

PLANNING BOARD
FOR THE CITY OF CAMBRIDGE
GENERAL HEARING
Tuesday, November 22, 2016
7:10 p.m.
in
Second Floor Meeting Room
344 Broadway
Cambridge, Massachusetts

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

Community Development Staff:

Liza Paden
Jeff Roberts
Suzannah Bigolin
Swaathi Joseph

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Special Permit to renovate the existing technical
office building by constructing a two-story
addition, relocating the loading area, and
creating open space through landscaping and site
improvements pursuant to Sections 6.43.5(b) - Curb
cut width, 8.22.2.a - Alteration of a pre-existing
non-conforming use, 20.95.1.5 - 1.75 Floor Area
Ratio for non-residential use, 20.95.34 - Waiver
of Yard Requirements, 20.73 - Flood Plain Overlay
District Special Permit, 20.93.1 and 20.96.3 -
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PROCEEDINGS

* * * * *

H. THEODORE COHEN: Good evening.

Welcome, everyone, to the November 22nd meeting of the Planning Board. I'm advised that an experiment is going on with streaming -- what's transpiring this evening to just one person who is watching it to set it up so we've been asked to be, you know, very vigilant about turning on our microphones and speaking into our microphones.

It may be that we will be streaming live at some future date.

So, first we have the update from Community Development Department. Liza?

LIZA PADEN: Moving along in November, November 29th is a public hearing on the Central Square restoration petition, and this is a

petition that incorporates many of the points that were made in the Central Square study. That same evening we'll have the building 4 design review along with the open space review. I sent an e-mail earlier today which I apologize for the confusion. So, MIT has installed a model at the location shown on the map, and if you want to look at it between now and next Tuesday evening, hopefully in bright sunny weather or even daylight, it will help you look at the materials that are lined up on the building or proposed to be lined up on that building.

On December 6th we have a continued hearing for 605 Concord Avenue, and we have a new hearing for 110 Fawcett Street which is a medical marijuana dispensary.

Also we have a building design for North Point. It will be building JK with along with

some landscaping review.

And on December 20th we will hold a public hearing for inclusionary zoning which was referred by City Council last evening. Also on December 20th the MXD will be coming back for the Planning Board for a new public hearing. And a design review for 145 Broadway.

Any questions?

AHMED NUR: The December 6th building JK I can't be there.

LIZA PADEN: Okay, thank you.

H. THEODORE COHEN: And, Liza, are there any transcripts?

LIZA PADEN: No, not yet.

H. THEODORE COHEN: Okay. So we now are going to have a discussion of North Point design guidelines and review and potential adoption. As board members and the public may remember, we

were reviewing North Point fairly recently, but the design guidelines were not finalized and so they were worked on for several weeks and let's hear what they are.

MARK JOHNSON: Chairman Cohen, Members of the Board, my name is Mark Johnson and I'm director of development for Divco West. We're here tonight to ask for your approval of the updated North Point design guidelines. We were last before you on July 25th, at which time you reviewed and approved our revised master plan for North Point. In the discussions leading up to that approval, staff asked that we update the 2003 North Point design guidelines and we embraced this opportunity and we've worked with staff now for six months on the revisions and updating those guidelines.

I'd like to thank the city staff for all

of their work, and we believe that the guidelines that we have now are much better product as a result of their participation.

Before discussing the guidelines, I want to introduce the team with me here tonight. We have from Divco West, John Weigel and John Rapoport. We have Anthony -- the first person to speak on the streaming video forgets to turn on the mic I apologize.

Anthony Galluccio from our legal team. We have Doug Manz and Mike Barowsky from HYM. Rich Kosian from Beal and Thomas. Kishore Varanasi and Devanshi Purohit from CBT Architects, and Chris Matthews from Michael van Valkenburgh. Without further comment I'll pass it on to Kishore.

KISHORE VARANASI: Good evening,
Mr. Chairman, Members of the Board. My name is

Kishore Varanasi from CBT Architects. I am delighted to walk you through the division to North Point guidelines. It is fair to say that it has been a complete overhaul of the board structure and the graphic material of the guidelines from 2003. The foundation of the approach and the guidelines are still the same, they were built from the ECaPS and up to North Point. There have been a number of additions and adaptations to the updates and to the master plan that I'll walk you through, again, the foundation is still the original intent of the ECaPS and the North Point guidelines. All the graphics that you see from 2003 were done by me and when I look back at them and do this, it's actually much better right now.

So, just walk you through the new structure, you know, we work our way from some of

the larger scale urban structural issues, opportunities to built-form public realm to build design guidelines. In 2003 the text was all in one place and all the graphics were as the next chapter in the section. Now you'll see in the guidelines there's a much better integration of the text and the graphics, so it's a much more friendly document. So when you're reading something, you see the graphic next to it so you understand the intent behind the text.

Some of the additional content that has been added there's obviously a tremendous amount of learning on both sides about the guidelines and the urban design, and so we work with the city to incorporate some of that into the guidelines. View corridors and landmarks. Small retail buildings, and that has been the guidelines for the master plan, the new master plan

and environmental guidelines, streetscapes, and the public realm is where there has been a considerable amount of work to be done in this amendment and Chris Matthews will help me to explain in the rear half of the presentation.

So starting with the view corridors, one of the important aspects of the plan from the beginning is the green connections. All the streets connecting the East Cambridge neighborhoods into the site as well as the east/west connections are meant to be green connections. There was a lot of discussion in the Planning Board process with the recent amendment. So all of those connections and their qualities are now codified into the updated guidelines.

Also the various view corridors throughout the site are now defined in the

guidelines and what is expected of each one of them. This is, again, a rendering of the First Street where the T station is what we call (inaudible). Looking down the street the organization of the sidewalk, the approach to the T station, but also an access and the view all the way to the North Point Common.

This is North First Street standing by the proposed MBTA station. The double alley of trees and the connection due to the North Point Common toward the guidelines. But also faintly you see the visual terminus of some of these streets by architecture. In some cases the view is intentionally towards the green space, and the answer of some of these streets is defined by the building in the end, how those come along in the guidelines is actually being defined now.

This is the east/west connection. If you

remember between the North Point common and the new parcel I park the retail buildings make a public realm connection. So there is a clear definition of what is expected of that connection. It is public, it's green, and it's visually well connected, and the scale of that is defined as well.

And lastly the Zakim Bridge, this is -- there are a few that talk about the connection to the outside. This is one of them as a part of the landscape of North Point and having always the view and reference to the North Point Common and the parcel W.

The next thing we'll talk about is the small retail buildings. This is the series of buildings incorporated into the amended master plan to create a pedestrian scale in North Point in the public realm. Their new guidelines define

how the scale of these ought to be. The transparency, the activation of the retail all along this is defined in the guidelines. And one of the key things is that there is these buildings are defined as part of the public realm that is really important to remember as you review these buildings.

Environmental guidelines, we have them first place in 2003, the primary talk about LEED certification, but if you remember North Point is built around an extraordinary set of open space network that in some cases exceeded the zoning requirements. It's always considered an ecological community with the open space being very performative from a water and storm water perspective. And the recent amendment of course, we enhanced the network and created more opportunities for open space, creation of various

types. But moving forward, we added a few more items to the list. Clearly at a master planning level the -- talked about climate resiliency, which is not a very important or a highlighted aspect back in the day, but now that we know much more about it, so the North Point site is now most of the infrastructure is being limited to about ten feet with significant investment. So all the ground floors are pretty much above many of the current studies for innovation which is an investment on the part of the Divco folks from a building by building perspective. LEED certification has always been considered each building will have a LEED certification. They will be requiring LEED IV which is a most recent LEED version, but they'll be going after another aspect is the solar-ready roofs that the city staff requested of us. So that's being

incorporated into the guidelines.

And lastly, each building will go to a pedestrian level wind study to ensure wind safety for the pedestrians.

We'll talk about the expanded public realm. I'm going to hand it off to Chris Matthews in a moment. One of the things we did, and the idea of creating these green connections, we introduced the building we touched upon in the last presentation, it is to really add more space on the private realm to create much wider sidewalks to create these double allays of street cafes and so on. So that is now codified into the guidelines. This diagram shows the First Street with the double allay, two bike, bus facilities and 14-foot right of way for pedestrians where the train station is. This is the property boundary and the suggested build to

line is right here. That's how we're accomplishing that. Each parcel is now defined with this notion of the build to line.

Similarly this is a Dawes Street example on the north side, again, through this Planning Board process. We have an expanded process on the north side which is achieved by the contribution from the private property to create that setback from the property line.

And I'm going to turn it now to Chris to talk about the rest of the public realm discussion.

CHRIS MATTHEWS: So the master plan is organized around the east/west spine of open space, and added to that now we have north/south series of urban plazas that extend all the way up from Cambridge Street, either side of First Street, to the park so there's a -- to the

crossroads between these two landscape systems with distinct character. And then in yellow the finger parks which are either, we're calling either active pocket parks or pocket park connectors. So a series of four different landscape types which make a network. And in the guidelines and now described in terms of their character and their use. That's a level of detail that the 2003 guidelines didn't have, it was more generic and general disposition of the open space.

And of course the major park in the center in two of the pocket parks have already been constructed.

So in the guidelines we have text and imagery images, explaining the different characters of that space. And I would say that there's been a lot more work in this go round

with the guidelines thinking about programming the space and bringing the life of the buildings out into the landscape. So it's not just a beautiful place to look at, but it will be an active and useful place for the community.

I just wanted to talk a little bit more specifically about Baldwin Park which is the connector parks and there was discussion last time we were here about making sure that that felt public in nature and welcoming, and it wouldn't dissuade people from either passing through it and using it. And the way that we're addressing that in this section is by a nine-foot circulation zone. Essentially an extension of the sidewalk network on either side of the space with planting between that and what we're calling the activity zone, but sort of the heart of the park. So in essence you would be able to walk

along either Dawes Street or North Street, turn into Baldwin Park and be on the same sidewalk uninterrupted and unimpeded and there would be that sort of a public open area between the building itself and the park.

MARK JOHNSON: And as I said, we've been working closely with city staff and we received even as late as today some minor edits, corrections and typographical errors in the text so this page just covers those topics.

And we'll leave with that slide and we're happy to entertain your questions.

H. THEODORE COHEN: Before we get to questions, Suzannah, do you have any comments you wish to make?

SUZANNAH BIGOLIN: Thank you. So just reiterating our memo. We've been generally very supportive of the process and the collaborative

approach with the applicant, and we're pleased with how the guidelines have come together. We do have some suggested changes which were just shown on the previous slide, which I believe the applicant is happy to incorporate into the guidelines.

MARK JOHNSON: Yes.

SUZANNAH BIGOLIN: And then we would also like to note some of the detailed aspects of the block guidelines in Section 5 that were in the original document, have not been entirely sort of translated through to this new version, and that's something that we would like to review as a sort of continuing item as part of the process.

We -- and an example of that would be just in relation to building JK which will be coming before the Board in two weeks.

We would want to add in -- there's

probably one to two sentences from each parcel that we think would be relevant from the original guidelines that should be translated and crossed into the new version. And just an example for building JK, we would want to add in building design should contribute to the creation, scale, and character of Baldwin Park.

