PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, October 7, 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

Community Development Staff:
Jeff Roberts
Stuart Dash
Suzannah Bigolin

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GENERAL BUSINESS

Update, Brian Murphy, Assistant City Manager for Community Development 4

Adoption of the Meeting Transcript(s)

Board of Zoning Appeal Cases

PUBLIC HEARINGS

7:00 p.m. PB#293 - 79 John F. Kennedy Street, Project Review Special Permit, Section 19.20, for a new development within the existing campus of the Harvard Kennedy School by President and Fellows of Harvard College. The construction will be approximately 77,000 square feet of new gross floor area. The proponent will also request Board of Zoning Appeal dimension variances for setback relief, height of the proposed loading bays and width of the proposed curb cut at Eliot Street.

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8:00 p.m. (Continued) PB#292 - 88 CambridgePark Drive (formerly 180R) and amendments to the existing Special Permits for PB#26 - 125 CambridgePark Drive and PB#47 - 150 CambridgePark Drive to permit the construction of a new residential building. The proponent requests special permits pursuant to Section 20.63.7 - Divergence from the Parkway Overlay District Standards; Section 20.70 - Construction in the Flood Plain Overlay District; Section 20.95.1 - increase of the base Floor Area; Section 20.95 - Increase of the Maximum height; Section 20.95.34 - Reduction of applicable front, side and rear yard requirements; Section 20.97.2 - Permit Pooled Parking between the Site and 100, 125, and 150 CambridgePark Drive; Section 20.97.3 and (Section 5.25.42) to exclude the On Grade Parking Facilities and Parking Structure from the applicable Floor Area Ratio limitations; Section 6.35 - Reduction of required parking to permit the shared parking arrangements; Section 6.43.6 - to permit a common driveway located on 130 CambridgePark Drive, 150 CambridgePark Drive and 88 (180R) CambridgePark Drive; Section 6.44.1 - to permit on grade open parking spaces and driveways within five feet of the side and rear property lines, Section 19.20 - Project Review Special Permit. McKinnon Company on behalf of BRE/CPD, LLC, is the applicant.

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GENERAL BUSINESS

Planning Board Procedures initial discussion. Public comment and continued discussion is scheduled for October 28, 2014 at 7 p.m.

KeyWord Index

P R O C E E D I N G S

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HUGH RUSSELL: Welcome. This is a meeting of the Cambridge Planning Board, and the first item on our agenda is an update from Brian.

BRIAN MURPHY: Okay, again just to highlight what's going on tonight, the first public hearing is for 79 J.F.K. Street, the Harvard Kennedy School of Government.

Scheduled for eight o'clock is 88 CambridgePark Drive, a continuation of that hearing.

And if time permits, I think there will be the beginning of discussion of Planning Board procedures, that is, I think subject to time since I'm not sure that depending how long the eight o'clock hearing whether or not you'll be at your freshest.

On October 21st we've got public hearings on the North Point retail parking revision Zoning Petition, as well as a continuation of the Discovery Park Amendment and design review. The North Point at seven and Discovery Park is at eight.

On the 28th the evening will start with General Business on Planning Board procedures and discussion. There will be an opportunity for again the Board to either continue or commence the discussion from tonight as well as a chance for the public to weigh in with some thoughts about Planning Board procedures.

In addition, we're also encouraging people to communicate with the Board prior to that and we have received some submissions so far. And as we get e-mails, we will be sending them on to the Board for your

consideration.

In addition on the 28th, we've got Planning Board 175, 1-5 East Street, the continuation of the Major Amendment.

And then going forward we've got a meeting on November 18th, the -- it will start with 88 Ames Street, the Ames Street Housing as well as the Teague Zoning Petition at eight o'clock.

And November 25th will be General Business and/or continued public hearings.

Just for the Board's information, December 1st is the first City Council roundtable with the Planning Board, and December 2nd we'll have public hearings including the re-filed medical marijuana.

So it's a little bit of a preview of coming attractions.

HUGH RUSSELL: Thank you very much.

Are there meeting transcripts? Is Liza here.

JEFF ROBERTS: Liza's absent tonight. I'm not aware of any transcript, any new transcripts, but we'll certainly update at the next meeting.

HUGH RUSSELL: Okay.

And the Board of Zoning Appeal cases?

JEFF ROBERTS: I believe the agenda for the next Board of Zoning Appeal meeting was submitted to the Board and I'm not sure if anyone contacted Liza, but I didn't receive any questions about any of the cases.

HUGH RUSSELL: I thought they were all routine BZA cases.

JEFF ROBERTS: I agree. I looked at the agenda myself, and none of them stood out as being of particular planning interest.

HUGH RUSSELL: Great.

Okay, so we can go on to Planning Board case 293, 79 J.F.K. Street, the project review Special Permit for the Harvard Kennedy School.

MARK VERKENNIS: I'll get us started tonight.

HUGH RUSSELL: Sure. I just want to remind you that I think you've been advised that 25 minutes is the target for presentation and I'd ask Pam to set the start clock.

MARK VERKENNIS: Is there going to be a flashing red light?

HUGH RUSSELL: We're going to probably upgrade to something like that.

MARK VERKENNIS: Duly noted. Thank you very much.

My name is Mark Verkennis. I'm with Harvard Planning and Project Management --

JOHN HAWKINSON: Is your microphone on?

MARK VERKENNIS: My name is Mark Verkennis. I'm with the Harvard Planning and Project Management. And our project team is very pleased to be here tonight before the Planning Board to prevent -- to present our project review Special Permit application. This is a project that is proposed to add to the campus of the Harvard Kennedy School. It will add approximately 77,000 gross square feet of floor area to the campus, and I think equally as important to that is the improvements it's going to make to the physical campus and also its connections to the larger Harvard Square. In addition to the Special Permit that we're seeking from your Board tonight, we are going to be seeking Zoning Relief in three areas:

One pertains to setbacks along one of the proposed additions.

Another pertains to dimensions of proposed loading bays within a new loading facility.

And the third Zoning Variance we will be seeking concerns a curb cut with, that will serve that loading facility.

So you recall we were here in June, this past June to provide you with some informational, informational meeting about the project. And since that time we've continued to refine the project plans. And we've had ongoing meetings with various city of Cambridge departments to get their input and feedback, and to date we've met with Community Development Department staff and its lead staff, Traffic, Parking, and Transportation, the city's Building

Commissioner, Inspectional Services Department, Department of Public Works, Cambridge Fire Department, Water Department, and the Cambridge Historical Commission.

The input that we've received to date from all of those city departments and those conversations that we've had have been really beneficial in fine tuning our development plans that we'll be sharing with you this evening. Also during that period, we've continued our outreach to present information about the project to our abutters and to key neighborhood stakeholders, Harvard Kennedy School, and our public affairs and communications department. We've had several informational meetings. And most recently we've had two very well attended public open houses to present information on the project. And in addition we've also had ongoing

discussions with the Harvard Square Business Association. And to date I would say that all of the feedback on the proposal has been very, very positive.

So with that very brief intro, I want to introduce John Haigh who is Executive Dean at the Harvard Kennedy School who will speak to how this project fulfills the mission and goals of the school.

Thank you very much.

HUGH RUSSELL: Thank you.

JOHN HAIGH: So I'm very cognizant of your comments about time. And I know we went through a lot of this last time so I'm not going to go too extensively into the background. But I did want to just make clear again that the starting point for us on this project was not, were constrained in space. The starting point was what are we

trying to accomplish as a school and what's commissioned. And we talked about it last time, that mission you can think of it twofold, and I'm going to jump through these pretty quickly. But really there is this notion of transforming the educational experience. And we talked about that need to have different kinds of classrooms that support experiential learning and problem solving in the classroom and bring technology into the classroom so we can bring people in and speakers in from other parts of the world to participate in classes. And so that's really kind of, you know, a core piece and that requires different classrooms. This project has six new classrooms in it and they're different in many fundamental ways from our existing classroom. So that's a critical kind of piece of this project.

The second piece is how do we facilitate research and collaboration. And in particular, you know, and I think I mentioned this last time, but we had a Dean at one point Al Cartesan, and Al Cartesan would go through with the faculty and talk about these tensions, and he would talk about the tensions between political scientists. He talked about the tension between political scientists and psychologists and sociologists, and then he would talk about we're a professional school but we have this tension between academic rigor and making sure we're in the world of practice and we're having an impact in the world. And he said, you know, and then if we ever resolve those tensions, we will have failed. Because that's exactly where we want to be, right?

We want to make sure we're academically

rigorous and that we're actually bringing that into the world and having an affect and an impact on policy decisions.

And then the third piece is really strengthening community and group spaces because we are an open campus and we are very much oriented towards bringing the public into the campus so that it can actually participate in that discussion.

Last week, you know, the start of the year is always an interesting time for the Kennedy School because the forum, and I think many of you have been to the forum, we talked on it or touched on it last time, the forum brings in so many exceptional speakers. And last week, while it may not be a typical week, we had Hank Paulson come in, we had Joe Biden come in, Vice President Joe Biden come in and it just was kind of very interesting

because it was open to the public, we wanted people to come, and we had good participation. One of the rules that we have if you speak in the forum, is that you have to take questions. And some of these public speakers are not exactly used to having to take on questions, and particularly some of our students, undergraduate and graduate students, have no qualms about asking some of the hardest questions you can imagine. And it's kind of entertaining to see these dignitaries to struggle with how they were going to respond. I don't know if you were following Joe Biden's talks about different public policy. It's no surprise there I guess. But it's business as usual for him. So the question is kind of how does that manifest itself or how does that come forward when we talk about the design specifications

for the project? And the first is how do we, you know, I mean this will sound a little bit harsh, but we are not the business school. We are the Kennedy School. And so how do we kind of carry forward a non-elitist civic kind of perspective to the campus? So how do we open it up to bring people in? And how do we facilitate that dialogue and discussion on public problems? And so that's really what we tried to do with we're -- where we want to go. And the starting point ironically is the courtyard because that is the core. And the building is our way of putting together and create a much more cohesive campus that isn't simply this eclectic collection of buildings that we have somewhat today.

We want to also manage some of the service and dignitary arrival aspects. I'm sure everybody appreciated when the secret

service shut down Memorial Drive to Eliot Street when Vice President Biden showed up. It would be nice if we had a delivery mechanism for dignitaries like that that they could come into the courtyard, go underground, and we wouldn't have to do things like that. And that's part of what we want to do with this design as well.

The only point I really want to emphasize is we started with the strategy and mission of the school and then that drove, you know, the development of the campus.

I also want to mention, again, a couple of things that we're not doing. And in particular we do not anticipate growing the student body in our degree programs specifically as a result of the expansion of the campus, the growth of the campus within our existing footprint, but we are gonna

marginally increase some of our educational programs. But, again, that's because we think that's an important group of people that we want to reach, people who often times from developing countries who may not be able to get to the Kennedy School as degree program students, but they can come for one week executive education and program and we want to be able to bring them in. So part of the plan is actually to add more classrooms to support executive education and some of those activities. So that's the kind of framing for why we did that. Graham Wyatt is the senior partner from the Robert A. Stern Architects and he's been working with us on the development of the project. I'm going to turn it over to him to walk you through the details. I'm sure you're more interested in seeing some of the actual plans and I'll turn

it over to him.

HUGH RUSSELL: The why is important.

JOHN HAIGH: For us it certainly is.

GRAHAM WYATT: Good evening. Graham Wyatt, Robert A. Stern Architects. John is at the Kennedy School everyday so I find him to be shockingly understated in how truly important the Kennedy School is and it is an extraordinary institution with really global reach, not just that its programs go around the world, but it brings students from around the world. And I worked with other professional schools and with and other schools of government and public policy so I know the statistics and I know how unbelievably much they're able to accomplish in an unbelievably number of square feet per student. So actually the need that he's talking about in general terms is

mathematically very compelling. And I also do know that among professional schools and among departments at Harvard, that Kennedy School has an amazing openness, and I'm jealous that I don't live here in Cambridge because I would love to go in the evening. Barbara Walters is there this evening. So that this openness idea that he is mentioning is very much part of what we are trying to improve and foster in the building that we're proposing and what we're hearing about tonight.

I certainly don't have to locate the Kennedy School for most of you, except to say that here it is shown in a plan, you know, with the outlying of Harvard Square Overlay District and to make the point, again, that many of you know, but you'll see this in a moment of its proximity to J.F.K. Park.

Now one of the reasons that I mention this, which is essential to the way in which we're proposing to reconfigure the site is that this entire site, until amazingly recently, was a rail yard, was the service rail yard for the Red Line when it came into the Harvard Square, and the trains would pull off to the side here. Passengers did not go here, but this is where the trains slept at night and this is where they were serviced. And you can see on the left-hand slide from 1910 all of these little dots or the pile caps that went underneath to support the giant concrete platforms and slabs which were used at the rail yard. All of that still exists. And so the Kennedy School as it exists right now, and here you see some slides of it, are all built on top of that rail yard, and that explains why the

courtyard right now is not at street level, but it's approximately nine feet below, almost a full story below street level. So this big double width entry drive that goes in, not only is it a big visible entry drive, but it slopes down to a parking area and a service court which are below grade. And here you see what the current service yard situation is. It's open air. It's right along Eliot Street. But it's down below the street.

The diagram on the right represents all that's happening down there. There are two pieces of landscaped courtyard, but there is a loading dock and there is a driveway and an existing parking lot and a high retaining wall here, it separates the existing pedestrian walkway from this sunken courtyard.

Now, the site itself is developed with buildings over time. There are three interconnected buildings Rubinstein, Littauer, and Belford which people think now as a single building but in fact they were built at three different times.

And then finally in 1990, there is a five-story building here with a full sixth floor for mechanical equipment, the Taubman building which is entirely disconnected from the other Kennedy School buildings and actually faces here out toward Charles Hotel and Charles Square.

Our proposal is to unify and connect the buildings, which is functionally extremely important for the Kennedy School. But at the same time to fundamentally transform the central courtyard. And the enormous transformation there is aided by the

fact that the courtyard right now is depressed, below the street. So we are going to place service areas, loading dock, and also a secure arrival point for dignitaries below that courtyard without having to either excavate or fill. It will raise the courtyard up to the street level. And there is a double story opening here which leads from Eliot Street into the courtyard. There is a double story opening located here, and I will show you more about both of those in a moment, that leads from the landscaped walkway directly into the courtyard where currently there is a retaining wall.

And then surrounding this new courtyard, which we and the Kennedy School are calling the HKS yard, are the buildings. Along the southern end of the courtyard is a building which is three stories above the

level of the courtyard. One level below, which is connected to the loading dock. And that building is entirely internal to the Kennedy School campus.

Along the western edge, a building which we are calling the west building, three stories high above the elevation of the walkway with an open archway through at ground level and two levels of academic space above that.

And finally facing Eliot Street, a building which we refer to as the gateway building, again, two floors of occupied space above a 23-foot high open air entrance that allows pedestrians to enter courtyard.

If one were to cut a section, imagine that this is a slice line, all the way through the Kennedy School, and here is that section, you are looking at Eliot Street here

on the right, J.F.K. on the left, J.F.K. Park on the right. And this is the existing condition. You see the sloping driveway that goes down to the parking lot and the service spot, and then this courtyard which appears to be landscaped is actually built on a fairly thin layer of soil on top of the old MBTA slab.

The proposal then is to place the loading dock and the secure arrival area below the courtyard, raise the courtyard up to street level, and this is the so-called south building which I showed you a moment ago.

Not evident in the slide that I showed you a moment ago is that there is a portion of the courtyard that by building the south building will be turned into an enclosed winter garden, and that remains down at the

level of the existing courtyard. The balance of the courtyard is now accessible from the street and it's accessible from the western walkway. So access is extremely important here.

There is access maintained and actually improved along Eliot Street where now the large drive which comes in and slopes down will be moved to the side. There is a door here, which I will show you in a moment, and vehicles and a one way ramp will go down to a fully underground loading dock which is controlled by a dock manager.

There is a new entrance, open air, here off the western walkway which doesn't exist currently. Currently there is a high retaining wall here. And then there are a variety of improved entrances that allow circulation through the building into the

courtyard.

All of this from the Kennedy School's perspective is extraordinarily important, because it takes their buildings which are currently separated, and in fact face away from each other, and connects them all internally. So this orange line traces the continuous at of indoor galleries and courtyards which will allow for the first time all the Kennedy School buildings to be connected.

The areas that are shown in the orange tone are the new; the south building, the west building, both containing classrooms. And here the gateway building with a student lounge and faculty collaborative areas.

Views from the public street and public walkway into the courtyard are very important as actual physical access are important. And

so here there is a broad opening on Eliot Street that allows both angled and direct views into the courtyard, and similarly where views do not exist at all right now. Because of the retaining wall, there will be views into the courtyard from the west.

Numerically there are approximately 17,000 square feet of green space that exists in the depressed courtyard right now, divided into two portions. 17,000 is the total. And when this is completed, there will be approximately 31,000 square feet of space, almost two-thirds of an acre. So it's actually a significant improvement in the amount of landscaped space because loading dock and parking and driveways are going away.

A little bit about the landscaping. This is the landscape plan. For the most

part, a simple lawn with trees in it. And the Harvard Yard idea. A certain amount of open space where special activities can take place because the Kennedy School does actively use its courtyard and paths that connect the buildings and coincidentally provide the required access for emergency vehicles.

We have worked extensively with CDD staff on the issue of bicycle parking. By virtue of the number of square feet being added in this situation, the entire Kennedy School is being brought up to bicycle standards. So here we show a plan which has short-term bicycle spaces in many different locations, covered, long-term bicycle parking in many different locations, and a new Hubway station which will be paid for by the Kennedy School.

We have advanced sustainability goals far more than I can go into tonight, but the building is on target right now for LEED Gold certification, and there are a variety of initiatives which we're very excited about and the Kennedy School is also.

Finally, several views of what this will look like. Here is a view taken currently looking west along Eliot Street from the intersection with J.F.K. Street. Here is the proposal. This is the two stories of new building connecting Taubman with the Belford building. One floor has a student lounge. The floor above that is a faculty and student collaborative space. And this below is the 23-foot high opening that connects Eliot Street into the courtyard. And there was a question in the staff comments about blank wall in this area, and

the blank wall was specifically because it is the desire of the Kennedy School to be able to announce the various events that are taking place there. So in this rendering we've added the posters that will announce the activities that are happening at the school.

Moving along Eliot Street, this is a view taken more or less in front of the alleyway and the exit lane from the parking garage. Looking south, as you can see, in fact in this case a car pulling up out of the exit ramp that exists right now from the courtyard, and this I hope makes very clear the fact that the courtyard is depressed below street level. So for many people it's largely invisible.

The proposed design, again, shows the two stories of occupied space, the student

lounge, the faculty/student collaboration area, the large opening which leads in to the courtyard on grade.

I've mentioned service at the lower level. There is a service door concealed in the wall here, controlled by a dock manager. The one way ramp will either allow vehicles in or out at the discretion of the manager and will then close. And so this large driveway as it exists right now will be made both smaller and certainly visually less obtrusive by this change.

Getting closer, now you are on the south curb of Eliot Street looking down the ramp, and here is what one would say looking through the archway; trees and lawn, walkways that connect the various entrances, and directly ahead the main entrance that leads into a new student lounge down to student

dining room and sideways into the forum for events.

Here a view looking down toward the existing Taubman building, and a similar view showing off to the left here the two-story connection between the Belford building, the Taubman building, and the opening below that meets the courtyard.

Off to the right is the locust tree lined walkway that leads down to the park. And here is a view closer to Taubman showing the re-landscaping and plaza that exists in front of that walkway.

This is the current condition and this is what is proposed. Most of the space in here actually is not Harvard Kennedy School space, but in the area that is the property of the Kennedy School, bicycles are being added, the front doorway is being opened up

and repaved, the landscaping and benches are being added.

This is that locust tree lined walkway. This is the existing retaining wall which blocks views into the depressed courtyard. And here is a proposal for what that area would look like. There are classrooms, two of them major, major in public policy classrooms located here on the second floor, and above that another collaborative faculty area. And below at ground level, immediately adjacent to the walkway, is an opening that leads into the courtyard.

