PLANNING BOARD FOR THE CITY OF CAMBRIDGE

GENERAL HEARING

Tuesday, October 21, 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
Catherine Preston Connolly, Associate Member

Iram Farooq, Acting Deputy Director

Community Development Staff:
Liza Paden
Jeff Roberts
Stuart Dash
Suzannah Bigolin

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PUBLIC HEARING

7:00 p.m. The HYM Investment Group Zoning Petition to amend Article 13.70 Planned Unit Development in the North Point Residence District of the Zoning Ordinance of the City of Cambridge in the following way, replace clause (ii) of Section 13.73.1 with the following:

(ii) No off street parking is provided except as permitted by the Planning Board in a Special Permit up to 0.5 spaces per 1,000 gross square feet.

The purpose is to allow limited amounts of off-street retail parking which is not currently allowed in the North Point District 7

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8:00 p.m. PB#198, Discovery Park, located west of the Alewife T Station between Route 2 and Acorn Park Drive in West Cambridge, two amendments. The first request is for a Minor Amendment to decouple future Buildings 500 and 600, and for Design Review Approvals of Buildings 400 and 500 and Garage B as required by Condition 2 of the Special Permit. The second request is for a Major Amendment to the Special Permit to allow construction of Building 600 as a 82,000 square foot hotel in place of the previously proposed 120,000 square foot office/research Building 600. That request also seeks special permit relief to allow the hotel's main entrance to face the Discovery Park campus rather than Route 2 pursuant to Sections 20.63.7, 20.64.3(1) and (2) of the Cambridge Zoning Ordinance. The Design Review of the hotel will take place during this public hearing. The applicant is BHX, LLC as Trustee of Acorn Park Holdings Realty Trust (Bulfinch) 59

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P R O C E E D I N G S

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HUGH RUSSELL: Good evening. This is the meeting of the Cambridge Planning Board. And the first item on our agenda is an update.

Is that Iram has that honor tonight?

IRAM FAROOQ: I do. Thank you so much, Hugh. So just in terms of items coming up in the next couple of weeks, we have something that I think people have been waiting for to discuss which is the next meeting, October 28th, we'll start with the discussion of Planning Board procedures. We've been doing Board as well as staff have been doing a lot of work on this, but there's a great deal of interest among -- in the community as well as the Council, so I think that will be an important discussion. But

you also have two public hearings in addition to that:

East Street Major Amendment of the project that's already permitted, and then a continuation of the J.F.K. Street project, that you have seen before.

And then your next meeting is November 18th after that -- I have. And oh, and we don't really have the full agenda for that at this point.

But November 12th is an Ordinance Committee hearing of the Teague Petition. We anticipate that the Teague Petition hearing at the Planning Board will be on November 18th as well as the medical marijuana hearing. There will also be Special Permit project hearings, but those are not scheduled just yet.

I did want to mention one topic that

caused some community confusion last week. We got some e-mail about the Ames Street housing project where they have a sign for community engagement and they had mistakenly listed that there was a public hearing for that project today and that CDD had all their application materials. So we've asked them to modify that because I just want everybody to know that we do not have their completed application yet, and hence they have not been scheduled on the Planning Board agenda. That will happen once we have the completed application.

Thank you. That's all for the updates.

HUGH RUSSELL: Okay, thank you.

Any meeting transcripts?

LIZA PADEN: September 2nd and it's been certified.

HUGH RUSSELL: Is there a motion to

approve that?

H. THEODORE COHEN: So moved.

HUGH RUSSELL: Second?

CATHERINE PRESTON CONNOLLY: Second.

HUGH RUSSELL: Any discussion?

(No Response.)

HUGH RUSSELL: On the motion?

(Show of Hands.)

HUGH RUSSELL: All members voting in favor.

Are there any BZA cases?

LIZA PADEN: Not this week, no.

HUGH RUSSELL: Good.

So we can then go on to a public hearing from the HYM Investment Group to amend the PUD regulations in North Point with regard to parking.

So this will be a public hearing and the -- the Zoning Amendment has been filed

with the City Council, and I understand there's been a hearing at the City Council and that the Ordinance Committee referred it to the Council favorably.

IRAM FAROOQ: Yes.

HUGH RUSSELL: So what we will do tonight is hear what the proposal is. We've heard it formally, what it's been. We'll have a formal hearing, we'll take testimony, and if we can, we'll make a recommendation. So if you would like to proceed.

TOM SIENIEWICZ: Mr. Chair, I'd like to -- Mr. Chair, I just need to state for the record that about six months ago I pursued a project for HYM. I was not selected as the architect for that project, however, I believe my relationship at this point will not impinge my ability to make an impartial decision on the case. However, I would like

the petitioner to indicate that he has no issue with me sitting on the case and I would recuse myself should HYM feel that there's a conflict inherent there.

DOUG MANNS: We have no issue and we look forward to the comments from Tom.

HUGH RUSSELL: Okay.

DOUG MANNS: Thank you. My name is Doug Manns. I'm a partner and director of development with the HYM Investment Group. We're based in Boston at One Congress Street, 10th floor, Boston, Massachusetts. Tonight with me from HYM is Alex Laffey, L-a-f-f-e-y. And Ian McKinley, Richard Rudman is our corporate counsel from DLA Piper, Susan Sloan-Rossiter is from VHB traffic engineer, and Anthony Galluccio also represents us from a legal perspective counsel as well. Thank you very much for allowing us to be before

you again.

So specifically tonight as the Chairman had mentioned, we are specifically here in regards to a petition to amend the Zoning for the North Point District to allow retail parking. It's a very specific item that we're here before you tonight. You guys have seen this image many times, so I'll keep this shorter to move it along. But a reminder this is the North Point site with a rendering that was done earlier. So more to go back through history, there's a couple of concurrent process going on. We did a formal presentation with the Planning Board back in June and we submitted a Special Permit amendment that dealt with parking as well as retail, which also included retail parking. We were actually before the Planning Board for a detailed presentation on that August

19th. I think the Board actually done a preliminary vote to approve or to find it satisfactory and then we started the concurrent process which was really about the retail Zoning Amendment. So we submitted on September 8th the actual request for City Council to allow retail parking in the North Point Zoning District. And then as was already mentioned by the Chairman that we actually met with the Ordinance Committee just last week and they did refer us back to the full City Council with a favorable recommendation. And so tonight we are now before you.

And so, again, not going through much detail again. You know the site very well. 45 acre mixed use site. 5.2 million square feet. These are kind of the characteristics of the Special Permit amendment that is

pending before you right now. We went through those in detail. But now we're really talking about just tonight is the Zoning Amendment for 0.5 spaces per thousand square feet of retail and that is the matter in front of you.

So, as you guys know or many of you that have been on this before, one of our main themes when we updated currently to 2012, the increase of Lechmere. And this showed the boundary that we were kind of trying to fit our retail into it.

And again anchored by the Green Line, new Green Line station here at Lechmere, adding a lot of plaza space, also looking at a grocery store as well.

(Winters Seated.)

DOUG MANNS: So currently we're permitted for 150,000 square feet of retail.

The Special Permit Amendment is really about increasing it up to 300,000, including the right to have a 300 square foot retail grocery store that will be located on parcel B, here, most likely. We would still maintain the 10,000 max for the rest of the retail establishments. So we're not asking for a waiver of that. So, again, this is meant to be really an urban square. So the street front retail is really a mix of restaurants, cafes. And this is the rendering that we had shown back in 2012 looking north. This is actually looking back south. And this is the Green Line Lechmere station.

So but, again, to focus on retail parking, this is the actual formal request that was submitted, which was that we were up to 0.5 spaces per thousand gross square feet.

Now, again, the Zoning Amendment just allows it to have the right to do it. The Planning Board would still have discretion up to the 0.5 spaces per 1,000 square feet.

So, a couple of key factors, you've already heard these speaking points, but we wanted to go through them again. So every successful Cambridge Square: Porter Square, Harvard Square, Central Square, has some component of retail and/or commercial component of parking. And so that's an important component for us. But now again we're just asking for retail parking, not commercial public parking. But, again, I think it's a very important component.

The other is, and this really deals with the grocery store, and some other potential larger users, grocery stores need or want some level of parking. And so,

again, three of our competitors that are in really close proximity, actually have surface parking. We're looking more of this being structured parking at the end of the day. But again Twin City Plaza, actually that's a huge parking field, we're not looking to replicate that. But also even Whole Foods in Central Square, as well as Charlestown is also a Whole Foods as well. So, again, this is not new for you. We've talked about this before, but it's obviously an important component. And so having some level of retail parking is important.

And just some other kind of key I guess speaking points is -- just a reminder, even at 300,000 square feet we're less than six percent of the total development of the 5.2 million. This is a very small component of North Point. In this event it will be

concentrated in more street front retail. The 0.5 spaces per 1,000 square feet is the same limit as the MIT Kendall Square Zoning, and it's well below typical parking renovation for thousand per retail. We are really trying to limit this.

The 150 retail parking spaces is less than four percent of the total parking on North Point's site. This is also part when we come back to continue on the Special Permit Amendment, this is still part of the package of taking the 5,000 we were approved for and bringing it down to 4,000. So this is obviously a small part of it.

And obviously economic viability of grocers -- well, there could be a debate about that, but grocers think parking is a key element for them because there will be people that, you know, especially families,

some people may come for a bag of groceries, some come for a lot more than a bag of groceries so to have that. And it's an important reminder that we will be subject, the retail will be subject to the PTDM plan. So we've been working with Stephanie on that where we're going through a number of PTDM measures that will be consistent and apply specifically to the retail which will be important.

We have met with the East Cambridge Planning Team on this as well. Again, for the most part they're supportive. We did have one member speak at the last meeting. So we're really excited.

To be honest that is our presentation. You guys have actually seen this twice already so hopefully we'll keep it short, but we're happy to answer any questions that you

may have about the item in front of you.

STEVEN WINTER: Mr. Chair, I have a comment you if could.

HUGH RUSSELL: Sure.

STEVEN WINTER: Doug, I don't want you to ever apologize for making -- for saying that we've seen this once or twice. One of the comments that I wanted to say with this proponent in particular, I feel like there's been a lengthy complex group of planning discussions, and I feel that in each discussion you've built some content depth with -- I'll speak for myself, in me as to what your next move is going to be to help us understand how to adjudicate and make some sense out of it here. So I'm very grateful for that and simply wanted to say that.

And as long as I have this microphone, I also want to say that I'm really glad that

we're baking in this sense of place and that we're starting to create that. I know that humans are the ones that really do that, and a lot of people think that sense of place comes in five crates, you know, from someplace in Minnesota, but no, it really doesn't. And so we're -- this is really terrific. We're setting everything up to -- so that the people can come in and then develop that sense of place.

DOUG MANNS: Thank you.

HUGH RUSSELL: Any other questions by members of the Board?

TOM SIENIEWICZ: The one question that was -- as I reviewed the materials over the weekend that I had in my mind, we recently saw a proposal for another grocery store in East Cambridge, and I just wanted HYM's opinion about the ability, is this a

rush to market or can the neighborhood support two, 50,000 square foot grocery stores?

DOUG MANNS: So I definitely think North Point by itself could support a grocery store almost today. Again, obviously it would have to be slightly different than what the current offerings are. So unlikely to be a Whole Foods or a Star because those are in close proximity. There are a number of other grocery store concepts that are coming to an urban concept and which we're really excited about as well, too. Over the long run -- that's just today. So today there's over 2,000 units at North Point today occupied, and so -- and then by full build out we'll be over 5,000 units. And so, you know, again, we're not four person households, but still you could be talking about a population

pretty easily of 10,000 people and that does not even count the East Cambridge neighborhood who I think at least from our discussions have been, are looking for additional options, you know. So it's just something that we're excited about. So I think market demand from our perspective is there.

TOM SIENIEWICZ: It appears that market demand, I think, will -- part of my question is market demand would support two retail locations it appears according to what we just heard on the record.

DOUG MANNS: Right.

HUGH RUSSELL: Also the one being talked about for First Street, I think is 15,000. This is 50,000, so they will be necessarily be somewhat different operations.

DOUG MANNS: Yeah. This is not

targeted towards a specialty type grocer, a little bit larger, more offerings. You know, Trader Joe's -- I'm not sure what's on First Street, but Trader Joe's is a 15,000 square foot model and you're familiar with different models that are out there. You know, but this is definitely more than a mainstream grocery store, but that's what we're perceiving and trying to fit them within the model, you know, that works well. Because we're not looking for -- obviously we're not asking for 120,000 square foot super center. We're asking for something that has a solid offering across all types of produce and products and is supportive from our perspective.

HUGH RUSSELL: Ted.

H. THEODORE COHEN: I'm not sure if this is for you or at some point for Sue, is

there intended to be some sort of restrictions on who can use this parking and how long they can park there?

DOUG MANNS: I think I can take the first shot at it and I'm sure there will be continued discussions with the city of Cambridge. So that here is this retail parking. But the minimum of validated parking system, right? So in order to use it, you need to, you know, go to one of the retail stores, get validated. If you don't, there will be a penalty of some sort. Obviously we can't lock people in necessarily, but the idea is that, you know, you have to actually go get your ticket stamped type of thing. It is a very limited amount of space, too, when you think about 150 spaces. So that's the idea. And then, again, if you -- if you're there for a longer

duration, you know, even if you shop and get validated, if you're there in the grocery store and you stayed there for ten hours, there's something going on. We'll be working with the city of Cambridge to make sure it works appropriately. So that, again, the goal is for convenience and to assist the neighborhood and others using it that may want to drive to it, but we're clearly trying to discourage, you know, driving to the site which is a key item for us in the city of Cambridge.

H. THEODORE COHEN: Right. My concern is that it's right next to the T stop and that you're not going to have people driving and parking there all day and then taking the T somewhere.

DOUG MANNS: Correct. And that's where there would likely be a tiered pricing

system on that. The validation, again, just because you got $20 of grocery doesn't mean you get 12 hours of parking either. So that's the idea is it's got to be -- again, it will be an automated garage. So this is not a surface lot that is unmanned and just kind of open like, you know, say Twin City Plaza or something like that. This will be, you know, basically a structure or at least the gated system that you have to pull a ticket, you got to get it validated, and you know, again, so there will be a lot of, you know -- Sue has any other comments but at least that's -- that's at least what the vision is.