And for parcel A or building A we also would want to add in a similar kind of sentence about building design giving special consideration to the streetscape and scale of West Boulevard. So that's probably about one or two sentences from each.

H. THEODORE COHEN: And have they already been shared with the Divco people?

SUZANNAH BIGOLIN: We've mentioned it broadly that there's some detailed aspects from the block guidelines that we would like to

include.

H. THEODORE COHEN: Okay.

Without seeing the actual language you've conceptual problems with including such language?

MARK JOHNSON: No, we would agree, I think we would like to work together on what that language is, but we agree.

SUZANNAH BIGOLIN: And I think that's just I guess useful for it to translate across because it's kind of a trigger for something for the staff to consider when we do come to building design review.

HUGH RUSSELL: So these are things that were in the guidelines?

SUZANNAH BIGOLIN: Yes.

HUGH RUSSELL: That you just want to restore?

SUZANNAH BIGOLIN: Yes.

H. THEODORE COHEN: Was there also something in Section 2 that we thought needed to be added?

SUZANNAH BIGOLIN: That was on the previous slide. The Section 2 massing element, page 20.

MARK JOHNSON: Is that the page -- page 20?

SUZANNAH BIGOLIN: Yes, the third bullet. That's reinstating the original guidelines text pertaining to the massing of long facades.

CATHERINE PRESTON CONNOLLY: So it's this one.

H. THEODORE COHEN: Right. But I mean my recollection when I read it was just that the word avoid said void. But has there been some additional change to the language, the actual text?

SUZANNAH BIGOLIN: The language should be what's written up here.

H. THEODORE COHEN: What's up there.
Okay.

SUZANNAH BIGOLIN: Yes.

MARK JOHNSON: Mr. Chairman, there were two changes with that sentence: One was the typographical error --

H. THEODORE COHEN: Right.

MARK JOHNSON: -- changing void to avoid.

H. THEODORE COHEN: Okay.

MARK JOHNSON: And the second was a change requested by city staff to restore the wording from the 2003 guidelines. So we believe that the text --

H. THEODORE COHEN: Okay.

MARK JOHNSON: -- on the slide shows now what is intended.

H. THEODORE COHEN: Okay. So, as far as staff is concerned, all you really want is additional language in Section 5 with regard to the individual parcels?

SUZANNAH BIGOLIN: Parcel, yes.

H. THEODORE COHEN: That goes back to the language that was in 2003?

SUZANNAH BIGOLIN: Correct, yes.

H. THEODORE COHEN: Okay.

Board members have questions or comments for Suzannah or for the proponent?

AHMED NUR: I do have one for the proponent. Looking at the last page which describes the planting zone to be six feet wide, circulation nine feet, and then there's a 70 feet of active area but they seem to be planting in there as well. There's a little bit of without a dimension, a plain view, bird eye view showing

the two trees and the Baldwin Park. And I wonders what, how often in terms of flying over, how often the trees are spaced in that area? Because it does look like there's two in there, but and where the tables are and not showing. And so I mean it would be very helpful to be there to show to Suzannah or the city or us what the bird view seems to be in that park.

MARK JOHNSON: It's actually Baldwin Park is among the topics we hope to bring before you at the December 6th meeting. And so we'll make sure we have that view included in our submission materials. It's not there now but we'll add it.

AHMED NUR: Thank you.

H. THEODORE COHEN: Mary.

MARY FLYNN: This could be for either party, city staff or the proponent, in the markup version, on page 21, if you look at the column on

the left under public streets, the bullet second from the bottom which it talks about, it does away with the sentence about awnings and canopies, are encouraged to provide shelter and allowing the ground floor facade. I was wondering what the thought process was behind that. I know awnings and canopies are mentioned in many other places in the documents, so it kind of seemed like it was a deliberate reason to take it out.

KISHORE VARANASI: Yes, so the reason for that is actually we felt it was in the wrong place. We have a section that is much more well defined about retail ground floors and how they should be treated.

MARY FLYNN: Okay.

KISHORE VARANASI: At a later point which is Section 2.1.7 and 2.2.3 that talked about the

retail treatment. So some of the language made its way over there.

MARY FLYNN: Okay.

What was the second section?

KISHORE VARANASI: 2.2.3 which talks about retail blocks.

MARY FLYNN: Okay, got it. Oh, I see. Thank you very much. I see it.

H. THEODORE COHEN: And that's in 2.2.3?

MARY FLYNN: Yeah. Yeah, it says plan for tenant awnings or canopies create a sense of enclosure on the sidewalks, etcetera.

Thank you so much. Appreciate it.

H. THEODORE COHEN: Anyone else have questions or comments?

(No Response.)

H. THEODORE COHEN: Well, for either Suzannah or -- oh, Lou, go ahead.

LOUIS J. BACCI, JR.: This may be a refresher for me. MBTA parking, where did it go? I don't see it anywhere on the drawings. Maybe I missed it.

MARK JOHNSON: So the MBTA parking lot is there existing today. The MBTA as part of the GLX project had planned to relocate the parking lot to parcel A at the far end. We are now waiting to understand kind of what the MBTA's plans are and if indeed the parking lot will move to the end or if it will simply be eliminated.

LOUIS J. BACCI, JR.: So, I guess does that mean there's no provision for MBTA parking lot?

MARK JOHNSON: In the long run we are obligated under our state permit, NAPA permit to recreate the MBTA parking garage on North Point site. In the medium term there's a question as

to whether the lot will be replaced or not.

H. THEODORE COHEN: When you say that, are you talking about the existing lot?

MARK JOHNSON: Correct. The existing lot.

H. THEODORE COHEN: And that is -- could you put a plan up?

MARK JOHNSON: So the sawtooth line indicates the property line. So right here. This area is owned by the MBTA. And the parking lot currently sits approximately here. And again, the -- as part of the original GLX project, the MBTA had intended to move the parking lot to what had been a parcel A, but when we re-parcellized is now A, B and a little bit of C right there. And so now it's an open question whether the parking lot would simply be eliminated and the MBTA will not replace it. Or

whether the MBTA will replace the parking lot on a temporary basis on parcels A, B, and C.

HUGH RUSSELL: Ultimately there will be a parking garage on Q?

MARK JOHNSON: Yes.

HUGH RUSSELL: That will have that correction.

MARK JOHNSON: Correct. At the long-term build out we are obligated to replace the parking lot with a permanent parking structure. We are thinking about different sites than Q, but that's something that we're still working on.

LOUIS J. BACCI, JR.: When this was first negotiated, wasn't there a swap for the existing MBTA station and parking lot?

MARK JOHNSON: The -- there are a lot of things swapped back and forth. Some of them were rail rights. So the predecessors and interest to

Divco and North Point traded rail rights with the state among other things in order to -- and part of that deal was the state took responsibility for building the station. The state before the GLX budget overrun was announced, the state had planned to replace its own parking, and again Divco's predecessors and ownership had agreed to grant an easement to the MBTA to use parcel A for temporary parking, so that was among the things that were exchanged between North Point and the state.

LOUIS J. BACCI, JR.: So the parcels on the existing MBTA station don't really have any place to go right now? And also we were told that the parking lot had to be retained somehow some way because the revenue floated a bond.

MARK JOHNSON: We believe that is true that the revenue is public record that the

revenue from the MBTA's parking lot does go to pay off some of the MBTA's bonds. At the same time we also know it's true that the GLX project eliminated the parking lot altogether in order to save money. So I think the MBTA is wrestling with those two imperatives.

LOUIS J. BACCI, JR.: So you don't see them coming out with a decision that would adversely affect what you're going to propose? You left enough real estate for something?

MARK JOHNSON: Correct. So we've, we want to be supportive and we have supported in every way we can the GLX project. The parcels, again, A, B, and part of C that are shown here are in our -- A and B at least are in our Phase II. Parcel C is in Phase IB. So whether the MBTA decides to build that lot or not there's land reserved for that purpose.

LOUIS J. BACCI, JR.: And I guess I have one more. Will all of these buildings be permitted in Cambridge?

MARK JOHNSON: A lot of them straddle the property line between Cambridge and Somerville or Cambridge and Boston, and one parcel, parcel EF is within Somerville. So all of the parcels no matter whether they straddle a city boundary or whether they are entirely within Somerville are still subject as we understand it to review under our Special Permit with Cambridge for design review.

LOUIS J. BACCI, JR.: I'm just curious how that's going to work.

MARK JOHNSON: Well, you know, part of our approach to this is transparency and openness and meeting with all interested cities and parties to make an acceptable plan.

H. THEODORE COHEN: So building on EF, which is purely in Somerville, that's going to come back to Cambridge Planning Board for design review and also go to Somerville for design review?

MARK JOHNSON: I may defer to my legal team on this one. It's a little bit of a head scratcher for us as well.

ATTORNEY ANTHONY GALLUCCIO: We will definitely be going to Somerville.

MARK JOHNSON: It is an odd situation because the Zoning Ordinance and approvals of Somerville will govern that side. Nonetheless we understand it's an important part of North Point from Cambridge's perspective. We're going to do the best here.

ATTORNEY ANTHONY GALLUCCIO: Mr. Chair, through you, the communities --

LIZA PADEN: Can you use the microphone?

ATTORNEY ANTHONY GALLUCCIO: Oh, sorry.

-- the communities and we appreciate the Cambridge's leadership, but both communities have been understanding that there are complexities. You know, you have to go to one first. There's always a one first in this, but both communities have really been cooperative and understanding thus far.

H. THEODORE COHEN: Okay.

MARK JOHNSON: Actually even just to follow up on that, the building that we'll be bringing to you for review -- design review on December 6th, parcel JK, which is a very important building for us and for North Point and one that is really important if we're going to be successful in building where no one has built before, a commercial building, that building

straddles the property line and is about one third in Somerville and two thirds in Cambridge. So you'll see this issue come to the floor very soon.

LOUIS J. BACCI, JR.: One more thing and in the same, that same neck of the woods.

MARK JOHNSON: Yeah.

LOUIS J. BACCI, JR.: Utilities and so forth in the roadway and the roadway itself, how is this handled between Cambridge and Somerville?

MARK JOHNSON: The road, utilities and roads that are within Cambridge we have an existing MOA with the City of Cambridge. The -- we are now about to begin our dialogue with the City of Somerville for particularly for the stretch of road that is right here, Dawes Street that is within Somerville. And so we're -- I know there's some history that Anthony can add to

this, but we'll be looking to have an agreement in both cities as to how this is administered, plowed, cleaned, maintained, etcetera.

ATTORNEY ANTHONY GALLUCCIO: Again, this is another one of those sensitive issues. In this case Somerville can't access the site, so there's sort of only one choice, but it does, it does depend on cooperation. We had -- we've had good meetings with both administrations in the past as an expectation that Cambridge would service by way of police and fire and other utilities and so forth that Somerville can't access. But, again, both communities have work together thus far. Somerville has it's -- I think it's fair to say different priorities so for Somerville this is a tax driver for commercial tax revenue. For Cambridge it's a model for mixed use. So we haven't had

conflicts, but we've worked very hard to avoid and both communities have been cooperative.

H. THEODORE COHEN: As someone who lives on the street that's half Cambridge and half Somerville, it's very interesting sometimes seeing the snowplows go down halfway and then back up. And sometimes the trash trucks do the same thing. And the sewer systems don't connect. I'm assuming that --

LOUIS J. BACCI, JR.: Or the water.

