

PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, September 2, 2014

7:00 p.m.

in

Second Floor Meeting Room

344 Broadway

Cambridge, Massachusetts

Hugh Russell, Chair

H. Theodore Cohen, Vice Chair

Pamela Winters, Member

Steven Winter, Member

Tom Sieniewicz, Member

Steven Cohen, Member

Ahmed Nur, Associate Member

Catherine Preston Connolly, Associate Member

Brian Murphy, Assistant City Manager for  
Community Development

Iram Farooq, Acting Deputy Director

**Community Development Staff:**

Liza Paden

Jeff Roberts

Stuart Dash

Suzannah Bigolin

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7:00 p.m. PB#198, Discovery Park, Special Permit amendments. The first request is for a Minor Amendment to decouple future Buildings 500 and 600, and for Design Review Approvals of Buildings 400 and 500 and Garage B as outlined in Condition 2 of the Special Permit. The second request is for a Major Amendment to the Special Permit allow construction of Building office/research Building 600 and a Minor Amendment to decouple future Buildings 500 and 600. That request also seeks relief to allow the hotel's main entrance to face the Discovery Park campus rather than route 2 and to reduce the articulation of the facade and roofline along Route 2 pursuant to Sections 20.63.7, 20.64.3(1) & (2) of the Cambridge Zoning Ordinance. The Design Review of the hotel will take place during this public hearing. The applicant is BHX, LLC as Trustee of Acorn Park Holdings Realty Trust (Bulfinch)	24

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**P R O C E E D I N G S**

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HUGH RUSSELL: Good evening, this is a meeting of the Cambridge Planning Board. And the first item on our agenda is an update from Brian Murphy.

BRIAN MURPHY: Thank you.

So we've got a hearing tonight for Discovery Park, Planning Board No. 198, followed by an update on the Volpe site.

September 16th we've got hearings as well for the continuation of 75 New Street at seven p.m., Cambridge Highlands Overlay District at eight p.m., and then 1-5 East Street Major Amendment to reduce the size of the building, Planning Board No. 175 at 8:30 p.m.

September 30th we've got a road game. It will be a public hearing at the Kennedy

Longfellow School for continuation of Planning Board No. 288, 40 Thorndike Street, the Sullivan Courthouse.

October 7th we're back here for a public hearing, Planning Board No. 293, 75 J.F.K. Street, Kennedy School of Government, and then Planning Board No. 292 for 88 CambridgePark Drive. That hearing will begin at eight p.m.

And October 21st we've got a public hearing for 88 Ames Street which is, again, at seven p.m.

That's sort of an update of what's coming up.

The City Council at its Ordinance Committee passed the Carlone Petition to the full City Council without a recommendation and there will also be an Ordinance Committee hearing this week on the Cambridge Highlands

petition. I believe that's tomorrow  
afternoon.

HUGH RUSSELL: Thank you very much.

Next item on the agenda adoption of  
meeting transcripts if there are any.

LIZA PADEN: Yes, we have three  
transcripts have come in: July 29th, August  
5th, and August 19th and they've been  
certified.

HUGH RUSSELL: Okay.

Is there a motion to approve those?

STEVEN WINTER: I move to approve  
those.

STEVEN COHEN: Second.

HUGH RUSSELL: Second, Steve.

On the motion, all those in favor?

(Raising hands.)

HUGH RUSSELL: All members voting in  
favor.

Next item on the agenda is Board of Zoning Appeal cases.

LIZA PADEN: So there's a telecommunication antenna replacement case, it's at the corner of Walden and Sherman Street, otherwise known as Masse Hardware. And there's a representative here for the antennas to explain the way the criteria have been met.

You want to use the podium and announce yourself.

RACHEL CHIPMAN: Can everyone hear me? Good evening, my name is Rachel Chipman and I work for Network Building and Consulting. My company, we're actually a consultant for Metro PCS.

Just kind of a brief overview of Metro PCS. It's a low cost, no contract wireless provider and was recently acquired by

T-Mobile which I'm sure a lot of you know. Metro PCS is working on a modernization service to enhance the services especially in Cambridge. The site is located at Walden Street. As noted, it was the former Masse Hardware Store and it's part of this project.

The relief requested allowing Metro PCS to continue with the modernization plans at the rooftop structure. So currently there are six antennas on the rooftop. They are concealed. So from, you know, the eye from the outside no one can see it then because they're inside the chimneys. For the modernization, what we will be doing is reducing the antennas from six to three, and they would stay in the exact location within the chimneys.

The equipment cabinets would stay the same. They're in the basement.



The visual impact of the facility will continue to be minimized by concealing them, again, panel antennas within the chimneys. This would not cause any adverse affect nor would it cause any additional traffic in the area.

So the proposed changes will not cause an increase in height or the change in the footprint, and the antenna will be reduced from six to three.

Does anyone have any questions?

AHMED NUR: Do you have a consistent photo of the rooftop proposed just to see the before and after?

RACHEL CHIPMAN: Yes, I do. I have a copy of the construction drawings and I also have photo simulations. If you'd like, I could pass them around.

AHMED NUR: Please.

RACHEL CHIPMAN: Sure.

HUGH RUSSELL: So the before and after are going to look the same, right?

RACHEL CHIPMAN: Yes. I mean as far as -- yeah, it's going to -- from outside it's going to look exactly the same except inside we're reduced by three.

HUGH RUSSELL: Right.

RACHEL CHIPMAN: Yes.

HUGH RUSSELL: I think these were also available for you high tech people.

AHMED NUR: These were the photos that I was looking for. You can pass it along the line.

Thank you.

HUGH RUSSELL: They are on-line.

It's slightly confusing because the elevation views make the antennas look like they're next to each other, but they're sort

of on opposite sides of the roof.

AHMED NUR: In the normal cases we get, each one of us get a copy of just the photos of what you're proposing and what the existing is so it's easy for us to visualize it.

RACHEL CHIPMAN: Oh, sorry.

HUGH RUSSELL: Now I think I remember hearing that Suzannah had looked at this; is that correct?

SUZANNAH BIGOLIN: Yes.

HUGH RUSSELL: Do you have any comments you want to make to us? Because I think one of our fond desires is to try to do less of this at the board and do more of it in the staff.

SUZANNAH BIGOLIN: They're not visible in their change externally so there's no design concerns.

HUGH RUSSELL: So would we recommend approval to the Board of Zoning Appeal?

AHMED NUR: Yes.

HUGH RUSSELL: Okay. Thank you.

LIZA PADEN: The Planning Board wanted to see the case for 27 Grant Street.

27 Grant Street is a building which originally was constructed on Linnaean Street and moved to Grant Street. During the course of time the City of Cambridge raised the street, raised Grant Street two feet, and the owner of the building, instead of grading it a different way, decided what he'd do is backfill his yard so that it would meet the street. So what happened was the sill of the house started to rot out from underneath the building. The Historical Commission has reviewed it and supports the Variance to do the work where they are raising the house,

putting in a new foundation and creating gross floor area in the basement to offset some of the economic costs of raising the building. Charles Sullivan has written a letter in support of this proposal and it won't change use. And the only thing that will happen is approximately 400 square feet will be added to the existing building. The floor area ratio is now a 0.73 in the Residence C-1 District which allows a 0.71 -- I'm sorry, 0.75. And it will go up to approximately 0.8-something -- one.

So I have plans here if you want to look at it.

HUGH RUSSELL: Sure.

I thought there was more to it. So basically they're just raising the house up so that it looks like it might have looked after they made the move?

LIZA PADEN: Yes.

AHMED NUR: Doesn't sound like they're raising it. Sounds like they're keeping the basement and putting a foundation on and putting a 400 by 20 in the basement.

HUGH RUSSELL: Right. But they're actually raising the building up about two or three feet.

LIZA PADEN: Right.

So the height of the building is currently 21 and a half feet. They're raising it to 23 and a half feet. It's still below the height limit of 35 feet.

STEVEN COHEN: Is this a Variance, Liza?

LIZA PADEN: Yes, it's a Board of Zoning Appeal Variance.

STEVEN COHEN: For FAR?

LIZA PADEN: For floor area ratio,

yes. Also the lot area doesn't conform, nor do the existing setbacks conform. Which aren't going to change.

HUGH RUSSELL: Yes.

I mean it's, it's a small house in between the Harvard dormitory that is five stories tall and a rather tallish three decker. How old is the -- when was the structure built on Langdon Street?

LIZA PADEN: It says here somewhere. Give me a moment, please. It was constructed in 1864 and moved to its current location in 1865.

HUGH RUSSELL: All right.

AHMED NUR: I remember that.

LIZA PADEN: Grant Street was raised in 1890 and --

HUGH RUSSELL: Right. It was salt marshes down there.

LIZA PADEN: Right.

HUGH RUSSELL: Okay, well, I think -- I would recommend we leave this to the Board of Zoning Appeal.

PAMELA WINTERS: Yes, definitely.

HUGH RUSSELL: The only thing against that would be to say that we might say we think the FAR Variance is not of significance from a planning point of view.

STEVEN COHEN: Right, but we can't address the technical requirements for Variance, but from a planning point of view, I would agree with you.

HUGH RUSSELL: Right, okay.

LIZA PADEN: Thank you. And no other comments on BZA cases on that agenda?

STEVEN WINTER: Liza, Lesley College?

LIZA PADEN: Yes, that's my next --



you're ahead of me, Steve.

So the previous meeting Mr. Sousa was here with a telecommunication antenna installation at Lesley University, and at that time the proposal was to create new locations for Sprint. At this point two of the companies are now one company and Mr. Sousa has submitted plans where they are going to remove the Clearwater antennas that are existing on the tower of Lesley University and what they'll do is they'll put in place the three antennas for Sprint. And he is submitting this revision to the Board of Zoning Appeal for a review.

So what happens is the antennas will replace antennas in the same location as there are antennas today.

You look puzzled.

PAMELA WINTERS: No. I was just

wondering, same size?

LIZA PADEN: Same size, same location, finished to match the existing facade that they'll be mounted onto.

HUGH RUSSELL: Now, didn't -- wasn't there a discussion about trying to get Lesley involved in thinking about this building and what -- I've forgotten exactly what was said by this Board.

LIZA PADEN: Well, the Planning Board asked that Lesley University look at this location and determine another way to mount these antennas on the building so that they're not going to be visible. And that has not been finished yet. There hasn't been any progress made to making the antenna installation work inside that tower yet. So these will all still be facade mounted.

JEFF ROBERTS: Mr. Chair, I just

wanted to make note that after that discussion as we were around the same time working on the Town Gown questionnaires to the universities, we included in the questionnaire to all institutions that they provide some information on their general campus planning as it relates to telecommunications installations.

HUGH RUSSELL: So what do we want to do about this?

PAMELA WINTERS: I remember at the time that we were sort of going back and forth about it, and I think it was, was it Sprint or -- do you remember -- what was it?

LIZA PADEN: Sprint is the carrier, yes.

PAMELA WINTERS: Yes, that's what I thought. And so we felt as though they shouldn't be penalized because they had to

put it in a certain place, but that Lesley should, because they are the ones that are making the money, you know, for the installation, that they should take some, take charge of, you know, making sure that it looks, you know, aesthetically as nice as possible.

LIZA PADEN: Right.

PAMELA WINTERS: And so that's what I remember from that conversation.

LIZA PADEN: No, this was -- right, that conversation was the first week in, I think it was the first week in August.

HUGH RUSSELL: So the recommendation from us to the Zoning Board of Appeal dated July 23rd: (Reading) The Planning Board reviewed the proposed installations, request that the applicant work with the landlord, Lesley University and the Historical

Commission staff to develop a plan that will minimize the visual chaos created by having multiple carriers on such a prominent building feature. The location of the antennas on the red section of the tower does not go far enough to improve the situation. The Planning Board suggests that these be studied for opportunities for screening or locating the antennas in a less visible way.

STEVEN WINTER: Correct.

PAMELA WINTERS: That's perfect.

HUGH RUSSELL: So should we reiterate that?

LIZA PADEN: Okay.

H. THEODORE COHEN: Right. I mean, I still maintain this is the worst array of antennas in the city and really saw this as an opportunity for something to be done to improve it. Now, it's an improvement over

the last proposal that came because they're not adding antennas, they're just leaving what's there, replacing what's there, but I still think this is an opportunity for the telecommunications companies and Lesley College to really try to rethink what they're doing and seeing if there is some way of coming up with a better alternative.

STEVEN WINTER: Correct. And to do it together.

H. THEODORE COHEN: Yes.

PAMELA WINTERS: Right.

STEVEN COHEN: But we're not recommending against approval nor are we recommending approval? We're just reminding them of our wishes; is that right?

H. THEODORE COHEN: Yes.

LIZA PADEN: Well, I'm not clear now. Are you recommending against it or no

recommendation or supporting it? I think those are the three options.

PAMELA WINTERS: Can --

H. THEODORE COHEN: I guess from my point of view, I would suggest that we make no recommendation. I mean, I don't really want to approve it.

LIZA PADEN: Okay.

H. THEODORE COHEN: And I don't really want to disapprove it since it's going to end up being the same and, you know, we just dealt with another one where the situation was going to be the same, although they were not as, from my point of view, as unattractive. So I would rather just remind them of what we said before and leave it up to the ZBA to do what it chooses to do.

PAMELA WINTERS: Could you send them the same memo again?

LIZA PADEN: Sure.

PAMELA WINTERS: The same -- yeah, because that really was very succinct and....

LIZA PADEN: Yes. Okay, thank you.

HUGH RUSSELL: Okay.

(Preston-Connolly Seated.)

HUGH RUSSELL: Okay, we can go on to the public hearing on the Discovery Park Special Permit Amendments. And I'm sure the petitioner's going to speak at some length. But I think this is actually -- I'm going to set what my understanding out there is, which is basically they want to get along and finish -- be in a position to finish the development. So they're asking now for all of the -- for approvals, four kinds of approvals, that would be necessary to do that.

One is for the hotel that they'd like



to build at the Building 600 location. And that's a change from the approved use. Last year we said that was a Major Amendment, so that's a Major Amendment.

When you do that, then you have to make some minor adjustments to Building 400 and 500. That's a Minor Amendment that's being requested.

And then they'd like to have design review on the last three buildings. And I think that's, that's the big picture. But, you know, we've got hundreds of pages of documents here, but I think I've got it.

I guess I would make one other comment which is, this -- the Board first approved this nine years ago, I believe, or ten years ago? One of the major concerns was the fact that a lot of the public open space was used for parking lots and there were a bunch of

buildings that ADL had built right next to the little river. And it was in the permit, a schedule set up that would change that and convert those spaces into open space of the character that was discussed. That work is more or less completed way ahead of the schedule. So, you know, I think that's a -- I think that's important to understand, that this is a petitioner who said he was going to do something and he set about and he did it, and it was the right thing to do by most people's thoughts. So -- and, you know, we don't often -- we don't get a chance to say that.

So who is going to start?

ROBERT SCHLAGER: I am, sir.

HUGH RUSSELL: Mr. Schlager.

ROBERT SCHLAGER thank you.

Good evening, Mr. Chairman, members of

the Planning Board. My name is Robert Schlager, Bulfinch Companies in Needham, Massachusetts.

We're here before you tonight for two applications concerning our master plan Special Permit, PB198 for the continued ongoing redevelopment of Cambridge Discovery Park.

Can everybody hear me okay?

JAMES WILLIAMSON: Yes.

ROBERT SCHLAGER: As many of you will remember, the Special District 4 ReZoning was adopted in 2001 to guide and facilitate the rehabilitation of the former ADL campus. In 2004 I first appeared before this Planning Board and was granted Master Plan Special Permit No. 198 for a phased multi-year development of Cambridge Discovery Park.

PB198, as it came to be known, approved the conceptual master plan with up to 819,916 square feet of office, research and development, laboratory, and other ancillary uses in six separate and distinct buildings along with 1,052 parking spaces to be located in two parking garages.

PB198 also approved the set of master plan design guidelines for Cambridge Discovery Park buildings, and specifically approved the designs for building 100, which came to be known as the Smithsonian Institution's Massachusetts headquarters and Garage A. Since then we have come back before you several times for Minor Amendments to the master plan, for design review of specific buildings, Buildings 200, 300 for Forrester Research, and of course the city's sewer pump station. That came with the

package.

Tonight our first application concerns proposed Building 600. We are seeking to construct Building 600 as a hotel with a modest conference center, small bar/restaurant, and related amenities rather than as the previously proposed 120,000 square foot office, research and development building.

For this project we are seeking at the request of the Planning Board on October 29, 2013, just nine months ago, a Major Amendment to Master Plan Special Permit No. 198 to allow the hotel use, a permitted use, in this particular Special District 4 Zoning. Special Permits are required under the parkway Overlay District Zoning so that the hotel entrance can face the campus rather than the Route 2 exit ramp. This reduces the

articulation of the hotel wall facing the ramp.

Design review of the proposed hotel. Our second application concerns proposed Buildings 400 and 500 and Garage B. For this project we are seeking a Minor Amendment that adjusts the location of proposed Building 500, design review of Building 400, design review of Building 500, and design review of Garage B.

