave this, to make it look like high speed and to separate all of the uses which is, you know, what we don't -- we've learned we don't do in zoning anymore. And I think when you share

a space on roadways and transportation systems, it also makes them safer rather than putting everybody in one spot.

So then I just want to move to the next detail and I'll get the slide reference here. It's slide 33 which shows the green screening. And I hope the fence isn't this high if I understand the way this fence is. Si I think the green -- I love the idea of green screening. So I guess we go to a plan around the multipurpose field to try to understand what those edges are that Hugh was beginning -- that's good. That's perfect. I know we've got the continuing pump station on the south side of the site. I imagine that's where, that tall planted screen goes.

RICHARD McKINNON: That's right.

TOM SIENIEWICZ: Excellent. But then this same line which was referred to as concrete

block between that pedestrian zone -- and so on the front of the site with that. So is that also planted fence?

PETER WHITE: It will drop down to four feet parallel.

TOM SIENIEWICZ: So it will drop down to four feet and then you're going to hockey stick it around to stop the ball from getting in the front lobby?

PETER WHITE: That's right.

TOM SIENIEWICZ: Yeah, okay. So that will also be a planted screen?

PETER WHITE: Yes. It will be implanting at four feet tall.

TOM SIENIEWICZ: Okay. All right. I think that's the right answer.

So these areas that are poking around, I'm concerned about, I like the general

disposition of the parks and the landscape, the West Park and the -- the two parks, the two parks plus the plaza in front. I think it visual a full variety of landscapes there. I just wish we could go on a pavement diet.

So that's my comments, Mr. Chair.

H. THEODORE COHEN: Okay. If I could just follow up with what you're saying. Is it my understanding that the multiuse field is not grass? Is it Astroturf or something?

PETER WHITE: Synthetic turf is the current plan.

H. THEODORE COHEN: Is that really needed? Well, you're saying yes.

HUGH RUSSELL: I think so.

PETER WHITE: Because of the active use --

JOHN HAWKINSON: Can you use the

microphone in front of you?

PETER WHITE: Can you hear me?

H. THEODORE COHEN: Yes.

PETER WHITE: We're recommending the synthetic turf because we anticipate a lot of use, a lot of different type of use. And the synthetic turf allows it to be used right after the rain long into the seasons, in the near cold weather, and so, there's a lot more play time that will be available on the field.

H. THEODORE COHEN: I have very little experience with it. I don't know whether people like it or not. I often thought kids didn't care for it. Young kids didn't care for synthetic turf and they scratch themselves all the time running around and falling. I don't know what other people think.

Lou.

LOUIS J. BACCI, JR.: I just have a couple of small ones. I kind of agree with Tom on the walkway, but I had more concern with the multiuse paths with bikes interfering with your people going in and out of the building having some accidents there. I don't know if you can turn it out to the bike lane. You cross it right in front of the door and you have a lot of people coming in and out. That was a simple concern.

The other concern I have is on page 17, the screening. I'm glad you did some work on putting some movement in it, but it's not there really. If that's the material, is this perforated metal or louvers? It doesn't really screen. You see all the bones in it. You see right through it, through all the mechanicals. I always have a problem with these. It doesn't really properly screen anything. It just makes

it shadows. If something solidier would be appreciated.

That's all I have.

H. THEODORE COHEN: Steve.

STEVEN COHEN: First I wanted to acknowledge that, you know, some of the important public benefits that this proposal is bringing.

First and foremost, it's addressing a state-owned parcel which is a mess and an eyesore and could not have been easy to make arrangements with the state to be developed, and not everybody or anybody can do that. So I acknowledge that with thanks.

I also acknowledge some of the benefits that we heard where you folks are going to be maintaining the new parks in the area, and since the state doesn't have a great track record maintaining the green space and parks, I think

that too is acknowledged and appreciated.

And then finally bringing hundreds or thousands of young international students to the neighborhood to enliven and enrich the neighborhood and the city, another public benefit. All good stuff.

As for the design and the building itself, I thought we started from a pretty good place last time round and you made a bunch of good and responsive improvements. I came into the meeting with actually only one architectural comment and Hugh already stole my thunder on that one and that -- you know, he stole a lot of thunder. But that's that column upfront, which it looked like a structural necessity and you couldn't find a better way of doing it. It would have been nice to cantilever the whole mess. As Hugh pointed out, that would probably cost a few

shekels. But it does look a bit like, I don't know, you know, a toothpick supporting an elephant. And certainly as Hugh suggested a larger element would do. But maybe, you know, some sort of -- more artistic option. Something which it doesn't look like a mere function. Gosh, in the 50s I guess we celebrated function and the hell with form, but this time around I would opt for form here. I think you need to make a virtue out of that structural necessity. Beyond that I have no substantial comments. I think the proposal is looking real good.

Thank you.

H. THEODORE COHEN: Okay. Well, pretty much everyone has made my comments, too. I think it's a handsome building. I like it a lot. I'm not -- a couple of things that I'm not wild about are the precast concrete. I know you've added

some on the first few floors, but it looks, you know, just sort of grey and heavy to me.

I also agree with Lou about the screening on the roof. I mean, I like the playfulness of it all, but I really want it to be much more opaque than it's shown in some of the renderings. And also there does appear to be, at least in one of the renderings, one penthouse equipment that is sticking up above the screen. And I'd like you to think about that, whether it really needs to or whether the screen could be a little bit higher. I mean, I realize it's all a question of proportions.

I do like the fact that it is not squared at the street line. I think at this particular location the way the streets come together, this makes a lot of sense. It is a handsome addition.

I would like to see a rendering of what

it looks like from the inside, what a room looks like from the inside. I will take Hugh's word for it that the windows are a reasonable size. And I know we almost never talk about the interior space, but this is one I just would like to see something so I could feel a little more comfortable about that. And I will say I think the idea of the triangular column covered in brass really sounds great. So you can think about that.

So if we don't have any other questions or comments, if we're ready, we can run through the requirements for the preliminary determination and see if we can make those findings and allow the proper --

THACHER TIFFANY: Can I weigh in on one other thing --

H. THEODORE COHEN: Sure.

THACHER TIFFANY: -- quickly.

Just Tom reminded me how the multiuse path was kind of silly, and I was looking at the map. Can we include a request to sort of understand that better? I mean there's a -- my understanding is the reason it's being added is because it's, the neighboring property has it so it's like that should continue, but it does strike me as throwing good money after bad because it's never going to go anywhere else. Towards the river there's a new EF building, it doesn't have it in front. And in the other direction it doesn't appear that the, that it's planned. So it's like a one block multiuse path. So I think we want to hear more about that.

H. THEODORE COHEN: Well, is anybody from CDD prepared to talk about it now?

IRAM FAROOQ: Yeah. The multiuse path is

actually, from our perspective, really critical because it's -- even though it's a short segment, it's actually a segment for regional connection. As Hugh was saying, on one side it takes you all the way to the river and then connects you to the river path. And then on the west side it connects through North Point and ultimately -- well, right now you would have to go on to the street -- I mean, in the short term you would have to go on to the street to connect to the Somerville Community Path, but the T in their RFP has actually put a low priority item to even explore doing the path on off street. So the idea is like over the long term you would have this long regional connection. And as Hugh was mentioning, that would connect all the way to the Minuteman. So we wouldn't want to miss that opportunity. I think it's certainly -- we hear

your comments in terms of the amount of pavement and we'll certainly think through what that and possibility of conflict, and we'll think through what that format ought to be so that it's a more pleasant interface at this point.

HUGH RUSSELL: I'd like to make a comment. It appears that the concept is to syphon the bicycles off the multiuse path at some point. There are bike lanes on the street, and I must say as a bicyclist here, designating bicycling to EF for meetings, I do go in the street because they have these nice bike lanes and the street's empty, you know, I don't want to be dodging pedestrians. And so I think that's -- and I'm not quite sure where that syphoning happens, but I think it happens quite a bit farther in the DivCo site. So if it's, if you say well, there aren't going to be, you know,

commuters bicycling on this part of the path, I mean you may be able to look at it and say that we don't need two parallel places for people. My instinct is to make the major connections connect up to the multiuse path but not that the -- the excess sidewalk is the one along the curb, not the multiuse path. But maybe, you know, the multiuse path is somewhat different alignment, maybe you can get a little more green space.

TOM SIENIEWICZ: No traffic. It's in the street.

HUGH RUSSELL: Yeah.

H. THEODORE COHEN: Tom, you had --

TOM SIENIEWICZ: Yeah, since we're all taking last swings, just to a LEED version gold, version IV meeting the standard, I think a project of this scale I hope we can actually apply for and get the actual certification. I

don't know if I can hold your feet to the fire, but given the scale of this construction just apply for it and actually get it and let's not play any games and just get it.

H. THEODORE COHEN: I do have one more question. It's actually on the cover sheet. Exactly what's happening on the top of the --

PETER WHITE: So the fourth floor?

H. THEODORE COHEN: The fourth floor is it? Yes.

PETER WHITE: So the plan that you're looking at, an earlier version, but that outdoor, that's a dining terrace that will have tables, chairs off of the cafeteria, and there will be a shade structure. There will be a required amount of green space on that which I -- if my numbers are correct, it's about 20 percent or 25 percent of that area. And there will be a series of

large planters that will have shade trees in. I think this elevation reflects what we'll see from down the street more.

H. THEODORE COHEN: And I assume there will be some sort of fence?

PETER WHITE: Yes. There is a glass parapet that you won't see. That's a guardrail on the outer edge of it.

H. THEODORE COHEN: Okay. Much like Hugh's comment about wanting to see the fence that's going to separate the field from the entrance to the building, I'd also like to see what's proposed to be up there.

HUGH RUSSELL: (Inaudible.)

H. THEODORE COHEN: Pardon me?

HUGH RUSSELL: The fence at street level should be glass.

H. THEODORE COHEN: Well....

Okay, so if we're prepared to go forward, so what we need to determine, and a preliminary determination under Section 12.353, approval of the development proposal shall be granted only upon determination by the Planning Board and if the development proposal conforms with the general development control set forth in Section 12.50 and the development control set forth for the specific PUD District in which the project is located.

So as Suzannah pointed out, the building is not in compliance with the ECaPs guidelines for the building to be up against the street. I have no problem with that. I think it's actually very nice the way it is done, but are we in agreement with that?

HUGH RUSSELL: Yes.

STEVEN COHEN: Yes.

LOUIS J. BACCI, JR.: Yes.

H. THEODORE COHEN: Okay.

That it conforms with adopted policy plans or development guidelines for the portion of the City in which the PUD District is located.

I think that's the same issue.

It provides benefits to the City which outweigh its adverse affects. In making this determination, the Planning Board shall consider the quality of the site design, including integration and a variety of land uses, building types, and densities, preservation of natural features, compatibility with adjacent land uses, provision and type of open space, provision of other amenities designed to benefit the general public, traffic flow and safety, adequacy of utilities and other Public Works, impact on existing public facilities with the City, and

potential fiscal impact.

So we have received memos from Department of Public Works with regard to impact of public facilities and the adequacy of the utilities and other Public Works. And the fact that the proponent has been in close communication with Public Works and they know what the City's requirements are. And they know what the City's INI requirements are, and that they will continue to work on this as the plan develops.

Potential fiscal impact. I mean it's, you know, presumably the City will be receiving increased taxes.

We have heard from the Department of Traffic and Parking with regard to the minimal impacts the traffic will have on the couple of exceedances which Traffic and Parking described as minor. They also find the ingress and other

access provisions acceptable.

And so, can we reach agreement that those provisions are all complied with?

(All Board Members in agreement.)

H. THEODORE COHEN: And so I think what we're really left with is quality site design, land uses, building types and densities. And various other land use matters which Hugh I think has, you know, argued very technically with regard to the institutional use.

So there is, and we will ultimately be needing to make a determination on the Special Permit, that there can be a nonresidential use up to 100 percent. And this -- the dormitory use is not considered a residential use, it's an institutional use, and the retail uses I assume are not residential use. So we will be prepared to make those findings at the appropriate time?

(All Board Members in agreement.)

H. THEODORE COHEN: We've received information about the open space that's going to be provided by this which seems in excess of the requirements of the Ordinance. And the entire first floor, as I understand it, is going to be open to the public along with the multiuse field and so there are amenities designed to benefit the general public.

So can we agree that that provision of the Ordinance is being complied with?

TOM SIENIEWICZ: Yes.

STEVEN COHEN: Yes.

LOUIS J. BACCI, JR.: Yes.

H. THEODORE COHEN: Is Jeff still here?
Anything else we need to make?

So we should vote that we grant approval,
make a preliminary determination of approval

subject to the comments that have been made at this hearing as to potential changes we would like to see or explanations or why changes aren't being made, and that we are in agreement that the provisions of Section 12.35.3 have been complied with at this point.

Do I have a motion to that effect?

STEVEN COHEN: So moved.

H. THEODORE COHEN: And is there a second?

LOUIS J. BACCI, JR.: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: It's unanimous.

Thank you very much.

RICHARD McKINNON: Thank you.

SHAWNA MARINO: Thank you very much.

H. THEODORE COHEN: We look forward to

you coming back with the final development plan.

And Swaathi, there's nothing else on our agenda so we are adjourned.

(Whereupon, at 9:50 p.m., the
Planning Board Adjourned.)

* * * * *

ERRATA SHEET AND SIGNATURE INSTRUCTIONS

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

INSTRUCTIONS

After reading this volume of the Planning Board transcript, note any change or correction and the reason therefor on this sheet. Sign and date this Errata Sheet.

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

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

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

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 14th day of July 2017.

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

My Commission Expires:
April 29, 2022

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

<p>\$</p> <p>\$39,000 [1] - 31:8 \$500,000 [1] - 84:12</p>	<p>137:16 1978 [1] - 137:4 1st [3] - 8:2, 8:5, 108:9</p>	<p>35:12 4th [1] - 11:1</p>	<p>90's [1] - 74:14 91 [1] - 83:10 9:50 [1] - 176:4</p>	<p>activities [6] - 76:1, 91:5, 91:10, 94:9, 96:8, 96:9 activity [2] - 130:3, 138:6</p>
<p>'</p>	<p>2</p>	<p>5</p>	<p>A</p>	<p>acts [1] - 87:10</p>
<p>'61 [1] - 137:16</p>	<p>2 [2] - 2:15, 22:4 2,000 [1] - 101:9 20 [3] - 35:14, 49:10, 168:17</p>	<p>5,000 [1] - 37:1 50 [1] - 49:8 50-foot [1] - 147:9 500 [1] - 15:11 50s [1] - 161:7 55 [6] - 15:5, 23:16, 26:7, 42:13, 53:8, 130:8</p>	<p>a.m [2] - 101:2, 101:8 ability [2] - 81:9, 117:6 able [4] - 13:9, 47:2, 149:3, 167:2 above-grade [2] - 2:10, 72:11 absolutely [1] - 71:5 academy [1] - 19:1 accept [1] - 11:3 acceptable [2] - 56:1, 173:1 access [22] - 28:15, 34:4, 34:13, 42:14, 84:5, 92:12, 96:11, 99:13, 99:16, 99:17, 116:11, 116:13, 117:2, 117:12, 118:2, 118:11, 122:17, 125:11, 126:15, 128:10, 151:7, 173:1 accessible [1] - 82:6 accessory [5] - 2:8, 2:9, 26:11, 29:7, 72:11 accidents [1] - 158:6 accommodated [1] - 44:5 accommodations [1] - 34:11 account [1] - 39:15 accurate [2] - 177:16, 178:6 achieve [1] - 116:17 achieved [3] - 132:3, 132:11, 135:4 acknowledge [3] - 159:6, 159:12, 159:14 acknowledged [1] - 160:1 acquired [1] - 81:14 acquisition [2] - 103:16, 106:12 acres [1] - 25:1 act [1] - 73:16 actions [2] - 12:14, 15:4 activated [1] - 87:15 activating [1] - 82:18 active [5] - 61:9, 75:16, 75:18, 96:8, 156:16</p>	<p>actual [5] - 42:3, 70:2, 122:4, 124:7, 167:18 Adam [1] - 113:2 add [7] - 28:9, 35:13, 43:15, 59:16, 116:6, 119:5, 150:8 added [3] - 89:9, 161:18, 164:6 adding [1] - 148:4 addition [5] - 8:17, 83:11, 84:6, 86:7, 162:17 additional [6] - 81:13, 99:12, 103:6, 103:8, 119:5, 122:1 address [9] - 26:12, 30:8, 33:4, 34:10, 51:15, 86:1, 105:1, 113:2, 114:7 addressed [1] - 118:5 addresses [3] - 75:9, 87:3, 87:6 addressing [1] - 159:8 adequacy [2] - 171:16, 172:4 adherent [5] - 5:16, 5:18, 107:1, 171:13 adjourned [1] - 176:3 Adjourned [1] - 176:5 adjustments [3] - 14:4, 38:9, 48:7 Adley [1] - 48:8 adopted [1] - 171:3 Adoption [1] - 2:4 adult [1] - 96:5 advanced [1] - 133:12 advances [1] - 133:4 adverse [1] - 171:8 advice [1] - 153:10 advisory [2] - 38:13, 103:8 Advisory [1] - 13:8 affects [1] - 171:8 affordable [2] - 16:8, 35:14 agencies [2] - 69:15, 114:11 agenda [4] - 3:9, 4:14, 137:4, 176:3 agent [2] - 77:17, 77:18 aggregate [2] - 46:8, 46:16</p>
<p>0</p>	<p>2007 [1] - 81:2 2017 [2] - 1:2, 178:8 2020 [1] - 116:14 2022 [1] - 178:14 2030 [3] - 27:17, 35:7, 39:5 2070 [1] - 32:17 20th [1] - 10:14 21 [1] - 141:5 213 [1] - 109:13 216 [1] - 35:14 24 [4] - 100:17, 105:10, 105:18, 146:11 240 [1] - 101:8 25 [5] - 9:15, 98:10, 100:14, 102:14, 168:17 25th [1] - 4:17 26 [2] - 150:17 26th [1] - 83:4 27 [2] - 142:14, 152:5 27th [1] - 4:7 28 [1] - 34:15 287 [1] - 78:10 29 [1] - 178:14</p>	<p>6</p>	<p>6 [1] - 1:2 6.7 [1] - 36:12 60 [5] - 26:18, 27:15, 35:5, 37:2, 130:9 600,000 [1] - 46:12 617.786.7783/617. 639.0396 [1] - 1:17 66 [1] - 17:12 697 [1] - 35:11 6:30 [1] - 1:3 6th [1] - 3:4</p>	<p>address [9] - 26:12, 30:8, 33:4, 34:10, 51:15, 86:1, 105:1, 113:2, 114:7 addressed [1] - 118:5 addresses [3] - 75:9, 87:3, 87:6 addressing [1] - 159:8 adequacy [2] - 171:16, 172:4 adherent [5] - 5:16, 5:18, 107:1, 171:13 adjourned [1] - 176:3 Adjourned [1] - 176:5 adjustments [3] - 14:4, 38:9, 48:7 Adley [1] - 48:8 adopted [1] - 171:3 Adoption [1] - 2:4 adult [1] - 96:5 advanced [1] - 133:12 advances [1] - 133:4 adverse [1] - 171:8 advice [1] - 153:10 advisory [2] - 38:13, 103:8 Advisory [1] - 13:8 affects [1] - 171:8 affordable [2] - 16:8, 35:14 agencies [2] - 69:15, 114:11 agenda [4] - 3:9, 4:14, 137:4, 176:3 agent [2] - 77:17, 77:18 aggregate [2] - 46:8, 46:16</p>
<p>0.61 [1] - 15:15</p>	<p>3</p>	<p>7</p>	<p>7</p>	<p>7</p>
<p>1</p>	<p>3 [2] - 2:3, 108:15 30 [4] - 77:18, 104:2, 137:6, 144:4 300,000 [2] - 2:8, 72:9 31 [3] - 106:4, 144:4, 144:18 328 [1] - 72:5 33 [2] - 17:12, 154:6 344 [1] - 1:4 36 [1] - 145:16 390 [1] - 102:16 397 [1] - 102:13</p>	<p>8</p>	<p>70 [8] - 16:5, 22:17, 26:7, 28:6, 33:1, 43:5, 53:8, 53:10 70-foot [2] - 26:2, 29:1 700 [1] - 101:6 70s [1] - 19:12 72 [1] - 2:18 725 [1] - 37:2 75 [1] - 98:10 76 [1] - 101:4 7:30 [1] - 2:6</p>	<p>70 [8] - 16:5, 22:17, 26:7, 28:6, 33:1, 43:5, 53:8, 53:10 70-foot [2] - 26:2, 29:1 700 [1] - 101:6 70s [1] - 19:12 72 [1] - 2:18 725 [1] - 37:2 75 [1] - 98:10 76 [1] - 101:4 7:30 [1] - 2:6</p>
<p>1</p>	<p>4</p>	<p>8</p>	<p>800,000 [2] - 15:12, 46:9 80s [1] - 19:12 85 [3] - 22:2, 26:10, 26:16 864 [1] - 35:13 8:00 [1] - 71:17</p>	<p>800,000 [2] - 15:12, 46:9 80s [1] - 19:12 85 [3] - 22:2, 26:10, 26:16 864 [1] - 35:13 8:00 [1] - 71:17</p>
<p>1 [1] - 2:12 1.5 [2] - 53:13, 53:15 1.56 [1] - 54:4 1.6 [1] - 25:1 10 [4] - 2:4, 2:6, 14:17, 72:5 10-feet [1] - 97:8 100 [5] - 27:10, 27:11, 27:13, 35:6, 173:14 100,000 [1] - 139:18 11 [1] - 2:5 110 [2] - 102:17, 127:13 11th [1] - 4:17 12,000 [2] - 2:15, 73:4 12,000 [5] - 2:11, 2:18, 72:14, 73:9, 74:12 12.35.3 [1] - 175:5 12.353 [1] - 170:3 12.50 [1] - 170:8 13 [1] - 139:12 13.70 [2] - 2:11, 72:15 13.73.0 [2] - 2:15, 73:3 13.73.1 [1] - 73:6 13.73.1(i) [1] - 2:16 14 [1] - 97:9 147703 [1] - 178:12 14th [2] - 6:14, 178:8 15 [3] - 14:17, 49:10, 80:16 150 [2] - 64:3, 88:4 16-year-old [1] - 124:15 17 [2] - 140:10, 158:10 18 [1] - 8:2 18th [2] - 4:17, 76:12 19 [1] - 140:15 19.20 [2] - 2:11, 72:14 191 [1] - 105:4 1960 [2] - 62:1,</p>	<p>40 [1] - 49:8 45-foot [2] - 26:1, 28:17 490-whatever [1] -</p>	<p>9</p>	<p>90 [6] - 36:2, 36:6, 101:5, 104:1, 147:13, 147:14</p>	<p>90 [6] - 36:2, 36:6, 101:5, 104:1, 147:13, 147:14</p>