Also large windows that allow views into the primary student lounge.

Here a view taken within the courtyard. This I think makes very clear the condition that exists right now with trucks and with driveways, but the proposal is that the

courtyard would be raised to the street. Here you can see the Eliot Street garage and Eliot Street in the distance, walkways that cross courtyard. This is a sloped landscaped area which covers the ramp that goes down to the lower level.

And finally some improvements along the exterior of the building, one particularly inauspitable (sic) area is an entrance to the Belford building of J.F.K. and Eliot Street. There it is as it exists currently. And here as proposed, opened up, and widened. And I will admit the landscape architects are able to get rid of snow also.

And then finally the main entrance of what has been I guess historically thought of is the main entrance on J.F.K. which is currently separated by bollards. And here how that would be represented with a new

paving of granite and somewhat more open to the school.

So finally here is the configuration of the whole thing. The totality. And I leave it then open to your questions.

PAMELA WINTERS: I was going to say you have one minute.

GRAHAM WYATT: How am I doing on the time?

PAMELA WINTERS: You have five seconds left.

GRAHAM WYATT: Thank you.

MARK VERKENNIS: I think we're finished with our presentation.

HUGH RUSSELL: Thank you.

So this is a public hearing. Do you want to listen to public testimony?

STEVEN WINTER: Absolutely.

HUGH RUSSELL: Okay. Is there a

sign-up sheet, Jeff?

JEFF ROBERTS: Yes.

HUGH RUSSELL: So I see five people have signed, two of whom wish to speak. And the first person is Marilee Meyer. And the second will be Kenneth Taylor I think.

FROM THE AUDIENCE: Mr. Chairman, can I add my name, please?

HUGH RUSSELL: I'll call for other people later.

MARILEE MEYER: Do you want me to --

HUGH RUSSELL: Yes, come up, give your name and address and spell your name so it appears correctly in the record, and you have a three minute --

MARILEE MEYER: Three minutes?

HUGH RUSSELL: Three minutes. And Pam will tell you when your three minutes have elapsed.

MARILEE MEYER: Okay. My name is Marilee Meyer, M-a-r-i-l-e-e Meyer, M-e-y-e-r, Ten Dana Street. And I greatly appreciated being able to go to a public informational and ask questions and look at details up close. The concept of the building itself, I understand the approach and some of the ideas are very clever. Some of the issues I have are -- a matter of fact, the two main issues that I have are the flying, joining sections between the buildings. My question to you is: Have you, have you had a site visit with the plans in tow so you can see the scale as opposed to a computer-generated plan? Because what gets presented is totally different when you are standing in front of the building itself. I'm used to Historical Commission meetings where the criteria is different. So I'm

going to try to change. The -- were shadow studies done? Because the original building on -- those open spaces between the buildings are very important for open sky and to keep the kind of intimacy of the building when you join those buildings. The Eliot Street side especially, because it takes up a third of the whole block. It is massive and it is deep and it is jarring when you're standing there. If we were standing on the other side of Eliot Street, we would be in the historic conservation district, but because we're on the other side of the street, it doesn't have the same criteria. Does Harvard own the sidewalks? One of the best things about the walkway to the J.F.K. Park is that it's intimate and it's sealed off and contained. And when you open that up, it becomes the front door of a building and you are involved

in Harvard all the way to the park, instead of having something that is private. And I would like to hear if there's any response to -- from the residents on the Charles River side.

But it also affects the integrity of the district itself. Because there are disjointed buildings put up at different times, those flying glass teeth, the zippers that join the building, really make my teeth hurt because I mean they're just -- they're so massive that -- it's a mass -- it's mass and it needs to be -- and I've had discussions with the architect about this, but --

PAMELA WINTERS: Ma'am, your time is up.

MARILEE MEYER: Okay.

PAMELA WINTERS: But I was wondering

if you could point out what you're talking about in terms of the flying -- I'm not getting what you mean by the flying pieces.

MARILEE MEYER: The Eliot Street passthrough, adjoining the two buildings on the left, and on the opposite side there's an open, the open passageway to the walkway on the right.

PAMELA WINTERS: Oh.

MARILEE MEYER: And are there going to be gates? Is it going ton contained at some point, you know? I'm sorry it was so disjointed, but there was just so much. But, thank you.

HUGH RUSSELL: Okay, thank you.

PAMELA WINTERS: Thank you.

HUGH RUSSELL: Kenneth Taylor.

KENNETH TAYLOR: Good evening. Kenneth Taylor, 23 Berkeley Street. I did

also appreciate being able to visit with the dean and the architect of the project at an open meeting at the school and I am strongly supportive of the project. I think this is a site that can accept additional density. I think it's appropriate to fill in where they've filled in. I think perhaps the way they've done it may raise a few questions. My concern specifically are the public interfaces with the building, in particular the J.F.K. Park side. It's not clear what the connection is there. There is I believe an exit stair, but I'm not -- I don't understand in fact what the connection with the park is. It's a little disturbing right now that the J.F.K. Park is separated from the school with a steel or iron picket fence. And that is -- that sends a message very much, and it has the spiky top, so it sends a

message very much that hands off, we don't want you coming too close to the building. Whether that's valid or not, I don't know. But I think there's an issue of the relationship between the school and the state because I believe the state controls both the park and the passageway as well? And because of that, the lighting on the passageway is -- in fact when I walked down the passageway in the dark, I felt a little weary because I didn't think the lighting was appropriate. In some respects it's too bright, but it's too bright because it has glare and it blinds you and you can't see the environment as well as you should. You get to the end of it and the memorial doesn't have any light on it at all. And so I think there's an important public issue here which perhaps the school could do something about with the state to

make this wonderful amenity available for the 12 hours a day when the sun's not around.

That said, I think the other architectural issues I have -- I do agree with the prior speaker about the size of the bridges. I think the bridges are appropriate, but I have the same reaction to the vertical fins on the exterior of the building that I have to the picket fence, because in a way it doesn't seem friendly or hospitable at all. It doesn't seem to be open and welcoming. And I think the vertical expression of this, when you look at it not from straight on, but the Eliot entrance, when you look at it from either side, from J.F.K. or from the direction of the Brattle Square, it almost becomes opaque because the depth of the fins actually are solid. And you don't see the transparency. And I would,

I would recommend that a glass solution be looked at which does not have solid mulliens, but perhaps has glass mulliens as perhaps an alternative to this.

PAMELA WINTERS: Sir, your time is up.

KENNETH TAYLOR: Okay. And then the last item that I have is that I would hope that the exterior lighting of the building is looked at very carefully, especially the underside of that Eliot Bridge because that's another facade which is gonna have a big impact. You're looking up at a facade which normally doesn't get a lot of attention.

Thank you.

STEVEN WINTER: Mr. Chair, may I ask a question of you, please.

HUGH RUSSELL: Yes.

STEVEN WINTER: Could you just go

over again the story about the fence and help me to understand where that is. I'm just -- I'm not getting a clear picture of the metal fence that you're talking about.

HUGH RUSSELL: Is there a plan where it might show up?

KENNETH TAYLOR: J.F.K., J.F.K. Street at the intersection of the school --

HUGH RUSSELL: Excuse me, excuse me, sir. Who is running the pictures?

MARK VERKENNIS: Can you pull up the --

KENNETH TAYLOR: Do you have any south views?

MARK VERKENNIS: Graham, do you want to pull up maybe the site plan?

GRAHAM WYATT: Here you go.

HUGH RUSSELL: Is that the dotted line?

KENNETH TAYLOR: Why don't you show.

GRAHAM WYATT: There's a fence in portions of this area.

KENNETH TAYLOR: That's right.

And then right now -- I applaud the opening of the bridge to the west because I think you do make a connection between the Charles Hotel, this passageway, and the courtyard. And I think that's very positive.

I'm less -- I less understand what's happening on the south side. And right now it doesn't look like the friendly relationship between the school and the state.

HUGH RUSSELL: So are you proposing to do any work out there?

GRAHAM WYATT: No, actually there's no work right now proposed on this side with the exception of adding two short-term

bicycle parking areas in an area which is currently paved. I'm aware of --

HUGH RUSSELL: Is that an entrance?

GRAHAM WYATT: There is an entrance that exists right now. So all of that is existing, but we're not adding bicycles there.

HUGH RUSSELL: Okay, thank you. Pebble, would you like to speak now?

PEBBLE GIFFORD: Yes, I would.

Hi, Pebble Gifford, 15 Higgins Street. We've had a problem. We had a very nice debut to these plans at the Kennedy School where we saw them on boards. At the time I asked if we could have a set of plans because it was very hard to tell floor plans and so forth. So they didn't have them at the time. We waited. And finally I'm the only one I think that's found them on the Community

Development site. I found them this morning. And I called John -- Tom Lucy looking for them, and he got back to me, but I've already found them and it makes a heck of a difference when you see these as compared to the pretty drawings that we saw. So I would just show you, for example, and I'm speaking, as a group, an informal group, that didn't have a chance to get together and discuss these plans because the others didn't have a set of them. So we really couldn't convene the way I would have liked to. I don't know what you saw tonight because I was late.

First of all, the plan for the path, you have this No. 8, No. 8 elevation? Did you show that?

GRAHAM WYATT: Only in a rendering perspective view.

PEBBLE GIFFORD: Yeah, that's the

point. If you didn't see these, they're not going to mean anything to you. There's the ones that show the entranceways, explain the point that Mr. Taylor was trying to make and that Marilee was trying to make about these articles. But did you see the shadow studies?

CATHERINE PRESTON CONNOLLY: They were in our materials.

PEBBLE GIFFORD: Okay. Well, I ask you to look quickly then at the shadow studies for the spring and the fall. Especially the Eliot Street side of the building. And I think you'll see that this is not just a small little overpass or two overpasses, one on top of the other. It's quite a substantial structure that goes over the entrance. They go -- I think they're calling it the campus entrance or the main

gateway -- no, campus entrance. It totally blocks all of the light on Eliot Street in most of the spring and fall across Eliot Street to the other side to the sidewalk. As you know, there are little shops along there. It's the garage on down, and there are a number of shops there. So it seems a shame to have shade that whole street on the other side and shade because of this overpass or overpasses that they've put over the building. It's not as bad obviously in the other seasons, but there's a big structure that you really can't see from the plans, the drawings that we saw. It's first of all -- secondly, as you look at the path elevation, the opening that's made into the path elevation, it's picture 8. Did we see it? Have you got it?

The elevation No. 8.

GRAHAM WYATT: We only have the rendering.

PEBBLE GIFFORD: Not to see the elevations -- I could pass this around. It's a tiny little passageway at the bottom and there's 50 feet of overpass and then behind that is the buildings you don't see. They're very faintly outlined that takes it up to 85 feet. So this whole expanse which is now open to the sky, gets blocked out totally except for this little place down here. This is the opening from the passage to the park into the, into the project. This little space here. This is all building and up here is buildings that are in the forefront, they're in the background, but they still block your vision of the sky and the trees. And to give you an idea of what's being blocked is -- and I can do this for each

entranceway. What's being blocked there is quite similar. This is what you see now from the Charles. This is what you see. All of that is gone when they're finished with those overpasses and the wall.

They show a nice rendering of it with trees in front of it. So you're not aware of it. But when the trees are out, you see through the trees and you see sky. You don't see it when this thing is finished.

The other one that's disturbing is -- they talk about opening this up, and I really hope that it would be opened up some way, not look so wall-like, almost prison-like the way it presents itself to the outside world. The only place where pedestrians, that I understand, can go through walk through there and appreciate it is from Eliot Street or the passageway. And I think those have been

compromised a little bit by the way they designed. These other entrances, as I understand it, have doors and they're locked most of the time. You just can't go ripping in that building and out the other side. It doesn't work that way. And I can understand why, they have to have security and so forth. But if they can open it up a little bit more because they're going to have a lovely courtyard in the middle, but we're there, us pee-ons on the outside are not going to be able to appreciate it that much.

PAMELA WINTERS: Pebble, can you wrap up your comments, please?

PEBBLE GIFFORD: Yes.

PAMELA WINTERS: Thank you.

PEBBLE GIFFORD: Let me see what else. And last but not least, the view from Eliot Street with those towers, these

passageways that you see. As I understand it, there are offices on the top floor. I thought they were going to be more opaque and you were going to see people going through, but that's not true. These are offices as I understand the floor plans. And down here another one is a little open meeting space. This has been truncated because they've got the stairs on one side and they're cleverly designed. I'll give them credit, they're very cleverly designing how trucks are going to access this property. I don't know if you figured it out, but it's a blank wall like "Open Sesame" or something like that. But I would rather see from this entrance and the other entrance some fenestration on the sides of those entrances. So you had some sense that you weren't in this place going through it especially at night when it's dark. So, I

think, in two words I would suggest opening up more and reducing some of the height on Eliot Street. And I think that's about it as far as I'm concerned.

PAMELA WINTERS: Thank you.

HUGH RUSSELL: Does anyone else wish to speak? James.

JAMES WILLIAMSON: Pebble, may I borrow that precious document? Appreciate it.

Thank you. James William -- and oh, may I borrow the laser pointer, please?

GRAHAM WYATT: If you say nice things.

JAMES WILLIAMSON: Yes, he was very nice to let me borrow the laser pointer. And now if I can only -- okay. So James William son, 1000 Jackson Place. I too went to the open house. Not a lot of people showed up,

but a number of people who had been concerned about some plans for a building adjacent to Winthrop Park who have been meeting about that, and so a couple of observations, impressions. I think the -- this area -- oh, no, this area here. By the way Yasser Arafat was brought in there. This -- yeah, this is the pathway. This is kind of a dead zone. You know, I'm for, you know, something like, you know, I mean with the comments that Ken made, something along there makes a lot of sense. I don't think as I walk along there, you know, you sort of climb up the wall and look over and see people playing volleyball down in here. By the way, the volleyball is going to go. And so I think that's -- I'm sort of okay with that, although there's consideration about what's going on across from it. There's a stairway here that people

sometimes use when they come down from the not very successful Charles Hotel patio, and there used to be a health club here. So they would be able to look across at people during their workouts. I'm not sure if that's still going on there. But, okay, that's that. But here when we left the open house and we walked down and we came out here, I think a number of us were suddenly struck by looking this way through here, seeing the sky, the evening sky here and oh, my God, that's all going to be gone. It's going to be closed off with this -- and I don't know if there is an elevation from the Eliot Street side? Is there?

GRAHAM WYATT: Perspective view.

JAMES WILLIAMSON: Is there? Could we see that, please? Because that's -- because I think that's -- and by the way, I

also -- and I mentioned to the lead architect as we were leaving, I said, you know, unfortunately these sky -- it reminds me a little bit too much of Des Moines, which is all these sky, skywalkery in all of downtown Des Moines. I mean there's no such thing as a pedestrian walkway in downtown Des Moines. It's all this kind of stuff. And so I think, you know, maybe not such a bad idea on that -- along the path to the river, but here I see it as a real issue and a problem.

And the thought that occurred to me was take off this second piece and have this area here be an outdoor patio. Now, you wouldn't have the use of it in the winter, but it would open up the sky and you'd still have the use of it for walking across, for tables, for sitting out, and doing work and socializing and other activities. So it

could be nice, but open up the sky. And I did actually get a ride in the car of somebody who was in the Kennedy School once down into this driveway. He was a member of the Sandinista command. I mean it was a great experience, so I'm kind of partial to that driveway.

Anyway, so this is a problem. I don't like the way it looks. I think it's too much of this -- there's too much of this skywalk stuff. And I made the suggestion of a way to maybe think about how it could be better. And also the -- this element inside on -- is maybe, and I think this is a little bit of what Ken was getting at or to sort of embellish it a little, is all of this nice sort of winter garden stuff and the enhancement on the inside is really sort of the private space of the Kennedy School and

it would be interesting to see how much of that might be re -- you know, be on the other side, on the more public side, out on the Kennedy Park side this taking account of the comments about the fences. Which I've experienced. I mean, whether you're inside or outside, they have evening events, the Kennedy School, those doors are very often typically locked and time is running out. So let's not it have look too much like Des Moines.

Thank you.

HUGH RUSSELL: Does anyone else wish to speak? Sure.

ADRIANE LANDSMAN: Committee, Executive Committee, my name is --

HUGH RUSSELL: Could you --

ADRIANE LANDSMAN: My name is Adriane Landsman, (inaudible) library and

neighbor. Firstly, for the most part, I like and admire the plans. And I especially like the rethinking of the, what we think of as the mysterious walk down area from Eliot Street where what is there now has been outpaced by the needs. I have two comments.

One is about the lighting right here, and the other is about the sidewalk surface on J.F.K. Street where we walk to enter to the forum.

Lighting here. We can't tell from the picture how high the -- what would you call it? The underpass or walkthrough? The ceiling of that thing is. But the combination of height and lighting is crucial. I would hope that you -- I do hope that your lighting experts will search their catalogs for the kind of lighting that most emulates daylight. But not too harsh.

The lighting in combination in the height is a very important combination, and I'm sure there were ratios existing in the architectural literature. I have in mind two different extremes, and I'll be calling for Goldilocks in between. Too low is -- an example of too low is the walkthrough when we -- in the subway when we get off the Red Line and we walk toward the Orange Line and there's a low ceiling, it's intimidating.

Another low ceiling is in the Meridian Hotel which I think now has another name Langham or something. That's very low. How do basketball players walk through there?

Too high is One Western Avenue, that building where that even the business school students have to live there call the horizontal part, "the thing." So you don't want people calling this "the thing." So

please strike a balance, and I think that lighting is crucial to that.

Now, sidewalk. Now let's go around to the J.F.K. Street where we enter to go -- to enter all these public events in the forum.

HUGH RUSSELL: Can you switch the view?

ADRIANE LANDSMAN: Okay, please get, please have your sidewalks -- it's okay, we all know what it is.

GRAHAM WYATT: I'll do it anyway, you keep talking.

ADRIANE LANDSMAN: Okay. Oh, by the way, compliments to you about having the entrance photo taken on a very gloomy day to make your point about the -- that was great. Okay.

GRAHAM WYATT: Thank you.

ADRIANE LANDSMAN: Okay. So where

we enter on J.F.K. Street to enter the forum, at present there are worn down, worn out bricks. Now we all know that brick sidewalks are slippery when wet. But brick sidewalks, the old ones are also slippery when dry because they're so worn down. And a particularly bad combination is where I always call miserable pennated leaves upon the two slippery -- the dry, slippery sidewalks. And I have seen Kennedy School once, I've seen a Kennedy School graduate student take a fall, land on her backside, and be very embarrassed because she didn't know what caused it. So I ask for -- well, one thing, please no pennate leaves in your landscaping. And, two, please ask your outdoor designers to look up a sidewalk surface that has a good grip, possibly not granite or maybe some special kind of

granite, the walk Cambridge people say that granite is one of the more slippery surfaces. And as someone who has broken this arm on ice and this arm on slush, I ask you to please pay attention to sidewalk surfaces that have a good tread and a good grip.

Thank you.

HUGH RUSSELL: Micha.

MICHA SCHATTNER: Micha Schattner, Lexington Avenue. Simple question about truck loading and unloading. Everything was fine until I understood that the current, the proposed yard is at street level and the existing surface is at nine feet below. It limits the access of the trucks. Those that you showed in the picture here need about 11-foot clearance. So where do you proposed to put the trucks?

GRAHAM WYATT: It goes further.

HUGH RUSSELL: Okay. I think the answer to that was they're lowering the nine-foot slab to make that --

GRAHAM WYATT: There is some soil and all that can go down.

CHARLES TEAGUE: Can I get the slide of the Balfour entrance, please.

Charles Teague, 23 Edmunds Street. I have what I hope is -- I know it's an expensive request, but I hope it's a simple request. When we see the main entrance --

GRAHAM WYATT: That one okay?

CHARLES TEAGUE: Yeah, that one is good. What's the name of the far building facing the Charles Hotel? The Taubman?

GRAHAM WYATT: Yes, Taubman.

CHARLES TEAGUE: The Taubman doors and the whole entrance really is very nice. And this door and the other door on J.F.K.