I will quickly review the history of how the Arthur D. Little Company campus became Cambridge Discovery Park. The development of a shared vision for the redevelopment of our campus, how far we've come in realizing the vision, and where we are today. After that, I'm going to turn the microphone over to our design team for detailed presentations of the two

applications. I would like to introduce our design team this evening. Add, Inc., principal architect Larry Grossman who was here. Thank you. And, of course, co-designers Eric Weyant and Vickie Alani.

From the BSC Group, Ingeborg Hegemann and David Biancavilla, the civil engineer responsible for the engineering on the project.

Vanasse and Associates, our traffic consultant Giles Ham, and Paul Finger of Paul Finger Associates, our landscape architect who is going to be here about 8:30 or so this evening.

For a quick review of Cambridge Discovery Park to set the context -- can we zoom in on that?

FROM THE AUDIENCE: No, but I have a sequence.

ROBERT SCHLAGER: This is the former Arthur D. Little and Company campus at the northwest corner of Cambridge sandwiched between Arlington and Route 2 to the north, Belmont to the west, the Little River to the south, and the Department of Conservation and Land to the east. We acquired the property 14 years ago next month in 2000, shortly thereafter we worked with the Planning Board, the City Council, and other stakeholders to develop the Special District 4 Zoning that now governs the property. That rezoning provides in part the MDC parking lot which ADL leased for many years, in which ADL had constructed 454 parking spaces should be restored to natural conditions. This would require one or more parking garages on the new campus. And the ADL parking lot, for those of you that don't recall, is located in



this zone here as you walk to the Alewife T Station which is in the foreground.

The area south of Acorn Park Drive adjacent to the Little River would be returned to natural conditions to expand in a continuous band the remarkable urban wild it abuts. Multiple buildings and surface parking areas would be removed and relocated. These are the buildings known as Building 20, 20A, 32, 42, and 46. 20A was the original five-story building that abutted the Little River to the south.

The money to pay for demolition and removal of existing improvements and restoration of these areas to natural conditions would have to come from development of sufficient space on the remainder of Bullfinch's land north and west of Acorn Park Drive. So-called the north

parcel.

There was a consensus to allow up to 900,000 square feet of development to provide an economic foundation to reach the objectives. This new limit is about double the size of ADL's headquarters of 416,000 square feet, but only 60 percent of what the then existing Zoning provided when we purchased the property.

Traffic conditions at Alewife having been a perennial problem, there was a strong desire to deal with this problem directly. In the unique approve the new Zoning froze the parking count at 1,052 spaces, that number which historically available for the space. The parking space count was frozen at that number regardless of the actual number of existing or future development effectively imposing lower parking ratios than for

commercial development anywhere else in the City of Cambridge. At full build out most of the parking would have to be placed in structured parking. These garages would have to be above ground due to the flood zone and high water table. Accordingly, an additional 400,000 square feet of gross floor area was allowed for use in parking garages. The Special District Zoning 4 created a three-phase process as follows:

Total gross floor area of Cambridge Discovery Park increased from the 2001 level of 416,000 square feet to as much as 666,000 square feet with up to an additional 250,000 square feet of structured parking.

All use of the MDC parking lot for parking is permanently abandoned. We were required to prepare a plan to restore the MDC lot in the Little River area such that at

least 90 percent of the area will consist of open space, green, and posted a bond in the amount of the estimated cost of restoring the MDC lot. The total gross floor area from 466 to as much as 850 with up to an additional 400,000 square feet started Phase II. The existing buildings on the Little River, other than Building 20A, must be demolished unless demolition approval was refused, which it was not.

We were also required to restore to natural conditions at least 50 percent of the Little River area, and we must have restored the MDC lot to natural conditions unless DC&R did not authorize that to take place, which was not the case.

In addition, we've voluntarily proceeded to remove Building 20A, the five-story building against the Little River

which spanned almost 80,000 square feet of floor area over five stories.

On Phase III the total gross floor area increased up to 900,000 square feet with up to an additional 400,000 square feet for structured parking. Building 20A was to be demolished and the restoration of the Little River area to be completed.

In 2004 we proposed a multi-year, multi-phase redevelopment project that results in 819,000 square feet of occupied gross floor area in six separate buildings plus two parking garages with up to 390,000 square feet. The Planning Board granted a Master Plan Special Permit authorizing the phase construction of this project over a period of 15 years and granted design review of Building 100 and Garage A. Later that year the Planning Board granted Minor

Amendment No. 1 allowing us to defer construction of Smithsonian's giant Magellan telescope annex to Building 100 and to defer the construction of Garage A while maintaining up to 731 on-grade parking spaces.

In 2009 the Planning Board granted Minor Amendment No. 2 relocating Building 200 and 300 into a combined building to accommodate the space needed by Forrester Research, shifting the location of the internal roadway and reconfiguring the parking areas while decoupling Building 200 from Building 100.

Today we are still in Phase I with respect to the construction of new buildings. We have completed all of the restoration obligations of both Phase I, Phase II, and Phase III proudly.

The Little River has been restored to its natural conditions.

The DCR parking lot area has been restored to its natural conditions with a small visible lot, as requested by DCR, constructed by us.

There has also been a pathway connector as suggested by TP&T for pedestrian access to the Alewife T station.

Our first application, the Building 600 hotel. A hotel use is allowed by-right at this location by the underlying Office 2 Zoning. However, because a hotel was not contemplated in 2004, the Master Plan Special Permit made no mention of this by-right use.

The proposed hotel will be in the location of formerly proposed Building 600, east of the future Garage B facing the Alewife exit ramp off Route 2 in Arlington.

The hotel project does not alter the concept of the master plan in terms of density.

The hotel will not change the density limit established by the Special Permit allowing up to 819,916 square feet of gross floor area and 390,000 square feet of parking garages between Acorn Park Drive and Route 2. Garage A being constructed. Garage B being proposed.

The hotel project does not alter the concept of the Master Plan in terms of floor area ratio or FAR. Section 17.42.11 of the Zoning Ordinance provides that there shall be no maximum FAR limit on any lot within the Special District 4. The Master Plan Special Permit includes a dimensional table showing that the maximum FAR for the overall Master Plan could accommodate up to 0.71 excluding



the structured parking from gross area calculations from section 17.40 of the Zoning Ordinance. The proposed hotel project maintains this overall FAR limit and fulfills the objectives of the Master Plan.

The hotel project does not alter the campus concept of the Master Plan in terms of land usage. Indeed a hotel will be considered an amenity to tenants like Forrester Research whose employees from other locations make multi-day visits to the campus.

Also, the hotel's restaurant and bar will be an amenity for Cambridge Discovery Park tenants and for nearby residents and workers.

The hotel project does not alter the Master Plan's height limits. In fact, the proposed hotel will be two stories shorter

than the building envelope authorized for Building 600.

The hotel project will not alter the internal circulation vehicles or pedestrians at the campus.

The hotel project does not alter the Master Plan in terms of open space. All of the restoration to natural conditions of the area between Acorn Park Drive and the Little River and of the former DCR parking lot have been completed.

Because the hotel will need a drop off loading unloading area with associated landscaping, the project will result in additional open space within the developed campus.

At this time I would like to invite our architect to present the hotel proposal to you.

LARRY GROSSMAN: Hi. I'm Larry Grossman from Add, Inc. Architects.

JAMES WILLIAMSON: Can you use the microphone, please?

HUGH RUSSELL: Stuart, can you help him, please?

LARRY GROSSMAN: I think it might be helpful to just quickly go back because I ran through these, these evolutions, a series of slides when Robert was talking, but you can see the condition of the parcel when it was acquired with the series of buildings both alongside Little River and along Route 2. And the evolution through the different phases with Building 100 being up. Most of the buildings except for Building 15 and Building 46 and some small buildings along the river. All the parking was still in place. And then once we built Building

200/300, the Forrester building, all of the existing buildings were taken down and only the small MDC area right here was kept.

If you ever notice when you're out there, the trees in this location are planted in a grid and it's because they followed the parking islands that were the parking lots. All the bituminous -- and subsequent to that, surprisingly not surprising, the trees have flourished. They're now in more natural conditions but they're planted in a grid.

This also shows Vox on 2 almost, almost completed.

When we -- we've had the opportunity, Add, Inc., to be involved for the last ten years, involved in the master planning, involved in all of the buildings. And in fact the entire consultant team is still the same team so we're following through with

really the criteria that we established through the approval process which set design standards that we were looking to follow. And the intent is where the future buildings that we've established essentially a kind of parks and some strategies of how the buildings should be massed, how they should be perceived, how they should meet the ground, how pedestrian circulation, car circulation should all occur. And what we'll show you is that we believe we've stayed consistent with those criteria that we established early in the process.

This is the site plan in 2004 with the buildings existing, ADL buildings, along Little River, Acorn Drive, Route 2. And this was the initial Master Plan. And as all Master Plans that are over a decade or so, you expect them to change and they did. And

it was obviously tenant driven where Building 100 was built and cut off from 200 and then Forrester came along and needed a larger building and so that merged 200, 300.

But what turned out to work really quite well, is that this created an access here into Garage A and replaced the head house, the glass elevator and stair and access and became a very nice icon and access with this roadway here. We built the entire interior circulation road and we built a small pocket park in this location.

So this was the proposal with 400 -- or 500/600 combined. And with the hotel we've now separated 400/500, and 500 from 600. So this is the proposal that we're talking about tonight in addition to Garage B.

The assemblage of land is an interesting one because of the bowling alley

has stayed and it's essentially right in the middle. So we tried to create a middle where we had the ability to create a middle, and that was this pocket park. And the park was built when 200/300 was built right here. And so we have --

ROBERT SCHLAGER: Point to the bowling alley.

LARRY GROSSMAN: The bowling alley, I'm sorry, right here.

And so we placed the park here in a -- for a number of reasons. Strategically we wanted -- we knew this was going to be here for a while and we didn't want to skip. And so we used and planted -- and if you're familiar with the landscaping that Bullfinch does, they don't skimp, and so we built, we put in mature trees along this edge as a screen, and then in the foreground to that we

put in a lawn and a trellis which actually wasn't the center yet, but we envisioned that it would be a center at a point later. And so the Forrester cafeteria which is all glass around this exterior looks out into that location.

This is the Forrester drop off, the entry from Garage A, and the Smithsonian entry at this location.

The Forrester Building has multiple entries. There's a formal entry and a drop off on this side. There's an entry located here. There's also an entry on the side which goes directly into their fitness area with bicycle parking out on the side.

The other thing that worked out nicely with the further break down of the buildings different from the original master plan is that they're essentially smaller pieces and



that allowed us to get some essentially boulevards and avenues. And those avenues provided essentially visual connections so that you understood where everything was.

So the first one between 100 and 200 gave you visibility to Garage A. And between 400 and 500 gave you visibilities above Garage B and the hotel.

Here's an aerial of conditions today. You can see how the urban wild has actually flourished quite well. Within that we've included a very large detention basin which you can see off to the right.

And these are the parcels for 400, 500, and 600 and Parking Garage B.

I assume everybody's been out -- I know everybody's driven by it. I'm not sure if everybody's walked, but I wanted to quickly show you what we did, because I think we

established some architectural elements in detail that we're quite proud of and that we'd like to continue.

This is Building 100. And the building is essentially made up of precast concrete that is very articulated in a panelized manner with metal panel that wraps up and over. And then lots of glass.

The buildings, we always try to establish essentially a base, middle, top taller buildings. In this case it's a two-story base with three stories above and then a setback, a setback sixth floor.

We've used stonewalls around all of the buildings. We propose to continue to do that because we wanted and we needed to get the finished floor elevation up. This area was in a floodplain, and we developed a strategy, we'll talk a little bit later, how we've

allowed water to pass within essentially a basement that's below all of these buildings. That's why the stonewalls and that's why the buildings are firmed up.

This is the backside of Building 100. And in fact there really is no backs to any of these buildings, and so that was -- one hand a nice opportunity. The other we had to find places to put loading docks and surface areas and I think we've concealed them quite well.

This is Building 200/300 along Acorn Park Drive. We've planted and established some tree spacing and light spacing, sidewalk, stonewalls, that are bermed and planted with areas and benches along the way. This is one of the secondary entries that comes up in the middle that leads to the terrace but then goes into Forrester's

cafeteria area which is right here. This location.

And again, on Building 200/300 we established the same criteria of establishing a base. In this case we set the glass way back. Had four floors and then stepped back the top floor with the south facing facades on the top floor. We wanted to create a significant top with the sunscreen.

Some of the detail we used. We took some of the precast we established in Building 100 and modified and changed it to richen the vocabulary. By essentially we wanted to stay with a precast building and punch windows in metal panel, but here we did it a little bit differently.

This is a drop off on Building 200/300 with a drop off court. The entry into Forrester again, lifted up. We have steps

here with a ramp that wraps around. This is Forrester's cafeteria that's also open to all the occupants of the park.

And then when you're standing underneath this entry, you're looking back to Garage A. That's the head house that was on access with the site plan that I showed you earlier. And it's a, it's a consistent concrete garage, precast. We have the tones of it match with the building, but we wanted to dress it up a bit. And you've driven by, and we put on these scrims, if you will, and we talked about what they should be and we came up with the idea that we looked at some of the native plants that would be coming up into this urban wild, and we got all block prints and those are what the images are that you see on the Route 2 side. And I've designed dozens of buildings and I got more

calls about the banners than on any other project that I ever did. People want to know where'd you do it, how'd you do it, how much do they cost, where can I find it? I don't know how many more banners have shown up around the Boston/Cambridge area. The supplier told us that the last for four or five years, and it's been five years and they still look pretty good.

We're suggesting that that strategy would be used on Garage B.

The pocket park that I spoke of earlier is opposite the drop off on Building 200/300.

The pergola, the green, there's benches, a pathway that leads and connects. There's pathways both along the roadway, Whim Way as it's called and then back through. And this will connect back over to Garage B and to the hotel and then again over to

Buildings 400 and 500.

A close up the head house and some of the -- this is the entry into Garage A. The car entry into Garage A.

A number of things we did along the edges to make the space a place both to congregate and to make it very pedestrian friendly, and this came out of discussions that we had with the Planning Board. And this is just one example of how we began to cut a corner and create a seating zone where there wasn't an entry along Building 200 and 300.

One of the other things that we did to really acknowledge the history of ADL, we went to the Historical Commission and they said, you know, the company is more interesting than the buildings. So we're okay if you lose the buildings, but we want

to tell the story. So we hired a historical consultant and a graphic designer and we created this small interpretive pavilion which is right across the street in the park. And we found that in one of the buildings there was a cornerstone. And in fact behind that cornerstone was the time capsule. And so we, when we took the building down, the time capsule was sheathed in copper and we installed it back behind the cornerstone in this little pavilion here. And on top it shows a map of the history what was there before and what came afterwards. And then these panels talk about some of the amazing inventions that came out of the facility at this location. And the stories are great. If you ever have a chance, I suggest you come by because it really is a very -- it was a very innovative company for its time.



So we had used -- we established these diagrams early to talk about a number of connections. And this is the automobile circulation proposed showing B, hotel, and 500 and 400. Automobile circulation is pretty straight forward. We're proposing that the entries, the major entries into 400/500 are across from each other and that the hotel is located here. These are showing the major entries that exist.

In terms of pedestrian circulation, starting from a connection from Vox, the pathways that have been created in the urban wild that connect over to the T, and then that snake through here with the pocket park that we talked about earlier. A connection, if we can get it granted from the bus stop into the project, that we would like to pursue.

And then likewise for bicycle. We have bicycle storage in Garage A both at grade outside and we'd have the same about 70 or 80 spaces in Garage B, and then bike racks in all of the entries.

There's a fitness club in 200/300 that have showers. We more than likely will have the same thing within Building 400/500. And a circulation where of the loading docks were.

This was a little bit difficult. We established -- again, there's no back. So we established them and essentially tried to mask them as well as we could. What's interesting about office buildings is that the circulation demand or the service demand is really not that heavy. So we think that they've been masked pretty well.

So the Building 600 design. As Robert

said, it's 150 rooms around 82,000 gross square foot. Four stories. And this angle is essentially the town line. We've held it to be within that, within that setback, within that angle of the town line at this location right here.

This is the proposed ground floor. The hotel is today proposed as an AC Marriott. So that this criteria is -- originates from them, but things are made very site specific in all their locations. But the basic branding is consistent.

ROBERT SCHLAGER: Why don't you walk through the floor spaces.

LARRY GROSSMAN: And you'll see that the earlier plans -- and we had a meeting last week with planning staff and made some suggestions and we responded to several of those, and you're seeing it in this drawing

here where the drop off area has been made much, much smaller with much less paving area. But essentially the front door of the hotel is here. Again, with the grade change we lift all the buildings up. We have both stairs and a ramp.

This is where check-in would occur.

A large terrace that spills from the lounge. This is the check-in area here.

This is the restaurant area back here. Some meeting spaces at this location and gathering spaces here.

There's also a meeting room which can be subdivided into either one large room or broken in half.

There's a secondary entry that can lead right into the meeting room without having to go through the front door here.

Bathrooms and back of house and then a

pool at this location with the kitchen that serves the restaurant area and this location here.