<p>aggregation [1] - 7:8 ago [8] - 4:4, 32:13, 48:1, 60:15, 64:3, 76:11, 80:16, 137:6 agree [3] - 158:2, 162:3, 174:10 agreed [6] - 81:1, 83:6, 83:12, 83:14, 84:3, 84:11 agreement [5] - 170:16, 173:2, 173:4, 174:1, 175:4 agreements [2] - 70:3, 126:1 agrees [1] - 114:5 air [2] - 66:15, 70:6 Alewife [21] - 3:12, 12:4, 12:7, 12:15, 12:17, 12:18, 13:4, 13:5, 14:10, 14:15, 18:8, 18:16, 20:8, 24:8, 37:8, 38:10, 38:11, 43:11, 45:17, 67:13, 69:2 alignment [1] - 167:8 alleyways [1] - 64:7 allow [6] - 28:14, 43:1, 83:7, 84:4, 105:16, 163:15 allowed [3] - 19:15, 101:15, 145:4 allowing [1] - 40:18 allows [2] - 26:11, 157:7 almost [6] - 60:13, 78:4, 78:9, 137:6, 148:16, 163:4 alone [2] - 98:10, 100:15 altered [1] - 51:15 alternative [4] - 107:8, 118:15, 124:4, 126:10 alternatives [1] - 98:8 amazingly [1] - 111:3 amendment [1] - 117:16 amenities [9] - 20:10, 82:3, 84:8, 86:9, 87:14, 94:11, 111:11, 171:15, 174:8 America [1] - 151:9 amount [8] - 9:13, 37:12, 54:15, 57:6, 97:1, 116:10, 166:1, 168:15 analyses [1] - 99:5 analysis [17] - 12:12, 14:11, 20:13, 23:11, 24:12, 40:15, 58:12,</p>	<p>58:16, 59:12, 79:12, 103:2, 103:7, 103:8, 120:14, 150:13, 151:12 anchor [1] - 65:1 AND [1] - 177:1 AND/OR [1] - 178:16 Anderson [1] - 18:18 angle [2] - 142:9, 145:10 announce [1] - 80:15 annoyed [1] - 111:17 annually [1] - 36:12 anonymous [1] - 35:1 answer [5] - 36:2, 70:7, 120:8, 121:10, 155:16 answered [1] - 51:1 anticipate [3] - 4:8, 128:15, 157:5 anticipated [2] - 42:1, 127:14 ANY [2] - 178:15, 178:16 any.. [1] - 137:2 anyway [1] - 66:2 apartment [2] - 26:3, 142:17 appear [5] - 134:12, 134:14, 152:11, 162:7, 164:13 appearing [1] - 112:15 applicable [1] - 101:18 Applicant [1] - 2:12 applicant [7] - 72:16, 113:10, 114:9, 122:13, 124:11, 125:14, 152:3 application [10] - 2:7, 72:7, 77:6, 77:9, 78:9, 79:8, 104:7, 131:9, 132:12, 133:12 applied [3] - 37:4, 37:5, 39:1 APPLY [1] - 178:15 apply [3] - 58:7, 167:18, 168:3 applying [2] - 16:12, 38:15 appointed [1] - 137:3 appointments [1] - 78:2 appreciate [1] - 71:3 appreciated [2] - 159:2, 160:1 approach [4] - 9:13, 40:17, 75:13, 102:6 approached [1] -</p>	<p>80:17 appropriate [2] - 138:15, 173:18 approval [4] - 149:11, 170:3, 174:17, 174:18 approvals [2] - 4:5, 5:12 approve [1] - 10:16 approved [4] - 81:8, 87:7, 87:8, 118:8 april [1] - 178:14 April [2] - 11:1, 79:17 architect [6] - 86:8, 93:2, 110:8, 135:7, 135:12, 147:18 architects [1] - 85:4 Architects [2] - 79:7, 85:12 architectural [2] - 31:1, 160:11 architecture [6] - 107:14, 107:17, 109:14, 119:12, 120:6, 129:1 area [24] - 3:12, 10:5, 13:4, 14:14, 14:15, 16:7, 31:3, 45:10, 54:14, 56:15, 68:4, 72:9, 72:18, 83:16, 84:2, 84:17, 106:17, 130:4, 133:1, 133:15, 135:6, 140:1, 159:16, 168:18 Area [2] - 2:7, 2:13 areas [15] - 25:5, 26:5, 29:3, 39:4, 45:10, 45:13, 47:11, 87:10, 87:17, 91:8, 95:17, 132:10, 133:2, 135:5, 155:17 argued [1] - 173:9 argument [2] - 107:13, 147:11 arise [1] - 47:12 arms [1] - 57:13 arrangements [1] - 159:10 arrives [1] - 90:4 arterial [1] - 130:1 Arthur [1] - 80:17 Article [5] - 2:11, 2:18, 72:14, 73:9, 74:11 artist [1] - 147:16 artistic [1] - 161:5 as-of-right [1] - 17:6 aspects [2] - 5:9, 66:3 assertive [1] - 112:2 asset [1] - 100:3</p>	<p>Assistant [1] - 1:9 Associate [1] - 1:8 associated [1] - 106:12 Associates [2] - 7:1, 79:7 assume [3] - 62:8, 169:4, 173:16 assuming [2] - 45:7, 145:18 assure [1] - 102:11 Astroturf [1] - 156:10 athletic [2] - 94:13, 96:4 attaching [1] - 149:12 attainment [2] - 20:2, 31:10 attention [3] - 77:4, 130:13, 148:10 ATTORNEY [1] - 103:13 attract [1] - 81:10 attracting [2] - 56:12, 130:13 attractive [3] - 23:18, 29:11, 50:16 attractiveness [1] - 116:4 audience [3] - 7:5, 14:1, 147:7 authorized [2] - 2:13, 72:18 auto [2] - 98:18, 102:11 availability [1] - 20:3 available [3] - 19:10, 71:10, 157:10 Ave [3] - 22:18, 42:18, 56:7 Avenue [6] - 16:6, 21:3, 23:14, 37:17, 107:16, 146:17 average [1] - 31:8 avoid [1] - 116:12 avoided [1] - 125:16 avoiding [1] - 119:11 aware [1] - 38:12 awful [1] - 111:7</p>	<p>49:1, 135:4, 149:7 balanced [1] - 49:4 balances [2] - 38:7, 128:3 balancing [1] - 56:18 ball [2] - 144:5, 155:8 ballpark [1] - 128:13 balls [1] - 144:13 bar [1] - 37:9 BARR [11] - 113:4, 121:7, 124:17, 125:13, 126:11, 127:18, 128:2, 129:2, 129:5, 129:12, 130:18 Barr [1] - 113:5 barrier [1] - 68:5 base [7] - 7:12, 7:14, 32:11, 34:15, 88:14, 89:12, 89:14 based [12] - 10:2, 14:4, 16:14, 29:17, 30:3, 37:3, 38:9, 65:7, 66:10, 66:13, 99:3, 99:18 baseline [1] - 17:1 basements [1] - 64:11 basis [2] - 33:1, 36:14 basketball [1] - 83:15 bay [1] - 19:9 Bay [4] - 64:3, 69:9, 69:13, 100:5 beacon [1] - 90:5 Beaton [1] - 78:8 beautiful [1] - 76:8 become [5] - 122:10, 122:17, 124:6, 137:8, 137:17 becomes [5] - 33:6, 59:3, 59:5, 90:5, 137:16 Bedford [1] - 139:1 begin [1] - 74:3 beginning [3] - 78:17, 82:9, 154:12 behind [5] - 24:5, 35:1, 64:7, 116:14, 138:10 beige [2] - 145:17, 146:1 Belmont [1] - 37:17 below [2] - 101:7, 147:1 benches [2] - 145:1, 145:9 benefit [7] - 29:16, 30:9, 41:18, 43:9, 160:6, 171:15, 174:8 benefits [7] - 32:7, 83:11, 84:18, 135:6,</p>
		<p>B</p> <p>Bacci [1] - 1:8 BACCI [8] - 55:3, 55:10, 57:4, 57:7, 158:1, 171:1, 174:14, 175:11 bad [5] - 10:7, 107:6, 109:6, 153:10, 164:9 balance [4] - 26:4,</p>		

<p>159:7, 159:14, 171:7</p> <p>Bertil [2] - 80:16, 81:1</p> <p>best [3] - 30:1, 109:15, 127:7</p> <p>better [14] - 10:8, 18:4, 25:14, 48:8, 55:14, 63:13, 65:3, 84:5, 108:3, 108:5, 108:8, 151:17, 160:16, 164:5</p> <p>between [12] - 22:17, 31:6, 32:13, 47:1, 49:8, 49:10, 52:16, 69:13, 84:1, 90:17, 135:4, 155:1</p> <p>beverage [2] - 30:11, 30:13</p> <p>beyond [5] - 39:5, 92:2, 92:16, 116:2, 161:11</p> <p>bicycle [6] - 34:11, 63:3, 99:10, 108:16, 113:16, 138:18</p> <p>bicycles [3] - 99:15, 138:15, 166:8</p> <p>bicycling [2] - 166:11, 167:1</p> <p>bicyclist [1] - 166:10</p> <p>big [12] - 4:4, 20:18, 24:11, 46:5, 56:9, 57:11, 75:9, 123:18, 138:16, 140:4, 142:12</p> <p>bigger [5] - 25:1, 25:4, 61:3, 141:17, 143:8</p> <p>BIGOLIN [4] - 131:7, 134:8, 134:18, 135:3</p> <p>Bigolin [1] - 1:12</p> <p>bike [10] - 24:6, 39:16, 82:5, 94:12, 96:10, 97:8, 97:11, 158:7, 166:9, 166:12</p> <p>bikes [3] - 153:6, 153:13, 158:4</p> <p>bikeway [2] - 152:6, 152:8</p> <p>biking [1] - 98:11</p> <p>bill [1] - 61:2</p> <p>bills [2] - 8:7, 8:8</p> <p>bit [28] - 22:5, 22:7, 22:11, 25:1, 25:4, 25:12, 33:1, 53:1, 56:7, 56:12, 61:3, 65:15, 65:16, 65:17, 66:6, 68:3, 77:7, 77:8, 78:13, 102:14, 121:12, 128:5, 128:14, 141:1,</p>	<p>149:5, 161:1, 162:11, 166:16</p> <p>black [1] - 144:12</p> <p>bland [1] - 105:9</p> <p>blank [3] - 129:7, 129:8, 130:16</p> <p>blast [1] - 89:5</p> <p>block [9] - 28:15, 33:5, 33:11, 33:12, 34:13, 64:2, 146:1, 155:1, 164:14</p> <p>blocks [2] - 139:2, 139:17</p> <p>blowing [1] - 96:16</p> <p>blowup [1] - 97:12</p> <p>blue [1] - 62:2</p> <p>board [5] - 8:6, 10:11, 104:12, 112:16, 136:2</p> <p>Board [33] - 2:4, 2:12, 3:5, 3:12, 4:2, 5:1, 5:10, 5:11, 7:4, 8:15, 10:18, 12:1, 40:10, 43:16, 44:2, 67:7, 71:13, 72:5, 74:9, 79:3, 99:7, 101:7, 107:4, 113:18, 137:3, 143:13, 170:5, 171:9, 173:4, 174:1, 176:5, 177:6, 177:15</p> <p>BOARD [1] - 1:1</p> <p>Board's [4] - 3:13, 4:7, 6:9, 76:18</p> <p>bold [4] - 50:6, 50:7, 64:14, 65:2</p> <p>bolder [2] - 63:8, 65:3</p> <p>bones [1] - 158:15</p> <p>bonuses [1] - 56:9</p> <p>border [2] - 94:1, 95:6</p> <p>bordered [1] - 94:7</p> <p>bore [1] - 113:17</p> <p>bored [2] - 33:15</p> <p>Boston [4] - 30:12, 60:13, 60:14, 119:4</p> <p>bottom [1] - 33:9</p> <p>Boulevard [21] - 2:6, 72:6, 82:15, 86:6, 86:17, 87:5, 90:6, 91:14, 91:18, 92:4, 93:12, 94:1, 96:11, 97:7, 101:15, 102:1, 122:18, 125:3, 126:14, 132:14, 137:1</p> <p>boulevard [2] - 122:4, 138:13</p> <p>brass [5] - 89:7, 90:14, 141:12, 141:13, 163:9</p>	<p>break [2] - 71:16, 141:7</p> <p>Brewery [1] - 30:15</p> <p>Brian [2] - 99:18, 118:6</p> <p>brick [1] - 147:9</p> <p>bridge [26] - 39:16, 40:8, 40:16, 41:1, 41:7, 42:7, 42:11, 42:14, 43:9, 43:12, 44:18, 51:8, 56:3, 63:3, 67:14, 67:15, 68:7, 68:9, 68:15, 75:5, 75:10, 106:9, 119:4, 121:15, 127:6</p> <p>Bridge [13] - 86:16, 87:8, 93:12, 94:18, 97:16, 98:3, 106:7, 106:8, 116:13, 117:1, 122:2, 136:18, 146:8</p> <p>bridges [1] - 87:10</p> <p>brief [1] - 79:11</p> <p>briefly [1] - 79:14</p> <p>bring [2] - 6:10, 112:9</p> <p>bringing [3] - 82:13, 159:7, 160:2</p> <p>brings [1] - 97:14</p> <p>BRISTOL [1] - 178:3</p> <p>broad [1] - 14:7</p> <p>Broadway [1] - 1:4</p> <p>Brook [2] - 37:9, 69:2</p> <p>brought [1] - 13:6</p> <p>buffer [5] - 23:5, 48:8, 97:1, 97:10, 145:17</p> <p>build [14] - 22:3, 26:3, 27:10, 27:18, 30:2, 46:12, 54:4, 67:8, 74:16, 83:15, 117:5, 153:6, 153:7</p> <p>building [78] - 2:7, 4:1, 21:18, 22:3, 22:6, 25:14, 25:17, 26:3, 26:6, 26:12, 26:14, 27:7, 29:16, 43:2, 50:13, 64:5, 65:11, 66:16, 67:3, 72:8, 79:11, 81:15, 81:16, 82:1, 84:7, 85:6, 85:7, 85:13, 86:18, 87:3, 87:4, 87:6, 87:9, 88:16, 90:3, 91:11, 92:7, 93:13, 94:2, 94:11, 94:18, 107:5, 108:1, 108:2, 108:7, 110:18, 118:13, 120:14, 127:1, 127:11, 127:15, 132:8, 132:13,</p>	<p>136:11, 138:10, 139:3, 140:13, 140:18, 141:13, 142:5, 142:17, 143:18, 146:8, 147:5, 148:5, 148:7, 148:12, 148:16, 150:12, 158:5, 160:7, 161:16, 164:11, 169:12, 170:11, 170:13, 171:11, 173:7</p> <p>buildings [27] - 15:3, 26:4, 27:4, 27:7, 28:13, 29:7, 30:2, 34:9, 34:12, 35:2, 46:11, 60:2, 62:8, 62:11, 62:14, 62:15, 62:16, 64:7, 64:10, 66:13, 67:5, 102:8, 115:12, 119:12, 122:1, 141:4</p> <p>buildout [6] - 26:17, 26:18, 27:16, 35:6, 37:3</p> <p>built [3] - 15:2, 130:7, 136:11</p> <p>bunch [2] - 146:18, 160:9</p> <p>burn [1] - 112:8</p> <p>bus [1] - 103:5</p> <p>Business [1] - 81:3</p> <p>BUSINESS [1] - 2:2</p> <p>business [1] - 81:7</p> <p>businesses [7] - 27:5, 27:6, 29:15, 30:7, 31:14, 47:1, 140:7</p> <p>busses [1] - 100:10</p> <p>bussing [1] - 118:15</p> <p>busy [3] - 50:14, 116:3</p>	<p>137:17</p> <p>Cambridge's [1] - 20:6</p> <p>Cambridge/Boston [1] - 31:3</p> <p>CambridgePark [1] - 53:7</p> <p>Cambridgeside [1] - 15:2</p> <p>campus [9] - 75:13, 81:4, 102:6, 102:9, 102:18, 115:7, 115:12, 127:17, 128:4</p> <p>campuses [1] - 81:5</p> <p>canopy [4] - 34:11, 95:7, 95:8, 95:16</p> <p>cantilever [1] - 160:17</p> <p>capacity [3] - 14:11, 23:12, 39:6</p> <p>capitalize [1] - 133:7</p> <p>captures [1] - 148:18</p> <p>CAPTURING [1] - 1:17</p> <p>car [1] - 149:3</p> <p>care [3] - 32:16, 157:13, 157:14</p> <p>careful [3] - 123:17, 150:13, 151:11</p> <p>carefully [3] - 32:1, 103:18, 122:18</p> <p>carry [1] - 147:1</p> <p>cars [4] - 56:12, 121:5, 138:14, 148:15</p> <p>case [6] - 44:14, 59:1, 72:5, 73:12, 73:18, 80:5</p> <p>cases [1] - 40:14</p> <p>Catherine [3] - 3:13, 178:4, 178:11</p> <p>cautioned [1] - 46:16</p> <p>CDD [8] - 8:14, 80:13, 85:4, 93:9, 97:18, 104:8, 108:9, 164:17</p> <p>ceiling [2] - 92:18, 149:17</p> <p>celebrated [1] - 161:7</p> <p>center [4] - 2:9, 46:15, 82:7, 100:17</p> <p>Center [1] - 69:12</p> <p>centers [4] - 14:16, 46:1, 46:4, 46:5</p> <p>certain [3] - 54:15, 105:7, 140:6</p> <p>certainly [10] - 19:18, 43:8, 57:14, 71:12, 114:8, 115:4, 117:17, 161:3, 165:18, 166:2</p>
		<p>C</p> <p>cafe [3] - 82:5, 94:8, 95:6</p> <p>cafeteria [1] - 168:14</p> <p>calendars [1] - 4:17</p> <p>calming [1] - 122:14</p> <p>calories [1] - 112:8</p> <p>CAMBRIDGE [1] - 1:1</p> <p>Cambridge [28] - 1:5, 2:5, 3:11, 11:12, 11:18, 12:2, 13:7, 18:17, 19:5, 19:16, 23:2, 26:2, 28:18, 30:6, 30:8, 58:15, 62:1, 69:6, 74:9, 80:5, 80:12, 81:4, 81:11, 81:15, 110:3, 120:17, 123:14,</p>		

<p>certificate [1] - 83:5 certificates [3] - 9:9, 9:11, 10:1 CERTIFICATION [1] - 178:15 certification [1] - 167:18 certified [1] - 10:17 Certified [2] - 178:4, 178:12 certify [1] - 178:5 CERTIFYING [1] - 178:16 chain [1] - 144:12 chair [3] - 3:8, 8:11, 156:6 Chair [1] - 1:6 Chairman [4] - 74:5, 74:10, 76:11, 79:2 chairs [2] - 145:8, 168:14 Challenge [1] - 80:7 challenge [4] - 69:9, 80:5, 109:2, 114:7 challenging [1] - 50:6 chambers [1] - 64:17 chance [3] - 55:7, 75:1, 87:16 CHANGE [6] - 177:8, 177:9, 177:10, 177:11, 177:12, 177:13 change [10] - 38:7, 39:5, 58:1, 70:8, 96:17, 131:13, 132:6, 145:7, 153:14, 177:6 changed [1] - 88:2 changes [7] - 98:5, 108:7, 128:15, 131:11, 175:2, 175:3, 177:16 Chapter [1] - 83:10 character [2] - 91:17, 95:4 characteristics [1] - 46:2 charge [2] - 13:13, 49:12 Charles [1] - 82:18 chasing [3] - 55:16, 56:11, 144:8 cheap [1] - 9:2 cheaper [1] - 7:14 checked [1] - 30:5 child's [1] - 124:17 children [1] - 36:2 chip [1] - 69:18 Chocolate [1] - 30:14 chooses [1] - 7:17 Chris [3] - 85:11,</p>	<p>93:4, 131:8 CHRISTOPHER [2] - 85:14, 146:9 Church [1] - 147:9 circle [2] - 141:16, 141:17 circles [1] - 54:13 circling [1] - 56:17 circulates [1] - 94:10 cities [1] - 66:7 CITY [1] - 1:1 city [28] - 7:11, 16:9, 18:3, 18:17, 19:1, 19:6, 19:8, 19:10, 20:4, 20:8, 24:17, 28:8, 30:4, 32:2, 36:9, 45:6, 45:10, 45:14, 54:14, 54:18, 61:14, 66:12, 69:11, 91:3, 119:13, 151:15, 152:1, 160:5 City [22] - 1:9, 5:2, 7:6, 10:13, 17:15, 33:7, 34:17, 35:8, 36:1, 40:6, 47:18, 52:14, 62:1, 63:8, 75:7, 105:11, 153:5, 171:5, 171:7, 171:18, 172:12 city's [1] - 61:6 City's [3] - 63:5, 172:7, 172:8 citywide [7] - 12:5, 12:11, 12:13, 12:15, 38:17, 45:14, 45:18 clarifies [1] - 42:11 clarifying [2] - 42:11, 43:10 clarity [1] - 61:6 class [1] - 31:11 Class [1] - 22:6 classic [1] - 26:2 clean [2] - 9:2, 10:7 cleaner [2] - 7:12, 9:8 clear [11] - 27:11, 58:5, 59:8, 75:3, 88:16, 92:2, 97:2, 105:14, 105:17, 125:9 clearance [1] - 97:9 clearer [2] - 59:5, 146:3 clearly [5] - 40:10, 52:15, 62:18, 91:10, 143:10 Clement [1] - 25:4 Clement-Morgan [1] - 25:4 close [3] - 23:11, 30:11, 172:6</p>	<p>closely [1] - 113:10 closer [5] - 23:1, 26:1, 38:6, 82:12 code [1] - 66:6 coding [1] - 15:17 COHEN [86] - 3:3, 9:1, 9:17, 10:9, 10:10, 11:2, 11:5, 11:7, 11:8, 11:10, 39:13, 40:1, 41:5, 43:13, 45:3, 47:8, 49:18, 54:12, 57:11, 61:17, 67:11, 70:9, 70:12, 70:17, 71:3, 71:6, 71:9, 71:14, 72:3, 79:1, 104:11, 104:16, 108:11, 109:9, 112:12, 112:15, 120:10, 125:1, 126:9, 127:9, 128:1, 128:17, 129:3, 129:6, 130:17, 131:1, 131:4, 134:1, 134:4, 134:10, 135:2, 135:11, 135:13, 135:15, 136:1, 141:8, 148:2, 149:14, 150:9, 156:7, 156:13, 157:3, 157:11, 159:4, 159:5, 161:14, 163:18, 164:16, 167:13, 168:5, 168:9, 169:4, 169:9, 169:15, 169:18, 170:18, 171:2, 173:5, 174:2, 174:13, 174:15, 175:8, 175:9, 175:12, 175:14, 175:18 Cohen [4] - 1:6, 1:7, 67:6, 79:3 cold [1] - 157:8 collar [1] - 62:2 colleagues [1] - 62:6 collective [3] - 21:4, 27:15, 34:8 College [1] - 81:15 color [3] - 15:16, 92:14, 131:12 colors [1] - 88:16 Columbia [1] - 151:10 Columbus [1] - 69:12 column [9] - 88:17, 141:5, 141:14, 142:4, 142:10, 142:11, 142:13, 160:14, 163:8 columns [2] - 89:18, 90:1</p>	<p>comfortable [2] - 123:12, 163:7 coming [10] - 9:3, 9:18, 10:5, 12:5, 15:6, 40:7, 41:1, 146:6, 158:9, 176:1 comment [9] - 65:4, 70:14, 104:14, 140:9, 143:15, 148:11, 160:12, 166:7, 169:10 commenting [1] - 120:6 comments [17] - 70:10, 76:18, 112:17, 119:11, 128:18, 131:2, 131:6, 133:18, 136:2, 149:10, 150:14, 156:6, 161:11, 161:15, 163:12, 166:1, 175:1 commercial [29] - 15:3, 17:9, 17:12, 17:18, 21:17, 22:1, 22:14, 23:4, 23:5, 26:10, 27:7, 28:13, 29:3, 29:6, 32:8, 34:14, 36:13, 37:1, 45:11, 47:15, 48:16, 48:17, 54:14, 55:13, 55:15, 56:4, 59:3, 130:1 Commission [1] - 178:13 commitment [1] - 52:18 commitments [2] - 79:16, 83:6 committed [1] - 85:6 committee [2] - 38:13, 103:9 Committee [5] - 5:8, 6:2, 6:4, 6:16, 13:8 Common [2] - 86:15, 94:16 common [1] - 123:14 commonly [1] - 37:4 COMMONWEALTH [1] - 178:2 Commonwealth [6] - 2:10, 72:13, 83:4, 106:16, 106:18 Commonwealth's [1] - 83:8 communicate [1] - 52:15 communicates [1] - 50:16 communication [1] -</p>	<p>172:6 community [9] - 13:1, 24:12, 24:16, 43:2, 50:9, 50:18, 83:2, 84:18, 120:18 Community [8] - 1:9, 1:11, 2:2, 3:6, 11:16, 153:10, 165:11, 177:3 commuter [1] - 100:4 commuters [1] - 167:1 company [2] - 9:5, 80:1 compare [2] - 8:4, 8:5 comparing [2] - 8:3, 25:15 comparison [1] - 36:15 compatibility [2] - 48:6, 171:13 compatible [1] - 60:7 compelling [2] - 50:13, 51:13 competitive [1] - 7:10 complaint [1] - 123:14 complaints [2] - 121:14, 123:13 complement [2] - 46:3 complete [1] - 130:15 completes [1] - 82:14 compliance [5] - 79:13, 104:5, 104:6, 170:12 complicated [7] - 52:12, 57:12, 69:14, 70:4, 116:16, 117:2, 126:4 complied [3] - 173:3, 174:11, 175:5 comply [1] - 83:7 component [1] - 6:7 comprehensive [1] - 61:15 computer [1] - 140:12 concentration [1] - 140:5 concept [4] - 47:18, 69:1, 119:13, 166:7 concepts [1] - 18:2 conceptual [1] - 57:2 concern [8] - 47:13, 120:4, 128:9, 129:9, 130:14, 158:3, 158:9, 158:10 concerned [5] - 90:2, 107:4, 119:17, 149:8, 155:18 concerns [5] - 50:9,</p>
--	---	---	---	---