Street they're working on landscaping, but I would really like to see these doors upgraded to match those. And then I'm just a little concerned about this, this openness. It seems to me that this is sort of almost recreates the pit in Harvard Square. And so, I'm a little unclear on this. But the other thing, I have to go back to the original first citizen comment was that how grading the let's say the skin of the construction is. And I found that also -- I was hoping -- I don't think it really -- they have the Taubman facade and then they have the other facades, and I know that they're trying to integrate between them and I don't think it worked. And, but I would love to see something done about the doors.

Thank you.

HUGH RUSSELL: Okay. Does anyone

else wish to speak?

(No Response.)

HUGH RUSSELL: Okay, I don't see anybody.

I wonder if we could ask Suzannah to -- who I guess wrote us the memo. Is she here? And I guess I'd specifically like you to talk about the areas that you think need more work so that we can reference those in the decision we might happen to make.

SUZANNAH BIGOLIN: Suzannah Bigolin, CDD.

Through the memo that we've prepared we identified a number of the positive aspects of the proposal which I think everyone here has also acknowledged in terms of creating the courtyard space and the connection through. We thought that was a really positive aspect and engagement with the

public realm and also consistent with the school's mission with encouraging collaboration and transparent engaging environment.

We then thought at the edges of the sort of building that's proposed, the interfaces with the public realm and the sidewalks and the walkway to J.F.K. Memorial Park that's what needed some more sort of work in terms of looking at how to enliven the facades and some of the edges, and I think some of the comments here referenced that as well in terms of the side wall entrances and the blank walls. And then also looking at the bi-parking aspects of the design. I think what was shown in the submittal was some cages, and we thought that that could be integrated more positively into the design of the streetscape edges.

That's primarily our summary.

HUGH RUSSELL: And you have a note on the integration of signage?

SUZANNAH BIGOLIN: Yes. That was one of the aspects of encouraging more engagement with the community and the public. And I noted the posters on the side wall of one of the entries shown in the perspective that I think would also provide more sort of liveliness and interest at the building edges. And it is quite a refined design approach, and I think if we could activate some of the entrances and acknowledge their different roles, that would be a more sort of interesting.

H. THEODORE COHEN: May I ask a question about that?

HUGH RUSSELL: Sure.

H. THEODORE COHEN: Could you

explain if you know, someone else in the staff, how do those signs on the walls fit in with the sign ordinance? I mean, you have something like GSD, that's signs up all the time. I assume the plan is that the new Fogg is going to have signs on the side, yet the Lesley had to go to ZBA to get a sign on its building on Mass. Ave. which was turned down. And so I just don't understand what is allowed and what is not allowed?

SUZANNAH BIGOLIN: I think Jeff might be a better place to respond.

JEFF ROBERTS: Sure, thanks. Jeff Roberts, CDD. I'll give it a shot. Of course Liza is really the true expert on the signage regulations.

I think when you have a big site like this, a large building, the signage regulations allow for some degree of

flexibility. The areas where there could be a need for relief from the BZA would be if the signage is high up on a building, because there's the 20-foot height limit. So this is actually some -- I think these were the first illustrations that I've seen with the signage. Some of them, depending on exactly the height in which they're located may require, as they're shown, BZA relief. Another area could be the size of individual signs. So I don't know how large the posters are that were being shown, but those might be designed in such a way that they're within the maximum area limitations per sign.

But other than that, there's, you know, there's flexibility on where they can be located and how they can be designed.

H. THEODORE COHEN: Okay. So these signs are subject to the sign ordinance

and --

JEFF ROBERTS: Yes.

H. THEODORE COHEN: -- and they're not determined whether they comply with it or not?

JEFF ROBERTS: That's right. The sign regulations do, they do apply. The Planning Board has, as they have sometimes in the past, can make some comments about them. But in general it's a matter of do they meet the requirements or do they not meet the requirements, and when they're being reviewed for permits, they would come to community development, Liza's the one who does the certification to review and make sure they meet the requirements. And if they don't, then they can go to the BZA and seek a Variance.

HUGH RUSSELL: There's a sign that's

not visible from the public way, is that regulated or not?

JEFF ROBERTS: I think there are some exemptions for signs that are not visible from the public way.

STEVEN WINTER: Mr. Chair, may I ask a question?

HUGH RUSSELL: Sure.

STEVEN WINTER: Roberta -- do I have the name right?

TOM SIENIEWICZ: Suzannah.

STEVEN WINTER: Suzannah. Thank you, Suzannah.

That corner that we're looking at right there is a very frenetic corner almost all the time. There's a whole lot happening. Cars are going, making that turn, coming from the Charles Hotel to the perpetually construction bridge that we have. There's a

bus stop that's right down there a little bit. There's all kinds of pedestrian traffic. There's pedestrians waiting to cross on both ways. And I'm wondering if this might give us an opportunity, this new construction, to revisit this corner and to make some suggestions. Now, not being a traffic engineer or a sidewalk engineer, the only thing that I'm thinking is that, gee, that seems to me that could be bigger. The sidewalk, the public realm of being able to use that space, could be bigger and the doorway could still have an impressive entrance and still announce itself. But could I ask that we do this: Take a look at that and find out, you know, how much space is there from that top step to the curb and for when we observe this at peak pedestrian traffic or peak rush hour, does it look

crowded? Is there anything that's unsafe about it? And would this in fact be a better pedestrian experience if there were more sidewalk to walk on?

SUZANNAH BIGOLIN: So looking at moving the stairs inwards?

STEVEN WINTER: Inward, yes. Or whatever other design feature the designer would come up with. I wouldn't quibble with the design feature, but I would say that more sidewalk is the point.

Thank you, Suzannah.

HUGH RUSSELL: Tom.

TOM SIENIEWICZ: Yes, just quickly on this sign ordinance. When I was on the BZA, we did give a variance to the GSD signs, so Harvard's familiar with it. So they are probably subject to that. You made a quick in gest about the bridge in perpetual

construction. I had a serious question about that, because as I understood Mr. Murphy reported that the bridge was already at least a year behind schedule in terms of its construction. I for one, this Planning Board member who has been admonished publicly about our ability and our obligation to look more broadly beyond just project sites when we evaluate applications, I'm very concerned about that bridge. And it's impossible for me to imagine that there would be this scale of construction going on on this site if that bridge is in the condition that it is today. I imagine that the truck traffic, the workers moving in and out of here, I think that that absolutely needs to be coordinated and everything that can be done through the City Council, through the city to make sure that that bridge gets done in a timely fashion is

in the best interest of the citizens and certainly in the best interest of the Kennedy School of Government. I cannot imagine this being a massive construction site with that bridge in the condition that it is today.

STEVEN WINTER: Good point.

TOM SIENIEWICZ: So that's a request to staff, I guess, to have a look into the schedule there. And then the delay there is affecting our community I think at a very, very serious way.

PAMELA WINTERS: Tom, do you know when the bridge is supposed to be completed or does anybody?

BRIAN MURPHY: It was -- the bridge was initially June of '14. It's got about a year slippage was the last update we had which put it to about June of '15.

STEVEN WINTER: And, Brian, what

state agency is responsible for this construction?

BRIAN MURPHY: MassDOT.

STEVEN WINTER: Thank you.

HUGH RUSSELL: I guess there would also be a construction management plan that might deal with the -- any sidewalk closures and it might -- would seem given the population on the sidewalks, that that might be something that would have to be extremely limited and perhaps a plan needs to address the questions of loading and VIP drop off and the like during the construction period. Because it seems likely those will get affected, and because of the busyness of Eliot Street, some of the usual options are just taken over part of the street to solve problems may not work very well.

TOM SIENIEWICZ: I just have about

two more seconds just to stay on point. This slide is still on here, and I appreciated your perspective, Steve, on how frenetic this corner is. I think one of the details that could be looked at here, which is right square in the center of the slide is the radius on that corner of that sidewalk which increases the speed for that right-hand turn down onto J.F.K. So I think that's -- I would love for the city to look at that while we're tearing all of this up.

STEVEN WINTER: And in fact while we're having -- Mr. Chairman, while we're having this discussion, looking across the street, I believe that's Harvard construction as well; is that correct?

HUGH RUSSELL: It's the parking garage.

STEVEN WINTER: Yes, but so my point

is that I think that's one of the most attractive parking structures in the country. I mean, it's really -- it's a wonderful piece of work.

HUGH RUSSELL: That's due to Harvard making, working cooperatively with the (inaudible).

STEVEN WINTER: And also the outdoor cafe seating and the fact that the Dunkin' Donuts franchise is located there with minimal signage and is very successful. So, you know, we can do this. We can make these things work. And I just want to point out where our successes are.

HUGH RUSSELL: Right. And when you say "we," I think a lot of credit does go to Pebble who is in the back row who was on top of that very heavily.

Yes.

H. THEODORE COHEN: Is someone from the pedestrian committee here?

HUGH RUSSELL: We've got a communication.

H. THEODORE COHEN: We did. And I don't quite understand it. I was hoping someone would point out exactly what their concerns were. There's reference to the pick-up and drop-off impinging on the public space. And I'm not clear on how the pick-up and drop-off works. I understand now that there's this wall that's going to open and close, but I don't understand how it works and what the pedestrian committee's concerns are.

HUGH RUSSELL: So I guess if someone were to go to the J.F.K. Street entrance, they would stop in the public right of way, a cab or possibly a UPS truck on that street,

which is highly compromised at the moment. I can't get my last view of that street out of my mind which was two garbage trucks end to end blocking the street to protect the Vice President. And no attention given to any directions for any user, be it pedestrian, bicyclist, or a car, presumably a reflection of what happens when the Secret Service and the State Police do that job, but that seemed to be who was there doing it.

H. THEODORE COHEN: So right now do all vehicles make a right turn through the gates and go in?

STEVEN WINTER: No, I would say few vehicles go in.

H. THEODORE COHEN: Where is the pick-up and drop-off now? And how does it change it?

MARK VERKENNIS: Right now it's sort

of almost evenly --

HUGH RUSSELL: Could you come to the microphone?

MARK VERKENNIS: Yes, sure.

Drop-off right now is -- there's sort of drop-off that occurs in three locations.

H. THEODORE COHEN: Can you put it up there?

MARK VERKENNIS: It's part of the transportation study. And we discussed this at length with the Transportation Department.

There's drop-off that occurs -- some that's actually the smallest portion of drop-off, occurs within courtyard currently where someone comes in and drops someone off. There's also drop-offs -- two-thirds of the drop-offs that we've counted or surveyed is occurring on Eliot Street on the north side and south side. And that's, you know, that's

how people are getting dropped off.

In the future, as we said, dignitaries, others who need secure drop off will be dropped off within the loading facility. Others, you know, will have to be dropped off, you know, streetside, curbside, etcetera.

H. THEODORE COHEN: So someone who is going to be dropping, dignitaries are going to be dropped off in the loading facility, will a car come and then be sitting on the roadway and somehow communicating with whomever is going to open the door?

MARK VERKENNIS: I would assume, yeah. I'm assuming that's how it would.

JOHN HAIGH: We will have a loading dock manager and we will have a structure. We do a lot of VIP drop-offs into the courtyard now, it just goes underground. You

wouldn't have to see it from the street level.

HUGH RUSSELL: About how far are those doors from the back of the sidewalk?

GRAHAM WYATT: Approximately 35 feet back.

HUGH RUSSELL: So you could come on to that drive if you were --

GRAHAM WYATT: Entirely on the property.

HUGH RUSSELL: -- on the property if I were in a car. If you're in a (inaudible).

STEVEN WINTER: Heavily armed SUV.

HUGH RUSSELL: Right.

Has consideration been given to taking a pull-off space along the Eliot Street that's clear of the bike lane and --

SUSAN CLIPPINGER: You want me to jump in for this, don't you?

HUGH RUSSELL: I didn't see you hiding behind Brian.

SUSAN CLIPPINGER: Sue Clippinger. So, there's been a lot of conversations about drop-off and pick-up because it's difficult when you have a site that's surrounded on two sides by travel lanes, bike lanes, and by heavily used streets. And I think when the Secret Service arranged it, it doesn't matter what we planned, but I think there are other levels of drop-off activity that we're trying to deal with.

In discussions about this, Harvard did propose trying to do a pull-off area on the Eliot Street side and we actually strongly suggest that that not be done. The experiences that we've been having when we've tried to do this in other parts of the city, is that it attracts many more vehicles than

we can accommodate. Because it will attract -- it attracts UPS and Fed-Ex and people who are dropping off and friends of people who are dropping off and people who are dropping off for the activities on the other side of the street. And when we did the one for the Marriott on Broadway and Kendall Square, we did it once and then we made it bigger, and we did it again and now we've just gone and taken it out completely and done a whole lane of curb parking as a traditional curb space. We've done it in some other places with similar frustration. So it -- this is such a high desired location for drop off not just for the school, but for Harvard Square in general. And there's so little curb space here that we feel like it's, it's almost easier to try to manage and enforce the bike lane travel lane impacts by

having nothing allowed then trying to have a little bit allowed and then try to cut it off at the proper time. If that makes sense to people.

STEVEN WINTER: Mr. Chair, may I ask -- I'm sorry, please go.

HUGH RUSSELL: How wide would the bike lane or area is the bike lane now?

SUSAN CLIPPINGER: Nobody's -- four to fight feet. I'm guessing because that's generally what they are. And I don't remember. I don't know if anybody measured it.

HUGH RUSSELL: Did you look at the possibility of making the bike lanes eight feet wide so that I don't know if there's room on the street to do that or not, and that way it's still -- if a car is stopped and it -- at least it's out of the travel

lane or does that just encourage people to use it as a loading zone in your opinion?

SUSAN CLIPPINGER: The places where we've been most successful is where we just have a lane of parking for the block. And so in this case you'd take a travel lane out. And I think that because you've got three travel lanes here. But the signal at J.F.K. and Eliot with the lefts and the rights and some of the phasing we're doing to try to provide pedestrians, makes that incredibly difficult to effectively manage the queues and we've got a lot of volume. And we've got two busses, the 86 and the 66 which are very frequent, very high volume bus services who are coming off the bus stop at Eliot just by Bennett by the garage. And so we could potentially be not jut delaying vehicles, which we might be willing to consider, but

also transit service which we would be very uncomfortable doing.

STEVEN WINTER: Mr. Chair, may I ask --

HUGH RUSSELL: Go ahead.

STEVEN WINTER: Sue, I have a question for you.

One of the pieces mentioned in the bicycle memo, and those folks give very good -- and reasons -- thoughts and I really like to follow through on what they say, but was -- my question to you would be is enforcement of that kind of drop-off parking, is that even possible? Are there enforcement strategies that cities use other than, say, you can't drop off here or no stopping?

SUSAN CLIPPINGER: I think you raise a good question because drop-off generally is not a very long duration, and so you kind of

have to be there when it's happening if you're enforcing it. And I think one of the things we were trying to suggest in the letter was that we really need help from Harvard and whatever staff they have associated with the building to both educate people who are associated with the building about not doing it, but also helping trying to move people along on the curb, that's a problem. Because it will -- even with police presence in the square, even with our enforcement people who are in the square, there's a lot of activity in the square and you just -- we're not going to be standing on Eliot or J.F.K. waiting for something to happen. So it is very difficult to enforce.

STEVEN WINTER: And in fact in your letter you know that Harvard has agreed to participate with you. And that they also, to

their credit, have an incredible PTDM plan with amazing stats that people who walk and bike and everything else. So we know that they're a partner here. And anything that can be done will be done. But thank you for that answer.

HUGH RUSSELL: The other -- there are several people commented on the sort of architectural design on the in-fill portions, and so I guess I would ask do we have comments on that? And the other -- what I would hope that we could do this evening is make findings, grant the permit, have a list of design review items that would be followed up with the staff. It seems to me that there is very widespread support for this project from the public and the business community.

STEVEN WINTER: City Council collectively.

HUGH RUSSELL: Several elected officials commented. State Representative Tucker. And so rather than holding this up for a couple of months on design review matters, if we could identify the design review matters that need to proceed and move a permit, that's what I would like to accomplish, you know, in the next, you know, period of time before our break.

TOM SIENIEWICZ: Maybe I misunderstood the flow of the hearing here. I've got extensive comments about the site plan and about the architecture and initially I thought we were posing questions to city staff. So I'm sure other Board Members have observations.

HUGH RUSSELL: Right. Okay, why don't we, why don't we hear those observations and then decide at the end of it

where we're at.

Do you want to kick that off, Tom?

TOM SIENIEWICZ: Sure.

Thank you, Mr. Chair. Of course it's the Kennedy School of government, so the relationship of the structure to the public realm should be of keen interest to them, a keen interest to this Board and so the site plan is probably the appropriate place to start. And once this theatre is done.

Okay, it's probably an appropriate place to start is the site plan. The question came up in public testimony who owns the sidewalks in Cambridge? And I think that's a rhetorical question. I think it's quite clear that the citizens and the city own the sidewalk. And so we'll start at the traditional entrance to the John F. Kennedy School of Government which I noticed here in

the detailed landscape plan has been appropriated. The sidewalk has been appropriated by a plaza that marks the entrance there. To my eye and to my mind, it's not Harvard's sidewalk, it's my sidewalk and I -- it's the citizens' sidewalk, and I'm not sure that's the appropriate way to detail that. I think it more properly belongs formally and architecturally and in terms of its civil engineering and landscape detail as part of the public way and not part of the John F. Kennedy School of Government. So I would appreciate if the plaza stayed behind the property line. That's my personal opinion on that side.

But we already talked about the intersection of Eliot Street. I want to move now to the alle, which is one of my favorite spaces in Cambridge committed through that

alle for probably 15 years, I know it in detail. There is a puzzle -- I had a question about what was appearing in the rendering as a railing of some kind. If you go to the, I guess it would be the southern part of that entrance, there's some kind of a, I can't interpret the plan, whether that's an excavation or what that is. What that detail is.

HUGH RUSSELL: You want to answer that?

TOM SIENIEWICZ: Could you answer?

GRAHAM WYATT: I could do that. There is here a sunken garden. It's about five feet and slopes down about the very bottom about 12 feet. It's entirely within Kennedy School property, but it does have at this side the railing that you're talking about. And what that does is it allows light

into a lower level that opens directly into this courtyard which has dining in it, and it allows people walking along the walkway to look down not only look into the lounge at ground level but look down below and see that dining area.

TOM SIENIEWICZ: Okay. So the detail of that requires a railing even though it's only five feet below for safety purposes?

GRAHAM WYATT: Right.

TOM SIENIEWICZ: And the detail of that railing is glass? That's the rendering.

GRAHAM WYATT: That's our showing it currently, yeah.

TOM SIENIEWICZ: The other question I had about that entry -- so the dimension much that entry is not what it appears in the plan. It's narrower because there's a sunken

garden. But then the other question I have is one of the marvelous features about that walkway is it's alle. The even rhythm of those magnificent trees that make it a canopy. And I -- it appears there's a canopy without a tree trunk because the tree trunk would land on right where the path to the entry to the building is. So I want to understand actually how we're going to deal with those rhythm of those trees.

Are you demolishing a tree? How does that work?

GRAHAM WYATT: Actually we're amazingly blessed that the spacing of the tree is such that it works with the geometry of the building. That even more than that, less by the fact that that MBTA wall is there because it constrains the root growth. And we're not going to have to remove any of the

earth which is in the root area which allows us to be quite confident about preserving those trees. Because in my mind I agree with you, it's the integrity of the that entire alle.

TOM SIENIEWICZ: That's a marvelous answer. Thank you.

In the elevation on that entrance there appears to be -- this would be on the left-hand side of that entrance. There's a blank brick wall or a false window. I was trying to read that elevation.

HUGH RUSSELL: Or maybe an ugly bike rack?

TOM SIENIEWICZ: Or an ugly bike rack.

GRAHAM WYATT: May I?

FROM THE AUDIENCE: Put slides up. Can we see what we're talking about?

TOM SIENIEWICZ: There it is.

GRAHAM WYATT: Part of the environmental redundancy, in other words, protecting these buildings against storm surge or environmental disaster is to make sure that none of the critical equipment is located in an area where it is subject to flood. And as a result, in the ground floor of the building behind this long-term bicycle storage is the main electrical equipment because we did not want to have it in an area where it was below flood surge. And so this building is pushed back considerably. That's the face of Taubman. The building is pushed back by, I don't know the exact number, but some 12 to 14 feet, and then that allows some space for long-term bike storage which covers the wall of the electric room. That I think is your question.