And then at the end of the first floor we have around 12 or I think 10, 10 guest rooms at this location here with stairs and stairs.

The typical upper floor has rooms along a double corridor. This is the core at this location. The building has articulation to break it into essentially two bars and then at the top, I'm showing you renderings, breaks it down a bit further.

So, again, a different scaled building. Much smaller windows. It's really a residential type building. So we've adopted the same kind of parts but we've used it a bit differently. Again, tried to create a base, but with a smaller masonry articulation.

A metal panel skin but again articulated and broken down into smaller pieces.

And we've also tried to foreshorten the building by having -- and you'll see it in another drawing precast right here, but in the middle panel that creates the top again. The base, middle, top, dropping down to foreshorten the overall length of the building.

This is at the drop off, a large canopy.

Steps leading up.

The large terrace off of the eating area. So there could be eating both inside and outside. And the entry, the secondary entry into the meeting space.

A little bit closer view into the meeting space, there's that secondary

vestibule meeting space is right in here.

Again, the same concept and utilization of the stonewall and the elevated, the elevated buildings.

And another view here.

On the Route 2 side, we've taken essentially the intersecting bar and brought it through and created a bay. We were trying to provide some visual interest along the Route 2 side. We create some kind of bay at this corner because that's really the first thing that you see. We'd like to do signage connected to that bay in some manner. And then a secondary bay which introduces the same metal panel. We have the same base; two story, middle, and then a top.

This large two-story expression is essentially where the eating areas were, where the restaurant is. We have a lot of

transparency at the ground floor.

We have guest rooms here. The restaurant here. And then the pool down here. So it's there's a little bit of a back of house but it's generally transparent both on the Route 2 side and on the side facing into the park.

And these are, these are the elevations. This is the front with the drop off, the meeting spaces, the guest rooms, the side elevation, and then the Route 2 elevation with the corner bay, the canted bay, the two-story expression with the restaurant here, and guest rooms further down.

In plan this one, this is -- everything's not up to date because we got feedback that we changed earlier, but this has been updated but this is a general



concept of landscape in and around Building 600. There are a series of existing very mature oak trees. We'd like to maintain those trees and keep them there. There are four, potentially five that we think would keep. There's also a swail that runs through here.

So there was a conversation that we had last week of whether or not there was the ability for a pedestrian connection through here. And I'm not sure, I'm not sure the challenges we have to overcome to achieve that. I don't know if you want to address that now. We can come back to that. It's something that we'd like to discuss further if we think that it's an attribute to the project, and if we think that there would be pedestrian traffic that might want to enter the building at this location.

There are some technical challenges to overcome having to do with the swail and other things that would have to be solved.

This is essentially the kind of landscape parks that we established in Building 100, 200, 300 that we would continue. Again, it would be variations on a theme, but of a similar quality with a stonewall, the precast concrete paving, some of the bollards, the lighting, the benches, all of those elements, all of those landscape hardscape elements would be used consistently throughout the project.

So I'm not sure if you want to stop there or continue into 400, 500, and Garage B.

HUGH RUSSELL: Well, this is also a public hearing, so the way we usually do it is we have a presentation, we then maybe have

-- and maybe some remarks from CDD development. May not be at this time. We would then have the public hearing and then the Planning Board would sort of dig into it after everything was out on the table. So, I think it's better to probably just continue and make -- complete your presentation.

LARRY GROSSMAN: Okay, good, thank you.

Building 400, 500, and Garage B. So here is an aerial view, again, stripped of landscape so that you can understand the basic location and massing of the buildings. To review, 100, 200, 300, this would be 400. This is around 100,000 square foot six-story office building in this location here.

This is Building 500. A six-story building about 130,000 square feet, a little bit bigger. And the hotel in this location.

And Garage B.

And this is the elevation of the building showing heights along Acorn Park Drive. This was the cut-through access with Garage A behind.

This is a closer relationship between the buildings. We have tucked some of the service transformers loading close between these two buildings and then created another larger access that leads to the hotel.

This is an 85-foot separation. We found when we did the secondary -- we were very concerned what that dimension should be. And in fact before we built we staked it out, we put up strings and poles to make sure that 85 felt right, it did. So we're going to continue that dimension between 400 and 500.

This is the ground floor plan of 400, a rectangular building. This is showing the

access road here. Acorn Park Drive is here. And because of all of the movements that take place of drop off and pedestrian in and out, we wanted to get that off of Acorn Park Drive but very visible from Acorn Park Drive.

Not unlike what we did for Building 100, where the Building 100 entry is off to the side but very visible with a stairway that weaves directly to the sidewalk along Acorn Park Drive.

So this is the lobby location, core. And so the back of house, service, truck dock, in this location right next to Building 200, 300. And this is a pedestrian way that will connect between. The entry into the fitness is here. There's bicycle parking in this location. Again, that could be enlarged and shared for both of these buildings.

And then there could be a back entry

that brings you back into the lobby space if desired.

This is the typical upper floor plan showing essentially at this point flexible office space with continuous window.

We've notched the corners and tried to create some interest instead of making it a simple boxy building.

Elevations along the side and on the park. This is where we have a large awning essentially at the top floor which is set back. Again, we picked up some of the cues from Building 200, 300 where we have massing that's precast and one side's split by a notch using metal panel sitting on a base with a top.

Some perspectives from the open space as I suggested. The lobby for an entry is very visible from Acorn Park Drive, but we,

we have a place to stop and drop off and people can move between Building 500 -- I'm sorry, Building 400 and Building 500.

Aerial view showing the articulation. Again, this has some reference to what we did at Building 100. We stepped back the top floor, used the metal panel wrapping down, breaking it into two volumes with the precast and the metal panel.

All the mechanicals -- I'm sorry. All the mechanicals would be screened like we've done in all the other buildings. So none of those mechanicals would be visible from any of the other locations. You could see a corner of the hotel and Garage B.

This is Building 500 foreplay. Again, 400 is right at this location. The lobbies are essentially across from each other. We're thinking there would be some kind of

tabletop paving that would slow down traffic so it would be a flush curb.

Lobby brings you in into a court.

We've taken the loading and placed it back into this corner here.

After meeting with staff later -- last week, they suggested they wanted a larger gesture at the ground floor. So we chamfered this corner with the ability to have another entry. So if it develops like the Forrester did, this would be an ideal place for food, for cafe, with outdoor dining at this location here. The building would then step over and provide some cover from the south sun.

And then this is the typical upper floor plan for Building 500.

And elevations showing the usage of materials, precast, curtain wall, metal



panel, screening, setbacks. We tried to get some of the same rhythms that we had going on Building 200, 300 without everything being stacked but has a little bit of movement and a lot of transparency at the ground floor.

And then this is the cut corner that we modified from the previous submission that could connect to dining and an outdoor dining terrace at this location.

And so this is the pathway that comes right out from the T.

And some aerial views of that Building 500.

And then Garage B. Garage B is similar to what we did on Garage A except it's smaller. Garage A was a three bay, 180-foot wide building. This is 120 feet. So it's essentially a very simple park-on-ramp layout where you circulate in. Because it's a

smaller garage, the entranceway can be smaller. We would have bicycle parking on the ground, on the ground floor here. Single elevator stair wrapped in glass so you can exit out and go to either 200, 300 or go to the hotel or into 400, 500.

The articulation in the upper floors are pretty straight forward. The articulation is similar with the precast structure -- whoops, something happened on the banners. They're floating away. I apologize for that.

But the intent is that the way we did it on Garage A is that the corners and the facade that is facing Route 2 would all have banners. We're trying to treat the corners especially. And what they're sheathed in to be determined. We use the same articulation, but we can talk about what would be

appropriate in this case.

But, again, similar architecture for the head houses. They're not exact replicas, but they are the similar kind of parks. And done in an axial way that for pedestrians, and for cars, it's very ease and very clear without signs to know exactly where you need to go.

And then this is showing the Route 2 elevation of the garage with the banners in the right place, wrapped around the corners here and there.

And then the landscape plans -- I don't know if Paul -- the landscape plans around 400 and 500, again, we established this rhythm of paired trees, not pear trees but paired trees with lighting in between, and we propose that we continue that rhythm all the way down until it meets some of the natural

landscape that we would then supplement.

Some of the base planting and stonewalls that we would have around the base with again a mixture of perennials and shrubs. And then a more formal landscape of trees along this.

The sidewalks, as you can see, it runs through here. Again, runs through here. The Building 400, Building 500.

This is all the raised platform. So stairs. There's a ramp that's tucked back here. Another set of stairs. The two sets of stairs that face each other. Here's the tabletop that allows for traffic mitigation and slowing down traffic, but a nice connection between the two buildings.

The other entrance here.

We propose would be similar pavers that we would be using in other locations.

And then this is the updated courtyard

with less paving than what we had previously shown with, again, the ability for outdoor dining at this location.

And then some of the parking or some of the landscaping around the garage.

This is actually the service area for the hotel which we've tucked between the garage and the hotel building.

And I'm not sure if we -- I think we can come back do that if we need to.

ROBERT SCHLAGER: Thanks, Larry.

Just a quick summary here of our second application. Buildings 400, 500, and Garage B.

Building 400 -- do you have the original master plan. Building 400 is shown in Minor Amendment No. 2 for the Forrester research building as it combined Building 200 and 300. If you recall prior to Minor

Amendment -- thanks.

The original master plan from 2004 had combined Building 100 with Building 200, again, to meet the needs of Forrester, who needed a larger building. We came before this Board to seek decoupling Building 100 from 200 and combining Buildings 200 with 300.

Now what we are here to do is essentially the same except a Minor Amendment is requesting to decouple Building 500 from Building 600 and shift the Building 500 slightly forward. So five and six were combined, they're now separate.

Garage B is shown in the original master plan there's no changes proposed to garage B. There's no changes proposed to Garage B. In fact, that's pretty much as Larry explained, a replica of Garage A with

all the finishes and styles of those beautiful floral banners or whatever staff determines is being more appropriate or desirable.

A condition to the Master Plan provides that in determining whether a change to the original master plan is minor, the Planning Board will be guided by Section 12.37 of the Zoning Ordinance which governs changes to approve PUD plans.

Under Section 12.37 the Building 500 changes are considered a Minor Amendment similar to Building 100. The change does not alter the concept of the master plan in terms of density. The density limit remains as specified in the master plan up to 819,916 square feet of gross floor area.

The change does not alter the master plan concept in terms of floor area ratio.

Section 17.42.11 of the Zoning Ordinance provides that there shall be no maximum FAR limit on any lot within Special District 4.

The change does not alter the Master Plan concept in terms of usage. The Master Plan envisioned that redeveloped office campus with office, research, and development, and life sciences as the principal tenant uses augmented by accessory uses such as a cafe, day care facilities, and a health club.

The principal use of Building 500 will be office research.

The change does not alter the Master Plan in terms of building height. Building 500 will have a height of approximately 85 feet as allowed and anticipated by the Master Plan Special Permit.

The change does not alter the Master



Plan in terms of open space. The master plan calls for all of the former ADL buildings in the Little River area to be removed, and for that area to be restored to natural conditions. That process was completed three years ago.

The Master Plan also calls for the former parking lot in the MDC land to be removed and the area restored. The MDC restoration was completed in conjunction with the construction of Building 100 years ahead of schedule.

North and west of Acorn Park Drive open space will be provided in approximately the same amount as shown in the conceptual illustration scenario of the 2004 Master Plan Special Permit modified by Minor Amendment No. 2.

The Building 500 changes will not alter

the concept of the Master Plan in terms of the physical relationship of the elements of the development. The Master Plan called for the replacement over time of all of the former ADL buildings and surface parking lots on the north parcel with as many as six new buildings with heights of up to 85 feet and two parking garages all served by a new internal roadway with all development kept away from the Little River.

The Master Plan calls for a much more dynamic inter reaction between the built and unbuilt environment than is typical elsewhere in the city, and that the district will present an urban edge against the natural environment, a sharper contrast that appears elsewhere in the city, and one that should be appropriately and creatively treated and celebrated. Building 500 and Building 400

implemented this vision.

Appendix 2 to the Master Plan Special Permit 198 is the Cambridge Discovery Park Master Plan design guidelines which establish detailed design principles for all future buildings. As detailed in our application and as our design team will discuss in more detail, the proposed Buildings 400 and 500 and Garage B comply with the design guidelines, design principles, land use guidelines, and elements of form as contained in the urban design guidelines.

Thank you. At this time I'm happen to take questions or introduce our civil engineering team to get into the flood storage calculations.

HUGH RUSSELL: Okay.

I would actually prefer not to go into flood storage calculations. We all got a

letter from the city engineer Kathy Watkins who said that she's not had enough time to review those and we rely upon them to review those. She also says she doesn't -- she's not anticipating problems, but she has to do her job.

ROBERT SCHLAGER: Sure.

HUGH RUSSELL: There was a flood strategy, flood control strategy that was there initially and was approved initially. It's got to be tweaked to adjust the -- to the changes, but the basic principles aren't changing. So I think I'd like to put that off to another meeting because I believe we will have more meetings on this.

STEVEN WINTER: I concur.

PAMELA WINTERS: Yes.

HUGH RUSSELL: Are there questions that the Board Members want to put?

H. THEODORE COHEN: It's not really a question. But as I understand it, you fairly significantly changed the facade facing Route 2 from what we had received in our packets.

ROBERT SCHLAGER: For the hotel?

H. THEODORE COHEN: Yes, for the hotel. Could you put that up? It went by much too quickly.

LARRY GROSSMAN: The perspective of the elevation.

H. THEODORE COHEN: I think if you leave it up for just a while.

HUGH RUSSELL: I guess I'd also comment that I believe the redevelopment department's design review of this project development is sort of in progress and, you know, some -- there is either a sort of fixed way in which this is all done, each big

project sort of works out its own strategy. By the time we're done, the Department has done an extensive design review, the Board has reviewed it, so I think probably what's going to happen here is that we would make our own comments tonight after the public comments. Perhaps -- we've got a memo from the Department indicating some of the issues that were identified, some of which have already been responded to in the proposal we've seen. And we're just going to work through that.

I guess I'd also comment that the materials for Building 400 and 500 are at a lot less lower level in detail than 600. And so by the time we, you know, get finished with a design review, they'll have to be in a state that we can be confident that the basic principles are established and the issues

that are brought up could be addressed. As we all know, that after we do design review, the Department continues to work with the petitioner. Sometimes the projects are brought back to us if we request it or if the Department feels it's a good idea to, you know, things have sort of moved beyond the thinking. So it's a dynamic process.

TOM SIENIEWICZ: Hugh, in the interest of helping the dynamic process --

HUGH RUSSELL: Yes.

TOM SIENIEWICZ: I appreciate the comment about let's save the civil engineering discourse, however, there's been a fair amount of discussion about this region of our city. Many of the questions are surrounding traffic and certainly some of the correspondence I've seen from the community, that is a primary concern. I wonder if it

wouldn't facilitate public comment if we had a four minute, five minute description of what the differences were in the traffic impacts of hotel versus office in this particular corner of the development. I don't know how fellow Board Members feel but it might be worth investing a little more time in listening to some description of that engineering.

HUGH RUSSELL: Makes sense to me.

Also the Transportation Department had a chance to review this and sent us a memo. So why don't we ask your team to give us a five minute presentation on traffic and maybe we'll ask Adam or Sue.

GILES HAM: Good evening. Giles Ham from Vanasse and Associations. Robert said I wasn't going to get paid if I didn't speak so thank you for the question.



Just very briefly, we summarized the traffic impacts in the September 27, 2013, letter to Sue Clippinger. Essentially, and I'll keep it brief, 150-room hotel will generate less traffic on a peak hour basis than a 120,000 square foot office building. So it would be less traffic. I think you heard earlier this evening the hotel really has a very limited meeting space, so it will probably generate less traffic than a typical hotel would generate because a lot of the daily traffic is really from conference and meeting space. So we think even on a daily basis will be less traffic than an office building.

We have completed -- the project does have a very comprehensive traffic mitigation plan tied to the Special Permit. In 2014 we provided a traffic monitoring port which we

submitted and the city reviewed and some of those -- the mitigation really, as Robert indicated, we have a nice pedestrian (inaudible) to the Alewife T station. We provide peak period shuttle service from the development to the T station.

Larry indicated we have bicycle accommodations on-site. There's also a bike rental spaces on-site as well. We provide transit subsidies, charge for parking. And there's a transportation coordinator to really oversee the whole system. So it's really very comprehensive package, and the project is in compliance with the Special Permit.

Just to get to some numbers, though, so a hotel is going to generate about 80 to 90 peak hour trips. It's a one-hour period. One hour in the morning, one hour in the

evening. Typically for a hotel the peak hour of -- the roadway peak hour use in the morning is about the same. It makes sense people are just getting out to work. The evening peak hour typically hotel will generate -- will peak a little bit after commuter hour, people coming back to the hotel. So it just gives you an idea of some of the numbers, it's less numbers than the office use.

And that's I believe the scope of the work that we did to date. And as Robert indicated, it's really, it's a compatible use. It's a supportive use. We didn't get into numbers in terms of a lot of people that will stay here are gonna work here. They're gonna work right at the buildings next-door or over at CambridgePark Drive. So when I gave you those numbers, we didn't really take

into account the people that are going to come here and stay a few days and walk to their meetings and to work.