<p>51:16, 90:9, 96:14, 118:4</p> <p>concert [1] - 86:10</p> <p>Concord [6] - 16:6, 21:3, 22:18, 23:14, 37:16, 56:7</p> <p>concrete [5] - 140:16, 141:4, 146:1, 154:18, 161:18</p> <p>concur [2] - 107:6, 150:12</p> <p>condition [1] - 59:18</p> <p>conditions [1] - 12:11</p> <p>condo [1] - 27:7</p> <p>condominium [1] - 78:11</p> <p>Condominiums [1] - 83:14</p> <p>condominiums [1] - 78:12</p> <p>conference [4] - 4:3, 77:6, 131:10, 132:12</p> <p>confidence [1] - 137:7</p> <p>conflict [1] - 166:3</p> <p>conflicts [1] - 48:9</p> <p>conforms [2] - 170:6, 171:3</p> <p>congratulated [1] - 136:15</p> <p>connect [7] - 24:4, 42:17, 97:13, 138:15, 165:10, 165:16, 167:4</p> <p>connected [1] - 124:7</p> <p>connecting [1] - 82:16</p> <p>connection [20] - 24:6, 42:12, 42:16, 44:15, 44:16, 63:13, 84:1, 94:5, 94:16, 98:2, 99:13, 100:2, 100:4, 100:5, 123:3, 138:7, 138:12, 139:3, 165:3, 165:15</p> <p>connections [6] - 28:2, 42:6, 42:8, 43:2, 76:5, 167:4</p> <p>connectivity [3] - 56:2, 67:13, 68:14</p> <p>connector [1] - 124:1</p> <p>connects [4] - 43:6, 86:14, 165:5, 165:7</p> <p>cons [1] - 18:10</p> <p>conservative [1] - 90:10</p> <p>consider [5] - 55:6, 129:5, 130:14, 130:18, 171:9</p>	<p>considerable [1] - 136:12</p> <p>considerations [1] - 51:4</p> <p>considered [1] - 173:15</p> <p>considering [1] - 79:8</p> <p>consist [2] - 2:14, 73:2</p> <p>consistent [1] - 124:14</p> <p>construct [2] - 2:7, 72:8</p> <p>construction [4] - 15:9, 22:4, 70:3, 168:2</p> <p>consultant [5] - 17:16, 19:7, 20:7, 41:17, 85:9</p> <p>contemplate [1] - 58:8</p> <p>contemporary [1] - 34:15</p> <p>content [1] - 14:6</p> <p>context [6] - 21:9, 22:15, 24:9, 51:11, 127:2, 132:9</p> <p>contingent [1] - 40:8</p> <p>continuation [2] - 43:3, 86:13</p> <p>continue [5] - 73:11, 133:3, 133:15, 164:8, 172:9</p> <p>continues [1] - 102:3</p> <p>continuing [5] - 19:4, 67:15, 116:8, 133:5, 154:13</p> <p>continuous [3] - 33:12, 34:3, 144:15</p> <p>contract [1] - 8:1</p> <p>contributing [1] - 98:17</p> <p>contribution [1] - 37:11</p> <p>contributions [1] - 40:15</p> <p>control [9] - 114:4, 117:4, 119:8, 124:12, 151:4, 151:5, 152:7, 170:7, 170:8</p> <p>CONTROL [1] - 178:16</p> <p>controlled [1] - 114:11</p> <p>controlling [1] - 116:5</p> <p>controls [2] - 48:4, 152:3</p> <p>convenient [1] - 84:1</p> <p>conveniently [1] - 152:5</p>	<p>conversation [5] - 44:11, 54:8, 59:14, 145:10, 149:13</p> <p>conversations [2] - 44:1, 46:13</p> <p>cool [2] - 110:4, 110:7</p> <p>coordinate [1] - 112:5</p> <p>coordinated [1] - 108:4</p> <p>copies [1] - 7:8</p> <p>core [2] - 16:11, 98:15</p> <p>corner [10] - 52:1, 140:1, 140:11, 141:6, 142:5, 142:7, 143:7, 146:12, 146:13, 147:4</p> <p>correct [2] - 128:1, 168:17</p> <p>correction [1] - 177:6</p> <p>correctional [2] - 142:18, 143:2</p> <p>corrections [1] - 177:15</p> <p>correspondence [1] - 50:8</p> <p>corresponding [1] - 51:7</p> <p>corridor [5] - 21:14, 22:12, 26:4, 29:5, 32:9</p> <p>corridors [3] - 38:14, 38:17, 39:4</p> <p>cost [2] - 70:3, 160:18</p> <p>costs [1] - 84:7</p> <p>Council [6] - 5:3, 5:5, 5:6, 14:2, 62:1</p> <p>counsel [2] - 103:15, 103:16</p> <p>counterproductive [1] - 143:15</p> <p>couple [15] - 4:3, 7:3, 14:13, 18:14, 27:2, 30:5, 39:13, 48:1, 70:4, 125:8, 143:3, 143:6, 158:2, 161:17, 172:16</p> <p>course [6] - 8:1, 48:13, 49:1, 63:17, 99:8, 100:18</p> <p>court [2] - 83:15, 83:16</p> <p>cover [3] - 18:13, 69:1, 168:6</p> <p>covered [2] - 141:12, 163:8</p> <p>covering [1] - 141:14</p> <p>CRA [1] - 62:2</p> <p>crazy [1] - 148:17</p> <p>cream [2] - 152:11, 152:14</p> <p>create [8] - 22:14,</p>	<p>24:15, 28:3, 34:5, 48:8, 64:17, 89:5, 99:12</p> <p>created [3] - 89:13, 91:1, 93:14</p> <p>creates [3] - 65:3, 82:15, 89:11</p> <p>creating [6] - 41:4, 50:7, 83:17, 88:13, 89:16, 119:14</p> <p>creation [1] - 40:8</p> <p>crenulation [1] - 90:18</p> <p>criteria [3] - 99:7, 101:14, 136:5</p> <p>critical [4] - 30:12, 139:7, 139:10, 165:1</p> <p>cross [8] - 22:9, 25:15, 36:15, 48:17, 49:10, 50:12, 50:14, 158:7</p> <p>cross-comparing [1] - 25:15</p> <p>cross-comparison [1] - 36:15</p> <p>cross-section [2] - 50:12, 50:14</p> <p>cross-subsidize [2] - 22:9, 48:17</p> <p>cross-subsidized [1] - 49:10</p> <p>crossing [2] - 40:11, 111:15</p> <p>crossings [1] - 43:1</p> <p>crushed [1] - 64:14</p> <p>cul [1] - 151:17</p> <p>cul-de-sac [1] - 151:17</p> <p>cultural [1] - 80:3</p> <p>curates [1] - 142:5</p> <p>curb [1] - 167:6</p> <p>curious [3] - 9:2, 129:4, 134:17</p> <p>current [4] - 12:7, 13:10, 17:2, 156:12</p> <p>customers [1] - 140:6</p> <p>cut [1] - 142:9</p> <p>cycle [1] - 69:10</p> <p>cycles [1] - 60:18</p>	<p>dataset [1] - 27:15</p> <p>date [3] - 35:7, 140:3, 177:7</p> <p>daydream [1] - 53:10</p> <p>DCR [7] - 75:11, 75:14, 81:17, 83:13, 84:12, 87:12, 111:15</p> <p>de [1] - 151:17</p> <p>dead [2] - 121:2, 151:16</p> <p>deal [3] - 48:5, 117:8, 147:17</p> <p>dealing [1] - 31:16</p> <p>debated [1] - 18:6</p> <p>decades [1] - 77:14</p> <p>decent [2] - 24:16, 116:10</p> <p>decided [2] - 3:15, 5:5</p> <p>deciding [1] - 62:1</p> <p>decision [4] - 6:3, 27:16, 74:15, 136:4</p> <p>decisions [3] - 22:15, 27:1, 32:12</p> <p>deeper [1] - 89:13</p> <p>definitely [1] - 63:12</p> <p>degree [2] - 80:3, 81:6</p> <p>delicate [1] - 52:17</p> <p>delighted [1] - 125:3</p> <p>delivered [1] - 177:3</p> <p>demand [3] - 100:12, 102:12, 102:13</p> <p>demand-responsive [1] - 100:12</p> <p>demands [1] - 103:1</p> <p>demographic [1] - 98:17</p> <p>demographics [1] - 98:14</p> <p>denser [1] - 17:14</p> <p>densities [3] - 16:14, 171:12, 173:7</p> <p>density [9] - 17:10, 18:11, 51:1, 51:16, 54:16, 58:4, 58:11, 58:15</p> <p>Department [7] - 2:3, 3:6, 10:13, 153:11, 172:2, 172:14, 177:3</p> <p>department [1] - 125:10</p> <p>depicted [1] - 140:18</p> <p>depiction [1] - 140:2</p> <p>describe [4] - 13:14, 15:18, 103:9, 120:18</p> <p>described [4] - 86:14, 88:9, 114:1, 172:17</p> <p>description [1] - 122:12</p>
		<p>D</p> <p>daily [2] - 101:6, 101:9</p> <p>dams [1] - 9:4</p> <p>Danehy [3] - 24:5, 25:2, 42:17</p> <p>Dash [1] - 1:12</p> <p>database [1] - 25:14</p>		

<p>design ^[29] - 4:8, 14:11, 17:4, 21:6, 27:14, 29:12, 30:17, 31:17, 61:5, 79:11, 80:11, 85:13, 85:18, 86:10, 86:12, 98:1, 102:3, 107:7, 108:2, 130:8, 131:14, 132:2, 133:5, 133:11, 133:17, 160:7, 171:10, 173:6</p> <p>designating ^[1] - 166:10</p> <p>designed ^[6] - 58:10, 122:5, 130:9, 144:10, 171:15, 174:8</p> <p>designers ^[1] - 27:12</p> <p>designing ^[1] - 85:7</p> <p>designs ^[1] - 108:8</p> <p>destination ^[1] - 87:11</p> <p>detail ^[5] - 16:16, 77:10, 87:13, 133:14, 154:5</p> <p>detailed ^[1] - 14:9</p> <p>details ^[6] - 57:14, 93:6, 93:7, 98:1, 99:3, 113:9</p> <p>determination ^[7] - 73:10, 163:14, 170:3, 170:5, 171:9, 173:12, 174:18</p> <p>determine ^[2] - 45:9, 170:2</p> <p>determined ^[1] - 45:8</p> <p>develop ^[4] - 25:14, 69:4, 122:2, 145:13</p> <p>developed ^[4] - 28:16, 64:4, 87:18, 159:11</p> <p>developer ^[1] - 49:12</p> <p>developers ^[5] - 25:13, 46:14, 66:4, 105:11, 143:14</p> <p>developing ^[2] - 12:10, 12:13</p> <p>development ^[45] - 14:11, 15:4, 19:8, 20:15, 21:12, 22:11, 22:18, 24:1, 26:6, 26:9, 28:6, 29:2, 29:13, 29:17, 31:12, 32:8, 33:1, 38:16, 39:6, 43:4, 45:11, 48:18, 49:5, 49:13, 49:17, 54:3, 60:18, 61:7, 69:10, 73:1, 73:8, 73:13, 73:17, 79:6, 84:7, 86:11, 86:15, 87:7, 87:9,</p>	<p>170:4, 170:6, 170:7, 170:8, 171:4, 176:1</p> <p>Development ^[12] - 1:10, 1:11, 2:3, 2:11, 2:13, 2:17, 3:6, 6:15, 11:17, 72:15, 153:11, 177:3</p> <p>developments ^[3] - 16:3, 16:6, 47:10</p> <p>develops ^[5] - 122:1, 123:1, 123:3, 123:17, 172:10</p> <p>devices ^[1] - 122:14</p> <p>devoted ^[2] - 2:14, 73:2</p> <p>diagonal ^[1] - 44:16</p> <p>diagonally ^[1] - 23:14</p> <p>diagram ^[1] - 42:10</p> <p>dialogue ^[1] - 90:17</p> <p>diamondism ^[1] - 89:11</p> <p>diet ^[2] - 151:6, 156:5</p> <p>difference ^[5] - 10:4, 37:13, 38:2, 52:16, 89:5</p> <p>different ^[17] - 12:16, 13:9, 16:14, 16:15, 20:2, 21:1, 26:6, 37:4, 37:14, 46:1, 94:11, 95:13, 98:14, 131:16, 135:7, 157:6, 167:8</p> <p>difficult ^[3] - 57:12, 59:8, 125:7</p> <p>difficulty ^[1] - 57:13</p> <p>digital ^[1] - 19:14</p> <p>dining ^[4] - 88:6, 91:7, 94:7, 168:13</p> <p>direct ^[1] - 24:6</p> <p>DIRECT ^[1] - 178:16</p> <p>direction ^[2] - 67:18, 164:13</p> <p>DIRECTION ^[1] - 178:16</p> <p>directions ^[1] - 144:3</p> <p>directly ^[6] - 24:4, 42:17, 116:1, 117:4, 120:3</p> <p>director ^[3] - 78:16, 79:5, 113:5</p> <p>dirt ^[1] - 64:13</p> <p>disappointing ^[1] - 107:15</p> <p>discarded ^[1] - 127:2</p> <p>discipline ^[1] - 103:18</p> <p>discount ^[1] - 78:4</p> <p>discuss ^[3] - 6:17, 98:5, 136:8</p> <p>discussed ^[4] - 6:2, 18:6, 44:10, 96:15</p>	<p>discussion ^[5] - 5:9, 5:15, 34:1, 53:17, 112:16</p> <p>discussions ^[4] - 6:8, 18:9, 19:6, 107:3</p> <p>disparate ^[1] - 76:4</p> <p>dispensary ^[1] - 44:11</p> <p>display ^[1] - 91:5</p> <p>disposition ^[1] - 156:1</p> <p>distant ^[1] - 41:8</p> <p>distinguishes ^[1] - 106:16</p> <p>distract ^[1] - 135:13</p> <p>distracting ^[1] - 129:16</p> <p>distractions ^[1] - 130:11</p> <p>distributive ^[1] - 43:8</p> <p>District ^[6] - 2:12, 33:8, 72:16, 151:10, 170:9, 171:5</p> <p>district ^[14] - 15:7, 15:14, 21:6, 21:17, 23:8, 24:5, 34:18, 35:3, 46:18, 50:7, 50:17, 51:15, 69:3</p> <p>districts ^[1] - 66:7</p> <p>DivCo ^[8] - 97:16, 106:10, 106:13, 114:14, 121:17, 126:3, 136:16, 166:17</p> <p>dive ^[2] - 38:14, 52:12</p> <p>diversion ^[1] - 129:10</p> <p>diving ^[1] - 38:5</p> <p>DLA ^[2] - 79:7, 103:15</p> <p>docking ^[1] - 125:11</p> <p>docks ^[4] - 26:13, 28:15, 34:13, 65:13</p> <p>document ^[1] - 8:13</p> <p>dodging ^[1] - 166:14</p> <p>DOES ^[1] - 178:15</p> <p>dollar ^[1] - 63:7</p> <p>dollars ^[2] - 49:8, 49:11</p> <p>domain ^[1] - 87:15</p> <p>done ^[17] - 12:17, 13:2, 37:7, 41:13, 59:12, 60:13, 66:13, 67:7, 77:1, 86:11, 93:14, 105:15, 106:1, 117:1, 142:1, 151:11, 170:15</p> <p>door ^[4] - 33:3, 77:13, 106:13, 158:8</p> <p>dorm ^[3] - 134:8, 135:14, 143:4</p> <p>dormitory ^[3] - 2:8, 129:14, 173:14</p>	<p>dorms ^[1] - 135:1</p> <p>dotted ^[1] - 67:16</p> <p>double ^[1] - 26:3</p> <p>down ^[17] - 4:10, 53:13, 54:2, 58:1, 64:11, 66:16, 67:3, 68:12, 118:14, 121:2, 121:5, 123:10, 128:5, 142:5, 155:4, 155:6, 169:3</p> <p>downzoning ^[1] - 54:9</p> <p>DPU ^[1] - 9:12</p> <p>draft ^[3] - 12:13, 13:6, 48:1</p> <p>drag ^[2] - 123:13, 124:16</p> <p>dreamed ^[1] - 137:7</p> <p>dreary ^[2] - 140:17, 141:1</p> <p>drilled ^[1] - 54:2</p> <p>drive ^[4] - 94:17, 98:9, 100:15, 130:5</p> <p>Drive ^[2] - 15:2, 53:8</p> <p>driver ^[1] - 148:11</p> <p>drivers ^[2] - 119:15, 129:11</p> <p>drivers' ^[1] - 148:10</p> <p>driveway ^[4] - 43:6, 116:12, 117:3, 125:16</p> <p>driving ^[5] - 91:9, 116:4, 119:17, 135:16, 148:16</p> <p>drop ^[3] - 25:13, 155:4, 155:6</p> <p>during ^[2] - 8:1, 104:4</p> <p>dynamic ^[2] - 88:13, 90:7</p>	<p>economics ^[2] - 55:14, 57:14</p> <p>economy ^[1] - 20:6</p> <p>ecosystems ^[1] - 153:3</p> <p>edge ^[3] - 60:15, 152:1, 169:8</p> <p>edges ^[1] - 154:11</p> <p>Education ^[1] - 4:1</p> <p>education ^[5] - 2:8, 19:17, 72:10, 80:1, 80:2</p> <p>educational ^[3] - 20:2, 31:10, 46:4</p> <p>EF ^[46] - 4:1, 74:15, 75:4, 77:7, 77:13, 78:13, 78:16, 79:6, 79:11, 79:14, 80:1, 81:14, 81:16, 82:1, 82:14, 83:5, 83:12, 83:14, 83:18, 84:4, 84:8, 85:5, 85:7, 87:9, 90:15, 91:4, 93:9, 98:7, 100:10, 102:8, 102:17, 103:1, 103:16, 107:18, 109:1, 109:15, 111:5, 111:14, 125:4, 136:17, 139:13, 148:1, 164:11, 166:11</p> <p>EF's ^[6] - 79:5, 79:9, 80:16, 81:12, 117:4, 127:16</p> <p>EFEKTA ^[2] - 2:7, 72:8</p> <p>effect ^[3] - 82:16, 106:6, 175:7</p> <p>effectively ^[2] - 90:15, 91:16</p> <p>effects ^[1] - 21:1</p> <p>efficiency ^[1] - 80:11</p> <p>efficient ^[1] - 95:1</p> <p>effort ^[1] - 109:4</p> <p>eight ^[2] - 13:5, 18:8</p> <p>either ^[6] - 7:6, 7:15, 15:2, 67:14, 98:11, 142:7</p> <p>electrical ^[1] - 68:3</p> <p>electricity ^[1] - 7:7</p> <p>electronically ^[1] - 177:4</p> <p>electrons ^[1] - 9:18</p> <p>element ^[1] - 161:4</p> <p>elements ^[2] - 5:7, 5:10</p> <p>elephant ^[1] - 161:3</p> <p>elevation ^[3] - 143:10, 143:12, 169:2</p> <p>embraced ^[1] - 20:8</p>
		<p>E</p> <p>early ^[3] - 53:4, 74:14, 95:10</p> <p>earth ^[1] - 111:13</p> <p>easier ^[1] - 59:5</p> <p>east ^[2] - 91:13, 92:3</p> <p>east/west ^[1] - 22:13</p> <p>easy ^[1] - 159:10</p> <p>eaters ^[1] - 152:11</p> <p>eating ^[1] - 152:14</p> <p>ECaPs ^[1] - 170:12</p> <p>echo ^[1] - 63:1</p> <p>ecology ^[1] - 46:6</p> <p>economic ^[11] - 19:8, 22:7, 29:13, 31:12, 49:5, 55:4, 55:5, 55:8, 61:7, 84:18</p> <p>Economic ^[1] - 6:15</p>		

<p>emerald [5] - 82:16, 86:14, 87:2, 88:1, 122:12</p> <p>emissions [1] - 48:5</p> <p>emphasis [1] - 51:12</p> <p>emphasize [2] - 42:8, 89:14</p> <p>employees [3] - 100:17, 102:9, 138:5</p> <p>empty [2] - 123:11, 166:13</p> <p>encapsulate [1] - 60:9</p> <p>enclosure [1] - 90:12</p> <p>encourage [5] - 70:16, 115:16, 120:1, 132:18, 151:15</p> <p>end [11] - 8:8, 46:11, 58:17, 76:14, 87:11, 96:13, 96:17, 121:2, 145:16, 146:15, 151:16</p> <p>End [3] - 64:4, 64:11, 69:13</p> <p>energy [6] - 7:11, 9:3, 9:8, 9:9, 10:7, 80:11</p> <p>enforced [1] - 48:12</p> <p>engaged [1] - 95:9</p> <p>engagement [3] - 18:7, 18:13, 52:14</p> <p>engagements [1] - 12:17</p> <p>engaging [1] - 90:8</p> <p>engineer [4] - 119:16, 149:8, 151:1, 151:11</p> <p>engineering [1] - 30:18</p> <p>engineers [1] - 127:3</p> <p>England [1] - 92:16</p> <p>enliven [1] - 160:4</p> <p>enormous [1] - 67:4</p> <p>enrich [1] - 160:4</p> <p>entire [7] - 16:12, 20:11, 33:5, 98:3, 102:18, 115:7, 174:5</p> <p>entirely [1] - 140:3</p> <p>entirety [1] - 128:3</p> <p>entrance [5] - 94:2, 94:14, 94:17, 132:5, 169:12</p> <p>entry [10] - 86:4, 88:17, 89:16, 89:18, 90:2, 91:15, 92:2, 92:14, 92:18, 94:4</p> <p>entryway [3] - 149:18, 151:18, 152:4</p> <p>envelope [1] - 141:2</p> <p>environment [1] -</p>	<p>92:11</p> <p>environmental [4] - 47:11, 77:12, 84:17, 85:8</p> <p>Envision [6] - 2:5, 3:11, 11:12, 11:17, 12:2, 13:7</p> <p>envision. cambridgema.gov [1] - 71:12</p> <p>equalling [1] - 22:2</p> <p>equally [1] - 42:9</p> <p>equation [1] - 56:14</p> <p>equipment [3] - 30:15, 96:6, 162:8</p> <p>equivalent [1] - 64:9</p> <p>ERRATA [1] - 177:1</p> <p>Errata [2] - 177:2, 177:7</p> <p>especially [1] - 74:18</p> <p>essential [1] - 28:10</p> <p>essentially [2] - 7:9, 129:7</p> <p>estate [2] - 19:2, 19:14</p> <p>evaluated [1] - 41:9</p> <p>evening [10] - 3:3, 11:16, 13:11, 73:10, 76:15, 77:1, 90:4, 95:10, 101:5, 136:4</p> <p>events [2] - 13:1</p> <p>eventually [1] - 117:6</p> <p>Eversource [2] - 7:13, 8:6</p> <p>evolution [1] - 120:16</p> <p>evolved [2] - 82:11, 93:8</p> <p>exact [2] - 9:14, 53:9</p> <p>exactly [5] - 50:3, 71:17, 114:13, 146:10, 168:7</p> <p>example [7] - 22:16, 24:18, 30:14, 80:4, 109:17, 110:13, 112:6</p> <p>examples [1] - 33:7</p> <p>exceed [1] - 58:10</p> <p>exceedance [2] - 101:12, 101:13</p> <p>exceedances [4] - 99:7, 101:12, 114:1, 172:17</p> <p>excellent [3] - 30:14, 136:11, 154:17</p> <p>except [3] - 4:9, 42:10, 177:15</p> <p>excess [2] - 167:6, 174:4</p> <p>exchange [1] - 80:4</p> <p>exchanges [1] - 50:4</p> <p>exciting [1] - 86:3</p>	<p>exclusive [2] - 2:14, 73:1</p> <p>excruciating [1] - 67:5</p> <p>excuse [1] - 75:11</p> <p>executed [1] - 61:16</p> <p>exist [1] - 35:12</p> <p>existing [20] - 12:11, 15:7, 29:15, 29:16, 30:7, 35:10, 36:6, 36:9, 46:8, 47:10, 57:16, 57:17, 58:11, 82:16, 97:15, 99:14, 115:11, 117:12, 118:4, 171:18</p> <p>exists [2] - 117:17, 121:11</p> <p>expand [2] - 75:13, 93:18</p> <p>expanded [1] - 91:6</p> <p>expansion [3] - 75:6, 79:9, 150:12</p> <p>expectations [1] - 75:12</p> <p>expecting [1] - 117:14</p> <p>expensive [1] - 142:1</p> <p>experience [7] - 86:5, 91:12, 92:8, 92:10, 92:15, 125:1, 157:12</p> <p>experiencing [1] - 120:17</p> <p>expert [1] - 149:9</p> <p>Expires [1] - 178:13</p> <p>explanations [1] - 175:3</p> <p>explore [1] - 165:13</p> <p>expressed [2] - 89:8, 91:2</p> <p>expresses [1] - 143:18</p> <p>extends [1] - 21:14</p> <p>extension [1] - 43:5</p> <p>Extension [2] - 107:10, 118:7</p> <p>extent [5] - 5:14, 51:8, 112:4, 114:17, 138:16</p> <p>extraordinary [2] - 151:8, 152:1</p> <p>extremely [1] - 116:3</p> <p>eye [2] - 91:3, 119:13</p> <p>Eye [1] - 41:17</p> <p>eyesore [1] - 159:9</p> <p>EZ [2] - 112:4, 122:15</p>	<p>31:1, 31:2, 47:3, 48:3</p> <p>facade [1] - 89:11</p> <p>facades [1] - 132:7</p> <p>face [3] - 144:2, 145:11</p> <p>faced [2] - 145:6</p> <p>faces [1] - 150:3</p> <p>facilitate [1] - 145:10</p> <p>facilities [11] - 2:14, 73:2, 84:9, 102:10, 103:4, 108:16, 112:6, 125:6, 125:12, 171:18, 172:4</p> <p>facility [7] - 75:15, 81:18, 87:12, 100:6, 136:15, 142:18, 143:2</p> <p>facing [1] - 129:6</p> <p>fact [10] - 7:13, 44:13, 58:10, 59:2, 60:16, 114:14, 143:1, 151:16, 162:14, 172:5</p> <p>factors [3] - 18:4, 27:3, 38:4</p> <p>fair [1] - 59:17</p> <p>fairly [5] - 65:7, 114:16, 116:6, 123:11, 129:15</p> <p>fake [1] - 146:18</p> <p>fall [1] - 98:9</p> <p>falling [1] - 157:16</p> <p>falls [1] - 69:18</p> <p>familiar [2] - 99:8, 137:18</p> <p>FAQ [1] - 7:8</p> <p>FAR [5] - 15:14, 53:13, 53:15, 54:5, 147:10</p> <p>far [7] - 6:10, 10:6, 10:7, 26:15, 37:15, 47:7, 148:15</p> <p>Farooq [1] - 1:9</p> <p>FAROOQ [10] - 3:8, 9:5, 10:1, 39:18, 40:4, 43:14, 59:16, 71:5, 71:11, 164:18</p> <p>faster [2] - 33:14, 33:15</p> <p>father [1] - 124:15</p> <p>favor [3] - 11:8, 105:6, 175:12</p> <p>Fawcett [6] - 16:5, 22:17, 26:7, 28:6, 33:2, 53:8</p> <p>FBI [2] - 77:17, 77:18</p> <p>feasibility [2] - 40:16, 55:5</p> <p>feasible [1] - 55:6</p>	<p>feathered [1] - 21:7</p> <p>feathers [1] - 28:18</p> <p>feature [2] - 107:7, 148:5</p> <p>features [1] - 171:13</p> <p>feedback [4] - 12:6, 13:16, 38:9, 85:5</p> <p>feeds [1] - 61:12</p> <p>feelings [1] - 109:14</p> <p>feet [20] - 2:8, 2:15, 15:12, 15:13, 22:2, 26:10, 26:16, 32:15, 34:16, 46:9, 46:13, 53:10, 72:9, 73:5, 88:4, 97:9, 155:5, 155:7, 155:14, 168:1</p> <p>FEIR [1] - 77:11</p> <p>fence [10] - 96:18, 144:9, 144:10, 145:17, 154:7, 154:8, 155:3, 169:5, 169:10, 169:16</p> <p>fencing [1] - 96:1</p> <p>few [5] - 7:8, 42:18, 77:2, 160:18, 162:1</p> <p>field [23] - 67:1, 89:6, 92:1, 93:16, 94:6, 94:9, 94:13, 94:14, 95:7, 96:1, 96:2, 96:7, 96:9, 96:17, 97:3, 97:10, 119:8, 154:11, 156:9, 157:10, 169:11, 174:7</p> <p>figure [6] - 64:15, 65:9, 65:11, 69:16, 117:18</p> <p>figured [1] - 65:18</p> <p>filling [1] - 73:12</p> <p>fill [3] - 31:6, 64:6, 64:12</p> <p>filled [1] - 64:5</p> <p>filling [1] - 22:17</p> <p>final [5] - 6:3, 6:17, 73:13, 73:17, 176:1</p> <p>finally [6] - 21:10, 53:14, 76:2, 77:5, 111:14, 160:2</p> <p>financially [1] - 81:1</p> <p>financing [1] - 49:2</p> <p>findings [2] - 163:15, 173:18</p> <p>fine [3] - 41:5, 85:15, 143:8</p> <p>fire [2] - 122:17, 168:1</p> <p>firm [1] - 103:15</p> <p>first [27] - 2:17, 3:10, 3:18, 12:10, 16:10, 18:15, 23:18, 25:16, 28:5, 32:15, 35:8,</p>
F		<p>fabrication [8] - 19:9, 19:13, 22:10, 30:10,</p>		