TOM SIENIEWICZ: That was my question.

JOHN HAIGH: There are two parts of that. One is in terms of the storm surge, the thing that you have to bring back quickly is electrical power, right? So the idea was to elevate the electrical power. And under that we've created a basically a bathtub where we can consolidate the energy plan chillers over time for the campus to try to get more energy efficiency. That's why you see kind of no windows into that piece of equipment, it's a mechanical kind of question.

TOM SIENIEWICZ: Okay. For the record, while we're focused on those thresholds, we don't need the image, will these be securable? Will there be a gate or a fence?

JOHN HAIGH: So clearly the security question is one we think about fairly regularly. The idea is that we could have -- we will have a gate structure that we can put in place there, but we will keep it open, for example, for form events. One of the things when we talk to people in the condo association, you know, that seem to have some appeal is the ability to come straight down from that plaza up there, straight down those stairs, straight into the courtyard to go, for example, to forum events. And so the idea will be in the evening when there are forum events, we would keep it open to try to facilitate that. If we needed to close it off, we could.

TOM SIENIEWICZ: That's what I'm interested in is when does is it get closed off?

JOHN HAIGH: We have to look at the plans specifically about when we would do it. Right now we don't close off something like until into the evening that we want to make sure we got the security of the buildings.

TOM SIENIEWICZ: Yes, so I'm very interested in the details of what those fences look like. What they are architecturally, what the protocol might be for closing them. I don't know if they're going to be closed a lot of the time. So obviously it's institutional property that you're entitled to secure absolutely. But the way this was presented was that this was an amenity for the public and so on. I want to guard that. I want to understand what all of that looks like and how it looks. So just move from the specific maybe to the more abstract, which is the, you know, elevation,

the last elevation on the park, on the J.F.K. park, because in some sense I've always considered that to be the front of the school of government. And so I really appreciated Steve's question and some questioning of the testimony here about what the details are along that most public of faces for the school of public policy which is on the park that shares the name of the institution. And so, I'm -- I would very much like to understand what the iron fence looks like, what the attitude of the institution is towards that park architecturally in terms of the landscape on that yard, because I think there are some things that should and could be corrected given the amount of work that's going on on this site. And those details have only been described with hands waving in the air tonight.

So I still have questions remaining about the way in which the building meets its site. That's it for now. I have some thoughts about the architecture but I don't want to take all the time.

HUGH RUSSELL: Well, why don't you just go all the way through it.

TOM SIENIEWICZ: Well, it's interesting to see this architectural solution by the same firm that did the law school, and obviously the struggle with how you bring a myriad of constructions together with this so-called zippers, I think is actually inept metaphor for what those things are trying to do. And I don't understand why the same form is used over and over again. The fin-like structures tend to be used architecturally as associating device and yet they occur on the north and the south and the

east and the west and it's not about that. And I was looking also at the bridge in light of Mr. Williamson's comments on Eliot Street wondering, okay, what kind of program is in there? It's described as a student center. There appears to be 18 offices on two floors. There's a small seating area, kind of lounge area outside those offices. So we're talking about perhaps, yes, an important connection to gather the buildings together, but losing the sky, making the threshold fully winging the site with a wall and the payback is 18 faculty offices by my count, and I'm not that -- that was a quick count. And so, you know, the buildings are still all in fact connected if that bridge doesn't exist, and what a better way to talk about a civic space that would have -- not be fully walled, that might be open in fact to the public way. So

I would, at its fundamental level I would question the scheme architecturally, but I'm sure there's a program prepared for that.

So those are my thoughts on the architecture.

HUGH RUSSELL: Are you ready, Steve?

STEVEN WINTER: Yes, sir. Thank you, Mr. Chair. I just have some brief comments.

These are things that I'm interested in learning more about, and I will say that it was my assumption from the start that this was a pedestrian permeable piece of urban fabric. And if it's not pedestrian permeable, we've got a problem, I think there's something wrong here. If something is not pedestrian permeable because the city is in a lock down, I get that. But this has to be pedestrian permeable. People have to

be able to come in from the path or Eliot Street and take those lines if they wish. Do you think that the buildings are nicely blended? And I do think that they work. I do believe it is a bit of a fortress. I would ask that -- I want to know who owns and maintains that fence that's right next to J.F.K. Park.

I would like for the staff to take a good look at the shadow studies and bring in a content expert if we feel like we don't have that on staff and make sure that this, that -- see where the problems are or if there are no problems. I think that the comment about the, if in fact those overpasses with passage underneath are going to be there, then they need to have a lighting strategy for it. It can't just be a dark space. I think that the comments about

the sidewalk on J.F.K. Street, this is a really good time to address some of those problems. If we really have pedestrian problems and we're putting pedestrians in danger, and then -- this is a great time to look at that and say what's a way to fix this right now as long as we're building here. And I know from my own perspective, brick sidewalks that buckle and are uneven, are incredibly unfair to mothers with strollers or elderly people or people in wheelchairs. Incredibly unfair to those people.

I want these -- I like this, the idea of the signs, coming soon, coming attractions. I think that's a great idea. They have to be presented, they have to be lit, they have to be really attractive. And I think that that way we can display really interesting art that's coming out of this

place all about public policy events. I think it could be a great place for people to stop and look, but it has to be presented, not simply like a Ringling Brothers poster pasted to a brick wall. It's really got to be something special. We can do better. That's our public realm. And we can see that from the public realm.

And that's it, Mr. Chair. Thank you.

H. THEODORE COHEN: And, thank you.

If you had asked me before I went back and looked at everything again today, I would have said that there was virtually no opening between the two buildings on Eliot Street because it's always read to me going by it a million times a week, that it's just one big monolithic building and that there's no reason to go into it courtyard because it's forbidding and you can't get out of it once

you get in. So, the concept of opening up the structure and opening up the pedestrian path on the park side, I think is terrific, and but the comment to that is that it's open all the time. I mean Harvard Yard is open all the time except on very rare occasions. And there are -- you know, the law school is open all the time. And almost all the other Harvard buildings are open. I can understand there may be occasions when you don't -- can't have the public in and that it needs to be gated off, but I think as a general rule, it should be open. And I think the pathway through should be opened. I actually think that the bridge connecting the two buildings on the Eliot Street side can be inviting and can invite the public to come in as opposed to the iron gates that are there now which have the kind of sunken courtyard which

has always said to me "Stay out, this is just for these students who are here." The concept that it's open, I think is good. I realize that you do lose, you know, some light and some air, and I certainly know what the comment is it not liking like Des Moines because if you want an even better example, you can go to Minneapolis where there are tubes all over. But my comment to that is that I would be afraid that making it only one story would make it look much more like a tube, much more like the connection to Draper Lab. And rather than having it be some architectural element that is a gateway into this courtyard. I mean the idea of it being a walled off courtyard, I don't have any problem with, you know, if, you know, there's a reason to go into it and there's a reason to walk through it. You know, you've got two

dramatically different styles of buildings, and I'm not sure, you know, how you best connect them. I think that's, you know -- I leave that to the architects and staff to talk about that more. But the concept is fine with me, but -- and, you know, the same is true on the park side. You know, if you're coming down from the Charles Hotel and the restaurants, yes, you're losing some sky, but right now you don't see much anyway because there's the concrete wall there and there's the sunken courtyard, and so you're seeing some treetops but not much else. So I think, you know, the two connectors can be a really excellent element. Whether they're there now, I'm not sure and I'm not sure what a better solution there might be. But, you know, those are really my comments. I think the concept, you know, can work very well and

that it could make a nice complex that would be beneficial to the school and also a benefit to the citizens of the city.

HUGH RUSSELL: So I think the points that Suzannah brought up are things that might be on the need to further development and further review as they're being development. And I want you to promise that you won't put any of those prism for bicycles that were somehow crept away in the presentation. I don't think that's going to happen, but....

On the -- I was -- I've had a little trouble about the architecture of the connectors. And when you had buildings that are on either side that are very different interpretations of how you do punched hole buildings, and you're trying to express that nevertheless these buildings are part of an

overall unity, this is clearly one of the ways in which you do it. You pick something that is not the same as either one, is more neutral so that the character of the buildings on either side, which have pretty strong characters like them or not and, you know, I like certain other buildings that I like better than others, but they're all, they're perfectly good buildings. Looking here at the rendering of the passthrough on Eliot Street, it looks like the second floor is about 18 feet tall, and the people pictured in the rendering are six feet tall.

FROM THE AUDIENCE: Can we get a slide?

HUGH RUSSELL: If you can show the proposed view of the Eliot Street campus entry.

Yes, that one.

FROM THE AUDIENCE: Thank you.

HUGH RUSSELL: And so I wonder, you know, what happens if that second floor isn't there? I think you get more sky. The connection is weaker. It does look more like Des Moines I guess. My business in Des Moines have not been recent enough to see sky bridges. And, you know, if the architectural character of -- there's a tall brick rubber band that's connecting those two buildings at the top. If the second floor is, you know, 12 feet high, maybe set back just a little farther, it's already set back a significant amount, and it's treated in more transparently, does that -- what does that do? Does it give you more sky? Does it give you less shadow on the other side? It's a spot of shadow that moves along as the sun's moving. I think it would be useful to see

that, you know. Maybe you sacrifice six of those offices on the top floor to make it thinner and bridgey-er. It seems to me that's not out of the question in a project of this scope. I won't comment on the other points because I think that other points people have made are things that make sense to me. So go on to Pam.

PAMELA WINTERS: Okay.

Overall I really like the building I have to say. I was wondering -- to comment on Hugh's comment, I like your idea of making the top floor transparent. I think that would be very interesting. And, also, I was wondering -- I was under the impression from your discussion that these are going to be classrooms. Are they going to be offices or classrooms?

HUGH RUSSELL: This bridge is

offices.

PAMELA WINTERS: It's all offices?

HUGH RUSSELL: The other bridges are classrooms.

JOHN HAIGH: The first floor is all, it's a student lounge.

PAMELA WINTERS: That's what I thought, right.

JOHN HAIGH: And obviously we would like that to be very active into the evening, we would like students to be in there working. We do have some small team rooms for them if they ask for it in the conversations with them. And the top floor is more offices and conferences.

PAMELA WINTERS: So the top floors are offices. Okay. So maybe you could do away with a couple of them as Hugh suggested. You know, I don't know. I thought that was a

good suggestion to have it clear there.

I also was wondering -- let's see, in terms of signage, I like the Sackler Museum signs that you have. You always show what's going on there and what's happening and what's coming. And so that's just perhaps an idea of what kind of signage I would like to see there.

The bridge is going to be done in nine months. Are you planning to do construction before nine months? Were you planning -- could you wait the nine months until the bridge is done and that would avoid a messy situation in terms of -- is that something -- or is that something you don't feel like answering right now?

GRAHAM WYATT: As we understand, the schedule right now, pending your approval and all, that the only construction that would

happen within that period is the certain amount of clearing and demolition within courtyard which would have to wait until May of next year anyway because students are around. And so that would happen during the summer and it would only be internal to the courtyard.

JOHN HAIGH: Yeah, I think what Graham's raised is an important point. Basically the construction can be done from within the courtyard.

PAMELA WINTERS: Beautiful. Okay.

JOHN HAIGH: That's the approach.

PAMELA WINTERS: Great.

In terms of the shadow studies, I know I was looking at them, and I know that Pebble had made a comment about it, but in looking at them, I don't see much of a difference in the seasons in terms of how the shadows are

going to impact the stores on the opposite side of the street. And I could be wrong because I'm not an architect, so but I don't see a whole lot of difference in the different seasons in terms of how they're impacting the stores.

I like the fact that there's going to be more green space in the inside. I would like there to be -- I have a question here about the J.F.K. Park side being blocked off. I would like to see -- I think Ted mentioned it -- to see pedestrians be able to walk through.

And let's see. Oh, one more question. The connector on Eliot Street has quite a large roof and I was wondering if it's possible if that could be a green roof? It looks like it might be a good spot for a green roof. It's just a thought.

And those are all just the little details that I've just jotted down.

Thank you.

STEVEN COHEN: I welcome the opportunity to say that I have very little add to the comments of my colleagues.

One, like everybody, I would be most concerned with the elements of the design that affect the public realm. Generally speaking, I like the design. There are many elements of design that are really private and less public and I don't feel the need to second guess each element of that design. One element that did strike me, which one of my colleagues raised, was the plaza at the corner of Eliot and J.F.K.. I think that's a highly visible, highly public element, and it seems to me that that plaza right now is kind of functional and it's okay as designed, but

it seems to me that on the one hand it could be a better entrance to the Kennedy School. And on the other hand, it could function better within the public realm and possibly as a public space. So I think that could be better.

And beyond that, sure, pedestrians should be able to walk in and out. I think the question there is whether these openings are ever going to be closed or locked. And I guess what we're hearing is that we certainly prefer that they not be.

As far as views of the sky go, gosh, every time you build something, you're cutting off some views of the sky. For myself that's not my main priority here. We're in a dense Harvard Square urban environment, and I'd like to hear how you respond to and address the concerns raised by

my colleagues. But for me it isn't the top priority.

And then as I say I guess going back to the fundamental approach here, early on I think I would have agreed with the Chair that perhaps we approve tonight subject to review, but I think my colleagues have raised enough issues and concerns that I think the project deserves another go-around to see how you folks respond to those issues and concerns.

Thank you.

PAMELA WINTERS: I think I might agree with that also.

TOM SIENIEWICZ: Just a procedural question, Mr. Chair, I for one missed the last presentation and so despite making the biggest fuss budget tonight, maybe I don't have much to say about that because that may make me ineligible to actually rule.

HUGH RUSSELL: No, this is the initial public hearing. There was an informal meeting before.

TOM SIENIEWICZ: Okay. No, no, I'm happy to raise my hand, but I'm sure that distresses the applicant.

CATHERINE PRESTON CONNOLLY: I think my colleagues have raised a lot of good points, and I particularly care about how the public interacts with the space which in general I really like the concept of raising courtyard, of making it at street level, and of connecting it better to both Eliot Street and the alle. And I do agree that it should generally be kept open. I think Harvard Yard closes for commencement and almost nothing else, and that remains to be --

JAMES WILLIAMSON: The Regatta.

CATHERINE PRESTON CONNOLLY: -- it

seems to be the right model for this space. And the openness, which I think the school wants to, you know, embrace the community with. I think that's philosophically Kennedy School, you know, has always seemed to me to be a place that wants to interact with the world around it and not close it out. So both for the public and I think for the students I think it belongs open.

Aesthetically -- I'm not an architect. I really don't like the louvers or whatever those are on the Eliot Street side. I don't know what the right treatment is. I don't know how to integrate the two different architectures on the other side but, you know, just personally I don't care for the way that breaks it up. The word zipper to me fits it not because of so much of the function but because it looks like. It looks

like all the teeth of a zipper. I don't care for it. That's not, you know, my primary concern though. If the architects in the room were telling me, no, it's a great way of knitting everything together, I would say okay, not my thing. I think we have enough other issues going on how it interacts with the public realm. And in particular I think the one thing that hasn't been stressed heavily enough is the lighting, and especially since it is important to all of us that this be a place through which the public can pass, how the lighting is addressed and how it feels safe and inviting to people at all hours, and especially frankly to your students who are going to want to use these paths at all hours. I think that really needs to be better shown.

So that's all I have to add.

AHMED NUR: I also agree with my colleagues and wanted to just, not much more I can say at this point. But I wanted to add that the Kennedy School of Government in Cambridge to me, the school of training as we talked about for diplomats from all over the world and there are people that just come to fly from overseas to be the leaders of their countries, to live here, and the proponents come here looking for space, or space for us to go in hear, the speeches of the diplomats and the dignitaries and more space for their students and so on and so forth. And the fact of the matter is that the courtyard hasn't been used for buildings. They've leveled it as an amenity for those who are using it as well as they took the parking, automobile down below. So I welcome this approach.

And I won't speak to the architecture of it because many of us have and I'm not an architect.

I do have concerns going forward. In the wintertime, we belong to the Wellbridge which is in the Charles Hotel, and it's really difficult to park in that municipal parking and go across the road if there's any snow. Everyone seems to come when there's snow in that area. I don't know if Kennedy School of Government is a part of it. I know the Charles Street had a skating rink there, but there's got to be something between the city and the Kennedy School of Government and the Charles Hotel management, that snow has to be removed for the safety of the pedestrians.

I guess the only other concern I have is the electrical that we just talked about

in that alle that's going to be moved there. I don't know what type of noise they make, but that to me, that pathway, that walkway to the J.F.K. Park is very quiet and usually there's birds and a bunch of trees. It doesn't make a noise?

JOHN HAIGH: No.

AHMED NUR: Okay, I rest my case.

PAMELA WINTERS: Can I make one more comment?

HUGH RUSSELL: Sure.

PAMELA WINTERS: This was on my list and I forgot to mention it. But I just wanted to agree with Catherine's comments about the lighting. I thought that was very well put and it was on my list and I forgot to mention it. So I totally agree with what you had to say.

CATHERINE PRESTON CONNOLLY: You

left me with something to say.

PAMELA WINTERS: Thank you, Catherine.

HUGH RUSSELL: Mr. Haigh, did you want to say something?

JOHN HAIGH: Just quickly. I mean I know there are a number of issues that people have raised. Some of them I think we can talk about now, some of them -- that's up to you how we address them. But a couple of things:

I mean, I think the public realm notion, clearly that's the direction we want to go at this point, right? And when we're done with the plan, we will be much more pourus and much more open to the public than we currently are. In particular I think the opening on the west building and from a, you know, just to be clear, we will be as open,

if not more so, than Harvard Yard. That's just a given. That's the purpose.

From a lighting perspective, we've had some conversations with various people who have some expertise in lighting. Clearly we want to activate all of these entrances, and the way you activate them is to bring light to them and bring activity to them. And so if you think about, for example, the gateway building, that underside, we need to have well lit into the night. And the same thing on the first floor, again, to have that as a student lounge so that there's activity there and it's welcoming. I mean, it says to people you can come in. Right now it's a dark hole, right? And nobody wants to walk up and go into the dark hole. So the idea is to try and keep that open, keep it active, keep it well lit. When you think about the

connector piece of it between the Charles Hotel, the idea there is with the west building you'll have the same kind of approach, that you'll have a well lit, you know, kind of opening into the courtyard and that will enable it to stay open more into the night. And one of the things that we've had conversations with a lot of the abutters is kind of maybe collectively we can talk to the DCR which owns the park and try to find ways to light that and make it more active so that it's more comfortable for people to walk there in the evening and at night.

Regarding the J.F.K. Park side of it, I was an MPP in 1982. I graduated from the school. And then I came back in 2005 and so I've been there almost another ten years, and until we started this project, I didn't know there was a fence there. It's a -- basically

it's about this high wrought iron fence, and I went out and looked at it. And I could tell you today, I mean, I could care less about the wrought iron fence. I'm happy to take it down tomorrow.

HUGH RUSSELL: If it indeed is yours.

JOHN HAIGH: You know, I'm not even sure -- to be honest, I'm not even sure it's ours. It might be DCR's. I just don't know. But certainly we don't want it to be an impediment to any connection to the park if we can avoid that. The whole intent is to try to expand that space and make it more accessible in many ways, particularly with the connector aspect of it. I'm sure there are a lot of other pieces in here that people have touched on.

The brick sidewalks, I agree. I mean,

you know, that's part of what we want to do in the landscaping in the courtyard is get the brick out of there and move to systems that have more kind of smooth surfaces in them. Not smooth in terms of slippery obviously, smooth in terms of not the waffling you get with the existing brick. And what we've been told, at least by the, by the -- some of the construction people and the architects, is that there are brick -- new systems that are not brick but that kind of tie that together with some kind of aesthetic, but at the same time make it more accessible. I agree, those bricks are a nuisance. We have to clean them from snow and, you know, our facilities guys are always complaining about them. So on that part of it certainly agree.