The idea is a heavily patrolled situation so that it's not -- another thing, too, is I have to say our retailers would want that too as well. Our retailer,

especially a grocery store, does not want someone parking there 12 hours a day. They want the space to turn. Because what they want is they want to make sure that is available for their customers at the end of the day. Again, it is a limited supply. There's definitely going to be a balance there that matches the city of Cambridge, but also the retail is going to say we don't want to fill up with somebody trying to take the T.

PAMELA WINTERS: I'm all set, thank you.

HUGH RUSSELL: Steve.

STEVEN WINTER: Please.

Jeff, in the memo that staff wrote and you wrote with all of the folks indicates on page 5 of 6: The Planning Board may establish conditions to control the

management of retail parking spaces to prevent negative outcomes. Is that a -- is that a recommendation that we think about that now or that we, that we leave that to be watched by Sue and the proponent to see if problems come up? What does that mean?

JEFF ROBERTS: Jeff Roberts, Community Development. That means that at the time that the Planning Board is approving a Special Permit Amendment or perhaps even during the design review of a building where this parking will be located, the Planning Board could include appropriate conditions as the Board would with a project review case having to do with how the parking is managed. It's also the case that as was noted, it would be subject to the PTDM requirements, so that would be another jurisdiction, another opportunity to provide for some mitigating

requirements or, you know, to protect and to make sure that the parking is being managed in an appropriate way.

STEVEN WINTER: This is action that might happen in the future then?

JEFF ROBERTS: Yes, this wouldn't have to be done at the time of the Zoning.

STEVEN WINTER: Thank you.

HUGH RUSSELL: I think that's the reason it's in a Special Permit structure rather than sort of an as of right condition because it's assumed that everything that's happening here is sort of in the Special Permit structure.

H. THEODORE COHEN: If I could just ask Jeff or Hugh if you want to answer it. The suggested changes to the amendment that CDD made talked about it, changed from the Special Permit to approving a final

development plan and I wasn't quite certain what you meant by that, whether there be a Special Permit that required a final development plan ultimately, and if that was the point, when the Planning Board would discuss the parking?

JEFF ROBERTS: So that text may be a little pedantic, but it was a little bit of just trying to adjust to how we look at these processes. In saying that the Planning Board would approve this in as part of a final development plan, it means that it would be encompassed within the Special Permit that a -- so as I think the Chair was noting, anything that's in a PUD District or that's within PUD Zoning is contingent on the Planning Board reviewing and approving the entire development plan. And the way this alternate text is read, it just makes it

clear that when the Planning Board is approving that development plan, that is the time that the Planning Board would make a determination that the retail parking is allowed and put any conditions on the amount of spaces or, you know, the locations of spaces, anything that would be, that would be part of that rather than implying that a new Special Permit would need to be sought in order to provide a retail parking.

HUGH RUSSELL: So in this case there is a development plan and there is before us as you remember from the chart, a question for some amendments, and it's -- if our history of large developments developed over long periods of time bears fruit here, there will be more times that the development plan might change. You know, we've got a second hearing tonight is an example of, you know, a

use that wasn't originally contemplated that -- so, do you have any problem with the language as suggested?

DOUG MANNS: No, in terms of -- I think in terms of I think the staff had modified instead of being 0.5 spaces per 1,000, I think it was 0.1 per 2,000. I don't think we had -- they had modified it slightly. I'm turning to look at my lawyer.

JEFF ROBERTS: Right. And that's just because we tend to talk about these in terms of ratios of 0.5 or 0.9 or 0.8, but the ordinance tends to phrase it in the text of the number of spaces per some number of square feet of gross floor area, and again it might be pedantic but it's just a little minor change to be more consistent with the existing text.

DOUG MANNS: I believe it results in

the same number of spaces, so it's still one per 2,000. So, you know, it's the 150 spaces if we built up to the 300.

HUGH RUSSELL: Shall we ask if there's public comments on this?

CATHERINE PRESTON CONNOLLY: Yes, please.

HUGH RUSSELL: So does anyone wish to speak on this matter?

(No Response.)

HUGH RUSSELL: I see no one who wants to speak on this.

JEFF ROBERTS: There's no one on the sign-up sheet.

HUGH RUSSELL: Okay.

So I'm not sure if you've completed. You're looking of the new language and ready to comment or not.

DOUG MANNS: So -- and Jeff and I,

Jeff was on vacation last week, so the other comment that we have is the word "occupied" in the language which is a very defined term for the times, you know, parts of retail could be vacant or leasing up. So that was the only comment that I think we had. It just seemed weird that that word was an odd word from our perspective. Again, when you permit an office building, it doesn't talk about occupied office, it talks about you have 400,000 square feet of office you're allowed the 0.9 spaces per 1,000. Just looking very quickly, that's the only comment that seems to be an odd word.

H. THEODORE COHEN: Jeff, if we were to change "occupied" to "gross floor area for retail and consumer service establishments?"

JEFF ROBERTS: That would probably be fine, or approved for. I mean, again,

it's the -- the idea is to make it clear that when the Planning Board is approving that overall plan, the Planning Board has the ability to approve the retail parking as part of it.

DOUG MANNS: Yes.

H. THEODORE COHEN: My only other comment I guess is the use of the word "final" and "final development plan." If I'm understanding things correctly, there may be repeated development plans. And just a question of what would be considered the final one.

JEFF ROBERTS: The final development plan is what is ultimately approved by the Planning Board when granting a Special Permit. So if there's a -- so there's an original file development plan. In this case it was back in 2003. And then there was a

Major Amendment, which resulted in a new final development plan back two years ago. And then there's the current proposal is to make another amendment to the final development. Every time there's a Major Amendment, it resulted in a new final development plan.

H. THEODORE COHEN: Okay. So whatever we end up with will be a final development plan that's dated on such and such or amended on such and such?

JEFF ROBERTS: Right. That's just a definition that's -- the term that's used in the Zoning Ordinance to refer to the most, you know, recently approved plan by the Planning Board.

HUGH RUSSELL: Well, I think this is a good idea and I'm ready to recommend that this be sent favorably and that the suggested

language as discussed tonight be sent and a suggestion of how this might be drafted to be more consistent with the way the language that's in the Ordinance right now.

STEVEN WINTER: I concur.

PAMELA WINTERS: Yes.

HUGH RUSSELL: Okay, so all of those in favor of making such a recommendation?

(Show of hands.)

HUGH RUSSELL: Fine. Six of us vote in favor.

DOUG MANNS: Thank you very much.

HUGH RUSSELL: Thank you.

And so now we have our next item on our agenda is schedule for eight p.m. It is now 7:30 p.m.

(A short recess was taken.)

HUGH RUSSELL: So Ted, suggested that we might take advantage of this lull to

have Liza update us on cases that we've decided and actions -- things are moving along. She said that she had about a dozen things on her desk now she could tell us about.

LIZA PADEN: I'm trying to decide if I'll do it alphabetically, numerically, or based on geography.

Let's see, based on one thing or another. So we're looking at the building Permit set for the parking garage at 130 CambridgePark Drive. And this parking garage needs to be constructed so that they'll have a place to put the cars off of the open parking lots, and that they can fill the residential component at 130 CambridgePark Drive. They expect to start coming in for their permitting in March so that they can start in the spring to do the actual

construction. So Hanover is moving ahead with it.

Another one that's moving along in construction is the dinosaur project down at 240 Sidney Street. So that one is under construction, and that seems to be going along smoothly so far. I haven't had any phone calls. And they're looking at a 24 month construction schedule.

PAMELA WINTERS: What is that?

LIZA PADEN: That's the residential proposal down on Sidney, Putnam Avenue, and Allston Street. It's the one that's across the street from Homeowner's Rehab affordable housing.

Is there anything --

STEVEN WINTER: It's not the one that faces an open space, a park?

STUART DASH: Yes. Sidney faces

Fulmore Park.

LIZA PADEN: It has the courtyard that's facing open onto Sidney Street which is across the street from the park.

Is there anything in particular or just in general what we're doing?

JEFF ROBERTS: EF.

LIZA PADEN: EF International, new building is open. They had the big gala celebration last week. And they're all moved in and it's quite interesting. The inside of the building is -- I think is interesting is the outside because the space the way it's actually operating, the atrium space really looks like it opens up to the outside. It's very interesting. That piece of glass, the waterfall is very, very interesting the way it comes from inside looking out and outside looking in. And they've got various kinds of

spaces inside the building. One of the interesting placements I thought was also the cafeteria/meeting room space for their presentations and auditorium is overlooking the Boston Sand and Gravel site. So I wouldn't get a lick of work done. I would be watching the trucks going back and forth. It's fascinating.

And the skate park has actually started to go into construction. So they've got the rest of their funding. I think this was Vans Shoe that put them over the top for being able to go into construction.

STEVEN WINTER: And if I could, the first, the ground floor at EF is pedestrian permeable, right, to the public?

LIZA PADEN: Yes. When you walk into the lobby from EF, they've been able to learn from the mistakes they had on the

previous building. The previous building always had a log jam at the front security desk. So they've increased the ground floor lobby so it's quite big. And they've increased the security passes the way that's going to operate. And then if you go to the right, you're overlooking the pathway, the bike path, and you're looking at the canal and things like that, and that's where the new cafeteria's located. And a really nice space was done. It was Prellwitz Chilinski who did the interior design for it, and it's very, very nice. And there's lots of doors that open up to patio space and lots of chairs and tables on that patio.

STUART DASH: And public restrooms as well.

IRAM FAROOQ: And one of the other nice things is that they are right next to

the bridge that connects you to Charlestown so they have a lot of their workers coming from the North End and Charlestown by bike and on foot and not a lot of driving.

H. THEODORE COHEN: Is there going to be a public restaurant?

LIZA PADEN: Yes, the restaurant is public. So you can go in and use the ground floor restaurant.

H. THEODORE COHEN: So is that different from their cafeteria?

LIZA PADEN: Well, this is sort of a cafeteria style. What they're going to do is repurpose the restaurant space that's on the ground floor of the existing building, the older building, and my understanding is that will become more of a sit down restaurant and this will be more of a cafeteria, fast food, though, it's very nice fast food.

Let's see, some of the smaller ones. The residential conversion for the basement of Langdon Street is underway. So they're about to get their Building Permit, so there will be new units in the basement of that building.

The Everett Street units I believe are finished and probably occupied. So that conversion is going along. And my understanding is that the third conversion is -- that application's being put together. So that will be coming down the pike. And I forget what street that's on now. It was Langdon, Everett, and --

H. THEODORE COHEN: Chauncy?

LIZA PADEN: Chauncy Street, thank you.

H. THEODORE COHEN: Harvard museums?

LIZA PADEN: Harvard museum is

coming along. Their opening is going to be in November.

HUGH RUSSELL: They took down the construction fence yesterday.

LIZA PADEN: Which I went by last night, it's a huge improvement.

HUGH RUSSELL: Right. They still have a barrier across the ramp, but the door was open so I walked across it yesterday on the way to work.

Also, I -- when I was going to the EF opening, and I know you'll be surprised that I went because I never go, but I wanted to hear the Landfill Harmonic.

TOM SIENIEWICZ: Landfill Harmonic?

HUGH RUSSELL: Which is a group of young musicians from Paraguay. They're a community that's built on a landfill and their instruments are made out of materials

that they have salvaged from the landfill. And I mean they were welcomed just enthusiastically because they're very good. They're very good musicians.

Anyway, on my way to that event, I took the Orange Line from downtown to Community College, walked across the bridge, and like halfway across the bridge, they're working on the stairway and sort of the whole structure of the stairway's been built for a while now. They were working on forming planters and things. And I thought well, you know, when that's done and I'm heading for EF, I'm going to save like two blocks or three blocks of walking by going down that, around 2020 and then walking down the street. And I could just, I could taste that it was so, so good.

STEVEN WINTER: That's nice.

LIZA PADEN: Yes, it's going to be a

huge improvement.

Speaking of North Point, 22 Water Street, is well on its way. They've got the steel up, they've got the walls up, and they're beginning to work inside. And you can see what the roof is going to look like with the acoustical wall that they're putting up at the top. Those oval areas.

HUGH RUSSELL: Right. There seems to be a coating tower that sticks up about 10 feet above the oval on the middle building. It's also quite visible from the Gilmore Bridge.

LIZA PADEN: Oh, I wasn't looking at it from the bridge, I was looking at it from the ground so maybe that's why I'm not seeing it.

STUART DASH: And also the Maple Leaf building opened. They had a nice

opening.

PAMELA WINTERS: Did they change the name?

LIZA PADEN: Well, they're calling it Avalon Lofts, which is why they're at the Board of Zoning Appeal to change the sign.

PAMELA WINTERS: So they're going to stick with the Avalon rather than Maple Leaf?

LIZA PADEN: Well, they're still in discussion with the neighbors about it. There's a fair number of people who are objecting to the signage altogether.

PAMELA WINTERS: Oh.

STEVEN WINTER: Is Maple Leaf an old industrial name of a --

PAMELA WINTERS: It's historical.

LIZA PADEN: It's a name of the meat packing.

STUART DASH: Sausage.

LIZA PADEN: When the development first came around, it was already called the Maple Leaf building, and that's what they were calling it when it was the residential units. And there was some historical feelings about it, but then they renamed it to the Avalon Lofts and that's not flying so well.

PAMELA WINTERS: So I have another question for you.

LIZA PADEN: Yes.

PAMELA WINTERS: Well, I was driving down I think it was Huron Avenue the other day and you know the black wires that go across, you know, for Comcast and all that?

LIZA PADEN: Okay.

PAMELA WINTERS: Okay. So now they are in a very bright yellow.

LIZA PADEN: I think that's during

construction.

SUSAN CLIPPINGER: That's construction safety.

PAMELA WINTERS: Thank you. So that is not permanent?

LIZA PADEN: Those are casings that go over the wiring so that when you got a truck and whatever you're, like, aware that you're not pulling out everybody's electrical, telephone, cable.

PAMELA WINTERS: Okay, thank you. I was thinking to myself, oh, my God, if this is the way it's going to be --

LIZA PADEN: It's a new trend. We're going to color code them.

SUSAN CLIPPINGER: It's supposed to be highly visible as a safety precaution.

PAMELA WINTERS: I understand now. Thank you.

STEVEN WINTER: Liza, can we keep going?

LIZA PADEN: I'm trying to think. Moving around the city. What's sitting on my desk? 33 Richdale Avenue is coming in for their Building Permit. So they're almost ready to start construction and that's the building that's just outside of Porter Square, the residential development and the Hathaway Lofts is what they're calling it.

STEVEN WINTER: That's along the railroad tracks?

LIZA PADEN: Yes, along the railroad tracks.