<p>37:8, 42:1, 42:5, 67:3, 73:7, 74:10, 79:13, 105:9, 105:18, 113:8, 137:4, 144:4, 159:5, 159:8, 162:1, 174:6</p> <p>First [2] - 123:4, 140:3</p> <p>fiscal [2] - 172:1, 172:11</p> <p>fit [1] - 100:17</p> <p>fitness [3] - 82:7, 87:17, 96:6</p> <p>fits [2] - 127:15, 129:9</p> <p>fitting [2] - 102:18, 132:9</p> <p>five [3] - 6:5, 84:12, 142:6</p> <p>five-foot [1] - 142:6</p> <p>fixed [1] - 56:15</p> <p>flavor [1] - 66:1</p> <p>flex [1] - 92:1</p> <p>flip [1] - 95:3</p> <p>flood [2] - 32:10, 64:16</p> <p>flooding [2] - 31:18, 32:4</p> <p>floor [25] - 2:16, 21:18, 22:10, 26:10, 29:3, 32:15, 48:16, 49:11, 49:15, 56:4, 72:9, 72:18, 73:5, 82:2, 82:3, 82:4, 88:7, 101:16, 133:6, 134:18, 168:8, 168:9, 174:6</p> <p>Floor [3] - 1:4, 2:7, 2:13</p> <p>floors [9] - 22:1, 47:3, 55:15, 59:3, 82:7, 88:5, 88:7, 146:16, 162:1</p> <p>flow [1] - 171:16</p> <p>flowers [1] - 110:1</p> <p>focus [3] - 3:11, 14:6, 80:2</p> <p>focusing [1] - 144:18</p> <p>focussed [2] - 14:14, 145:17</p> <p>folds [1] - 131:17</p> <p>folks [1] - 159:15</p> <p>follow [6] - 9:1, 41:6, 47:8, 99:4, 150:15, 156:8</p> <p>follow-up [5] - 9:1, 41:6, 47:8, 99:4, 150:15</p> <p>following [1] - 53:11</p> <p>follows [1] - 25:18</p> <p>followup [1] - 24:13</p> <p>food [4] - 30:10, 30:13, 92:10,</p>	<p>139:15</p> <p>Foods [1] - 33:11</p> <p>foot [6] - 49:8, 49:11, 139:18, 142:6, 144:11</p> <p>footage [1] - 46:17</p> <p>footprints [1] - 24:2</p> <p>FOR [1] - 1:1</p> <p>force [1] - 125:18</p> <p>forecasting [1] - 36:10</p> <p>foregoing [1] - 177:15</p> <p>FOREGOING [1] - 178:15</p> <p>foremost [1] - 159:8</p> <p>forever [1] - 60:16</p> <p>forget [2] - 9:14, 66:14</p> <p>forgot [1] - 146:14</p> <p>form [8] - 21:5, 65:7, 66:10, 66:13, 90:15, 91:1, 161:8, 161:9</p> <p>form-based [2] - 65:7, 66:13</p> <p>forma [2] - 55:12, 56:3</p> <p>format [1] - 166:4</p> <p>former [2] - 66:15, 81:15</p> <p>formula [1] - 66:11</p> <p>formwork [1] - 89:4</p> <p>fort [1] - 2:17</p> <p>forth [6] - 56:16, 73:9, 93:9, 170:7, 170:8, 178:6</p> <p>forward [12] - 5:5, 11:13, 12:12, 18:5, 28:7, 34:7, 66:8, 104:17, 113:11, 136:5, 170:1, 175:18</p> <p>founder [1] - 80:16</p> <p>four [15] - 16:13, 18:2, 18:14, 25:10, 32:15, 61:10, 66:13, 91:8, 126:15, 127:3, 142:6, 155:4, 155:7, 155:14</p> <p>four-foot [1] - 142:6</p> <p>four-way [2] - 126:15, 127:3</p> <p>fourth [4] - 81:15, 88:7, 168:8, 168:9</p> <p>frame [1] - 95:17</p> <p>framed [2] - 48:13, 94:6</p> <p>framework [1] - 60:10</p> <p>Fred [1] - 67:6</p> <p>free [2] - 84:3, 99:4</p> <p>Fresh [5] - 21:8, 24:4, 42:15, 68:2, 68:12</p>	<p>friend [1] - 77:17</p> <p>friendly [1] - 114:6</p> <p>front [20] - 40:15, 94:2, 94:4, 94:14, 95:2, 120:3, 127:1, 132:4, 138:8, 144:7, 151:5, 152:3, 152:4, 152:6, 155:2, 155:9, 156:3, 157:1, 158:8, 164:12</p> <p>frontage [1] - 133:6</p> <p>full [9] - 5:6, 18:1, 27:18, 28:10, 42:9, 43:11, 46:12, 54:4, 156:4</p> <p>fully [2] - 54:2, 132:11</p> <p>fun [2] - 110:10, 152:13</p> <p>function [3] - 45:1, 161:6, 161:7</p> <p>functional [1] - 44:6</p> <p>fundamentally [1] - 140:17</p> <p>funny [3] - 23:13, 24:1, 150:3</p> <p>funny-shaped [1] - 24:1</p> <p>furniture [1] - 92:8</p> <p>future [9] - 19:5, 24:3, 40:3, 41:3, 41:8, 44:7, 51:14, 84:16, 126:6</p>	<p>116:13, 117:1, 122:2, 136:18, 146:8</p> <p>given [10] - 77:3, 115:10, 115:11, 115:17, 122:10, 124:3, 127:5, 137:18, 146:11, 168:2</p> <p>glad [2] - 138:9, 158:11</p> <p>glass [3] - 143:14, 169:6, 169:17</p> <p>glazing [1] - 91:7</p> <p>global [1] - 80:1</p> <p>globally [1] - 81:5</p> <p>Glocal [2] - 80:6, 109:2</p> <p>glory [1] - 69:17</p> <p>goal [2] - 20:9, 62:2</p> <p>goals [1] - 12:13</p> <p>God [1] - 144:7</p> <p>gold [1] - 167:15</p> <p>Gold [1] - 85:7</p> <p>gonna [4] - 79:13, 89:1, 99:2, 99:12</p> <p>gosh [1] - 161:7</p> <p>grabbing [1] - 148:9</p> <p>grade [2] - 2:10, 72:11</p> <p>grading [1] - 33:11</p> <p>graduate [1] - 81:6</p> <p>grant [1] - 174:17</p> <p>granted [1] - 170:4</p> <p>grappled [1] - 47:9</p> <p>grass [1] - 156:10</p> <p>gravity [1] - 46:15</p> <p>great [9] - 11:13, 39:11, 71:14, 75:17, 99:16, 100:3, 100:6, 159:17, 163:9</p> <p>greater [3] - 58:3, 127:14</p> <p>green [21] - 24:3, 24:14, 25:5, 44:3, 83:17, 93:16, 93:17, 95:1, 96:1, 126:8, 138:7, 138:11, 138:12, 154:6, 154:9, 159:18, 167:9, 168:16</p> <p>Green [7] - 100:8, 103:4, 107:10, 107:11, 118:7, 118:14, 138:17</p> <p>grey [1] - 162:2</p> <p>greyed [1] - 16:3</p> <p>grid [2] - 28:10, 43:8</p> <p>grooves [1] - 89:12</p> <p>grooving [1] - 89:4</p> <p>gross [2] - 72:9, 72:18</p> <p>Gross [2] - 2:7, 2:13</p>	<p>ground [17] - 2:16, 21:18, 22:9, 49:11, 49:14, 63:18, 69:8, 73:5, 82:4, 86:9, 87:14, 88:8, 101:16, 133:6, 142:8, 153:2</p> <p>Group [2] - 2:7, 72:8</p> <p>group [20] - 3:14, 6:8, 6:9, 6:12, 12:18, 13:5, 14:18, 18:8, 20:9, 24:13, 28:8, 38:10, 38:12, 45:6, 45:8, 45:18, 50:5, 53:17, 54:7, 79:5</p> <p>groups [2] - 45:4, 145:6</p> <p>growth [1] - 81:12</p> <p>Guard [1] - 41:17</p> <p>guardrail [1] - 169:7</p> <p>guess [22] - 7:3, 41:6, 45:4, 47:14, 55:3, 57:8, 57:15, 66:9, 70:13, 88:15, 109:8, 117:9, 119:9, 123:6, 125:5, 129:12, 146:5, 147:7, 148:10, 152:4, 154:10, 161:7</p> <p>guidelines [6] - 132:2, 132:10, 132:14, 132:17, 170:12, 171:4</p> <p>guy [1] - 144:4</p> <p>gym [1] - 82:6</p> <p>gym/fitness [1] - 2:9</p> <p>gymnasium [1] - 87:16</p> <p>gymnastics [1] - 18:18</p>
G				
<p>games [2] - 94:8, 168:4</p> <p>gap [2] - 31:6, 36:17</p> <p>garage [1] - 110:4</p> <p>garden [1] - 110:17</p> <p>gazillion [1] - 145:3</p> <p>general [13] - 2:8, 32:14, 48:9, 58:6, 67:17, 70:13, 72:10, 115:3, 119:10, 155:18, 170:7, 171:15, 174:9</p> <p>GENERAL [2] - 1:2, 2:2</p> <p>generally [1] - 115:13</p> <p>generate [2] - 25:10, 36:2</p> <p>generated [6] - 18:4, 31:11, 32:4, 36:7, 36:18, 38:1</p> <p>generation [1] - 98:14</p> <p>generous [1] - 25:8</p> <p>GFA [2] - 2:14, 73:2</p> <p>Gilmore [12] - 86:16, 87:8, 93:12, 94:18, 97:16, 98:3, 106:8,</p>	<p>H</p>			
H				
<p>habitable [1] - 32:15</p> <p>half [6] - 13:15, 59:10, 63:7, 70:15, 74:2, 83:15</p> <p>halfway [1] - 21:15</p> <p>hall [1] - 148:13</p> <p>Hamilton [1] - 105:5</p> <p>hand [2] - 123:16, 178:8</p> <p>hands [2] - 11:9, 175:13</p> <p>handsome [2] - 161:16, 162:17</p> <p>happy [7] - 104:4, 120:8, 130:16, 131:10, 131:11, 131:16, 132:6</p> <p>hard [6] - 14:12, 53:18, 67:17, 85:4,</p>				

<p>88:11, 114:13 Harpoon [1] - 30:15 Harvard [4] - 137:13, 145:2, 147:6 Harvard's [1] - 145:3 hat [1] - 139:10 hatched [1] - 16:7 Haven [1] - 47:18 HAWKINSON [4] - 36:4, 52:6, 52:9, 156:18 head [1] - 78:17 headquarters [1] - 74:16 heads [1] - 53:11 health [1] - 47:12 healthier [1] - 19:17 healthy [1] - 55:11 hear [6] - 85:15, 109:1, 125:4, 157:2, 164:15, 165:18 heard [5] - 18:12, 21:12, 85:16, 159:15, 172:14 hearing [13] - 3:18, 6:17, 71:18, 72:4, 73:14, 76:12, 96:15, 112:17, 113:8, 136:3, 150:16, 175:2, 178:6 HEARING [2] - 1:2, 2:6 hearings [6] - 2:17, 5:3, 73:8, 73:15, 74:11, 113:8 Heather [2] - 109:11, 109:12 HEATHER [1] - 109:12 heavy [2] - 36:16, 162:2 height [1] - 88:5 held [1] - 69:17 hell [1] - 161:8 hello [2] - 98:6, 109:12 help [3] - 52:5, 118:10, 124:9 helpful [3] - 52:2, 115:6, 130:3 helps [5] - 63:12, 63:14, 124:10, 130:4, 132:8 hereby [1] - 177:16 herein [1] - 178:6 hereunto [1] - 178:7 hi [2] - 11:15 hidden [1] - 35:1 hierarchy [1] - 34:6 high [16] - 19:2, 19:9, 29:17, 32:11, 34:15,</p>	<p>34:16, 56:10, 58:17, 69:5, 75:12, 144:11, 147:9, 151:9, 152:15, 153:15, 154:7 high-based [1] - 29:17 higher [8] - 9:10, 14:16, 17:10, 31:9, 37:16, 54:17, 64:5, 162:12 highest [1] - 30:1 Highlands [5] - 21:8, 23:2, 26:2, 28:18, 58:16 highly [1] - 87:15 highway [3] - 119:18, 129:7, 130:6 Highway [8] - 111:16, 114:16, 118:10, 119:2, 119:7, 123:7, 124:5, 139:2 hill [1] - 68:12 hire [1] - 147:15 historical [1] - 106:15 historical [2] - 147:11, 147:12 history [2] - 69:11, 98:7 hit [1] - 50:2 hockey [1] - 155:7 HOFFMAN [1] - 109:12 Hoffman [1] - 109:12 hold [2] - 6:16, 168:1 holding [1] - 141:6 home [2] - 52:10, 75:15 homework [1] - 76:14 hope [9] - 76:8, 82:12, 84:14, 108:6, 110:8, 111:10, 111:14, 154:7, 167:17 hopefully [2] - 76:6, 119:10 horizontal [2] - 89:3 hospitals [1] - 19:18 host [1] - 103:10 hour [5] - 13:15, 37:10, 38:1, 74:2, 130:9 hours [1] - 101:2 House [2] - 143:3, 143:5 housing [9] - 15:11, 16:9, 35:9, 35:10, 36:8, 54:18, 58:15, 82:2, 88:6 HR&A [7] - 17:16, 22:8, 27:16, 30:5, 49:3, 58:13, 59:12</p>	<p>Hubway [2] - 98:12, 98:13 huge [2] - 64:17, 84:15 Hugh [12] - 1:6, 6:8, 61:17, 136:9, 150:10, 154:12, 160:12, 160:18, 161:3, 165:4, 165:15, 173:8 HUGH [19] - 11:4, 11:6, 33:17, 61:18, 62:13, 66:9, 67:2, 68:18, 70:13, 136:10, 141:9, 146:10, 148:3, 156:15, 166:6, 167:12, 169:14, 169:16, 170:17 Hugh's [2] - 163:2, 169:10 Hult [7] - 77:8, 79:14, 80:17, 81:2, 81:5, 81:7, 100:15 Hult's [3] - 81:4, 81:12, 127:16 hundred [3] - 2:13, 7:15, 72:17 hundreds [1] - 160:2 Hurley [1] - 109:13 hybrid [5] - 21:17, 26:11, 28:12, 55:13, 65:14 hypotheses [1] - 16:13</p> <hr/> <p>I</p> <p>I93 [2] - 91:9, 119:15 ice [2] - 152:10, 152:14 icon [1] - 107:17 idea [23] - 19:16, 20:4, 20:11, 21:10, 27:11, 31:4, 32:18, 34:17, 49:7, 52:18, 65:3, 86:2, 91:3, 92:5, 92:13, 108:2, 116:15, 119:14, 129:10, 138:11, 154:9, 163:8, 165:14 ideal [1] - 127:8 ideas [1] - 80:12 identified [1] - 4:15 identifies [1] - 45:18 identify [2] - 105:12, 139:10 IGARA [1] - 9:6 Iggy's [1] - 18:18 II [6] - 87:9, 90:16,</p>	<p>91:4, 102:8, 107:18, 148:3 Ill [15] - 79:11, 81:14, 81:17, 82:1, 82:14, 83:5, 83:12, 84:8, 85:5, 85:7, 102:8, 102:17, 103:1, 139:13 illustrates [3] - 91:15, 94:4, 94:6 image [2] - 50:12, 51:7 images [5] - 33:9, 33:10, 51:9, 95:4, 133:8 imagination [2] - 110:9, 148:18 imagine [6] - 17:17, 68:5, 68:6, 112:1, 121:4, 154:14 immediate [2] - 78:11, 106:13 impact [16] - 10:8, 32:4, 37:14, 37:16, 41:9, 41:15, 42:2, 55:16, 84:16, 101:13, 120:14, 151:12, 171:17, 172:1, 172:3, 172:11 impacts [15] - 17:11, 18:3, 21:4, 25:15, 32:17, 35:4, 35:5, 37:8, 37:15, 41:14, 42:4, 51:5, 56:1, 108:15, 172:16 implanting [1] - 155:13 implement [1] - 80:12 important [20] - 10:3, 16:17, 18:13, 18:15, 20:9, 21:5, 28:7, 31:15, 36:13, 42:16, 51:10, 61:2, 62:18, 63:2, 65:5, 76:4, 93:18, 107:2, 117:13, 159:6 impossible [3] - 65:2, 68:15, 69:16 impressed [1] - 120:13 improve [4] - 17:3, 42:14, 83:13, 111:15 improved [1] - 118:10 improvement [1] - 131:15 improvements [5] - 20:10, 109:5, 114:18, 118:5, 160:10</p>	<p>improving [1] - 68:14 IN [2] - 178:7, 178:15 inaccessible [1] - 83:1 Inaudible [1] - 169:14 Inc [3] - 2:7, 33:11, 72:8 INC [1] - 1:16 incentives [1] - 117:15 inch [1] - 146:1 include [3] - 15:8, 82:2, 164:4 included [2] - 27:2, 83:5 includes [2] - 15:10, 25:18 including [4] - 16:5, 75:2, 94:12, 171:10 inclusionary [1] - 35:15 incorporated [3] - 92:13, 92:17, 131:11 increased [1] - 172:13 incredibly [1] - 117:13 increment [3] - 41:16, 41:18, 63:7 Index [1] - 2:18 individual [1] - 45:6 indoor/outdoor [4] - 92:7, 92:8, 92:15, 133:7 Industrial [26] - 15:13, 15:14, 16:1, 16:2, 17:17, 20:5, 21:16, 22:1, 22:10, 23:7, 28:13, 29:8, 32:16, 37:2, 45:11, 46:8, 46:13, 46:14, 47:11, 47:15, 48:14, 49:15, 54:14, 55:13, 60:14 industry [4] - 30:17, 30:18, 47:6, 48:10 Industry [1] - 33:7 inform [2] - 18:5, 93:7 information [7] - 4:6, 4:11, 8:4, 113:15, 136:7, 136:8, 174:3 informed [1] - 78:8 infrastructure [3] - 51:3, 51:12, 51:18 ingress [2] - 125:11, 172:18 INI [1] - 172:9 innovation [1] - 80:14 innovations [1] - 19:12 innovative [2] - 65:16, 150:5</p>
--	---	---	--	---