And so I won't comment on the corrector

the architecture piece of it. As can you imagine, we've gone through hundreds of iterations of different aspects of the building, so, you know, I don't know what to say about that to tell you the truth. You know, liking or not liking it, I think there's a lot of personal style there.

HUGH RUSSELL: So not to cut you off but I have a question for you.

I think my colleagues are telling me they would not like to sign off on this project tonight. We would prefer to have more detail answers to some of these questions.

And, Jeff, we have a deliberation meeting on the 28th of October, right?

JEFF ROBERTS: That is correct. We already have one continued public hearing scheduled for that day as well as the

discussion about Planning Board procedures, and that is October 28th.

HUGH RUSSELL: But the point of that meeting was so that we could at a time like now say can you come back in three weeks with the answers so that we -- instead of having to drag things out for months and try to -- and so I ask you that question. Given what you've heard from us tonight, do you think in three weeks you can come back to us with some better answers?

JOHN HAIGH: I think we can come back in three weeks.

BRIAN MURPHY: The one thing I would say, Mr. Chair, is what's your deadline for the publication of materials and staff memo? It's a little bit less than three weeks in practice just to make sure we're covering what we need.

JEFF ROBERTS: So, that the concern of what Brian was saying is that in order for -- in order to have the meeting in -- the meeting in three weeks and to have the opportunity to have responses, if they were prepared written responses or additional design study being done by the proponent, in order to get that on the web with enough time for people to review it, it would need to be at least a week before the meeting. And if there would be a chance for staff to review and comment, then it would need to be pushed back even further so that we would have adequate time to review and discuss. So I think that the key element to that question in terms of scheduling is really how much the Planning Board would like to see in terms of additional design study as opposed to simply just responding to more qualitatively to the

questions that were raised.

TOM SIENIEWICZ: Well, this Planning Board Member in particular I agree with my fellow Board Members that it's at public realm that we should be concerned with. So detailed landscape plans that we routinely ask developers for, I think (inaudible), there's a certain ambiguity about the landscape plans I've seen here. The renderings. I just need assurance that the details as, you know, as close to what we can count on. I want to assure the public about that.

HUGH RUSSELL: Okay, that seems like the Department's got two different new policies which seem to be conflicting this case. In the one case they want to get information in time so that people can see it and comment on it, and at the same time they

want us to be able to have a time relatively soon that we can discuss a case like this. So I'd like to try and see if we can do it in three weeks and I think the --

STEVEN WINTER: Mr. Chair, I'm game to try as well. Perhaps the proponent is the one who should tell us if this is possible.

HUGH RUSSELL: And he's saying that he thinks it is.

JOHN HAIGH: And I should check with our architect, but my bias is yes, we can respond in that time frame.

H. THEODORE COHEN: Worst case is we'd have to continue it again.

HUGH RUSSELL: Right.

JOHN HAIGH: My only comment would be that those things within our control we can respond to. Things that are not within our control, we can comment on but not

necessarily respond to it. And things in the public realm, for example, the radius on the turning off of -- that's not -- I agree with you, that's not our property. So we can have thoughts and we're certainly willing, whether it's there or whether it's the, you know, the area in front of Taubman which we don't own a lot of that, to agree to work with the city and work with DCR and others to try to develop a plan that makes sense and hangs together holistically.

JEFF ROBERTS: Mr. Chair, can I just ask some more clarifying direction to staff? If the schedule is to continue the -- I think that the purpose of scheduling the additional deliberation meetings was if the Planning Board felt that members didn't have adequate -- was after seeing presentation, hearing public comment, didn't have adequate

time to initiate discussion, in this case is the expectation that in three weeks there would be a continued discussion of the case or would the Board expect to see any written submission from the proponent before that meeting in three weeks?

And if that's the case, when would the Planning Board want to see that?

HUGH RUSSELL: Well, we of course only see things the Friday before the hearing. So we see them after everybody else. And that's because we plan and we know we're going to look at stuff over the weekend. I believe we should -- we want some limited amount of design response. To me it's not a redesign of the building or a redesign of the plan. It's providing more detail and it's looking at one specific question about the architectural treatment of

the bridge on Eliot Street. To me that's not -- yes, you can spend a month doing it, but you could also spend a week doing it. And so I think there's time to do it, but I think we ought to try to do it.

TOM SIENIEWICZ: I sure would like to see how the fence works in this rendering. That might take a month to work out. I don't know. It's a complicated problem to make that an elegant solution.

JOHN HAIGH: You mean -- just for clarity, when you say the fence do you mean the --

TOM SIENIEWICZ: The gate. I guess, I was led to believe that I think you want to secure this with a gate. And I'd sure like to know what that looks like and how it's --

JOHN HAIGH: We've done some studies on that and we can bring that back fairly

quickly.

TOM SIENIEWICZ: As well as the protocol and when it would be opened and closed.

HUGH RUSSELL: Ahmed.

AHMED NUR: Hugh, just a procedural thing. I didn't really want to say anything because it looks like we're all on the same page with this, but you know in case like this, to better use our time, I don't, you know. I was willing to go along with your sentence of opening that this is a straight forward. This building's already there. It's just a matter of connection and they need the space, so I was willing to -- maybe I wondered if request maybe we can put our hands up how many people are going for it to go for it tonight as opposed to try to squeeze it in three weeks. And I'm pretty

sure whatever it is that they're coming back with is something that the staff could work out and could recommend, my own personal opinion.

HUGH RUSSELL: Okay, well I think I'm going to overrule that question for a straw vote because I think what I've heard is that several members, if not a majority, are still several members who want some more information before they vote on this.

AHMED NUR: Point well taken.

HUGH RUSSELL: And I think we can do that. What I'm trying to avoid is delaying this for three or four months because I don't think there's any purpose to do that. And so I think we should try to see if we can do it. And if we're not satisfied, well, then, we -- then we're not satisfied. We'll keep going.

PAMELA WINTERS: Sounds good.

H. THEODORE COHEN: Can I just add something?

HUGH RUSSELL: Yes.

H. THEODORE COHEN: And when you're talking about the gate, could you also clarify for me what that garage door is going to look like? Because I would be very unhappy if it looked like a garage door on --

JOHN HAIGH: We would, too.

H. THEODORE COHEN: -- on Eliot Street. So just another rendering or whatever so that we have a clearer idea of what it's going to look like.

HUGH RUSSELL: Okay. Did everybody say what they needed to say?

So we will continue this to the 28th of October and we'll now take a break and take up the eight o'clock agenda item.

(A short recess was taken.)

(Seated Members: Hugh Russell, H. Theodore Cohen, Pamela Winters, Steven Winter, Tom Sieniewicz, Steven Cohen.)

HUGH RUSSELL: Okay, we are going to go back in session for a continuation of a hearing of Planning Board case 292, 88 CambridgePark Drive.

Mr. McKinnon.

RICHARD McKINNON: Thank you, Mr. Chairman, and Members of the board. My name is -- is this on? There it goes. I've got it.

Thanks, Mr. Chairman, Members of the Board. My name is Rich McKinnon, and I live at One Leighton Street in Cambridge and I'm the developer for the Flagstone Equity Office Properties, owners of the property of this project. Just want to take a minute to thank the Board, the CD staff, the Traffic

Department, they've given us an awful lot of time. We have one tiny open issue, I think it's a tiny open issue, but they could not have better to deal with. We've been treated very well by all of you folks all along the way.

I also want to thank our neighbors from Fresh Pond and North Cambridge who have really given us an awful lot of time. I have a little bit of housekeeping, and then what we would like to do tonight is take a small amount of time to let Jim Batchelor from Arrowstreet really focus on the changes to the project in response to the comments from the Planning Board staff and from our neighbors, highlight those rather than go back through the whole thing all over again.

The Board also had suggested that we engage a retail consultant just to get a

fresh set of eyes on retail for our building, but also the Triangle, to get a sense of whether or not it's realistic what we might expect given the changes that are going on out there. So we've engaged the Dartmouth Group. And after Jim's done, Melissa is just going to speak for a minute about her hopes for retail in our building, but also give a few ideas that she has about the Triangle, because I know you're all interested in the rest of the Triangle as well.

So as to the housekeeping, I wonder if you have a letter from me in response to a letter that you got from Jan Devereux this morning? And if not, we can work off the letter from Jan Devereux that came to me after the Planning Board --

STEVEN WINTER: I believe we have that letter from you.

RICHARD McKINNON: Okay. I'll take --

HUGH RUSSELL: I think it was sitting on the table when we arrived tonight.

RICHARD McKINNON: Well, you did have other things on your desk, I know.

I can make it probably somewhat simple that at the end of Jan's letter, there were four requests, suggestions, ideas, about what we might do to make our project a better project. The first two had to do with the design of the garage, and we think both of her ideas are very good ones and we're happy to follow them up and we're happy to have them expressly included in our administrative design review. But they're not out of line with what Arrowstreet has been trying to do, and I think it really would take the project to a better place. Especially on the south

side of our garage, which is important. And as she points out, it's visible to a lot of people and it needs more work.

Third question, third issue she had was some suggestions about the type of work we could do to really try and bring the right type of retail into our project in the Triangle. I think we're thinking a lot along the same lines, but we'll very much would follow up and take those ideas to heart and we'll work with our design retail consultant to do that.

The fourth one really I think was spurred on a little by the round table that the City Council had last night on affordable housing. I didn't make it, but Jan did a nice job of summarizing it in her letter. When we originally were doing our project as you recall, we had 378 units; we had offered

to do 10, three-bedroom affordables. Our project's been slashed by a third. So the affordable component now falls the way the Ordinance calls for. Jan made a request of us -- Jan and Bob, excuse me, that we do at least five affordable three-bedroom units because they are the ones that really need it and that there are very few of them and people almost have given up looking for them. So we would be happy to have a condition placed on our Special Permit that instead of the five that we have six, three-bedroom affordable units in the project.

And, you know, I'll let Jan speak more to any of these issues publicly. But essentially we thought the four ideas were good ones and we'd like to agree with them.

You'll notice that's a little bit different, Members of the Board, there is a

space between our garage and our building now.

Okay, so I'm not going to bother reading. Everyone in the room can read. But this is a project that you got and a project you had before you now. And the big difference since we were here last is that we've pumped that retail and amenity space along the project all the way up to 700 square feet. And I think you'll hear from Dartmouth Group that we think if we're patient, we'll be able to put it to good use.

There are a number of project contributions. I believe Tom had asked us to list those before when we were making some more substantial requests of this Board, but there they are, a summary of them.

And then finally, the Mayor was nice enough to host a meeting last week involving

the city manager, the assistant city manager, the Traffic, the head of Traffic and her assistant, Stephanie Groll, the PTDM officer and myself, and a couple of the folks from Equity Office Property, and we really were trying to get square our needs for use of the parking for those office buildings during the daytime and there was some discrepancy. As part of an agreement, we've agreed to do a Hubway -- this is written a little differently in Sue's letter and we can talk about that later, but the dollars amount are absolutely correct. We thought it was a Hubway station for about $100,000. And that $130,000, which can go towards the construction of a new commuter rail platform or more money towards the ped bike bridge. The new piece of information here is pretty important is the new commuter rail platform.

At the meeting the Mayor and the City Manager told us that they had met with the T, they had a list of ten requests. Nine of them were no's. But the one yes was the potential of having a stop in the Triangle for the commute remember rail station. But they also wanted to see the city put some skin in the game and we're the skin for them.

But I think it's important for Brian and for Rich and Sue to be able to say look, we are doing what you asked, we're gonna start trying to get some money together to do the platform. And that really, I think, was the part of the request that came. And so....

And then they were gonna do Charlie Card subsidies. I think Stephanie Groll was making some perfection to the language and hopefully that's here tonight, but we agree

to it and we were able to work that out this afternoon.

So that's, I think, really it in terms of the housekeeping. I'd like to let Jim get right into the design, and you all had a lot of suggestions on how to make it better and we'll focus on those. Okay?

JAMES BATCHELOR: Thanks, Rich.

My name is Jim Batchelor with Arrowstreet and I'll walk through the work that we've been doing to improve the design.

This set of images here captures much of the spirit of this. We are aiming to enhance the sense of quality of place. We are focusing particularly on the street and the urban plazas that will exist at each end of a site.

This is a very simple diagram, but it comprises an idea for what we hope will be an

expanding sense of vision for the Triangle which has important public places within it. So you can see here the T station. You can see here our project as proposed. This is 30 CambridgePark Drive. And what we are trying to keep uppermost in our minds as we think about how to develop this project, is the potential for a major public open plaza here and another major public open plaza here, both of which will link back to CambridgePark Drive. There is actually additional property in here; Summer Shack and Vecna which have the potential to further define this part of the Triangle. These simple red lines indicate areas where we're trying to anticipate the potential of retail and Melissa Fitch will talk a little bit more about the approaches to that.

This is our site plan. It's generally

similar, but we have been working on a number of areas, and I'll try to focus in on that. Starting over in this corner here we've reoriented the spaces here, pulled this gathering area closer to the entry, and set up the dog run further in this corner. This pulls this back and helps tie to a series of active spaces including what we'll start out as amenity space and hopefully will be future retail space and then this plaza, and then coming up here the connection to CambridgePark Place. And I think we're optimistic about that. A lot of talk has focussed on the importance of opportunities to play with kids, this is set up in that regard.

Coming further down the street there is additional space for amenity or retail. There's space here, this is part of the

garage for community space. This area here is an open space that we have enlarged and it will get the benefit of additional daylight because through here is the gap between the garage to the left and the housing to the right.

Continuing in this direction there are a number of smaller sitting areas on the more landscape side of the street as well as another gathering area here at this residential entry and courtyard.

This area here has been enhanced as a place for retail and cafe. These signify cafe tables. We've incorporated them into the renderings, and there have been some suggestions about the benefits of trees sort of along the edge, but where you can, and here's an area where we can't, putting trees in an area a little further from the street

and we think that will work as a landscaped approach to that corner, and some of that is also visible in the renderings.

So a fair amount of work has gone on here, and I think we're encouraged at the direction that it's going. We have kept track of pedestrian movements around the site. We've also kept track of bicycle connections which, again, are shown here, and I think this is all stuff we can come back to if helpful.

These are some new images that we've created that are focussed on the landscape, and in particular the landscaped area looking towards 30 CambridgePark Drive. This is their courtyard. This is another view in that direction. There have been good constructive conversations with the ownership there, and we're looking forward to working

with them to develop a good landscape for the full amount of landscape space that exists between their buildings and our buildings, that whole street and landscaped area. So I think that would be great.

This begins a series that is a kind of a walk down. And I'll move through it, but just to emphasize a couple of key points about the -- again, the sense of place which has been a big goal of a lot of the comments. We want to have an active cafe here. We're encouraged about this potential. Honestly it will be even stronger if this works out to be a place where it is a connection across on pedestrian and bicycle bridge.

There was a question asked at one point how would future building on Vecna's parcel affect the views. So we have inserted this light area of whitish to just show that there

could be a building there. And I think it's pretty easy to imagine that if such a building had something like some cafe seating associated with it, in fact, this would probably be a plus for this plaza and square.

Turning to look down in this direction, this part of the design earlier was something which was pointed out that could be improved. We've done a number of things here to make this a visual destination and more of a landmark. It is an entry into the building as well as designed to be visually an attractive kind of draw to lead you in this direction.

Continuing along a little bit, we have the end of the residential building here transitioning to the parking garage here, and this is the elevator stair tower which might conceivably become part of a pedestrian

bridge connection but it's designed to have somewhat of a civic presence.

Working in a little bit closer, more detail in the community space, this is one of the options we looked at for the parking garage treatment on the north side and we'll come back to that a little bit later.

Again, a little closer view here of that.

This is the view that shows it at best you can see at this point not only the daylight, but I think this gives you a good sense for the use of balconies. We've increased considerably between the earlier presentation and this, the use of balconies particularly and prominent vistas and out toward the building to benefit from the way they kind of express the active, you know, residential life on the community.

Looking further down, again, additional balconies in key positions, storefronts, both entries to residential buildings, and potential amenity space that could in each time be retail. The play area on the left, Rindge Towers beyond. We also did make a little bit more careful attempt to show how the roadway might be visible through that.

One view heading -- looking in the other direction, in other words, the playground is here, the garage here, and this is 130 CambridgePark Drive, some beginning sense of the dimension here on this side up to 30 CambridgePark Drive. So I think there's a feeling that with the CambridgePark Drive land incorporated, there's a nice dimension for that open space.

A view stepping a little back from where we were a minute ago, but this will be

an important approach. This is the approach from CambridgePark Place, which over time may in fact be the predominant approach for pedestrians and bicyclists because this is the most connection from the Alewife T station.

We're done a couple of things here. There was some discussion about the architectural treatment of this facade of the building and how to have the right mix of breaking down the scale, but also giving a reasonable identity to major building elements. So we have introduced some more red brick here in a way that separates the left half of this facade from the right side, and I think that gives it just a bit of a sense of two buildings, but also when one looks at it and sees the way the balconies and fenestration is treated, it's also an

acknowledgement that it is being built at one time. And I think it's beginning to give the kind of architectural character and the mix of colors that we think will be beneficial.

This is a corner which in the initial phase will be for a residential amenity space but has the potential in the future of being retail, especially since just off this has the potential to be the new urban plaza and potentially a connection to the commuter rail station.

This is a view up on the bridge obviously and shows the scale of the building and the architectural treatment of it. The combination of materials, some of the red brick also continued on this side through here. We have given some further thought to treatment of the pool here, but haven't fully investigated the potential which we think

there is some to have a pool that is partially indoors.

So I think those are the main parts of the design. We do have a couple other things I'll just mention if people want to come back to them. We do have information on the materials. We do also on the table have some samples of the materials and we have enlarged printouts that show the color pallet. This is, again, calling out as is requested and is provided in the documents the, not only the colors but what the materials will be. This for the parking garage, and we appreciate that there is desire for continued study. We have done a couple of studies here. We're happy to do something more. These are basically ways of looking at how one might increase the amount of color, potential visual interest. These are looking at the

use of pipes and cables and brackets in interesting combinations. Again, with substantial use of planting.

And I think that's it for me. And if Melissa would like to come forward.

RICHARD McKINNON: Just two pieces, Paul and I actually met with 30 CambridgePark Drive. Paul from Equity Office last week. They are building people as well as people from corporate. And they're absolutely delighted to participate and create a much bigger green space back there and only ask that we not forget them when we do design review with your staff. And the other thing is that the community space, our neighbors from Fresh Pond have suggested that that might be community/retail space, that it might be a better community function back there if there were places that people could

gather all the time so we'd like to make that change.

MELISSA FITCH: Good evening. My name is Melissa. I work with the Dartmouth Company. We are based in Boston and we work with Equity Office. We handle all of their Boston, Cambridge portfolio. We have about 20 brokers in our Boston office. Other cooperating offices, we have about 30 total. I have been with Dartmouth Company for over eight years. And in terms of market experience, we have worked on a number of -- well, all of Equity's properties. In terms of Cambridge activity, I handled One Kendall Square, so I'm very familiar with the type of developments and the need that the community has to really focus on what kind of retail that we can bring in that will really help the development and the neighborhood, such as

CambridgePark Drive, really thrive because it's much more than 88, it's the entire neighborhood as a whole. So our job in what Equity brings us into really analyze for them is what types of retailers are really going to focus on this type of neighborhood here? Obviously with the western side of the development here, this retail, obviously speaks to a cafe/coffee use, something that both the daytime population, that's existing, as well as the residential population, I believe will have just over 1200, maybe 1300 units once all is said and done in the area. Something they'll be able to use on a daily basis. Something that will really help contain the traffic within this neighborhood. Obviously we are aware that traffic is a large concern, but something that is readily available for these people. In terms of that

timing I feel confident that, you know, that would be our first up and running retail space ready to go.