STEVEN WINTER: And we worked very closely with the neighbors as I recall.

LIZA PADEN: Yes.

STEVEN WINTER: They were very creative. That's terrific.

LIZA PADEN: Right. So that's actually moving forward which is very exciting.

And one that's way, way back, a number of us, Suzannah went with us and we actually met Roger and we went and looked at the mockups for the old Chili's site, which is not the conductor's building, but the old office building. And our understanding is that Harvard University has leased it out. So I think they're using it as swing space so that people get located there for a period of time while their building is either being rehabbed or constructed or whatever, so that's what the use is at least in the short term.

TOM SIENIEWICZ: What is the plan for the conductor's building?

LIZA PADEN: Well, the conductor's

building is going to be renovated and rebuilt and improved. They're talking about ground floor retail and possibly restaurant.

STEVEN WINTER: It's going to be the longest bar in the world. It's true. That's what they're going to do.

STUART DASH: It's going to be part of the law school eventually because of that.

LIZA PADEN: And you can start at each end. So you can start at one end and go the other end. Yes, there are all kinds of wonderful stories about that one.

IRAM FAROOQ: I heard you can do a little planning thing which is in the update I forgot to mention that there will be two City Council Planning Board roundtables that are scheduled; one for December 1st and one for January 2nd to talk about it citywide planning and Planning Boards and Council and

how it all fits together.

And also --

HUGH RUSSELL: What time of day?

IRAM FAROOQ: They are both in the evening.

JEFF ROBERTS: I think it's 5:30.

COUNCILLOR DENNIS CARLONE: The normal City Council time.

IRAM FAROOQ: Yes, they are. They are at 5:30.

TOM SIENIEWICZ: How does that work? What's the format of that?

IRAM FAROOQ: So it's a, it's a roundtable -- well, actually it might all change because the Sullivan Chamber is being redone. So I don't know if the chamber will be ready by that time.

JOHN HAWKINSON: Unlikely.

IRAM FAROOQ: Yes.

STEVEN WINTER: Iram, is it a public hearing?

IRAM FAROOQ: It's open to the public. It's not televised, and it's -- there's no official public comment. But it's usually a lot more informal, and I think the Council often allows interested people to comment even though it's not officially a public hearing.

So those two -- we also -- well, we held the Cambridge conversations which is to frame ideas for the citywide plan that's coming next year. We have not had a chance to really engage with the Planning Board so I sent you all an e-mail earlier today to say that we will be connecting with you. And for those who don't know Gary, he's there because behind -- wave, Gary. So Gary will be reaching out to all of you and find times

that work so that we -- either staff or our consultant Catherine Madden can have conversations with you or one or two at a time.

STEVEN WINTER: I have to say, Mr. Chair -- excuse me, I have to say that hearing the stories from Liza is just wonderful, it's terrific. Because we've had people stand up here and say the Planning Board doesn't plan and Special Permits aren't special. And, in fact, I think that's a hyperbole and belongs in the garbage can. But the fact is that there are so many wonderful processes that we've been going through, to be reminded of them is just a lot of fun. It's really a lot of fun, because those were negotiations with neighbors, negotiations with proponents, asking proponents to go back and talk to the

neighbors, and we've turned out some really good stuff.

LIZA PADEN: Yes.

H. THEODORE COHEN: Liza?

LIZA PADEN: Yes.

H. THEODORE COHEN: I can't remember the street, the former school.

LIZA PADEN: King School on Putnam Avenue?

H. THEODORE COHEN: No, no, no. Catholic school.

LIZA PADEN: North Cambridge?

H. THEODORE COHEN: North Cambridge Catholic?

LIZA PADEN: On Norris Street.

H. THEODORE COHEN: Yes, Norris Street.

LIZA PADEN: Well, Norris Street. Norris Street.

IRAM FAROOQ: We wanted to end on a high note.

LIZA PADEN: Well, Norris Street -- well, Norris Street, after a lot of people going back and forth, Inspectional Services, city staff, Community Development staff, went through the building. Hugh helped us a lot going over floor plans and interpreting things and saying, yes, this is what the Planning Board's intent was. The building is open, and it's not fully occupied, but it's renting up. There have been a number of concerns from residents that because the parking is being charged a separate fee from the rent, that tenants are choosing to park on the street and not in the parking lot. And so the staff from the city, Traffic and Parking is tracking car registrations, parking stickers, and also whether or not

anybody's in a unit in the building. So we're having to do it backwards. I think overall the inside of the building came out better than -- I was a little concerned about it because it was such a big project. It's huge spaces inside. Absolutely huge spaces. The outside is finished and they've done what they were supposed to do. And as far as the immediate abutters are concerned, I think they are pleased with the fences that have gone up and the way Drumlin Place is being handled, things like that. So right now it's an issue of these parking spaces and whether or not people are choosing to park on the street or not.

STEVEN WINTER: Liza, is the office unit occupied?

LIZA PADEN: No, neither one of the commercial spaces are occupied. Those have

not been leased out yet.

STEVEN WINTER: They're very interesting spaces.

LIZA PADEN: They are very interesting.

HUGH RUSSELL: Okay, then we will take up Planning Board case 198 Discovery Park. This is a continued hearing, and there are a number of different components to it. The staff memo of October 14th and the first couple of pages lays them all out. I think the big picture is that they have -- somebody would like to upgrade a hotel there, so they need a permission for that change to the plan and they want to get themselves in a position to be able to more effectively market the two remaining buildings. So they've asked to do the design review of those buildings at this time. And then there's some -- in

conjunction with the hotel there's also a Special Permit that -- to get the door of the hotel off of Route 2 and where it belongs. And there's that judgmental statement.

IRAM FAROOQ: No, that's fine.

HUGH RUSSELL: So when we last met we raised some questions. We got some answers to those questions, explanations, and I think that's where you're going to start.

ROBERT SCHLAGER: Yes, sir. Thank you, Mr. Chairman, members of the Planning Board, my name is Robert Schlager on behalf of BHX, LLC, Planning Board case No. 198. I'm going to recap.

Our first application is for building 600, also known as the proposed hotel building. A Major Amendment to Master Plan Amendment Special Permit PB 198 to allow the hotel use. We're also seeking Special

Permits on the Parkway Overlay District Zoning so the hotel can face the campus rather than the Route 2 exit ramp. Introduce the articulation of hotel wall facing the ramp. Design review, of course, for the proposed hotel.

Our second application is for buildings 400 and 500 and garage B. For this project we are seeking a Minor Amendment to adjust the location of the proposed location building 500, similar to what was done a few years ago for building 100 and 200.

Design review of proposed building 400, design review of building 500, and of course the accompanying garage building B, which is similar to garage A.

I will summarize the plan provisions and refinements that we have made since we last appeared before you on September 2nd and

give a brief overview of the additional information that we've provided since then. After that I'll turn the microphone over to our design team for detailed updates. With us of course is our longstanding relationship with ADD, Inc., Larry Grossman and Eric Land. Vanasse Associates, our traffic consultants, Giles Ham. Dave Biancavilla and Neal Battaglia from BSC Group. Paul Finger from Paul Finger Associates. And of course along with Marty Healy and James Rafferty and of course Charles Le Ray from Dain Torpy, and our general counsel Mark DiOrio.

So at the September 2nd hearing we had extensive discussions with Sue Clippinger, Adam Shulman, and Stephanie Groll of Traffic, Parking, and Transportation about adding additional measures at Discovery Park, a robust program of TDM measures and specific

measures that may be more appropriate for the hotel use.

The TP&T Department has submitted a memorandum expecting satisfaction of the outcome of those discussions. We are in support of the TDM measures proposed. Extensive discussion between ADD, Inc. and the Community Development Department staff about the various details of the designs, landscaping, pedestrian and vehicular circulation details have been revised with new renderings provided to the Department and to the Planning Board and posted on the city's website for public review.

The Department of Public Works has reviewed our flood storage and storm water management systems for the proposed building 600 hotel, 400, and 500.

Owen O'Riordan, the DPW commissioner

has submitted letters for each project stating that he is satisfied with those designs.

We've also met with various neighborhood groups and constituents and believe we have satisfied and addressed their concerns as well.

The overview of project refinement since this September 2nd hearing. The revisions for the hotel design. The building 600 footprint has been compacted allowing the hotel to be farther from garage B. This allows for the greater visibility into the Discovery Park campus for passengers in vehicles along Route 2.

Revising the building 600 footprint also facilitated changes to the courtyard area. We have reduced from ten to eight, the number of guest loading/unloading spaces,

parking spaces, and changed the surface material from asphalt to pavers. This is consistent with the rest of the landscaping and hardscape along the streets known as Discovery Way and Win Way. The sidewalks have also been improved to be flush protected by bollards and increasing the landscaping layouts.

The new courtyard is better oriented and better integrated with the hotel's first floor uses, allowing public dining and lounge spaces to spill off into the elevated entry plaza along the north and west sides of the courtyard.

The hotel signage proposal has been refined and further detailed. The variety of the details and design elements in the hotel facades have been reduced, glass has been added, the level of detail has been refined

and increased.

The revised concept uses a tan colored cast stone material with dark metal panel elements consistent with the building 100, 200, and 300.

The revisions to the building 400 and 500 facades. The building facade elements have been further developed to use a kit of parts similar to building 100, 200, and 300. The facades feature architectural precast elements with aluminum storefront window systems in the ground floors to increase transparency and integration with the adjacent urban wild. Each building will have an individual identity without losing its place into the integrated campus.

The surrounding sidewalks, landscaping, and plaza areas have been refined to emphasize pedestrian use over vehicular

access and to facilitate access by people with disabilities.

With the revisions to the building 600 hotel courtyard, we have been able to further isolate building 500 loading and to soften the pedestrian experience when crossing the loading access as requested by the Planning Board. We have chamfered the southeast corner of building 500 at the elbow of Acorn Park Drive to create an entry point responding to the urban wild and welcoming people from the area of the Alewife MBTA station on foot or bicycle. Depending on the ultimate tenant for building 500, this resulting corner plaza may be used for outdoor dining.

Enhanced parking and TDM measures. VAI has submitted a letter detailing the hotel specific TDM measures, and the hotel operator

has agreed to comply with those measures. VAI has also submitted a report on the adequacy of the parking and existing TDM measures as required by Master Plan Special Permit condition 7. You have received a memorandum from Susan Clippinger dated October 15th expressing her department's satisfaction with the Vanasse's work on the project and our commitments to date.

Additional supplemental materials. We have provided an additional flooding narrative which describes the circumstances that can give rise to flooding at Cambridge Discovery Park and the FEMA regulatory process. This narrative also discusses FEMA's issuance of a conditional letter of map provision CLOMAR more the full build out scenario.

Owen O'Riordan, the city's Public Works

Commissioner has reviewed the proposed flood storage and storm water management infrastructure. His letter's confirming his department's review of and satisfaction with the plans are included in our supplemental filing.

At this time I'm going to turn the presentation over to ADD, Inc., Larry Grossman, who will show you the design refinements.

LARRY GROSSMAN: The material that we brought added just a couple of renderings and refinements, but generally the material that we sent in a couple weeks ago is consistent in all the planning, but we had worked a little bit further and added the drawings and that's why we brought the additional packages with us tonight. I've also taken away (inaudible) previously of

some of the buildings and some of the permitting and master plan iteration, so we'll go right into it.

Again, this is, this is the proposed amended Master Plan building 400, 500 along the Acorn Park, building 600 for the hotel and garage B.

We had talked at the previous meeting and there was a discussion that we then followed up with staff specifically on why the hotel was where we suggested it. And we, we have responses to that in the material that's presented, but in a nutshell we really felt that No. 1, the hotel needed public visibility. The hotel really is more of a nighttime use than a daytime use. And we thought that the nighttime light was not a benefit to do on the urban wild. The office building really is a daytime use. And also

the scale of the hotel is four stories, floor to floor heights are less, and we're maintaining a grouping of probably five mature oak trees along Route 2. And this building really fits in below that canopy much better than a larger building might. So in a nutshell that was the thinking. And I think that it was generally endorsed by staff.

Also the idea of consistency which I'll talk about more of where we place the office buildings essentially fronting on Acorn Park and fronting on the open space. And what we've done, and if you, if we were to look back to the earlier schemes, the building 400, 500, we're doing a smaller scheme than we had originally permitted and we had much more transparency and daylight and actually connections between the buildings than we had

when 400 and 500 were connected buildings.

An aerial view of the massing showing the continuation of Discovery Park Way that comes out connects to Acorn.

The Acorn Drive, Acorn Park, the hotel and its courtyard, and then garage B.

And in another aerial view looking from Route 2 of the situation of the buildings. One of the things that you can begin to see here is that we've essentially set the hotel, building 600 on the Cambridge/Arlington line. And that's why it has that non-parallel relationship to Route 2. We think actually it's an advantage. It begins to open up the buildings, give some more greenspace as you enter, make a right turn off of Route 2 or actually it's the access ramp off of Route 2.

These are diagrams that you've seen before, and in fact I'm going to zoom in a

little bit further because I think the pedestrian circulation and the entries are key. As you know, there is an easement that has been provided from Vox to come and access through the project onto the T in this location, but as we zoom in, the existing entry points or these dots -- and all buildings have multiple entrance points, but at 400 and 500 we've placed them off of Acorn Park not far from Acorn Park --

ROBERT SCHLAGER: Discovery Way.

LARRY GROSSMAN: I'm sorry. On Discovery Way, not on Acorn Park. And they're essentially facing each other. Robert had mentioned some flesh curb conditions. We would have flesh curb conditions and promote connections between those two buildings. And then we have secondary entrance points both here, and I'll

show in a little bit more detail in the corner here.

And then major entry for the hotel off the court here. We're not showing entries off the Route 2 elevation. And this is the location that folks that are parking in the garage would come out through the elevator stair tower and circulate into the different buildings.

This is all of the bicycle locations. We have interior bike storage in both of the garages in quantity and then smaller racks near entries at all buildings.

Circulation for service. The -- all of the service that we have in the park now is all interior. For buildings 400, 500 we would also have interior. So when a truck comes in, it can go into the dock, the door can close if there's any amount of time. All

the trash that's stored would be internal to the loading area. And that's the proposal for both 400 and 500.

And then we've tucked a service area between garage B for building 600.

And then lastly, automobile circulation, pretty self-evident.