<p>inquires [1] - 78:3</p> <p>inside [9] - 64:17, 91:12, 95:11, 134:7, 134:15, 143:7, 143:10, 163:1, 163:2</p> <p>insides [1] - 143:9</p> <p>instinct [1] - 167:4</p> <p>institutional [9] - 2:8, 72:10, 137:8, 137:10, 137:11, 138:3, 143:18, 173:10, 173:16</p> <p>INSTRUCTIONS [2] - 177:1, 177:5</p> <p>integrated [2] - 91:18, 99:10</p> <p>integrates [1] - 95:11</p> <p>integration [1] - 171:11</p> <p>intended [1] - 145:18</p> <p>intent [1] - 61:6</p> <p>interest [5] - 5:2, 11:14, 19:3, 29:9, 130:2</p> <p>interested [1] - 7:9</p> <p>interesting [13] - 46:7, 60:18, 71:7, 91:12, 105:8, 106:2, 119:14, 121:8, 125:15, 131:17, 143:11, 148:8, 148:14</p> <p>interface [1] - 166:5</p> <p>interfere [1] - 126:17</p> <p>interfering [1] - 158:4</p> <p>interim [3] - 4:6, 44:6, 59:18</p> <p>interior [4] - 108:4, 135:1, 135:9, 163:5</p> <p>international [4] - 80:3, 81:7, 81:10, 160:3</p> <p>International [1] - 81:2</p> <p>intersection [2] - 126:13, 126:15</p> <p>intersections [4] - 101:10, 114:3, 114:12, 127:4</p> <p>introduce [3] - 75:16, 78:15, 93:1</p> <p>investigating [1] - 85:18</p> <p>investment [1] - 60:2</p> <p>inviting [2] - 13:18, 92:5</p> <p>involved [2] - 52:14, 70:4</p> <p>Iram [6] - 1:9, 3:7, 9:1, 10:10, 51:4, 71:4</p>	<p>IRAM [10] - 3:8, 9:5, 10:1, 39:18, 40:4, 43:14, 59:16, 71:5, 71:11, 164:18</p> <p>ish [1] - 44:4</p> <p>issue [9] - 20:18, 42:7, 52:12, 57:11, 57:12, 80:9, 125:18, 148:11, 171:6</p> <p>issued [2] - 8:6, 83:4</p> <p>issues [11] - 31:18, 33:11, 38:7, 47:12, 50:10, 56:2, 57:1, 86:1, 113:3, 115:3, 129:18</p> <p>item [5] - 3:17, 7:4, 137:4, 137:5, 165:12</p> <p>items [5] - 4:14, 5:2, 6:1, 95:5, 149:12</p> <p>itself [10] - 31:17, 32:5, 35:3, 38:9, 48:18, 87:1, 89:1, 99:9, 115:18, 160:8</p> <p>IV [7] - 83:14, 83:18, 84:4, 84:8, 102:8, 125:4, 167:16</p> <p>J</p> <p>January [1] - 13:8</p> <p>Jeff [2] - 1:11, 174:15</p> <p>job [12] - 19:16, 19:17, 20:3, 20:4, 31:5, 31:12, 46:1, 46:4, 46:5, 61:12, 63:14, 150:11</p> <p>jobs [8] - 18:4, 31:5, 31:7, 31:8, 36:18, 37:2, 37:3, 62:3</p> <p>Joe [4] - 113:1, 131:2, 135:14, 149:7</p> <p>JOHN [4] - 36:4, 52:6, 52:9, 156:18</p> <p>joint [1] - 150:12</p> <p>Joseph [2] - 1:13, 113:4</p> <p>JOSEPH [12] - 10:17, 113:4, 121:7, 124:17, 125:13, 126:11, 127:18, 128:2, 129:2, 129:5, 129:12, 130:18</p> <p>JR [8] - 55:3, 55:10, 57:4, 57:7, 158:1, 171:1, 174:14, 175:11</p> <p>Jr [1] - 1:8</p> <p>July [8] - 4:15, 8:2, 8:5, 8:8, 76:12, 77:3, 178:8</p>	<p>June [6] - 1:2, 3:4, 4:13, 6:14, 10:13, 108:9</p> <p>juxtaposed [1] - 89:6</p> <p>K</p> <p>Kaiser [2] - 105:3, 105:4</p> <p>KAISER [2] - 105:4, 108:12</p> <p>Kaiser's [2] - 117:10, 128:8</p> <p>Keep [1] - 33:17</p> <p>keep [3] - 53:8, 129:15, 141:2</p> <p>keeping [2] - 115:14, 147:12</p> <p>keeps [2] - 53:6, 143:13</p> <p>Kendall [7] - 19:10, 20:1, 31:9, 45:12, 46:3, 49:9, 112:7</p> <p>kept [1] - 5:7</p> <p>KeyWord [1] - 2:18</p> <p>kick [1] - 144:5</p> <p>kid [1] - 144:17</p> <p>kids [2] - 157:13, 157:14</p> <p>kind [42] - 16:11, 19:15, 20:2, 21:9, 25:2, 26:2, 26:4, 26:9, 28:16, 30:10, 46:4, 50:14, 50:17, 51:13, 55:17, 56:17, 60:17, 65:18, 66:1, 95:9, 98:1, 109:13, 113:12, 113:14, 114:1, 115:3, 115:7, 116:12, 119:7, 122:11, 125:18, 130:4, 130:13, 131:13, 131:18, 132:4, 132:16, 142:16, 142:18, 158:2, 164:3</p> <p>kinds [8] - 19:4, 31:13, 36:10, 42:5, 48:2, 48:4, 62:10, 140:6</p> <p>Kleinfelder [1] - 32:2</p> <p>knobs [1] - 66:6</p> <p>known [1] - 83:8</p> <p>knows [5] - 14:18, 40:10, 70:7, 91:4, 144:7</p> <p>L</p> <p>lab [3] - 15:12, 19:13,</p>	<p>37:1</p> <p>ladder [3] - 19:16, 19:18, 31:5</p> <p>laid [2] - 104:6, 132:1</p> <p>land [23] - 2:10, 20:17, 21:13, 25:9, 26:5, 31:16, 49:16, 59:2, 61:11, 62:9, 65:14, 72:12, 105:14, 105:17, 106:8, 106:11, 106:12, 106:13, 124:8, 171:11, 171:13, 173:7, 173:8</p> <p>Land [1] - 102:1</p> <p>landing [4] - 43:16, 44:5, 44:7, 44:13</p> <p>landownership [2] - 105:13, 107:2</p> <p>lands [1] - 105:12</p> <p>landscape [11] - 79:12, 83:16, 86:8, 93:2, 93:3, 93:8, 94:3, 95:5, 110:8, 133:11, 156:1</p> <p>landscapes [1] - 156:4</p> <p>lane [1] - 158:7</p> <p>lanes [2] - 166:9, 166:12</p> <p>language [1] - 80:2</p> <p>languages [2] - 111:6, 111:8</p> <p>lantern [1] - 90:5</p> <p>large [7] - 67:3, 75:11, 93:15, 139:8, 153:5, 169:1</p> <p>larger [10] - 14:15, 22:14, 24:7, 24:8, 38:4, 43:9, 57:7, 57:9, 61:11, 161:4</p> <p>Larisa [1] - 7:1</p> <p>last [29] - 8:10, 12:9, 13:6, 14:2, 14:13, 18:16, 37:6, 45:13, 45:17, 77:6, 79:16, 85:3, 86:11, 88:12, 88:17, 89:10, 90:10, 92:9, 96:15, 98:9, 102:4, 105:10, 112:3, 119:9, 132:11, 147:8, 150:15, 160:9, 167:15</p> <p>lastly [3] - 84:6, 84:11, 92:5</p> <p>Latin [1] - 80:6</p> <p>launch [1] - 81:8</p> <p>Law [1] - 10:13</p> <p>law [1] - 103:14</p>	<p>lawn [1] - 145:4</p> <p>Lawson [1] - 178:4</p> <p>layout [1] - 135:1</p> <p>lays [2] - 113:14, 115:8</p> <p>leads [1] - 152:2</p> <p>learned [1] - 153:17</p> <p>learning [1] - 80:2</p> <p>lease [1] - 47:2</p> <p>least [7] - 32:17, 37:6, 49:13, 68:7, 68:9, 141:9, 162:7</p> <p>leave [3] - 39:8, 99:2, 109:7</p> <p>Lechmere [3] - 100:8, 118:8, 123:4</p> <p>lecture [1] - 148:13</p> <p>LEED [2] - 85:7, 167:15</p> <p>left [5] - 26:15, 45:14, 142:16, 143:11, 173:6</p> <p>legal [1] - 70:8</p> <p>legislation's [1] - 105:16</p> <p>Leighton [1] - 74:6</p> <p>less [4] - 14:3, 14:5, 54:5, 102:14</p> <p>letter [4] - 7:6, 50:11, 50:17, 51:16</p> <p>letters [1] - 78:10</p> <p>level [11] - 31:10, 64:1, 64:8, 65:1, 68:11, 88:6, 88:8, 91:8, 102:2, 106:15, 169:16</p> <p>levels [2] - 34:14, 107:5</p> <p>liability [2] - 69:15, 69:16</p> <p>library [3] - 63:11, 88:7, 91:7</p> <p>License [1] - 178:12</p> <p>licensing [1] - 5:12</p> <p>life [4] - 30:16, 46:11, 82:13, 98:1</p> <p>light [2] - 104:3, 128:18</p> <p>lighting [1] - 95:9</p> <p>lights [1] - 74:3</p> <p>likely [2] - 27:16, 28:4</p> <p>limited [2] - 116:6, 147:7</p> <p>limits [1] - 18:17</p> <p>line [9] - 37:11, 37:18, 63:6, 86:2, 106:14, 106:15, 154:18, 162:15</p> <p>Line [11] - 99:17, 100:3, 100:8, 103:4, 103:5, 107:10,</p>
--	--	---	--	--

<p>107:11, 118:5, 118:7, 118:14, 138:17 LINE [1] - 177:8 line's [1] - 153:4 link [5] - 71:13, 82:14, 94:16, 98:2, 144:12 linked [1] - 18:16 links [2] - 94:11, 98:1 Lisa [1] - 61:14 live [3] - 60:11, 74:6, 98:15 liveable [1] - 41:4 lived [2] - 137:16, 143:3 living [1] - 139:13 loaded [1] - 26:3 loading [5] - 26:13, 28:15, 34:13, 65:13, 125:11 lobby [11] - 82:5, 87:16, 92:11, 94:5, 95:12, 132:4, 133:5, 139:15, 149:18, 155:9 local [6] - 9:9, 10:8, 31:18, 32:17, 80:8, 80:9 locally [1] - 10:4 locate [1] - 45:15 located [7] - 2:15, 24:10, 29:11, 73:5, 94:17, 170:10, 171:5 location [5] - 8:12, 32:11, 41:12, 44:17, 162:16 locations [1] - 118:18 logic [4] - 18:1, 38:15, 38:18, 49:17 logics [2] - 16:12, 53:11 look [31] - 11:13, 16:4, 16:13, 25:5, 26:17, 60:16, 74:13, 84:14, 85:17, 88:10, 89:1, 110:8, 112:9, 119:15, 128:3, 133:5, 134:6, 135:16, 141:10, 141:16, 142:6, 142:12, 145:12, 147:2, 149:3, 151:7, 153:15, 161:1, 161:6, 167:2, 175:18 looked [14] - 17:8, 18:2, 27:14, 35:5, 35:16, 35:17, 35:18, 38:5, 63:16, 74:14, 90:11, 108:9, 150:4,</p>	<p>160:15 looking [25] - 16:1, 25:15, 27:13, 39:3, 43:11, 53:5, 66:7, 75:13, 75:14, 91:13, 92:3, 92:9, 112:7, 115:10, 117:11, 117:12, 120:2, 146:8, 146:11, 151:2, 151:6, 161:12, 164:3, 168:12 looks [12] - 59:18, 60:17, 74:7, 140:10, 142:16, 142:18, 146:13, 151:9, 153:8, 162:1, 163:1 loop [2] - 119:15, 148:14 looser [1] - 65:17 LOS [1] - 102:2 loss [1] - 83:8 lost [1] - 20:3 Lou [2] - 157:18, 162:3 LOUIS [8] - 55:3, 55:10, 57:4, 57:7, 158:1, 171:1, 174:14, 175:11 Louis [1] - 1:8 louvers [1] - 158:14 love [2] - 76:13, 154:9 Love [1] - 13:13 LOVE [25] - 13:17, 34:2, 36:5, 39:12, 39:17, 41:11, 45:16, 47:17, 52:4, 52:8, 52:11, 55:2, 55:8, 55:11, 57:6, 57:9, 58:12, 60:11, 62:12, 65:4, 66:18, 68:17, 69:7, 71:1, 71:8 low [6] - 97:9, 98:18, 116:1, 116:4, 120:15, 165:12 lowdown [1] - 78:6 lower [7] - 17:10, 22:5, 49:9, 58:15, 64:8, 96:18, 130:2 lowered [1] - 97:1 lowest [1] - 64:9 luck [1] - 111:15 lunchtime [1] - 112:8</p> <hr/> <p>M</p> <hr/> <p>macro [1] - 59:11 magnificent [1] - 150:11 main [3] - 7:3, 92:18, 94:1</p>	<p>maintain [1] - 84:9 maintained [1] - 102:11 maintaining [3] - 102:14, 159:16, 159:18 maintenance [4] - 75:15, 81:18, 84:13, 136:14 major [3] - 128:15, 137:4, 167:4 majority [1] - 37:18 maker [1] - 34:18 Mall [1] - 42:15 Management [1] - 80:18 Manager [5] - 1:9, 7:6, 10:13, 11:17, 40:6 manages [1] - 34:4 manufacturing [2] - 30:11, 30:16 map [10] - 25:5, 27:2, 28:7, 32:3, 45:18, 62:8, 84:14, 105:13, 106:17, 164:4 marching [1] - 76:14 Margaret [1] - 62:6 marginal [2] - 58:14, 59:1 MARIN [1] - 146:9 Marino [2] - 78:15, 79:4 MARINO [2] - 79:2, 175:17 market [9] - 25:13, 30:5, 30:12, 31:6, 35:13, 42:1, 42:3, 53:6, 62:3 market's [2] - 65:8, 65:18 marketing [1] - 30:12 markets [2] - 30:9, 61:8 marries [1] - 137:11 Martin [1] - 85:12 MARTIN [1] - 85:14 Mary [1] - 50:15 MASSACHUSETTS [1] - 178:2 Massachusetts [5] - 1:5, 2:10, 10:2, 72:13, 81:9 Massachusetts- based [1] - 10:2 massing [1] - 140:2 material [1] - 158:13 materials [4] - 133:12, 133:14, 149:16, 149:17 math [1] - 167:8 matter [1] - 5:8</p>	<p>matters [1] - 173:8 maxing [1] - 26:16 MBTA [1] - 100:10 McKinnon [6] - 74:4, 74:5, 103:17, 150:1, 154:16, 175:16 McQuaid [1] - 18:18 mean [23] - 44:12, 54:9, 59:4, 59:13, 67:18, 113:7, 115:4, 117:10, 121:1, 121:7, 121:11, 128:4, 129:12, 129:14, 130:1, 143:17, 152:13, 162:4, 162:12, 164:5, 165:9, 167:2, 172:11 means [1] - 22:4 measure [1] - 153:5 measured [1] - 51:2 mechanical [1] - 146:17 mechanicals [1] - 158:16 mediates [1] - 87:6 medical [1] - 30:15 medium [1] - 130:16 meet [1] - 28:13 meeting [11] - 2:4, 3:4, 4:7, 6:5, 10:12, 10:18, 14:2, 38:11, 83:9, 160:11, 167:16 Meeting [1] - 1:4 meetings [6] - 4:12, 4:15, 4:16, 13:6, 18:9, 166:11 meets [1] - 97:8 MELISSA [3] - 11:15, 33:18, 39:11 Melissa [3] - 11:16, 13:17, 18:7 Member [5] - 1:6, 1:7, 1:7, 1:8, 1:8 member [1] - 38:13 Members [2] - 173:4, 174:1 members [6] - 10:12, 79:3, 92:12, 104:12, 112:16, 136:2 memo [4] - 104:7, 108:10, 112:18, 132:1 memos [1] - 172:2 mention [6] - 7:4, 8:11, 108:10, 108:13, 108:16, 109:1 mentioned [8] - 7:1, 29:14, 34:9, 74:10,</p>	<p>87:1, 87:4, 131:8, 132:11 mentioning [1] - 165:16 mentions [1] - 108:15 mentor [1] - 67:6 MEPA [3] - 4:5, 78:8, 83:5 mere [1] - 161:6 merge [1] - 97:14 mess [2] - 159:9, 160:17 messes [1] - 126:16 met [6] - 79:16, 86:11, 88:12, 89:10, 97:16, 97:17 metal [2] - 30:18, 158:14 metric [2] - 35:8, 36:13 metrics [2] - 36:1, 36:9 mic [1] - 52:7 microbrewery [1] - 29:9 Microphone [1] - 157:1 mid [2] - 28:15, 34:13 mid-block [2] - 28:15, 34:13 middle [4] - 31:11, 88:14, 89:14, 142:10 might [25] - 5:17, 13:15, 23:3, 26:17, 27:7, 27:9, 27:14, 28:9, 29:10, 39:1, 39:14, 42:2, 44:10, 47:5, 51:14, 59:16, 60:4, 61:4, 61:16, 63:8, 122:9, 128:14, 134:6, 145:14 miles [1] - 130:9 milling [1] - 111:8 million [3] - 15:11, 36:12, 63:7 mind [1] - 78:7 minimal [3] - 76:1, 114:2, 172:15 minimalist [2] - 148:6 minimum [8] - 9:12, 55:6, 55:11, 57:6, 57:8, 57:9, 115:15, 127:13 minor [1] - 172:18 minority [1] - 143:13 minus [1] - 15:13 minute [2] - 71:16, 76:11 Minuteman [1] - 165:17</p>
---	---	---	--	---

<p>minutes [2] - 104:2, 105:2</p> <p>miraculously [1] - 41:7</p> <p>miss [1] - 165:17</p> <p>missing [4] - 75:10, 82:14, 87:1, 87:2</p> <p>MIT [1] - 6:10</p> <p>mitigated [1] - 51:6</p> <p>mitigation [5] - 83:6, 109:4, 113:9, 114:17, 118:2</p> <p>mix [5] - 15:7, 18:11, 22:13, 36:13, 138:6</p> <p>mixed [1] - 21:16</p> <p>mixes [1] - 16:15</p> <p>mode [8] - 98:10, 100:14, 102:11, 102:15, 115:11, 116:8, 117:11, 120:16</p> <p>model [6] - 17:7, 22:11, 49:3, 49:14, 49:17, 53:7</p> <p>modelling [1] - 89:5</p> <p>moderate [1] - 115:5</p> <p>modern [1] - 24:1</p> <p>modes [2] - 103:3, 115:16</p> <p>modest [1] - 151:12</p> <p>moment [1] - 139:3</p> <p>Monday [1] - 7:7</p> <p>money [3] - 63:9, 142:2, 164:9</p> <p>month [1] - 8:8</p> <p>months [4] - 8:2, 12:1, 14:13, 71:4</p> <p>Morgan [1] - 25:4</p> <p>morning [3] - 101:5, 104:1, 139:16</p> <p>most [5] - 32:10, 69:10, 75:2, 125:3, 151:8</p> <p>motion [2] - 11:2, 175:7</p> <p>motivated [2] - 57:18</p> <p>motorized [1] - 68:8</p> <p>move [5] - 5:6, 18:5, 90:1, 136:5, 154:4</p> <p>moved [4] - 11:4, 11:5, 65:11, 175:8</p> <p>movement [1] - 158:12</p> <p>moves [2] - 29:18, 32:7</p> <p>moving [6] - 12:12, 15:4, 28:1, 28:7, 34:7, 53:6</p> <p>mullions [1] - 89:8</p> <p>multipurpose [1] - 154:10</p>	<p>multiuse [25] - 91:18, 93:16, 94:6, 94:13, 95:7, 96:1, 96:9, 96:16, 96:17, 97:5, 97:7, 97:13, 97:15, 97:18, 99:12, 156:9, 158:4, 164:2, 164:14, 164:18, 166:8, 167:5, 167:7, 167:8, 174:7</p> <p>munchies [1] - 139:14</p> <p>municipalities [1] - 9:7</p> <p>Murphy [2] - 99:18, 118:6</p> <p>Museum [7] - 81:16, 87:11, 90:6, 92:3, 102:1, 126:14, 137:8</p> <p>must [2] - 58:2, 166:10</p> <p>MWRC [1] - 96:2</p> <hr/> <p>N</p> <p>name [5] - 74:5, 79:3, 103:14, 104:17, 104:18</p> <p>named [1] - 77:9</p> <p>narrow [3] - 134:14, 143:5</p> <p>narrower [1] - 36:17</p> <p>national [1] - 46:14</p> <p>natural [2] - 152:18, 171:12</p> <p>nature [4] - 5:12, 121:6, 138:1, 151:1</p> <p>Naval [1] - 66:15</p> <p>near [3] - 30:9, 145:16, 157:8</p> <p>nearby [1] - 83:13</p> <p>necessarily [1] - 127:8</p> <p>necessary [1] - 45:15</p> <p>necessity [2] - 160:15, 161:10</p> <p>necklace [5] - 82:16, 86:14, 87:2, 88:1, 122:12</p> <p>need [19] - 7:16, 55:1, 56:6, 59:10, 60:9, 104:13, 114:18, 128:11, 136:6, 142:12, 144:1, 145:11, 146:3, 147:10, 161:9, 167:3, 170:2, 174:16</p> <p>needed [4] - 5:1, 127:15, 128:16, 156:14</p>	<p>needing [1] - 173:12</p> <p>needs [7] - 6:1, 77:4, 81:13, 135:3, 144:13, 151:5, 162:10</p> <p>negatively [1] - 150:17</p> <p>negotiated [3] - 28:4, 28:5, 54:10</p> <p>negotiating [1] - 55:17</p> <p>negotiations [1] - 20:15</p> <p>neighborhood [5] - 23:1, 60:12, 124:1, 160:4, 160:5</p> <p>neighboring [2] - 21:9, 164:7</p> <p>neighbors [5] - 77:13, 77:16, 78:5, 78:6, 78:11</p> <p>Nelson [1] - 41:17</p> <p>net [4] - 18:3, 36:11, 58:18, 59:1</p> <p>network [4] - 24:7, 28:3, 44:15, 45:1</p> <p>never [2] - 163:4, 164:10</p> <p>new [23] - 17:17, 20:5, 21:18, 26:8, 35:14, 43:4, 50:7, 50:16, 59:4, 59:5, 62:11, 81:10, 82:6, 83:6, 83:17, 84:1, 84:2, 84:9, 102:3, 103:6, 147:5, 159:16, 164:11</p> <p>New [4] - 7:2, 33:8, 47:18, 92:16</p> <p>newer [1] - 16:5</p> <p>next [15] - 3:17, 4:7, 6:14, 14:17, 38:8, 39:8, 48:13, 60:5, 66:8, 74:17, 77:13, 80:13, 83:13, 106:13, 154:4</p> <p>next-door [2] - 77:13, 106:13</p> <p>nice [9] - 44:15, 79:4, 83:16, 138:6, 140:16, 142:16, 160:17, 166:12, 170:15</p> <p>nicer [1] - 139:5</p> <p>night [1] - 14:2</p> <p>nighttime [2] - 90:4, 95:9</p> <p>nobly [1] - 52:15</p> <p>nobody [2] - 105:13, 137:7</p> <p>noise [1] - 48:5</p>	<p>non [1] - 2:14</p> <p>non-residential [1] - 2:14</p> <p>none [1] - 112:15</p> <p>nonresidential [2] - 73:3, 173:13</p> <p>normally [2] - 105:6, 107:6</p> <p>north [4] - 21:14, 21:15, 43:15, 47:16</p> <p>North [5] - 2:6, 2:12, 72:5, 72:15, 74:6, 74:14, 74:17, 75:2, 75:18, 78:12, 79:10, 82:15, 82:17, 84:1, 84:13, 84:16, 86:5, 86:15, 86:16, 86:17, 87:5, 90:5, 91:14, 91:17, 92:4, 93:11, 93:12, 94:1, 94:16, 96:11, 97:6, 100:5, 101:15, 105:10, 110:13, 111:9, 118:6, 119:3, 119:6, 122:8, 122:18, 123:3, 125:2, 126:14, 132:14, 133:1, 137:1, 137:5, 138:12, 139:18, 165:7</p> <p>northeast [2] - 25:3, 32:6</p> <p>northward [2] - 123:6, 123:7</p> <p>NOT [1] - 178:15</p> <p>Notary [2] - 178:4, 178:11</p> <p>note [3] - 15:16, 46:7, 177:6</p> <p>noted [3] - 107:3, 132:2, 177:16</p> <p>nothing [2] - 54:9, 176:2</p> <p>notion [1] - 40:11</p> <p>notwithstanding [1] - 50:8</p> <p>number [19] - 9:7, 12:16, 13:3, 18:3, 36:6, 36:8, 38:4, 51:6, 54:18, 83:5, 84:17, 99:5, 100:10, 100:18, 101:3, 101:6, 101:9, 102:9, 102:17</p> <p>numbers [1] - 168:16</p> <hr/> <p>O</p> <p>O'Brien [8] - 111:16, 114:15, 118:9, 119:2, 119:6, 123:7,</p>	<p>124:4, 139:2</p> <p>obligations [1] - 83:9</p> <p>observations [1] - 139:11</p> <p>obtain [1] - 7:11</p> <p>obviously [8] - 113:7, 113:11, 117:11, 118:7, 124:12, 128:5, 129:13, 129:18</p> <p>occupied [1] - 64:9</p> <p>odd [1] - 147:11</p> <p>OF [5] - 1:1, 178:2, 178:15, 178:15, 178:16</p> <p>offensive [1] - 147:2</p> <p>offer [2] - 81:5, 84:3</p> <p>office [13] - 2:8, 15:12, 19:14, 22:6, 22:9, 37:2, 72:10, 81:13, 82:3, 88:6, 100:17, 138:4, 138:5</p> <p>OFFICIAL [1] - 1:17</p> <p>often [1] - 157:13</p> <p>on-site [1] - 97:18</p> <p>once [1] - 116:2</p> <p>one [61] - 2:12, 4:18, 9:1, 10:17, 18:16, 28:14, 29:5, 32:3, 32:6, 32:18, 35:15, 40:5, 43:14, 44:4, 45:13, 53:3, 57:15, 59:16, 59:18, 65:5, 70:13, 70:16, 72:17, 75:3, 75:12, 77:18, 81:4, 102:8, 102:10, 103:3, 103:5, 112:3, 117:9, 120:7, 127:6, 130:7, 134:8, 139:12, 140:18, 141:16, 143:12, 143:16, 146:5, 147:17, 149:16, 150:5, 151:8, 152:17, 153:13, 154:3, 160:11, 160:13, 162:7, 162:8, 163:5, 163:16, 164:14, 165:4, 167:6, 168:5</p> <p>One [3] - 74:6, 107:16, 146:16</p> <p>one's [1] - 74:13</p> <p>ones [4] - 65:5, 114:2, 132:2, 158:2</p> <p>opaque [1] - 162:6</p> <p>open [19] - 20:14, 23:17, 25:6, 39:9, 44:6, 44:15, 62:18, 63:1, 91:15, 92:14,</p>
--	--	--	--	--