We've discussed the additional square footage opportunities here in terms of both the kind of community space and what is labelled as amenity for future retail. Our goal for these spaces would be to really focus on the service oriented amenities that would host both the residential tenants in the building, the daytime population there, and maybe eventually once we have the pedestrian bridge, we'd be able to help service those in the Quadrangle as well. But the types of tenants that we would be really focusing on there would probably be a much more service-oriented, thinking maybe dry cleaning, drop-off, pick-up, your convenience stores. Eventually maybe somewhere down the

road for this, you know, middle space with a larger footprint, maybe a more gourmet grocery concept but a local a local operator. And I think in terms of just a realistic expectation for who's going to be populating this from a retailer standpoint, it's important to realize and to focus on that this neighborhood and Cambridge as a whole really flourishes with their local operators. So we're, in terms of the cafe use, you know, we're going to be targeting and be more of the cream cafes, the diesel cafes, those local experienced operators who know what they're doing but, you know, we're not going for the Starbucks, we're not going for the, you know, Dunkin' Donuts. There's nothing wrong with any of that, but, you know, we like to gear our retail focus on, you know, for each different neighborhood. So -- and

then, you know, one of our jobs here is also to help Equity with realizing the strengths and the challenges of this site as a whole. So obviously this cafe space, the strength of it is obviously the visibility, the rendering that they showed previously, the outdoor seating, those are all things that retailers are going to want to look for. They want to be as visible as possible. They want to have as much foot traffic as possible. So while it's great that you've got the daytime population and that future captive residential population, having that foot bridge will only help, so....

And then once further down the road, once we're able to really capitalize the visibility of this corner space with the future development just on the northeast quadrant, that would help as well. You maybe

get some outdoor seating for that area as well. Really engaging the community and what else is going on in the surrounding neighborhood as much as possible.

RICHARD McKINNON: Thank you very much, Melissa. That concludes our presentation. We'd be happy to stay after testimony.

Thank you.

HUGH RUSSELL: Are there any questions at this time?

STEVEN WINTER: I'd like to hear the public.

HUGH RUSSELL: Okay. So this is a continuation of a public hearing. There's been new information presented tonight and we'd ask people who are speaking to speak to what's new since we did hear you speak about what was old. And so there's a list here.

Jan Devereux is the first person. And after Jan, Micha.

JAN DEVEREUX: Hello. Good evening, everybody, Jan Devereux, 255 Lakeview Avenue. I wanted to start by thanking the whole team behind me, Rich in particular, for being so willing to work with us. I think we've developed a really healthy dialogue and a lot of trust and so I do feel that that dialogue will be able to continue no matter what happens tonight going forward sharing ideas, bouncing ideas off of each other. I'm very pleased with that. So that gives me a lot of confidence that we can continue to improve this, this project. And I do feel like it is, it is a big improvement from where we started. You know that said, I think, you know, it's a story of compromises and I know Rich probably feels like he's made the most

compromises, and, you know, has given a lot back and a lot up. There have been some pretty significant tradeoffs, and I do want to sort of directly address the tradeoffs that we've heard a lot of some criticism I felt last night at the affordable housing meeting about the loss of the total number of units. And I do feel that it was not to, you know, reduce the number of units, it was to create a building that related to the context in the long, narrow lot and all the surrounding things better and I think we've gotten there. And so I do agree that it's, yes, it's a disappointment that we don't have 378 new units of housing, but we have, I think, a better, much better building. So, you know, that's a tradeoff.

I also am very pleased with, you know, the three -- or the six, three-bedroom units.

I think that's really, really important. We heard a lot about that last night. And here we are creating this tot lot and, you know, if there was -- there weren't any three-bedroom units, there wouldn't be any children to use it. So I think that's a big plus.

You know, going back to the sort of footprint, I think the New Street front has improved and, you know, if the retail is done right, the street will be great. If the stores are dead, the street will be dead, too. So I, you know, I'm glad that Rich has brought in the Dartmouth group and, you know, we're putting a lot of eggs in that basket to enliven this street with those retail places until the rest of it, you know, the Vecna and if the Chan property gets developed, but that's a ways out. So for now we've got our

eggs in this basket and I do hope we can come up with something good.

You know, the flood issue is still out there. And, you know, one of the suggestions in our letter was to see if more of the parking could be below grade partly to reduce the size of the height of the mass of the garage and partly for additional flood storage. And Rich's reply to our letter, you know, it's not economically feasible or insurable. I don't really have any way of arguing against that, except to say, you know, it's ironic because the ground floor retail certainly will still be prone to flooding as well the rest of the neighborhood. So there's vulnerability out there, the study is going to assess it at some point, and at the moment it's just a big unknown, so, you know, I guess we'll have to

trust that we're doing the best that we can do.

You know, we heard Melissa talk about the importance of the bike bridge and so I think traffic hasn't really been directly mentioned too much tonight. I think it is still the elephant in the room, and I think that bike bridge crossing tunnel, commuter rail platform, whatever it is, has really got to happen. You know, if it's not a condition, I know Rich can't build the bike bridge himself because we need a place to land it and all of that, but, you know, it just -- it's gonna make or break this whole area. And it's gonna determine the future of the Quad, so I really think that whatever levers can be pulled, the city has got to get serious about this.

And I guess I -- finally I'd hope that

we kind of all learned from the way that the Triangle has developed, and I think probably there's a fair amount of agreement that it's been less than ideal, and that we can use what we've learned to really get it right in the Quad. And if that means pausing on large developments over on the other side until we have a bridge and until we have a real vision and identity, something that will help that part of the area develop with a sense of place, a reason for being, a circulation system that actually functions, adequate measures to address the inevitable, climate can change. You know, I would like to be standing here in five or ten years, God willing, to be excited about a project that's being presented whether it's by Rich or some other developer talking about, you know, what a great opportunity it is and how it's really

fulfilling a vision and not sort of talking about well, you know, it's not ideal and it's the best we can do and we've made progress and we can still improve and that sort of thing. So that's my hope.

I just did have one question that came up from looking at the slides, CambridgePark Place, I haven't really focussed on it before as a place. It's that sort of circular, what I think, feel is like a turnaround now. Like, if you go into the Summer Shack, you might go into the lot and make a u-turn and turn back out again. And I don't know if there's a plan by the city to actually make it into a place or is it still sort of functioning as a sort of turnaround? Because I think if we're having pedestrians coming from this building over to the T, it needs to be more than sort of a concrete circle. I

sort of picture it with jersey barriers, maybe that's not right, but that's the effect I get.

Well, thank you for listening.

HUGH RUSSELL: Okay, thank you.

Micha Schattner.

MICHA SCHATTNER: Micha Schattner, Lexington Avenue. Sorry, I might take a bit longer and part of it will be a repeat. I find first of all, the main problem of the whole area, I start with the whole area, is that we, the fact that we are depending on a single exit or entrance to this place is really on public risk. If something happens at 30 or in the T and we have a collection of five, six fire trucks, a couple of ambulances, and whatever else, everything inside is trapped, they can't get out. No way. They can't even hop above the fences of

the railroad tracks. Then it should be a second egress including vehicular. Probably under, probably an underpass under the tracks or something. There is no other egress from the Triangle.

A long one is the Fitchburg -- the bike pedestrians' walk all the way to Grove Street, but other than that there is no other egress.

Second problem, of course, of the housing is that we never had an overall view of what might be developing with the Triangle, and now we are stuck with 1200 units, most of them -- as a matter of fact, all of them are leased, most of them are for small families or for no kids. I'll call it transient population, not living on the ground or in Cambridge. They are living in the leased apartment for a while at least.

Kind of bedroom community I call it.

I'm glad they're adding some amenities and some retail to it now.

Third problem of course is the scale. So to picture it out, the building length is about 800 feet. For comparison, north facing, and I admit a thousand feet is the northern wall of Arsenal Mall, Home Depot, walk along it in the winter, it's great. Even the busses don't park there.

Now a building -- okay, the other side of it is 700 feet, the reflection pool at the First Christ Scientist, nice. And across the street from it, probably the best of them, because it's -- and it faces east, northeast is 205 Mass. Ave. Anybody who walks to Symphony Hall on foot knows what it means to walk along 750 -- I measured it by Google -- 750 foot long, but here at least we have a

40-foot sidewalk and then the building has an arcade and the whole first floor is retail. Not very successful, but it is retail.

So, and the other criteria is here in this area, 150 Park Drive, the Hanover building, is only 470 feet but in two separate, two distinct blocks. So the scale of 800 feet is still quite frightening. Especially because it's north facing, and most of the features under some conditions will be blinding. Invisible.

The dominant part of it is 210-foot long garage. I think that the garage should be split visually full height to two or three units with distinctly separate, different design. Distinctly different, otherwise it's very monotonously.

As I suggested before, because the distances are so long, both of 88 and of 130,

we should have some sheltered paths for the winter.

And the next point is, I mentioned it to Mr. McKinnon, we have here over one acre of rooftop. Part of it is taken by the ventilation and elevators. But I'll simply recommend to use all those rooftops, it's almost one acre free, as solar collectors. This building alone has miles long. If you count the seventh floor it's about a mile long corridors, and I don't know how many ventilation chimneys for the bathrooms and the kitchens, they at least can benefit from solar collectors. They are operating during the day also.

Off the cuff comment is that the south side of 30 Park Drive is a 15-foot high wall behind which is the swimming pool, so we are stuck there with a limited widths of the

design area for the green space.

PAMELA WINTERS: Sir, you've really gone over your time at this point. So --

MICHA SCHATTNER: I know. That was off the cuff already.

PAMELA WINTERS: Thank you.

HUGH RUSSELL: Peggy Barnes Leonard. Do you wish to speak?

PEGGY BARNES LEONARD: Peggy Barnes Leonard, 115 Fayerweather Street. Thanks for your time and thank you for listening to the neighborhood and making changes that you have made. I second what Jan has said.

New for tonight. One thought is I appreciate that there's been some amenity space added and I'm wondering about -- I'm looking at this long walking and also from the Alewife I imagine there will be lighting. I was thinking of safety at night and how

that might be worked out. In terms of the climate, and there is a study out there that the vulnerability study I understand will be done in two and a half months, and I'm just wondering how -- this is a floodplain and whether or not -- how will the assessment results be integrated with this project design if there's any -- if it should be pending some of the input in regards to resiliency. There are a lot of features that I noticed that are put in for building resiliency and just wonder there's been a lot of effort been put into this study. It would be great if it could inform before rather than retroactively afterwards trying to figure out how to adapt an approved project that's on the way.

As far as the underground parking, I'm not an expert, I don't know if this is going

to make it a safer place for a storm, but the cost of it, I can appreciate. In terms of thinking of cost, it would be a cost to the developer, if it is indeed something that would make a significant difference in terms of protecting the community and the neighbors, then the cost may be preventative to damages if it's not there. I leave that to hydrologists. It is a long building and they have done some to break it up. I do appreciate that part.

In terms of the solar collectors on the roof, I think that's a great suggestion. The NetZero task force has recommended that all large developments now meet the Gold LEED standard and is being applied in other parts of Cambridge. I don't know if this would be grandfathering in this case. Is it a Gold LEED standard that they're building, too?

And is it something that could be applied?

Okay. Lastly, one of the criteria for Special Permits is traffic, and I think we all know it's an F, failing grade. We've talked enough about that. So whatever concretely can be done; we've talked about the pedestrian bridge. What else might really be addressing the problems here with the traffic. The -- I do know that people work on CambridgePark Drive are very concerned. They spend a lot of time in their fossil fuel cars trying to get out.

PAMELA WINTERS: Thank you.

HUGH RUSSELL: Does anyone else wish to speak?

James.

JAMES WILLIAMSON: So, thank you. James Williamson, 1000 Jackson Place. I don't know, I think I may be -- first of all,

I guess there's been talk about, you know, appreciating the work of the Planning Board and civility and I would hope that this would be something that's understood as a reciprocal relationship in that regard. I live at 1000 Jackson Place. I may be the only person in the room who actually sees all of this, not from where I live on the fourth floor, but if I take the one elevator that's still operating two months after the other one was put out of operation by the flood on July 28th, if I take the remaining elevator up to the sixth floor, I actually -- you could actually see this whole area. And so there's an experience of it which is that it's really, especially that, I don't know what number that is, but the bigger next neighbor, the massiveness of this is really quite striking in that view and I think that

the reduction in height is certainly an improvement, but it would be nice to see kind of an elevation view of sort of what this looks like from the towers. And I don't know that we've ever seen that, but I mean I don't live in the towers, but you know, they're people, too. So that's my first observation. It seems to be an improvement in that regard, but it would be nice to see some perspectives.

I don't get excited the way people who pitch stuff talk about oh, it's exciting about too much of this, but I actually do get excited when I hear talk about the commuter rail stop. I think that's a really cool thing. I think it's important to remember the dimension of access to it, to not access to it for people on the other side of the parkway on the other side of the bridge, and

not to do anything at the corners of this that, to make sure to think about that and leave open those opportunities to enhance access eventually hopefully in the future for people in the towers and places like Jefferson Park.

As far as the bike, the, you know -- I mean I don't know what an appropriate contribution from the developer might be to the commuter rail. 130,000 seems like a lot potentially. However, if you think about the balance between public transportation and the people who depend on it and bikes, 100,000 for a Hubway and 130,000 for the T, that's really not correlation with the importance, the relative importance of these two modes of transportation. And so, you know, I'm just asking you to think about that. I don't know what to do about it, except also, you know,

the -- it's really horrible to be a pedestrian and walking on the path where they just put in a Hubway station on the rear headway of the rear exit from the T over by Russell Field. It's a nightmare. If you're a pedestrian there forget it. People race through there no matter how many signs that say yield to pedestrians they put up, and it's just disgraceful that is -- a better job isn't being done to protect the pedestrian being able to walk through there safely and reasonably comfortably.

On the design, I like the --

PAMELA WINTERS: James, could you wind up?

JAMES WILLIAMSON: Sure.

I really like the colors that we talked about in that one particular new building. I don't know about that sort of curved, that

sort of angled hat. I think curved bays might be interesting. There was one point towards the ad, looking back toward the towers where you see rectangular bays which if they were curved, might be nicer. And then there was an image of somebody leaning out looking toward the garage and that didn't, again, to second what some other people have said, looking at the garage doesn't really look very pleasant. And either pushing it back or doing something like emulating what was commented on how successful the J.F.K. garage was making it look like a less unpleasant thing for people to look at but maybe also push back. So, thank you.

RICHARD McKINNON: Thank you.

HUGH RUSSELL: Does anyone else wish to speak? There's a hand raised. Yes,

please come forward.

PHYLLIS BRETHOLTZ: My name is Phyillis Bretholz, B-r-e-t-h-o-l-z. I live at 65 Antrum Street.

I'm coming to this conversation very late so I'm only going to raise a few questions for consideration. One is the conversation as it has focussed in the sense of neighborhood is to me really critical. I think that part of what we're in danger of losing in the city is this sense of neighborhood. So anything that can be done to increase a sense of neighborhood is really critical. And with that in mind, I'd like to offer two suggestions. I have no idea if these are even realistic, but one is to raise a question about rooftop gardens. Can the -- I heard the comment about using the rooftop for solar panels, I think that's a fabulous

suggestion, but I'm also wondering if there can be some green space created on the top of any of the buildings or the garage just as a way of throwing people together so that they're not completely restricted to being in this open exposed area.

And the second is a question about indoor play space for children. If what we're trying to do is make this neighborhood family-friendly, I know with only a very limited number of units with three bedrooms, that's not going to dramatically increase the number of spaces for children, but whatever is available, it would be really lovely to imagine that someplace in the amenity space and the first floor of the residential units, there would be a space specifically set aside for children to play. And there was a fabulous article in I think yesterday's New

York Times about the development in New York that incorporated wonderful play space for children that I thought was worth considering.

So, thank you.

HUGH RUSSELL: Thank you.

Does anyone else wish to speak?

CHARLES TEAGUE: I do.

HUGH RUSSELL: Charles.

CHARLES TEAGUE: I'm asking Jim to put up a slide. Charles Teague, 23 Edmunds Street. I was just -- on the changes in the project since the beginning since the 30 percent reduction and that's what we got out of the Bishop Petition, and but we didn't get any of this. And so, my question to the Planning Board is so that was in the past, this is now, what's the future? And is this going to be -- are we going to be able to

expect developers to really be contributing to -- and I've asked for contributions in the past and we go well, we can't do that, it's off site, we don't have any control. But a lot of this stuff is not on their site, especially when -- and then there's another slide with another, with 100,000 and the 130,000 and the T passes. This is a lot of stuff we didn't get in my neighborhood. And so when it comes to New Street, New Street is going the other way. We're talking about taking city land and private land to widen New Street, and we're talking about the shopping center taking their land and at their expense creating sidewalks. So I want to know where the standard is because we're in a new era right now, and I hope it's -- I hope we continue this era.

Thank you.

HUGH RUSSELL: Thank you.

Does anyone else wish to speak? Micha, you've already spoken.

MICHA SCHATTNER: I know, I still want to.

HUGH RUSSELL: Okay, I see no one else.

All right, so do we think this project is ready to move towards a vote making findings?

PAMELA WINTERS: I do.

HUGH RUSSELL: Okay.

I'm finding myself wishing my printer hadn't run out of ink while it was printing the staff recommendation. And is there another copy of that around?

What I'm looking at is the October 2nd. This is the one.

STEVEN WINTER: Do you have what you

need, Hugh?

HUGH RUSSELL: I don't have what I need so someone else is going to have to take the lead.

STEVEN COHEN: Take this one.

JAMES WILLIAMSON: I'm sorry, how would the public get a copy of that memorandum that you're referring to?

H. THEODORE COHEN: It's on the website.

JAMES WILLIAMSON: Is it?

STEVEN WINTER: Mr. Chair, do you want me to start walking through the text that I have?

HUGH RUSSELL: Yes, sure.

STEVEN WINTER: Okay, because I don't want to step on your toes but if you'd like help with this I'm happy to help.

HUGH RUSSELL: I would like some

help.

STEVEN WINTER: I will probably need help as well.

The findings, we start with part A, conformance with general Special Permit criteria. And we're asked after review of the application documents and other documents submitted to the Board, testimony taken at the public hearing, for viewer's consideration of public of application documents and the general Special Permit criteria, the Board makes the following findings:

The Special Permit would normally be granted where specific provisions in this Ordinance are met, except when the particulars of the location used not generally true to the district, or the uses permitted in it, would cause granting such

permit to be a detriment to the public interest. Because it appears that the requirements of the Ordinance cannot or will not be met. I don't see that as -- does anybody see that?

Does the traffic generated and/or patterns of access or egress will cause congestion, hazard, or substantial change in established neighborhood character.

Well, we know that there are issues, but I'm willing to say that we meet that criteria.

HUGH RUSSELL: We've got to report that it says the contribution of this project to the congestion is very minor.

STEVEN WINTER: Correct. Correct. Correct. And this proponent is also providing significant mitigation.

Nuisance or hazard will be created to

the detriment of the health, safety, and/or welfare of the occupant of the proposed use or the citizens of the city.

I don't see the nuisance or hazard being created. Does anybody else see that?

(No Response.)

HUGH RUSSELL: Again, because this is an allowed use and planned expected use.

STEVEN WINTER: Correct.

For other reasons the proponent will impair the integrity of the district or adjoining district or derogate from the intent or purpose of the Ordinance. I believe this project fits within the structure of all of the Overlay Zoning and the Zoning and the district Zoning that we've done. Yes?

(No Response.)

STEVEN WINTER: That the new use or

building construction is inconsistent with the urban design objectives.

Inconsistent with the urban design objectives. Mr. Chair, how would we respond to that?

HUGH RUSSELL: So then we go on to the next page where the urban design --

STEVEN WINTER: I'm going to go right down to --

PAMELA WINTERS: 19.3?

STEVEN WINTER: To No. 1, which is the Planning Board finds that the project will have no substantial adverse impact on city traffic within the study area.

Again, we found that there are impacts that we also have reports from city staff that these are not beyond the norm.

Two, components for urban design findings that are required in Sections

19.25.2. The new project should be responsive to the existing or the anticipated pattern of development.

I would say that's true of the district.

Development should be pedestrian and bicycle friendly with positive relationships to its surroundings.

We see that as well.

The building and the site design should mitigate adverse environmental impacts of the development upon its neighbors. This project is using low impact development and is pretty extensive place within a neighborhood, within a community. I don't see the adverse environmental impact.

HUGH RUSSELL: We could also mention that the original proposal was -- had some -- the height of the proposal being reduced

mitigates the environmental impacts on the north side of the building.