H. THEODORE COHEN: -- or the water. I'm assuming that the sewer and water is going to connect throughout?

MARK JOHNSON: Yes. We have a loop and it will be the subject of kind of how easements are negotiated.

H. THEODORE COHEN: Suzannah or Divco, a question was raised about lighting and light

trespass. Now I note that in Section 2.1 there's a reference to considering legibility to the building top day and night and that the light and energy are consistent with sustainability and city requirements.

Is there anywhere else in the guidelines where it talks about lighting, do you know?

KISHORE VARANASI: Yes, we have incorporated a separate section that I'm searching for it.

H. THEODORE COHEN: While they're looking, I assume that --

HEATHER HOFFMAN: 2.2.3.

H. THEODORE COHEN: The city does adopt the lighting ordinance that the buildings would be subject to that? I'm sorry, Section 2?

KISHORE VARANASI: Yes, page 31, 2.3.3.

H. THEODORE COHEN: All right, does

anyone have any other questions?

Hugh?

HUGH RUSSELL: I just have a comment that having participated in the planning of this area for 20 years or so, indeed the rezoning of North Point stashed in 1988 when my service started, and so from that perspective I see this document that we're looking at as sort of codifying 20-odd years of thinking and planning that has been, it's been getting better and more detailed and more thought out particularly with the Divco and the changes that have been made relatively recently that have made a tremendous impact on the quality of life and the streetscape. And so this is kind of a record to just keep in mind all of the things that have been brought up.

So I didn't read it. I mean I've looked to it, but I just figured --

H. THEODORE COHEN: You flipped it.

HUGH RUSSELL: I flipped it and I realized that the process is an additive process and, you know, Kishore said he's been working on this for 13 years or more. So we've got some very talented people who have -- are putting their best efforts in the making this wonderful. So that's a perspective of saying I feel like I could vote to adopt these with the suggestions that Suzannah's made with an absolutely clear conscience that we are on the right track.

H. THEODORE COHEN: Yeah, no, I think it's an excellent document and, you know, very clear and concise and I do appreciate the preparation of the highlighted document because that really --

CATHERINE PRESTON CONNOLLY: That was helpful.

H. THEODORE COHEN: -- helped us to see what changes were made and what was -- the deletions were few and the additions were many and just making it all much clearer.

So, if no one else has any comments, could we have a motion to adopt these guidelines subject to the proviso that the staff and Divco will continue to work with regard to including language in Section 5 that relates back to the earlier 2003 set of guidelines?

CATHERINE PRESTON CONNOLLY: So moved.

STEVEN COHEN: Second.

H. THEODORE COHEN: Second?

All those in favor?

(Show of hands.)

H. THEODORE COHEN: Unanimous. Thank you very much. And we look forward to building J and K and battling with Somerville.

MARK JOHNSON: Thank you.

H. THEODORE COHEN: Liza, can you pick up the other matters?

LIZA PADEN: Sure.

H. THEODORE COHEN: Could I ask you to carry on your conversations outside so that we can proceed with some other matters?

LIZA PADEN: So under the General Business item there is an extension request for No. 77 New Street.

77 New Street you may remember is a multi-family housing proposal on New Street and they have included a very clear letter on why they need an extension. They are this close to getting the building permit and we are about to sign off on the final design review and we would just like to have another short period of time that they're going to ask for the year just to be

clear.

H. THEODORE COHEN: And I take it from the letter that they have not been responsible for the delay, that it's been dealing with the state and the state's interpretation of, you know, how the new environmental regulations apply or don't apply?

LIZA PADEN: Yes.

H. THEODORE COHEN: Any further discussion?

AHMED NUR: No. So moved.

HUGH RUSSELL: Move to grant the extension.

H. THEODORE COHEN: Second?

MARY FLYNN: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

H. THEODORE COHEN: Thank you.

LIZA PADEN: There is another item under General Business which is a determination of use by the BonMe restaurant for fast order food. I will say they were planning to come, so I don't know if you want to wait for them or proceed along our merry way.

STEVEN COHEN: Merry.

H. THEODORE COHEN: I would be happy to proceed.

MARY FLYNN: Yeah.

LIZA PADEN: Okay.

H. THEODORE COHEN: You know, it doesn't seem to me it's a difficult issue.

LIZA PADEN: Okay.

So this is a typical case in the PUD fast order food anywhere else in Cambridge as a Special Permit from the Board of Zoning Appeal. And the way that the decisions are written, the

fast order food is not called out as an allowed use. So there is a provision in the Ordinance that allows in a PUD, the Planning Board to make what's called a Determination of Use, that this is appropriate.

The materials that they submitted in the letter were pretty clear. You may be familiar with BonMe. It's very exciting to have them on Binney Street. We're working out the details of their sign plan, and they do intend to conform as far as I know, with the Sign Ordinance. And they're going to operate full service with seven days a week.

H. THEODORE COHEN: Now I take it -- well, fast order was called out as not an allowed use. Other types of restaurants are allowed uses?

LIZA PADEN: It's not that it's not an

allowed use, it's a Special Permit.

H. THEODORE COHEN: A special --

LIZA PADEN: This is not a Variance.

H. THEODORE COHEN: Right.

LIZA PADEN: It's a Special Permit usually. There are other restaurants that are going to be in the area that are allowed under the Planning Board Special Permit List of Uses.

H. THEODORE COHEN: Okay.

Well, I think BonMe has a great product and that there's one in Fresh Pond and it seems perfectly appropriate for this location.

Any --

AHMED NUR: I second that considering all the shortages we have in the area and all the vacancies. I don't see why not to go forward with this.

CATHERINE PRESTON CONNOLLY: I'm

particularly happy to hear they'll be open seven days a week which will contribute to the overall life of the neighborhood and not be something that just serves office tenants, but really contributes to it being a 24/7 neighborhood.

H. THEODORE COHEN: So could we have a motion to make the determination that it is appropriate for pursuant to Section 13.42.5 and Planning Board Special Permit 243?

AHMED NUR: So moved.

STEVEN COHEN: Second.

H. THEODORE COHEN: All those in favor?

(Show of hands.)

LIZA PADEN: Thank you.

H. THEODORE COHEN: And why don't we take a five minute break until eight o'clock.

(A short recess was taken.)

H. THEODORE COHEN: All right, welcome

back. This is now a continuation of the hearing in Special Permit application No. 314 relating to 35 CambridgePark Drive which is seeking Special Permits pursuant to Section 6.43.5(b) for a curb cut width. Section 8.22.2(a) alteration of a preexisting, non-conforming use, Section 20.95.1.5 for a 1.75 floor area FAR for non-residential use, Section 20.95.34 waiver of yard requirements, Section 20.73 Floodplain Overlay District Special Permit, and a Section 20.96.3 reduction in open space and permeable area. It's to renovate an existing technical office building by constructing a two-story addition, relocating the loading area, and creating open space through landscape and site improvements.

Mr. Rafferty.

ATTORNEY JAMES RAFFERTY: Thank you.

Good evening, Mr. Chairman, Members of the Board.
For the record, my name is James Rafferty. I'm
an attorney with offices at 675 Massachusetts
Avenue in Cambridge. I'm appearing this evening
on behalf of the applicant, the Davis Companies.
Seated in the front is Brian Fallon, Senior Vice
President in charge of development. The Davis
Companies, his colleague Dante Angelucci,
A-N-G-E-L-U-C-C-I.

The design team is SGA represented
tonight by Jeffrey Tompkins and John Sullivan.

Our traffic engineer, David Black is
present as well.

The Board may recall that we -- we're
actually last here August 2nd. A long time ago.
And I was preparing my notes a few weeks ago for
this hearing and I was thinking of all the things
that have happened since August 2nd. If you can

believe it. The Cubs win the World Series, Cambridge gets a new city manager, and America elects its first female -- okay. What happened is we are back tonight because we have been doing so much work in the last four months. I've never seen such effort, but it's time well spent and I say that sincerely because there was a hint at the last hearing, well, it seems some things aren't in order in this application. And it's a multi-prong application and it is true. It's in the Alewife Overlay District. And as the Chair noted in reading the announcement, there are several sections of Article 20 that require Special Permit attention, but as a result of the work that's been done, you'll see a number of the elements in the original application are actually mute or not necessary. And just going through that list just to give you an understanding, we

had originally contemplated a curb cut width that might exceed 30 feet. After working with the Traffic Department and the site plan changes you're going to see, once again largely the result of a very strong suggestion by this Board to rethink the curb cut on CambridgePark Drive and to rethink the access in and out of the garage. And you'll see as a result of that change, the curb cut accommodation isn't needed. Similarly the alteration or the ability to maintain a non-conforming use referred to the surface parking spaces. You'll recall in the prior plan you'll see tonight there were some surface parking spaces that were being retained because they were handicap spaces and those vehicles could not fit in the existing garage. So they were already there on the site and we were trying to deal with them and leave them

there, notwithstanding the fact that the provision in the Overlay District says you can't have parking between the front wall plain and the street. Thanks to the changes in the site plan that we were directed to, we've been able to, or the applicant has been able to relocate those parking spaces. And you'll see where they are, they're actually in the building, so we no longer need to maintain that. It's probably the most significant change to the site is what's happened on that corner as a result of being able to get rid of that curb cut. The pedestrian improvements.

It also increased our open space so we are now totally compliant with the required amount of open space. We do cite the section around open space and permeable area because it's in the same section of the Ordinance. The

language there you'll recall is a little unique. It says that an applicant can have less than the required permeable area provided there is certification from the Department of Public Works, that the storm water management practices of the district will be applied. So that's an effort that gets -- occurs between the project engineer and the City's Department of Public Works and engineering staff. And there was a memo back in July that indicated that those calculations were not yet complete. At that time we fully anticipated that we meet that total. We in fact have done that. There's an update of that memo from the Department of Public Works in your file.

And when we were here in August, we had not yet had an opportunity to appear before the Conservation District. The project is seeking a

Flood Plain Special Permit. It's also subject to their jurisdiction, so we have two appearances before the Conservation Commission since August 2nd. We were there August 25th and the following month we received favorable comment on the Flood Plain Special Permit application in our first appearance.

The second appearance was a noticed hearing where the Conservation Commission voted to issue us an order of conditions associated with the proposed work. So we have completed all of their work with the Conservation Commission, as I noted, with the DPW.

We've spent an extensive amount of time with the Traffic Department. We did not have a complete traffic memo when we were here before. This is not a project that's subject to project review special permit. So we didn't need the

typical TIS studies that Mr. Black and his colleagues are such authorities of doing. But in this case there were some unique areas that the Traffic Department suggested should be examined. So it's a bit of a hybrid study. It took sometime between the Traffic Department and Mr. Black to identify exactly what issues should be studied and examined and what mitigation measures were appropriate. All of that has taken place in the last two months. Extensive work between Mr. Black and the staff of the Traffic Department, particularly Mr. Barr and Mr. Shulman, and there's a memo. I'm sure the Board has had an opportunity to read it, it's a memo that is reflective of that work. It contains a series of recommendations around mitigation as well as TDM measures and they are jointly agreed upon. So in many ways the traffic

box has been checked as well.