So we took a series of quick pictures that I'm going to go through that basically describes the approach to the building with the Vox in the foreground. As you were getting closer, you see the hotel gateway sign. As you move in closer, you see the bowling alley. You see the bowling alley signage. Obviously these are not things that we're going to do today, but they're existing, they're probably going to be there for a while. What becomes very apparent is the signage over the Route 2. And then

beyond that the bridge. So as we get in a little bit closer, this is a bus stop shelter in this location. And in this location you begin to see the corner of the garage behind these trees set back starting about right here. It's actually in line with the facade of the bowling alley.

As we get in closer -- and the point of this is to show you that this existing condition does block a lot of the view, but as you begin to get a little bit further and get underneath the bridge, then it opens up and then you have the existing trees which will be maintained and kept. Our facade for -- you complete the facade of the garage and you begin to read the facade of the hotel.

Moving on to the exit ramp and moving in.

So, why I did that was that there's a lot of stuff in the way. It's not, it's not a clear gateway location. The Vox really does have a gateway location because you come out, come at it, you're elevated, there's nothing in the way. But here there's a lot of visual clutter, if you will. And you really get -- almost beyond once you get underneath bridge and you're beyond the corner of the garage where the hotel begins to open up, the trees that have the circles are the existing ones. There's five here that we would maintain. So what this is showing is a proposal for the sidewalk which we talked about with staff. If there was a way that we could pull in the existing asphalt sidewalk which is right along the barrier of Route 2, if we could pull that in to have some separation and greenspace and

respond a little more park-like along that edge, still working with the existing trees so that we need to go in or around. Now this is -- I'll offer this as a caveat because this is relatively complicated to achieve. No. 1, it's not in Cambridge. It's in Arlington. It also will require MassDOT permit because it's not a sidewalk, although it's in our site, it's not one that we control. It's something that the developer will pursue. We would like to achieve it. But it requires a series of permits because it also has some impact to flood storage and we would have to make sure that we're taking flood storage out of Arlington that has to be banked, and the technicalities I won't get into, but it's something that we don't control all the permits and we can't guarantee the outcome, but that would be the

goal.

The other thing that we've now clarified and learned is that the direct connection from this pathway into the project is not allowed. And I'll let Charles Le Ray opine on that maybe a little bit later, but that's also a significant legal challenge. And so we've not shown it, and we can talk about whether or not we even pursue it because we think it's a long road to achieve.

We do have access from garage B. This is our service area for the hotel. And here is courtyard where you'll see a little bit more detail.

So at the ground floor all of the -- we've rearranged the building. We have sort of had an angled kink in the hotel before. We've straightened it out. We've cleaned up and made it a bit more efficient. We tidied

this up. And also the drop-off court. We have eight short-term parking spaces, two of them are ADA.

This is a raised terrace. Again, we're using the building below for flood storage so all of the buildings are up at an elevation to be above the 100 year flood and also to take on flood storage. And all the yellow areas are essentially public common areas; pool, fitness, lobby, dining, meeting spaces, restaurant area, and then meeting spaces here with the major entry at this location and an entry if needed to come into these meeting spaces here. All access off of this, this terrace.

We also have some guest rooms at this end. And the grey areas are essentially service back of house type spaces.

The upper floor, there were comments

that were made I think that were very good, and one was why can't we have that notch when you're waiting for the elevator window there. And so we've played that up a little bit further, and I think that was the very suggestion that we've taken to heart. We can also get light at the end of our corridors, but it's again a very simple plan. But what we've done is we've massaged the massing a bit, which you'll see more on the perspectives, to create -- and the reason I showed you the first slide, that's what you're going so see as you move underneath the signage and the bridge. And we've sculpted that a little bit further. That's a metal panel form. You can see a little bit better here. So an aerial view looking down at the hotel, at the courtyard. And what we've done is we've looked at really bringing

some animation and detail to the corners. This being the one that you see heading eastbound. We'll have another drawing of that. We've anchored it with a bay at this corner and the stair tower that we have glass on. And another thing we did is there were comments about the base metal top that we've carried through all the other buildings, and we will continue to carry through the buildings. In this case it's only for stories. And the top was we agreed with you was weak, because we showed a grey metal top and a masonry bottom. And we simplified it and essentially brought the masonry from top to bottom. We think that those portions actually work well with the ground floor being taller floor to floor, a lot more glass than the other floors. And then we brought in the metal panel at the corners. And at

the entry we brought to reenforce the entry location, here with a canopy and bringing it to break the parapet.

Again, elevated view looking at the hotel and the garage beyond from the Route 2 elevation.

And here is that facade, some articulation at the corner. And this is where we're suggesting an idea for or identity and signage that you would see both heading west and east, this would be a two sided sign.

The elevator, I'm sorry, the stair tower would also be glazed and open and then there would be sort of a miniature bay that's reminiscent of what we have in the front of the building in this corner again to announce the corners of the building.

A view at eye level coming in off of

Acorn Drive on to the Discovery Way. On the right you're seeing building 500 and the entry, the elevated -- elevation of the first floor. Left to the entry of building 400. And now you can begin to see strategically why we placed some of this architectural detail. You have these very nice axial views that lead you into the courtyard of the hotel.

Closer in at the drop off you can see the pavers, the bollards, the elevated terrace, reinforcing really I think a simpler expression of punch windows. It's a combination of a fixed pane, an operable pane.

And then a view from the -- this landscaped area which we're suggesting is essentially a bosque of trees that leads out to Acorn Park with a sidewalk that also

connects to the sidewalk that will wrap all the way around the perimeter of the project. Essentially the building's massing is expressed as an L with the major axis, linear axis mainly a masonry and then the receiving the bar in the metal panel with a consistent treatment the ground floor with lots of glass, lots of transparency. And all the functions here are essentially public functions.

And then a view from the approach right after you've passed underneath the elevated signage and the bridge. Again, the (inaudible) of the accentuating corner and the panel details and the sign and essentially the molded three-story corner piece. What you're seeing in the foreground is the pool and fitness. And we've drawn this -- we've ghosted in the existing trees

and we've not shown the proposed new under storage trees that we have shown which we think will be something light and thin like birch with some understory planting. But when you put all that in, it's hard to see the buildings so we've left those off.

And some precedent images of what the precast material might be. It's varied in size, in texture, and appearance, made to look more like a natural material.

And then elevations of the hotel. The top one is at the entry elevation. Entry piece here, side entrance here, side elevation looking out to Acorn Park and to the MDC parking area. Again, you can see the public floor here and the tall glass.

And then the other two elevations of Route 2.

And what we tried to do is we tried to

get more of a balance again with the ends showing the importance that you see on approach and then something a little bit smaller to reference that and this corner and then this is the facade that faces the garage B.

And, again, specifics on the materials and the general pallet where the masonry would be a combination of smooth and some textured. We'd have some accent, the stone, and then the balances of darker grey metal panel. And at some locations we would have corrugated as an accent to take advantage of some of the depth and the shadow detail that we would get. The glass that we would use for the hotel would probably be a little less clear and less tinted than we're typically using on the office buildings. It's a different use, it's less glass, and it's more

appropriate for a hotel.

For buildings 400 and 500 we've really set some strategies that we believe are consistent with the work that we've done on buildings 100 and 200 and 300, the Forester building, and we're trying to be consistent with that, as Robert mentioned, developing a kit of parts and carry that kit of parts through, again, with the same quality, the same level of detail, that we've already done which continue not just in the buildings but in the landscape treatment, hardscape, softscape, all the way through. And as the earlier diagram I showed you the four office buildings lined up facing the park, that street wall is important. It's something that we want to continue. And the proportions and the consistency of the building height, of the building base, of a

landscape treatment we believe is important. And then following through, and we'll show more details on proportion scale, try to create a comfortable pedestrian-friendly buildings.

So here's zooming in landscape plan for building 400 and 500. And as I mentioned earlier, entries are right across from each other with a tabletop, paving section here with bollards so that you would come in here and come flat and come back down and have curbing at this location connecting up of the existing road already in place. You can see how you curve off to drop off into the hotel, and then into the garage be it this location here.

The buildings, as I said, are elevated so we have a series of stairs. These steps are facing out onto Acorn Park. We have a

secondary set that face each other off of Discovery Way. And then a series of ramps that I think if you, if you've been to Forester, you can see that we've essentially integrated those ramps into landscape treatments so that they're not really handicap wraps, but essentially sloped walkways that bring you up to the elevated terraces here and here.

Loading areas in this location here and here.

As Robert mentioned, we made a major gesture at the ground floor by cutting this corner. The building comes back over this at the second floor, but it's a 16-foot floor to floor for the first floor, and we've also shown both a ramp condition and a stair condition to get you up to that terrace.

The stonewalls that we've had around

the other buildings are consistently done. You can see them in these locations here. They continue here. We have some street views that explain that.

And then we have an image that talks about what's the space like in between? Something that shows that.

In terms of functionality of plan, this is building 400. Ground floor plan yellow is lobby and public spaces. The blue areas will be either office space, eating space, meeting spaces. Again, we have a high floor to floor so those would be spaces typically used for gathering in common. And then the grey areas are all back of house. You can see we have a deep loading area, there's trash and trucks can pull in, doors can be pulled down.

And then a typical floor plan for 400. And there's some step backs of the upper

floor plans, but generally this is a floor plate with a central core and perimeter windows.

One of the things that we've done to try to provide something unique to this facade because buildings 100, 200, 300 were more horizontal in their expression. On this building the idea is that it's what's facing the park is much narrower and we're trying to accentuate it further with a notch and essentially having it read as two separate pieces using two different materials and I'll show that to you in a second.

A view from the park perspective at eye level. You're seeing 100, 200, 300, beyond. This is 400. As I said, the notch essentially tries to create something different where you have more of a horizontal expression here. These we thought would be a

counterpoint and read more vertically. And so, although we do have a base, middle, and top, this one we have just a base and a top, and the metal panel wraps over similar to a technique that we used at building 100. We reinterpreted on 200, 300 on the side. And we're using it a little bit differently, but again continuing this kit of parts, if you will, and then inserting a current walk compartment that's out to the park and to building 500.

You can see the elevated stonewall, the entrance, the canopy at the entrance at this location here, and you're seeing just a corner of building 500 and a little bit of the garage tower stair elevator location for garage B.

As I talked about the consistency, we've established a sidewalk that runs the

whole length along the park interface with the stonewall that's about 24 inches. We have a green strip where we've put in a series of paired trees marching down with pedestrian light poles. At certain locations we've inserted a granite slab, if you will, so it suggests a comfortable place to sit. And, again, we would continue that same notion with sloped planting that leads up to the first floor elevation, again, trying to mask that this building had to be elevated for flood storage.

There's the notch that I talked about earlier. The two treatments of both the precast and the metal panel. But you can see that the intent is that it's a pedestrian-oriented, and although it reads for an entrance for a car, the sidewalk is really the major element.

This is a space in between. So what you're seeing on the left is the Forester building. At the ground floor we have access ramps up to the terrace that provides a secondary entrance for Forester. This is their fitness center. The entrance to the fitness center which is available to all occupants of the park is accessed at this location here. And then some of the service areas for the Forester building is actually back around the corner here. We have the same thing. We've essentially mirrored where we have servicing for building 400, but the same treatments wrap through with the stonewall base, a sloped planting, we would have -- we have bicycle racks for Forester. Here a side entry we have bicycle racks for 400 at this location here. And what you're also seeing and it's worked out nicely is

usually we have these axial views that are blocking us from Route 2, and here is a termination of garage B. So you're getting a very good read of how the project's working and where everything lays out.

Elevation of the major elevations of building 400, the top one is the elevation facing building 500. The -- essentially the current wall nestles into the precast if you will. And then what I referenced earlier, trying to get the verticality along Acorn Park of the metal panel component and the precast component with the curtain walls set back on the top floor.

In terms of the specific details, we've, we've experimented a bit on both buildings 100, 200, 300 with what we can get out of precast and we've learned a lot, and I think we were quite successful in making

precast look like something other than precast. In some cases people have asked us how we can afford terra-cotta on these buildings. And so we'd like to continue that. And the idea for building 400 is, again, the building's about 50/50 precast metal and glass. And the precast here, the design influence, if you will, for this one was a little bit more organic with the idea of seeing the park through looking out the windows and seeing it through a series of branches and trees. And so the influence was this birch grove. And so we've interpreted that in a horizontal expression of branches. And if I go to the next one it shows how it's been executed before where it's a layering. Where we found is that we can get more read between smooth and exposed aggregate, but it's essentially a redundant panel that when

we put it together in an A panel and B panel, you don't really read the redundancy. It looks like this very interesting and ornate woven panel that we proposed for building 400. This is details that we had on building 200, 300.

For building 500 this is the larger of the two. It's actually the only building that we have that actually has a corner. So this one's much more prominent. And so the suggestion to do more at the ground floor, you can see here where we've really chamfered this back and connected this space to the lobby. So when you're coming in in either direction, you're essentially seeing straight through. So those people are taking the T and walking and just walking across from the walkway, could approach the building, and come in this way. The stonewalls continue

around, but this would be elevated up about four feet from the sidewalk.

Public lobby major entrance is here. Stairways, terrace, stairway, ramp, and then again our back of house functions, our interior loading dock.

Blue would be the common public amenity spaces or office space depending upon how the building would be leased.

Again typical floor plate above with a central core, good visibility all around the building.

And then this is the view as you're approaching, coming from the T, where you can see the chamfered bays, the building, a bit more expressive trying to create a signature corner at this location, and then wrapping up with a large sunscreen really announcing this building more loudly I guess than any of the

other ones. This one is more of an in-fill. This really has a corner condition.

And then the back part of the building, although it's really -- there's no backs to any of these buildings, but the part that's seen from Route 2 is a little bit quieter. Really more of a response to not the urban wild, but more to the highway and traffic, and it's a little more regimented, and I'll show you an idea of an expression of that in precast.

The view if you're walking from garage B, here's the corner of a stair tower. And you were to be approaching entries to building 400 and 500 and looking out to the park across the way. The separation between these buildings is almost exactly the same dimension that we did between building 100 and 200 and 300 which is 85 feet. We laid

that out before we built 200 just to make sure that it felt good. And it's an interesting proportion because the buildings's already five feet tall. It's the same dimension and plan as it is in elevation, and we felt that it feels pretty good in terms of its scale.

Major building elevations for 500. So on the Acorn Park side, the view is primarily a ribbed window glass and metal panel. And then looking at essentially the MDC reservation. So Route 2 is over here. So you'll get a glimpse of this building and probably above the hotel you'll see the top of it and you'll see the corner of this at that location.