STEVEN WINTER: Some impact the proponent responded to public testimony and Planning Board request and staff consultation and did change the building.

The project should not overburden city infrastructure services, including neighborhood roads, city, water, and sewer.

I don't see that happening.

HUGH RUSSELL: We have no evidence, we have no report from the city engineer saying that's going to happen.

STEVEN WINTER: That is correct.

New construction should reinforce and enhance the conflict of urban aspects of Cambridge as it has developed historically.

I certainly feel that that's correct. This is a complex urban project.

HUGH RUSSELL: And it's, it's a part of a rethinking of an area that was --

STEVEN WINTER: At one time all commercial or industrial.

HUGH RUSSELL: -- industrial, commercial, and introducing the residential use admittedly introduced by four prior projects but --

STEVEN WINTER: This proponent is well within that guideline.

HUGH RUSSELL: Yes.

STEVEN WINTER: Expanding the inventory of housing and the city is encouraged.

We're certainly doing that.

The enhancement and open space amenities and the city should be incorporated into new development.

And clearly this proponent in creating

a sense of play -- play areas, areas for peoples' pets, areas for children that all enhance the quality of life.

Are we in agreement on that, Board? Companions, yes?

HUGH RUSSELL: Yes.

STEVEN WINTER: Okay. This is part J is relief from parking requirements. That's our next step, right, Jeff, to do parking requirements?

JEFF ROBERTS: Yes. I think one of the Special Permit criteria that need to be addressed.

HUGH RUSSELL: And so in that the parking ratio is being reduced from one. There's a very -- now there is a combination of dedicated and shared parking spaces that come, that serve the residential use and there are replacement parking spaces for the

parking that is on the lot and is some reduction in the number of parking spaces from the size of the lot that are being replaced.

STEVEN WINTER: This is also, this is approximate to an MBTA transit station. This is the definition of transfer-oriented development. We won't go into the fact that the addition of a commuter rail would in fact be on the founding of public amenity.

The availability of the public or commercial facilities within the vicinity. Public or commercial facilities.

HUGH RUSSELL: They're not public or commercial parking garages except for the Alewife garage, but that's not really available for residential use. Although I suppose, you know, if you wanted to, you know, you could park there at night, right?

It's open at night?

RICHARD McKINNON: I think they're accessory.

STEVEN WINTER: Shared use of parking spaces having uses other than peak user demands at a different time. I don't know. We don't have that here.

HUGH RUSSELL: Yes, we do.

STEVEN WINTER: We do? Tell me how.

HUGH RUSSELL: There's significant -- so we have 94 shared parking spaces.

STEVEN WINTER: Okay, okay.

Age or other occupancy restrictions likely to cause lower auto usage.

HUGH RUSSELL: Not applicable.

STEVEN WINTER: And it says in part, but I believe it's impact of the physical environment of the affected lot. The impact

is to reduce the vehicle count, yeah?

HUGH RUSSELL: Right. That means that reducing the vehicle count, the parking garage is one or two stories lower, that is a positive impact on the physical environment and it is also by reducing it, it also reduces the amount of traffic and that's another environmental advantage.

STEVEN WINTER: And this is the last criteria that we have to look at is that required parking for affordable units, particularly those making use of increased FAR or dwelling unit density. Is that applicable?

HUGH RUSSELL: Well, in a minor sense it's 19 percent that units are affordable. There might be part of the -- I mean, what's happening in Avalon there are about use in similar buildings. And some of

which have affordable component in them.

STEVEN WINTER: Okay. The next part, part L is floodplain, flood plan Special Permit. And, you know, we can go 1 through 6 or we can simply look at after the review of the application documents and other documents submitted to the Board, testimony taken at public hearings, and review and consideration of the application documents the Board makes the following findings -- And we really can't.

HUGH RUSSELL: Well, I think we can rely upon the advice from the city engineer.

STEVEN WINTER: Yes.

HUGH RUSSELL: That it meets those criteria.

PAMELA WINTERS: That's right.

STEVEN WINTER: Yes. Water retention, flood water retention systems are

suitably designed. They're code, state Building Code, Wetland Protection Act, yes, they do all these things. They meet the urban design guidelines. That they -- the application -- certification and supporting documentation by a Massachusetts registered professional engineer. Do we have that from the city?

HUGH RUSSELL: That's also part of the submission.

STEVEN WINTER: Okay.

HUGH RUSSELL: It's elaborate calculations which are what it takes to satisfy the city engineer and satisfy the law.

STEVEN WINTER: Okay.

The next findings are Special Permits in the Alewife Overlay Districts.

HUGH RUSSELL: So waiver of yard

requirements. At this point I forgotten which yard requirements are being waived. Could somebody remind us?

ATTORNEY KEVIN RENNA: Kevin Renna from Goulston and Storrs, attorney for the proponent. There's a the yard requirements here are calculated based on the length of the building and height and that sort of thing.

HUGH RUSSELL: The formula for setbacks.

ATTORNEY KEVIN RENNA: A formula for the setbacks. I think it's pretty much around most of the perimeter. If you calculated it specific, we would be poking somewhere and a required minimum for the front yard setback and parking that are within those parameters.

STEVEN WINTER: So in waiving the

yard requirements, we are finding objectives of the Concord/Alewife plan continue to be met. That the storm water management objectives of the area continue to be met, and that the waiver of yard requirements provides for more efficient development or use of land and encourages or facilitates a more logical pattern of buildings.

HUGH RUSSELL: Right. I mean, in fact the yard formula was basically written to create buildings like Rindge Towers. And if you have a large building then you set it in a sea of parking and that's what the yard requirements require. The actually urban design criteria is pretty much opposite to that.

H. THEODORE COHEN: We also here have a building that's abutting the railroad line and behind the other buildings that are

away from CambridgePark Drive.

HUGH RUSSELL: Right.

STEVEN WINTER: Okay. We're also looking at pooled parking that the Planning Board is considering the following:

That the facility advances the objectives of the Concord/Alewife plan. And that is clearly correct.

A shared facility is established that aids in implementation of effective transportation demand management measures to reduce dependence on single occupancy vehicles.

HUGH RUSSELL: So basically what we're saying is there's a parking garage that's located in the middle of the project to the third point of the project.

STEVEN WINTER: Correct.

HUGH RUSSELL: And it is convenient

to the residential users.

STEVEN WINTER: Correct. It appropriately is located to serve them.

HUGH RUSSELL: Right. So maybe a little less convenient to the office users, but that's probably a good thing.

STEVEN WINTER: And the facility is well divided but not diminish the pedestrian-friendly quality of the area around it, and is otherwise consistent with the urban design objectives of the Concord/Alewife plan. Providing support services that increase residential which is part of what we're doing there.

Did you do this one?

HUGH RUSSELL: Okay. The provision -- so garage -- Council, criteria when it's above grade, that requirement can be waived if in this district and it was the

reason it's here is because of the flooding issue basically.

STEVEN WINTER: Okay.

HUGH RUSSELL: It's not practical to put the parking underground.

So, I would say, yes, we are finding that the project as a whole advances the objectives of the plan, and the parking portion of it is included in that. The chaired facility aids in effective of transportation demand management.

STEVEN WINTER: Yes, just like it did before.

HUGH RUSSELL: Yes. And, you know, we accept that the design as fits in with the area around it. We may have to circle back and give our opinion on scheme A, B, or C on the --

STEVEN WINTER: I'd like to suggest

that any one of those schemes on the garage would be appropriate, and that the designer, the architect and designer could choose those. I feel --

HUGH RUSSELL: Well, I think I would express a strong preference for B actually.

STEVEN WINTER: Why don't we suggest a strong preference for B?

HUGH RUSSELL: And the reason is that it has a somewhat more random appearance and it's intended to be covered by greenery, and I think that -- those two things fit together.

STEVEN WINTER: In fact, all of them had greenery proposed to cover them, right?

HUGH RUSSELL: Yes.

STEVEN WINTER: Okay.

HUGH RUSSELL: And I think we've all agreed that the condition will be that there

will be further discussion about the details of the garage elevations of facades with the staff.

STEVEN WINTER: Okay.

The additional bulk of the building above grade is well designed and does not have a reasonably negative aspect on its abutters to the public realm.

HUGH RUSSELL: Right, particularly because a lot of the abutter is a railroad track, and when seen from a distance the design is designed from a distance.

STEVEN WINTER: The extent to which the construction of an above grade parking structure facilitates the creation of at grade soil permeability.

Is that what we're seeing here?

HUGH RUSSELL: I would say that's not a significant factor in this project

because the space under the garage is being used for flood storage and rather than -- and that's not -- I don't think there's a significant permeability criterion in that component to flood storage. And I don't know, what is the bottom surface that flood is on? Is that permeable surface or is that impermeable.

JAMES BATCHELOR: I'll start and maybe others will pitch in. So there is space under parts of the building. Under the two residential buildings, basically, to have storage of water. It's approximately two to three feet. And that's a system that has been used in some of the abutting projects. There is also --

HUGH RUSSELL: So, is the floor that permeable or impermeable?

JAMES BATCHELOR: No. The floor is

not impermeable. The idea is that the flood waters go in and when the waters recedes they come back out. They're graded to drain. There is permeability in a percentage of the open space and that's, that is in the documents in terms of what that is.

HUGH RUSSELL: Okay. So this No. 5 then doesn't apply because the -- this is about --

STEVEN WINTER: This is about what we have only soil.

HUGH RUSSELL: To the extent that by building a compact garage you then leave space that can be permeable, that's the principle that Jim was trying to tell us.

Continuing -- moving along.

STEVEN WINTER: Okay, the next one is a Special Permits in the parkway Overlay District. Any Special Permit in the Overlay

Parkway District we should consider compliance with requirements in the Cambridge Community Development, 79 reported Alewife revitalization.

Are those then specified on the next page? Is that area wide guidelines?

HUGH RUSSELL: Yes, there are like two pages of area wide guidelines. Again, the -- what is the permit, the Special Permit in the Overlay District? The Overlay District kind of hits a corner in the building.

RICHARD McKINNON: It hits the corner, that's right.

HUGH RUSSELL: And that is -- requires a height Special Permit or does it? Tell me, remind us.

ATTORNEY KEVIN RENNA: There, actually I think Jeff's hit this to one of

his memos to the Board early on. It just clips one side of the building along Alewife Brook Parkway. There's a number of requirements in there, like, you have to have frontage, you know, directly on the parkway and stuff like that. That really just makes, in my opinion, at least, very little sites here. There's sort of like no way you can actually apply them. So we're just asking for -- and there's the ability for the Board to grant a waiver by Special Permit to those standards and that's what we're asking for here, essentially to permit this which is more sensible in the context.

STEVEN WINTER: Mr. Chair, are we then saying that the area wide guidelines -- that we are not considering them in this case because such a small part of the building is within that district, yes?

HUGH RUSSELL: Yes.

JEFF ROBERTS: I could add to that just to say that it's, you know, the Parkway Overlay District is one of those areas that has very specific requirements that relate to an anticipated condition which is the lot facing and fronting directly on a parkway and encourages pedestrian access to and from, and it encourages some articulation of heights in order to prevent -- to create a more of an open space feel along the parkways. So the finding that needs to be made is that even given a general waiver of the requirements, it -- the project still works towards accomplishing that goal of creating a more open and park-like feel along the parkway which could be determined just based on the fact that the lot is set significantly far away from the parkway. That the parkway in

that section is actually an elevated section. It's the bridge, not an at grade section.

STEVEN WINTER: To look --

JEFF ROBERTS: If you look at the site, it's generally meeting that standard of creating space.

STEVEN WINTER: So it's not parenthetical to the parkway guidelines?

JEFF ROBERTS: That's correct.

STEVEN WINTER: Okay.

And then we --

H. THEODORE COHEN: The parkway here is just the bridge on Alewife?

JEFF ROBERTS: Yes. It's, it's the Alewife Brook Park -- the elevated section of Alewife Brook Parkway is the parkway in question.

HUGH RUSSELL: I mean some of the things that the building does do are in

general conformance with the guidelines, because --

STEVEN WINTER: That's correct.

HUGH RUSSELL: -- but that a strict application of the guidelines is as Jeff as enumerated, doesn't make sense, would basically rely more on the urban design guidelines or the design of the building.

STEVEN WINTER: And in fact that's what your decision should highlight in this area.

Then there are locations, specific guidelines for the Quadrangle. We're not there for the shopping center. We're not there -- and for the Triangle we are there.

Create a pedestrian and friendly environment along CambridgePark Drive.

HUGH RUSSELL: And we're not there because we --

STEVEN WINTER: Provide small -- although the proponent is clearly designing with CambridgePark Drive in mind.

HUGH RUSSELL: Yes.

STEVEN WINTER: Provide small setbacks 5 to 15 feet from the right of way for cafe seating, for benches or small open spaces. I would certainly say that we're there.

Screen service areas from CambridgePark Drive. I would say that we're there.

Provide pedestrian links that strengthen physical connections to the Alewife Reservation consistent with its master plan. And I would certainly say that the pedestrian links are being provided and are in fact being provided in a way that they will grow as sense of place develops in this area.

HUGH RUSSELL: And I think specifically it's the -- providing landing spots for pedestrian bridge so that Quadrangle can be now connected to the Alewife open space that's on the other side of the Triangle.

STEVEN WINTER: Yes.

RICHARD McKINNON: And the purchase of the MBTA walking and biking easement also.

HUGH RUSSELL: Yes.

STEVEN WINTER: And there are two more bullets: Create building height, facade setbacks between 85 feet and 105 feet.

HUGH RUSSELL: And the building is I think under 85 feet, right?

JAMES BATCHELOR: Yes.

RICHARD McKINNON: We are at 70 feet for the housing and 80 feet for the garage the maximum height.

HUGH RUSSELL: Right. So that doesn't apply.

STEVEN WINTER: That doesn't apply.

RICHARD McKINNON: That's right. A lot of our requests have dropped out since we cut the project.

STEVEN WINTER: Site new development to preserve right of way for future crossing of the railroad tracks to connect the Triangle and the quadrangle which this proponent has been -- has provided leadership. And so that in fact is a walkthrough of the required discussion that the Planning Board needs to have.

HUGH RUSSELL: Okay. Now I think we should talk about conditions. And do we have our discussion on the facade of the garage passed that? Yes.

STEVEN WINTER: I'm fine with that.

HUGH RUSSELL: All right.

So, I think, and we're clear that there are 668 spaces in the garage and that there are 0.75 spaces provided for the residential, including shared spaces. And that the remainder of the spaces are being provided for the office. There is a -- as I understand it, there's a small dispute as to how many spaces should be provided for 100 CambridgePark Drive which is not an entity that is under the control of the -- they have a lease requirement to provide spaces. The lease requirement is different than the city's records of the number of spaces.

RICHARD McKINNON: By 16.

HUGH RUSSELL: By 16 that are being provided. And there has been a lot of negotiation about exactly how to handle this. I think what we should say is that what we're

approving is 668 spaces in a 0.75 ratio for the housing and the -- including 94 shared spaces.

STEVEN WINTER: Yes. And in recognition of the counsel we received from Traffic and Parking.

HUGH RUSSELL: Well, I think we should not try to -- I mean, right now there's still a slight unresolved issue about exactly what office space is allocated to what. And I think from our point of view that is not something we should try to substitute our judgment.

STEVEN WINTER: I'm fine with it. What is our language, then, that maintains a defensible position?

HUGH RUSSELL: Our language is that these are the parking spaces that we're relying on and that we're not going to go

beyond that. And now there's a lot of thought going into and mitigation by the Traffic Department, and I think we need to make sure we address the, you know, the commitments on the bicycle bridge, the total bicycle spaces which we understand to have been met in the project. Transportation demand management measures including the most recently division provisions that have been offered. I think we also want to -- I think that --

RICHARD McKINNON: Mr. Chairman, if I just might on the last one.

HUGH RUSSELL: Yes.

RICHARD McKINNON: The PTDM officer has shared information which we agree with the final language on that.

BRIAN MURPHY: If you like I actually got an e-mail from Stephanie and

it's each adult member of household up to two upon move-in would be offered a Charlie Card valued at the cost of a bus/subway pass currently set at $75 subject to fare increases. So the 50 percent subsidy for 12 consecutive months to establish the habit of using Mass. Transit.

RICHARD McKINNON: I think that's correct.

BRIAN MURPHY: And that was Jack Engred (phonetic) accepted and agreed.

RICHARD McKINNON: That's right. And every time an apartment turns, we would offer it again to the new incoming people.

STEVEN WINTER: That's very generous.

SUSAN CLIPPINGER: Can I say something?

HUGH RUSSELL: Sue.

RICHARD McKINNON: You were in my blind spot.

HUGH RUSSELL: Do you want to come to the microphone?

SUSAN CLIPPINGER: So I want to state the parking disagreement in a slightly different way, which is the garage is 668 spaces and the housing at 0.75. When we're doing shared, one of the things we look at is what percentage of the cars, the residents have that would be there during the day. The residential use is much smaller from the total demand of the office people, and so the -- you think we should turn it on, too? Sorry.

So that part of the disagreement that has been occurring is actually over the number of parking spaces that need to be made available for residential use during the

daytime when residents may leave their car home. Obviously there is something people choose to own a car but choose not to use it on a regular basis is a really positive thing. And so I think one of the pieces that sort of floating in here is in the negotiations and discussions about trying to reach agreement on these numbers and the impact of the 100 lease, what we were saying was 107 spaces should be made available during the day for residents. Which I think doesn't come out of the other calculations that you have articulated in the conversations that you've made to date. But it is something that we think is important. And that the decisions about how the commercial spaces or the office spaces are allocated among the different uses is a flexibility they can maintain. So I don't

know where that leaves you.

STEVEN WINTER: I don't either. Are we clear on a position?

HUGH RUSSELL: So my question is are you okay with 107 spaces available for the residential use during the day or does it --

RICHARD McKINNON: Sue rightly says there's nothing else that we disagree on. We would like to have 16 additional spaces available to the office buildings.

HUGH RUSSELL: So you'd like the 107 to go down to --

RICHARD McKINNON: We're trying to buy those spaces down. We think we will be able to. We think the problem is going to evaporate very quickly. But right now we have our own obligations and we thought we had those 16 spaces available to us. And we asked the Planning Board to have a little

faith in us on this one subject.

Thank you.

HUGH RUSSELL: And so the number -- instead of 107 would be 19/1; is that correct?

RICHARD McKINNON: 97.

HUGH RUSSELL: 97.

H. THEODORE COHEN: That's just ten spaces.

ATTORNEY KEVIN RENNA: There's six car sharing spaces in there, too. Add at car sharing spaces are not spaces for residents. They're not empty spaces that residents can use to leave their cars. So it's I think --

RICHARD McKINNON: We can accept that change.

ATTORNEY KEVIN RENNA: I think it's 91 that you guys are interested in.

HUGH RUSSELL: Okay. So you want

91, you want 107. I think we have to use the timeline honor tradition of splitting the difference.

ATTORNEY KEVIN RENNA: Excuse me. We actually just -- if I could say, we actually really cannot accept that. It's not, it's not that we're not just, you know, we're not just differing over 16 spaces. We truly have obligations under recorded easements, and it's not, you know, that we're trying to be difficult. We're not in a position to, you know, split the baby and go to -- we need 16. And I would also -- we're a little bit -- I don't want to confuse things, but I would note that on, we have actually already given up 16 spaces that the city doesn't recognize when we did 160. We can get into the details on that, but we're actually talking about -- we've already just

kind of accepted that we're going to absorb where 125 and 150, a loss of 16 spaces that we have to give to 100. So an additional 16 here, and we're just not in a position to do it.

HUGH RUSSELL: So basically what they're saying this is not a 668 car garage. This is a 185 space garage for -- and the rest of the spaces are completely committed --

STEVEN WINTER: To someone else.

HUGH RUSSELL: -- to someone else. And Sue feels that number should not be 185, but should be 16 more so that the housing won't work properly. You're trying to make sure that there's enough parking to serve the residential uses because there are no other options.

SUSAN CLIPPINGER: Yes. And I, you

know, I think that first of all, it's really hard to fathom why a not yet permitted project has an obligation to all of these projects, but we feel like if we're shorting the residential spaces, that this is a problem and they're really talking about 16 spaces, as this totally non-negotiable thing maybe the size of the garage needs to be reconsidered.