All of these things were not before you on August 2nd. That's why I say the application is in such a different position. We knew that on August 2nd. We fully anticipated we needed a second meeting. But we didn't think it was going to take us four months to get here, but nonetheless we are here.

And the other big change, which I'm sure all of you are aware having reviewed the application are the design changes. And in two prominent areas there was, I think it's fair to say there was somewhat of a mixed reaction to two of the design features. One of them involved rooftop mechanical equipment, and the second involved facades of the building. In both of those areas there was a considerable amount of attention paid. We got a copy of the

transcripts. We did our best to synthesize the comments. You may recall frankly that the Board was not of one mind on August 2nd. Some members, Tiffany felt in some ways that the facades worked well. Other members were quite strong in their views that the facades competed with each other and didn't have the level of compatibility that they thought was necessary to be effective. So I think it's fair to say we probably spent the amount of time internally with the design staff and then in meetings with the design staff here at the city. And I say the design staff, the ownership and SGA spent a lot of time looking at that. The result, we think, really creates the type of compatibility that the Board seemed to be directing this at. But as I noted, it was an area where Board comment was somewhat divergent and the reason I get paid is to synthesize and

tell them I think if you took a little from this and that one and he may not have been feeling well that night and he thinks he's an architect but he's really not. That type of inside information for which only an experienced local counsel can provide. Otherwise they'd have one of those big downtown lawyers they go everywhere else with.

And the last thing is a constant focus on the opportunity, the retail opportunities at this site. This represents the first time in CambridgePark Drive really that there can be real street level at grade active use retail and that's only been enhanced by the changes in the site plan around the curb cut and the open space at that corner. So there has been some discussions, Mr. Angelucci is charged with working with the retail brokers and they report a

high level of interest and opportunity here. And tonight we will conclude with him sharing some of the aspirations and what's hoped to happen there. The one thing that retail brokers are telling us, well, hurry up and build it. We're doing our best. We're going to the Planning Board on Tuesday. So on behalf of the retail brokers, we'd like you to hurry up and approve this so we could bring that much needed retail to that location.

Brian Fallon would like I think just express his appreciation to the Davis Company's commitment to the project and the effort that's gone on in the past with the city staff. As I said, really between the Traffic Department, the Community Development design staff, the Department of Public Works, the Conservation Commission, we have been in meetings on about a

two-week cycle now, and it's produced a different building in many ways, but a building that we think meets really what's the charge here, and that is the extent to which the project meets the design guidelines in the Alewife Overlay District. And the primary focus on those guidelines really are about pedestrian circulation, open space, and permeability. And you know who we are today with all of those things, we have precious little of them. We've got an asphalt parking lot, that's been that way for a long, long time. We've got for the most part a dead corner, and we've got a neighborhood that's emerging, I think we estimated 1800 residential units now with another 900 to 1,000 anticipated in the next year. So that's why you'll hear Mr. Angelucci say that if you could get a beer and wine license for a small grocery

store there, that proprietor would probably do pretty well. Those are the type of things that are impulse purchases, commuting type purchases. People say get a place that sells prepared foods. All the type of things that trying to make something there on that street. So those are all the things you're going to hear about tonight. I always get accused of stealing the architect's thunder, so I've got to stop talking and introduce Brian Fallon.

BRIAN FALLON: For the record my name is Brian Fallon. I'm the President of the development group at the Davis Companies. We are through our fund three of the 100 percent owner of the subject property at 35 CambridgePark Drive. I'd like to just say something I've said a couple of times before with this forum, this is the third major project that I'm taking through

the Planning Board Special Permit process in the City of Cambridge. Shockingly in each case was attorney James Rafferty at my side, but we have had great success. The third square originally 303 Third Street in Kendall which was a joint venture of over 500 apartments which was a real -- at the time you may recall this, at the time it was a breakthrough to bring residential and that kind of density to Kendall when people were still talking about it.

More recently when I was partner with O'Connor Capital Partners in New York, we did a very successful Atmark apartment project on Fawcett Street over in the Fresh Pond neighborhood, and now with Davis we have the opportunity to do this transformative, albeit renovation, but transformative repositioning of this asset at a key location.

I do want to be complementary of the process. I've been through this business a long time, and I've been through it in Boston and a number of communities in eastern Massachusetts and in New York City, and the Planning Board process in its professionalism and its staff are really a pleasure to work with despite what Mr. Rafferty said in his introduction.

I do want to assure you as Jim stressed that we listened very, very carefully. And you'll appreciate, it's hard, when we come in with our first shot and we have great conviction around it with our team, almost always like everybody else you see, great conviction about the design, it took poise for us to listen as carefully as we did and to go back with our talented team and listen to your talented staff and really seriously take a look at some changes

to the design. And frankly, the site plan that originally I would have told you we never would have done, the curb cut on CambridgePark Drive and actually giving that up and coming up with a major landscape site improvement expression for the project at that intersection. And the building design, you know, which we had a different thesis about originally, now has a very edited uniform, we believe intelligent solution that we hope you respond to favorably and we think the market will as well. I would say that this is a project that we commit our name and reputations to, and the Davis Company does quality projects. And we will certainly stand behind that here and do yet another positive contribution so the city. I would ask you to consider, and you hear this probably from everybody, but timing is very, very critical to

people like us. We bought the building all cash. We have now gone through a major redesign and reengineering and repositioning of the opportunity. It will for us be a \$150 million project all in. And you have the benefit of being stewards of one of the greatest markets in the world which we are trying to bring this project to as expeditiously as we can and to complete our negotiations, not only with prospective tenants around which everything is subject to this process, but also with financial partners and lenders that we are poised to execute agreements with now. So please be assured that our staff, as Jim said, and our team has worked extremely hard to be responsive to all of the input that you gave us. And what I'd like to do now is introduce John Sullivan from SGA to take you through that and explain how we

responded to all of the particular issues that you raised the last time I was here.

And, again, thank you very much.

JOHN SULLIVAN: Thank you.

I'm John Sullivan with SGA. I'm honored to be presenting to the Board tonight and very excited to be presenting what Jim and Brian have described as, you know, very different design. And we feel like is much improved based on what we heard and what we responded to from the last hearing in early August.

So I'll start right in on the presentation. I'd like to, you know, start with a couple of quick slides that, you know, set the stage for the project showing, you know, the relationship of our building to the entry of CambridgePark Drive, the adjacency for the Alewife MBTA station, and just the general

location of the project, because that ties into the story of what we're trying to tell with this proposed design.

We like to start with the site history. We feel like this is the third generation of, you know, of transformation in this part of Cambridge. We're seeing an image of the Bethlehem Steel Company which is those buildings originally purposed in the 50s. You know, we'll show some current images of its second generation as an 80s office type of building and that type of an environment. And we're really excited to propose, you know, an environment we feel like is appropriate for the third generation which we feel like expresses the evolution of this part of Cambridge and in this moment of time.

So to start and to highlight some of the building's existing conditions, we have a couple

of images that really show how this building currently addresses the corner of Steel Place and CambridgePark Drive. This is not a very pedestrian-friendly experience on this corner and we feel like there's a great opportunity to address that. What we're seeing here is a two-story piece of the existing building that as part of this renovation we'll be removing, that allows us to create a lot of additional open space on the site which will be put towards public realm improvements.

You also see mechanical equipment or mechanical equipment, electrical equipment, you know, kind of a fence that holds the edge of the sidewalk on steel place. Again, we see all of these as, you know, opportunities to really make this a much more pedestrian-friendly experience for people that are, you know, traversing into

the park from the MBTA station.

You can see this view from the street level shows the existing building and also shows a lot of the obstacles that I had just described. You also see the curb cut on CambridgePark Drive. As Jim and Brian had mentioned, that was a, you know, we had a lot of discussion around that on the last hearing and there were some very thoughtful comments from the Planning Board that as we took back and digested and introduced into our design, led us to, you know, several opportunities to really transform this corner more so than what we were proposing originally. You can see the curb cut surrounded by some equipment, a ramp, and some fencing. Again, just to set the stage for the improvements that we are proposing tonight.

This shows a, you know, site plan that

covers the conditions, again, that I had just shown. And really in plan view just shows you from a site aerial standpoint what's being removed to provide more open space, more permeable area, more places for pedestrian activity.

So this plan represents what we had put forth in August. Again, there were some, you know, some very thoughtful comments which have pushed us into a new direction in terms of how we're thinking of the site. But just to highlight what was discussed, and there's this -- this curb cut, you know, there's a lot of conversation about that curb cut being removed to mitigate what could be a potential conflict between pedestrian movement as people are moving toward the site and vehicular access into our garage. It was also suggested that these two

existing accessible spaces be relocated to, you know, to help facilitate that type of move. So we took that to heart. Where we are now, and we feel like, again, that based on those comments, you know, unlocked a lot of opportunities for us. We are now proposing that curb cut be eliminated. And we are relocating, as Jim had mentioned in his introduction, the accessible spaces into building in a covered condition. You can see here where this is where those accessible spaces will be relocated to and what was previously out here where you see the high level of public realm improvements. This driveway extended all the way to CambridgePark Drive here. That will be eliminated. And really what that leaves us with is a wonderful opportunity at the corner to introduce a lot more green space, a lot more pervious pavers, outdoor seating for

pedestrians, and to really create a really welcoming and, you know, soft green edge into this neighborhood.

From a site access and site circulation standpoint, we've also repositioned the entry and the exit for the garage. Previously the garage in its current condition was access here. We've relocated all entry points and exit points directly on to Steel Place. So we feel like that eliminates any conflicts between vehicles entering and exiting the garage and the public movement that we're trying to encourage at the corner of 35 CambridgePark Drive and Steel Place.

We've also, you know, taken special care to, you know, provide a very compact loading area for a loading dock that's internal to the building and one that is internal to the building here and one that's external to the building but

will be recessed behind the building's edge.

That loading area is surrounded by groves of trees on all sides. It is, you know, buffered from the, you know, from the pedestrian space that we're creating towards the corner.

I think as we look at this a little bit in more detail, what you can see is, you know, the materials and the expression that we're offering towards this corner. Again, this is really geared towards enhancing the pedestrian experience. We're offering -- you know, what you could see in this corner, we're offering a bioswale with some access over the bioswale to the entry on the side of the building here. And large rain gardens with, you know, shade trees and ground cover to, again, provide a green expression at this corner. And then, you know, what you're seeing along the edge of the building

is permeable decking which is meant for, you know, which is meant for pedestrian circulation as well as spill out of what's shaded in purple on this plan of retail space that's meant to activate that corner. So, I think, you know, in all of these, the aggregate of all of these moves we feel like has really enhanced the opportunity for the pedestrian experience. One thing to note as well because we worked very hard on this was, you know, we've changed the design along the edge of the building to allow pedestrians opportunity to enter into the park and have a continuous route of travel to the edge of our site to get further into the park under the cover of shade trees. We really want to provide an active urban experience along that edge. We feel like the retail will help enliven that edge. Also it's very pedestrian-friendly not just for people of

our building but for people that are traversing to the remainder of the park to take advantage of some of those materials, some of those opportunities to sit on benches and really the opportunity to sit under shade trees.

This has increased our open space and permeable area considerably as well.