So I kept it shorter than five minutes, but I think that answers your question.

HUGH RUSSELL: Okay. Have you seen a copy of the September 2nd letter from Jan Devereux and Bob Simha.

GILES HAM: I have, yeah.

HUGH RUSSELL: Because they posed some questions that I think the Board would like to hear answers from.

GILES HAM: And I think I tried to answer them in terms of peak hour traffic. When the peak of the hotel is. I would add that typically this type of business hotel will probably generate less traffic on a weekend day than versus a weekday. But I bet in the springtime during graduation season

that this hotel will be very busy. In fact, as they all are in the region. But, yes, I've seen that.

ROBERT SCHLAGER: Yes, Mr. Chairman, we did respond to that letter.

HUGH RUSSELL: Okay.

Okay. Sue or Adam, do you want to give us the highlights of your review?

SUSAN CLIPPINGER: I don't want to say too much because I know you want to do public comment and people are anxious to speak. I think Mr. Schlager had said in the beginning that the original ADL development was, I think, he said half the size of what is proposed here. The parking's been kept at that original number, so the good news is there's some attempt to very effectively manage trips, and I think the number one concern that we have is that the way we read

the language in the permit, in the original permit, is that before design review of 400 and 500, we have to be assured that there's a really robust TDM program for those buildings that will be the obligation for whatever tenants come along. So we feel like we're still waiting to see that one component of it. The actual hotel itself in terms of change within the master plan, we don't see as a significant issue, but obviously TDM strategies for a hotel are a little different than for an office park.

STEVEN WINTER: Sue, may I ask a question, please?

Sue, does a transportation management association membership assist hotels as we've got one growing over in the triangle area?

SUSAN CLIPPINGER: Yes, I think they always assist. We're dealing with both

employees and visitors. And so it can help both groups or it may help employees in particular.

STEVEN WINTER: So it makes sense to encourage the proponent to join the TMA.

SUSAN CLIPPINGER: Absolutely. I think it's already language within the original permit that there is one to be participating in that. Reinforcing that is excellent.

HUGH RUSSELL: Okay.

TOM SIENIEWICZ: Sorry, I just have one further question for the record.

So the requirement under Zoning is 0.5 cars per keys I think as I understand for a hotel. So the order of magnitude of impact on that over a thousand car inventory is about 75 spaces is what we're talking about?

SUSAN CLIPPINGER: Yes. I

calculated they needed 25 fewer spaces.

TOM SIENIEWICZ: Okay.

SUSAN CLIPPINGER: The parking ratio for the office buildings is low and the way the permit was structured it wasn't, you know, a building by building by building analysis. So I think, you know, the total parking supply is a really good measure to encourage use of sustainable modes, but the -- having a really good TDM strategy in mind ahead of time I think is a key piece to making it all work together.

HUGH RUSSELL: Okay. Shall we go to public testimony?

AHMED NUR: Yes, please.

HUGH RUSSELL: So we're going to start that process off. I'll need a sign-in sheet in order to start.

So I'll remind the speakers that we do



have a three-minute time limit and that Pam will let you know. I recognize the names of several people here, so they're probably familiar.

First person on the list is Steve Kaiser and the second is Ellen Mass.

STEVE KAISER: And for the record, my name is Steve Kaiser, 191 Hamilton Street.

And Discovery Park in traffic terms shares a number of the same problems that occur with the triangle. Particularly on the Alewife Brook Parkway and where CambridgePark Drive comes in. And, for example, a hotel use would generate activities starting at nine a.m. for conferences and this sort of thing. The people coming from the Concord Avenue direction needing to get passed the severe congestion in the Rindge Avenue area, both lanes in the outbound direction are

backed up today in the morning. I've shown a graphic of the Rindge Avenue area using a photo of the ADA CambridgePark Drive model. The dashed red line shows a line of cars in the existing left turn slot waiting to turn into CambridgePark Drive. One can stand on the corner of Rindge Avenue today and watch the traffic building up in the left turn lane and spilling over into the left through lane blocking right through Rindge Avenue. Drivers try to switch from into the right lane, in order to avoid this backup, and that breaks up the flow in the right lane, too. That's what's going on. That's what we can see out there.

The Board should request from the developer an analysis of how well the computer model predicts the congestion we see. Also ask for an assessment of the

traffic congestion that occurs in the circulation around the MBTA station, because that's becoming a rather crucial point.

I'd also note that 88 CambridgePark Drive has put together a very good transportation mitigation strategy, and I would urge you to look into some of the implications of parking, TMA, and transit. It's a very good effort.

On flooding, Discovery Park is using 100 year flood elevation that is functionally three feet above the FEMA level. It's an earlier calculation which I think more accurately represents what the 100 year flood really is. So in effect they're providing more flood protection than they are legally required to, which is a very good effort on their part.

They left out one interesting point.

In the history of ADL, which is the building was constructed in '53 to '54, 1953 to '54. In August of '55 Hurricane Diane came in and left most of the buildings with a one and a half to two feet of water on the first floor. It was a little embarrassing for a think tank.

And also at the end of the August 19th hearing on 88 CambridgePark Drive, I submitted a concept sketch for the Alewife -- Earhart Dam to significantly diminish hurricane related flood damage in the Alewife area. I urge that Discovery Park assess this concept and report back to the Board.

Finally one last item, I would note that generally I'm unhappy with the Zoning at Alewife, but in this particular area of Discovery Park I think it is the one positive element of Zoning, and we've seen it on the

pulling back of all the buildings from Little River and this sort of thing. And I also note that the Zoning that was drafted in 2001, a little over a decade ago, was drafted by Marty Healy who hasn't said anything tonight, but it was very good work. And tonight's going to be a much easier night for him I think than September 30th when he also has to report on the courthouse.

PAMELA WINTERS: Thank you, sir.

STEVE KAISER: Thank you.

HUGH RUSSELL: Ellen Mass.

And after Ellen, Charles Teague.

ELLEN MASS: Can we put up the original first slide that you had up? The very first one.

HUGH RUSSELL: Make sure you lower the podium.

ELLEN MASS: Thank you very much.

You know, we friends of Alewife Reservation, the non-profit group that works out there that's been -- brings a lot of educational organizations and that tries to educate about the urban wild. You called it remarkable. Thank you very much, we think it is as well. So when the process of removing the old Arthur D. Little storehouses began and when we -- you opened that up area for open space and you put in a pond and you put in a storm water retention basin on the west side of the Smithsonian, we were remarkably -- we were very happy about that. We got a resolution in City Council passed for Mr. Schlager, and thought that was just a wonderful thing to do, and it's still open space and we're glad about that. I hope that the west side of the detention basin, though, is not -- the temporary trees do not mean that it will be

built on one day. We hope that that won't be the case.

But the Friends of Alewife along with 10 citizens made two appeals when the hotel idea came up. And the reason we did -- by the way, I think I'm probably going to be four minutes or five minutes. We made two citizen appeals which we could not afford to do. We didn't have the expertise, although we did bring somebody along who we were very concerned with 2014. Because 2014 is a different period than 2004. And we are five feet above sea level. This is something I think I've mentioned. I feel like I've said this before to the Planning Board, that this is not an ordinary area. If you look to the west of the Smithsonian, you don't see it, but it really is an urban wild. We're talking 100 -- yes, that area. Thanks, Rob.

We're talking 115 acres of urban wild. Some of the people have been out there, and they realized that it is the -- it is the largest untouched urban wild in the Boston area. So we have quite a special little charge of stewards and monitors, and we have a book. I think, Hugh, you have a copy of that little biodiversity of the Alewife Reservation.

So we made the two appeals based on the fact that the 100 year floodplain is getting, is coming every 30 years. It's not like it used to be. So that's what our concern is. And that's why we say, it's the aggregate of the cumulative impact of all these buildings that would concern an environmental group like ourselves, that is an educational organization.

So, that's, that was one of the main reasons that we appealed. And we, we



appealed it on the basis of the floodway.  
It's on a floodway which is a no-no by FEMA.  
You know, you don't build on a flood -- and  
the bordering lands and subject of flooding.  
And those were some of the major reasons.

We also -- I want to say thank you  
again for that open meadow that was restored.  
Thanks to Carolyn Meith and thanks to Robert  
for doing that, because that brought back a  
very impressive meadow with wild -- with  
wildflowers that have been assessed by  
Harvard and is very impressed with it and is  
doing a comparable survey.

So, what we hope is that across Route 2  
there that the DCR will purchase and make a  
really full reservation here between the  
(inaudible) property and between the urban  
wild. So it is protected, we can restore the  
banks, the streams, that's what you've

gotten. We met with Robert saying if this is gonna go ahead, we can't appeal, we lost the suit, the DEP gave us a superseding order of conditions and we lost, we want to make sure that the watershed benefits. So the watershed association, myself, went to Robert and said, we want benefits that show that the -- we can take care of it a little better. It just can't be the city or the state. The private developers have to, have to tune in or hone in to the very impaired waters. We know that Cambridge has the federal court order right now to clean-up that area.

So Discovery Park, we're asking that they get involved along with some of the other neighbors there. Pretty soon we're going to see another 300 units right next to Robert's buildings that are going to go up on

the same street, the same Acorn Park Drive, although that's not a Cambridge permit, that's a Belmont permit. But they're -- it's cumulative. It's aggregate. Aggregate development.

So, while you've improved the ground space, ground open space, that's wonderful. One of the things we have, we don't have a passageway to go up on north trail, which is a mild to Belmont's little pond. And we're hoping that it will be clearer that the public that comes out and learns about this wonderful history, the history of Acorn Park Drive interpreted by Arthur D. Little, that you so nobly put out there is not the longer, most interesting history to the public. The longer, interesting history was the fact it was an industrial center of farmland, Native American center, and that it's our major

floodplain and that it is our watershed. The Mystic River Watershed claims this area and it's very, very low. So that whole environmental assessment needs to be ongoing with the companies, with -- the Planning Board needs to take consideration with the environment, and I do consider myself an occupant of the park. So when you say the park, we consider ourselves occupants as well.

So when you say you might want to face the building around so people can go out and look, we're very concerned. That whole area is buffer area. It's used by Killdeer. It's used by deer, real deer cross it, transverse the area. So all of that has to be taken into consideration. It really is a wildlife habitat.

Okay, I'm glad to furnish you all with

the books, the assessments that have been done by professional wildlife assessors if it makes a difference to the Planning Board.

The Conservation Commission has it, has this book. We have over 21 species of mammals and 90 species of birds, and this is not a -- you know, this is special for Cambridge because our kids came at -- we just finished the ecology camp where we had 15 youth out there on a six-week basis and they loved it. They had so much going on. And they learned so much. It's right on the T stop. That's the other advantage of having Discovery Park steward this area is that it really is on a major Boston-wide transportation. We've got to keep that place open and protect it.

So thank you very much.

HUGH RUSSELL: Thank you.

Next speaker is Charles Teague.

And after Charles, James Williamson.

CHARLES TEAGUE: Charles Teague, 23 Edmunds Street. I was going to remark on the sign. Now, Rich McKinnon had proposed such a sign on Vox, so it was gonna be a rooftop illuminated sign and he withdrew that at our request. So I'd ask you the same thing because, put up a similar sign. Once you do that on a sign is that -- my belief is that you have a -- your belief in the advertising by having your building on Route 2 has resulted in missed opportunity. And I think -- could I get the plan view of the site showing way back in the beginning?

So when I look at this, it's residential. If you flip 600 and put it where 500 is or perhaps around there, I'm just going to say residential is better for man and beast in that area. And we -- on the

city manager's lighting task force as Jeff has been there, is that there's been a lot of discussion of indoor light affecting the outdoors. And the indoor light does affect the wildlife. And then if you have R&D lab, dry labs, these are a 24/7 operations. So -- and I also think that there are people in the hotel. I think they -- the hotel and you have the hotel bar and the grill. You have this opportunity for all that to go into the look at the reservation. And it just seems like it would be a lot better. And it's just, it's just this advertising belief that it's up on Route 2.

And then you actually mention the design guidelines where they're supposed to be the interface of the reservation with the wild -- and I'm thinking that I would much rather the tall building on Route 2 and have

it step down towards -- especially that corner. That corner has much more significance. So that's my thoughts, but I ask you to not, to not do that sign.

Thank you.

HUGH RUSSELL: Okay, thank you.

JAMES WILLIAMSON: James Williamson, 1000 Jackson Place. Thank you.

First of all, I certainly appreciate it when people do what they're obliged to do, but I don't know if we should be excessively grateful, especially if we're living in a city where I hope people don't get away with not doing things that they're required to do. So I just feel like I don't know why the hearing starts with a commendation for somebody doing what they said they're going to do and what they're obliged to do, although I appreciate it.



We've heard that there's meant to be no front and no back, but I'd like to pick up on what Charlie just said, having the taller buildings on the urban wild and the Little River side is, I think, in fact saying we are -- that's the back of the project. And my view partly is, and I don't know if you all remember, we did the walking tour and when we got to the Little River, a number of people, including I think myself, were asking how these buildings they're going to go up, what are they going to look like? And it was sort of like, okay, time to move on and we didn't really get a chance to talk about that at that moment. But -- and that's maybe what we have an opportunity to think about tonight, which is does it really make sense to have the two taller buildings on -- closer to the Little River. And the impact of that

I think is significant given the -- what I think a lot of people agree is a really nice project there and a nice amenity and a potentially nice amenity for the users of this development. So I also wonder whether it might not be better to have lower buildings and less of an impact on the river side.

I also think that the -- I would like to see a pedestrian connection that goes down to the Little River and crosses the Little River to the T. I think that came up briefly during the walking tour, and there was some -- something was said about why somebody had decided that that couldn't happen at this particular time. But this might be a time to revisit consideration of that. It's not a pleasant walk to go from the Alewife T, and I've done it, to the -- and I've looked at it

and read all of the Arthur D. Little historic plaques. It's not a great walk. And it would be a nicer walk and a potentially nicer use of this new amenity to be able to walk down to and over the river and directly to the Alewife T.

So, this -- the plan having the lower building be the hotel, in a way this kind of an auto centric way of looking at this rather than the river and urban wild centric which is suggested in what was mentioned about the -- again, alluded to by Charlie Teague, the urban edge against the urban wild. I would almost imagine a tall, a significantly taller building at 400 and a significantly more modest building at 500 with maybe just same number of overall square footage.

I think the traffic considerations are important. And I'll wrap up. The traffic,

you know, I think we're seeing the impacts from traffic are going way beyond whatever the benchmark that was established a long time ago was agreed to, and so, you know, I don't know what the scope is of what you feel you can do to try to mitigate that.

And finally, just the flooding situation. We had flooding a couple weeks ago at Jefferson Park; 15 units were flooded. They're still cleaning up and decontaminating some of those units. So I think the flooding situation is also worse now than was anticipated whenever the Master Plan was first developed.

So thank you.

HUGH RUSSELL: Thank you.

Does anyone else wish to speak? Please come forward to speak.

MICHA SCHATTNER: Micha Schattner,

Lexington Ave.

I'll simply concentrate first on traffic. The numbers I've seen so far are very partial, only the hotel traffic, we don't have overall traffic coming through Acorn Park Drive. And unfortunately from Belmont I didn't see the traffic that would be generated with 300 units, residential units -- residential development in the Maple Forest. Good part of it runs straight through the MBTA shortcut right through the T station, the western bus lines already complain about delays there. I sat one day not even in rush hour and counted the cars using the shortcut. In half an hour it was 210 cars out of which five were busses and three were shuttle buses. The exit from the that circle is -- from the MBTA station. One that surprised me was that people who are

using the shortcut are coming out through the jug handle either making u-turn or basically avoiding the stop light at the -- what used to be the Route 2 circle. And turning from them it's turning right into the north part of the Alewife in towards Mass. Avenue.

So the numbers I had from the T, from the MBTA from the city transport study, a partial and I think it would be a lot of flow there. Recommendation A, already there is a restriction between seven and nine a.m. and traffic going east on Acorn Drive it stopped where building 500 will be. Extend it, just don't let traffic go east through the T. Let them go west.

Or alternative might be better, just cut the whole shortcut on the T drop out, turn it into a third lane that will narrow towards the circle towards the Route 2/Route

16 intersection.

As for the hotel, well, in its place if it stays in its place, I think that the radiuses for turning in to and out of the lot and into the service are too narrow for some vehicles, mainly shuttle buses and larger busses.

Second thing is the north face of the hotel facing Route 2, you raise the building there, you have a slope going towards Route 2. I don't know if you design the catch basin before it reaches the Route 2 and floods it even more than it is already under heavier rain.

PAMELA WINTERS: Are you almost through, sir? It's three minutes.

MICHA SHATTNER: Yes.

HUGH RUSSELL: Okay, thank you.

Does anyone else wish to speak?