And so as I said, we were more inspired to do something a little bit quieter and less playful on that precast. Really it's the

facade facing Route 2 so it's a bit more regimented. But, again, highly detailed in a way that we think we can exploit the precast material.

And some images of the precast and the general pallet. And these are consistent with what we've used on the other buildings. But the tonality will probably be a little bit different, the aggregate would probably be a little different. But metal panels I think we would continue with a similar color in texture.

Garage B. This is the landscape plan similar to what we just showed you. This is the head house. So stair, elevator. Secondary entry is back here. Car entrance is here. And the architectural terminology of how we would build this is similar to the way we did garage A. It's a precast garage

with spandrels. But what we were able to do although they came from two different manufacturers, precast versus the building, we were able to match the tonalities so it looked like, again, it came from the same kit or parts. We striated from the column colors, again, similar to other details that we've done. And we would have a head house similar to this of panel and glass, very transparent, very lit up at night, and very obvious where you go. And, again, a vocabulary of in-fill banners that have held up well. The actual motif to be determined. We're not sure where we go with that.

And then a Route 2 view heading out of town west, seeing a combination of the hotel next to the garage. And as I said earlier, this is essentially in line with the facade of the bowling alley, and you can see that it

begins to announce itself but after you go underneath the bridge.

ROBERT SCHLAGER: Thank you. Just two quick comments, one of which I neglected to mention, and that is we were asked by both the Planning Board and the neighborhood group to look at the construction of the bridge over the river. And we did investigate that. And we also spoke with the city engineer and the deputy Kathleen Watkins, and we were asked to explore it, which we've done in a very preliminary basis. And there are a number of complexities associated with the construction of that bridge. One of which is a Chapter 91 license which comes from the state. And Owen O'Riordan had a concern over the vertical height. I wasn't quite certain why he was concerned about it because it would be higher than a canoe or other

recreational vehicle, but he did mention that in the event of an emergency, in a flooding situation, the river water level could be higher than the surrounding area. And if an emergency vehicle had to get under that bridge, it may be considered an obstruction. So I wanted to share that information with you. We are more than happy to continue to pursue that, but in the spirit of full disclosure, that is a very serious concern of the city engineering department.

The second issue was the issue of the Arlington access way, and we've spent a lot of time both in the city of Arlington with the Arlington planner. And the good news is they are receptive to it in terms of maintaining the existing gated fence egress. So if the black ornamental fence continues to stay, the gate would obviously stay in place

and pedestrians could continue to utilize that gate system. However, from a legal perspective as Larry mentioned and Charles can give you a 60 second synopsis of what the challenges are, we would have no legal right as we do now, to enhance, improve, or otherwise support the use of that entrance. But if the Planning Board deems it desirable to maintain that connection as it is today, we certainly are more than willing to do that. If, Mr. Chairman, would like to hear from Counselor Le Ray, he'd be happy to explain the issues.

HUGH RUSSELL: It's covered in the material that was sent to us. I think we're all -- I think we're --

PAMELA WINTERS: I'm fine.

HUGH RUSSELL: Okay.

I take it that completes your

presentation?

ROBERT SCHLAGER: Yes, sir.

HUGH RUSSELL: So I'm wondering are there specific questions? Should we go to public comments?

PAMELA WINTERS: I have just one.

HUGH RUSSELL: Sure.

PAMELA WINTERS: Yes, I just was thinking is there any way -- I know you mentioned the concern about the bridge, if there were flooding and vehicles not being able to get underneath it. Is there any mechanical way of raising that bridge or is that not possible?

DAVID BIANCAVILLA: David Biancavilla with the BSA Group, with the civil engineer with the project.

Usually we'll have mechanical equipment that will be under water it's in the flood

zone. So trying to have the mechanical equipment work to raise the bridge could be a concern. The other concern Owen had is that the bridge, even though it could span the river, it still needs to be planted on the other side of the river which is still in the floodplain, and he's concerned that that's going to made the flood way less -- more restrictive by having those impediments within the floodplain.

PAMELA WINTERS: I understand. Okay, thank you for explaining that.

HUGH RUSSELL: A floating Styrofoam bridge will just get swept away.

Any other questions or shall we go to public comment?

CATHERINE PRESTON CONNOLLY: Public comment first.

JEFF ROBERTS: There are no signups.

HUGH RUSSELL: Okay. Does anyone wish to speak?

MICHAEL BRANDON: Sure, since nobody else is. It will be another hearing that I'm the only member of the public who wants to comment. Hi, I'm Michael Brandon. I live at 27 Seven Pines Avenue. I'm the clerk for the North Cambridge Stabilization Committee, but I'm not really necessarily speaking on their behalf tonight. Richard Clarey, our Chairman may come later and he may have some comments.

One thing I wanted to point out is that this is a resumption of the earlier hearing, and I pointed out to the Department and to the petitioner that in my view the original notice of hearing was not adequate and encourage that it be re-advertised properly. That didn't happen. But it appears that now the Department concurs with that because the

notice for this hearing has been revised to add a major flaw in the original notice which is the location of this project. Original notice just mentioned -- involved an amendment to Permit 198, and there is mention of a hotel. But there was no way for the public to know what this was about. And I was actually looking because I had heard there was a hotel proposed. I couldn't find it.

Anyway, the language they've added, which is better, says for Permit 198 for Cambridge Discovery Park, which wasn't mentioned, located west of the Alewife T station between Route 2 and Acorn Park Drive, which is necessary. Now it says in West Cambridge. And as the board knows, this is actually located in North Cambridge that we're talking about the neighborhoods of

Cambridge. So, I'll leave a copy of this although they're in the record as legal notices. But I just would like that reflected formally in the record.

I also last time explained my concerns about continuing to develop in the Alewife floodplain. And I read you the Executive Order that discourages that, that goes back to the Carter Administration. If there are alternatives that are possible, which I believe there certainly are. So I won't go through that again. But that, I will perhaps submit a copy of that, because I read it and just so you can think about it more clearly as you deliberate.

My other concern about the floodplain, and this came out recently in the controversy over the silver maple forest, which is mostly on the Belmont line, but they started -- the

developers started clearing it for a 300-unit housing project. And neighbors have tried to stop it. Unfortunately from my point of view the judge today denied -- she had put a temporary restraining order when she heard the forest was being cleared. She lifted that today and denied the preliminary injunction that the neighbors were seeking. So, it appears at this point that although there will be a trial presumably to see if the -- if it's eventually stopped, the floodplain damage that is done by the clearing of the forest is going to occur. And part of their arguments have to do with that as with this project, this was originally permitted ten years ago, and I know Robert seems to feel because that permit is in place, he's kind of grandfathered. But the reasons he's back here is he's seeking

amendments, and conditions have changed a lot in terms of traffic in that area and associated air pollution. In terms of flooding, which has increased including -- in terms of increased evidence of climate change, and specifically what the Belmont coalition had experts look into, here's the hydrological changes and the increase in the amount of rainfall over the last ten years. So, I would hope that this Board would think about the floodplain implications and the idea of bringing more people in. And for a hotel, people are unfamiliar with the area. That for public safety reasons I think we may be making a large mistake by continuing on this path.

Also it's been pointed out by others, and there's currently a Zoning Petition pending, this Board is not required -- even

if you decide to make findings that they meet all of the criteria technically for granting a permit, you're not required to do it. And, you know, I hope, I know -- I understand the Law Department has ruled because of that language that permits will normally be granted, you tend to see that as instruction from the from the City Council that you should do it. The case law is completely the opposite. I haven't read it all, but I've seen enough of it to be convinced. And from the attorneys whose opinion I do respect that I hope you would get another legal opinion certainly when that Zoning change comes before you. But I hope you'll think about it tonight or when you do proceed to deliberate on this and not just grant it. And also not just rely on our Traffic Department, which does a great job of vetting things, and the

Conservation Commission. But I know when there's a floodplain permit involved, we tend to yield to the opinion of the Conservation Commission. But, you know, you were given separate oversight, you know, for these issues. It's a public safety issue. And I'm like you, I don't have the expertise to, you know, analyze do they have enough compensatory storage, but I understand that there are new studies that you should make.

I'll move off of that.

PAMELA WINTERS: Could you wrap up your comments, please, because your time is up.

Thanks.

MICHAEL BRANDON: Okay. Well, I guess I'd ask for another three minutes since nobody else is speaking if the Board is willing to hear it.

PAMELA WINTERS: It's up to the Chair.

MICHAEL BRANDON: Mr. Chairman, or what's the will of the Board?

HUGH RUSSELL: I think we'd ask to try to wrap up your comments.

MICHAEL BRANDON: Okay.

I'd ask that you require a model and you didn't. And I saw some sort of a, I would call it rinky dink model that doesn't do what I like, but your discussion last time involved where should the hotel go? How close should the buildings be? This bridge that was talked about, there's no context in what is there that was to present to you. And you've required it on other projects. It would make sense to ask for a real model. You can better design, because there are more buildings to come. You know, it's not going

to be a one shot deal, and it would be useful I think.

The bridge was mentioned. I'll skip that. The highway bridge.

The sign on the building, that was a matter of controversy at the last hearing. I would agree with those who say it's not an appropriate place to have a corporate logo up that high, and would ask that you ask for details about that. What was just flashed was -- on the screen was the standard Marriott AC requirement, and they require it up on the top of the any hotel that they build. And I would suggest if they want to build it here, it should be lowered and perhaps be on the wall. I'd agree that there should be some identification on Route 2, but not there. So I think that covers -- that will do it and I appreciate the extra time.

HUGH RUSSELL: Okay, thank you.

Dennis and then after Dennis....

COUNCILLOR DENNIS CARLONE: Thank you. As I'm told has been mentioned previously, I had the pleasure of working on the Discovery Park Master Plan drawing, the original one. It's been modified quite a bit since that time, but I love this site and that's why I'm going to say what I'm going to say. I don't -- if one looked at this site, I don't think precast concrete metal panels, dark metal panels, and glass would be the materials that would be dominant. And I know there's a delight in precast concrete because it goes up quickly. But how much precast concrete, how much beige and grey do we need in the site?

Now one of the members of the Board said, and made a comment about a neighbor's

comment about there's nothing special about a Special Permit. This is a Special Permit. And I'm all for creating a village of materials that are consistent, and I applaud the architect trying to give texture to concrete, but nevertheless do we want it all to be that and does that complement the open space that we love and we all -- that was the purpose of the master plan that you did, the Planning Board did with the staff. I think this series of buildings could be anywhere. Anywhere. Not on necessarily on a wonderful open space system, not even in Cambridge. Now granted it's on Route 2, and you can say that that's not typical Cambridge. It's not a typical site. But looking at these buildings would you think that they overlook an important greenway? I think there's nothing special there, and I think the

opportunity wasn't met in the beginning, and I think there's an attempt to make it better, but does it go far enough? Is there any warmth in the architectural materials? Any warmth?

The other thing about the bridge, I think the bridge is absolutely crucial. And of course the city has to feel good about it. If you want, if you're having two sides of a linear way, you want to connect it somewhere other than at the highway road where you walk along this pedestrian way which is about as uncomfortable as you can be. Now, if it means that the foundations have to be further apart and the bridge has to be higher, well, maybe that's the, that's the price. But I appreciate Robert saying that will they'll continue looking into it. I'm certainly going to raise it with Owen. He's raised it

already. We've had this discussion. But it is critical to make the open spaces feel like not two islands that have no relationship to each other. There's a solution there and I hope you encourage it. I also hope you encourage a warmer pallet of materials. And, you know, I don't think concrete is the answer. And this is all concrete.

Those are my comments. Thank you.

HUGH RUSSELL: Thank you. Micha.

MICHA SCHATTNER: Micha Schattner, Lexington Avenue. We have here now --

CATHERINE PRESTON CONNOLLY: I can't hear you. Can you come to the microphone?

MICHA SCHATTNER: The request is again traffic pattern. We are going to load the east exit into the T by quite a number of cars both from this development with its two garages and hotel, and from the new

development in Belmont which has 600 cars parking lot. Already people are using that exit running into the T blocking the busses and then making a -- using this turn to make a u-turn into Route 2 west through the T, blocking it even further. Right now the -- I think it's normal. It's a one way sign between seven and nine o'clock in the morning. I suggest to extend those hours to the evening rush hours also.

HUGH RUSSELL: Where's that sign located?

MICHA SCHATTNER: (Indicating.)

SUSAN CLIPPINGER: No, further over.

MICHA SCHATTNER: The idea is that you turn and go further out.

HUGH RUSSELL: Okay, thank you.

Does anyone else wish to speak?

(No Response.)

HUGH RUSSELL: I see no one.

I guess in the big picture we've already discussed the hotel use and I think we've felt that was a reasonable use.

STEVEN WINTER: Yes.

HUGH RUSSELL: It's going -- the project is going with that change of use in accordance with the original master plan. And so the -- and then at the last meeting we asked a number of questions and we got some additional information, and I'm reasonably happy with what we have. I have one tiny minor suggestion, which is on the chamfered Corner, that the precast material wrapped through the chamfer. I mean, there won't be a lot of it showing because it's mostly glass, but I think that would be more convincing. Kind of shows a shadow now so it's not real clear what the intention is.

So if that two-foot height piece of precast wrapped through --

LARRY GROSSMAN: You're talking about under the first floor?

HUGH RUSSELL: Right through there. And then if the --

LARRY GROSSMAN: To continue the base through.

HUGH RUSSELL: To continue the base through. It's really a very simple idea. I'd like to you consider that.

LARRY GROSSMAN: We did. And we looked at actually dropping pears through it to give it more of the base read. We thought this was bolder but the other was okay, too. It gave us a little less glass but there's still a lot.

ROBERT SCHLAGER: We thought it would be nicer to look out on the reservation

from the interior.

LARRY GROSSMAN: You still would be able to do it. I understand what you're asking. I understand what you're asking. We can do that.

HUGH RUSSELL: It just looks a little disconnected to me.

LARRY GROSSMAN: I understand.

HUGH RUSSELL: And I'm not saying that's a condition, it's a condition to continue talking with Suzannah about that as the design of the building develops. I mean, these buildings are somewhere between generic and specific in the sense that you don't have tenants, when tenants show up, you may -- there may be certain opportunities that they offer for enlivening the ground floor uses even more. You won't know that until you have somebody in hand. You've got spaces

reserved but the architecture is very bland at those --

LARRY GROSSMAN: We've kept it flexible. Yes.

HUGH RUSSELL: Yes, flexible is a good way to think about it.

And do you anticipate having tenants in place before you build these buildings?