<p>93:17, 94:4, 126:7, 135:4, 138:16, 139:16, 171:14, 174:3, 174:7</p> <p>opening [1] - 118:14</p> <p>openings [1] - 132:7</p> <p>operate [1] - 19:11</p> <p>operations [1] - 81:18</p> <p>opinion [2] - 70:6, 151:6</p> <p>opinions [1] - 135:7</p> <p>opportunities [1] - 122:9</p> <p>opportunity [2] - 147:3, 165:18</p> <p>opposed [1] - 124:1</p> <p>opt [3] - 7:17, 7:18, 161:9</p> <p>optimized [1] - 17:1</p> <p>option [3] - 7:15, 47:2, 161:5</p> <p>Orange [4] - 99:17, 100:3, 103:4, 118:4</p> <p>order [4] - 62:8, 89:18, 125:6, 136:7</p> <p>orders [1] - 76:14</p> <p>Ordinance [6] - 5:8, 6:2, 6:4, 66:11, 174:5, 174:11</p> <p>Ordinances [1] - 48:4</p> <p>Oregon [1] - 33:9</p> <p>organic [1] - 20:14</p> <p>orient [2] - 86:12, 93:6</p> <p>oriented [1] - 89:12</p> <p>original [3] - 25:11, 106:11, 177:2</p> <p>orphan [2] - 121:12, 123:2</p> <p>Ortiz [1] - 7:1</p> <p>otherwise [1] - 19:1</p> <p>ought [1] - 166:4</p> <p>ourselves [1] - 78:14</p> <p>outcome [1] - 116:16</p> <p>outdoor [1] - 168:12</p> <p>outdoors [1] - 145:3</p> <p>outer [1] - 169:8</p> <p>outlet [1] - 123:6</p> <p>outlined [2] - 2:18, 86:1</p> <p>outreach [2] - 13:3, 61:9</p> <p>outside [4] - 95:12, 114:4, 119:8, 148:17</p> <p>outskirts [1] - 98:16</p> <p>outweigh [1] - 171:8</p> <p>overall [11] - 12:5, 13:7, 37:12, 45:8, 94:3, 99:10, 100:14, 101:5, 102:6,</p>	<p>102:15, 115:12</p> <p>overlapping [1] - 144:16</p> <p>overlay [2] - 59:6, 66:5</p> <p>overview [2] - 14:7, 99:1</p> <p>own [7] - 27:6, 63:9, 70:5, 75:6, 75:13, 100:11, 121:16</p> <p>owned [13] - 2:10, 20:12, 27:6, 44:12, 72:12, 81:17, 105:12, 106:9, 106:10, 106:18, 121:17, 137:14, 159:9</p> <p>owner [6] - 5:16, 5:18, 57:16, 106:11, 106:13, 136:13</p> <p>owner-adjacent [2] - 5:16, 5:18</p> <p>owner/occupied [1] - 27:4</p> <p>owners [4] - 27:1, 78:11, 106:5, 126:2</p> <p>ownership [1] - 105:9</p> <p>owns [1] - 105:14</p> <hr/> <p>P</p> <p>p.m [5] - 1:3, 2:6, 101:2, 101:8, 176:4</p> <p>package [2] - 5:18, 117:15</p> <p>PAGE [2] - 2:1, 177:8</p> <p>page [9] - 108:15, 139:12, 140:10, 140:15, 142:14, 144:4, 145:16, 146:11, 158:10</p> <p>paid [1] - 56:9</p> <p>paint [1] - 69:18</p> <p>painted [1] - 146:1</p> <p>pallet [3] - 86:3, 88:16, 89:1</p> <p>panels [3] - 89:6, 89:9, 142:7</p> <p>parallel [6] - 32:1, 63:18, 125:16, 145:9, 155:5, 167:3</p> <p>paralleling [1] - 116:13</p> <p>parapet [1] - 169:7</p> <p>Parcel [1] - 2:13</p> <p>parcel [7] - 23:12, 73:1, 75:11, 75:12, 75:14, 107:1, 159:9</p> <p>parcels [5] - 20:13, 23:13, 24:1, 58:6, 58:8</p>	<p>pardon [2] - 91:6, 169:15</p> <p>park [11] - 24:15, 75:18, 84:2, 84:5, 84:9, 84:13, 125:6, 126:18, 153:4</p> <p>Park [17] - 24:5, 25:2, 25:4, 42:17, 75:18, 86:18, 93:15, 94:15, 94:16, 95:13, 95:15, 95:18, 96:7, 100:9, 110:13, 111:10, 156:2</p> <p>park-like [2] - 24:15, 126:18</p> <p>Parking [4] - 112:18, 113:5, 172:15, 172:17</p> <p>parking [37] - 2:10, 2:14, 34:4, 53:9, 56:5, 56:6, 68:13, 72:12, 73:2, 82:8, 83:18, 84:3, 84:4, 88:8, 102:5, 102:6, 102:7, 102:12, 102:13, 102:16, 107:5, 107:9, 110:4, 115:5, 115:8, 115:13, 115:15, 116:5, 116:6, 125:4, 125:5, 127:10, 127:12, 127:17, 128:6, 128:12, 136:14</p> <p>parkland [2] - 87:18, 152:1</p> <p>parklands [1] - 82:17</p> <p>parks [8] - 24:12, 24:16, 24:17, 156:1, 156:2, 159:16, 159:18</p> <p>Parkway [2] - 37:9, 69:2</p> <p>parkway [1] - 37:10</p> <p>parkways [1] - 21:3</p> <p>part [30] - 14:15, 15:17, 16:4, 18:1, 23:16, 24:6, 24:7, 28:5, 32:10, 33:6, 35:2, 36:6, 42:6, 46:6, 55:4, 55:5, 59:4, 59:6, 61:11, 68:13, 87:18, 89:4, 101:1, 114:16, 115:1, 121:15, 123:10, 137:17, 152:2, 167:1</p> <p>partially [1] - 65:7</p> <p>participate [1] - 7:18</p> <p>participating [1] - 6:12</p> <p>particular [2] - 39:4,</p>	<p>162:15</p> <p>particularly [7] - 66:11, 114:6, 115:17, 116:17, 138:7, 147:2, 148:5</p> <p>partly [2] - 60:5, 102:16</p> <p>partnership [1] - 82:11</p> <p>pass [2] - 98:5, 120:7</p> <p>passed [1] - 105:16</p> <p>passenger [1] - 149:2</p> <p>passive [5] - 75:17, 83:17, 87:17, 94:14, 96:8</p> <p>past [1] - 80:10</p> <p>patch [1] - 23:8</p> <p>Path [1] - 165:11</p> <p>path [23] - 24:6, 59:5, 68:12, 69:17, 83:18, 91:18, 96:16, 97:3, 97:5, 97:8, 97:13, 97:15, 97:18, 99:12, 164:3, 164:14, 164:18, 165:6, 165:13, 166:8, 167:1, 167:5, 167:7</p> <p>paths [1] - 158:4</p> <p>pathway [4] - 51:8, 94:10, 96:16, 152:14</p> <p>pattern [4] - 28:16, 29:1, 60:8, 147:1</p> <p>patterns [1] - 132:6</p> <p>pave [1] - 153:15</p> <p>paved [1] - 153:1</p> <p>pavement [3] - 151:6, 156:5, 166:1</p> <p>paving [2] - 152:17, 153:9</p> <p>PB#328 [1] - 2:6</p> <p>peak [1] - 101:2</p> <p>Pearl [1] - 33:8</p> <p>ped/bike [1] - 42:16</p> <p>pedestrian [18] - 34:12, 39:16, 63:3, 68:7, 97:7, 99:11, 99:14, 99:17, 102:2, 108:16, 111:17, 113:16, 114:2, 114:6, 139:3, 152:5, 152:16, 155:1</p> <p>pedestrians [3] - 152:9, 153:8, 166:14</p> <p>pencilled [1] - 76:11</p> <p>penthouse [4] - 90:12, 90:13, 91:1, 162:8</p> <p>people [33] - 7:14, 8:9, 40:17, 50:1,</p>	<p>52:9, 64:13, 78:4, 90:1, 94:8, 98:11, 98:15, 110:14, 110:16, 111:1, 111:2, 111:7, 112:1, 112:5, 112:6, 112:9, 120:1, 123:12, 136:6, 137:15, 137:18, 138:14, 145:2, 145:14, 157:12, 157:17, 158:5, 158:8, 167:3</p> <p>people's [1] - 8:7</p> <p>percent [23] - 2:13, 7:15, 9:15, 17:12, 26:18, 27:10, 27:12, 27:13, 27:15, 35:5, 35:6, 35:15, 37:3, 72:17, 98:10, 100:14, 100:16, 102:15, 168:17, 173:14</p> <p>percentage [2] - 9:11, 9:14</p> <p>perfect [2] - 82:10, 154:13</p> <p>perfectly [1] - 58:5</p> <p>perforated [1] - 158:14</p> <p>perhaps [4] - 109:16, 113:1, 131:5, 140:3</p> <p>period [1] - 118:12</p> <p>periodically [1] - 47:9</p> <p>permanent [1] - 75:15</p> <p>Permit [6] - 2:7, 17:2, 72:6, 73:16, 79:9, 173:13</p> <p>permit [2] - 2:12, 72:17</p> <p>Permits [2] - 53:12, 54:10</p> <p>permits [1] - 43:16</p> <p>permitted [5] - 15:3, 15:9, 40:14, 48:3, 62:10</p> <p>permitting [3] - 79:15, 103:15, 104:5</p> <p>perpetuity [1] - 84:10</p> <p>personal [1] - 70:6</p> <p>personally [1] - 52:2</p> <p>perspective [3] - 129:17, 151:3, 165:1</p> <p>PETER [11] - 93:4, 155:4, 155:10, 155:13, 156:11, 156:16, 157:2, 157:4, 168:8, 168:11, 169:6</p> <p>Peter [3] - 86:7, 87:13, 93:1</p>
---	--	--	--	--

<p>PETERS [3] - 11:15, 33:18, 39:11 Peters [1] - 11:16 petition [1] - 5:5 petitioner [1] - 73:18 PhD's [2] - 20:1, 31:9 physical [1] - 102:16 physically [1] - 122:6 pick [2] - 123:8, 139:14 picked [1] - 115:1 picture [1] - 61:4 pictures [1] - 63:16 piece [13] - 9:8, 23:10, 24:18, 25:3, 31:15, 37:7, 37:11, 42:4, 47:17, 137:18, 144:11, 146:6, 147:17 pieces [5] - 3:10, 24:14, 61:4, 75:2, 144:1 pinning [1] - 4:10 pipeline [2] - 15:9, 35:10 Piper [2] - 79:7, 103:15 pizza [1] - 139:15 place [23] - 27:5, 28:11, 29:5, 29:11, 31:14, 38:17, 41:3, 41:4, 44:4, 58:14, 60:3, 66:12, 110:12, 111:9, 111:12, 112:7, 115:13, 116:7, 118:15, 124:6, 138:3, 160:9 placed [1] - 8:11 places [5] - 18:16, 110:2, 110:16, 145:14, 167:3 plain [2] - 86:9, 87:14 plan [30] - 12:8, 13:10, 13:14, 13:16, 25:18, 29:18, 30:3, 32:7, 33:4, 38:9, 48:14, 51:11, 52:1, 52:12, 54:3, 54:11, 58:7, 60:8, 66:8, 67:16, 68:14, 73:13, 117:17, 126:17, 139:18, 154:10, 156:12, 168:11, 172:10, 176:1 Planned [3] - 2:11, 2:17, 72:14 planned [2] - 73:8, 164:14 Planning [23] - 2:4, 2:12, 3:5, 3:11, 3:13, 6:8, 8:15,</p>	<p>10:18, 12:1, 72:5, 74:9, 76:18, 99:7, 101:7, 107:4, 113:18, 137:3, 143:13, 170:5, 171:9, 176:5, 177:6, 177:15 planning [8] - 6:11, 12:2, 12:6, 12:14, 12:15, 24:8, 109:1, 147:8 PLANNING [1] - 1:1 plans [7] - 35:7, 73:17, 79:12, 97:17, 116:18, 134:18, 171:4 planted [3] - 154:15, 155:3, 155:12 planter [1] - 145:17 planters [1] - 169:1 planting [4] - 95:16, 97:1, 97:2, 97:10 plate [1] - 26:10 plates [1] - 29:3 platform [1] - 33:5 play [3] - 27:9, 157:9, 168:4 played [1] - 75:4 playfulness [1] - 162:4 plaza [3] - 68:2, 144:7, 156:3 pleasant [1] - 166:5 pleased [1] - 52:1 plus [6] - 15:13, 22:8, 35:10, 81:12, 82:3, 156:3 PM [2] - 37:10, 38:1 podium [2] - 53:9, 104:18 Point [51] - 2:6, 2:12, 67:1, 72:6, 72:15, 74:6, 74:14, 74:17, 75:2, 75:18, 78:12, 79:10, 82:15, 82:17, 84:1, 84:13, 84:16, 86:5, 86:15, 86:16, 86:18, 87:5, 90:5, 91:14, 91:17, 92:4, 93:12, 94:1, 94:15, 95:18, 96:7, 96:11, 97:6, 101:15, 105:10, 106:7, 110:13, 111:10, 118:6, 119:6, 122:8, 122:18, 125:2, 126:14, 132:14, 133:1, 137:1, 137:5, 138:12, 139:18, 165:7 point [25] - 22:4,</p>	<p>44:18, 52:17, 52:18, 53:3, 53:18, 54:9, 63:2, 87:5, 89:18, 91:2, 92:14, 100:1, 100:2, 100:7, 110:14, 119:3, 121:16, 128:10, 136:7, 142:15, 146:12, 166:5, 166:9, 175:6 pointed [2] - 160:18, 170:11 points [2] - 117:9, 140:15 poking [1] - 155:17 policy [6] - 31:13, 39:1, 61:12, 65:14, 83:8, 171:3 political [1] - 20:18 Pond [5] - 21:8, 24:4, 42:15, 68:2, 68:12 pop [1] - 13:1 pop-up [1] - 13:1 population [1] - 25:7 portion [1] - 122:16 portions [1] - 122:16 Portland [1] - 33:9 positive [7] - 38:18, 41:15, 58:13, 58:18, 59:2, 59:12, 84:16 possibilities [1] - 141:11 possibility [7] - 24:3, 39:15, 41:1, 43:12, 107:9, 126:5, 166:3 possible [5] - 17:1, 25:3, 76:13, 108:3, 109:4 possibly [1] - 130:12 potential [4] - 38:16, 172:1, 172:11, 175:2 potentially [1] - 126:7 power [1] - 51:9 powers [1] - 45:8 pre [6] - 4:3, 30:7, 36:9, 77:6, 131:9, 132:12 pre-application [3] - 77:6, 131:9, 132:12 pre-existing [2] - 30:7, 36:9 pre-proposal [1] - 4:3 precast [5] - 89:2, 89:3, 140:16, 141:4, 161:18 precedent [1] - 95:4 predicated [1] - 21:17 predicting [1] - 27:1 predominantly [2] - 82:1, 137:9</p>	<p>prefer [1] - 138:3 preferred [7] - 21:13, 25:16, 35:13, 37:14, 38:3, 41:10, 53:15 preliminary [5] - 136:3, 149:11, 163:13, 170:2, 174:18 prep [1] - 12:7 prepare [1] - 76:17 prepared [4] - 104:8, 164:17, 170:1, 173:17 present [3] - 13:11, 85:12, 89:17 presentation [7] - 11:12, 14:3, 14:4, 22:8, 45:17, 74:1, 133:14 presented [1] - 147:7 preservation [2] - 48:15, 171:12 preserve [2] - 40:17, 126:5 presidential [1] - 78:1 pressure [2] - 29:18, 76:16 presumably [1] - 172:12 presupposing [1] - 50:18 pretty [17] - 6:1, 28:1, 57:1, 64:12, 77:16, 90:15, 91:4, 91:11, 91:16, 115:6, 116:4, 143:5, 145:6, 145:12, 146:5, 160:8, 161:14 preview [1] - 4:2 previous [2] - 127:11, 136:13 previously [1] - 41:13 price [1] - 22:4 principal [1] - 13:13 principle [1] - 58:6 priority [1] - 165:12 Prison [1] - 106:7 private [2] - 27:1, 137:12 privately [2] - 20:12, 137:13 pro [2] - 55:12, 56:3 proactive [2] - 38:18, 61:7 proactively [1] - 31:16 problem [8] - 55:17, 56:10, 122:10, 122:17, 123:11, 140:16, 158:17, 170:14 problems [1] - 121:13</p>	<p>procedural [1] - 5:7 proceedings [1] - 178:6 process [16] - 2:17, 4:10, 6:12, 7:11, 12:2, 12:6, 12:14, 12:15, 17:5, 20:16, 24:8, 32:2, 53:1, 56:13, 73:8, 73:11 processed [1] - 105:16 processes [1] - 32:14 procurement [1] - 7:10 product [1] - 140:17 productive [1] - 69:10 products [1] - 30:13 profession [1] - 70:8 profile [1] - 88:13 program [5] - 7:9, 7:18, 81:8, 81:9, 140:12 programmed [1] - 96:9 programming [3] - 25:2, 61:13, 83:3 programs [3] - 80:3, 81:6, 103:11 progressive [2] - 56:5, 120:17 Project [3] - 2:5, 2:11, 11:17 project [44] - 2:14, 4:12, 11:12, 15:6, 16:9, 23:16, 42:13, 43:18, 48:18, 49:2, 53:9, 72:14, 73:1, 73:15, 74:8, 75:9, 75:11, 78:17, 81:14, 82:10, 82:11, 82:17, 83:7, 84:15, 104:6, 104:8, 105:6, 105:8, 105:14, 106:3, 109:5, 113:13, 114:17, 115:2, 118:2, 133:4, 139:6, 139:9, 149:12, 151:3, 151:5, 152:7, 167:17, 170:9 projects [6] - 4:9, 15:8, 17:4, 34:6, 43:17, 69:8 prominent [2] - 90:2, 132:4 promise [2] - 51:17, 63:5 promised [1] - 11:18 promote [3] - 34:18, 42:6, 67:15 promoting [2] - 31:11, 98:7</p>
---	--	--	---	---

<p>promotion [1] - 43:3 pronounced [1] - 72:7 propensity [2] - 14:17, 39:5 proper [2] - 51:11, 163:15 properly [3] - 76:6, 106:1, 158:18 properties [1] - 15:1 property [6] - 23:3, 27:1, 57:16, 79:5, 96:5, 164:7 proponent [2] - 136:12, 172:6 proponents [1] - 4:12 proportions [2] - 24:15, 162:13 proposal [6] - 4:3, 79:9, 159:7, 161:12, 170:4, 170:6 proposals [2] - 5:4, 43:7 proposed [9] - 33:14, 47:15, 81:14, 109:15, 128:12, 131:14, 149:2, 149:17, 169:13 proposing [7] - 21:16, 23:17, 29:5, 33:3, 34:3, 89:2, 113:13 proposition [1] - 59:7 propositions [1] - 58:14 pros [1] - 18:10 prospectus [2] - 21:12, 61:8 provide [6] - 79:10, 83:18, 84:11, 84:17, 116:13, 118:10 provided [1] - 174:4 provider [2] - 9:5, 9:6 provides [3] - 100:4, 100:11, 171:7 providing [1] - 9:8 provision [5] - 5:14, 61:9, 171:14, 174:10 provisions [3] - 173:1, 173:3, 175:5 proximity [1] - 47:13 PTDM [2] - 98:8, 117:16 public [41] - 2:17, 3:18, 5:3, 6:17, 13:9, 20:10, 33:6, 34:5, 34:9, 36:7, 44:1, 72:4, 74:11, 75:8, 76:12, 82:4, 82:5, 83:1, 83:11, 83:15, 83:18, 84:3, 87:15, 90:8, 92:6,</p>	<p>92:12, 94:12, 96:12, 104:14, 110:11, 110:17, 112:10, 137:12, 159:7, 160:5, 171:16, 171:18, 172:3, 174:7, 174:9 Public [7] - 111:1, 171:17, 172:3, 172:5, 172:7, 178:4, 178:11 PUBLIC [1] - 2:6 public/private [1] - 82:10 publicly [1] - 82:6 PUD [5] - 3:18, 74:12, 79:8, 170:9, 171:5 pump [1] - 154:13 pure [1] - 142:3 purely [2] - 129:16, 138:4 purple [8] - 16:1, 23:8, 59:9, 62:7, 62:10, 65:6, 65:15, 69:3 purposes [1] - 45:14 pursuant [6] - 2:11, 2:15, 2:16, 72:13, 73:3, 73:5 pushed [1] - 93:13 pushing [4] - 53:18, 67:16, 141:2, 143:13 put [16] - 8:13, 8:16, 25:12, 55:15, 65:13, 67:12, 91:4, 107:10, 110:9, 110:18, 118:1, 120:3, 139:10, 148:3, 153:13, 165:12 puts [1] - 32:11 putting [4] - 140:14, 147:14, 154:2, 158:12 puzzled [1] - 139:7</p>	<p>qualify [1] - 52:5 qualities [1] - 46:10 quality [4] - 35:2, 39:3, 171:10, 173:6 Quebec [1] - 9:4 Queen [1] - 50:15 questions [17] - 13:15, 24:10, 39:9, 39:14, 85:10, 99:4, 104:13, 115:5, 120:9, 125:8, 131:1, 134:2, 135:17, 136:2, 136:6, 150:18, 163:11 quick [1] - 74:13 quickly [4] - 50:2, 61:1, 127:1, 164:1 Quincy [2] - 143:3, 143:5 quite [11] - 25:8, 33:13, 68:3, 77:8, 95:16, 131:12, 133:9, 149:5, 149:7, 166:15, 166:16</p>	<p>reach [3] - 136:3, 136:7, 173:2 read [3] - 71:2, 85:2, 177:15 reading [1] - 177:6 ready [2] - 121:10, 163:12 real [6] - 19:2, 19:14, 46:18, 68:4, 86:4, 161:12 reality [1] - 118:3 realize [3] - 16:17, 40:1, 162:12 realized [1] - 143:14 really [59] - 6:1, 12:6, 14:10, 21:15, 23:15, 45:13, 46:2, 50:15, 50:16, 51:10, 51:18, 52:1, 52:2, 57:11, 67:16, 68:2, 71:3, 78:6, 78:16, 86:10, 87:9, 89:10, 89:13, 90:2, 98:17, 100:1, 100:3, 110:4, 110:7, 111:16, 113:9, 114:3, 120:5, 124:2, 125:18, 126:16, 130:13, 131:10, 132:5, 144:12, 145:11, 145:18, 148:6, 151:18, 153:4, 153:10, 156:13, 158:13, 158:14, 158:18, 162:5, 162:10, 163:9, 165:1, 173:6 realm [4] - 33:6, 34:5, 34:10, 90:8 rear [2] - 93:13, 94:13 rearranged [1] - 89:17 reason [8] - 70:1, 115:15, 124:7, 140:18, 148:13, 153:1, 164:6, 177:7 REASON [6] - 177:9, 177:10, 177:11, 177:12, 177:13, 177:14 reasonable [4] - 55:7, 135:8, 149:6, 163:3 rebuilt [2] - 119:4, 139:4 recalibrating [1] - 61:12 received [6] - 4:5, 4:11, 7:6, 78:10, 172:2, 174:2 receiving [1] - 172:12 recent [2] - 16:3, 60:2 recently [3] - 15:2, 26:7, 81:7</p>	<p>reception [1] - 14:5 recess [1] - 72:2 recommendation [1] - 48:2 recommendations [2] - 6:18, 52:16 recommending [1] - 157:4 recommends [1] - 21:13 record [3] - 159:17, 177:16, 178:6 RECORD [1] - 1:17 recreate [1] - 147:8 recreation [4] - 75:16, 75:17, 75:18, 138:2 recreational [4] - 83:2, 84:7, 84:9, 122:11 red [8] - 16:1, 17:13, 23:7, 32:9, 62:15, 62:16, 144:17, 145:1 redeveloped [1] - 14:17 Redevelopment [1] - 62:2 reduce [1] - 127:11 reduced [1] - 96:18 reference [1] - 154:5 referred [1] - 154:18 refined [1] - 133:4 reflects [1] - 169:2 regard [5] - 113:1, 127:10, 172:3, 172:15, 173:10 Regatta [5] - 75:3, 77:14, 78:12, 83:14, 90:16 region [1] - 31:7 regional [5] - 99:11, 99:14, 114:12, 165:3, 165:15 regulations [4] - 31:16, 48:12, 49:14, 65:8 regulatory [1] - 60:10 rehearsed [1] - 103:18 reject [1] - 61:2 related [5] - 2:9, 5:12, 109:3, 109:4, 114:3 relates [1] - 150:18 Relating [1] - 72:5 Relations [1] - 6:16 relationship [3] - 132:13, 132:15, 133:8 relative [7] - 25:7, 25:16, 37:8, 41:12, 41:13, 49:16, 56:2</p>
	<p>Q</p> <p>Q&A [2] - 99:2, 104:4 quadrangle [1] - 14:15 Quadrangle [19] - 16:11, 16:13, 20:11, 21:7, 21:11, 21:15, 23:15, 28:3, 28:10, 29:15, 32:5, 35:11, 37:7, 37:12, 38:2, 39:2, 46:9, 53:5, 63:13 quadrant [1] - 32:6 qualifies [1] - 46:1</p>	<p>R</p> <p>racing [2] - 123:13, 124:16 racks [1] - 96:10 rail [1] - 100:4 railroad [8] - 39:16, 40:9, 40:12, 44:12, 63:4, 69:1, 106:10 railroad-owned [1] - 44:12 rain [1] - 157:8 raise [2] - 32:14, 64:15 raised [4] - 5:11, 34:9, 50:11, 64:18 raising [1] - 50:9 ramp [4] - 33:2, 91:9, 130:6, 148:14 ramps [3] - 68:10, 119:15, 127:6 ran [4] - 18:1, 53:5, 58:16, 146:14 random [1] - 89:3 range [2] - 42:8, 49:15 rate [1] - 35:13 rates [3] - 8:3, 8:6, 49:9 rather [4] - 14:7, 32:18, 88:5, 154:2 rationale [1] - 22:7 ratios [2] - 37:4, 56:5 Raytheon [1] - 23:2 re [1] - 86:12 re-orient [1] - 86:12</p>		