MICHAEL BRANDON: Hi, I'm Michael Brandon, 27 Seven Pines Avenue. I'm the clerk for the North Cambridge Stabilization Committee and I wanted to thank the -- Robert Schlager for communicating with me over the weekend and providing a lot of the documents that only recently became available. I had urged him to delay the start of this hearing and invited him to appear at a neighborhood forum that we're gonna sponsor on the 17th of September. And I hope members of the Planning Board could attend. I'm familiar with the discussions that have been going on at the -- around the Carlone Petition and at City Council and heard the staff's reports that you would like to have public input early on in the planning process which we agree is a great idea. So I hope that you will keep this hearing ongoing to allow that



sort of input to reach you. There are many volumes of material to go through, just the applications for what's proposed tonight, and I have not read them yet. So I think I will reserve my comments for when we communicate after our forum.

We had concerns that actually the legal notice, whether that was sufficient to let people know about this hearing, but it started so we'll move on from there.

I wanted to propose that the Board ask the proponents to return with a physical model. As we saw that was of the triangle, and I didn't get a good enough look to see whether it -- how detailed it was for this part, but perhaps that model of that developer could be brought in with these. And I think it would be very helpful to see the scale of the existing bowling alley and

model and envision what future development there might bring and how it would fit in with these plans. I personally, as I said before, think it's unwise for the city to be heavily developing the flood zone. We've seen increased flooding. I won't repeat what things I think you already know.

The fact that this is a ten-year-old permit that may be amended is a concern to me. I know that from Mr. Schlager's point of view, yes, this is all done and this is just a minor change, but there have been huge changes in the climate and the built environment, and the wonderful things that you have done in the area around the edges of your properties. Traffic has --you know, things have changed. So I mean, another thing I would like to see is this whole question of garages and do we want to be

building more garages in the floodplain? Can we reduce things further?

I'll wrap up. Let me see if there are any big points.

I wanted to raise the question, Mr. Clary decided no to speak, our Chairman, but he raised a question about the pedestrian bridge across Route 2, and reports that it's in terrible condition and perhaps, Robert, you would look at that as a possible -- another amenity you could possibly provide some sort of an upgrade.

PAMELA WINTERS: I think your time is up, Michael, okay?

MICHAEL BRANDON: Yeah, okay, I'll be back. Thanks for listening. Not like Arnold, but I'll be back.

HUGH RUSSELL: Does anyone else wish to speak?

MICHAEL BRANDON: Oh, can I say -- I'm sorry, just one more point. It's that and maybe -- Mr. Rafferty's here, could speak to it. This is being described as a hotel, and as near as I can tell, it's really a motel 'cause that's how people -- people aren't gonna be walking to the motel to get there. They're gonna be coming, driving, parking as planned, cabs. So maybe he can explain the distinction between a motel and a hotel and whether you want a motel here.

Thank you.

HUGH RUSSELL: Okay, thank you.

So, no one else wishes to speak at this time I believe.

So next is, I guess, I would ask are there things that the staff want to discuss with us or shall we start discussing among ourselves?

JEFF ROBERTS: Thank you, Mr. Chair.

I think as we've been trying to do in the past, staff has been coordinating among CDD and our Zoning and urban design staff with Traffic and Parking and Public Works as appropriate. So, the package of materials lays out both the Zoning aspects of the proposal and talks a little bit about the Zoning and the findings that need to be made. The applicable sections of the Zoning themselves are cut out and were included as a supplement to that material.

Some urban design comments were made. They were -- some of the comments, some of the presentation you saw was in response to some of those comments, but many of these changes we're seeing for the first time as well. And you already heard from Sue Clippinger. So I'll take it to the

discretion of the Board if you have any questions or want to have anything explained further.

ATTORNEY JAMES RAFFERTY: Mr. Chair?

HUGH RUSSELL: Sure.

ATTORNEY JAMES RAFFERTY: Could I offer just the applicant's perspective on what we're seeking here just to be clear?

HUGH RUSSELL: Yes, I would like that. I was just about to ask you.

ATTORNEY JAMES RAFFERTY: Thank you.

HUGH RUSSELL: I know you're seeking four things, but I'm not quite sure if that's four votes, two votes, three votes, what?

ATTORNEY JAMES RAFFERTY: Right. And you'll recall what Charles Ham said, so I was waiting for a moment to come to the microphone.

So there are a number of things. I

guess the big picture, the Major Amendment, as you heard, involves the introduction of the hotel use into the project, not a use identified in the PUD Special Permit. The Major Amendment requires the two hearing step. You'll recall the Council supported a some modification to that, but they have not, they have not been enacted.

So from a procedural perspective, that's -- I would suggest the most significant. It requires a determination at the initial meeting as to whether the concept is acceptable, and then the applicant would return with a final development plan on that one.

The flip side of that, perhaps the less intense aspect of your role here involves the design review or design approval. As in most multi-structure PUDs, this PUD approved

buildings in certain locations but deferred design approval. In the history of this PUD, Building 100, that design approval was given at the time of the initial issuance of the Special Permit. You've had a subsequent design approval for Building 200, 300. And so in this case 400 and 500 are being presented under design approval. They're also a part of -- there's a little overlap here because the third thing is the Minor Amendment. And the Minor Amendment is what's decoupled the buildings as what is happening here. It seems the Board could give some direction in the case of the Minor Amendment which doesn't require a two-step proposal. It would seem the Board, if it thought it was sufficient, could make certain determinations on the Minor Amendment and they would perhaps have less issues for contemplation.



The Major Amendment, as the initial PUD did, calls for design approval on Building 600. So it would seem that that design approval would be only appropriate after you've made the Major Amendment findings. So I would suggest that may not be right this evening for a conclusion, to do a design approval prior to the Major Amendment, feels backwards and properly procedurally flawed. But of the Minor Amendment it would seem that the Board could give some direction or outright approval for the decoupling. And then as with regard to design approval, similarly the design team could then benefit from any feedback around what's being proposed. I think I heard the Chair suggest that for 400 and 500 there may be a need for more details. I know Mr. Schlager is eager and has a long history of engagement with

neighborhood groups, so certainly before the Major Amendment was concluded, he would -- I know he's prepared to meet with the -- in the neighborhood forum that Mr. Brandon referred to.

So those are the three things that seems that some of them could be, if the Board so chose could be dealt with this evening.

HUGH RUSSELL: Okay, thank you.

So are we prepared to discuss this now?

AHMED NUR: Sure.

STEVEN COHEN: Sure.

HUGH RUSSELL: Okay, you want to start, Ahmed?

AHMED NUR: Yeah, I'd loved to. Yes, thank you.

I wanted to -- I'm really excited. I don't really know where to start with the,

with this proposal. I have long awaited for a hotel in Cambridge ever since Harvard Square Hotel closed. The Harvard University closed the Inn at Harvard under renovation. The Charles Hotel seems to be under renovation on J.F.K. starts to build things up. Often times we have families visiting, and it's really a struggle to find a hotel in Cambridge. As the population grows, families and friends, a place in the wintertime where you can go down in the lobby area perhaps as suggested here, maybe a small bar. And so I have just relieved that instead of this office, lab building that is two stories higher, that the suggestion of a hotel or even motel, whatever, as long as it's not a closed building at four o'clock or five o'clock contributing to the traffic.

As far as the decoupling of the

buildings are concerned, I also welcome that. That's really good news. I don't think that anyone that I know would prefer buildings that are connected together. Smaller buildings obviously would create pathways, a little more open space, and a little more accessibility and safety for the public. And so I also welcome that. So I think it's a win/win situation. And I think I was pretty much -- I wasn't part of the original approval ten years ago, but if I were to -- whenever it was 2004, I would go ahead and approve this again.

I do have, though -- there are a couple comments that I wanted to ask. Is anyone from the Public Works here? There's a letter from the Public Works here and it pretty much seemed to say that they were in favor of this, but or rather this complies with both

FEMA and SWEPT (sic) but there's an elevation drop I guess a few 2004 -- let's see. It was 8.2 and right now they're proposing 6.2 feet, and that is the national vertical datum, and so I don't know -- and it says that we feel that we would be finalizing this detail in the storm water prevention plan during the permit process. And I just didn't know, because that really matters to me a lot. As far as traffic is concerned, it looks like both of the City of Cambridge and their own traffic people seem to be not concerned about the change and that's a relief. But the water deal, they're saying that the design review will come up with the finalization. Although there seem to be that review in the 600 project during this -- let me see, although there is another sentence that says -- excuse me.

HUGH RUSSELL: So you have to be careful about the dates on the letters from Public Works. I think you're reading from the November 15, 2013.

AHMED NUR: Right.

HUGH RUSSELL: So that was ten months ago when this first -- the request first came up, we received a letter and then we received a letter in the last week saying they need a little more time to review the details. This was sort of saying this is what we're going to do.

AHMED NUR: Even though we just got this they have not updated it.

HUGH RUSSELL: So the -- as I understand it, there's technical engineering data that's been submitted relatively recently that's being reviewed.

AHMED NUR: Okay.

ROBERT SCHLAGER: For buildings 400 and 500.

HUGH RUSSELL: Yes, okay.

So I think we can -- I don't think we should take final action on either the Major Amendment or the Minor Amendment. I think I would agree with Mr. Rafferty, we could take the first step on the Major Amendment.

AHMED NUR: Okay.

HUGH RUSSELL: With this item still not nailed down.

AHMED NUR: Okay.

With that said, I -- if on both requests is I'm ready to vote on it anyway. I'm really in favor and excited about both of them.

Thank you.

HUGH RUSSELL: Okay.

CATHERINE PRESTON CONNOLLY: So, I was really thankful for a number of the public comments about the urban design aspects of putting a hotel on Route 2 instead of along the park and the urban wild. And I guess my big question procedurally is if we approve the use, because I agree with Ahmed, that the use seems to make a lot of sense here. I'm not sure that this layout does, and I personally think it does make sense to have the taller building next to the big highway rather than the short building where people would have more opportunity to enjoy the views and the outdoors and everything else near the green space. So I guess I would want some clarification on can we advance it to the next public hearing, approving the concept of having a hotel somewhere in the PUD or are we saying



specifically that, yes, it can be building 600 in that corner?

HUGH RUSSELL: Good question.

You want to speak to that?

H. THEODORE COHEN: Well, I'm rather uncomfortable about taking any action this evening perhaps other than agreeing that Buildings 400 and 500 can be separated. I think, you know, we haven't heard from Public Works. The whole floodplain issue and some of the issues that have been raised about the impact of the hotel with a bathroom in every unit and water use, I mean, they've indicated they probably don't have a problem, but I would like to hear from them before we really take any further action.

I mean, my personal opinion is I think a hotel in this area is a great idea, and I had not considered it being in a different

location until it was raised this evening, and, you know, maybe that's something we should think about, staff should think about, or the developer should give us some explanation why it may not work. So I, you know, as much as I like to move things along, you know, I am not comfortable in really taking any action this evening.

My main concern coming here was really the northern elevation of which, you know, there was a comment in the application that well, it's not very articulated and they were seeking relief from one of the provisions of the Ordinance of not having to articulate in the same way in part because it's right on the ramp and people should be focusing on what's ahead of them rather than on a building on the side. Well, I was there today in the middle of a rainstorm sitting on

Route 2 waiting to make my left-hand turn on to Route 16 and thinking well, that's really a lovely field right now and I know it's not going to stay as a field and a building there will be fine, but I think a lot of people will really be concerned about the facade on Route 2 and what it looks like. And I -- we've got a new elevation today, and I think maybe there's some improvement but I'm not really comfortable yet with that. And now with the concept that maybe there ought to be a different building there on Route 2, I'd like to see how that all shakes out. So that's my feeling. I'm cautious about doing anything specific this evening.

STEVEN COHEN: Mr. Chair.

Addressing the three items that Mr. Rafferty asked us to conceptually look at today. First on the Major Amendment, to the

extent that the Major Amendment addresses just the change of use to the hotel, I would be comfortable expressing that that change of use is conceptually acceptable. Subject to new information which we may get from the engineers or that we have not yet heard.

Mr. Rafferty?

ATTORNEY JAMES RAFFERTY: May I be permitted to correct a statement that I made that Mr. Roberts pointed out to me that may be very relevant to the terms of issues in the Board.

In this decision, paragraph 11, Major Amendments are not done pursuant to the PUD process which is the two step hearing. It's a straight article Section 10.40 Special Permit. So the advantage or benefit of moving something into a second hearing is not required here. So given the Board's concern

about additional information, we would appreciate your consideration in trying to create efficiency of time, but I misspoke when I stated -- I stated the PUD, this generic PUD Major Amendment process. And Mr. Roberts went up to me -- and of course this is happening in front of Mr. Healy so this should show you that I should have let Mr. Healy speak. Because what I know about Zoning I learned from Mr. Healy. He did not point this out.

We apparently are not going to need the second, two step hearing that are typically associated with the PUD, and I apologize for the confusion that I created.

STEVEN COHEN: Well, if I could pursue this sidebar for a moment. Does the major -- does the amendment that you're seeking relate strictly to the use, the

change of use subject nevertheless to a design review of the specifics of that hotel?

ATTORNEY JAMES RAFFERTY: I think, I would say it's still a Major Amendment, but it's done through a generic Special Permit. So the answer is yes.

STEVEN COHEN: And then, again, the distinction that I'm looking at then is the use from the design review?

ROBERT SCHLAGER: Strictly the use.

HUGH RUSSELL: I guess I'm -- I would like to pursue that because it seems to me you're seeking to not only change the use but to change the Master Plan.

ATTORNEY JAMES RAFFERTY: Correct. We're attempting to amend the Special Permit, and the vehicle for amending it is a new Special Permit but --

HUGH RUSSELL: Right.

ATTORNEY JAMES RAFFERTY: -- but I suppose one could say it's, it's the use plus the building.

HUGH RUSSELL: Because if we, if it weren't that way, then you'd -- then we wouldn't know where the buildings were going to be.

ATTORNEY JAMES RAFFERTY: Right. So if an applicant came along and said I wanted to put a hotel out here on my lot in a straight Special Permit case, you'd want to know where on the lot the hotel was going.

HUGH RUSSELL: Right. Roughly.

ATTORNEY JAMES RAFFERTY: And the Special Permit granting authority doesn't simply grant the use. They say okay, show us where it is on the site and all that.

HUGH RUSSELL: Right. And under the design review it can move around and find

itself under that design review process. But I'm assuming that what's before us is the master plan that shows Buildings 400, 500, and 600. And there are two actions: One, that deals with 600, and the other actually deals with 400 and 500.

ROBERT SCHLAGER: Yes, sir.

HUGH RUSSELL: So -- and what does that -- the implications of that statement -- I'm not as quick as you lawyers. So if there is a question about is the hotel in the proper place on the site, I think we have to discuss that before we can -- where we can tonight as Ahmed has done, state that our feelings about whether a hotel use is appropriate, and I think we all believe that case is true, there is a question about that which is what would happen, just under the scenario, if in a couple of years they said



well, you know, we've got somebody who wants to put another hotel on 400 or 500? That would seem to me that would be another amendment of some sort. It might only be a Minor Amendment that point in time because the use would have been approved. So if -- I think we have to think about that in -- when we act around this and say, you know, broad statement that any of those three buildings could be hotels or is it just that the one building is a hotel and can we word it in such a way that we say yes, hotel use which is a Major Amendment because it's change of use is okay and then by Minor Amendment we can in the future decide --

STEVEN COHEN: Mr. Chair, I imagine we could tailor our action to specify that one hotel --

ATTORNEY JAMES RAFFERTY: Or even

the square footage of the proposed hotel.

STEVEN COHEN: Somehow limit the approval to avoid that hypothetical outcome.

AHMED NUR: Sure.

HUGH RUSSELL: Right. I mean, I'm not -- you know, I would have to consider whether a second hotel made sense or not.

STEVEN COHEN: Yes.

HUGH RUSSELL: And we don't have any --

STEVEN COHEN: Right. But we should do that, if and when the request were made and, you know, make sure that it be treated as a Major Amendment, and that we don't do anything tonight or next month that would have it treated as anything other than a Major Amendment.

HUGH RUSSELL: Okay.

STEVEN COHEN: I would just simply

add --

HUGH RUSSELL: I think we've gone on on that thing, but you have more to say.

STEVEN COHEN: Yeah, just quickly picking up on those three points.

The Minor Amendment, the decoupling of building, I agree with Ahmed and the others that seems very desirable, certainly uncontroversial, and I would have no difficulty approving that Minor Amendment tonight.

And if I'm understanding this whole jigsaw puzzle correctly, what, what's left is the design review. And I'm understanding the design review to be not, you know, just, you know, the facade and materials and so forth of individual buildings, but in fact the siting of the buildings as well. I'm getting some yeses and some nos. But clearly, well,

we can talk about the design review tonight. We haven't heard from Suzannah yet and we haven't heard from the engineers which may affect our thinking. Again, we don't address that. I'm fine approving the Minor Amendment tonight.

And on the Major Amendment personally I'm fine approving the concept of one hotel as part of this site, as part of this master plan tonight. And, again, subject to a fairly comprehensive design review as these proceedings move along.

HUGH RUSSELL: Okay. Other comments?

STEVEN WINTER: I simply like to say that I concur with Steve's comments.

HUGH RUSSELL: Tom.