ROBERT SCHLAGER: Yes. For building 400, yes. For building 500 we have a letter of intent from one floor. We hope to have three floors committed before we break ground. But building 400, yes.

HUGH RUSSELL: All right, so there's more opportunity by the time the Building Permit comes in.

So the big picture, I'm feeling like this is on track. And there's more -- a little more detailed work to do. Actually, I

was surprised at the precast material when I went out there first five or six or seven years ago and it first started coming up because it's, it's damn good use of that material. Very clever, really exploding tremendous amount. And I -- so I'm -- I'm not quite sure how to think about Dennis's comments because -- so, you know, you just think that's something again Suzannah can keep in mind as she's doing further design review.

TOM SIENIEWICZ: Well, I was out there today. I went to take a look at this before tonight's hearing. And what strikes me, I agree about the precast and within the context of Dennis's comments. The amazing thing about the precast is the scale that you can achieve from it. You can kind cast and they do -- they have done this, there's

texture to it within those panels that's dimensions of inches. And there is a tremendous variety of pattern that's been produced there for a program that's relatively uniform behind it. So, there's a way in which that material I think exceeds the ability of even brick to even begin to express a shadow and texture and a scale, and yet does it in a durable and economical way. So there's a way in which, I agree with you, Hugh, that it's a pretty skillful deployment of the material. The warmth of it comes in the coloration and the aggregate of the concrete and also the way the light was hitting it. I happen to be under favorable light conditions today, so it looked warm. But I think in terms of the scale of it -- to Dennis's comment about it, it could be anywhere. Maybe I think where the

development starts to not be anywhere is in its relationship to the open spaces, and we talked at length about this at the last hearing, and I guess it's on that basis that the bridge element becomes very, very critical to my understanding of how this all might come together. Because if you have a system of open spaces, a system of a way in which it does tie into a large network of pedestrian movement, that that makes it and roots it very specifically in this place. If you do not connect it to other parts of the city with that or other parts of the pedestrian network, then it does become kind of generic, and the open spaces are of the buildings and it does get less of a sense of it actually belonging to this community. So I appreciate very much the Chapter 91 hurdles and the very good concerns that Mr. O'Riordan

has, but those do not seem to be insurmountable maybe not with this developer per se, but within the with the encouragement of this developer and the city agencies as Dennis has insisted he will try to work with. I think that that's something that I would very much like to see here. I don't know how to make that a condition exactly, but I think it's important to my understanding. I think it's also worth some air time a little bit on the orientation of hotel, the siting of the hotel which we discussed at length at the last hearing, and there has been some -- in the written materials that I have reviewed, and we all reviewed, some arguments for saying why that Route 2 site was better for it. The smaller building on Route 2 and hiding it behind the trees that are unfortunately in Arlington so we can't -- I

would really like to make that a condition that those trees stay there and I hope we can figure out that. The smaller building hidden behind the trees, I think does make sense on that off ramp, and I appreciate that element in the argument.

The light pollution argument, I don't know, the culture of office buildings and this innovation economy that we're experiencing, tends to be that they work at night as well. So although I appreciate the perspective that a hotel is nighttime and office is daytime, I'm not so sure that that's such a powerful argument. Greater activity on Route 2 with the hotel. Okay. If I get to see the swimming pool and there's stuff going on there, I guess I'd buy that as a preferred site. So I'm inclined to suggest that I would go along with the arguments that

that hotel probably could sit on Route 2 and that's a rational approach to the site planning.

PAMELA WINTERS: Yes, Hugh, I was going to ask actually about Councillor Carlone's suggestion of the colors of the precast, but it seems as though the two architects on the Board have talked about that, and the way that the concrete has texture and the shadowing and so forth, it seems as though you two are pretty happy with the color of the concrete. And I don't even know if precast concrete comes in other colors, but is -- I'm assuming that Tom and Hugh you are happy with the --

HUGH RUSSELL: I think that -- well, to answer that I would say that it's not a given that the exact tone of the precast in the next buildings will be the same.

PAMELA WINTERS: I see. I see.

HUGH RUSSELL: You know. And I think in a sense there's a relatively neutral pallet to the frequent dry face, and I think that respects the open space. You know, if it was red and green and purple like in other buildings that's nearby, that would be less respectful. So they're trying to do something that is -- got some variety of interest. I like the idea of the horizontal precast evoking the idea of the horizontal patterns that are made when you're looking through branches. Because it -- you'll be actually able to locate through them the other way from the other side, but anyway. So --

PAMELA WINTERS: Good.

HUGH RUSSELL: -- I mean I think it's not something we should dismiss. I

think it's guidance for them as they proceed.

PAMELA WINTERS: Thank you. Thanks.

HUGH RUSSELL: Ted first and then Catherine.

H. THEODORE COHEN: Well, my major concern remains with the Route 2 facade and the views there, because I think that's where the vast majority of people and Cantabrigians and other people are going to see this project and -- could you put up the Route 2 views?

While they're doing that I was intrigued at the concept of moving the hotel at last session. I'm perfectly comfortable with it where it is. I mean, the arguments they make for it and the strongest arguments on the other hand, I don't know that anyone's made a tremendously strong argument for moving it. And I think, you know, having it

on Route 2 would be fine.

Actually, the -- this one.

HUGH RUSSELL: So that's in the garage.

LARRY GROSSMAN: It was in the garage, yes.

H. THEODORE COHEN: What is the orange on the left-hand side there?

LARRY GROSSMAN: Eric?

ERIC LAND: Right now we're considering that as some type of wood element. There's a transom wood element that's high over the cafeteria in a servery function and we're thinking of some accent material that's recessed at grade.

H. THEODORE COHEN: All right. Well, I personally find that a very odd element that just is sort of sitting there and is a totally different material than

anything else. I just -- and in all the pictures I just -- what in the world is that?

LARRY GROSSMAN: It jumps out at you.

H. THEODORE COHEN: And, you know, why is that there? And now maybe it's something wonderful I guess, I don't know. I think the building is improved. The facade on Route 2 it's still is a little bit bland. I mean, this is what people are going to be driving by all the time and seeing. And, you know, whether it's the color pallet, you know, whether it's, you know, there's not a lot of articulation. You know, I like the grey on the right-hand side a lot better, the grey and the glass. But I think, you know, Suzannah can be thinking about that and the facade and I'm not quite sure.

My biggest concern I think now is the

garage which just looks like this giant cube. I know the garage A is there already, and actually I don't have any real problems with that. And now maybe it's because it's set way back, but the way this is we've just got this wall. You know, it's just as you're driving down Route 2, you just got this wall and there's this -- and this cube that's there. I mean I understand about the banners and the banners are working really well on the other garage, but somehow in this view it's just creating a solid wall from, you know, from the overpass signs to the end. With that and then with the hotel, so, you know --

STEVEN WINTER: May I make a comment?

H. THEODORE COHEN: Yes.

STEVEN WINTER: Could I ask the

proponent is that what we actually see when we drive by or is there more extensive landscaping that we would see? And it would be interesting to see what that would look like. Does that make sense?

ROBERT SCHLAGER: Considerably more extensive landscaping.

LARRY GROSSMAN: It's similar or deeper than what's in garage A where we have limited depth to plant. Here, and I think we have a site plan, it would -- the proposal is something like this where we could get significant amount of landscape as the foreground, not to block the building but to create a base for it. And so the first two and a half stories are going to be seen through a combination of deciduous and confer trees, some of them year round will be green like we did at garage A. But there again, we

-- I think we had six or eight feet to do all that landscaping and it's filled in pretty well. Here it's more of a foreground, and it's not a cube. The dimensions, the building is about 122 feet wide. And at that location about 60 feet tall. So it's a two to one relationship, not a square.

H. THEODORE COHEN: Well, perhaps cubed was a poor -- but it's just a box with the banners. And I, you know, I like the banners on the other garage. And I understand that a lot of garages, you know, you just see the ramps and that's not a good solution. But I would just ask, you know, you and Suzannah to think about that some more.

I just, I know it's not part of your project, but who owns the parking lot in front of garage A?

LARRY GROSSMAN: That's a bowling alley.

H. THEODORE COHEN: That's all the bowling alley?

ROBERT SCHLAGER: Yes.

H. THEODORE COHEN: I had a couple of comments, mostly about the building 400 I think. I mean I see -- I guess the woodwork on the south elevation of the hotel -- so a lot of the orange I thought was something on the inside on the interior you're seeing through the windows which I think that's fine, but I still am confused about it on the other side.

HUGH RUSSELL: Would you be happier with the orange if it weren't so orange? I mean, you know, look there's a real range.

H. THEODORE COHEN: I don't know, it just seems there's this different material

that's just in this one spot.

ROBERT SCHLAGER: The thought process was to introduce ibay as a wood product to soften the building. We can certainly look at other materials, metal grading.

H. THEODORE COHEN: Well, you know, in keeping with Mr. Carlone's comments, maybe more wood would be better and maybe it would air out other places.

HUGH RUSSELL: Let the record show that we got a raised thumb from Mr. Carlone at that point.

COUNCILLOR DENNIS CARLONE: Go for it.

H. THEODORE COHEN: Now, can we see a direct shot of the elevation? Yes, that's fine.

I mean, maybe it's my OCD, but is there

a reason why the windows don't line up? I mean is there an internal reason? I know some buildings are designed that way and they're made so that what's on the inside is reflected on the outside, but you know?

HUGH RUSSELL: This is art.

H. THEODORE COHEN: It's art? All right.

LARRY GROSSMAN: They do line up. It's really when we express the mullein cover or when there's not a mullein cover. So if there's a mullein cover you can read a two and a half inch --

H. THEODORE COHEN: I'm not talking about the grey side. I'm talking about the --

ROBERT SCHLAGER: The east elevation? Which elevation?

LARRY GROSSMAN: The precast?

H. THEODORE COHEN: Well, actually both of them.

ROBERT SCHLAGER: Let's deal with the east elevation first.

H. THEODORE COHEN: You've got two windows. You know --

LARRY GROSSMAN: You're looking for more of a logical expression.

H. THEODORE COHEN: Yes, or more illogic, you know. It just seems to me it's just slightly off.

ROBERT SCHLAGER: Eric, would you like to explain?

ERIC LAND: It's actually a technique that we used on building 100 to break down the facade so it was an entire kind of grid or strip, if you will, of six stories of punch windows. I mean, you know, short elevations exaggerated because you're

only seeing one bay and expect it to look a little differently certainly when you get around on to the other facades and particularly I think even this one it feels to me kind of interesting, but I can see how some, you know, different perspective on it.

H. THEODORE COHEN: You know, this over here, that's fine, I understand all of that. But, you know, this over here just, you know, just say when I look at it, why is it off? You know, maybe if it's more off, but I find that and the other side a little odd. I mean, obviously it's not the biggest condition. You know, I don't have any real comments about the materials, you know. Maybe if there were more wood throughout and I don't know, you know, you know, stone would be nice but, you know, like, maybe the concrete does all of that and, you know.

ROBERT SCHLAGER: We'll work with Suzannah to introduce more wood into the design and certainly stack the windows from a development and leasing perspective. I agree with you. However, sensitivity to the architect and the wonderful design credit is also due in that respect. We'll make those changes promptly.

HUGH RUSSELL: I think the stone at the base of the building, the retaining walls, essentially along the sidewalk, seat walls, those are very prominent and very effective because they're right there. You can touch them if you want. And that's a very significant part of the landscape. It's much more significant than stone closer than it is further away.

PAMELA WINTERS: Ted, I was also wondering if maybe the orange that you are

looking at is not an accurate color. Maybe, you know maybe from the -- maybe it's not the accurate color orange.

ROBERT SCHLAGER: That is absolutely true.

ERIC LAND: It's not meant to be that orange. It's a wood texture.

LARRY GROSSMAN: When we built these buildings -- before these buildings were built, we did large, full-size mockups of the previous building. And, in fact, once we did that, when we actually saw what we intended to do, we actually changed it because we found it needed to be a bit more exaggerated and a little bit more tone. And so that would be a process that we would include you in. And, again, because we -- you're working from some level of distraction to reality and you do it step by step. So, full-size

mockups in color studies and recessed dimensions are all things that we test before we actually build.

H. THEODORE COHEN: If I could just add one comment. Going back to the original application and the comment about people driving on Route 2, about they should keep their eyes on the road and not be looking at the building. And I think that you need to keep in mind that most people are going to see these buildings from Route 2. There are not that many people who are going to go on to Acorn Park Road and Discovery Road and see the buildings close up. Almost everybody is going to see them from Route 2 and relate to them from Route 2, and I think those facades really have to be very visually important. And maybe it's not the gateway the Vox is, but when you're backed up waiting to get off

of Route 2, you're going to be sitting there for 10, 15, 20 minutes staring at those buildings.

PAMELA WINTERS: At least, yeah.

H. THEODORE COHEN: And I think those facades need to be given as much consideration as the internal facades.

ROBERT SCHLAGER: Yes, we agree.

HUGH RUSSELL: Catherine.

CATHERINE PRESTON CONNOLLY: My first comment is with regard to the elevated patio on the hotel. I was struck by the comments -- actually, later about the 400 and 500 and how the ramps for accessibility kind of don't even read as accessible ramps, they just blend into a slightly graded elevation and that hasn't been achieved at the hotel. That terrace is still stair steps. And I know this was brought up at the last hearing,

that the accessibility of the front entrance of the hotel is still really difficult and the stairs at the entrance closest to the garage is not obvious.

LARRY GROSSMAN: We -- here's the ramp here opposite the handicap parking.

CATHERINE PRESTON CONNOLLY: Right.

LARRY GROSSMAN: We looked at inserting another ramp here making the stair smaller, and we can do that. It began to make -- it was very cramped. It wasn't that it cost too much or anything. It was just very cramped and there were a lot of things going on. And we felt that if you're coming from the garage and using this facility and this, that coming by this way wasn't really that far of a duration to go in compromise to not having it here and going direct and coming back around. It was just -- we

couldn't resolve it architecturally landscape-wise. It was just a lot of paving, a lot of walls, and a lot of railings. And we felt this, this location which was ideal for the handicap parking --

CATHERINE PRESTON CONNOLLY: I mean it's great as long as those are the two people with accessibility issues that are ever there at the same time. If you have someone who has a walker who's coming from the garage or someone who is just walking with a cane or has mobility issues and maybe doesn't need a van parking space --

STEVEN WINTER: Or a stroller.

CATHERINE PRESTON CONNOLLY: Or a stroller.

ROBERT SCHLAGER: But you're actually right.

ATTORNEY JAMES RAFFERTY: Luggage on

wheels.