<p>relatively [6] - 55:7, 61:1, 114:2, 115:5, 115:18, 116:1</p> <p>relevant [3] - 13:4, 32:3, 132:1</p> <p>remain [1] - 60:3</p> <p>remains [1] - 92:2</p> <p>remember [1] - 152:10</p> <p>remind [1] - 10:11</p> <p>reminded [1] - 164:2</p> <p>reminds [2] - 61:18, 107:16</p> <p>renamed [1] - 81:2</p> <p>rendering [4] - 134:6, 150:7, 152:9, 162:18</p> <p>renderings [6] - 133:13, 135:10, 150:4, 152:12, 162:6, 162:8</p> <p>renewable [1] - 9:9</p> <p>renewables [2] - 7:16, 10:5</p> <p>rental [1] - 5:4</p> <p>rents [5] - 22:9, 49:1, 49:3, 49:7, 49:10</p> <p>repeated [1] - 29:1</p> <p>replace [2] - 58:1, 147:5</p> <p>replacement [2] - 58:2, 58:9</p> <p>report [1] - 109:6</p> <p>Reporter [2] - 178:4, 178:12</p> <p>REPORTER [1] - 178:16</p> <p>REPORTERS [1] - 1:16</p> <p>representative [2] - 3:14, 6:9</p> <p>represents [3] - 46:12, 120:15, 149:6</p> <p>REPRODUCTION [1] - 178:15</p> <p>request [3] - 127:11, 127:12, 164:4</p> <p>requests [3] - 2:12, 72:16, 73:16</p> <p>require [4] - 31:9, 33:4, 49:14, 126:1</p> <p>required [6] - 2:17, 9:12, 9:13, 9:16, 73:7, 168:15</p> <p>requirements [5] - 127:16, 163:13, 172:8, 172:9, 174:5</p> <p>reserved [1] - 43:16</p> <p>Residence [2] - 2:12, 72:16</p>	<p>residential [26] - 2:14, 16:2, 17:9, 17:13, 22:13, 22:16, 22:17, 23:1, 23:4, 26:1, 26:8, 28:17, 32:8, 32:9, 36:14, 36:16, 47:10, 47:13, 54:16, 59:11, 63:12, 101:13, 101:17, 137:12, 173:15, 173:17</p> <p>resource [1] - 25:6</p> <p>respect [1] - 110:11</p> <p>RESPECT [1] - 178:16</p> <p>respectful [1] - 21:8</p> <p>respects [1] - 76:9</p> <p>respond [1] - 85:5</p> <p>Response [6] - 70:11, 104:15, 112:14, 131:3, 134:3, 135:18</p> <p>responses [1] - 76:17</p> <p>responsible [1] - 69:18</p> <p>responsive [2] - 100:12, 160:10</p> <p>rest [1] - 136:13</p> <p>restriction [1] - 88:4</p> <p>restroom [1] - 111:1</p> <p>restrooms [1] - 82:6</p> <p>restructured [1] - 89:18</p> <p>result [4] - 18:14, 19:13, 36:11, 37:15</p> <p>resulted [2] - 48:1, 67:5</p> <p>resulting [1] - 61:15</p> <p>results [1] - 12:10</p> <p>retail [15] - 2:9, 2:9, 2:15, 6:18, 26:11, 29:6, 29:8, 29:10, 31:7, 72:11, 73:4, 92:10, 140:1, 140:4, 173:16</p> <p>rethought [1] - 62:5</p> <p>revenue [2] - 18:3, 36:12</p> <p>review [6] - 4:9, 8:12, 20:16, 43:4, 72:14, 73:15</p> <p>Review [1] - 2:11</p> <p>reviewed [1] - 133:3</p> <p>reviews [1] - 77:12</p> <p>RFP [1] - 165:11</p> <p>Rich [4] - 74:5, 78:4, 86:18, 103:17</p> <p>rich [1] - 89:7</p> <p>Richard [2] - 103:11, 103:14</p> <p>RICHARD [5] - 74:4,</p>	<p>103:13, 150:1, 154:16, 175:16</p> <p>richer [1] - 88:16</p> <p>richness [1] - 89:11</p> <p>rid [1] - 117:6</p> <p>Ride [2] - 112:4, 122:15</p> <p>riders [1] - 103:5</p> <p>riding [2] - 45:8, 98:13</p> <p>right-of-way [4] - 40:17, 44:9, 44:12, 44:14</p> <p>rights [2] - 69:8, 70:6</p> <p>Ridge [1] - 80:6</p> <p>risk [1] - 56:10</p> <p>risk [1] - 150:16</p> <p>river [8] - 86:17, 121:2, 138:11, 152:17, 153:3, 164:11, 165:5, 165:6</p> <p>River [1] - 82:18</p> <p>ivers [1] - 151:8</p> <p>Road [4] - 21:14, 22:12, 29:5, 48:8</p> <p>road [7] - 28:7, 42:12, 120:2, 121:16, 151:9, 153:14</p> <p>roads [1] - 116:3</p> <p>roadway [2] - 151:2, 152:15</p> <p>roadways [1] - 154:1</p> <p>Roberts [1] - 1:11</p> <p>role [1] - 75:4</p> <p>roof [5] - 86:2, 88:12, 90:9, 90:11, 162:4</p> <p>rooftop [3] - 90:18, 92:14, 131:15</p> <p>Room [1] - 1:4</p> <p>room [7] - 82:5, 114:5, 134:6, 134:15, 143:6, 143:10, 163:1</p> <p>rooms [3] - 134:9, 135:14, 146:17</p> <p>Rosenthal's [1] - 69:12</p> <p>ROSITER [1] - 98:6</p> <p>rotary [1] - 37:17</p> <p>rotational [1] - 87:5</p> <p>roughly [1] - 36:18</p> <p>round [2] - 142:11, 160:9</p> <p>royal [1] - 55:18</p> <p>RUDMAN [1] - 103:13</p> <p>Rudman [1] - 103:14</p> <p>run [4] - 23:14, 80:5, 103:12, 163:12</p> <p>running [2] - 122:15, 157:16</p>	<p>runs [2] - 22:13, 23:8</p> <p>rush [1] - 37:10</p> <p>RUSSELL [19] - 11:4, 11:6, 33:17, 61:18, 62:13, 66:9, 67:2, 68:18, 70:13, 136:10, 141:9, 146:10, 148:3, 156:15, 166:6, 167:12, 169:14, 169:16, 170:17</p> <p>Russell [1] - 1:6</p> <p>S</p> <p>sac [1] - 151:17</p> <p>safer [1] - 154:2</p> <p>safety [1] - 171:16</p> <p>SAME [1] - 178:15</p> <p>sample [1] - 16:11</p> <p>sampling [1] - 13:3</p> <p>satisfies [1] - 136:4</p> <p>Saturday [1] - 7:7</p> <p>saw [3] - 88:17, 91:14, 119:13</p> <p>scale [5] - 26:1, 31:18, 91:17, 167:17, 168:2</p> <p>scaled [2] - 135:8, 138:15</p> <p>scenario [15] - 16:18, 17:11, 17:14, 17:16, 21:13, 25:17, 35:13, 36:11, 37:14, 38:3, 40:7, 41:2, 41:10, 53:15, 56:13</p> <p>scenarios [15] - 15:18, 16:4, 16:14, 17:8, 18:1, 18:6, 18:14, 21:1, 25:11, 25:16, 35:16, 36:16, 38:5, 53:4, 56:17</p> <p>scheduled [2] - 4:13, 6:5</p> <p>schematic [1] - 145:12</p> <p>scheme [2] - 38:6, 56:18</p> <p>schemes [1] - 18:10</p> <p>school [6] - 2:9, 36:1, 36:7, 63:10, 81:1, 138:1</p> <p>School [3] - 80:6, 80:18, 81:3</p> <p>Science [1] - 100:9</p> <p>science [2] - 30:16, 43:17</p> <p>scratch [1] - 157:15</p> <p>screen [10] - 90:11, 90:13, 96:1, 109:18, 154:15, 155:12,</p>	<p>158:15, 158:18, 162:9, 162:11</p> <p>screened [1] - 110:3</p> <p>screening [5] - 131:15, 154:6, 154:9, 158:11, 162:3</p> <p>screens [1] - 87:12</p> <p>scrutiny [1] - 67:4</p> <p>seamless [2] - 92:9, 92:15</p> <p>seasons [1] - 157:8</p> <p>seating [5] - 83:16, 95:11, 95:12, 95:14, 95:17</p> <p>seats [1] - 145:4</p> <p>Second [2] - 1:4, 11:7</p> <p>second [6] - 11:6, 37:17, 76:12, 97:4, 175:10, 175:11</p> <p>seconds [1] - 104:1</p> <p>secret [1] - 70:1</p> <p>Secretary [1] - 78:8</p> <p>Section [11] - 2:11, 2:11, 2:15, 2:16, 72:13, 72:15, 73:3, 73:6, 170:3, 170:7, 175:5</p> <p>section [5] - 50:12, 50:14, 88:2, 97:4, 153:12</p> <p>sections [1] - 144:16</p> <p>sector [2] - 19:17, 37:2</p> <p>sectors [5] - 30:6, 31:6, 47:6, 48:10, 61:10</p> <p>see [64] - 16:7, 17:13, 24:9, 25:17, 26:14, 27:18, 28:12, 28:17, 31:8, 32:5, 36:3, 36:15, 37:18, 38:2, 44:3, 53:7, 60:4, 60:7, 65:14, 68:11, 70:16, 74:3, 74:18, 76:7, 77:9, 79:4, 82:13, 83:12, 84:15, 86:13, 87:15, 91:10, 93:11, 95:5, 97:5, 99:6, 100:15, 101:4, 101:18, 109:3, 110:2, 110:5, 110:12, 114:9, 122:3, 124:14, 125:15, 131:16, 132:6, 133:3, 138:8, 144:16, 145:2, 146:6, 158:15, 162:18, 163:6, 163:14, 169:2, 169:7, 169:10,</p>
---	---	---	---	--

<p>169:12, 175:3 seeing [4] - 26:7, 27:8, 53:8, 115:7 seek [1] - 132:14 seem [4] - 15:4, 57:4, 117:7, 143:17 segment [4] - 28:5, 37:16, 165:2, 165:3 sell [1] - 47:1 send [1] - 71:13 sense [10] - 32:3, 37:13, 45:15, 49:4, 54:11, 57:3, 123:9, 126:6, 127:2, 162:17 separate [2] - 153:16, 169:11 separates [2] - 96:2, 97:10 sequence [1] - 137:15 series [5] - 19:5, 23:13, 95:11, 96:10, 168:18 service [6] - 7:12, 7:14, 102:2, 107:12, 118:18, 122:15 services [1] - 118:17 serving [1] - 102:18 session [1] - 72:4 set [7] - 18:4, 73:9, 141:18, 170:7, 170:8, 178:6, 178:7 setback [1] - 87:7 setbacks [4] - 17:3, 17:6, 17:7, 66:12 sets [1] - 24:2 setting [1] - 152:18 seven [3] - 81:5, 88:5 several [1] - 111:6 shade [3] - 95:7, 168:15, 169:1 shadow [1] - 140:12 shadows [2] - 110:5, 159:1 shall [2] - 170:4, 171:9 shallow [1] - 145:10 shame [1] - 153:14 shape [2] - 141:15, 148:17 shaped [1] - 24:1 shapes [2] - 23:13, 141:16 share [7] - 98:10, 98:18, 102:12, 102:15, 109:13, 128:8, 153:18 shared [2] - 87:16, 116:15 shares [1] - 100:14 Shawna [4] - 78:15,</p>	<p>79:3, 85:14, 103:17 SHAWNA [2] - 79:2, 175:17 sheet [2] - 168:6, 177:7 SHEET [1] - 177:1 Sheet [2] - 177:2, 177:7 shekels [1] - 161:1 Sherman [1] - 42:18 shifting [1] - 120:16 shirt [1] - 144:17 shopping [1] - 14:16 shops [1] - 31:2 short [7] - 5:4, 72:2, 93:5, 117:7, 126:9, 165:2, 165:9 short-term [1] - 5:4 shorten [1] - 100:2 shorter [1] - 104:2 Shorthand [2] - 178:4, 178:12 show [13] - 8:8, 11:9, 50:13, 51:11, 62:15, 62:16, 63:2, 101:11, 111:4, 133:9, 135:1, 151:12, 175:13 showed [3] - 18:7, 74:14, 113:11 showing [9] - 36:3, 36:4, 36:5, 95:15, 99:9, 102:7, 103:2, 140:12, 150:6 shown [4] - 109:18, 133:13, 141:17, 162:6 showrooms [2] - 26:12, 29:8 shows [5] - 74:17, 106:4, 106:14, 152:5, 154:6 shut [1] - 118:14 shuttle [2] - 100:11, 100:12 shy [1] - 15:11 si [1] - 154:8 side [29] - 26:12, 26:13, 28:14, 34:10, 34:12, 37:15, 42:1, 42:3, 43:15, 43:17, 47:14, 47:16, 65:12, 75:5, 75:10, 118:6, 118:9, 119:4, 120:5, 121:14, 122:2, 127:6, 129:6, 136:18, 142:7, 149:3, 154:14, 165:4, 165:6 sidewalk [6] - 63:18, 65:12, 92:1, 97:7, 138:10, 167:6</p>	<p>sidewalks [1] - 63:16 siding [1] - 134:12 SIENIEWICZ [1] - 50:2, 120:12, 124:10, 150:10, 154:17, 155:6, 155:11, 155:15, 167:10, 167:14, 174:12 Sieniewicz [1] - 1:7 sign [2] - 110:18, 111:5 Sign [1] - 177:7 signage [1] - 110:12 signal [1] - 130:4 SIGNATURE [1] - 177:1 signed [1] - 105:5 significant [6] - 3:10, 114:7, 114:12, 116:18, 128:15, 131:13 significantly [3] - 58:3, 88:3, 114:16 signs [1] - 110:14 silly [1] - 164:3 similar [2] - 38:15, 39:2 simple [2] - 129:16, 158:9 simply [1] - 69:1 simulates [1] - 90:15 single [1] - 33:3 sit [3] - 131:7, 145:3, 145:14 site [37] - 44:5, 44:8, 44:13, 81:17, 82:14, 82:18, 83:12, 87:1, 92:6, 93:13, 94:12, 96:3, 97:13, 97:18, 98:3, 98:8, 99:9, 103:16, 106:5, 110:14, 112:9, 115:18, 116:2, 116:11, 118:11, 121:18, 122:8, 126:16, 127:5, 136:17, 153:7, 154:14, 155:2, 166:17, 171:10, 173:6 sites [5] - 38:16, 39:3, 39:7, 84:10, 117:13 six [8] - 12:1, 32:13, 63:6, 71:4, 100:16, 139:1, 144:11, 146:1 six-foot [1] - 144:11 six-inch [1] - 146:1 size [2] - 24:16, 163:3 sizes [1] - 23:12</p>	<p>skateboarders [1] - 125:2 skyline [1] - 88:13 slices [1] - 47:4 slide [11] - 39:8, 47:7, 60:1, 61:10, 74:17, 96:15, 97:4, 106:4, 150:17, 154:5, 154:6 slides [3] - 60:1, 74:13, 96:13 slight [1] - 101:13 SLOAN [1] - 98:6 slowing [1] - 123:10 slowly [5] - 27:5, 27:8, 28:2, 61:1, 130:5 small [5] - 25:6, 41:18, 82:5, 141:6, 158:2 smaller [4] - 25:18, 41:15, 46:17, 142:11 snapshot [6] - 8:16, 14:9, 15:8, 27:8, 35:16, 38:4 snip [1] - 8:14 snip-it [1] - 8:14 soffit [1] - 92:18 soft [1] - 89:4 solar [2] - 9:11, 10:2 solid [1] - 135:4 solider [1] - 159:1 solution [5] - 80:9, 86:13, 114:14, 127:7, 127:8 solutions [1] - 85:18 solved [1] - 32:18 someplace [1] - 54:17 Somerville [1] - 165:11 sometime [2] - 41:8, 86:8 somewhat [1] - 167:8 somewhere [1] - 10:6 soon [1] - 15:6 sorry [5] - 28:1, 84:6, 93:11, 103:12, 119:6 sort [31] - 56:15, 57:13, 60:10, 64:8, 114:13, 116:14, 117:3, 117:15, 118:16, 119:1, 119:13, 119:16, 121:2, 122:5, 122:12, 123:6, 123:18, 124:4, 131:17, 132:3, 132:4, 132:6, 132:15, 133:3,</p>	<p>133:7, 137:11, 140:1, 161:5, 162:2, 164:4, 169:5 sounds [1] - 163:9 source [2] - 129:5, 130:18 south [5] - 15:4, 22:12, 32:9, 47:14, 154:14 South [6] - 60:13, 60:14, 64:4, 64:11, 67:1, 69:13 southern [1] - 24:18 SOV [1] - 116:8 space [55] - 15:12, 15:13, 17:17, 17:18, 19:9, 19:13, 19:14, 20:5, 20:14, 22:1, 22:2, 23:7, 23:17, 24:11, 25:6, 29:8, 29:10, 31:13, 32:11, 34:14, 34:15, 36:14, 43:16, 44:3, 44:7, 44:13, 44:15, 46:8, 47:2, 47:3, 48:16, 48:17, 49:15, 56:5, 62:18, 63:1, 81:13, 82:3, 83:17, 84:10, 93:16, 95:2, 126:8, 128:6, 133:6, 138:16, 154:1, 159:18, 163:5, 167:9, 168:16, 171:14, 174:3 spaces [5] - 29:17, 30:3, 75:8, 93:17, 135:9 spandrel [1] - 89:8 spatially [1] - 41:11 special [4] - 53:5, 147:3, 147:16, 151:14 Special [8] - 2:7, 17:2, 53:12, 54:10, 72:6, 73:15, 79:9, 173:12 specialty [1] - 31:1 specific [3] - 62:9, 85:9, 170:9 specifically [4] - 12:3, 12:17, 18:8, 21:2 specks [1] - 145:1 speed [7] - 33:17, 121:4, 130:2, 130:8, 151:9, 152:15, 153:16 speeding [1] - 121:15 speeds [3] - 119:18, 122:10, 130:10 spell [1] - 104:18 spend [3] - 63:9, 86:8, 142:2</p>
--	---	--	--	--

<p>spending [1] - 85:17 spent [1] - 116:10 spine [1] - 69:5 split [3] - 115:11, 116:8, 117:11 spot [3] - 55:18, 125:5, 154:3 sprinkled [1] - 96:6 Square [7] - 19:10, 20:1, 45:12, 46:3, 49:9, 112:7, 147:6 square [13] - 2:8, 2:15, 15:12, 15:13, 44:4, 46:9, 46:12, 46:16, 49:8, 49:11, 72:9, 73:4, 139:18 square-ish [1] - 44:4 squared [1] - 162:14 squeeze [2] - 128:5, 128:14 SS [1] - 178:3 stable [1] - 15:3 Staff [1] - 1:11 staff [8] - 19:6, 28:8, 30:4, 32:2, 61:14, 76:10, 85:5, 100:15 stair [1] - 33:2 Staircase [2] - 99:18, 118:6 stairs [1] - 68:10 stake [1] - 52:13 stakeholders [1] - 52:13 stand [1] - 53:14 standard [6] - 26:9, 85:8, 100:18, 113:15, 117:15, 167:16 standards [1] - 97:8 standpoint [3] - 14:12, 43:3, 55:9 start [10] - 3:5, 3:9, 39:6, 39:14, 69:3, 71:17, 74:1, 112:17, 120:11, 139:11 started [3] - 38:14, 53:4, 160:8 starting [3] - 8:2, 68:6, 150:16 starts [1] - 126:17 state [14] - 69:14, 75:7, 77:11, 79:15, 103:17, 104:18, 105:1, 105:12, 106:9, 116:18, 126:3, 159:9, 159:11, 159:17 state's [1] - 9:12 state-owned [2] - 105:12, 159:9 statement [1] - 86:4</p>	<p>statement(s) [1] - 177:17 Station [1] - 100:5 station [4] - 66:15, 118:8, 123:4, 154:14 statistics [1] - 117:11 stay [1] - 120:6 staying [1] - 83:9 steel [1] - 142:10 stems [1] - 110:6 stenographer [1] - 105:1 step [3] - 16:10, 48:13, 66:8 steps [2] - 38:8, 39:8 STEVE [2] - 105:4, 108:12 Steve [3] - 105:4, 148:15, 159:4 Steve's [1] - 109:13 STEVEN [12] - 9:1, 9:17, 10:9, 11:5, 11:7, 57:11, 135:13, 141:8, 159:5, 170:18, 174:13, 175:8 Steven [2] - 1:7, 105:3 stick [2] - 26:3, 155:7 sticking [1] - 162:9 still [10] - 4:9, 5:7, 19:4, 23:6, 41:3, 48:7, 56:4, 118:17, 143:15, 174:15 stock [1] - 29:16 stole [2] - 160:12, 160:13 stone [1] - 64:14 stop [2] - 144:13, 155:8 stopping [1] - 64:1 storage [1] - 94:12 stories [1] - 88:5 storms [1] - 32:4 story [1] - 59:4 straight [2] - 132:15, 132:16 strategically [1] - 91:6 strategies [3] - 12:14, 27:14, 42:10 strategy [5] - 6:18, 19:8, 29:13, 48:15, 61:8 Street [15] - 15:5, 16:5, 23:16, 28:6, 33:2, 42:13, 43:18, 74:6, 105:5, 109:13, 119:3, 123:4, 123:5, 140:4, 147:9 street [31] - 13:2,</p>	<p>28:2, 28:3, 28:5, 28:13, 28:14, 34:10, 43:1, 43:6, 97:5, 97:6, 121:1, 121:6, 123:11, 123:18, 124:14, 130:2, 138:9, 140:13, 151:4, 151:14, 162:15, 165:9, 165:10, 165:13, 166:9, 166:12, 167:11, 169:3, 169:16, 170:13 street's [1] - 166:13 Street/Adley [1] - 29:4 streets [10] - 33:4, 34:2, 43:4, 43:7, 64:5, 64:6, 64:15, 64:18, 133:1, 162:16 streetscape [1] - 132:17 stretch [1] - 114:15 stricter [1] - 65:15 strike [1] - 164:9 strip [1] - 134:16 strips [1] - 89:9 strived [1] - 82:9 strollers [1] - 152:8 strong [3] - 21:5, 94:5, 94:15 stronger [2] - 86:2, 132:15 strongly [1] - 141:14 structural [2] - 160:15, 161:10 structurally [1] - 141:18 structure [5] - 27:11, 57:16, 58:2, 95:8, 168:15 structured [2] - 2:10, 72:12 structures [2] - 58:9, 58:11 struggling [1] - 80:17 Stuart [1] - 1:12 student [5] - 80:5, 82:2, 82:3, 88:6, 145:5 student-case [1] - 80:5 students [8] - 36:7, 80:7, 80:10, 81:6, 81:11, 100:16, 140:5, 160:3 studied [2] - 99:2, 101:11 studies [1] - 41:12 studiously [1] - 119:11</p>	<p>study [1] - 98:8 stuff [8] - 54:6, 65:6, 65:15, 65:17, 67:9, 69:15, 110:6, 160:6 sub [1] - 17:16 sub-consultant [1] - 17:16 subject [3] - 5:8, 145:8, 175:1 subjects [1] - 149:9 subscribe [1] - 177:16 subsidize [2] - 22:9, 48:17 subsidized [1] - 49:10 subsidy [1] - 48:15 substantial [2] - 138:13, 161:11 substantially [1] - 62:5 substantive [1] - 6:1 substation [2] - 24:5, 68:4 subtlety [1] - 51:18 suburban [1] - 17:7 success [1] - 55:7 successful [3] - 33:13, 75:8, 132:5 successfully [1] - 132:3 suggest [3] - 110:12, 141:15, 146:15 suggested [4] - 28:1, 28:2, 133:2, 161:3 suggestions [1] - 109:17 suggests [1] - 152:14 suite [1] - 42:9 summarize [1] - 113:2 summarizes [1] - 133:17 summary [2] - 113:14, 115:6 superhighway [2] - 153:6, 153:8 supply [4] - 30:16, 102:16, 116:6, 128:16 support [4] - 78:10, 81:1, 94:7, 95:13 supporting [2] - 10:4, 161:2 supportive [1] - 47:5 supports [1] - 153:3 survey [2] - 100:13, 101:1 surveys [1] - 13:2 Susan [3] - 98:5, 113:11, 114:1 SUSAN [1] - 98:6 Susan's [1] - 115:6</p>	<p>sustainability [2] - 85:8, 135:5 sustainable [1] - 80:11 Suzannah [6] - 1:12, 131:5, 134:2, 134:4, 135:17, 170:11 SUZANNAH [4] - 131:7, 134:8, 134:18, 135:3 swaathi [1] - 10:15 Swaathi [2] - 1:13, 176:2 SWAATHI [1] - 10:17 Swedish [1] - 147:18 sweet [1] - 55:18 swings [1] - 167:15 synergies [1] - 46:18 synergistically [1] - 45:2 synthetic [4] - 156:11, 157:5, 157:7, 157:14 syphon [1] - 166:8 syphoning [1] - 166:15 system [7] - 43:9, 43:11, 94:10, 99:11, 99:14, 141:12 systems [1] - 154:1</p> <hr/> <p style="text-align: center;">T</p> <hr/> <p>tables [2] - 94:8, 168:13 tail [2] - 55:16, 56:11 talks [2] - 78:3, 96:14 tall [3] - 26:1, 154:15, 155:14 targeting [1] - 48:10 task [1] - 60:5 tax [2] - 36:14, 63:7 taxes [1] - 172:13 Taza [1] - 30:13 TDM [1] - 103:10 team [6] - 13:2, 19:7, 20:7, 79:6, 93:10, 131:9 teams [1] - 80:8 tear [1] - 57:18 technically [1] - 173:9 Ted [2] - 50:2, 143:1 teed [1] - 25:9 temporarily [1] - 119:7 temporary [1] - 81:18 ten [2] - 60:15, 71:16 tending [1] - 20:1 tennis [1] - 83:15 tentatively [1] - 4:16</p>
--	---	---	---	--