TOM SIENIEWICZ: Well, here are my thoughts:

First of all, the hotel is a non-issue for me as well. We've been crying for mix of uses up here in this section of our city in multiple hearings. And here we go, we've got something that's not a research building or an office building and it's low ball and it's got a restaurant and a bar and even a swimming pool. So I think that's pretty much the beginnings of a mix of use. The beginnings of making a place there. So I have no issue, like my fellow board members, on that.

I similarly with the Minor Amendment if separating the two buildings I think the plans better with the smaller structures and so I'm in favor of that.

So, I have some thoughts a little bit on the design review in front of us. Although I was stunned actually by the

insight that maybe the hotel's on the wrong site. I don't know where I come out on that, but I have an idea about that, too.

So the questions actually one relates to the inherent problem of raising the building above the floodplain for the flood storage which makes issues of accessibility to those entrances tricky. I mean, you struggle with that clearly. Whether or not the solutions that are presented tonight, I have some questions about whether they're actually is Democratic feeling is perhaps as they should be. Those are long routes. They often seem secondary in terms of their access. And I would say that I would like to spend sometime pulling that apart advocating strongly for a sense of equality about the way in which people with disabilities might enter or exit these buildings.

I have a question on page 11 in the application referring to a promise to work through MEPA through traffic mitigation through potential solutions. They're not detailed. I would love to know what are we going to do, what are the possibilities, what are the kind of discussions going on through the MEPA possibilities there.

I'm anxious to find out more about the shortcut that was alluded to at the very outset of the presentation that would go between the bowling alley and the parking garage to get at least a casual way to maybe cut all the way across the site. Although I've never seen the pedestrian on the Route 2 side.

This is an entrance to our city. We've talked about that before. This picture demonstrates that perfectly. Thousands and

thousands and thousands of people greet Cambridge each morning and have plenty of time to look to their left and to their right as they sit in traffic to study what's there. I agree with some comments on about the sign, whether that's an appropriate marker for the threshold to our great city. I would question that. So I do think it's the proper place for some carefully considered landscape and architecture. The second rendering here is about a hundred times better than the one I got in my booklet which resembled the buildings that were demolished at the law school recently.

So I would say to this question there has been also within the context of hearings here, questions about whether there's any sense of place in this new neighborhood that's being created up here. It's a very



good question. And we've been criticized as a Planning Board for maybe missing the creation of sense of place. I do note that Mr. Carlone is the planner for this particular development, so I would ask him where is the sense of place? How does this contribute to the sense of place of Cambridge? And this is where I think I have an answer to that. I think actually the developer has done an amazing thing, and I think it was appropriate to single out at the beginning of the hearing restoring the natural spaces that are there well beyond, well ahead of what he was obliged to do as Mr. Williamson pointed out. He's delivered those well ahead of ratio. And I think that that's the sense of place. It's that urban wild which is unique to this section of Boston and this section of Cambridge. And so

what I mean, how do I make that a better sense of place? What's the most appropriate way to meet that edge? There's some illusion to the general language in the initial findings. Wouldn't it make more sense for that hotel to be a place where why not make a unique hotel that you would have rooms and views on to that natural urban wild, what an extraordinary place that could be. And I think having a hotel on Route 2, the geometry of the master plan would suggest that's where the long building could go. That could make an extraordinary place. A memorable place. A unique place. And a unique hotel. So I think that might be the answer. On the Minor Amendment, I think the other way to meet that urban wild is to be more rigorous about -- and this is the way the application period ten years changes the appropriate way to meet

that urban wild might be with extraordinary sustainability towards the attitude of the buildings. And I know you've met I think LEED Platinum even in one of the earlier developments, but I think a promise of extraordinary and sustainable architecture seems again inherent to the sense of the extraordinary place and extraordinary site that this is, which is so mixed with its environment.

So, that's I guess a few of my thoughts, a few of the design, design thoughts. I can get into the architecture but I'm taking too much air time already.

AHMED NUR: Hugh, I apologize. I wanted to speak to the location of the hotel and what I like about the hotel being where it is opposed to where 500 is. I think environmentally speaking that it would make

sense for the hotel to be next to Route 2, I suppose next to the Little River. Due to the animals, the hotel's open 24 hours, therefore, people could be coming in late at night and making noises so on and so forth. So either the crickets or the people occupying the hotel. I would rather have the crickets sleep than the people occupying the hotel than the tenants.

HUGH RUSSELL: We have a lot of things that we're going to talk about. I was going to let other people speak.

PAMELA WINTERS: Do you want to go? You already went, right? Okay. Did you speak?

STEVEN COHEN: I did. I'll add one comment after you.

PAMELA WINTERS: Okay. All right, I just have a very quick question. In the

hotel, are you going to be -- this is very tiny question, are you going to be having a spot for people to rent bicycles?

ROBERT SCHLAGER: Yes, Ma'am, there will be a Hubway station as requested by TP&T.

PAMELA WINTERS: That would be awesome because that way people could actually ride their bicycles to the T rather than getting and hiring a cab and getting, you know, etcetera, etcetera. Getting in a car or whatever.

I also wanted to reiterate what my colleagues have said about decoupling the building. I'm fine with that.

I'm fine with the change of use.

In terms of the sign up there, I think, you know, that's going to come under -- we'll take a more careful look at that into the

design review.

HUGH RUSSELL: We can't actually permit that sign.

PAMELA WINTERS: No, because it's --

ATTORNEY JAMES RAFFERTY: Yes, you can. Hotels are permitted to have signs at that location under Article 7. That's what Ms. Paden said.

HUGH RUSSELL: I thought that got repealed.

LIZA PADEN: No, that portion of the Ordinance was -- it stands. So, signs for hotels and motels are allowed to extend beyond the 20-foot height limit and the size limit as long as the signs are individual letters and they can be illuminated. So there are some standards. I don't know the exact numbers of what this is, but I would not say that this is non-conforming.

ATTORNEY JAMES RAFFERTY: I mean, these signs, I understand -- sometimes the signs seem as branding or advertisement. In these hotel cases the rationale behind the land use properties is for people locating the hotel or find the hotel rely upon the signage. It's exempt around the city top of building signage.

FROM THE AUDIENCE: You as the Planning Board can condition the permit if you don't like the sign.

HUGH RUSSELL: So the question, the land in front of the hotel is in the town of Arlington.

ATTORNEY JAMES RAFFERTY: Is that right?

HUGH RUSSELL: Yes. So if you wanted to place a ground-mounted sign, we can't, we can't address that. Presuming the

town of Arlington might have some regulation that is -- would govern that, and I would -- and I don't know what those are. So, if we're going to talk about the sign in the future, it would probably be helpful for us to know what the as-of-right signage would be if it were a ground-mounted sign. And I'm happy to be corrected by Liza as I always am on what -- what our Ordinance allows us to do. I interrupted you I think.

PAMELA WINTERS: That's okay. I'm glad I brought up the subject. I learned something tonight. I had no idea. So I thought that it was, you know, 20 feet height -- had to conform to the 20-foot height limit.

The only other thing I want to mention is I was here in I think it was 2001 when this first came up, and there were so many



buildings and it was just, you know, I think it was Rich McKinnon who did the original presentation, wasn't it?

ROBERT SCHLAGER: Yes, it was.

PAMELA WINTERS: I don't know how I remember that. It's been almost 15 years. I was so impressed with what he was going to do, and I thought well, this is never going to get done. And it was. And, you know, just creating that urban wild, I wish that people could see what this looked like initially. This whole ept, you know, all the buildings and so forth, and the green space that has been created in the interim and the fact that he did knock down those buildings. I'm just very impressed with that and very proud that he did that. So it really does add to the city and to, you know, just to the environmental aspects of the city. I just --

I'm very happy that that happened. That all of these buildings are now sort of, you know, clustered together.

And I just -- I think the public would be interested just to see what it looked like before, you know, before any of this happened way back in 2001 I believe it was. And it -- I know that it must have cost a ton of money to knock those buildings down and to create, create this, too. So, I'm very happy for the work that you did.

Thank you.

STEVEN COHEN: One quick comment, Mr. Chair. I'm not going to say anything about the design review tonight except for one comment which somebody made which I found compelling and I wanted to raise, and that's the idea of some sort of pedestrian connection to the other side of the Little

River and including a bridge over the Little River, which I not only would provide for a more direct connection to the T station, but would offer the public I think a more lovely way of accessing and viewing the natural lands in there. So if that's something that's feasible, possible, permissible, I'd love to hear about it in our next go around when we get into the design review.

STEVEN WINTER: Mr. Chair, I -- before you begin speaking, may I get something off my chest that I need to say?

HUGH RUSSELL: Yes.

STEVEN WINTER: I wanted to say that the perspective that Tom brought up a moment ago was really just perfect for what we're talking about tonight, which is that the sense of place that we need to emphasize is the urban wild. The sense of place is

already there, and we need to -- that needs to define how we build the edge to it. And I really think there's -- in exploring that there's genius in there somewhere for this development to see the sense of place as being the urban wild. As a branding thing even.

Now, I also, I want to note that this proponent and Mr. Rafferty both have a long history of open examination of new and fresh innovative interesting ideas, and the proponent certainly has a track record of success in helping to develop that out there already. So I think the issue of placement of the hotel is a very interesting issue and I just want to, I don't want to take it off the table, and I wanted to say thank you to Tom for helping us think about that sense of place as something wild not something tame.

HUGH RUSSELL: So I have a lot of, a lot of people's comments in front of me. I'm going to start with the memo sent to us from the CDD staff on August 28th. And maybe as a preface I would say that I agree with my colleagues. That, yes, the mixed use makes sense. The revisions to the Master Plan so that there are two development sites for, you know, office buildings and one for a hotel makes sense. I guess I'm also curious to think about the -- how the hotel siting decision is made and -- okay.

So there's a -- on page 4 and page 5 and on page 6 of the page 7 there's a long discussion of urban designing comments. And so when I went through, I highlighted basically all of the points and I didn't disagree with any of those points as being important things that need to be worked on.

So I'm not going to reiterate them, but there's probably some nice legal way of saying -- I could read them all out, but I'm not going to bother, but that doesn't -- it's because I agree with all of these as being important things that need to be thought about some more and you've obviously -- and even in the brief time since this memo came out in your meetings, you've already started thinking, you're making progress on some of them.

Then I was intrigued by Ellen Mass's comments because what, what I took from her comments was that this urban wild and its relationship to the urban part is not like a one time effort. It's a constant conversation among groups and people at interest. And she in her memo, she gave, it's dated August 21st, she talks about some

of the future needs. And so I would like the department to maybe in consultation with the staff and the Conservation Commission, thinking about what's the process that should be going on to achieve any of the goals that Ellen states in her memo. You know, there's a -- you know, I look in the urban wild and that's there where the buildings used to be, and I think well, that's a start. And if it's really wild, you know, it's going to get wilder and wilder and wilder as more and more things grow and that's not a bad thing. But is there guidance that's shaping that? I'm not sure. On the other side of the river I looked at all of those, all of that construction and I thought, wow, is that too much to build in an urban wild? And then the new detention structure that was built with the -- I mean, you're over there. There were

dozens of people using it, which they couldn't have used it if this hadn't happened, but it's always a balance between the environmental goals and the access goals, and so that's a challenge that it may be somewhat out of our jurisdiction, the management of the urban wilds. But I think if we -- I'd like some thinking to be done about whose jurisdiction is it in. And I think Ellen's suggestion that there are a bunch of people, a bunch of individuals, companies, groups, that have an interest that need to work together on this and what's the form?

And so, then I look carefully at the design review myself. And I was troubled because there are renderings and the site plans and the building plans had discrepancies. And there were features that



would show up in one and wouldn't show up in another. And so I think that we need to get to a point where we know what's in and what's out. And we have a sort of a tendency as we're reviewing this to think that all of the best possible thing is what you're proposing, and it's just doing as you made more drawings, you have come to know it better, you had some good ideas that got incorporated. But I think it has to be clear.

All right, so here's some -- now we're getting into more nitty-gritty. On the character of edge of planting plan proposed, it says that metal grass plantings are appropriate for hotel entry space. And it doesn't make sense to me. It was like a yellow tone on a plan. I don't think that's what you're actually doing. But, again,

that's a piece that's -- doesn't make sense to me.

Pedestrian circulation along the west side of the garage. Some of the drawings actually showed a sidewalk that kind of got lost in a shadow. In the previous iteration there was a green line along there, so yet I wonder what happens when you cross that pedestrian bridge? Where does that go now or where might it go if the vision of that as a large open space area owned by DCR, you know, that would be -- excuse me, that's a -- that connection might be a lot more important if the people who want to get a connection across the Little River, then you've got a whole series of spaces with pedestrian connections and that not so nice pathway next to the garage is one of those links.

Okay, Tom's talked about that.

And you sort of -- some of you are actually thinking about, how can you get more people using the courtyard in front of the hotel? And I think that's a good opportunity.

Those building renderings that at the ends of the wings and at the knuckle, there are opportunities to provide natural light in the elevator lobby and in the corridors, and they seem to be solid metal panels there. And it struck me maybe you don't want to have windows at the ends of corridors because it creates a glare condition, but I really think you'd want to be able to look out southward from the elevator lobby, particularly when you're using up exterior wall space for that lobby. And that would also make that connection perhaps more interesting if it was a glass strip instead of metal panels.

I'm not a fan of the grey top floor on the north and the south elevation of the swings. The rendering we had in our package on the -- actually the right end, without the grey top floor and a -- there was a different, a somewhat different treatment, but I think if you change materials, you need to change plane. And a hotel of this sort you can't change plane in any significant amount without dramatically affecting the sizes of the rooms. So I'm, I have to question whether that top stripe is the way to create a top to this building.

ROBERT SCHLAGER: Over here?

HUGH RUSSELL: Yes, the middle that starts there and goes all the way to the right.

ROBERT SCHLAGER: To the right?

HUGH RUSSELL: To the left and then

on the opposite side of the building the same thing is happening.

Okay, well that's been talked about.

There's very little hard information on the materials, and basically I think this building has to be done to the same standard that the existing buildings have been done. I don't think it has to, you know, go beyond it. I think one of the nice things you're trying to do, and it's -- gets more challenging, is that more buildings is trying to give each building a different character and so if you sort of think about ideas that could use in different ways and different combinations, but the -- you know, the existing two buildings on the site, office buildings are really -- they're very good. And the materials themselves are not -- you know, it's not because they're using exotic

materials, they're using good materials in very clever ways. I'm glad to see that you're thinking about more screen on the Garage No. 2. I think that's probably going to handle that.

I think a lot of work is needed on the landscape drawings. They're really at a very preliminary stage. Perhaps at this stage I think we have to -- I think you need to establish the general character so that when the final work is done, then you're working off the base of what we all agree is the right character. And then on the final landscape it comes in, it can be reviewed.

Along the way there was a comment, a question I guess on the pedestrian access into the potential development in Belmont I guess that was approved five years ago and has been undergoing a series of challenges.

And I can understand that once you get beyond the Cambridge city line, you can't -- somebody else has got to take over that connection. But it wasn't -- I tried to find plans of this development. I couldn't find them on-line. I just don't know how that development impacts this project. It's probably just in the circulation routes, but the people, should that project get built, those people should get to the T and they should have a nice trip getting there. And then you say the character of this is going to be an extraordinary place, so it probably should be passing through Acorn Park Drive in some way.

Okay, well those are my comments.

So my colleague Ted Cohen said that he felt we should not take any action tonight other than to express our opinions, and

I'm -- I think I agree with that. I think there's more homework to be done. I don't -- I think this is an approvable project. We just have to get there or you have to get there. You have to get there and you have to convince us.

So I'm not sure that there's any more that we need to say this evening.

Is there a date when this might be taken up again? So it will have to be re-advertised?

LIZA PADEN: Yes.

HUGH RUSSELL: Okay. And Mr. Schlager.

ROBERT SCHLAGER er: Just a clarification on the re-advertising?

HUGH RUSSELL: If we don't say when this hearing is continued to, then we have to let the public in general know that when the



next hearing is.

ROBERT SCHLAGER: Might we be able to schedule that date now?

HUGH RUSSELL: I asked Liza and she said she couldn't. I think it's because there's a lot of stuff on our agenda and so we don't quite know. The difficulty with scheduling is that people say well, I think I'm going to come in X particular time and so you never quite know your scheduling what's really going to be happening six weeks or eight weeks away. If you want to take a caucus.

Okay, so I guess we're going to leave it. We probably would be in roughly....

LIZA PADEN: October.

HUGH RUSSELL: In October sometime?  
Okay, very good.

ROBERT SCHLAGER: Thank you.

HUGH RUSSELL: Thank you.

And we'll take a break here and then come back to our last piece of business.

(A short recess was taken.)

HUGH RUSSELL: Okay, let's get started on the next part of our agenda, please. Next item on our agenda is an update on the Volpe site.

BRIAN MURPHY: Thank you, Mr. Chair. And what we're going to do is just that Rob and I will give a little bit of background and a context and an update and then we'll here from both Bob Johns who is the director of the Volpe Center as well as Bob Zarnetske who is the regional administrator for GSA.