This view is what we had presented in August. So this reflects the, you know, the condition prior to, you know, some of the rethinking of this corner of the site. And really what you see in contrast to the next image is a lot of pavement. We recognize that because of some of the comments that we received and, you know, the opportunities that they presented, that there really was a better way to provide a pedestrian more green soft expression on this corner. And this image here is reflective of

that. It really shows the difference as, you know, as someone enters into the park, this is what they would experience. You could see the retail on the base of the building. You know, the idea is that that will be a very active, an activated edge with, you know, a permeable edge in the sense that people can spill out of that space, a lot of green space. You can see the bioswale with some, you know, with some tree growth as well as the rain gardens that lace their way down CambridgePark Drive.

Jim had mentioned some of our, some of our discussion around the attitude that the building facade had at the last time of our hearing. What we had, you know, what we had put forth as a solution then really presented a building that had two different attitudes on the CambridgePark side of the building. You know, a

strong, taller expression that faced the corner of the park and then a little bit of a, you know, what we may describe as a secondary expression which, you know, changed in material as we moved deeper into the park. A lot of the feedback that we've heard and that we've responded to was around the size of the mechanical penthouse and the prominence of the mechanical penthouse as well as this, you know, as well as this facade expression of two components that didn't necessarily speak to one another. We took those comments to heart and we spent a lot of time, you know, months really trying to get this right and, you know, we felt like those comments were very helpful to our design process and were really, you know, happy with how some of the those design revisions had been incorporated, and so what we're offering as what we think is a very forward

Looking expression on this important corner.

What you're seeing here is, you know, again very different from the last iteration. The mechanical penthouse is, you know, it recedes. It's not incorporated into the facade itself, so we feel like we've created a strong datum at a lower point which allows that mechanical penthouse to be a little bit recessed, to be a little bit less important and to step back quite considerably in dimension on the sides of the building. We've also provided a considerable notch in the penthouse to break down the length which we feel like helps with the massing. The feedback that we had, you know, that we had received in the hearing in August as well as in our collaborative process with the city design staff was that, you know, the massing, you know, could be more effective if it

was simplified, if the building was a little bit more unified, and we feel like that this design response really captures that spirit in presenting two, you know, a singular approach to two volumes on the front of this building that in terms of their language, highly transparent, you know, speak to one another, you know, incorporate some vertical accent September materials that, you know, that unify both sides of the building. And that in turn then start to transition the material into something that expresses the north side and the return on the east and west side a little bit differently in terms of providing those facades with a little bit more opaque material that has some opportunities for warmth and color and something different, but we feel like the public face of this building, you know, highly transparent, something very active towards

CambridgePark Drive is, you know, is very successful in the sense that these two facades really do speak to each other and really do tie these two volumes together.

You can see looking the other way facing east on CambridgePark Drive, this is the -- again, the two-building approach that we had presented in August. You can see the mechanical penthouse towards the right of this image playing a strong role on that corner. You know, per our, you know, thoughts about more simple, more elegant massing strategy. I mean, you can see how the mechanical penthouse steps back, plays less of a role, and really allows the, you know, the major part of the body of the building to address that corner to really present itself towards CambridgePark Drive.

We're maintaining, you know, as Jim had

mentioned in the introduction, you know, bringing retail to the site is very important. We'll get into that. We'll get into that in further detail towards the end of this presentation. But the, you know, the opportunity really activates this edge and really offers these public realm improvements that are supported and enhanced by this retail is very exciting for us. So this image communicates, you know, what that experience may be like between the entry of our building and the corner back to where the, you know, adjacent to the MBTA Red Line station. Again showing planting beds, rain gardens, street trees, street benches, and, you know, the ability for this retail to really spill out of these spaces and activate this edge.

Looking at the elevations, you know, briefly we're -- this is the east elevation.

This is the elevation that faces the MBTA station. You know, we're showing a continuation of the highly transparent glass facade return to just about the midpoint of this building. And the reason why we feel like that's important is because this is another building entrance so we feel like that that is the, you know, an appropriate place to continue that, you know, that front, front-facing facade and to transition it into something that, you know, we feel like is more rhythmic, the scale breaks down a little bit as this building turns to face the garage that's positioned to the north.

This here is, you know, again, highly transparent, high performance glazing with vertical accents. The lower level has some accent material. And, again, there's the materials board here which reflects some of the

samples. That lower material is a metal that has a copper finish. We just want to introduce some warmth and some tangible materials near the base of the building near this retail experience which happens in this zone here. As we transition into, you know, into the facade language that really speaks to the two sides of the building and to the north of the building. We're showing a, you know, a masonry expression with vertically-oriented punch windows. Our thoughts about the masonry is that the, you know, the precast concrete would break down into, you know, through scoring and sandblasting will break down into more scaleable units that will be very warm, will offer a lot of texture, will offer some variation in color, and, you know, we feel excited about the way those materials start to provide some scale to this side of the building.

You can also see some accents within those openings that, you know, they are the same copper material that starts to speak to the accents that adorn the glass portion of the building as well.

I think one thing to note in this elevation, we, you know, we -- something that's very different about this proposal is that we've also taken measures to enhance the garage facade. You know, we consider this an important part of that pedestrian experience along Steel Place. So, you know, we've thought of ways to use materials that speak to the, you know, speak to the vertical expression of the masonry and clad the garage with that as well. This would be a vertically-oriented perforated corrugated panel colors to speak to the precast, something to really, you know, tie that into the building and also just enhance that edge.

Very quickly, the south side of the building, I think this was, you know, communicated a little bit better three-dimensionally in terms of understanding the building. But I think the main thing to note here is the, you know, the compatibility between the two volumes and the notch at the center of the building which, you know, which is very deliberate to indicate the building entrance.

Again, looking at the materials. This shows the copper material as well as some of the vertical fins. The front of the building. And the side of the building that shows the precast in a little bit more detail, and what we're trying to achieve through scoring and color variation and texture variation as well as some of the, you know, the metal in the roof screen which we feel like we have an opportunity to

provide some interesting scoring to provide a little bit more of a dynamic pattern at that part of the roof.

At the last hearing there was also some discussion about how our building would be viewed from, you know, as we thought about this building from, you know, beyond just the corner or the Red Line or further into the park, so we -- we studied this in great detail and really, you know, really worked to understand which parts of this building will be visible and how we're responding to, you know, to different, to different sites in a greater context. So, we have a series of nine views here which I can run through quickly, and I think our overall study led us to understand that this building is primarily concealed by some of the existing conditions. We do -- you can see some of this

building from some of these views but for instance here on the Route 2 off-ramp, you know, we're concealed behind the trees and behind the bridge. When you pull back, there's the opportunity to see, you know, tiny bit of the roof of the building, but again, mostly concealed. And from our neighbor at 87 CambridgePark Drive. From, you know, the rear of that site, there are a lot of obstructions towards our building. And, again, as you pull back even further, you know, a lot of obstructions. You can in this view see the top of the building.

Looking from CambridgePark Drive from 125 CambridgePark Drive back towards the Red Line, again, you know, there are a lot of, a lot of growth and a lot of existing buildings that conceal the view. Same as we pull away from the

building and, you know, start to look at it from the other side of across from Steel Place and then further beyond the tracks.

And so this was just, you know, this is an example of, you know, we talked a lot about this in our meetings with the design staff and in the last hearing about how this building would be experienced in the greater context. And so we, you know, we analyzed that pretty closely, and I think our result was that it's not seen from a great distance but we do have the opportunity to make a strong impact from a close distance. And so, you know, we thought about the different types of moves to respond to those different scales.

So with that, we have a lot of backup information and we're happy to answer questions, but before we do that Dante Angelucci is going to

talk about the retail.

DANTE ANGELUCCI: For the record my name is Dante Angelucci, Senior Vice President of the Davis Companies. Good evening, Mr. Chairman, Members of the Board.

The image that we're showing on the screen right now, we've tried to take some inspiration from the Alewife Fresh Pond customer intercept survey report. We spent a lot of time reading through that to see the types of uses that were outlined in that report in terms of what the survey showed and what folks were interested in terms of retail opportunities. We think this is a very exciting corner. We think there's opportunity there. What the report alluded to was that there was a desire for more restaurants or takeout food, sit down restaurants, and coffee shops. Those are the

three kind of prominent salient points that came out of the survey. As a result, we've, again, taken some inspirational shots of some of the types of uses we'd like to try and see instituted in that corner. Principally we'd love to see a restaurant to have a sit down component. We'd like to have some sort of a grocery element there and potentially some takeaway, prepared foods. We think with the residents on the street as Jim had stated earlier, we have roughly 150 units in that neighborhood. We have the Vox nearby as well. We suspect that some folks from there might come over and utilize and the space as well. In addition to that we have, you know, close to 2500 office employees on the street. We think this is going to be a great destination retail location for them, as well as folks that are utilizing the MBTA and members of the

neighborhood who want to have this access and have this restaurant use. So, again, we're very excited about it. I don't want to overemphasize our excitement because there are challenges with this site because it is a dead ended street. And retail on dead ended streets, retailers will tell you are challenging sites. One of the things that's also come out of the survey was that there was concern about the availability of parking in the area to get to retail. So that, you know, again, with the MBTA station there, I think that the opportunity to have a nice retail location with the restaurant use, you may actually, in addition to getting folks in the neighborhood, will go over there weekends and nights. You also may also get folks travelling on the Red Line travelling from other parts of Cambridge to go there for dinner if it's, you know, an attractive

and interesting restaurant.

So, again, that's what our goal is. It's aspirational. Again, until we get out into the marketplace and actually we have a product we can show them, you know, we're trying to fulfill the goals of the study and the goals of the City in the Alewife Overlay District in terms of bringing retail to this corner. I think we're going to be, you know, cutting edge in that regard in the sense that nothing else on that street really has retail on the street level. We think it's a great opportunity. We're hopeful to be successful and attract the type of retail that everyone will be thrilled to be having in the neighborhood, and we think it's going to be a benefit to not only our building but to the general neighborhood and the street itself. That's all I have to say at this point.

What I'd like to do if there are any questions, you can direct those to myself or Mr. Rafferty and we'll designate the appropriate person to respond.

Thank you very much for your time.

H. THEODORE COHEN: Are you all set?

ATTORNEY JAMES RAFFERTY: We are, thank you. I just point out that both the traffic issues are addressed in the memorandum and we have Mr. Black here, but had not planned on a further presentation. His findings are contained in the materials submitted by the Traffic Department.

H. THEODORE COHEN: Okay.

Board Members, have any questions now or should we go right to public comment?

CATHERINE PRESTON CONNOLLY: Public comment.

H. THEODORE COHEN: Public comment? All right, fine.

Peggy Barnes Leonard I assume you know the drill, state your name and address and speak for three minutes. And if the lighting is working, you will see it.

PEGGY BARNES LEONARD: I'm Peggy Barnes Leonard. I live on Fayerweather Street. I'm a member of the Fresh Pond Residence Alliance. I'm sorry to say that we did not really have notice of this building and that's one of the comments we would like to make in terms of public engagement.

There was a letter that we did write and I know Ms. Paden has been fantastic getting our letters to you. I don't know if you've seen it. I have copies if you haven't.

CATHERINE PRESTON CONNOLLY: We have.