ROBERT SCHLAGER: So wheeling in a suitcase is much easier and closer.

CATHERINE PRESTON CONNOLLY: Yes. I feel like you need to find a way to do that.

LARRY GROSSMAN: Yeah, I mean, we could probably tuck it in, take away a little bit of the terrace to maintain the green and come in and come and arrive here and then double back.

ROBERT SCHLAGER: A switch back.

LARRY GROSSMAN: We could do something like that. We can study that further.

CATHERINE PRESTON CONNOLLY: That would be great.

HUGH RUSSELL: I suspect the accessibility staff and the Building Department will be thinking about that.

LARRY GROSSMAN: And if we were to do that, would you think it would be duplicitous and still keep this over here? If we did it more centrally, do you think for-

ROBERT SCHLAGER: For code purposes we would need it over there.

CATHERINE PRESTON CONNOLLY: Yes. You need it from the time parking spaces to the front --

LARRY GROSSMAN: We can make the handicap spaces here.

HUGH RUSSELL: Okay, so let's get a list of things to work on.

CATHERINE PRESTON CONNOLLY: You'll work on it. Thank you.

Other than that, I don't have strong feelings about the architecture. I do think -- I did appreciate the narrative

explaining why this site made more sense to you then switching it closer to the open space. I similarly didn't find it necessarily the most compelling, but I thought it was an adequate and rational reason for being there and that we haven't -- we don't have a compelling reason to say it shouldn't be. So I was satisfied with that.

In terms of where we are procedurally -- several people brought up tonight that this is a Special Permit and, you know, we need to think about it as a Special Permit. I guess I would just like to say that this is an amendment to an existing Special Permit, and so the alternative to amending this Special Permit is that the proponent can move forward with the existing Special Permit. Not that they can't move forward at all. So when I look at this and I

assess, you know, is a hotel a good use in this location? I'm not assessing that versus it being absolutely unused space or being something -- it's versus what has already been approved for this location. Because if we don't approve it, that's what they're allowed to build anyway. And so I think it's helpful to just remind people that that's where we are procedurally. This is an amendment to an existing approval.

HUGH RUSSELL: Any other comments?

TOM SIENIEWICZ: The height of the sign, the narrative indicated that it was as of right and it seems high. I just need to verify that that's in fact correct.

HUGH RUSSELL: So there's a special provision for hotels which I don't remember exactly.

CATHERINE PRESTON CONNOLLY: Yes.

HUGH RUSSELL: And but -- they're not asking for relief.

LIZA PADEN: Right.

HUGH RUSSELL: If it's not in glass, then they'll have to come and ask somebody for relief and I don't think I have that section of the Ordinance in front of me.

JEFF ROBERTS: Mr. Chair, I was just looking at it today with Suzannah and I can pull it up here on my device. So that the text -- so it's normally speaking there's the height limits on signage and other requirements, and the piece that I will read is the exception. And it's under, it's under a subsection titled, "Special use signs," and the first one has to do with theatres and cinemas. So that's one of the exceptions. The second has to do with wall signs for hotels and motels. And it says: One or more

wall signs accessory to a hotel or motel, not exceeding 200 square feet in total area, or 100 square feet for any individual sign, shall not be subject to the limitations of paragraph C above or Section 7.1.63, which are the general requirements that apply, provided the following conditions are met. It's actually one condition. It says: If internally illuminated, the sign shall consist of independent letters or graphic symbols mounted directly to the surface of the building to which the sign is attached.

HUGH RUSSELL: So it can be externally illuminated without that condition?

JEFF ROBERTS: Right. So I think the idea is if it's on a -- if it's on a backing, so the sign is on some sort of backing, it would need to be externally

illuminated. If it were internally illuminated, it could be individual letters mounted to the wall of the building. And I'm going to guess, and maybe Liza can correct me if she knows more, that the intent was not to have sort of a lighted box type of sign. So, which is sometimes characteristic of development alongside a roadway.

HUGH RUSSELL: So does anyone know how that sign is illuminated or how the letters are made up?

ROBERT SCHLAGER: Yes. It is not internally illuminated. It is illuminated from the top with two pendant lights hanging down or the bottom of two pendant lights hanging down. And that actual photograph is not entirely correct. The plan is to have a ten-by-ten sign on the left side facing south -- north, and on the east side, this

side -- I'm sorry? West side facing westbound. So there would be two, ten-by-ten signs to stay within the 200 square feet.

MICHAEL BRANDON: Do you have a picture of that?

ROBERT SCHLAGER: That's one there. And that would mirror on the other side.

MICHAEL BRANDON: The same side?

ROBERT SCHLAGER: Yes.

MICHAEL BRANDON: Mr. Chairman, this is supposed to be a design review, so what is allowed under the Ordinance is really irrelevant if you don't like what you see. You can --

HUGH RUSSELL: Thank you for your advice but I'd ask you to --

MICHAEL BRANDON: Thank you, I'm sorry.

H. THEODORE COHEN: I'm confused.

So the intent that there would be another sign right next to that on the -- see, I was going to congratulate you on the fact that you didn't have one there and that you only had it on the Route 2 side, because when you're coming down Route 2, you're going to see that sign. I mean, obviously you'd like to see the sign, but it would be very obvious there and just like, you know, we were opposed to Vox having a sign coming down Route 2, and I really was going to commend you for not doing that.

HUGH RUSSELL: Well, they have put a screen up called a parking garage.

H. THEODORE COHEN: A parking garage, yes.

HUGH RUSSELL: So that actually --

H. THEODORE COHEN: So what's the points of the sign?

HUGH RUSSELL: That's not a question I can ever answer. Some corporate consultant believes that it's essential. But, yes, you could see it if you were exactly stuck in traffic at this point of view, but in practice you're not going to see it any distance down the road --

STEVEN WINTER: Mr. Chair, the gentleman from --

HUGH RUSSELL: -- the trees blocking it anyway.

STEVEN WINTER: For my edification can you put the laser pointer on the two points where the two signs will be?

PAMELA WINTERS: That would be great.

STEVEN WINTER: Okay.

ROBERT SCHLAGER: And we'll be happy to attempt to talk to Marriott and see if

they can survive with one sign, and obviously we'd locate the sign over here. But my expectation would be that they would like the westbound traffic to be able to view the sign as well. It helps to identify where the facility is.

TOM SIENIEWICZ: The only other comment I have at this point, Hugh, is back to the landscape plan. And the architect very kindly pointed out the amount of setback that he's got as an advantage off Route 2 in front of that garage, and I agree with -- I agree with Ted that the cube or the rectangle, the shoebox is going to be very prominent, and I just wondered whether given that amount of setback, that we could -- rather than have low screening as a base, you could literally put some substantial planting in there and screen the wall. Some more of

those oak trees.

HUGH RUSSELL: If you could put up the landscape plan and tell us what you had in mind for the various circles.

CATHERINE PRESTON CONNOLLY: The landscape plan. You were just at it.

LARRY GROSSMAN: That's where we were just at? This here?

CATHERINE PRESTON CONNOLLY: Yes.

LARRY GROSSMAN: You're saying that maybe develop this a little further. This is the shelter right here, the bus shelter.

ERIC LAND: Stairway.

TOM SIENIEWICZ: The bus shelter.

LARRY GROSSMAN: Sorry, the shelter is over there. That's the stairway that comes up and the bridge over. So we could get deeper with more layers if you will.

TOM SIENIEWICZ: It's height

actually that I was interested in. You know, is there a way that once you -- the way the photo simulations or the prospectus is suggesting is going to be tree canopy in front of the hotel, and you made that argument in the narrative that that's how they would be screened, why don't we just use the same technique deliberately in front of the parking garage which, you know, nobody's going to argue that it isn't that fairly mundane wall, right.

ROBERT SCHLAGER: If it's essentially what we did at garage A --

TOM SIENIEWICZ: Yes.

ROBERT SCHLAGER: -- we had 18 to 24-foot Colorado spruces, white Norway spruces and created that individual screen for the first two or three levels of the garage. If that's what you like to see,

that's fine and had understory --

TOM SIENIEWICZ: Understory, I don't know. They make trees taller than that, don't they?

HUGH RUSSELL: The label says 14 to 25 feet in height, and I think you're lobbying for the --

LARRY GROSSMAN: We could also plant some oaks that will grow. But basically continue the same notion and add a couple here. We could do that.

PAMELA WINTERS: Or bamboo.

ROBERT SCHLAGER: Sure, bamboo.

PAMELA WINTERS: Bamboo's cheap and it grows fast.

HUGH RUSSELL: This is facing north-ish.

ROBERT SCHLAGER: White birches will grow in the north environment.

HUGH RUSSELL: Right. Bamboo doesn't thrive in this climate in the shade. I can tell you all about that.

So, shall we go through the memo?

STEVEN WINTER: May I clarify one point?

HUGH RUSSELL: Sure.

STEVEN WINTER: The proponent offered I belive to consult with the Marriott Corporation to find out if a single sign would be appropriate and that would really show us the good corporate neighbors with them and really build a lot of bank of good will.

ROBERT SCHLAGER: We will try.

STEVEN WINTER: Thank you.

HUGH RUSSELL: So Jeff attempted to prepare a road map for us and to get a feel of various permits.

So the first one is the parkway on his list for a major -- is a Major Amendment to development plan the first one?

JEFF ROBERTS: Yes. And I think -- and if the Planning Board members still have the original submittal, it has the cut sheets for the particular provisions of the Zoning that would need to be looked at. So the original Special Permit was for development in Special Districts 4 and 4A, and there are some Special Permits for height and a waiver of yard requirements which are fairly consistent with the notion of a master plan development where the Planning Board is approving the actual site plan location of the buildings.

There are then the typical findings for a project review Special Permit, which include the traffic impact findings and the

urban design objectives.

And then the third element of that original Special Permit being amended is the floodplain Special Permit, which has the technical requirements for an engineering study submitted and reviewed by the city engineer and findings made by the Planning Board pursuant to that. And then -- so that's the Major Amendment.

CATHERINE PRESTON CONNOLLY: And, Jeff, procedurally are we at -- still on the first hearing for that? Is that where we ended up with this one?

JEFF ROBERTS: Yes. So this is a little bit of an unusual case where the major -- it's not a, it's not under the PUD requirements, so it's only an amendment to the original Special Permits that were granted so it only required one public

hearing.

CATHERINE PRESTON CONNOLLY: Gotcha. Thank you.

HUGH RUSSELL: So you referred to a more detailed list. Is that in the proponent's or in the city's?

ATTORNEY JAMES RAFFERTY: The proponent's application.

H. THEODORE COHEN: Do you know where in the application?

ATTORNEY CHARLES LE RAY: At the beginning of the volume 1 of each narrative there's a section which calls out the specific sections.

H. THEODORE COHEN: So then projects held compliance with the general Special Permit criteria?

ATTORNEY JAMES RAFFERTY: Yes.

HUGH RUSSELL: Is that a page

number?

ATTORNEY CHARLES LE RAY: I think you may be deeper into it.

H. THEODORE COHEN: Page 10.

ATTORNEY CHARLES LE RAY: It's in the first couple of pages of the introduction of the listing of what the relief is for the request.

HUGH RUSSELL: There's a narrative that talks about the argument.

ATTORNEY JAMES RAFFERTY: That's the one. It's the summary that Mr. Cohen just said.

HUGH RUSSELL: And what page is that on?

H. THEODORE COHEN: Three.

HUGH RUSSELL: Right, but I don't think that's what Jeff was referring to.

JEFF ROBERTS: We provided a, like I

said, a cut sheet with the Special Permit criteria. It's a document that's headed -- the heading is Major Amendment to Planning Board Case 198, and it says Special Permit criteria at the top. It was in the original -- it was part of the original package of material that staff sent to the Planning Board.

ROBERT SCHLAGER: Section 17.40?

ATTORNEY JAMES RAFFERTY: Mr. Chair, would it be of an assistance, the template is actually laid out well in the original Special Permit. It's the same criteria. I have a copy of the original Special Permit, but it's the same criteria that -- and the same findings that are required. If you want, I could give you a copy of the original Special Permit? Helpful?

HUGH RUSSELL: If we don't have it

someplace else, yes.

H. THEODORE COHEN: Jeff, are you talking about starts with Special Permit criteria Section 17.40?

JEFF ROBERTS: That's correct.

H. THEODORE COHEN: District 4 and 4A?

JEFF ROBERTS: Yes. So for those first few sections --

HUGH RUSSELL: I have not yet found that document. I would like to find that document. I cannot read it three feet away in tiny little print. So if you've given it to me -- I've got it here. I've got, you know, lots of paper. I want to find it. I think other people might like to find it and not look over each other's shoulders. So the date of this document is?

JEFF ROBERTS: It's -- well, it

doesn't have a date on it. But it was submitted before the September 2nd hearing.

PAMELA WINTERS: Oh.

HUGH RUSSELL: Okay, so I'm looking through something called Case Amendments. That's not this document, right?

JEFF ROBERTS: It could be attached to the back of that unless it's -- unless it's been separated.

(Whereupon, a discussion was held off the record.)

HUGH RUSSELL: Now, Mr. Rafferty, I'd like to take you up on your offer of that, because I think if the -- we've already made findings and they don't change, then we can just say they don't change.

ATTORNEY JAMES RAFFERTY: Or you could adopt by reference the prior time.

HUGH RUSSELL: Yes, exactly. Thank

you.

Just keep your eye on it so you can get it back at the end --

ATTORNEY JAMES RAFFERTY: Sure.

HUGH RUSSELL: -- or it will disappear.

H. THEODORE COHEN: So, Ms. Clippinger, you made your last comments about Traffic and Parking and the TDM proposals, certain additional things from what the developer said they were going to do. Is there now agreement between you and the developer as to what will be done or are there still things that you're looking for?

SUSAN CLIPPINGER: No, there's an agreement.

H. THEODORE COHEN: Thank you.

ATTORNEY JAMES RAFFERTY: She gets what she wants. That's the way it works

around here.

HUGH RUSSELL: But only for the next four weeks.

So, the first we'll look at the Special District 4 and 4A permits, and we made findings on that at some length regarding the increase of the height to 85 feet and the minimum yard requirements. And I would say that this proposal doesn't change either of those conditions and, therefore, we can reiterate the previous findings.

And the project review Special Permit on the traffic impact findings, there's been an update to the report and does not find a significant change to the traffic impacts of the project. They're actually fewer parking spaces required for the substituted use and so I think we can then -- but there's been a fresh look at the mitigation measures, and

the measures, I presume, that's also involved the evaluation of how the previous ones have been applied and the special things that might apply to a hotel, and we got a report from the Traffic Department and a series of recommendations which we would make conditions of this permit.