Back in September of 2011, Bob Healy and I met with Bob Johns to talk about the Volpe site and what was going on there. And at that time Bob Healy talked about a meeting

he had when there was an attempt to try to unlock the development potential in Volpe in Tip O'Neil's office and how Claude Pepper apparently came running in and said to him I've got a rider in EPA language, you will not be able to touch the Volpe. This is something that's been discussed and considered in this city for, you know, much more than a generation. Almost since Volpe was built and NASA -- and instead of being used for NASA it ended up being used for Volpe in terms of looking at this and thinking about the potential that can be done here, we're in an incredibly exciting place right now with the progress that has taken place.

This is 14 acres of probably the most prime land from an economic development standpoint from our city. It's prime land

that offers incredible potential for place making in terms of mixed use development and taking some areas that right now don't work as part of our urban design but really have potential to make Kendall Square an even more exciting place and it's just very exciting to be at this point where we are. It's been already a collaborative process thus far. We've met several times and worked extensively with both Bob Johns and David Ishihara from Volpe, with their consulting team, with folks from GSA, and it really has been a very positive working relationship as we've discussed and, you know, how to work together and sort of achieve Volpe's goals of sort of having a new state-of-the-art research facility that is in keeping with the knowledge and economy of Cambridge in Cambridge. At the same time unlocking the

potential into trying to find a way to do this with Volpe moving forward with its goals in a way that takes care of Volpe's needs but also to unlock the development potential here. You know, and it's an interesting site because the Volpe building as Volpe, that government land is not subject to Zoning restrictions. But if you have that parcel be taken care of and then unlock the other development, then it does become -- the other parts of the development, the other parts of the site, those would be developed by a private developer are subject to our design guidelines, to our planning processes, and to the work that's been done in the city. So, again, creates some very exciting opportunities for place making.

So we're here to just talk a little bit or -- a request for information was put out

at the end of the August, that's the first step and important milestone in the process that goes forward. And that's what you're going to hear a little bit about both from Bob Johns and from Bob Zarnetske. And, again, I would like Iram just to give just a little bit of background in terms of the work that we've done as part of the K2 committee and to give people a little bit of a sense of site and what's possible here.

Iram, do you want to jump in?

IRAM FAROOQ: Thanks, Brian.

Good evening. So the Volpe block is right here. This here, this is Main Street. Central Square is up here. Mass. Ave. is coming down here over the Charles River. This is the Sixth Street connector. Binney Street going this way, and right here is Third Street. So as you know, over at the

years we've been -- as we've thought about planning for Kendall Square, one of the most important elements has been to transform Kendall Square from where it used to be primarily an office precinct into much more of a mixed use area with ground floor retail. So, we over the years, there's been the introduction of housing at Watermark I, Watermark II. This is CIC One Broadway right here. Here is Broad Canal where there's been a lot of activation over the last decade and now you can get -- up here is the skating ring. Here's the Genzyme building. Here's the skating rink.

So over the last 10, 15, 20 years we've really started to see a lot of transformation in Kendall Square, but the Volpe block sits at the center of -- this is Alexandria right here. This is MIT area that was just

recently rezoned. Here is Plus Properties.

So it's at the center of all of this hub of activity but not a lot of movement has happened, so which is why as Brian described, it's such an exciting moment that we are here right now and that there's been this great spirit of partnership to work with the city and with the community as we go through here. It's important to remember that while the Volpe Transportation Center itself is, is not subject to -- as a federal entity is not subject to the City's Zoning. When they do, when they create a partnership with a private entity, all of that private development will in fact be subject to all of the City's Zoning. So with that, I'm going to just talk about Zoning that we have discussed in a preliminary way with you which emerged through the Kendall Square process, but that



we haven't really advanced just yet. We had moved forward with the MIT PUD which is the purple one right down here. And here, again, is the Volpe PUD. This is an existing PUD and the -- well, actually before we go to that, I just want to put this down as a reminder. We talked about the status of the K2 recommendations a few months ago when we were here, and the MIT rezoning has happened. All the stuff in bold is actually things that are in process or just coming. So for instance, the Ames Street housing will be coming to you soon. We're here today to talk about the Volpe block. These pieces of rezoning still remain.

And then roadway reconstruction is ongoing. The Cherry Street process still going. The MIT grant junction process is still ongoing. As the East Cambridge,

Kendall Space competition. So we received submittals for that for the first stage, and the jury met last week and they shortlisted a set that will be made public in the next week or so.

And so that, you know, exciting things are happening in Kendall Square, and it's a good time for this to come in and join in that synergy as well.

So here is the diagram that you probably remember. This is from the K2 study. And it makes what came through in the ECaPs study of this here, this is turned upside down from the orientation that we were looking at. Here's Main Street, Binney Street, and Third Street. And so here is the third square development that's already built. So what the K2 proposal suggested was that the FAR in the area be increased from

3.0 to 4.0 but at the same time keep in place the requirements for a significant amount of housing. 40 percent. There's up to 40 percent minimum of housing required, so which means that at most 60 percent of the density could be captured for commercial uses. And also there is a significant open space requirement which is a lot higher than anywhere else in the city at 42 percent.

And that ECaPs plan of 2001 proposed a public park be part of that open space requirement. The -- this location is actually a continuation of that ECaPs vision. But as we went through the K2 process, what we, what was, what emerged was that this section to the north of Binney Street -- this is actually the orientation that we're more used to seeing. So, again, here's the Volpe block.

So here's all of the Alexandria development, which is at the time of ECaPs that was not envisioned and so this was thought to be an open space that's closest to the neighborhood. But since that time, there's been in fact residential that has developed right here along Third Street with third square and Watermark. So the context has changed a little bit in terms of the neighborhood connection to East Cambridge, but also a new residential neighborhood developing right here in Kendall Square itself. And so the idea during K2 was to take that vision of open space and create some greater flexibility around it so that it's not necessarily the one rectangular park in the northwest quadrant, but in fact to think of it as more potentially a network of open spaces that are spread throughout the

parcel which serve as an amenity not just for the neighborhood but also for the newly emerging neighborhood in Kendall Square and also for the development right here. And also that provides a little bit, a little bit more opportunity to create a site plan that is more often an amenity in a larger way.

So, in addition there are the Kendall Square area wide recommendations that encourage ground floor retail, and in some places even required ground floor retail. The heights were supposed to be increased to -- right now there is height bans with lower heights on the northern part, northern part of the site going down to 250 at the Broadway edge, but the K2 recommendations even that out, so that you could -- commercial could go up to 250, but if you go over the 250, that can only be for

residential and there is a middle income housing component that gets created for going above that, the 250 height. There's also a requirement for five percent innovation office space to support small and mid-tier businesses. There is -- in addition, a notion of a ten dollar per square foot community investment fund that was intended to target public open space, programming, transportation, amenities, as well as workforce development, to help people in the surrounding neighborhoods connect better to jobs in Kendall Square.

Improved sustainability like going up from our normally required LEED Silver standards to LEED Gold standard as well as trying to evaluate the feasibility of steam and improving the urban heat island which you can see that with this level of open space

requirement, you know, with a 42 percent open space requirement, that as the side transforms from what it is right now. As you can see, a lot of surface parking, like, hopefully that could be improved as well. And then something that we think is going to be a good connection to Volpe is improved parking requirements or parking provisions which encourage shared parking so that the residential and the commercial can share their parking, parking spaces and you would have to develop fewer parking spaces, much more enhanced transportation demand management which is clearly a shared mission with the Volpe Transportation Department.

And so with that I am going to close and turn it over to Brian.

BRIAN MURPHY: Sure thing.

Just to leave you with a couple of

other things from the K2 report. One of the -- in the discussion of the Volpe site one of the things that we said from the committee was that some flexibility in the part of all concerned will help ensure that the goal of vibrant mixed use development can be achieved while recognizing the important role of the Volpe Center in the Cambridge community. And along those lines two of the questions that are in there, in the request for information from Volpe, I think are germane to the Board and the discussion; namely, 9 and 10 where the city's contemplating new Zoning for Kendall Square. Identifying any concerns or advice regarding the adoption of zoning, for the exchanged parcels, and also any concerns regarding the timing and schedule for adoption of the new Zoning. So one of my hopes would that as



part of this RFI process we may hear from some people as to what their pieces are. I think we do want to be flexible while still, you know, to try to make sure that we can take this potential opportunity and realize it and make it actually happen at the same time recognizing that there really is an important goal that we need to focus on, which is to make sure that this does transform this current site into the vibrant mixed use development that we all hoped for really for generations.

So I would like to now turn it over to Bob Johns from Volpe and let him talk a little bit about the process so far.

ROBERT JOHNS: Thank you, Brian.  
Iram.

Mr. Chairman, Members of the Planning Board, I'm Robert Johns. I'm director and

associate administrator of the Volpe National Transportation Center. I'm very pleased to be here tonight with Bob Zarnetske, Regional Administrator GSA, to just begin talking about some plans that we're exploring.

I remember a conversation with Bob Healy in 2011, at that time we were just trying to reach out and be a good neighbor because I think since 9/11 with all the security that went in, Volpe's been sort of a mystery. But we have over a thousand people working there, and we've tried to be a good neighbor and educate people what we do. We just had a very successful movie night last week with, that we sponsored with the Kendall Square Association, over 200 people. So we've had a lot of activities just to try to make people aware of what's going on at Volpe.

It was in 2013 that we really started talking about our property and what might be done. We know that the current use of our property is not good. You know, it may have been okay 40 years ago, but with the kind of developments that happened in Kendall Square, we need to look for something that's more sustainable. And as Brian has alluded, you know, it took time, February 2013 until now and it really was about developing partnerships, both with the city and with GSA to come up with an approach, you know, that we think is pretty exciting; that if it works, it benefits Volpe. We think it benefits the community. And there's no appropriated funds needed for new research facilities that we're after.

So I'm gonna present about four slides here and then Bob will present a couple and

then we'll be glad to answer questions.

Just a little bit on Volpe. Just a little bit of background. We were established in 1970. I think many of you know that it was an NASA campus originally, intended to be -- that did not work out. NASA ended up in Houston. Johnny Volpe, former governor of Massachusetts at that time was Secretary of the Department of Transportation and turned the facilities that had started to be built for NASA into a national transportation system center. And it since then has been named after John A. Volpe.

We report to the Assistant Secretary for Research and Technology within the DOT. So our purpose varies concisely is advancing transportation innovation for the public good, and our mission is to improve the

nation's transportation system.

We've got about 570 federal employees on our campus. We have another 450 on-site contractors. Many of these companies are working on our big IT systems for next gen traffic control and things like that.

We are pretty unique in terms of transportation research which I've been involved with all my career. I know of nothing like Volpe that has these four characteristics.

One, we deal with all modes of transportation. You know, whether it's pedestrian to aviation, to water, and so on.

No. 2, we have all the disciplines on our staff and with our contractor to deal with transportation issues. You've heard about some tonight. With any development, whether it's aviation engineers, community

planners, human factors, psychologists, we have all of those disciplines.

No. 3, and probably what makes us most unique, is that we are a fee for service organization. We get no appropriated funds from Congress. So we have to perform for customers. They largely are within the DOT, the modal administrations, federal highway, federal aviation, and so on. We're somewhat like an internal RMV consultant, but we also work for other federal agencies, some state and local agencies as well. We have to perform well, we have to adapt to emergent issues, we have to be entrepreneurial.

And then finally we still are federal. We are -- our federal employees just like most of our customers, so at that allows us to have some very special partnerships and it really has attributed to our success.

We're right now operating at about \$300 million a year of worth within the nine modals of the DOT. About 90 percent comes from the DOT, but we as I said do work for other federal agencies.

Just to give you a quick example of a few things that currently are hot for us, we've been working with FAA on next gen air traffic control systems that you may have heard about. Many years of weight turbulence research. The turbulence that happens to aircraft. We've developed new standards, new models that now allow -- that's begin to be implemented as shortening the separation between aircraft that take off and land, which produces incredible efficiencies at airports.

We've long worked for FRA on highway rail grade crossing and other rail safety

measures. And we feel we really with our technologies and innovations, have driven down the fatality rate at rail grade crossings.

This administration has made a high priority on average fuel economy, the cafe standards, that are now rules. As you may know, in X years at different stages, the fleet will increase its fuel economy. We did all the modeling and analysis to support that rule making.

Motor vehicle crash avoidance, other high technologies that are now being introduced in automobiles and other motor vehicles that connected vehicle technology. We've been working closely with HFWA and the joint program office of intelligent transportation systems. It's the same technologies that are beginning to be used by



Google and others with automated vehicles. We're in an evaluating role in helping those agencies deal with that new technology.

And then finally another example on the water is a maritime situation awareness system that allows us to track for the Navy and the maritime administration all the ships around the world and what they're carrying and their destination and so on. It's been an international partnership.

So that's just a little bit about Volpe. What we're here to talk about, as I said, is the redevelopment ideas that we have. This is currently building that Iram showed, a diagram. We have 14 acres of land, six buildings, a lot of surface parking lot that you're I'm sure very aware of, other open land. Our buildings are constructed in the sixties, so if we were to keep with our

current buildings, we would need some major capital improvements. So it's time to really look at new approaches. And those buildings, you know, were built for NASA. They don't really fit some of our transportation research. And we have one building, a building No. 6 that has our human factors simulation train, cab, cockpit of an airplane, a car, and it's just jammed in there. We're doing very sophisticated research, but it's not the greatest facility.

So our goal is really to get a new state of the art facility for the Volpe Center and to stay in Cambridge Square.

PAMELA WINTERS: Kendall Square.

ROBERT JOHNS: And, you know, specifically, you know, trying to keep within Kendall Square it's a perfect fit for us because just the same reasons, the innovation

companies are moving to Kendall Square, those are the reasons we thrive there largely because we attract a tremendous workforce from the institutions nearby as well as across the country, and we retain the tremendous workforce because of that location. It also is ideal for us with growing partnerships with MIT and other Boston universities. We have joint labs that we're doing with MIT. And it, you know, really there's a potential for more partnerships, particularly in working with the Kendall Square Association, some of the companies that are interested in transportation.

So we hope to stay in that location and unlock that value using the real estate industry's expertise to basically exchange the value of excess land that we have for a

new Volpe facility that would be on a much smaller portion of that property or in a location nearby. And that's what Bob Zarnetske's going to explain how we started to explore how to do that. Because GSA has the authority that allows us to do this.

So we also would want to maximize the financial return, the government taxpayers, minimize the impact on Volpe, avoid temporary relocation and things like that. We just started sketching out, you know, pretty liberally, you know, what a new facility would look like. All of that needs to be detailed. But 390,000 square feet. 1300 personnel. Parking would most likely be underground parking and there would be efficiencies like Iram was talking about. And we started to sketch out what kind of features our offices would need. Besides

better office space, we definitely need better lab space, as I mentioned earlier. And we're thinking about exploring some public access, so -- we have some great demos and we bring a lot of people through to see our demos, but those are the working labs. And we think that some demos before people get into a secure area, we could show some of the transportation innovations that we're doing.

So, in order to do all this, you know, as I said, we've begun the close partnerships with both the city and GSA, and I'm going to turn it over to Bob Zarnetske now to describe as Brian mentioned, the RFI that currently is out there looking for ideas, and then we'll both be glad to answer questions.

ROBERT ZARNETSKE: We've heard much about this process already. I'm --

JAMES WILLIAMSON: Can you use the mic, please?

ROBERT ZARNETSKE: Absolutely.

JAMES WILLIAMSON: Thank you.

ROBERT ZARNETSKE: I'm going to really jump through these slides really quickly. The important thing to know is that the RFI can be seen on-line. If you haven't seen it yet, please go on-line and review it.

I guess, you know, the summary message here tonight is really just three words: Finally we begin. I mean, that really is what we're here to tell you. The process underway, and we have a great deal of hope and expectation. I feel sort of like an expectant midwife, I'm not really the parent here, but midwife. But I'm also reminded of sort of an apocryphal story that gets told about Thomas Edison. Edison apparently was

in his lab and a reporter came through and Edison showed the reporter this sort of prototype of an incandescent light bulb that lit up and the filament blew out almost instantly. And the reporter said, Well, what good is that? And Edison said, What good is a baby? You've got to see where this thing goes. You've got to nurture it. We're at that stage here. I can't tell you what's gonna happen on is this site. We haven't heard back from folks who have ideas about what might be possible, but we are sure expecting. We really are looking forward to hearing from the market, hearing from people who do this for a living, who have thoughts about how they can make money themselves, how they can improve the neighborhood, and how they can give the Federal Government and the American taxpayers the good product that

we're looking for.

Important things to know about the RFI. It went out on August 26th. Responses are due on the 10th of October.

We encourage everyone, if you know anybody who might be interested in responding to a request for information, point them toward the website. Let them know that they are welcome to share their ideas. You never know. You just never know what might work. So we want to hear from everybody.

And then we're also going to hold a -- let's go to the next slide and just jump right there.

An industry day on, what do we got for a date? That's what I was looking for here.

HUGH RUSSELL: September 20th.

ROBERT ZARNETSKE: Thank you.

We're going to invite would-be



respondents, these are folks who are going to respond or have an intention to respond to the request for information. They're going to come to the Volpe Center. There will be essentially an open house. Folks will have an opportunity to walk around the campus, sort of poke their nose in some of the closets, not all of the closets, but some of the closets there, and get a sense of what the potential is.