PEGGY BARNES LEONARD: Thank you. That's very good.

Okay, well, on to summarize the issues as we outlined in the letter:

One is regarding the parking of the building and clarification regarding the current occupancy of the building that's being used as the basis for what the traffic study is saying well, increased transportation in the area, impact on traffic, we've seen that it's been said that it contains 103 vehicles. The building is 20 percent occupied and also that it's vacant. So there seems to be a lack of clarity as to basis for the increase that's being estimated by adding this square footage and usage to this site.

Basically we're concerned that the transportation study paints a rosy picture of the

potential traffic impacts and that's to be the case.

And it was stated that the building is 20 percent occupied, and since it wasn't occupied, we are concerned about the interest that will be generated by the addition of usage of the site.

The second point is the building height. And we have concerns about the way in which the height is addressed in the application. That seems -- it appears as though the mechanicals that have been moved to the roof, which is a better spot on the floodplain, of course, that it actually is leading to a roof type height of approximately 89 feet and not the 69 that they're stating due to the double height of the sixth floor mechanical penthouse.

We're concerned that this significant height increase is substantially more than what

was reflected in the applicant's numbers and that the public would better understand it would be helpful.

Let's see, so the increase of 47,139 feet we feel is actually an additional 45,000 square feet of mechanical space.

Thirdly in the letter it was community outreach and whether or not the increases in traffic, building height, building mass are appropriate to the Triangle District, and so we question -- we feel as though public engagement wasn't satisfactory around this. I do see that Doug Brown did make the statement that they hadn't engaged, however, we just learned that perhaps there have been a meeting with the North Cambridge resident group and that perhaps it did not occur at a time that was convenient to the location and attendance of the residents as

stated in the 5.1 requirement for a Special Permit and to have early community engagement prior to the process.

H. THEODORE COHEN: Could you wrap up your comments?

PEGGY BARNES LEONARD: Yes, I can.

All right, to add to this I did want to say and point out that the DPW memo of November 7th indicates that this does not reduce non-permeability of the required of this site. Sorry, I'm looking for that right now.

Oh, the increase in permeable area does not meet the 25 percent requirement in Section 20.96.1, and also that the 75 gallon strong water holding tank, which we appreciate is being added to the site, it does not meet the retention, detention requirements of this massive building. And as we know its location in the floodplain, it

is a concern. And I think one of the reasons for the benefits of permitting this, allowing the Special Permit, is that it is on improving the storm water of the management of this site.

I also wanted to -- I just saw if the roof was solar ready and I see it's white probably. It looks like it's white. But whatever we can do to try to bring it to the next NetZero requirements, which are in effect, I believe I'm not sure for new projects coming in. And I understand it's been on the books for a while.

H. THEODORE COHEN: If you could wrap up?

PEGGY BARNES LEONARD: That's -- I guess that's bringing it to a wrap. And I would say in the Alewife area in general just to say that we are way ahead of the build out that was projected by the Concord/Alewife 2005 projections. I think

we're two times as much residential that was projected for 2024 and commercial way up. So the Concord/Alewife study at this point, the Special Permitting and the Zoning is not, is not lining up to what's actually happening, and there is concern about the amount of people we are putting at a highly floodplain risk area to live and to work. And if there's other places that are too dense that's the question.

Thank you.

H. THEODORE COHEN: Thank you.

Is there anyone else who wishes to speak?

Michael.

MICHAEL BRANDON: Thanks. Hello. Thanks very much for the chance to address you. I'm Michael Brandon.

H. THEODORE COHEN: Your name and address, please.

MICHAEL BRANDON: My name is Michael Brandon. I live at 27 Seven Pines Avenue and I'm the Clerk for the North Cambridge Stabilization Committee which is the recognized neighborhood group for the Alewife Triangle.

Just to kick off, I guess I'll remind the long term, longer term members that our group's position is that -- general position is that it's following for the City to continue to develop heavily in the Alewife Floodplain and the nearby natural resource areas. We believe that this will inevitably degrade them, have a deleterious impact on the Alewife reservation, on the wildlife, on the air quality out there with the gridlock that already exists, and with future flooding that will not be avoided through mechanical means to try to improve on the floodplain, that it will harm public safety and

public health. That being said, we were pleased to see the changes that have been made since the first presentation. It's a fairly substantially different project in a lot of ways. We appreciate the Planning Board's efforts to move it forward. We especially like the new traffic circulation plan, the closure of the curb cut on CambridgePark Drive, the better treatment of the rooftop mechanical enclosure, the improvements in the facade treatments, and melding of the two buildings' design is more as a single project. Still have concerns about some of it, the vent stacks that are still quite prominent at the top of the building and won't be screened.

We had some questions that I hope the proponents can address. One is that there's -- and I'm sorry I haven't had a chance to really study the new submissions, but in quickly looking

through, I notice there's a rendering of a pedestrian bridge that seems to go over a canal or water and I don't understand where that's located or maybe we could have a little better description of that.

I also wonder if the order of conditions that Mr. Rafferty mentioned was issued by the Conservation Commission is available and has been submitted to the Board since to a fairly large degree in the past anyway the Board seems to rely on the Conservation Commission input in deciding whether or not to issue a Special Permit -- floodplain special permit. And I haven't had a chance to look at that. I'm not even sure if it's written up and available yet. Mr. Rafferty will maybe tell us.

I wondered why a 18-wheeler loading dock is necessary for this kind of a building. And

maybe that could be explained what uses. We've all seen recently the dangers of 18-wheel trucks on Cambridge streets and, you know, I wouldn't want to be inviting potential problems with the increased pedestrian and bicycle activity that's being encouraged and envisioned near this site.

Again, regarding the flooding, the plan, it appears that the building has been designed to address -- it's being planned to flood. The city recently completed its climate vulnerability study and came out with scenarios for both 2030 and 2070, and they seem to be -- have design for 2030 but not for 2070. And they say they would prepare before building permit submit to the city a recovery plan for 2070. Well, I would suggest that we should be as aggressive in our planning as we can be and that at the very least we should see what that plan is, what does that mean? Are

boats going to come because the ground floor is going to possibly flood?

H. THEODORE COHEN: Mr. Brandon, could you wrap up?

MICHAEL BRANDON: Sure. I'm sorry to go on and on.

We think the motor vehicle capacity is -- the parking capacity is much too -- there's too much parking -- space. I don't think the traffic study discussed parking demand or maybe even didn't even study it, but we would recommend that that be cut back, and also because the impervious 25 percent requirement isn't being fulfilled, that partial mitigation for that might be -- and I think this was mentioned last time in my comments anyway, that the parking lot roof be converted to a publicly accessible green roof and roof garden which would help in a lot of ways.

Let me just try to give bullet points without explaining -- plans for the median island on Steel Place are not clear and wonder what impacts that might have on -- or possible changes in that are mentioned in the traffic study, and it would be nights to see now what impact --

H. THEODORE COHEN: Mr. Brandon, really, if you could wrap up.

MICHAEL BRANDON: Okay.

Well, I guess in closing I would urge you to continue this hearing so the Fresh Pond group that didn't get notice can weigh in and I would -- if you do continue it, submit more details in writing and mention our other issues.

Thank you.

H. THEODORE COHEN: Mr. Brandon, question for you.

MICHAEL BRANDON: Sure.

H. THEODORE COHEN: So did the developers meet with the North Cambridge Stabilization?

MICHAEL BRANDON: Yes, they did at our invitation because the required -- and it's kind of a long story.

ATTORNEY JAMES RAFFERTY: No, no, no. I contacted you and suggested that we would accept an invitation. Correct?

H. THEODORE COHEN: But you did meet?

MICHAEL BRANDON: Yes, yes.

ATTORNEY JAMES RAFFERTY: Yes.

MICHAEL BRANDON: We had one meeting.

ATTORNEY JAMES RAFFERTY: We brought food even.

MICHAEL BRANDON: The food was brought by other items -- CV licenses on the agenda and that's why we didn't have much time for these folks who didn't bring food. But, yes, they

absolutely --

H. THEODORE COHEN: Food is not a requirement of our guidelines.

ATTORNEY JAMES RAFFERTY: It was my other client, he said we could use it, remember?

H. THEODORE COHEN: All right. All right.

MICHAEL BRANDON: Anyway, there was a meeting but it was about the original proposal and we didn't have a chance to review it and they didn't come back to us, you know, after four months with this plan and we would have been happy --

ATTORNEY JAMES RAFFERTY: Excuse me, just to be clear because Mr. Brandon leaves out relevant things. My office did contact him three weeks ago, alerted him to the fact that new plans were up on our co-urbanized website and invited

him to review them and get back to us with comments.

And you got that e-mail, did you not?

MICHAEL BRANDON: I got a note -- I don't think this is a good use of the Board's time.

ATTORNEY JAMES RAFFERTY: All of a sudden he's worried about time. I asked a question.

MICHAEL BRANDON: Well, you know --

H. THEODORE COHEN: All right.

MICHAEL BRANDON: -- I didn't interrupt you, Jim.

ATTORNEY JAMES RAFFERTY: I thought you were done.

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

MICHAEL BRANDON: Thank you very much.

H. THEODORE COHEN: Thank you.

(No Response.)

H. THEODORE COHEN: Okay.

Suzannah, do you have any comments you wish to make?

SUZANNAH BIGOLIN: Thank you, Mr. Chair.

We would just summarize our memo that has already been submitted to the Planning Board. We're very much in support of the changes that have been incorporated into the design, particularly the site layout changes associated with removing the curb cut and the driveway from CambridgePark Drive and creation of a more urban plaza space on that corner we think is a significant improvement from what we originally saw.

The building design has gone through some significant changes and that was a direct response to the Planning Board's comments. We think it is much more balanced and elegant across that south facade, and the mechanicals are really

well handled particularly with the setbacks and the central notch I think that breaks up the massing significantly.

We noted our standard comments about continuing review of materials, landscape details, and these sort of access egress sidewalk design issues that we would normally do, and I would just add to that some of the ground floor design sort of comments we made regarding the retail just to make sure we can consider the transparency as well as the ventilation requirements for any retail spaces and tenants. That would be our summary.

H. THEODORE COHEN: Okay.

We have received a memo from the pedestrian committee and I don't know, have you seen them?

SUZANNAH BIGOLIN: I hadn't seen them,

but I would -- I'm just looking through now.

The sidewalk design has been something that we've talked a lot about, and I believe a lot of the trees are existing, so where the project is retaining those, so that alignment is kind of what's existing. I don't know if the applicant can confirm.

H. THEODORE COHEN: So are they talking about the walk where the -- along CambridgePark Drive or are they talking about the new corner --

HUGH RUSSELL: The public realm.

H. THEODORE COHEN: -- where the curb cut cuts in?

SUZANNAH BIGOLIN: It's that whole strip.

JOHN SULLIVAN: And these are -- if I can answer, these are existing trees along this edge. Existing trees other than this one, existing trees all along this edge here. So we worked to

respect those trees.

ATTORNEY JAMES RAFFERTY: And they're in the public way.

JOHN SULLIVAN: Yeah.

SUZANNAH BIGOLIN: And we sort of asked about providing a more direct pedestrian connection closer to the building edge which has been incorporated into the design.