STEVEN WINTER: And which -- to which the proponent has agreed in the October 15th memo from Sue.

HUGH RUSSELL: Right.

So, the next page. And so we find that with the implementation of the traffic mitigation measures, the revised master plan will have now substantial adverse impact on city traffic.

And then there's a number of other urban design criteria. And so I'm looking to see if -- so that heights and setbacks are

being handled in a similar fashion as they had before.

Buildings. The orientation to the established streetscape is not changing, although I would doubt that there's a reduction of height for the hotel which is probably advantageous because of the scale of the building versus the scale of the trees in Arlington that screen the building.

There's a -- there are no historical buildings on the site unless you count the bowling alley, but it's not on the site. That's been there forever, right?

PAMELA WINTERS: It's been there for at least the 60s, I know that.

HUGH RUSSELL: Well, when Charlie comes to have us preserve that....

Okay, pedestrian and bicycle friendly. I think the aspect that we want to have in

the decision is that the developer is going to pursue with the city the pedestrian connection across the river and that we would -- and he would be willing to make, you know, space on his site available for that connection provided the many layers of authorities find that it's -- we think it's a good thing. But we understand the engineering concerns have to be met.

STEVEN WINTER: And, Mr. Chair, to reiterate, the proponent has generously agreed to provide a certain amount of funding; is that correct?

ROBERT SCHLAGER: Yes.

STEVEN WINTER: Okay.

HUGH RUSSELL: So the proposal for the garages has not changed. So the findings about parking in the buildings I think would stand.

The amount of transparency of the project. I think we would, I think right now it's not clear that the ground floor of the hotel meets the 25 percent transparent requirement. There are extensive ways of glazing that seem to be appropriate to its siting. It may well meet the 25 percent criterion.

ATTORNEY JAMES RAFFERTY: It exceeds it.

HUGH RUSSELL: Right, but it's not 50 percent and we don't think that would be appropriate.

And the entries of the building are located to ensure safe pedestrian movement. There was an event addressed.

Pedestrian bicycles are able to access the site safely and conveniently.

Well, it's not changing. And --

CATHERINE PRESTON CONNOLLY: That's fair.

HUGH RUSSELL: And there's an island with a river of cars on one side and a river of water on the other side and another municipality at one end and the -- you know, they've done what they can do. The walk to the T station is a very important thing that's been in place for sometime now.

Adverse environmental impacts. I guess closest residential site --

CATHERINE PRESTON CONNOLLY: It's Vox?

HUGH RUSSELL: It's Vox.

This particular development is located, you know, probably more than the 700 feet that was cited in the earlier decision from Vox. And if they don't have acoustic windows in that building, they're crazy given the

highway.

Trash is being handled internally in the two office buildings.

So loading docks by -- basically having doors that enclose the loading dock activity that provides a screen.

Landscaped areas, and they're following basically the precedence and the approvals. Is there more or less landscaped area or about the same?

LARRY GROSSMAN: I think there would be more. Footprints are less.

HUGH RUSSELL: Yes.

And of course there's a tremendous amount of landscaped area on the other side of Acorn Park Drive.

Shadow impacts have not -- are not significant because the worst impacts fall on the highway and to a lesser amount they are

internally within the project.

And then infrastructure, water supply, and sewer system, again, there's no significant change to those. So the previous findings can be carried forward.

CATHERINE PRESTON CONNOLLY: And the city engineer has reviewed what changes there are and approved them.

HUGH RUSSELL: Yes.

H. THEODORE COHEN: Wastewater management.

HUGH RUSSELL: I think that's the next one or a couple down.

The criteria of reinforcing the complex urban aspects of Cambridge. And so I don't think the new proposal doesn't --

CATHERINE PRESTON CONNOLLY: Doesn't change that.

HUGH RUSSELL: Doesn't change that

in a significant way.

Housing. Again, is no residential development, that's still the case.

And has the, you mentioned something and I'm -- you asked me a question about --

H. THEODORE COHEN: There was a provision about storm water management. I think you may have jumped over page 12.

HUGH RUSSELL: Yes, I did.

CATHERINE PRESTON CONNOLLY: That was what the city engineer reviewed, though, in her letter to us.

HUGH RUSSELL: Yes.

CATHERINE PRESTON CONNOLLY: She specifically looked at the storm water management and what the best management practices are and recommended they continue to be followed.

HUGH RUSSELL: Yes.

H. THEODORE COHEN: And she's holding them to a higher standard than what is the current standard I believe.

CATHERINE PRESTON CONNOLLY: I have to go back and check.

H. THEODORE COHEN: The standard change between 2004 and now --

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: But that she recommended, and the Board noted and held them to the higher standard in 2004 and she's recommending that they continue that which I understand is acceptable.

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: That's being done.

HUGH RUSSELL: Floodplain Special Permit. And I think Catherine's comment that those criteria may be reviewed by the city

engineer and the -- and we have a recommendation from them that they met the criteria.

Parkway Overlay District. So in this case the -- we're finding that we -- that the principal building entrance should face the access points and the interior roadway system rather than the -- rather than the highway.

CATHERINE PRESTON CONNOLLY: Right.

H. THEODORE COHEN: Yes.

HUGH RUSSELL: Right, because it's not -- it's not a reasonable way, and it doesn't correspond to the we hope where the pedestrian reliance to get two buildings in the project and that facilitates access to the T station for people who might be, you know, taking advantage of the mitigation, the mitigation that's being proposed to try to encourage people to use the T.

And then there are the general Special Permit criteria.

H. THEODORE COHEN: And the finding about the building facade facing Route 2 is --

HUGH RUSSELL: Right. That's what I thought I had just done.

H. THEODORE COHEN: Okay.

STEVEN WINTER: That was the parkway.

H. THEODORE COHEN: All right. I knew we were talking about the entrance off the Route 2.

HUGH RUSSELL: Okay.

So, the change in use doesn't affect the general Special Permit criteria that we're -- in the findings that we made before I believe.

STEVEN WINTER: That's correct.

CATHERINE PRESTON CONNOLLY: Yes, I agree that the change of use shouldn't impact any of the previous findings for the general Special Permit criteria.

HUGH RUSSELL: All right. Again, there may be a slight positive benefit by allowing visitors to the other office buildings in the area to maybe be able to walk back and forth and that would -- could have a small benefit in terms of traffic and because it would work better.

So I think we've gone through all the findings.

STEVEN WINTER: I believe so.

HUGH RUSSELL: And then, then we should go to page 3. So somebody makes a motion we do manage to grant all the things that have requested that we....

PAMELA WINTERS: This page 3?

HUGH RUSSELL: No, a different page 3.

CATHERINE PRESTON CONNOLLY: I've got page 3 here, Hugh. Would you like me to make the motion?

HUGH RUSSELL: Love it.

CATHERINE PRESTON CONNOLLY: Mr. Chair, I move that we approve the requested approvals for Planning Board Special Permit 198 which is requesting a Minor Amendment to Master Plan Special Permit and as amended. And the Minor Amendment No. 2.

So we need -- I'm sorry. So we've got a Minor Amendment to the Master Plan Special Permit as amended by Amendment No. 1 and Minor Amendment No. 2. This says it's a Minor Amendment. Did we not determine that it was a Major Amendment?

ATTORNEY CHARLES LE RAY: The Minor Amendment is for 400 and 500. We changed the locations of the building.

ROBERT SCHLAGER: No. 2.

CATHERINE PRESTON CONNOLLY: Major Amendment is not listed on page 3.

ATTORNEY CHARLES LE RAY: Two proposals. First is the hotel which is Major Amendment No. 1 to hotel use.

CATHERINE PRESTON CONNOLLY: Gotcha.

ATTORNEY CHARLES LE RAY: And incorporated with that is the Parkway Overlay District for facade entrance and articulation and design review of the hotel.

And then the second one is the Minor Amendment No. 3 to decouple and reposition building 500 from the old location and do design review of 400 and 500.

CATHERINE PRESTON CONNOLLY: All

right. Let me try to again then.

HUGH RUSSELL: Think we may want to decouple the permits from the design review.

CATHERINE PRESTON CONNOLLY: Okay. So I think, then, first we're going to move to approve the Major Amendment No. 1 to the Special Permit with Master Plan -- for the Master Plan Special Permit, and that Major Amendment is to allow the hotel use. And based on the findings previously --

HUGH RUSSELL: I think we can do all the Special Permits at once. But I did want to --

CATHERINE PRESTON CONNOLLY: Okay. So we also then want to do the Minor Amendment to decouple buildings 400 and 500 and approve the garage B.

PAMELA WINTERS: Right.

STEVEN WINTER: And design review as

well.

HUGH RUSSELL: Design review.

CATHERINE PRESTON CONNOLLY: Design review is separate. So those are the Special Permits; is that correct?

ATTORNEY JAMES RAFFERTY: Yes. The major and the two minors.

CATHERINE PRESTON CONNOLLY: The major and the decoupling.

ATTORNEY CHARLES LE RAY: Yes, but both ask for the decoupling because if you look at the hotel, building 500 is no longer connected to it. Building 400 and building 500, building 500 is in a new location.

CATHERINE PRESTON CONNOLLY: Okay. So....

HUGH RUSSELL: I think we understand what you propose --

CATHERINE PRESTON CONNOLLY: Yes.

HUGH RUSSELL: -- and that we want to, and our motion is to let you give the permits that are sufficient, and we understand the permits that are needed, but at 10:10 we may not be able to come up with a full legal language.

ATTORNEY JAMES RAFFERTY: I think you're close to it.

CATHERINE PRESTON CONNOLLY: All right, just so -- one more time.

We're approving the Major Amendment No. 1 to allow a hotel use and grant any ancillary approvals allowing that hotel use which apparently may include decoupling.

And Minor Amendment No. 3 which decouples buildings 400 and 500.

ATTORNEY JAMES RAFFERTY: Correct.

ATTORNEY CHARLES LE RAY: Yes.

CATHERINE PRESTON CONNOLLY:

Excellent.

H. THEODORE COHEN: And in the ancillary relief is reducing the articulation of the facade and the roof line along Route 2; is that correct?

ATTORNEY CHARLES LE RAY: And having the principal entrance of the hotel not on Route 2.

H. THEODORE COHEN: Not on Route 2. Not on the parkway.

ATTORNEY JAMES RAFFERTY: All part of the Major Amendment for the hotel use.

CATHERINE PRESTON CONNOLLY: Yes.

HUGH RUSSELL: Is there a second?

H. THEODORE COHEN: Second.

HUGH RUSSELL: Any discussion?

(No Response.)

HUGH RUSSELL: On the Special Permits?

(Show of hands.)

HUGH RUSSELL: Okay. Are you voting yes?

PAMELA WINTERS: Yes.

HUGH RUSSELL: Everybody is voting yes. So the permits are granted.

On the design review, so we're looking at design review for four different buildings.

CATHERINE PRESTON CONNOLLY: So, the -- I believe the design review, as on our agenda today, is only for buildings 400, 500, and garage B, not for the hotel.

HUGH RUSSELL: No. They wanted the hotel.

ATTORNEY CHARLES LE RAY: Hotel should include design review.

STEVEN WINTER: It says design review of the hotel will take place during

this hearing.

CATHERINE PRESTON CONNOLLY: Okay.

HUGH RUSSELL: Okay.

CATHERINE PRESTON CONNOLLY: Okay, thank you.

MICHAEL BRANDON: And you don't have a final design.

HUGH RUSSELL: And so it seems to me that the design is sufficiently advanced that we can give it our blessing.

STEVEN WINTER: Yes.

HUGH RUSSELL: With a few comments and suggestions that have been made along the way in our discussion and that we would recognize that the design is a work in progress and that they will continue to review the design as more details become forward to review mockups from the staff, and that as is happens for every building that

should the staff have any questions about, whether the direction and changes that are made, they bring them back to us otherwise if they feel they're consistent with our approval, they sign off on it for the Building Permit.

PAMELA WINTERS: Sounds good.

HUGH RUSSELL: So is there a motion to approve the design of those four buildings?

PAMELA WINTERS: So moved.

HUGH RUSSELL: Any second?

TOM SIENIEWICZ: (Raising hand.)

HUGH RUSSELL: Tom.

Any discussion on this?

STEVEN WINTER: No.

HUGH RUSSELL: Okay, all those voting voting to approve the design of these four buildings.

(Show of hands.)

HUGH RUSSELL: All members voting in favor.

And now I'll look to Mr. Rafferty to make sure we've done all the business as necessary to accomplish.

ATTORNEY JAMES RAFFERTY: Right. I think both of the motions had conditions that were incorporated in the --

PAMELA WINTERS: Yes.

HUGH RUSSELL: Yes.

ATTORNEY JAMES RAFFERTY: -- Ms. Clippinger's -- and the second design review is subject to design review with the staff.

HUGH RUSSELL: Yes, I think that was also, it's part of the basic program. The preliminary design review.

JEFF ROBERTS: Right. Just as a matter of, for clarity, that the Major

Amendment doesn't propose -- except as specified in the Major Amendment, doesn't propose any changes to the condition of the original Special Permit and those including the design review --

HUGH RUSSELL: Right.

JEFF ROBERTS: -- in which the Planning Board has approved. And that and other conditions remain in effect.

TOM SIENIEWICZ: Hugh, it may be worth noting even at this hour that this review of this Special Permit started with a description of the ways in which this site had been improved by this developer in advance of a schedule of environmental improvements which were tied to the development committee and that had in fact completed all of those in advance of the permits that were tied to that. And so it

was a -- we're reviewing this in an extraordinary way because we've got a proponent here that in good faith has moved forward to --

STEVEN WINTER: In an extraordinary way.

TOM SIENIEWICZ: -- in an extraordinary way. And we recognize that -- I recognize this at the end of this hearing.

Thank you.

ROBERT SCHLAGER: Thank you.

HUGH RUSSELL: Okay, is there any other matter that come before us tonight?

(No Response.)

STEVEN WINTER: I hope not.

MICHAEL BRANDON: So will the staff decide about the sign, Mr. Chair?

STEVEN WINTER: Mr. Chair, are we --

CATHERINE PRESTON CONNOLLY: Are we

adjourned?

HUGH RUSSELL: We're adjourned and then I'll answer Mr. Brandon's question.

(Whereupon, at 10:15 p.m., the Planning Board Adjourned.)

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