JAMES WILLIAMSON: Will that be open to the public?

ROBERT ZARNETSKE: Really this industry day is designed for people who are going to respond to the request for information. We intend in the future to have a community day where others will be invited in. The reason we've done that, by the way, is we want to make sure that those who really

are thinking hard about how they might redevelop the site, have the opportunity to ask the questions that they really need to have answered before they prepare their response to the RFI.

And that -- really, that's the stuff we need to talk about tonight.

ROBERT JOHNS: So we would be glad to answer any questions.

HUGH RUSSELL: So I guess I'd like to just respond saying I've been waiting for 15 years for this day since the Planning Board started studying Eastern Cambridge 15 years ago, and I came to the conclusion when we were doing the Kendall Square study that we couldn't proceed to finalize what was -- what our thoughts were on the Volpe site without talking to you. And I think that is what led to the initial discussions that

you -- and I'm delighted to see that you're taking the ball and running with it. And the hard part of this from our point of view is how do you work something like this in the Federal Government? And I'm impressed to think that particularly you, Mr. Zarnetske, look like somebody who's really good at that sort of thing.

ROBERT ZARNETSKE: Public praise there.

HUGH RUSSELL: Well, you know, we have a system of government that have large groups of people and big buildings all over the country and getting them to pull together and do their part is a challenge. And there's a particularly large building with a dome on it that tells you how not to do it these days.

So, I'll tell you my vision. I see a

wonderful new DOT building exactly on the corner of Third Street and Broadway where there's now a parking lot. And this is one of five buildings that face the center of Kendall Square. And it's a symbolic place. So you have the Department of Transportation, a bunch of very clever scientific walks who work in the government. And then you have across the street, the innovation center and a building that MIT owns. And then you have MIT's building at the clock tower building. And if you can sort of look down at the business school and some new buildings that they're going to be building, you have a building that Microsoft has now put a big sign on. And so you've got a lot of different players, a lot of different interests there. And to see that you would be part of that, and in the sense come out of

your hidden closet that let people appreciate how much you're really contributing to us. And then to -- the biggest contribution is, like, what's gonna happen to the rest of the land? Can we achieve our city vision of a mixed use place where not only is, you know, top of the line research happening, but people living, people have a place to go for lunch, right? And so to me this is a very exciting day.

ROBERT ZARNETSKE: Well, your comments about getting the difficulty of getting this sort of thing done from a federal perspective are really appreciated. I think that sometimes folks believe that the Federal Government, hey, you know, you can snap your fingers and it happens because you're the almighty, all powerful sovereign and that's just not the way the world works.

Your point about the building with the dome is an example of where the Federal Government can sometimes get tied up. But we get tied up in lots of ways. And in fact, one of the reasons we're here tonight is because we know that the interests of federal agencies and the interests of the folks who oversee budgets and the folks in that building with the dome, the interests of the taxpayers in California in whose or on whose behalf this property has been maintained and is owned. All of those interests are real and we have to keep them in mind as we go forward. But we also do need to be aware of the fact that there are very immediate, very direct interests here. The folks in the neighborhood have a real interest that has to be represented, has to be part of the process. We want this conversation to make

sure that that balance -- we want to have this conversation to make sure that balance is struck right. I can't guarantee you that we're going to be able to come down on one side or the other in any given situation, but we want to make sure that the conversation and the channels of communication are open so that we get the best shot at getting all of that right.

HUGH RUSSELL: And I think that it's been puzzled to me on the Planning Board of should we go ahead and finalize the Zoning for your parcel without your cooperation just to put on the table what our thinking is. But I think, in fact, we've done our homework. We do now have on the table what our thinking is. And the fact that it's not enacted into, you know, new Zoning, is good because it allows us to keep our goals clear

but to keep the solutions possible working with you and the people that you find through your RFI and RFP process. And we've done a lot of that in this city, not much with the Federal Government, but we know how to work with people and we know how to essentially come to resolution on things. And sometimes the problems are very difficult.

I'm looking at Mr. Healy when I say that. He's going to come back to us in I guess about four weeks on a very, very difficult problem that involves governmental action at a different level, but, you know, we -- I think we brought on ourselves trying to do, like, knowing what to do. I mean if you can deal with Harvard and MIT in some sense the Federal Government is easy.

ROBERT ZARNETSKE: I believe that actually.



HUGH RUSSELL: Do my colleagues have things that they want to say?

AHMED NUR: I do.

So, I appreciate you guys coming out and also giving us this little window of fresh air into this mystery site of yours. The RFI is extended to just the locals or is it a federal --

ROBERT ZARNETSKE: It's international. And we may in fact see a lot of interest from beyond the Boston area. We expect that. This is a very valuable piece of property. This is a very wide open solicitation at this point. So, you know, we're looking for as many good ideas from wherever they might come.

AHMED NUR: Okay. I appreciate that.

And in terms of, for example, you said

the motor vehicle crash avoidance, were you working with just U.S. transportation or global when you talk about specifically the safe -- vehicle safety?

ROBERT JOHNS: Well, we're supporting NHTSA.

JOHN HAWKINSON: Use the mic, please?

ROBERT JOHNS: We're largely supporting NHTSA, National Highway Transportation Administration. You know, who has the tough challenge of regulating these technologies, just like they did, you know, with brake systems. These new technologies are so sophisticated in what can be certified that's safe. So we're doing a lot of the evaluation, that includes partnerships with auto companies. We had a large safety pilot test in the Detroit area, and there were I

think -- Toyota was part of that. So it was very international as well as national. But our first concern is, you know, what is -- the joint program Office of Intelligence Transportation System is charged with doing research to advance these technologies. NHTSA is charged with making sure that they're safe. So we're working on both ends to advance that.

AHMED NUR: Okay.

And lastly, I guess speaking of research through advanced transportation, we have our own problems as you may know with the Red Line and what we have here. And I wonder if you had -- some of you are laughing. I wondered if you had any part of your engineers involved in studying any of this stuff?

ROBERT JOHNS: We met with Bev

Scott, the MBTA general manager, a couple weeks ago. I've known her for years in the Transportation Research Board, and we have a follow-up meeting in a couple of weeks. She wants to do a basic agreement to have us help initially with some crash avoidance technology on the Green Line. But really have it be open to any kind of issues around her system.

I know we've also sent some speakers to events here in the city to share what we've learned in Sweden and so on. So, you know, as a fee for service organization we need sponsors, you know, that actually create that work, but we're always willing to share our knowledge, you know, without a project necessarily particularly with our neighbors.

AHMED NUR: Thank you.

TOM SIENIEWICZ: So, it's really a

question about the process.

So this is a request for information and it suggests that there will be another stage, right? I just want to understand how you evaluate the proposals, what the next stage might look like and timing and all of that.

ROBERT ZARNETSKE: It's really just that. It's a question of looking at what comes in and, you know, we will get all sorts of ideas. We fully expect to see a wide range of possible development strategies laid out. I don't expect that those will be, you know, very detailed. We may see some very detailed proposals, but I suspect that what we're going to see is more skeletal, and it will strike us as that's a good idea, we ought to pursue it. That's a good idea. That information then goes into sort of

conversations with the community. We'll have, you know, at that point enough to come back and talk to the city about whether that's enough to have another meeting with the Planning Board as an open question. We don't know at this point. But we'll have conversations within DOT -- between GSA and DOT within GSA, within the federal community to see whether any of these things look like they're going to achieve the outcomes that we're looking for. We may very well at that point need to talk to the city to see whether or not these things can fly and are these ideas possible? And then we'll sit down and begin to write a contract document, a document, a solicitation for contracts. Then we'll go out with a request for proposals which would then be a basis for negotiation and contract.

MICHAEL BRANDON: Timing?

ROBERT ZARNETSKE: Again, the response for information is October 10th, that's a deadline. Depending on the number and complexity, evaluation should happen fairly quickly. I would expect -- it's hard to say honestly, because we just don't know how many we're gonna get. But a reasonable period of time given the number and complexity of the information proposals that come in or the packets that come in. And then on from there.

We would like to be through this process within the next 18 to 24 months.

JOHN HAWKINSON: Through the RFP process?

ROBERT ZARNETSKE: Through the contracting process.

ROBERT JOHNS: I'd like to move

faster.

STEVEN WINTER: Mr. Chair, do you mind if I go ahead?

I want to echo my colleagues' comments that it's terrific to have you here. It's terrific to have you in the process. And it's always good for things at the local level when federal officials can come right down and see what's happening here and that's what you're doing. We really appreciate that. That's much appreciated.

I do have some thoughts about how we are beginning to say what is the best deal for the American public as we exit this? You know, what does that really mean? And I think we all need to have a better idea of what that is and some agreement about that. That the disposition of citizen owned property is not always about reaping the



largest pile of cash. There are many other things that are involved in it. And we actually have just gone through a very difficult and wrenching issue with disposition of public property from the state level. So we're looking forward to really making this work.

Now, I also want to say that a new facility that's the state-of-the-art facility is as important to me as it is to you. That's an outcome that we need to really push hard for, because we value the transportation research that the Volpe does. I know a lot about it, perhaps more so than others. It's astonishing place. It does belong in Kendall Square. It's part of what happens here. It's not off to the side. It's a real hub of innovative interesting thinking.

And I also wanted to just close my

comments by saying that this city, the municipal structures, the elected, appointed officials, boards like this, the citizens, we are capable of coming up with really good solid solutions to very complex problems. That's what we do. It's what we've been doing for a long time. Whether it's a technical issue or a social issue, we do that really well here. So I'm looking forward to being a part of that process and to doing it really well.

ROBERT ZARNETSKE: Thank you.

So your point about it not being about the largest pile of cash is one that we appreciate it. And in fact, the RFI process has that as one of the principles behind going out and saying what can you do? Here's some stuff that we have on the table, what would you make out of this? It's not just

about who's got the biggest wallet. It's who's got the best proposal for maintaining this important intellectual infrastructure or maintaining this component of the Federal Government that's done an awful lot of good. And then at the same time doing something that's beneficial to the community. So we recognize that this isn't just about realizing the largest monetary benefit. That having been said, we're operating in a community that has 300,000,000 people and some of them are going to be concerned with the pile of cash.

ROBERT JOHNS: Just to build on that. Your comment about the homework that you've done, and how that's -- feel good that that -- we feel good that you've done that as well, because it was really helpful to -- I mean, we're not doing this in a vacuum. Our

initial feasibility really had to see what K2-CW is about and allowed us to go to this next step. So, you know, working on that together does make perfect sense to get the value that's best for the community as well as for the taxpayer and Volpe and so on.

STEVEN COHEN: If I could pick up on that a little bit and expanding on what Steve said. Working together is the key. Working with this Board, with the CDD staff. You know, just the difficulty in the process that Steve alluded to is other property, is that when a state agency responds for disposition of a surplus property move forward. They too needed to maximize the economic benefits for the state and they engaged in a process. They designated a developer and the developer comes before us with plans fully baked. And whether one thinks those were good plans or

bad, supports them or not, they were fully baked in the city. And this Board had little input into that. And we're in the midst of a somewhat challenging process as a result right now.

So I'm enjoying what I believe, and I hope will be a contrast with the process that you're contemplating in that with whatever motivations, you know, you may have about what's best for the country and what's best for the community and so forth, I hope that, you know, you won't be making those judgments and establishing those priorities just internally and what the private parties who may be expressing interest, but rather that you involve the city agencies and this Board on all -- along the way. So that by the time proposals are presented to the city and to this Board, they already reflect the input of

the Board. Private applicants aren't surprised or disappointed by our reaction because in fact, again, it's been an open collaborative process all along. And Lord knows we like to avoid the sort of difficulties that we're confronting in this other matter.

Am I correct in assuming that we are engaging in a different sort of process?

ROBERT JOHNS: Yeah, that would be our goal. It's been my goal even before we started talking to GSA, that's when we were talking to Brian and Bob Healy and others. And so, we also are paying attention to this other experience that you're going through. So we all can learn. That would be our goal for sure.

ROBERT ZARNETSKE: So I also don't want to leave the impression -- I don't want

to leave a feel good, gee, we're going to do everything we can to help, you know, make sure that everything goes great. There are going to be constraints. I mean, we operate under authorities that were designed by the folks in that building with the dome.

They're not absolutely straight all the time.

We are constrained sometimes in the way we communicate. I'll give you a small example.

We will do an appraisal of the property.

We're not going to tell the world what the value of the property is. There are folks

who would like us to do that. We're not,

we're not going to be able to come to the

Planning Board and say, hey, we've gone out

and determined the value, and here it is.

We're going to have to hold back information

in some cases because we're required to do

so. Because it's in the interest of the

government, it's in the interest of the taxpayer to do that.

I also want to make sure that we're not leaving anybody with the impression that we're the only guys in the game, because we're not. The guys on Capitol Hill are watching what we're doing and they're gonna care. There are folks at the Office of Management and Budget who are watching this project and are going to care. And most importantly there is going to be a private developer here. He, she, they, are going to be a big part of what happens going forward. So what I could say tonight may not jive well with what the developer who ultimately is selected needs to do when the project goes forward. There's gonna be more opportunities for conversation with others, which I suppose is a good thing, but do, you know, be



absolutely assured to the fullest extent possible, we're gonna, we're gonna communicate with the City of Cambridge as best we can.

HUGH RUSSELL: So two comments:

Just completed my fourth -- I'm an architect and I do mostly multi-family housing. We just built the fourth apartment building on what used to be the South Weymouth Naval Air Station. And in fact, across the street from this building there is a runway that is -- starts about 100 feet and goes south for three-quarters of a mile and used to go under where the building is. And I've been curious -- that's the first time I've worked on this kind of a project where you're working on a naval base. And it appeared to me that what went on before, you know, the land developers started trying to find people

to build buildings, was that he got designated land developer in the base this position process, and that process seemed to be people trying to figure out what was the best use we could put to that piece of land? How could it have the maximum benefit?

Now, so there may be some similarities to that process, and there clearly are some important differences, but the bidding was sort of one of like, well, who can come up with the best idea, in fact, that works, works for everybody.

Now the second point is sort of an analogy. We are a -- our Board does two kinds of things. We advise the city's legislators on how to change the Zoning Laws of the city and we also are a quasi judicial body and we grant permits. I think you were here seeing us talk to Mr. Schlager and his

team. And the people who actually do most of the work, have most of the experience, are the people who are actually sitting behind you. I see now the Transportation Department staff, the Community Development Department staff. In the case of Kendall Square, they hired consultants to help them. So we're in an interesting position. In other words, we're not on top of this process. We're kind of a checks and balances group that the pros put forward things, and then they've got to run it by us at some point and we have something to say. So you're going to be talking mostly to them, and they will talk to us and tell us what's going on. We will be happy to see you back here. But it's -- you know, we're sort of like a small lower level federal court with some of these strange sort of quasi, you know, advisory things. So

there's probably some body in the Federal Government that's analogous to being to what we are. It's not the guys who are sitting in the building with the dome, that's for sure.

So we welcome you and we look forward to talking to you and we'll do everything we can in making this shared dream a reality.

H. THEODORE COHEN: If I can say one thing quickly. I've done transactions with the Federal Government before and land issues --

ROBERT ZARNETSKE: And he smiles still.

H. THEODORE COHEN: They were not pleasant. I was going to say it's really refreshing, you know, and actually my first thought when I read the RFI was well, should we decide what we want quickly and recommend something to the City Council and get them to

change the Zoning right away before you proceed any further with it? But, you know, it's -- it's very refreshing to have you come and I think, you know, be very open and with great candor tell us, we'll do what we can with you, but we represent these 300 other million people and some of them have different goals and desires, and ultimately we have to balance all of them and it may not be exactly what you Planning Board or you City of Cambridge want ideally, but we've got to work it all out and balance everything. And I think that's great. And because in my previous dealings there was just usually a blank wall and you just kept hitting it and hitting it until finally maybe, you know, you could get a brick to fall out and you could get something done. So this is great.

I mean, I echo everybody else's

comments about, you know, and it's, you know, I've lived here for 40 years and always wondered what went on in that building. So I think it's great. And, you know, I look forward -- I think we all do, you know, looking forward to working with the staff and working with the city and working with you to try to come up with the best project both for you and for us.

ROBERT JOHNS: Excellent.

Well, we would be glad to come back at any point. So we'll be working closely with Brian and when it's appropriate, we'll give you an update.

HUGH RUSSELL: Thank you very much.

I think we are adjourned.

(Whereupon, at 10:55 p.m., the  
Planning Board Adjourned.)

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**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:

I am not related to any of the parties in this matter by blood or marriage and that I am in no way interested in the outcome of these matters.

I further certify that the testimony hereinbefore set forth is a true and accurate transcription of my stenographic notes with the exception that some statements may not appear due to heavy accents, unclear speaking, rapid and overlapping speaking, those speaking too softly or incoherently, not identifying themselves, and proper names/places will be spelled phonetically if not spelled while on the record.

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**IN WITNESS WHEREOF**, I have hereunto set my hand this 26th day of September, 2014.

---

Catherine L. Zelinski  
Notary Public  
Certified Shorthand Reporter  
License No. 147703  
My Commission Expires:  
April 23, 2015

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