And the other issue is the cutting for parking spaces and, again, I think that's something that Traffic and Parking were unclear about what they sort of required, so I don't know if Adam has.

ADAM SHULMAN: So Adam Shulman, Cambridge Traffic Department. So the cut-in was something that was touched on briefly. We didn't touch the cut-in, we talked about it. We discussed briefly, very briefly I think maybe internally

with some staff, and maybe briefly with the applicants about whether it was appropriate for some changes.

I think in the final conclusion was no decision was really made at this time to just sort of -- leave it, we're not, we're not precluding anything from this project.

H. THEODORE COHEN: Which cut-in?

ATTORNEY JAMES RAFFERTY: The one in the public way.

ADAM SHULMAN: It's a loading zoning. I think that might be the location that was being referred to, Suzannah, if I'm right. So there was talk, you know, some thinking about it. There was thought about what type of cross section changes we might want to have on the street there. Again, it's a city street. It's not on the property.

H. THEODORE COHEN: City street, right.

ADAM SHULMAN: Whether or not the -- the street does come to like a pinch point over in this area. So there was notion of, you know, can we, should the street be widened a little bit? Or the other notion is do you move that? Do you get rid of that loading zone and then you have a wider sidewalk? It's something that just was brought up, but, again, never any really like decision. We're not proposing any changes. We're not asking for the applicant to do anything. We're just kind of leaving it as is. There will be more work analysis done on CambridgePark Drive as part of other studies that are gonna be going on. Much of that other studies are going to be a little bit more focussed between Steel Place to Alewife Brook Parkway. But being that this area is so close

and everything's related, it could certainly be looked at again at that time when the whole stretch is being revisited. So I expect that, that's probably still something that we'll look at, but again, it doesn't really influence or have an impact on this project.

H. THEODORE COHEN: Is that also true with the Pedestrian Committee's other comment that the property should show an intentional pedestrian link to the T and enhance the pedestrian crossing Steel Place.

ADAM SHULMAN: So I saw that, too. I wasn't a hundred percent clear what their point was. I know from the Traffic Department's point of view about the connection, pedestrian connections to the Alewife MBTA station and our initial comment letter, we expressed concerns about mid block crossing of Steel Place by

pedestrians, something we wanted to discourage, something we want to -- through design, encourage people to cross at the crosswalk at the intersection of CambridgePark Drive and Steel Place. And so from our perspective the applicant did just that by the whole new design essentially in creating sort of the landscaping and sort of the fence type areas which we think will really will serve to direct people to cross at the crosswalk which is the safest place to cross. So we think they've accomplished that.

When the earlier plans, which you saw when they had much more pavements and even some parking in that corner, you know, that was more wide open and seemed to be more of a likelihood and concern of the crossing mid block. So we think this, we think this kind of nailed it, kind of did a good design that solved multiple

problems.

H. THEODORE COHEN: Okay.

CATHERINE PRESTON CONNOLLY: Thank you.

H. THEODORE COHEN: Thank you.

So, Board Members, questions? Comments?

CATHERINE PRESTON CONNOLLY: I'll start.

H. THEODORE COHEN: Catherine.

CATHERINE PRESTON CONNOLLY: With apologies for my fading voice here, I want to first say thank you for getting rid of the curb cut. That was a huge thing, and I know it was a difficult thing for you to do, but I think it makes a tremendous difference in the site plan and in how the whole neighborhood feels, and I'm really happy to see that you found a way to do it. I really also appreciate that it's given you some opportunity to do things like the swales and dealing with the storm water in more creative

ways than just retention basins.

But overall -- and in terms of the architecture, the facade treatments, I was one of the people who preferred a more unified design for -- I like that it feels more like one building now even though the massing has been broken up so that it doesn't feel enormous. So I'm really, really pleased with all the changes you've made. And I think it's a much more successful site plan and building overall.

So that's all I have to say.

H. THEODORE COHEN: Hugh.

HUGH RUSSELL: Catherine makes the important points and I agree with her completely.

H. THEODORE COHEN: That's it?

Mary?

HUGH RUSSELL: I don't usually get to say that.

MARY FLYNN: I wasn't present for the first hearing, but I did receive the materials and having gone through both sets, I would agree with my colleagues that this is a major step forward. I think you've done a really nice job and that the elimination of the curb cut makes a tremendous difference there. So, thank you for paying attention. Appreciate it.

H. THEODORE COHEN: Steve.

STEVEN COHEN: I don't have much to add either. I guess I would just make one comment about the bioswale. They always look great in renderings and I have from time to time seen them in real life and they just end up looking like kind of a messy weed beds. I imagine you've seen that as well from time to time. I'm not sure what to add productively to that, maybe that's the nature of the beast or maybe it's, you know,

just a matter of more regular and maintenance and grooming.

BRIAN FALLON: I would just say that it's two things that I would say: One, it's the front door of the building. So we will have great incentive to maintain the property. But I also pick up on what Suzannah said, that should we be fortunate enough to receive your support for our application, it would then lead to a process where we would be interacting with particular materials, pallet, and meetings with the staff to assure everybody that what we have committed to in principle we will deliver on. And I can assure you that we will not allow, myself, the Davis Companies, if any of you happen to know Jonathan Davis, there will be quality every day of the year at the building. And I would share conceptually your concern. It's all about

execution. It's all about quality. It's all about the details. It's front door of our building, and I commit to you that we will do a sensational job on it. We will be happy to bring back all the detail to Suzannah.

STEVEN COHEN: And knowing I have nothing to add I think we may be hearing something from the Chair about some of the facade details, and I may chime in further at that point, but all of the changes very positive changes.

Thank you for responding to our concerns.

H. THEODORE COHEN: Lou.

LOUIS J. BACCI, JR.: I'm good.

H. THEODORE COHEN: Okay. Well, I have a couple of questions, and since I'm obviously the person who is not an architect but thinks he is --

ATTORNEY JAMES RAFFERTY: The guy next to

you has the same problem.

H. THEODORE COHEN: Well, I'll start with an easy one first. The smokestacks that extend up the arm.

ATTORNEY JAMES RAFFERTY: You want the image of that?

H. THEODORE COHEN: Yeah.

I believe -- right. Am I correct that there are either federal or state regulations that prohibit the screening of certain smokestacks and that they --

JEFF TOMPKINS: Jeff Tompkins, SGA. Yeah, we can't -- they won't function if we screen them. They have to be -- they have to actually be above the parapet line of the building by a certain dimension or else, you know, the natural air flow around them won't allow them to operate properly.

H. THEODORE COHEN: Okay.

BRIAN FALLON: And we did strive -- we did hear you last time and went through a considerable effort to try to locate them.

H. THEODORE COHEN: Right.

BRIAN FALLON: At least observable location and in the lowest possible profile.

H. THEODORE COHEN: Right. No.

JEFF TOMPKINS: Right. And they are, you know, those are actually as, you know, what you don't see is actually part of that as well. And so we did screen as much as we possibly could.

H. THEODORE COHEN: Right, I understand that. And I appreciate that. And I do like the screening and the roof line much, much better. And I agree with everyone else that the massing is much better and the, you know, the changes you've made getting rid of the curb cut and the

landscaping is really terrific. And, you know, I was probably the one who said I thought it looked like two buildings that had been meshed together.

I'm perfectly happy with the front facade and I'm perfectly happy with the back facade. I just don't understand why they come together like that. Why there were two such dramatically different facade treatments. And so --

STEVEN COHEN: On this side.

H. THEODORE COHEN: On -- well, yeah, it's really noticeable on the east and west side. And I know you talked about it a little bit before, but is there really, you know, either a structural rationale for that or is it purely just a design, we did it because we can and that's what we like?

JOHN SULLIVAN: I can speak to that.

You know, we felt like -- so the south

facade, the one that's, you know, mostly glass and transparent that faces CambridgePark Drive, we felt like it was really important to put some transparency towards that front face of the building. And to us, you know, that corner has always been an important element. You can see it on the ground plain. You know, just the gesture we felt it was important to corner as well. We felt that glass, you know, turning that corner that's still our front face. And we felt like since we have, we have a major building entry here but also a major building entry here, that it really made sense for us to extend that front face, you know, between entry to entry and then beyond for the remainder of CambridgePark Drive.

So, you know, on the east side of the building that seemed like a very logical place for us to transition, you know, materials. The

building in terms of its simplified massing and simplified facade approach became very symmetrical and we embraced that and felt that does transition and proportions felt good. So that's what resulted in that glass carrying around the west side of the building as well and really just embrace that symmetry and, you know, kind of presenting unified response. But it was really driven by the east side, tying the entries together, tying the retail together on the face, and really tying that front door experience to turn the corner and address that important part of that site.

H. THEODORE COHEN: And I guess my question is is there a rationale not to, you know, have the entire facade, enclose the entire building in the glass?

JOHN SULLIVAN: Oh, yes, you know, in

terms of, you know, the other facade treatment, I mean we felt it was important to us that the glass was opacity with scale and rhythm, but also we thought about it a lot for energy. As we're, you know, putting together our energy models to, you know, help us achieve LEED Silver and stretch code compliance, you know, we need a reasonable window to wall ratio. So we thought about that, you know, quite a bit. And, you know, I think it would be irresponsible from an energy standpoint to have this building be entirely glass.

H. THEODORE COHEN: Okay.

I personally think it looks odd on the east and west sides, but it's your building.

Did you want to add something?

STEVEN COHEN: Well, I guess I kind of start out with your last comment "it's their building." You know, one of the issues of course

is presentation materials. You know, as we look at the rendering there, I think the change in materials and design kind of works okay. When I look at the close up of the masonry portion, I kind of see the rhythm and the masonry and I think that it works reasonably well. When I see the head on elevation on the side, it seems to work less well and, you know, it's okay to change materials and design, but you kind of want them to work well together. And to my eye it could work. I think it could probably use some refinement. We need them to work better together.

CATHERINE PRESTON CONNOLLY: Which is why they have continuing design review with staff.

STEVEN COHEN: And that's where I was going to end up. So I start by saying well, it's their building and I end by saying well, there is

continuing design review and maybe it could make the two materials and designs somehow or another work better together.

BRIAN FALLON: I think the way I would try to sum it up, I mean, it's a tough thing for the developer --

H. THEODORE COHEN: I'm sorry, could you use the --

BRIAN FALLON: I was just going to say it's a tough thing for the developer to admit what the reality is, and I tried to say it earlier, because of your input and because of our dialogue, it's a better building now. And we really do have not only an ongoing commitment to quality, but a conviction about what we sort of brought here together. And we do feel very confident about this and we hope we can eventually get you enthusiastic about it. But we

think we've made enormous strides together. We're very proud of it. It's going to be a great addition to the Cambridge market and we look forward to working with the staff should we be fortunate enough to get your support this evening. And having done this for a while, I do believe it really is a quality design. It's a great firm. I had the pleasure of working with SGA in the past and we will promise you the quality and the execution in the field which will be evidence to Suzannah with all of our filings and all of our detailed material submissions.

STEVEN COHEN: It's going to be great.

LOUIS J. BACCI, JR.: I guess I have one thing.

H. THEODORE COHEN: Lou.

LOUIS J. BACCI, JR.: I forgot to say one thing. Thank you for addressing the garage. And

not sure exactly what it will look like in place yet, but --

ATTORNEY JAMES RAFFERTY: It will look better than it does now.