STEVEN WINTER: I think that's too severe.

HUGH RUSSELL: Well....

SUSAN CLIPPINGER: I mean the difficulty is that from our perspective it's incredibly important to try to make sure that the residential parking needs are protected and we've already made a compromise over what we think was the number that was needed in order to try to reach an agreement. But

we're in a negotiation where what we were hoping was a compromise is actually not really a compromise. It's out -- we need all our spaces. And what I'm afraid is that the request, therefore, reduces the spaces available for residents during the day and those residents then are, you know, either being forced to drive their car to work because they can't park during the -- can't leave it at home during the day, which would not be a good outcome or they're being forced to seek alternate parking somewhere else because they're not being provided the parking needs that we think they need to support the project.

RICHARD McKINNON: Just if I may, Mr. Chairman. We've taken on a whole lot of additional mitigation and a lot of it is in a residential building, offering Charlie Cards

to everybody. But my experience is that the residential parking needs just go down as on their own almost in Cambridge. But we're doing things to really make them -- I just don't see that it's a real problem that residents are going to be trying to park somewhere else. I think we're in fact having more than enough parking for our residents. And we're going to see this percentage go from 7.5 over time. And I think, you know, it's the one request I'm really making, Mr. Chairman, those 16 spaces, we'll try to buy them back, but I certainly don't think they're going to leave our residents high and dry. And we'll make sure they don't. And what is the point of all of this residential mitigation if not to discourage people from having cars? Having done this for a while, this is going to be a 0.6 building within

three years after it's open.

HUGH RUSSELL: I mean I guess the other thing I would say is that I don't think this is a real problem. I think this is a legal problem, and I would be astonished if every single contractual required office space is actually filled ever. And so I think the spaces -- I think the garage is big enough. It's probably too big. And the problem is that there's a legal problem having to do with, with obligations. And so I prefer not to spend an enormous amount of time trying to make lawyers happy when there isn't really a problem.

STEVEN WINTER: What do you propose?

PAMELA WINTERS: Hugh, can I ask you a question?

HUGH RUSSELL: Sure.

PAMELA WINTERS: Usually developers

want more parking, and so I'm just a little bit confused as to why you want less and maybe, Hugh, you can answer that?

HUGH RUSSELL: So, these three office buildings originally I think had about three parking spaces per thousand --

RICHARD McKINNON: They did.

HUGH RUSSELL: -- square feet. And the goal is to try to not maintain three spaces per thousand. So, so the ratio's being reduced to 2.06 for two of the buildings.

RICHARD McKINNON: That's right.

HUGH RUSSELL: And I think there's a contractual arrangement for the third building at 2.5?

RICHARD McKINNON: It's at 2.5 according to the city's records, but we have an obligation to park it at 339 spaces. So

there's a 16 space difference. We're trying to get rid of that obligation.

HUGH RUSSELL: Right.

PAMELA WINTERS: Oh, okay. All right.

HUGH RUSSELL: And so they --

RICHARD McKINNON: I have to work on that. I can't just take those spaces away. And I don't think the Planning Board can either, because it's not in front of you, building 100.

HUGH RUSSELL: Right. So that's why I was taking the approach of saying, okay, 668 car garage, so many spaces available for the residential use, you solve the rest of it. We're permitting a residential project.

And so the question is on this chart here which is, that's a city chart. And if we adopt this, we have an attorney on -- from

the proponent who says it's impossible. And we have -- if we adopt the proponent's numbers on this chart, then we have a situation which Sue is not happy with from a contractual point of view.

I mean, usually when something like this happens, you say, well, okay, we're going to monitor stuff. And we're going to have the ability to talk about it in the future and see if we can adjust our policies. If there's a problem, we'll work this out, whatever the problem is. Not the problem now, which is I see as a legal problem on one side and an engineering problem on the other side.

STEVEN WINTER: So we can grant the Special Permit stipulating that monitoring must occur?

RICHARD McKINNON: We would

absolutely accept that.

SUSAN CLIPPINGER: You have to have a starting point.

PAMELA WINTERS: You would accept that?

STEVEN COHEN: Could I just pursue Sue's concern for a moment? I just think it's not a legal concern, but I guess I do have a question. Sue's concern is that there may not be enough parking for the residents. So say there's, you know, there's 140 residents who want parking. There's only 107 that will be permitted here. What happens to those residents who, you know, have parking spaces there? Do they have to -- I mean, what would be the mechanism that would compel some portion of them to abandon their parking space in the morning?

ATTORNEY KEVIN RENNA: Our

anticipation is that you sell two different types, you know, everyone's paying two rents, parking spaces. Some people pay X for 24/7 parking spaces, and others pay Y for, you know, reverse commuter timing parking spaces. So your card would only work certain times. And I actually personally experienced this only in Boston, but, you know, you can have a parking card that only works certain hours. And if you overstay, it knows you overstayed and, you know, there's a whole mechanism for it and you can get fines and lose your parking rights.

STEVEN COHEN: So then you have a card that permits you only to park at night, but in fact you don't move it the next day and what happens?

HUGH RUSSELL: And the problem with this is somebody's going to get a fine for

parking in a space that will not probably be needed. And they would be driving their car when it's not necessary to drive it. You can't predict.

ATTORNEY KEVIN RENNA: I don't think our -- that's the way we would police it if it were an issue. You know, if it's shared and it turns out being that you can give out, you know, again, to your monitoring point, obviously people are going to monitor this stuff very closely. If it works out that you don't need to enforce it that tightly and give someone a $20 fine for staying over an hour, then you don't need to. It works out perfectly. That would be our, you know, first thought when you start having conflicts and then once again because I'm partially familiar with these shared parking garages.

STEVEN COHEN: So my cut on this,

though, is that assuming that Sue's concern is well founded, and perhaps it is, we don't know how it will play out, but if it is well founded, those folks for whom the parking arrangement not work are going to move out or they won't rent in the first place, and therefore, it seems that any risk here, any negative consequences here will actually be risks taken by the owner/landlord here. And, you know, any residents or inconvenience stuff are simply going to move out or not rent there. So I don't see tremendous negative consequences, you know, if for the public interest. And it's only the public interest that we're concerned about, not, not the owners financial interests here.

SUSAN CLIPPINGER: So I think one of the challenges is that we're talking about office parking and residential parking. And

potentially by people who are in buildings that are owned by separate owners in the future, and so there could be a push and pull between the office parking, the office building owners warranting, as in this case, I think is a perfect example, to be able to lease the highest number of parking spaces possible to get tenants at the expense of a residential space and the limited power that the resident -- a resident or an individual resident or residential building has to try to protect their interests. I actually believe the 668 spaces as Hugh was saying is probably perfectly adequate amount of parking for the area, there's a substantial amount of TDM which is being done to discourage residents from owning cars. But what happens is office parking which has no TDM or limited TDM and there's no fee for parking anywhere

in the Triangle. So in the future the likely reduction in parking is most likely going to come out of the office buildings. And so the structure we're trying to set up is something that has some flexibility and some controls, and we feel that the weak link and the people who are most likely to be harmed by the decision would be the residents who are seeking to utilize daytime employee parking spaces to leave their car at home and that's an activity that we're hoping that they can do and they might not do it everyday. They might do it some days and not other days, in trying to protect that so that those, those people do -- are able to be there. That they aren't driving to work because they have no parking. They're not trying to park somewhere where, you know, is an additional problem for us that we're having to deal

with. And that we're protecting that minimal need and with some flexibility in how things are managed for everybody would probably never be a problem. But I feel that there's a high likelihood that the economic pressures of the two building types is going to drive the need for residential daytime parking to a number that's lower than what makes sense. And that's, that's why we're sitting here having this fight.

TOM SIENIEWICZ: I was just going to say it's getting late and I don't know how clearly we're all thinking. I would say in my experience, with all due respect, her work is incredibly important and detail oriented. Traffic engineering is not a precise science. We're talking about 16 spaces over a 668 car garage. It's 2.4 percent of the total inventory. It's a rounding error in traffic

engineering terms I believe. So I think we should move on.

STEVEN WINTER: I concur.

PAMELA WINTERS: I agree.

HUGH RUSSELL: In which way?

STEVEN COHEN: Can -- I just want to say, I think Sue and the Traffic Department are incredibly flexible in most all projects we've been working on and have frequently worked with the developers to come up with a solution that they're both comfortable with and, you know, worked in monitoring or whatever, and this is one situation where they're telling us, you know, we don't think this is the right number. And I'm very uncomfortable, you know, not following their recommendation, you know, on this one issue where we rely upon their recommendations to us. And I understand that traffic and

parking is not an exact science, but this is one where the, you know, where we're saying, you know, we don't think it's the right number for the residents who we're really trying to protect.

And, you know, I hear what the developer is saying and the, you know, they've been very flexible in a lot of issues, but you, know, I think maybe that's an issue that they simply have to figure out how to resolve it. And if that means maybe purchasing spots someplace else or doing something else.

RICHARD McKINNON: May I ask you is we can't accept a permit that doesn't have those 16. Could we just take that one issue and remand us back to trying to work it out? We've worked out a lot of this stuff, and if we could -- it is getting late, I know. And

let us work -- continue to work with the Traffic Department, but at least acknowledge that the issue is out there.

H. THEODORE COHEN: I'm happy to acknowledge that. Sue are you comfortable to continuing to work with --

SUSAN CLIPPINGER: Sure.

PAMELA WINTERS: Sue, would you be comfortable with monitoring, an annual monitor or a six-month monitor or doing something like that to make sure the number is correct?

STEVEN WINTER: I think we've reached that.

H. THEODORE COHEN: Let them work it out.

STEVEN COHEN: Are you saying to let them work it out, are we saying that's a condition that they work it out?

HUGH RUSSELL: My thinking is that they should work it out before the decision is --

H. THEODORE COHEN: Gets finalized.

HUGH RUSSELL: -- before it gets signed. That's the time frame.

RICHARD McKINNON: Okay.

HUGH RUSSELL: You've got two weeks.

RICHARD McKINNON: Okay.

HUGH RUSSELL: And when I sign that decision, I want both of you to say, yes, we've reached an agreement.

RICHARD McKINNON: Yes, sir. Ma'am. Okay.

ATTORNEY KEVIN RENNA: So, well I guess I'm -- I mean --

H. THEODORE COHEN: Sit down.

ATTORNEY KEVIN RENNA: I don't want to have you guys voting and then in two weeks

-- I mean, obviously I agree with you, first of all, on the economics point. And second of all, in the rounding error point. I would not be standing up here on the third time on it if we can't work on it. So we can't move on it --

HUGH RUSSELL: There are two situations --

RICHARD McKINNON: We've got two weeks.

HUGH RUSSELL: We cannot vote on it tonight or we can vote on it say in a couple months. We can wait for you to work it out. We can vote on it tonight, grant the permit and say work it out --

H. THEODORE COHEN: Subject to the resolution.

STEVEN COHEN: It's a condition.

ATTORNEY KEVIN RENNA: So the

condition is that we reach an approved number of parking spaces with the Traffic Department?

PAMELA WINTERS: Yes? Can we vote on this tonight then?

HUGH RUSSELL: I did. We make findings. Is there anything that's stopping us?

H. THEODORE COHEN: No, I just want to make sure a couple other conditions which is that --

ATTORNEY KEVIN RENNA: I'm sorry. Our preference is to delay it for two months. I mean, we have binding legal obligations. We can't accept it. We'd rather not have a vote and wait the two months.

HUGH RUSSELL: Okay.

RICHARD McKINNON: Can we take two minutes, Mr. Chairman?

HUGH RUSSELL: Sure.

RICHARD McKINNON: Thanks.

(A short recess was taken.)

HUGH RUSSELL: Okay, we are back in session.

RICHARD McKINNON: Thank you. Mr. Chairman.

HUGH RUSSELL: Is the mic on?

RICHARD McKINNON: It is. We are -- we very much appreciate the vote. We appreciate having the two weeks to try and resolve that. And so the Board understands, if we can't then, we can't sign the permit. We think we'll get it done, though. I have faith.

BRIAN MURPHY: Mr. Chair, I can give you a modest amount of good news. Given that Jeff is actually going on vacation and has a courthouse decision to write, it might be a

little more than three weeks, we may have to ask for a small extension.

RICHARD McKINNON: Okay, fine. That's good. We'll be willing to do that.

HUGH RUSSELL: Okay.

H. THEODORE COHEN: And then the only other condition that I think hasn't been covered was the commitment to have six --

RICHARD McKINNON: I think the only other thing that Kevin had raised was in the event that we need to seek an additional Special Permit to do the three bedrooms, because it's outside of the way that the Ordinance reads, we will do that. Okay?

HUGH RUSSELL: Right. It's 11:20.

RICHARD McKINNON: Right. 11.2 really wants you to mirror the affordables, and we're doing a lot more three bedrooms now. So if we need to take any additional

steps, we'll take them.

HUGH RUSSELL: Okay. We can make a finding then that we believe that there's a need for the three bedrooms, that in this particular, based on a particular history of this program in the city at the moment and that before that, that's the reason why we're in favor of six, three-bedroom units.

Okay, is there any other discussion?

(No Response.)

HUGH RUSSELL: Is there a motion to grant the permits?

STEVEN WINTER: So moved.

HUGH RUSSELL: Is there a second?

PAMELA WINTERS: (Raising hand.)

HUGH RUSSELL: Pam is a second.

Any discussion on the motion?

STEVEN WINTER: No.

HUGH RUSSELL: All those voting in

favor.

(Show of hands.)

HUGH RUSSELL: Six members voting in favor. And it's done.

JEFF ROBERTS: I mean, I might ask the proponent to possibly suggest that a date for an extension that would be -- I mean, I would generally ask, as we did in the previous decision, to have a 30-day period from this point in order to write and file the decision, and I would ask the proponent if the proponent has any alternative suggestions given what's been discussed.

HUGH RUSSELL: I think it makes sense to me given the complexity of the decision.

So, what's the current expiration date?

JEFF ROBERTS: I actually don't recall. It was in the month of October. So

I think it might have been October 18th, but it might have been October 28th. I would --

HUGH RUSSELL: So we'll extend it to the 37th October which is the 6th of November.

Right?

JEFF ROBERTS: 30 days from November.

BRIAN MURPHY: Say if there is an outstanding issue that needs to be resolved, things to keep in mind are there's a Planning Board meeting October 28th. The next Planning Board meeting is November 18th because of Election Day and Veteran's Day.

JEFF ROBERTS: I just thought of something that it probably would be appropriate to extend it to perhaps November 21st so that we do have that additional Planning Board meeting, scheduled because it

is a long, it's a longer than usual break until the first meeting in November. So would it --

HUGH RUSSELL: Is that agreeable to you to extend the date to the 21st, perhaps you won't need to take that time --

RICHARD McKINNON: That's great. Kevin just reminded me that we may need to seek an additional permit to do all that retail, and if we do we, will seek it. Okay?

HUGH RUSSELL: And can that be since it's not been advertised, that would have to be a separate action, right? And possibly the affordable housing piece will be separate. Okay?

That would be an amendment presumably to this decision which would mean we'd have to advertise and notice --

RICHARD McKINNON: That's what I

mean. If that's what's required, we'll offer to do that. We'd like to get them -- we'd like to do it.

HUGH RUSSELL: On the motion to extend the time of decision to November 21st, all those in favor?

(Show of hands.)

HUGH RUSSELL: Thank you.

RICHARD McKINNON: Thanks for all of the work and for staying so late.

HUGH RUSSELL: This is a good project and it's gotten a lot better in the time that we've been discussing it.

STEVEN COHEN: Hugh, can I offer a brief postmortem on this thing? You know, it's still a long building. I'm not sure about long buildings like this. I think given that we're going to have a long building that they've done a lot of good

design work and it's much improved and I think it's kind of a good -- perhaps it could be, but I would really welcome the opportunity for the Board to find some sort of forum to sit and talk with Suzannah and just talk about our thoughts and our approach to long buildings.

BRIAN MURPHY: We can certainly try to find sometime in the future where we would, you know, provide a memo for discussion and whether it ends up being something that evolves into either a suggested amendment to the Zoning Code or design guidelines, happy to sort of, you know, have staff work on that and come back to you.

STEVEN COHEN: I think we should establish some guidelines so that applicants know what to expect, so staff knows what sort

of feedback to give its applicants and what -- you know, rather than just the way we have to react to a design. By the time it comes to us, you know, it's kind of baked already.

HUGH RUSSELL: So I would comment that this is actually three buildings that look like four and that's the proper approach.

STEVEN COHEN: Well, that would be something for us to discuss.

HUGH RUSSELL: Right. But it's, you know, there will be from a Building Code point of view, there are at least three buildings. I don't know if there are additional firewalls in the left-hand end of the building or not, but the garage is a different construction type.

RICHARD McKINNON: That's right.

HUGH RUSSELL: And the buildings on either side, they are separate buildings. From a legal point of view they've been designed and articulated as separate buildings and --

STEVEN COHEN: Well, you're talking from a structural perspective and but, you know, I'm talking about from a visual perspective.

HUGH RUSSELL: And I'm talking also about visual perspective. But, yes, it may be possible for someone to say oh, well, this was actually all built at once. But if four separate people had come to us for the four pieces, you know, would we have said well, you can't build a fourth piece because other people have built the third piece? That doesn't make sense to me.

TOM SIENIEWICZ: So I'm

uncomfortable talking about something that we've already voted on. I'm uncomfortable doing that. But, Steve, you actually tripped into the next agenda item, that's really important to very much getting into tonight, something that's pressing on this Board. I think your suggestion that a long building discussion is something that the staff can help us with is a very, very good one. So, I I'm willing to stay another five minutes to broach this, broach this next topic.

HUGH RUSSELL: Okay. So we are done with CambridgePark Drive.

Thank you very much. We have one more item on our agenda. And if you could remain quiet as you get out of the room. We might be able to do it while you're moving.

The last item on the agenda is a General Business item. General board

procedures.

I was told two members of the Board, Catherine and Ahmed, who were not involved in the CambridgePark Drive that they could go home and not sit here for two hours. So I think we cannot have a discussion among ourselves.

I was asked by the staff if there was any advice we could give them for subject topics that would come up for discussion on October 28th, that would be helpful for them know. I asked Catherine, but I did not have an opportunity for Ahmed as homework to put those notes in writing. But I think if anyone wants to tonight just give us a bullet list of things they think we should be talking about on the 28th, that would be helpful.

TOM SIENIEWICZ: So there was the

suggestion and correspondence that we received from the public saying that the Board should make time for general discussions on planning issues. I think that's something we should discuss. I personally do think we should do that. I think that we should stick to the cases before us and deal with planning issues as they arise.

I think that we need some discussion and some advice on some parameters for the discussions here. To what extent are we an architectural design review board? And I happen to believe that we are absolutely not an architecturally design review board. We're a Planning Board, but that's something I'd like to discuss because I think there's a difference of opinion on the Board about that. What are the guardrails for that? So

that's another thing that I would very much look forward to getting advice and having discussion about. So those are just quickly a couple of things that I had, was looking forward to talking about.

HUGH RUSSELL: All right.

PAMELA WINTERS: Well, Hugh, I think because of the late time, I think it would be good for all of us to maybe e-mail in our thoughts about what we would like to see discussed. I know I'm kind of wilting here, but I don't know if anybody else wants to add anything to that.

HUGH RUSSELL: Right, I would think if we do that, I would encourage you to send them only to the staff and not copy the rest of the Board because I think that constitutes an impermissible discussion.

PAMELA WINTERS: That's fine.

HUGH RUSSELL: But sending communication to the staff so that they can come back to us and organize a discussion is permissible.

JEFF ROBERTS: Yes.

PAMELA WINTERS: Right.

But other people feel like they want to stay, I'm willing to stay. I just, you know, I don't know.

HUGH RUSSELL: I don't think any of us wants to stay. We ran out of gas sometime ago.

PAMELA WINTERS: Yes, we did.

HUGH RUSSELL: Okay, then we are adjourned.

(Whereupon, at 11:30 p.m., the Planning Board Adjourned.)

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