<p>term [4] - 5:4, 117:7, 165:9, 165:14</p> <p>terminal [1] - 42:12</p> <p>terminus [2] - 87:11, 90:6</p> <p>terms [34] - 3:17, 5:11, 5:13, 6:11, 15:5, 20:3, 25:6, 26:5, 28:9, 30:1, 32:12, 41:12, 41:14, 47:4, 48:5, 48:18, 49:4, 52:3, 59:2, 59:12, 88:11, 100:6, 101:2, 101:5, 102:12, 107:15, 113:18, 115:3, 115:7, 115:8, 116:7, 119:2, 151:18, 166:1</p> <p>terrace [3] - 94:7, 95:6, 168:13</p> <p>tested [2] - 25:11, 36:16</p> <p>textures [1] - 131:14</p> <p>THACHER [6] - 67:12, 69:5, 149:15, 150:2, 163:16, 164:1</p> <p>Thacher [3] - 1:8, 67:11, 149:14</p> <p>THE [6] - 1:1, 1:17, 178:15, 178:15, 178:16, 178:16</p> <p>Theatre [1] - 147:6</p> <p>theft [1] - 145:8</p> <p>themselves [2] - 78:5, 157:15</p> <p>THEODORE [74] - 3:3, 10:10, 11:2, 11:8, 11:10, 39:13, 40:1, 41:5, 43:13, 45:3, 47:8, 49:18, 54:12, 61:17, 67:11, 70:9, 70:12, 70:17, 71:3, 71:6, 71:9, 71:14, 72:3, 79:1, 104:11, 104:16, 108:11, 109:9, 112:12, 112:15, 120:10, 125:1, 126:9, 127:9, 128:1, 128:17, 129:3, 129:6, 130:17, 131:1, 131:4, 134:1, 134:4, 134:10, 135:2, 135:11, 135:15, 136:1, 148:2, 149:14, 150:9, 156:7, 156:13, 157:3, 157:11, 159:4, 161:14, 163:18, 164:16, 167:13,</p>	<p>168:5, 168:9, 169:4, 169:9, 169:15, 169:18, 171:2, 173:5, 174:2, 174:15, 175:9, 175:12, 175:14, 175:18</p> <p>Theodore [1] - 1:6</p> <p>therefor [1] - 177:7</p> <p>they've [2] - 6:11, 63:10</p> <p>thinking [13] - 6:10, 12:7, 13:7, 13:10, 19:3, 34:6, 38:18, 56:18, 63:15, 122:18, 134:11, 139:13, 142:4</p> <p>third [2] - 3:18, 17:9</p> <p>thirds [1] - 17:9</p> <p>THIS [1] - 178:15</p> <p>thoughtful [1] - 76:8</p> <p>thousand [1] - 81:10</p> <p>thousands [3] - 137:14, 137:15, 160:3</p> <p>three [12] - 6:5, 13:8, 22:1, 33:10, 34:14, 59:3, 101:7, 105:2, 107:11, 139:16, 139:17, 146:16</p> <p>threshold [2] - 101:8, 101:17</p> <p>thrilled [1] - 80:14</p> <p>throughout [1] - 95:13</p> <p>throwing [1] - 164:9</p> <p>thunder [2] - 160:12, 160:14</p> <p>Thursday [1] - 38:12</p> <p>tidelands [3] - 106:5, 106:16, 106:18</p> <p>tie [2] - 76:3, 76:5</p> <p>tied [7] - 19:5, 20:5, 29:12, 31:4, 42:13, 61:6, 61:9</p> <p>Tiffany [1] - 1:8</p> <p>TIFFANY [6] - 67:12, 69:5, 149:15, 150:2, 163:16, 164:1</p> <p>tight [1] - 65:7</p> <p>tilt [1] - 23:3</p> <p>Tim [5] - 13:12, 44:16, 50:3, 52:7, 66:17</p> <p>TIMOTHY [25] - 13:17, 34:2, 36:5, 39:12, 39:17, 41:11, 45:16, 47:17, 52:4, 52:8, 52:11, 55:2, 55:8, 55:11, 57:6, 57:9, 58:12, 60:11, 62:12, 65:4, 66:18, 68:17,</p>	<p>69:7, 71:1, 71:8</p> <p>tiny [1] - 134:16</p> <p>tired [1] - 66:3</p> <p>TIS [1] - 99:2</p> <p>TO [1] - 178:15</p> <p>today [10] - 3:15, 15:10, 24:17, 35:11, 35:12, 37:12, 37:18, 63:5, 75:1, 81:4</p> <p>together [9] - 8:13, 45:5, 61:5, 76:3, 76:6, 80:7, 127:15, 162:16</p> <p>TOM [11] - 50:2, 120:12, 124:10, 150:10, 154:17, 155:6, 155:11, 155:15, 167:10, 167:14, 174:12</p> <p>Tom [6] - 1:7, 120:10, 150:9, 158:2, 164:2, 167:13</p> <p>Tom's [3] - 33:15, 38:12, 63:2</p> <p>tomorrow [1] - 6:5</p> <p>tone [4] - 89:2, 89:7, 89:13, 90:14</p> <p>tonight [15] - 10:14, 12:3, 14:7, 59:15, 74:9, 75:9, 76:6, 76:15, 77:10, 79:6, 79:10, 80:15, 85:9, 133:13, 149:11</p> <p>tonight's [1] - 3:9</p> <p>tooth [2] - 75:10, 87:2</p> <p>toothpick [2] - 141:8, 161:2</p> <p>top [7] - 35:12, 88:14, 89:15, 106:17, 131:18, 146:16, 168:7</p> <p>topic [1] - 80:13</p> <p>total [8] - 2:13, 15:14, 37:9, 37:16, 54:18, 72:17, 102:13</p> <p>totally [1] - 66:12</p> <p>touch [1] - 99:6</p> <p>tough [2] - 107:12, 127:5</p> <p>tougher [2] - 74:8</p> <p>tours [1] - 80:2</p> <p>towards [3] - 58:15, 144:2, 164:11</p> <p>Towers [2] - 90:17, 137:9</p> <p>townhomes [1] - 58:17</p> <p>townhouses [1] - 101:16</p> <p>track [3] - 34:4, 83:9, 159:17</p>	<p>tracks [5] - 39:16, 40:9, 40:12, 63:4, 69:2</p> <p>tradeoff [1] - 54:16</p> <p>traditional [3] - 60:14, 132:18, 138:9</p> <p>traffic [29] - 18:2, 21:2, 37:8, 37:10, 38:1, 41:14, 42:4, 51:3, 51:5, 56:6, 98:5, 108:15, 116:1, 119:5, 120:13, 121:4, 122:14, 123:8, 123:10, 123:16, 124:6, 127:3, 149:8, 151:1, 151:11, 151:13, 167:10, 171:16, 172:16</p> <p>Traffic [4] - 112:18, 113:5, 172:15, 172:17</p> <p>trailers [1] - 136:14</p> <p>training [3] - 20:4, 31:12, 61:13</p> <p>TRANSCRIPT [1] - 178:15</p> <p>transcript [5] - 10:18, 177:2, 177:6, 177:15, 177:16</p> <p>transcripts [2] - 2:4, 10:15</p> <p>transfer [1] - 105:17</p> <p>transit [17] - 98:12, 99:16, 103:2, 103:4, 103:8, 107:8, 108:9, 108:13, 108:17, 109:6, 113:16, 117:10, 117:13, 118:1, 128:10, 138:2</p> <p>translate [1] - 101:3</p> <p>transparent [1] - 146:2</p> <p>transport [1] - 100:6</p> <p>Transportation [1] - 113:6</p> <p>transportation [16] - 21:2, 41:17, 51:12, 51:14, 51:17, 55:16, 79:12, 80:14, 99:5, 109:3, 109:5, 115:17, 119:16, 120:5, 129:17, 154:1</p> <p>treatment [1] - 107:15</p> <p>tree [1] - 34:11</p> <p>trees [3] - 95:8, 95:16, 169:1</p> <p>tremendous [1] - 76:15</p>	<p>trepidation [1] - 70:15</p> <p>Triangle [1] - 26:9</p> <p>triangle [1] - 15:1</p> <p>triangular [2] - 142:4, 163:8</p> <p>trick [1] - 150:18</p> <p>tried [3] - 40:9, 76:7, 103:17</p> <p>trips [6] - 101:3, 101:4, 103:6, 113:15, 113:16</p> <p>trouble [1] - 136:13</p> <p>truck [4] - 28:15, 34:13, 92:10, 139:15</p> <p>trucks [1] - 23:5</p> <p>true [3] - 25:10, 111:2, 178:6</p> <p>try [6] - 75:7, 115:16, 128:14, 139:10, 145:13, 154:11</p> <p>trying [9] - 64:18, 67:9, 111:18, 112:2, 117:5, 129:15, 130:16, 132:18, 153:2</p> <p>Tuesday [1] - 1:2</p> <p>turf [4] - 156:11, 157:5, 157:7, 157:15</p> <p>turn [10] - 13:12, 27:4, 27:7, 52:6, 66:5, 85:11, 103:11, 123:18, 150:14, 158:7</p> <p>turning [3] - 122:3, 126:13, 152:18</p> <p>turns [1] - 4:18</p> <p>tweak [1] - 66:2</p> <p>tweaks [1] - 60:9</p> <p>Twenty20 [2] - 126:2, 140:13</p> <p>twice [2] - 141:10, 153:9</p> <p>two [27] - 2:17, 3:9, 10:14, 17:9, 18:15, 24:14, 32:14, 73:7, 74:10, 74:13, 77:14, 82:7, 87:10, 88:7, 93:17, 96:13, 101:14, 107:5, 107:11, 113:8, 117:9, 141:10, 141:15, 148:2, 156:2, 167:3</p> <p>two-thirds [1] - 17:9</p> <p>type [9] - 21:18, 22:3, 22:4, 26:11, 26:14, 45:10, 95:13, 157:6, 171:14</p> <p>types [5] - 25:14,</p>
---	---	---	--	---

<p>25:17, 26:6, 171:12, 173:7</p> <p>typical [1] - 134:6</p> <p>typified [1] - 151:16</p> <p>U</p> <p>Uber [1] - 98:13</p> <p>ugly [2] - 147:13, 147:17</p> <p>ultimate [1] - 60:8</p> <p>ultimately [3] - 62:4, 165:7, 173:11</p> <p>unanimous [1] - 175:14</p> <p>uncertainties [1] - 107:7</p> <p>UNDER [1] - 178:16</p> <p>under [11] - 15:9, 15:10, 17:1, 42:14, 68:9, 69:7, 76:15, 83:10, 98:2, 117:4, 170:3</p> <p>undergraduate [1] - 81:8</p> <p>underneath [2] - 97:15, 106:9</p> <p>underpass [1] - 42:15</p> <p>undersigned [1] - 178:4</p> <p>undertaken [1] - 52:15</p> <p>undulating [1] - 90:11</p> <p>unexpected [1] - 144:14</p> <p>unfortunate [1] - 108:1</p> <p>unfortunately [2] - 70:7, 119:8</p> <p>Union [1] - 66:18</p> <p>unique [2] - 80:8, 80:9</p> <p>unit [1] - 73:8</p> <p>Unit [3] - 2:11, 2:17, 72:14</p> <p>units [11] - 5:16, 5:18, 15:11, 35:9, 35:10, 35:11, 35:14, 36:6, 36:8</p> <p>universities [1] - 46:5</p> <p>university [1] - 137:14</p> <p>University [2] - 6:16, 147:6</p> <p>unknown [1] - 40:2</p> <p>unknowns [1] - 125:17</p> <p>unless [2] - 66:2</p> <p>UNLESS [1] - 178:16</p> <p>unprecedented [1] - 78:9</p> <p>unusual [1] - 91:1</p>	<p>up [56] - 8:8, 8:17, 9:1, 12:5, 13:1, 23:8, 23:15, 24:2, 25:9, 32:15, 33:2, 36:3, 36:4, 39:9, 40:7, 41:2, 41:6, 47:6, 47:8, 51:13, 68:10, 69:18, 71:9, 77:15, 78:17, 80:8, 81:10, 96:16, 99:4, 105:5, 106:4, 108:11, 109:8, 111:4, 114:10, 115:1, 122:8, 123:8, 124:6, 126:7, 126:16, 131:16, 139:14, 140:1, 140:3, 141:6, 145:11, 149:13, 150:6, 150:15, 156:8, 162:9, 167:5, 169:13, 170:13, 173:13</p> <p>update [10] - 3:6, 3:10, 6:6, 6:7, 11:13, 11:18, 13:18, 79:11, 79:15, 117:16</p> <p>Update [2] - 2:2, 2:5</p> <p>updated [1] - 85:13</p> <p>upfront [1] - 160:14</p> <p>upper [3] - 32:6, 47:3, 48:16</p> <p>upscale [1] - 142:16</p> <p>urban [16] - 14:10, 17:3, 21:5, 21:6, 27:11, 27:12, 27:14, 29:12, 31:17, 61:5, 107:6, 132:18, 133:17, 138:9, 151:8</p> <p>urbanism [1] - 53:12</p> <p>urgent [1] - 104:12</p> <p>useful [1] - 46:11</p> <p>uses [26] - 2:8, 2:14, 15:7, 15:14, 15:17, 19:4, 21:13, 36:1, 37:4, 48:2, 48:3, 49:15, 58:9, 59:9, 62:9, 63:12, 63:14, 73:3, 83:2, 122:11, 124:8, 153:16, 171:11, 171:13, 173:7, 173:16</p> <p>Utile [1] - 13:13</p> <p>utilities [2] - 171:17, 172:4</p> <p>utilize [1] - 125:6</p>	<p>V</p> <p>V4 [1] - 85:7</p> <p>vacant [1] - 83:13</p> <p>value [11] - 19:7, 22:2, 30:8, 47:1, 58:3, 58:10, 58:13, 59:2, 59:7, 59:13, 60:3</p> <p>values [3] - 19:2, 19:14, 49:16</p> <p>variables [1] - 56:14</p> <p>variances [2] - 17:3, 59:8</p> <p>variety [2] - 156:4, 171:11</p> <p>various [3] - 45:4, 149:12, 173:8</p> <p>varying [1] - 46:10</p> <p>veer [1] - 148:10</p> <p>vegetation [2] - 109:18, 110:2</p> <p>vehicle [2] - 68:8, 101:4</p> <p>vehicular [1] - 113:15</p> <p>verbiage [1] - 70:14</p> <p>version [3] - 167:15, 167:16, 168:12</p> <p>versus [3] - 28:18, 34:5, 52:18</p> <p>vertically [2] - 47:4, 89:13</p> <p>vetting [2] - 78:1, 78:7</p> <p>VHB [1] - 79:7</p> <p>viable [3] - 25:13, 52:16, 54:1</p> <p>vibrant [1] - 86:3</p> <p>view [4] - 88:10, 91:13, 146:7</p> <p>viewed [1] - 124:13</p> <p>vigorous [1] - 18:9</p> <p>vines [1] - 110:4</p> <p>vinyl [1] - 144:12</p> <p>virtually [1] - 150:11</p> <p>virtue [1] - 161:10</p> <p>visibility [2] - 97:2, 135:14</p> <p>visible [1] - 86:4</p> <p>vision [16] - 12:11, 21:7, 21:11, 29:13, 31:17, 34:8, 35:3, 49:5, 50:16, 51:13, 52:3, 52:17, 52:18, 61:5, 82:13</p> <p>visiary [1] - 68:18</p> <p>visitors [1] - 84:5</p> <p>visual [2] - 142:3, 156:3</p> <p>visually [1] - 122:6</p> <p>Volpe [2] - 6:6, 6:7</p> <p>volume [1] - 177:6</p>	<p>volumes [1] - 151:13</p> <p>vote [1] - 174:17</p> <p>vulnerabilities [1] - 30:1</p> <p>vulnerably [1] - 29:14</p> <p>W</p> <p>walk [4] - 21:3, 110:5, 110:17, 145:5</p> <p>walking [2] - 97:3, 98:11</p> <p>walkway [4] - 33:12, 34:10, 94:4, 158:3</p> <p>walkways [1] - 95:17</p> <p>wall [11] - 28:14, 90:11, 90:13, 129:7, 129:8, 130:16, 132:16, 147:9, 147:12, 147:16, 147:18</p> <p>wants [1] - 34:15</p> <p>warm [3] - 89:2, 89:7, 90:14</p> <p>warmer [2] - 88:15, 131:12</p> <p>Washington [1] - 119:3</p> <p>watching [2] - 52:10, 94:8</p> <p>Water [1] - 123:5</p> <p>water [3] - 106:14, 106:15, 153:2</p> <p>water's [1] - 64:16</p> <p>waterfall [4] - 90:16, 108:1, 108:5, 148:4</p> <p>ways [5] - 51:5, 67:17, 68:1, 76:4, 76:7</p> <p>weather [1] - 157:9</p> <p>website [2] - 71:10, 71:11</p> <p>Wednesday [1] - 6:15</p> <p>week [1] - 147:8</p> <p>weekend [1] - 125:4</p> <p>weekends [1] - 84:4</p> <p>weeks [4] - 4:4, 10:14, 32:13, 77:2</p> <p>weigh [1] - 163:16</p> <p>weird [2] - 121:12, 123:2</p> <p>welcome [4] - 3:4, 11:13, 66:10, 139:9</p> <p>well... [1] - 169:18</p> <p>west [8] - 29:18, 53:6, 86:16, 87:7, 92:4, 93:14, 122:1, 165:6</p> <p>West [8] - 93:15, 94:15, 95:13, 95:15, 95:18, 96:7, 114:15, 156:2</p>	<p>western [1] - 24:18</p> <p>Western [2] - 107:16, 146:17</p> <p>Wheeler [11] - 15:5, 16:6, 22:18, 23:16, 26:8, 42:13, 43:5, 43:6, 43:18, 53:8</p> <p>WHEREOF [1] - 178:7</p> <p>White [2] - 86:7, 93:1</p> <p>WHITE [11] - 93:4, 155:4, 155:10, 155:13, 156:11, 156:16, 157:2, 157:4, 168:8, 168:11, 169:6</p> <p>whole [11] - 18:4, 33:12, 45:7, 54:14, 68:3, 97:13, 103:10, 106:17, 127:17, 146:18, 160:17</p> <p>Whole [1] - 33:10</p> <p>wide [8] - 38:7, 63:16, 94:4, 97:8, 122:7, 141:10, 142:7, 143:4</p> <p>wider [2] - 42:7, 143:2</p> <p>wild [1] - 161:17</p> <p>Wilson [7] - 21:14, 22:12, 29:4, 32:9, 47:14, 79:6, 85:12</p> <p>window [6] - 89:8, 107:15, 108:7, 132:7, 134:17, 135:8</p> <p>windows [14] - 129:13, 134:13, 135:16, 140:11, 140:14, 143:1, 143:2, 143:4, 146:15, 146:18, 147:1, 147:15, 163:3</p> <p>winds [1] - 124:6</p> <p>wing [2] - 142:15, 142:17</p> <p>winter [1] - 110:17</p> <p>wish [2] - 108:18, 156:4</p> <p>wishes [2] - 109:10, 112:13</p> <p>WITNESS [1] - 178:7</p> <p>woman [1] - 144:17</p> <p>wonderful [2] - 107:17, 151:7</p> <p>wondering [1] - 134:14</p> <p>wood [4] - 92:17, 150:1, 150:2, 150:3</p> <p>word [2] - 67:13, 163:2</p> <p>words [1] - 55:12</p>
---	---	---	---	--

<p>workable ^[1] - 41:3 works ^[5] - 45:6, 55:12, 92:16, 118:17, 119:2 Works ^[4] - 171:17, 172:3, 172:5, 172:7 workshops ^[1] - 13:9 world ^[2] - 50:14, 137:18 worn ^[1] - 68:12 worried ^[2] - 124:15, 143:9 wrap ^[3] - 13:10, 104:9, 108:11 write ^[1] - 66:6 written ^[1] - 77:8 www.reportersinc. com ^[1] - 1:18</p>	153:18
Y	
<p>Yard ^[3] - 137:13, 145:2 yard ^[3] - 151:5, 152:3, 152:6 year ^[7] - 12:10, 31:8, 63:7, 70:14, 74:7, 80:7, 80:13 yearend ^[1] - 8:12 years ^[16] - 14:18, 48:1, 60:15, 64:3, 77:18, 80:16, 82:12, 84:12, 84:18, 105:10, 105:18, 107:11, 137:6, 143:3, 147:13, 147:14 yellow ^[6] - 16:2, 26:5, 29:2, 62:14, 65:17 York ^[2] - 7:2, 33:8 young ^[2] - 157:14, 160:3 younger ^[1] - 98:13</p>	
Z	
<p>Zelinski ^[2] - 178:4, 178:11 Zen ^[2] - 79:7, 93:2 zone ^[6] - 32:10, 32:16, 62:13, 74:12, 88:18, 155:1 zoned ^[1] - 22:14 Zoning ^[1] - 66:10 zoning ^[13] - 6:11, 17:2, 35:15, 48:2, 59:4, 59:6, 66:14, 79:13, 88:3, 88:4, 104:5, 137:5,</p>	