LOUIS J. BACCI, JR.: An attempt will be made. Right. Thank you very much.

BRIAN FALLON: Those panels are going to be a major addition and even the circulation shades is an addition, is major for the neighborhood.

JEFF TOMPKINS: I would just add to sort on the record and volume to Brian's point, we'll work closely with Suzannah to make sure that that garage comes off, you know, as a well designed development. We believe, as does the Davis Companies, that it's an important, it's an important part of our facade. It's what we see when we approach the site.

LOUIS J. BACCI, JR.: I've seen it.

BRIAN FALLON: If I could just -- I'm sorry. I just want to put this in a different context.

ATTORNEY JAMES RAFFERTY: We may be better than you think so be brief.

BRIAN FALLON: We just raised our \$500 million. This is the single largest investment in the third fund. You're getting all of our attention on this one to make sure it is a quality and successful project.

H. THEODORE COHEN: Hugh, you had a comment?

HUGH RUSSELL: I think I was just going to comment on the -- where does the transition between the two materials go? It seems like there's a very, very -- pretty clear that the more opaque facade should be on the north and the

glass facade should be on the south. And there's a very good logic with turning the corner to go to the entrance. There isn't the same compelling logic on the west facade. And so maybe we could ask them to say some compelling logic, and I would suggest one thought would be that the precast facade is a much better performing energy and the west facades are quite difficult from an energy point of view. So maybe if the precast comes a little closer to the street, maybe it comes halfway beyond so it sort of says something about the, you know, the -- where it sits on the planet and the relationship to the sun. I don't -- and just -- I mean, I think because it seems somewhat arbitrary, you could study different possible solutions and decide which one you like the best.

STEVEN COHEN: Would an asymmetry be more

appealing from that aesthetic perspective?

HUGH RUSSELL: Maybe. I mean, it's like -- these are, I've been impressed that these are very skilled architects who are very concerned about proportion and that it shows in all of the various ways that they can do scale and proportion. So I don't want to try to substitute my judgment for theirs, but if the Board is thinking about trying to think about this, that's the way I would think about it.

JEFF TOMPKINS: I would just offer. Mr. Russell, that we have actually just talked about that, you know, in-house. We talked about it quite a bit. I wouldn't say it was arbitrary that we, you know, that we made this decision on to, to wrap the glass around the west facade as much as we did, but we're not opposed to, you know, a smaller gesture of glass on that west

facade and having a little more precast on that west facade. That's not -- we're not opposed to that at all. We do the -- you know, we have spent a lot of time thinking about scale and proportion and the opacity and transparency of the facades and how they relate back to the street and how they relate back to the use of the building. So -- but I would agree that where we don't really have an entry on this facade that, you know, that logic doesn't apply as well, so we could advance that forward a little bit more. If that pleases the Board.

HUGH RUSSELL: I think look at it.

JEFF TOMPKINS: We could work that out.

H. THEODORE COHEN: Work with staff on that.

HUGH RUSSELL: Yes. You may end up exactly where you are.

H. THEODORE COHEN: Right. Okay, are we ready to proceed?

LOUIS J. BACCI, JR.: Yes.

H. THEODORE COHEN: Jim, just from your introduction I was not clear do you still need the Special Permit under 20.96.1 for the reduction in permeable area?

ATTORNEY JAMES RAFFERTY: We need the reduction of permeable area and that's the section of the Ordinance that says we can get there as of right with the certification. So we do have the certification, but there's a -- I did talk about this with Ms. Joseph. There is a slight ambiguity in the fact that it, it refers to it as of right, but then it says as of right upon the granting of the Special Permit. So I've always wrestled with that in running zoning opinions. Well, do you need the Special Permit?

And it feels like -- it may feel like belts and suspenders but --

H. THEODORE COHEN: You would like it.

ATTORNEY JAMES RAFFERTY: Yes. We're pursuing the reduction pursuant to the certification, but that language talks about approved by the Board. It may not say a Special Permit. It says that the Board has to approve that fact. So, I think it does have some relevance. And I think if it were found to be unneeded or unnecessary, it wouldn't be problematic.

H. THEODORE COHEN: It would just be surpluses.

ATTORNEY JAMES RAFFERTY: Exactly.

H. THEODORE COHEN: Okay.

But you do not need the --

ATTORNEY JAMES RAFFERTY: Open space.

H. THEODORE COHEN: -- the curb cut.

ATTORNEY JAMES RAFFERTY: We do not need the curb cut. We do not need the alteration of a prior non-conforming use.

H. THEODORE COHEN: Right.

ATTORNEY JAMES RAFFERTY: And that's correct. We do not need any reduction of open space. Only permeable.

H. THEODORE COHEN: Right. Well, it's the same section, isn't it?

ATTORNEY JAMES RAFFERTY: Same section but it deals with each issue separately.

H. THEODORE COHEN: Right. So you don't -- okay.

HUGH RUSSELL: You mentioned on the LEED is basically the general nature of that if they go through the Special Permit process, we have reflect the hard numbers in the Ordinance become

soft numbers subject to our approval.

H. THEODORE COHEN: Okay.

HUGH RUSSELL: And the FAR is the -- when you get the FAR, if you go through this process.

ATTORNEY JAMES RAFFERTY: Right, and we have set forth in the application and it's also in Mr. Roberts' memo, the criteria -- the application of the design guidelines and the criteria in the Alewife Overlay District that upon a finding, that the project met those, then we would be an appropriate candidate for the Special Permit to allow for the FAR increase to 1.75. And I think -- I think the case was compelling to begin with. And the application materials support that in the prior application -- in the prior version. I think the revisions to the site plan only enhance all of the rationale set forth in the application. We

didn't update that, but I think the testimony here tonight as well as the resubmitted plans demonstrate that the issues around pedestrian circulation, permeability, and open space are increased beyond what they were even at the time when we submitted the original application.

H. THEODORE COHEN: I'm going to bring up the findings that we need to make.

CATHERINE PRESTON CONNOLLY: Page 2 of Jeff's memo.

H. THEODORE COHEN: Yeah.

HUGH RUSSELL: Page 11 and 12 of the original application.

H. THEODORE COHEN: Okay.

So to increase the FAR, waive the yard requirement, and well, not reducing open space, but would require the project promotes the general interest of the large commercial and

residential neighborhood noted in Section 20.92, is consistent with the goals, objectives, and guidelines established in the Concord/Alewife plan.

All right. So the guidelines are to encourage more transit-oriented development.

To continue to allow commercial development to be focussed in the area and encourage -- well, we're not encouraging housing.

To create public access to the Alewife Reservation from CambridgePark Drive.

To improve bicycle and pedestrian connections along the Minuteman Trail, Belmont Path, Linear Park.

HUGH RUSSELL: Hold on, Ted. I think the inclusion of the retail is a vital component that encourages --

H. THEODORE COHEN: Right.

HUGH RUSSELL: -- housing.

H. THEODORE COHEN: And so, and further guidelines can create a pedestrian-friendly environment along CambridgePark Drive.

To provide small setbacks from the right of way for cafe seating, benches, or small open space.

To screen service areas from CambridgePark Drive.

To provide pedestrian links that strengthen physical connections to Alewife Reservation.

And to create building height facade setbacks between 85 and 105 feet.

And to site new developments -- well, it's an existing building. We're not really talking about new.

So do we feel comfortable that we're

complying with the objectives of the
Concord/Alewife plan?

CATHERINE PRESTON CONNOLLY: Yes.

MARY FLYNN: Yes.

HUGH RUSSELL: Yes.

H. THEODORE COHEN: Okay.

So for the waiver of yard requirement,
that the objectives of Concord/Alewife plan
continue to be met.

That storm water management objectives
for the area continue to be met both on the site
and the site may be a part of a larger system for
managing storm water runoff. With regard to
that, we've received a memo from DPW and there's
also a -- Conservation Commission has an order of
conditions.

The reduction or waiver of yard
requirements provides for more efficient

development of land, encourages or facilitates a more logical pattern of buildings, streets, parks, and open space, or enhances the urban/pedestrian character of areas envisioned in the Concord/Alewife plan.

I think we've --

CATHERINE PRESTON CONNOLLY: Yes.

H. THEODORE COHEN: -- we're all comfortable with that.

We don't need to deal with the alteration of the pre-existing structure.

Construction in the floodplain overlay district. No encroach of the floodway or displacement of water retention capacity is allowed unless fully offset.

Floodwater system shall not cause nuisance, hazard, or detriment to site or abutters.

Development is consistent with zoning area plans and guidelines and applicable laws including Wetlands Protection Act.

And it's been reviewed by the City Engineer and Conservation Commission as required.

We have, again, we have the DPW's comments and their ongoing oversight and the Conservation Commission's actions. And I think DPW actually recommended that we do allow the waiver in the floodplain overlay district.

The General Special Permit criteria under Section 10.43, Special Permits will normally be granted if the zoning requirements are met, was found not to be in the public interest due to one or more of the criteria enumerated in Section 10.43, which I think we are all pretty familiar with.

And does anyone have any difficulty with

any of those?

LOUIS J. BACCI, JR.: No.

H. THEODORE COHEN: And, Mr. Rafferty, are you content with all of those findings? Do you feel we need to make any further findings?

ATTORNEY JAMES RAFFERTY: No, thank you. I think that addresses the issues that are before the Board with this application.

H. THEODORE COHEN: And so we recommend a -- receive a motion to approve the various Special Permits requested, that we had just discussed subject to the comments in the November 16th memo from Community Development Department as to ongoing review, mixture and materials, review of landscaping details, review of sidewalk design, parking, etcetera, review of storm water management by the Department of Public Works, and subject to all of the mitigation measures that

are mentioned in the memo from Traffic and Parking which I understand have all been agreed to by the developer.

And subject to ongoing oversight by staff, and in particular Traffic and Parking and Department of Public Works.

Could we have a motion to that effect?

HUGH RUSSELL: So moved.

H. THEODORE COHEN: And is there a second?

STEVEN COHEN: Second.

H. THEODORE COHEN: All those favor?

(Show of hands.)

H. THEODORE COHEN: It's a unanimous vote of five members.

ATTORNEY JAMES RAFFERTY: Thank you very much.

H. THEODORE COHEN: And, Liza, you also

need an extension of time for filing the decision.

LIZA PADEN: Yes.

Right now this case deadline is November 30th and we're not going to be here two days this week. I would like to ask for an extension to write the decision and get it filed.

ATTORNEY JAMES RAFFERTY: I mean yes, I mean how much time you think?

LIZA PADEN: Can we have two weeks?

BRIAN FALLON: Sure.

H. THEODORE COHEN: So that is two weeks to what date?

LIZA PADEN: So November 30th to December 13th. December 13th, Tuesday.

H. THEODORE COHEN: That works for you?

LIZA PADEN: Yes, thank you.

ATTORNEY JAMES RAFFERTY: Thank you very

much.

H. THEODORE COHEN: So moved. Okay.

Liza, we have nothing else?

LIZA PADEN: No.

(Whereupon, 9:40 at p.m., the

Planning Board Adjourned.)

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BRISTOL, SS.**

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 26th day of December, 2016.

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

My Commission Expires:
April 29, 2022

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